DPD	**Director's Rule 13-2015**
SDOT	**Director's Rule 06-2015**

Applicant: City of Seattle Department of Planning and Development (DPD) Department of Transportation (SDOT)	**Page** 1 of 3	**Supersedes:** N/A
	Publication:	**Effective:**
Subject: Brooklyn Ave NE, NE 43rd St and NE 42nd St Street Design Concept Plan Appendix N to Right-of-Way Improvements Manual***** ***** The Right-of-Way Improvements Manual is SDOT's Director's Rule 07-2012.	**Code and Section Reference:** SMC Chapter 23.53	
	Type of Rule: Code Interpretation	
	Ordinance Authority: SMC 3.06.040 & 3.12.020	
	Approved **Date** **Scott Kubly, Director, SDOT**	
Index: Land Use Code/Technical and Procedural Requirements	**Approved** **Date** **Diane M. Sugimura, Director, DPD**	

DRAFT

BACKGROUND

The 1998 University Community Urban Center Plan designated NE 42nd St, NE 43rd St and Brooklyn Ave NE as neighborhood green streets to provide attractive and highly landscaped pedestrian routes into the neighborhood. In 2021, the Northgate Link Extension will open its U District Station at Brooklyn Ave and NE 43rd Street, providing a high-speed connection to downtown and surrounding neighborhoods. With light rail in place, the U District is likely to see substantial

growth over the next 20 years. Recognizing this, the 2013 University District Urban Design Framework (UDF) recommended that a network of great streets and public spaces be developed for the U District. To implement this recommendation, DPD has worked with the community to design improvements for the 1998 designated green streets.

The Brooklyn Ave NE, NE 43rd St and NE 42nd St Street Design Concept Plan recommends generous landscaping and pedestrian safety improvements on the designated green streets. Additional enhanced aesthetic and traffic calming measures are recommended on those portions of Brooklyn Ave NE and NE 43rd St that are immediately outside the future light rail station, including a curbless landscaped street on Brooklyn Ave NE and significantly improved sidewalks and landscaping in the heart of the U District.

This street design concept plan provides concept level design configuration for these and other elements within the right of way, providing greater predictability for stakeholders when making investments in City rights-of-way on streets in the study area. To create this concept plan, multiple City departments were engaged along with area stakeholders and property owners.

RULE

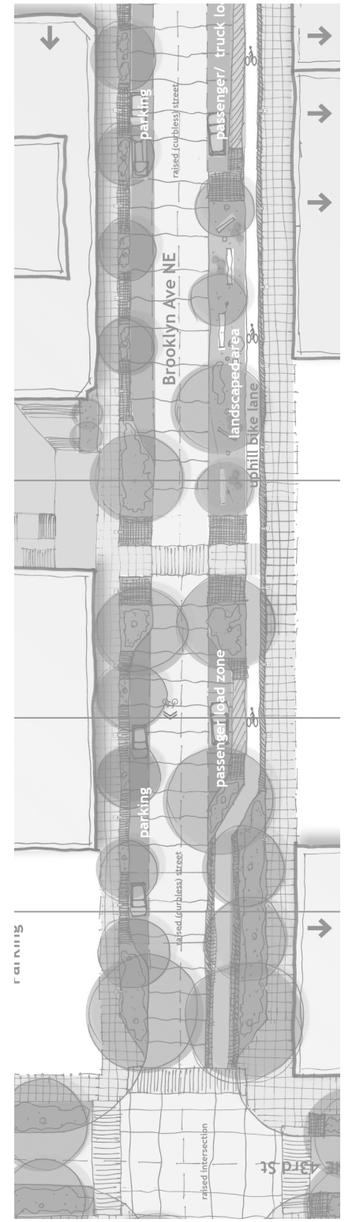
The Brooklyn Ave NE, NE 43rd St and NE 42nd St Street Design Concept Plan is incorporated into the Seattle Department of Transportation (SDOT) Right-of-Way Improvements Manual as Appendix N**.** The provisions of the concept plan are voluntary. However, property owners are encouraged to follow them in order to enhance the neighborhood.

