

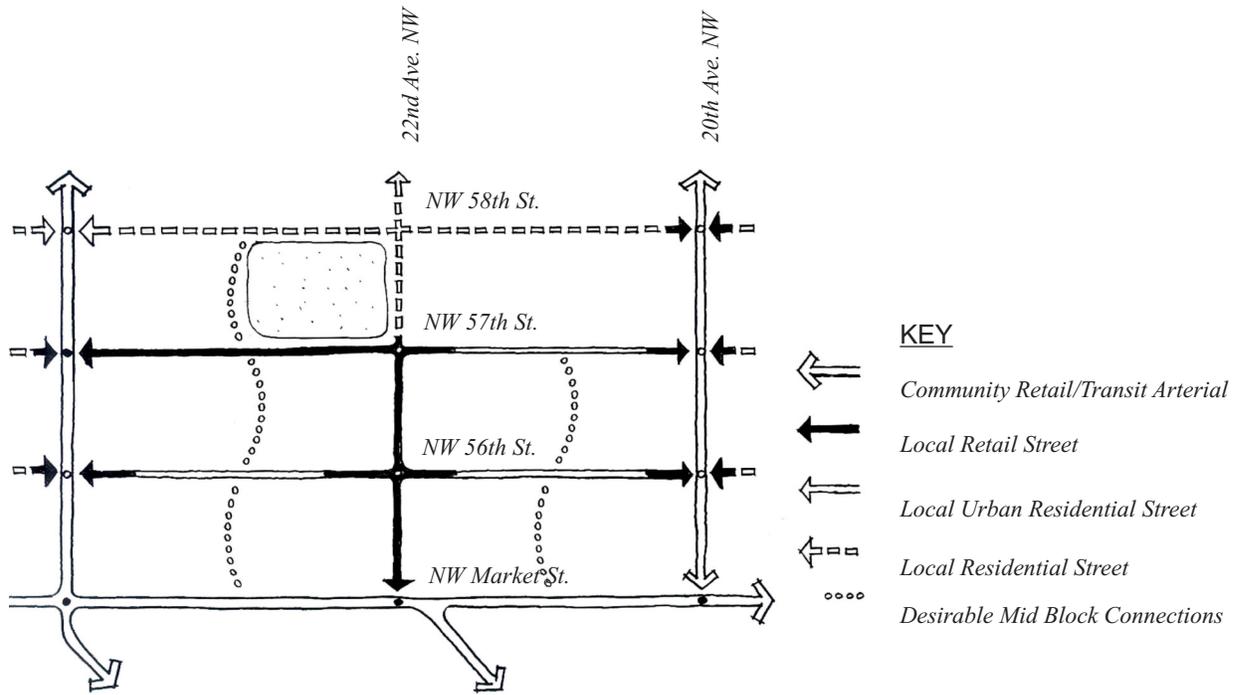
# The Street Element of the Ballard Municipal Center Master Plan

(The following is an excerpt from the Ballard Municipal Center Master Plan. It does not present requirements. However, adherence to the designs that are presented will expedite project permit processing.)

## Streets

### Concept

These street improvement design standards encourage maximum use of the public street right-of-way by implementing a new, consistent, unique, and safe pedestrian-friendly street scape design throughout the plan area. General design continuity is required, however some flexibility in implementation recognizes that the streets in the plan support four distinct types of uses.



### Implementation

Improvements will be primarily funded by new adjacent public and private developments. City capital improvement and maintenance allocations (SEATRAN, City Light & DON grants), or special state, federal or private grants may provide additional funding. The Department of Neighborhoods or local civic organization are encouraged to establish a street furniture gift/sponsor program. Incremental development and hence implementation of the plan is anticipated. Improvements must be implemented along the street frontage adjacent to property that develops. The City should develop a process for completing any remaining sections of street overtime, that is equitable to all property owners.

## **EXISTING CONDITIONS**

### **General**

This plan requires street improvements to an area with existing streets, curbs, sidewalks, landscaping and utilities. Although these existing conditions have been considered and incorporated where possible, these requirements are aimed specifically at avoiding piecemeal development. Consequently, relocating major infrastructure elements is recognized as an essential requirement of the plan.

### **Guideline**

Develop a balanced approach to sharing this cost between the public and private development.

### **Existing Street Trees and Planting**

Both mature and immature street trees and landscaping exist in the plan area. Generally these trees are not in the location that allows for the most efficient use of the street. Where possible, existing street trees should be relocated to the new location per these street improvement design standards.

A significant number of mature Linden trees exist on NW 57th St. between 20th Avenue NW and 24th Avenue NW. Lindens are generally not good street trees since they drop sticky 'sooty-mold' on cars and street furniture.

### **Guideline**

Mature trees should be considered for replacement and newer trees should be evaluated for general health. The plan requires replacing Lindens with the plan street tree placement adjacent to new development as it occurs.

