

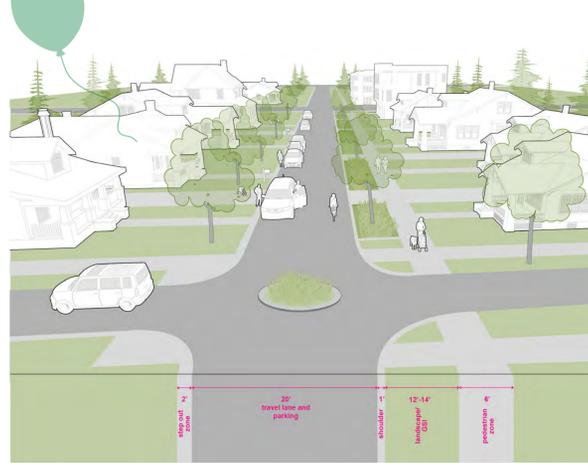
# FIND YOUR STREET TYPE

## NEIGHBORHOOD YIELD



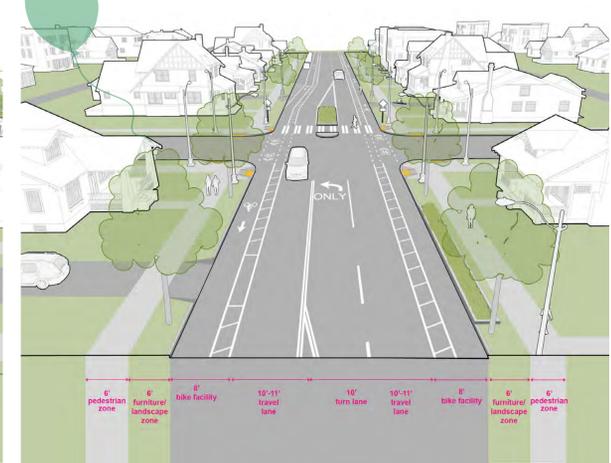
- Adjacent to single family and **low-rise residences**
- Slower traffic speeds
- Provides access to residences and **parks**
- Sidewalks are buffered by generous planting strips wide enough for **gardening**, rain gardens, and large canopy trees

## NEIGHBORHOOD CURBLESS



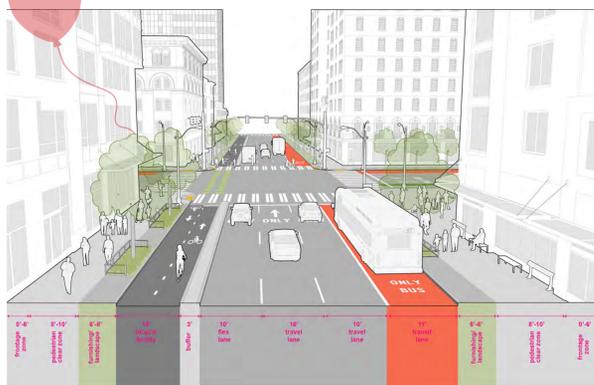
- Adjacent to single family and low-rise residences
- Accommodates pedestrians with sidewalks on one or both sides of the street or with **shared street** environments for pedestrians and vehicles, using traffic slowing devices
- **Alternative sidewalks** can be considered

## NEIGHBORHOOD CORRIDOR



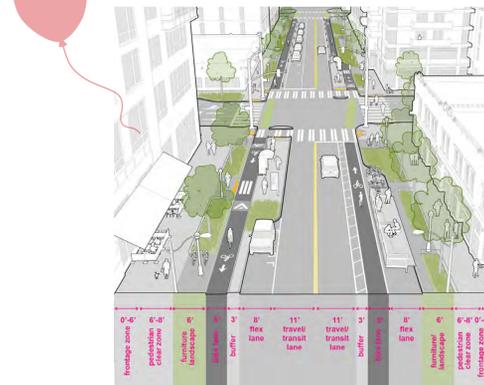
- Adjacent to single family and low-rise residences
- Plays an important role in moving people and goods between Urban Villages, Centers, and access to the public transportation network
- **Access** and **pedestrian crossings** are prioritized
- Generally there is no or infrequent public transportation service

## DOWNTOWN STREETS



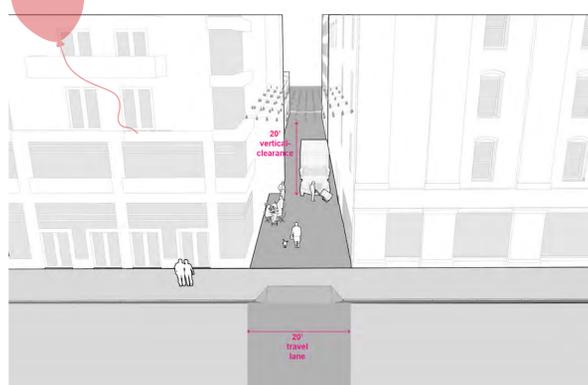
- **High density commercial uses** form a continuous wall lining the street
- A **vibrant** streetscape supports **active** street uses, provides access to businesses, residences, and public transportation
- Plays a key role in moving people and goods
- **Wide sidewalks** accommodate a large number of pedestrians
- High demand for street space may limit green infrastructure
- Street trees are prioritized
- On street parking may be limited to off-peak hours