The concept plan has been reviewed by SDOT and the Department of Planning and Development (DPD). Therefore, applicants for Street Improvement Permits that follow these concept plans can be assured that the major design elements contained in their plans meet or exceed the requirements described in the Right-of-Way Improvements Manual. The Right-of Way Improvements Manual is the standards manual used by SDOT's Street Use Division in the permit review process for private contracts. Additionally, applicants for permits to DPD that follow these concept plans for major public realm design items can be assured that these elements are approvable through the Master Use Permit and Design Review processes.

Note: Certain projects may be subject to review under City development regulations or the State Environmental Policy Act. That review could result in additional conditions relevant to the streetscape but not anticipated in the Brooklyn Ave NE, NE 43rd St and NE 42nd St Street Design Concept Plan.

REASON

While the Brooklyn Ave NE, NE 43rd St and NE 42nd St Street Design Concept Plan does not establish requirements, the conceptual design has been approved through review by SDOT and DPD. Approval of the concept plan as an Appendix to the Right-of-Way Improvements Manual provides recognition of the design and gives clear guidance to property owners who wish to follow these plans.



U District Green Streets Concept Plan

Contents

I. Introduction

Introduction 2
Concept Summary 3
Design Elements 4
Context 6

II. Brooklyn Ave NE

Background/Overview 8
Streetscape Design Principles 8
NE 50th St to Ravenna Boulevard Concept 9
NE 47th St to NE 50th St Concept 11
NE 45th St to NE 47th St Concept 13
NE 43rd St to NE 45th St Concept 15
NE 40th St to NE 43rd St Concept 19
NE Pacific St to NE 40th St Concept 21
Waterfront to NE Pacific St Concept 23

III. NE 43rd St

Background/Overview 24
Streetscape Design Principles 24
7th Ave NE to Roosevelt Way NE Concept 25
Roosevelt Way NE to 15th Ave NE Concept 27

IV. NE 42nd St

Background/Overview 31
Streetscape Design Principles 31
7th Ave NE to Roosevelt Way NE Concept 32
Roosevelt Way NE to 15th Ave NE Concept 34

Final, Spring 2015 • Seattle Department of Planning and Development • Seattle Department of Transportation

I. Introduction

The U District is a thriving neighborhood with 14,000 residents, hundreds of independent businesses, and its own unique flavor. It is also a cultural and economic hub, home to the University of Washington, Seattle's largest employer and a magnet for youth and talent in the Pacific Northwest.

The 1998 University Community Urban Center Plan designated NE 42nd St, NE 43rd St and Brooklyn Ave NE as neighborhood green streets to provide attractive and highly landscaped pedestrian routes in the U District. With Link light rail coming to the U District in 2021, an up-tick in growth is expected, creating opportunities for implementing these streetscape improvements.

The U District core is likely to see substantial growth over the next 20 years. In 2021, the Northgate Link Extension will open its U District Station at Brooklyn Ave NE and NE 43rd St, providing a high-speed connection to downtown and surrounding neighborhoods. Approximately 12,000 daily riders are expected to board at the U District Station by 2030. Recognizing that light rail will change the context of the U District, and to manage and plan for future growth, the City is considering allowing greater height and density in the core of the U District.

The U District Urban Design Framework identified the need for quality open space areas for social, commercial and community events in the U District core. It recommended a "festival street" on Brooklyn Ave NE. In this plan, the "core" of Brooklyn Ave NE between NE 43rd and NE 45th Streets is designed as a highly landscaped pedestrian oriented street which can accommodate periodic community events. Significantly widened sidewalks, generous landscaping and raised intersections are recommended for the core of NE 43rd St from the Sound Transit Link station to the UW.