## **Existing Utilities**

Extensive underground and surface utilities exist in the plan area. Based upon preliminary analysis, the underground utilities generally accommodate the new proposed street geometry. The extensive surface utilities however, restrict both the street tree size and adjacent development options that will contribute to making the area more pedestrian oriented.

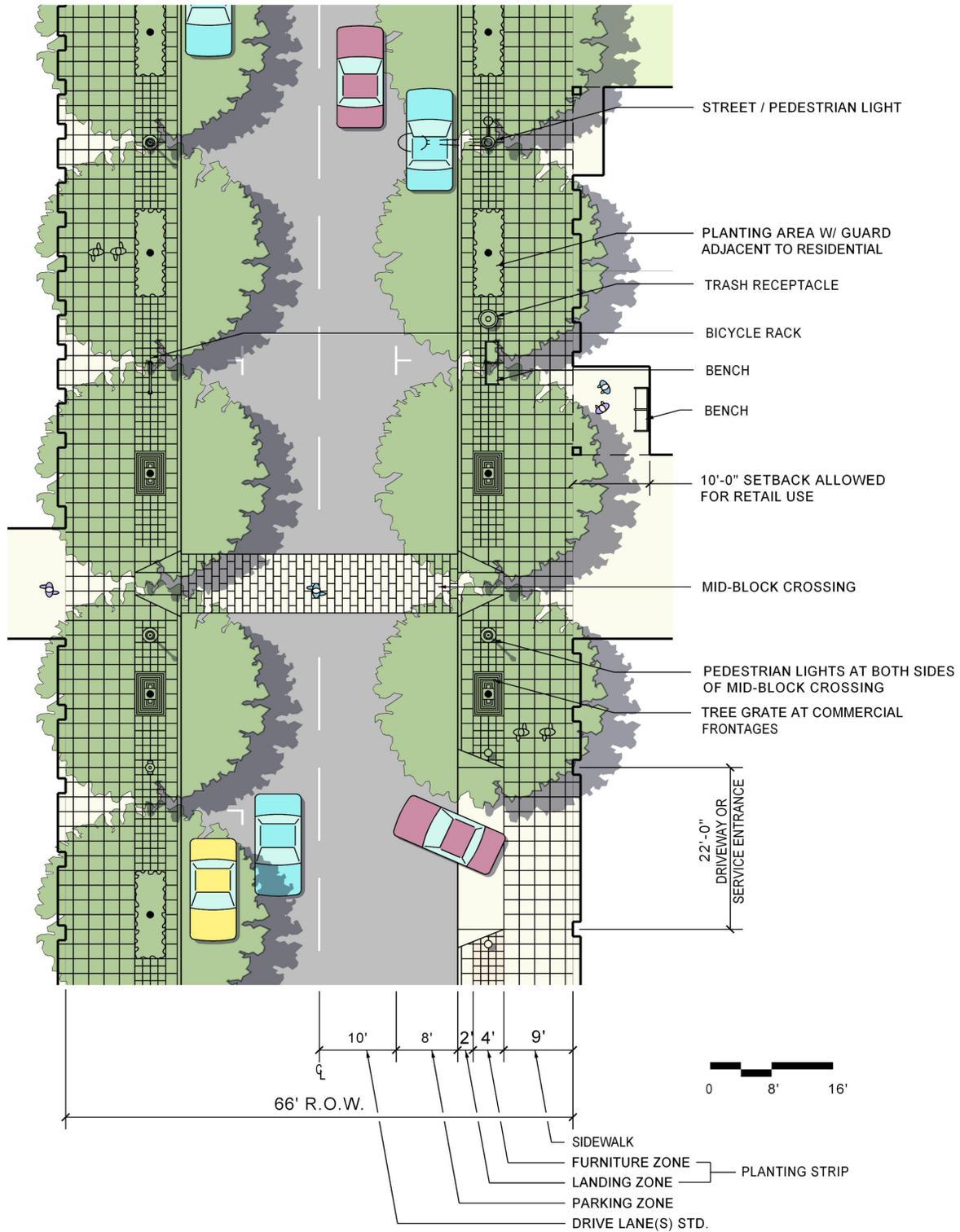
## **Guideline**

Relocating all surface utilities underground is a high priority of the plan. New locations should be coordinated with other utilities and generally located under either the roadway or paved sidewalk areas and not within the planting strip. Property owners and/or developers could sponsor the undergrounding of utilities as a City Light 'Neighborhood Power Project' and participate in Seattle Public Utilities 'Adopt-a-street' program for the entire plan area. New SPU projects should be carefully integrated in this plan. New storm water capital improvement projects should be coordinated with implementation of this plan.