## DOWNTOWN NEIGHBORHOOD STREETS



- Smaller in scale than Downtown Streets
- Supports retail, residential, office, and entertainment land uses
- Supports **high numbers of pedestrians**, bicyclists, and frequent parking turnover
- **Public space**, landscaping, and **street furniture** contribute to an intimate, neighborhood-oriented streetscape
- Transit may be present

## COMMERCIAL ALLEY



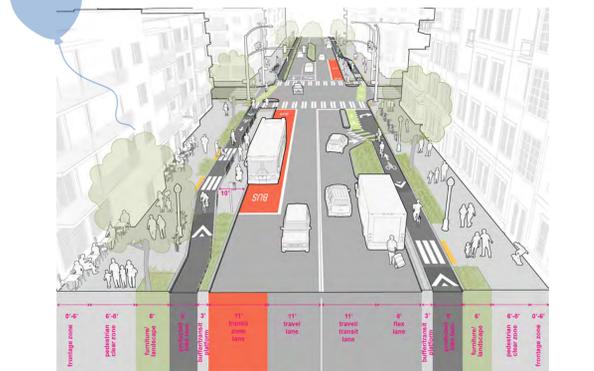
- Provides access for Truck loading, waste collection, and potential access to parking
- Strives to balance the **utility** of the space with its **potential as a connector** for pedestrian and bicycle use
- Opportunity to activate alleys for pedestrian uses

## URBAN CURBLESS



- Streets are **shared** between pedestrians and vehicles
- Curbs are removed, blurring the distinction between sidewalk and vehicle lane
- Paving material, street furniture, bollards, and street trees, indicate a pedestrian area and slow motorists
- **Green infrastructure** is critical to design
- These streets occur where frequent or intermittent **street activation** is possible

## URBAN VILLAGE MAIN



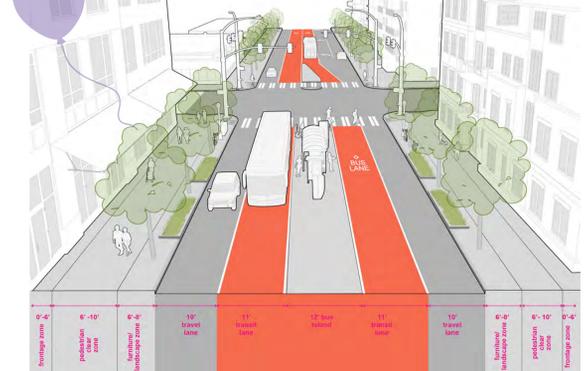
- The spines of Seattle's Urban Villages and Centers
- Plays a key role in moving people and goods
- Encourages slower speeds in order to **prioritize walking, bicycling, and public transportation**
- Provides residents with access to **daily essentials**
- Provides visitors with a range of services
- **Wider sidewalks** support high retail and pedestrian uses, especially in areas designated as 'pedestrian zones' in land use codes

## URBAN VILLAGE NEIGHBORHOOD



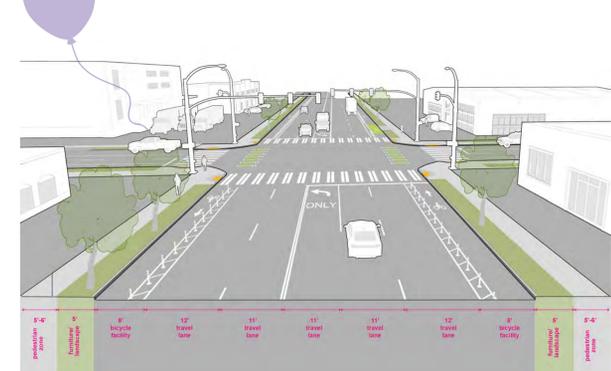
- Supports Urban Village Main Streets by serving a **variety** of uses with an emphasis on residential uses
- Space for curbside **amenities** and activation, such as street furniture and **parklets**
- Higher turnover parking & loading
- May function as a meeting ground for neighborhood events such as **farmer's markets and festivals**