Sections of the green streets in the area surrounding the core have a mix of commercial and residential uses. Streets passing through these areas connect residents to the business district and the UW. Along these streets, this plan proposes curb bulbs at intersections, pedestrian scale lighting and maintaining some on-street parking.

This street concept plan articulates the community and SDOT-supported design intention for each street, and recommends materials for paving, planting and furnishings. Together with the Link Station and future growth, this streetscape plan is meant to support vibrant public life in the core and create high-quality pedestrian connections into the neighborhood.

Community Engagement

This draft plan is the result of a year of collaboration between the U District community, the City of Seattle, and Sound Transit. Many of the concepts came out of conversations with the U District Partnership's Urban Design Committee. Broader input occurred through a public open house in spring 2014, followed by informal presentations to various neighborhood groups and businesses and review by SDOT, Sound Transit, and UW.

What is a Streetscape Plan?

Streetscape concept plans establish a vision and guide changes to the right-of-way so that incremental improvements by both public and private actors results in an excellent and functional public realm. Streetscape concept plans are intended for adoption as an appendix to Seattle's Right-of-Way Improvement Manual (ROWIM), Chapter 6.

Implementation of the plan can occur over time through public sector projects, private development and/or grants. Landscape elements in the right-of-way may be counted toward Green Factor and other code requirements.

When concept plans are approved by the City, it can improve the predictability of the Street Improvement Permit process for project applicants.

Examples of highly landscaped streets

2014 green street community outreach events

Concept Summary

This diagram summarizes the configuration and characteristics of the main portions of the study area. Parameters such as number of vehicle travel lanes, desired sidewalk width, presence of on-street parking and bike lanes and general design intent are addressed by this diagram.

Each of these streets have distinct character areas with differing conditions and opportunities. To address the unique conditions in different areas, the concept plan is organized according to the various subareas. For each, the concept plan provides a preferred roadway section, design principles, and explores a Focus Area Plan in detail.

Focus Area Plans

To explore the preferred streetscape concept design at a detailed level, each area includes at least one focus area plan (blue areas on adjoining map). Focus area plans illustrate a concept for a key location or unique opportunity. Focus area plans also depict in plan view the preferred character for streetscape improvements that can be generalized for other portions of the area.

NE 43rd St

Pg. 27 Roosevelt Way NE to 15th Ave

Between Brooklyn Ave and 15th Ave:

Widened sidewalk and generous landscaping along north side of street. 10' wide east-bound travel lane and 11' wide west-bound travel lane. On-street parking removed from North side to create space for landscaping and wider sidewalks.

8' drop off and loading zone on south side of street.

Between Roosevelt Way and Brooklyn Ave:

10' wide east-bound travel lane and 11' wide west-bound travel lane, 8' parking lanes on both sides, 6' landscaped curb bulbs at intersections and mid-block locations.

NE 43rd St

Pg. 25 7th Ave NE to Roosevelt Way NE

Introduce landscaped planting strips and street trees where needed. Maintain curb positions, one lane of traffic in each direction and existing on-street parking. Introduce pedestrian scale lighting near Christie Park. Increase permeability along Christie Park edge for pedestrians.

NE 42nd St

Pg. 32 7th Ave NE to Roosevelt Way NE

Improve intersections, create bulb-outs and enhance landscaping. Introduce bulb-outs at bus stops. Maintain existing on-street parking on both sides. Maintain curb positions on both sides. Introduce pedestrian scale lighting. One 10' lane of traffic in each direction.8' wide parking lanes on both sides.

NE 42nd St

Pg. 34 Roosevelt Way NE to 15th Ave

Improve intersections through bulb outs and landscaping. Two travel lanes in both directions. Maintain on-street parking. One 10' travel lane in each direction. 8' wide parking lanes on both sides.