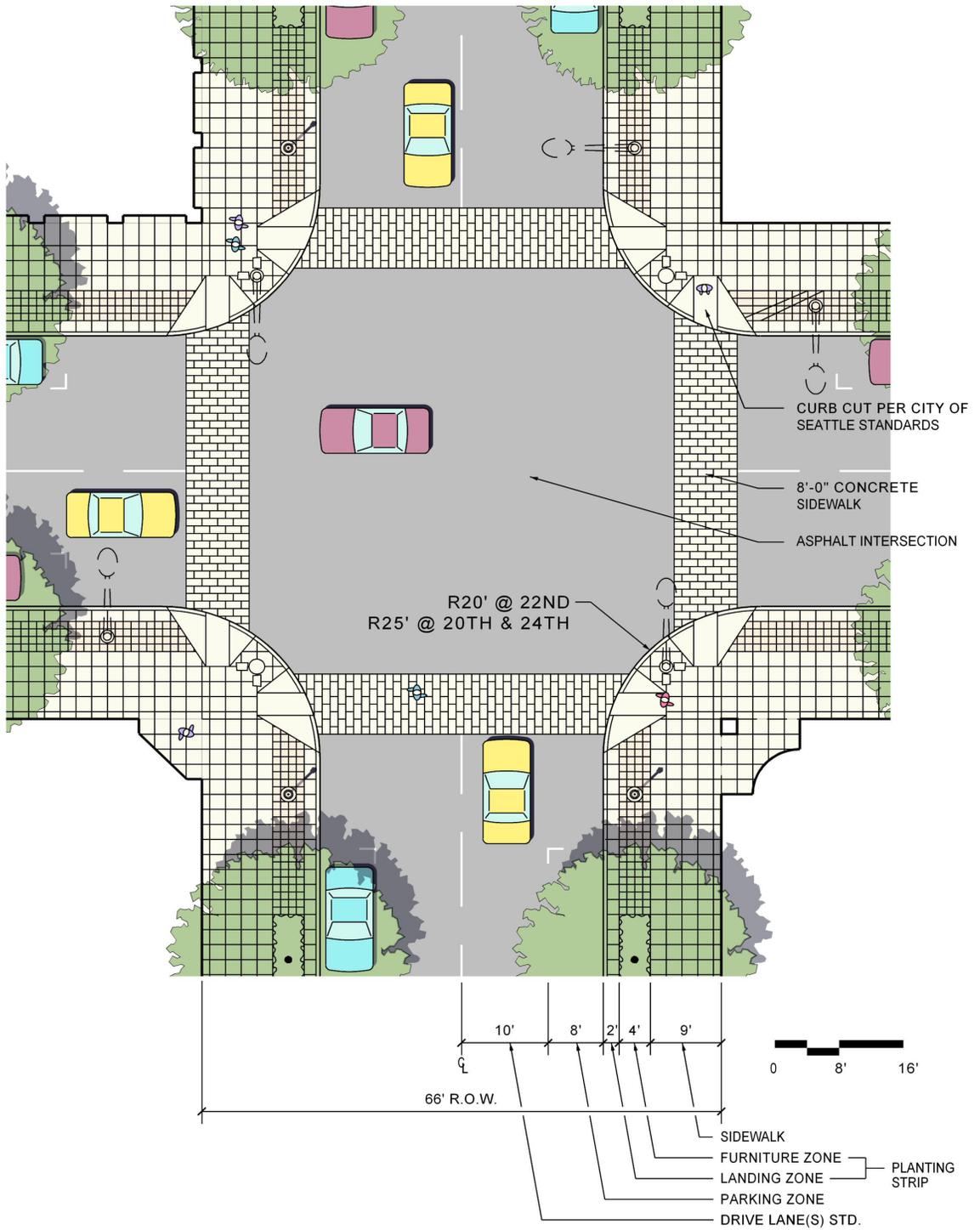
This plan calls for new street dimensions and geometry. Although all streets are seen as multipurpose, a primary function is envisioned for each street in the plan area as follows:

Two way streets are required throughout the plan area to maximize flexibility and vehicular circulation. All streets and avenues in the plan area are 66' wide except 24th Ave. NW which is 100'. 24<sup>th</sup> Avenue NW is not required for reconfiguration. 24th Avenue NW is an important city arterial and transit street. A consistent cross section dimension is required for both the north-south avenues and east-west streets with minor deviations that respond to respective goals for pedestrian activity, connectivity and green space.