## URBAN CENTER CONNECTOR

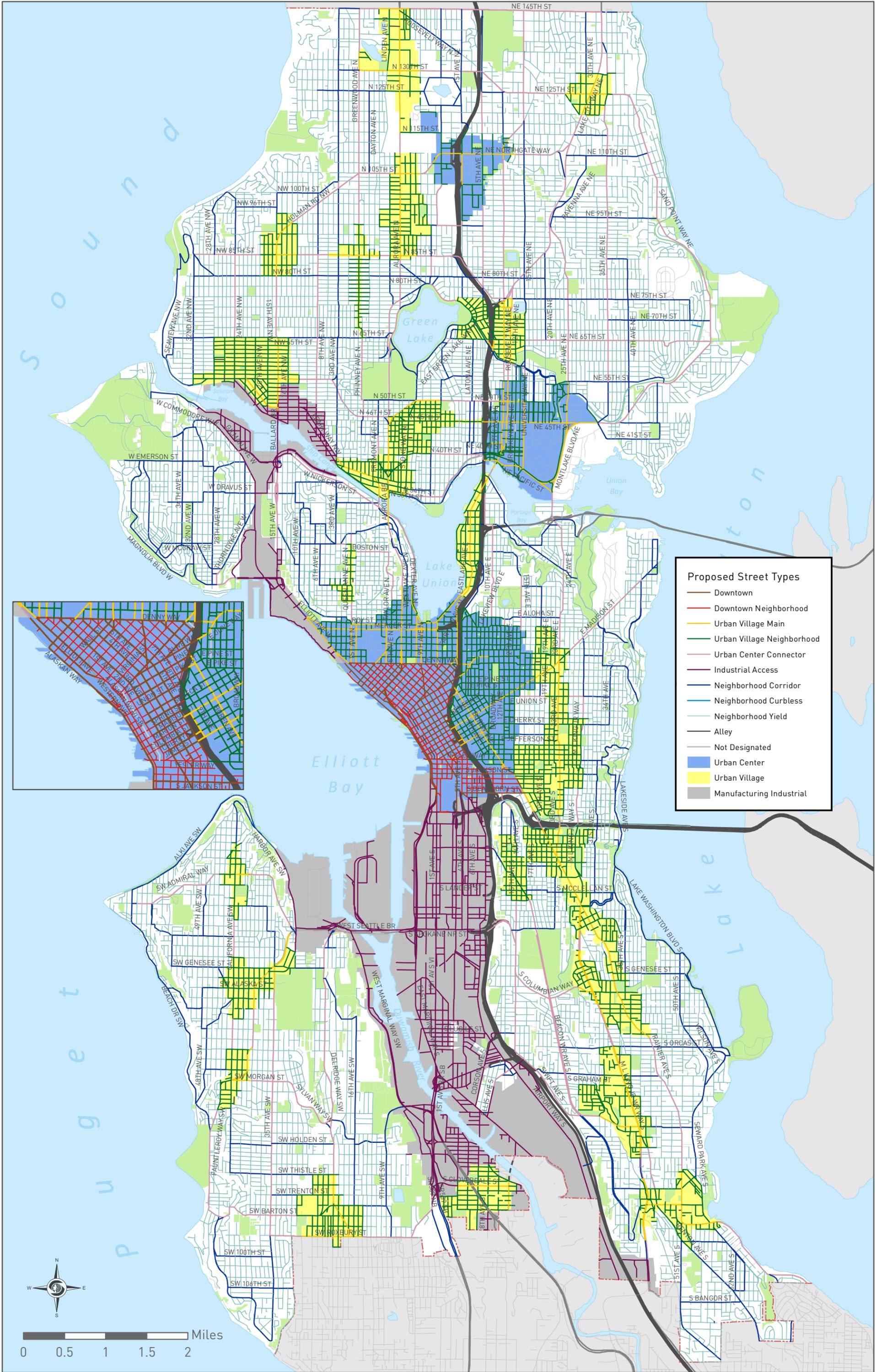


- Part of the truck network and frequent public transportation network **linking** Urban Villages and Centers
- Streets must be wide enough for **trucks and buses** without compromising pedestrian and bike safety
- A high level of public and private investment in pedestrian and transit infrastructure
- Wide sidewalks accommodate large numbers of pedestrians on blocks with **transit stops**

## INDUSTRIAL ACCESS



- Streets are adjacent to **industrial** and **manufacturing** land uses
- Design accommodates significant volumes of large vehicles such as trucks, tractor trailers, and other delivery vehicles
- May need to accommodate turning maneuvers for large trucks
- Focus is on **function**



**Proposed Street Types**

- Downtown
- Downtown Neighborhood
- Urban Village Main
- Urban Village Neighborhood
- Urban Center Connector
- Industrial Access
- Neighborhood Corridor
- Neighborhood Curbless
- Neighborhood Yield
- Alley
- Not Designated
- Urban Center
- Urban Village
- Manufacturing Industrial