Concept Diagram

Focus Areas

Extent of the Streetscape Concept Plan

Brooklyn Ave NE

Pg. 9 **NE 50th St to Ravenna Boulevard**

Create bulb-outs at intersections to reduce pedestrian crossing distance and slow traffic. Introduce mid-block bulb-outs rain gardens. Maintain existing curbs. One 10' travel lane in each direction, 10' striped on-street parking lane on each side is recommended to visually narrow the roadway. Use SDOT tree-planting program for parcel side plantings along sidewalks.

Brooklyn Ave NE

Pg. 11 **NE 47th St to NE 50th St**

Create bulb-outs at intersections and at the mid-block location. Introduce a 6' landscaped planting strip on both sides. One 10' travel lane in each direction. 8' parking lane on each side.

Brooklyn Ave NE

Pg. 13 **NE 45th St to NE 47th St**

Introduce 6' wide planting strip along street on both sides. One 10' travel lane in each direction. On-street parking removed from east side to introduce an uphill bike lane. Downhill shared bicycle lane. 8' parking lane on west side. No intersection bulb outs to allow existing right turn lane at NE 45th Street and uphill bike lane. Introduce a landscape mid-block curb bulb on west side.

Brooklyn Ave NE

Pg. 15 **NE 43rd St to NE 45th St**

Raised, curbless street. Significantly widened east sidewalk and generous landscaping along both sides. One 10' travel lane in each direction. Uphill bike lane and downhill shared lane. 8' parking lane on west side and 8' drop off and loading area on east side of street with a minimum 2' door swing zone adjacent to uphill bike lane.

Brooklyn Ave NE

Pg. 19 **NE 40th St to NE 43rd St**

Create intersection and mid-block bulb-outs. One 10' lane of traffic in each direction. 8' parking lanes on both sides. Introduce uphill bike lane and downhill shared lane. Maintain existing curbs.

Brooklyn Ave NE

Pg. 21 **NE Pacific St to NE 40th St**

Improve intersections, create bulb-outs and enhance landscaping at NE 45th and NE Pacific Streets. Introduce uphill bike lane and downhill shared lane. Maintain curb positions on both sides. 12' travel lane in each direction. Create a raised intersection and introduce a four way stop sign where the Burke Gilman Trail meets Brooklyn Ave N. Potential for public art element at Burke Gilman Trail crossing.

Brooklyn Ave NE

Pg. 23 **Waterfront to NE Pacific St**

Maintain existing lanes of traffic with a center turn lane and existing curb locations. Maintain uphill and downhill bike lanes connecting the waterfront to the Burke Gilman Trail. Preserve existing trees and landscaping.

Design Elements

Materials and design elements chosen for the U District green streets should be high quality, durable and related to the human scale. The overall intention is to create consistency through these streets to clearly signal that these are pedestrian priority areas, designed to promote walking and public life.

Hardscape:

Brooklyn Ave NE between NE 43rd and NE 45th Streets:
The choice of paving materials for Brooklyn Ave N should respond to the requirements of the curbless street condition on Brooklyn Ave NE.

Changes in texture and a clear contrast between paving materials can be considered to demarcate sidewalk zones from the uphill bike lane and car lanes, subject to SDOT review and approval. Where mid-block crossings and raised intersections are recommended, a change in pavement color and texture can be considered to show pedestrian priority in these areas. Textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete are recommended. Standard thermoplastic paint should be used for crosswalks.

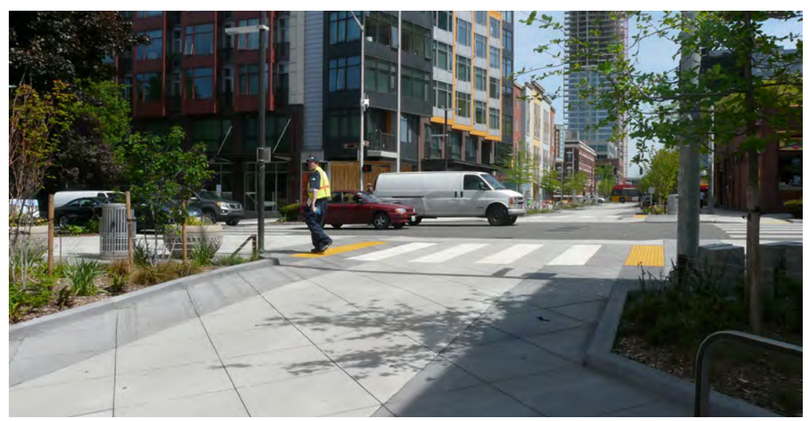
Subject to SDOT review and approval, in areas where seating is recommended, paving materials should be light and attractive and include interesting patterns, colors or integrated public art elements to indicate places for gathering. Textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete can be considered to break up the linearity of the street, particularly around seating and landscaping.