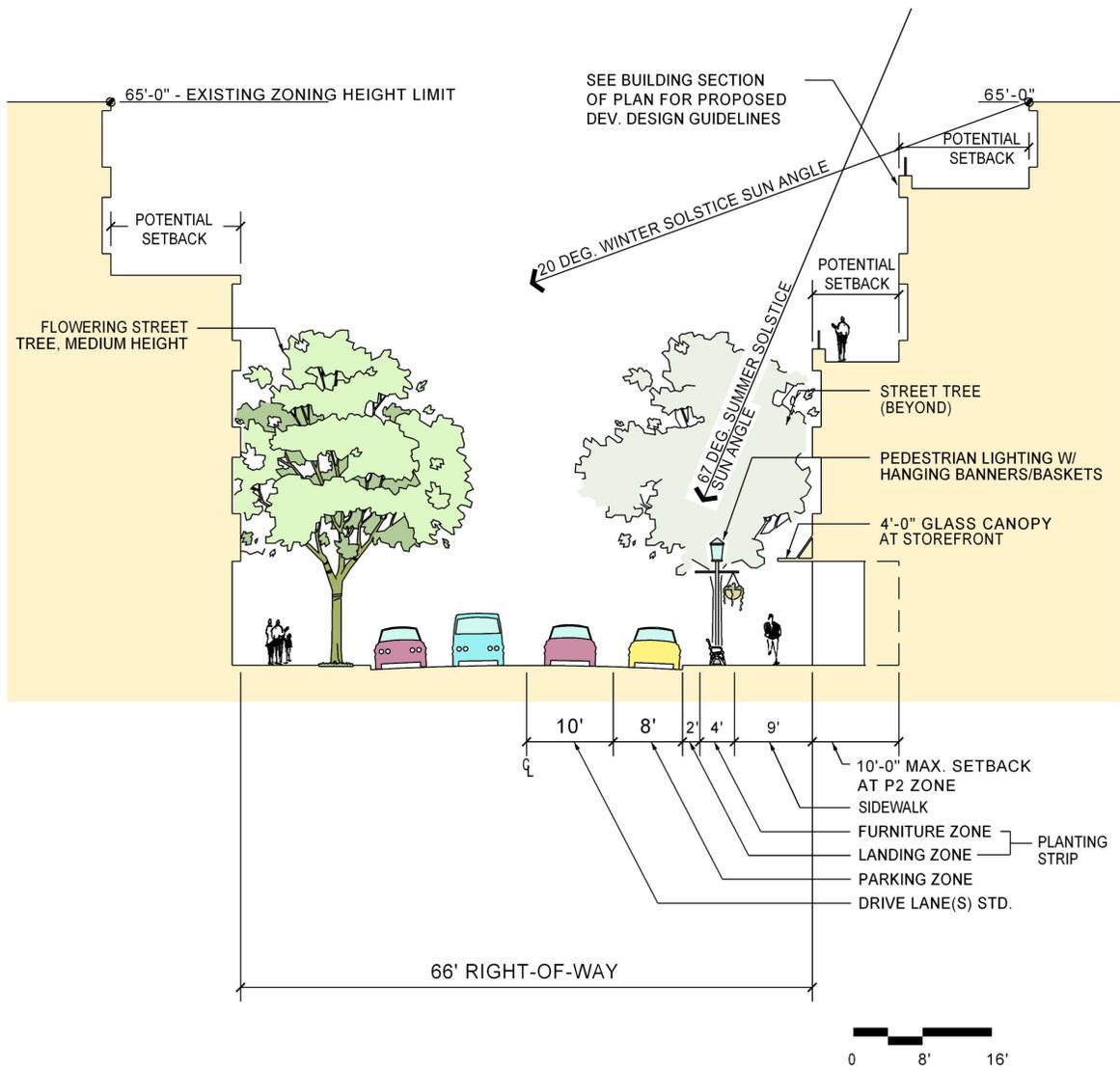




*This partial street plan illustrates a typical built-out condition for a mid block section of one of the east-west streets.*



*This partial plan of an intersection illustrates several of plan recommendations for the ultimate built-out condition.*

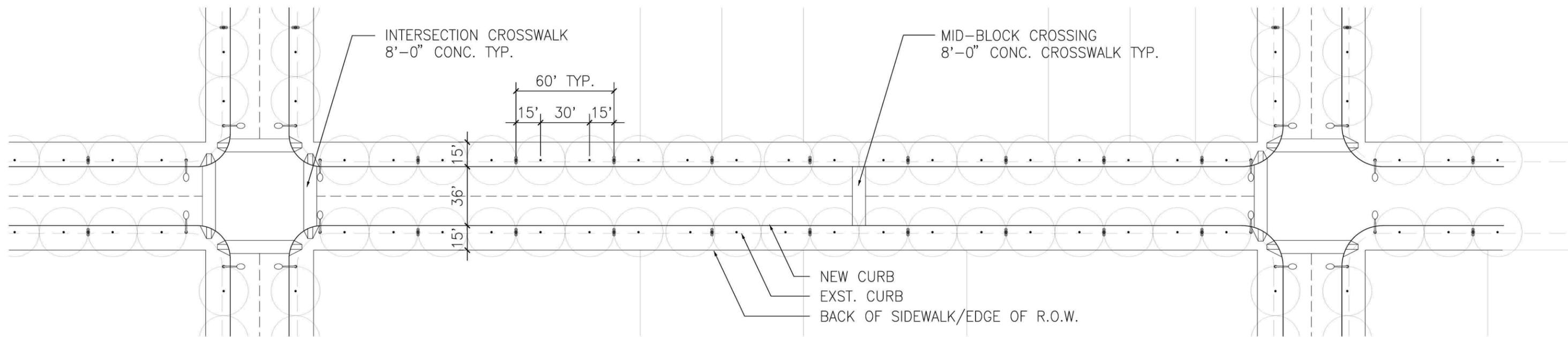


*This street section illustrates the scale of potential development and new street design elements recommended by the plan.*