NE 43rd St between Brooklyn Ave NE and 15th Ave NE:
NE 43rd St is recommended to have regular 6" curb with raised intersections at intersections with Brooklyn Ave NE and the Ave. A change in material, texture or color can be considered for these raised intersections to increase their visibility create safer pedestrian crossings. A similar textural or material treatment should be considered at the intersection of 43rd St and 15th Ave NE, although this is not a raised intersection. In addition, standard thermoplastic paint should be use for crosswalks. Sidewalks and curbs should be designed as required by the ROWIM. Between trees and planting areas and on expanded sidewalk zones, textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete are recommended. It is recommended that the design of pavers and scoring be coordinated with design details on Brooklyn Ave between NE 43rd and 45th Streets for continuity and wayfinding.

All other street sections:
For all other sections of green streets in the U District, standard pavement, sidewalk and curb construction as per the ROWIM design details and subject to SDOT review and approval are recommended. Between planted areas, in bus bulbs and in expanded sidewalk zones, textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete can be considered.

Bell St Park Boulevard is an excellent example of how zones of the right of way can be differentiated through changes in the concrete's texture, scoring and color.

Concrete pavers are used to distinguish bus waiting areas on Campus Parkway in the U District.



Thermoplastic paint should be used to clearly denote crosswalks.

Planting:

Healthy, consistently placed street trees are crucial. "Large" and "medium large" tree species from the SDOT Street Tree list are most appropriate for the core area surrounding the Link station where they do not conflict with overhead utilities. Each tree should have enough rooting area for long-term viability, and a generous under-story of perennials and/or low shrubs. All other SDOT ROWIM tree planting requirements apply.

Perennials and shrubs should be selected to provide year-round color and structure. Ornamental grasses, evergreen perennials, and low shrubs should anchor plantings – accents of deciduous perennials may also be appropriate in some locations.

Other planting recommendations include:

• Silva cells or similar technology is recommended on Brooklyn Ave NE over the light-rail station. Soil depth will be decreased by the below ground structure, so lateral volume under the sidewalk is especially important.

• Even with drought-tolerant species, permanent irrigation systems are encouraged to increase vigor and longevity.

• Tree pits should be at least 10' in length.

• Root barriers are recommended on both sides of tree pits.

• Drought-resistant trees and plantings are recommended on Brooklyn Ave NE core where wind speeds can be higher than average at the base of UW Tower. Recommended species include the Italian Oak (*Quercus frainetto*) or drought tolerant maple, such as 'Green Column' black maple (*Acer nigrum*).

• Adjacent to the Link station, a secondary row of trees and planting is recommended between the bike lane and sidewalk zone. Since this secondary planting area is at a distance from the car travel lanes, the width of this planting area may be under the standard ROWIM requirement. The minimum allowed width of this secondary planting area is 3'6". Silva cells are recommended around this secondary planting area.

All other SDOT ROWIM tree planting requirements will apply.