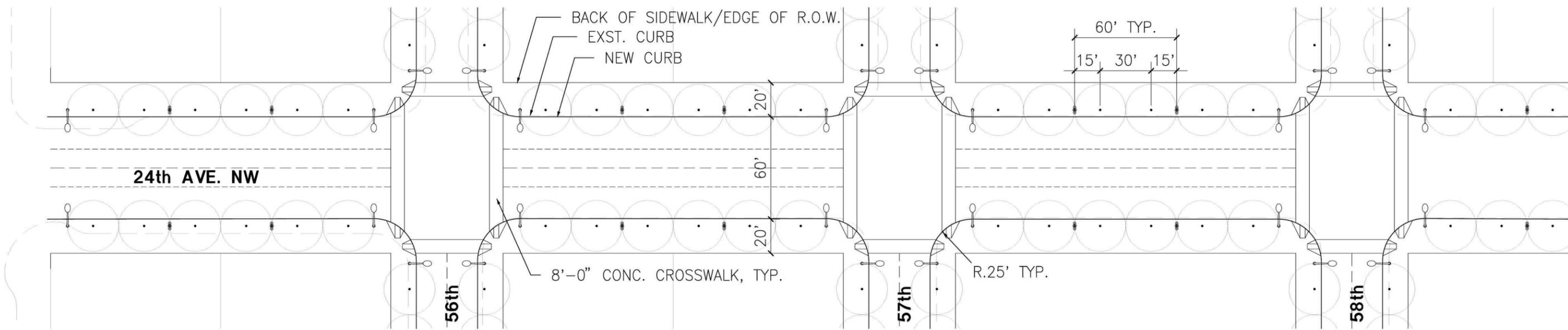
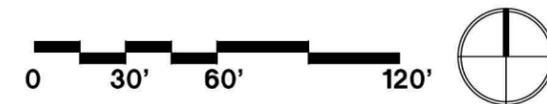


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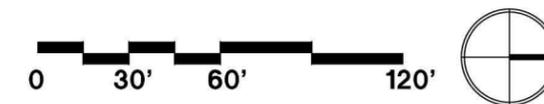
-  NEW OR RELOCATED STREET TREE
-  COBRAHEAD LIGHT
-  PEDESTRIAN LIGHT



**TYPICAL EAST/WEST STREET LAYOUT**

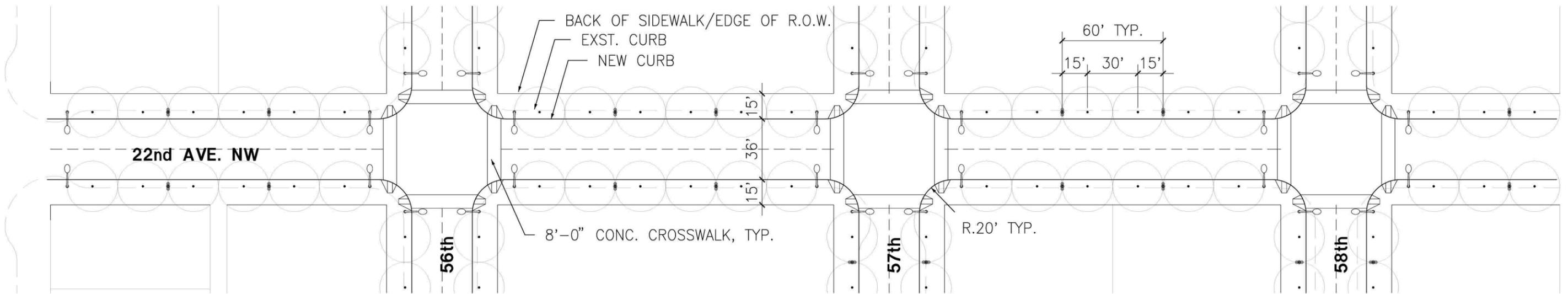


**24th AVE. NW LAYOUT**

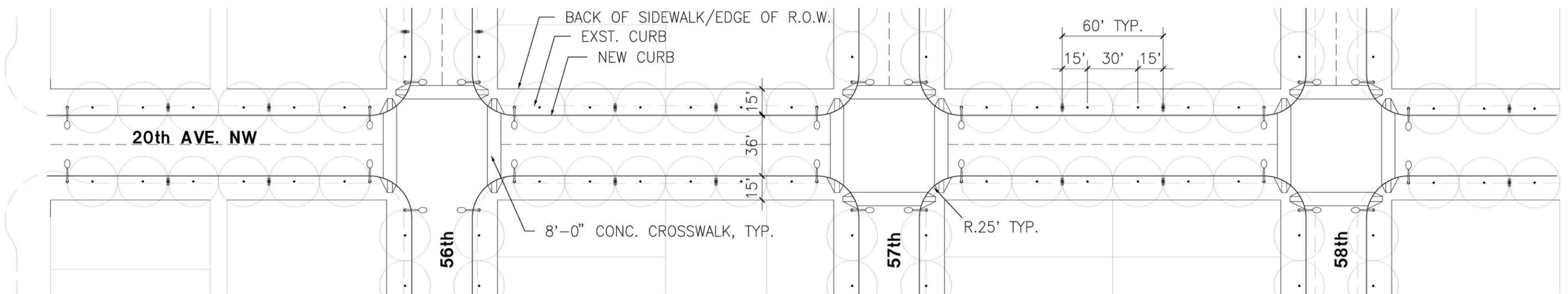
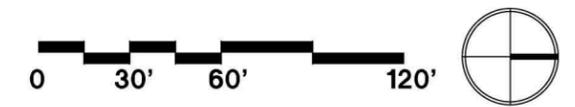


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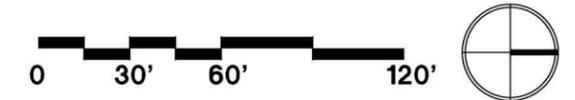
-  NEW OR RELOCATED STREET TREE
-  COBRAHEAD LIGHT
-  PEDESTRIAN LIGHT



**22nd AVE. NW LAYOUT**



**20th AVE. NW LAYOUT**





*A consistent design that features simple yet quality materials will help create continuity in the plan area.*

## **SIDEWALKS**

A continuous nine foot wide sidewalk and 6 foot planting strip is required adjacent to all new development, and must transition to meet the neighbor's sidewalk after the property line. The required construction standard is for reinforced, uncolored, four inch thick concrete, scored in two by two foot rectangular panels, orthogonal to the street, with the one foot band adjacent to the parcel edge. The concrete must be lightly broom finished, perpendicular to the direction of the sidewalk, with less than one half inch deep joints and no visible remaining edge tool marks. The one foot band adjacent to the parcel edge may be finished at the discretion of the adjacent development design and is suggested as a tile art opportunity. Sidewalks should be thickened to eight inches under driveways and at all edges, including planters, tree grates and curbs. This standard is easily matched to adjacent developments and repaired over time as required by utility reconstruction.

## **PLANTING STRIP**

### **Furnishing Zone**

A continuous four foot wide planting strip that includes a pedestrian furnishing zone is required adjacent to the sidewalk. Planting areas for trees and/or tree grates must be a minimum of six feet in length. The four by six foot dimension provide wider sidewalks and emphasize the linearity of the street. Tree grates are required on avenues and adjacent retail storefronts. All other areas may substitute planting beds as provided in the requirements listed below. Areas between planters must be red, sand set, nominal size brick. Brick paving allows the flexibility to accommodate existing conditions, art opportunities, greater tree aeration, water permeability, as well as accepting sidewalk runoff. Paving sub base must be compacted to adequately prevent sinking. Multiple variations of 'red' brick and patterns are allowed.

### **Landing Zone**

A continuous two foot wide auto passenger landing curb is required between the furniture zone and roadway. The landing zone should be standard concrete, constructed and finished consistent with the sidewalk with a six inch 'curb' score line. The curb is intended to maximize parallel parking options by allowing passengers to keep their feet dry adjacent to planting strips or street trees.

## **PEDESTRIAN CROSSINGS**

An eight foot wide concrete pedestrian crosswalk with a brick stamp pattern is required at all corners of all street intersections. Crosswalks at mid-block pedestrian connections must be textured, where the crosswalk meets SEATRAN's crosswalk installation policies. If the crosswalk does not meet SEATRAN's crosswalk policies, then the entire intersection should be textured. New development of a property is required to provide crosswalks across the street to the edges of future curb bulbs in both directions (if the property is located at a corner), wheelchair ramps at their intersection and companion ramps. If a newly developed property is located adjacent to an end of a mid block crosswalk, (as identified in this plan) they are responsible for installing the full mid block cross walk, as well as the street light on its street frontage.

## **CURB CUTS**

Curb cuts are strongly discouraged on north/south avenues since they interfere with pedestrian movement and development opportunities. The P2 overlay on 24<sup>th</sup> and 22<sup>nd</sup> Avenues NW restrict the number of curb cuts. Two-way curb cuts may not exceed 20' in width, and should be limited to the extent feasible. The standard driveway must transition between the gutter and sidewalk at a 10% slope, or less. Typically this transition will be within 6 feet, aligning with the back of the tree pits. Curb cuts must be coordinated with zoning standards and design guidelines.

## **ROADWAY**

### **On Street Parking**

An eight foot wide, concrete, parallel parking strip, (per SEATRAN standards) is required. Parallel parking is required over angle parking due to right-of-way limitations for preferred two-way circulation and pedestrian improvements. Parallel parking also provides more flexibility to locate curb-cuts and a more efficient use of the ROW.

### **Travel Lanes**

The roadway should be 36 feet curb-to-curb, including one travel lane and parallel parking in each direction. However, the arterials (24<sup>th</sup> and 20<sup>th</sup> Avenues NW) should remain at the current curb to curb width. The curbs adjacent to developing property must be relocated to match the plan below, and transition on both ends.

Ten foot wide vehicular travel lanes should be provided on NW 56<sup>th</sup>, NW 57<sup>th</sup>, NW 58<sup>th</sup> and 22<sup>nd</sup> Ave. NW. However, the arterials (24<sup>th</sup> Ave. NW and 22<sup>nd</sup> Ave. NW) should remain at the current curb to curb width.

## **TRAFFIC CONTROLS**

Appropriate traffic control devices should be comprehensively installed to ensure a safe and attractive environment for pedestrians. Traffic controls on 22<sup>nd</sup> Ave. should be used to reinforce this Avenue as a primary pedestrian connection. New development in the Municipal Center area should evaluate the need for new traffic controls (such as stop signs, stop lights, and pedestrian activated crosswalks) at adjacent intersections along 22<sup>nd</sup> and 20<sup>th</sup> Ave. NW. Where these devices meet SEATRAN policies, they should be installed by the developer.

## PLANTING STRIP

### Pedestrian Furnishings, Street Trees and Landscaping Specifications

Pedestrian furnishings should be installed only in planting strip/ pedestrian furnishing zone and maintain a nine foot clear sidewalk width at the narrowest point. Pedestrian furnishings should be allowed and encouraged adjacent any usable open space where the required sidewalk width is maintained.

#### Benches

One bench is required per 100' street front or per development, whichever is greater. Multiple designs are specifically allowed to enliven the quality of the pedestrian environment provided the benches are a minimum of six foot in length and of durable design, construction and finish (steel, concrete, heavy timber and/or recycled plastic). Benches and other features should be bolted through brick paving to concrete foundation pads below. All benches must be maintained by the adjacent property owner.

#### Trash Receptacles

One trash receptacle shall be required per 200' street front or per development, whichever is greater. Recycling containers should be studied to see if they are successful in public spaces. Frequently the lack of control discounts the feasibility. Maintenance of trash receptacles is the responsibility of the adjacent property owner.

#### Bicycle Racks

One bicycle rack is required per 100' street front or per development, whichever is greater. The city standard bike rail is required.

#### Landscape Railing

A landscape railing is required at all existing and new surface parking conditions and set at the property line to help define the public right of way and hide parking. Multiple designs should be allowed provided they are between 2'-6" and 3'-6" high, steel construction with vertical pickets.



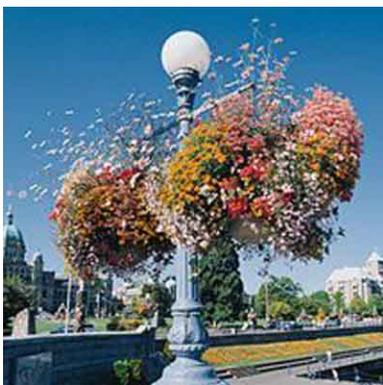
*Benches, trash receptacles and other pedestrian furnishings should be durable, well constructed and installed.*



*Landscape railings help screen adjacent surface parking and reinforce a consistent street edge in absence of continuous building edge.*



*The preferred pedestrian street light and pole for the plan area exhibits an appropriate 'civic' character.*



*Hanging planters add color, texture and human scale to the street scape.*

## **STREET LIGHTING**

Seattle City Light has responded to significant city wide neighborhood interest in pedestrian scale lighting by developing a pedestrian lighting program. Since City Light is responsible for ownership, maintenance and repair of the lighting, options are limited to particular standard poles and four different styles. All lights are energy efficient high-pressure sodium. The light required for the plan area is Type 'C', 70 watt, (ZED: Nostalgia - Z47A) with a 14' high fluted pole and decorative base cover (B104). This design provides the best civic character. Proposed lighting locations are provided on the street framework plan. The lights should be located on both sides of the street in mirror match pattern, with 60 foot spacing  $\pm$  5 feet.

New development is required to install the lighting in the planting strip as indicated above, the conduit, hand holes and wiring to the lights surface connection point.

New steel street lighting poles and "cobra head" luminaries should be provided at the intersections, as coordinated with relocating the utility poles underground. The poles should be well designed and high quality similar to those used in downtown Seattle. One street light is required on each end of any mid block cross walk. The lighting must have type 3 distribution.

### **Hanging Planters and Banner Brackets**

Street lighting poles should accommodate hanging planters and banner brackets.

### **'Gateway' Signs**

Special 'Gateway' signs are not required by this plan. Successful comprehensive implementation of a consistent and quality street scape will provide necessary distinction for the district and not cause confusion with other Ballard districts.

### **Parking Regulations Signs and/or Meters**

Signs and meters should be located in the planting strip. Specific regulations and meters should be determined by City policy in cooperation with local businesses and civic organizations.

### **Newspaper Racks**

Newspaper vending machines should be placed in a manner that minimizes clutter and maximizes pedestrian space. Racks should be located in the pedestrian furnishing zone.\_

### **Drinking Fountains**

Optional, multiple designs are encouraged.

### **Color**

All steel pedestrian furnishings (including benches, trash containers and light poles) should be painted a consistent color as selected by a community preference survey, conducted by the District Council.



*The traditional inset tile Ballard street names should be installed at the street intersections consistent with other streets in the area.*



*The Aristocrat Pear offers seasonal flowering, vibrant fall color and a minimum of debris.*



### **Street Trees**

Consistently spaced street trees will create the primary identity for the street. Street trees are required on all streets. Trees shall be planted at a 30’ overall spacing average, ranging from 24’ min. to 33’ max. as required to accommodate driveway locations/ unique existing features and as coordinated with the 20’ maximum driveway width required by this plan and SEATRAN street tree distance requirements. Two trees shall be planted between each set of pedestrian street lights, each tree approximately 15 feet from the street light

‘Aristocrat’ Pear or similar medium sized trees (30’-40’ height, 25’-30’ spread) that will provide seasonal flowering, vibrant fall color, and minimum debris are required. New trees should be a 3” caliber minimum. Existing street trees may be relocated to the new location if they are in general good health. All street trees shall be irrigated and provide for seasonal or special events lighting.

### **Tree Grates and Guards**

Tree grates are required adjacent to all commercial uses where high pedestrian traffic is anticipated. This includes all frontage on 20<sup>th</sup>, 22<sup>nd</sup> and 24<sup>th</sup> Avenues. The standard for tree grates will be Urban Accessories: Chinook 4’x 6’, or similar design by alternate manufacturer. Tree guards are only required at special conditions where unique tree protection is required.

### **Surface Planters**

Surface planters are recommended to protect trees, planting areas, pedestrians, or driveway entrances. Multiple designs shall be allowed provided they provide a 3.14 sq. ft. minimum of planting area (e.g. 2’ diameter or 1’ 6” square) . However, surface planters must not exceed the 4 foot width of the furnishing zone, and must not exceed a height of 18 inches



*The recommended tree grate ‘Chinook’ from Urban Accessories is a simple yet elegant design*

## Planting Beds

Planting beds are required around trees on E-W Streets where adjacent to residential use. Beds should be 4' wide and range from 6' to 12' in length, and not exceed 12 inches in height.

## Curb Bulb Planting

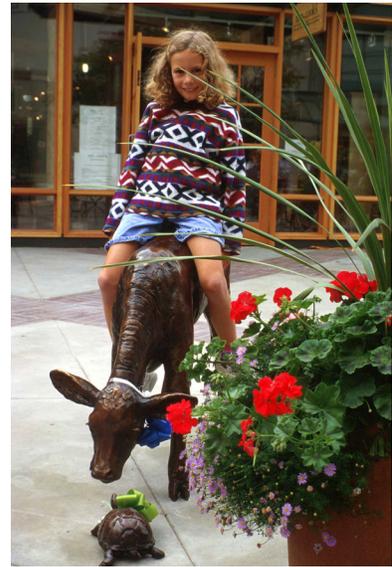
Curb bulb planting is not required due to heavy pedestrian activity and the difficulty to maintain properly. Curb bulbs are appropriate locations for information kiosks, public telephones, newspaper vending, bicycle racks, and trash receptacles.

## Public Art

A variety of public art projects in the planting strip are possible and encouraged, if they provide a 3 foot clearance to the curb, and adhere to the steps outlined below.

- Step 1. Identify community vision
- Step 2. Artist provides rendering and plan of the proposed art.
- Step 3. Bring to the Seattle Arts commission for design approval
- Step 4. Submit to SEATRAN for street use permit.

Privately owned public art must be covered by at least one million dollars liability insurance.



*Public art projects that reference the specific location, culture, and history of Ballard and engage the public are encouraged.*