Street Furniture

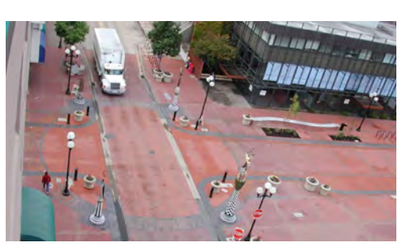
Street Lights
Locate street lights at approximately 120' intervals subject to lighting calculation and analysis. These may be placed on opposite sides of the street to adequately light the road while avoiding over-lighting. Given the very high pedestrian volumes in the U District, pedestrian scale lights are required on all designated Green Streets in the U District up to NE 50th St. Pedestrian scale lighting should be designed at approximately 40'-60' intervals. Fixtures similar in design and color to those on University Ave and as per approved Seattle City Light standard are recommended

Landscaping separating vehicle and pedestrian areas
Images courtesy Nevue Ngan Associates

Examples of low plantings and green stormwater infrastructure
Images courtesy www.metropolitangardens.blogspot.com

Material changes can differentiate the furniture zone from the pedestrian zone of a sidewalk.

An example showing the use of asphalt for a bike lane on an otherwise textured street pavement.



Colored pavers can be used to increase the visibility of an intersection.
Images courtesy NACTO

for consistency across the U District. Where possible use a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Benches and Seating
Brooklyn Ave NE is designed as a festival street and activities such as gathering waiting and people watching should be encouraged through seating and landscaping. Some amount of fixed seating is recommended along the landscaping on Brooklyn Ave NE. Movable seating such as chairs and tables should be also be accommodated especially for during festival street closures, farmers markets or other community events. NE 43rd St will become a major pedestrian thoroughfare between the Link Station and the UW. Active uses such as cafes and restaurants along this street can afford excellent opportunities for sitting, socializing and people watching. In addition to the 3' frontage zone for outdoor cafes, benches and seating can be provided along the landscaping on 43rd at some locations to create small "outdoor rooms" for gathering.

Bike Racks and Bike Share
Additional on-street bike parking is desirable in this core area. The exact number and location of bicycle parking is flexible. However, a Pronto bike share station will need to be accommodated on NE 43rd St between the Ave and the alley on its west side.

Traffic Signs
The mid-block crossing across Brooklyn Ave NE should have standard crosswalk signs and amenities.

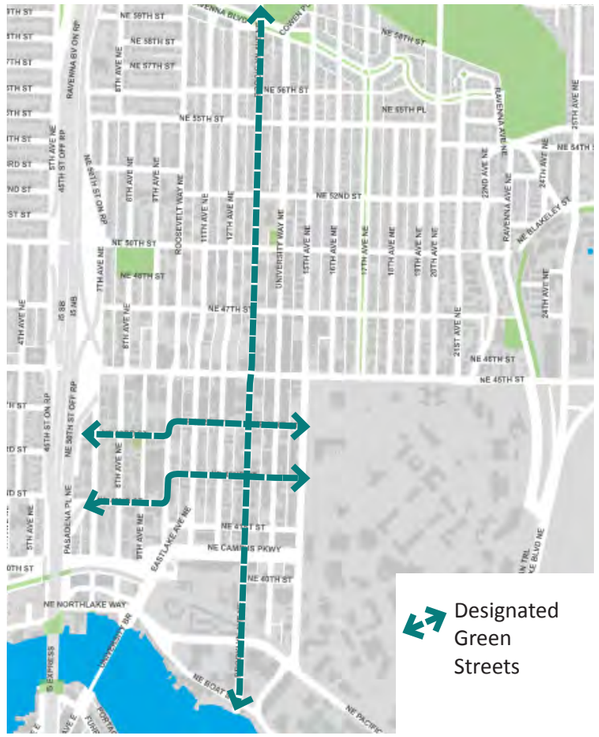
A generous understory of plantings is recommended for all green streets. These add visual interest along the sidewalk, reduce impervious area and runoff, provide habitat and provide a buffer between pedestrian areas and vehicles.

A combination of fixed and movable seating is recommended in the core of the U District on the green streets surrounding the Link station.

New pedestrian lighting fixtures should match existing U District fixtures for consistency.

Context

Location

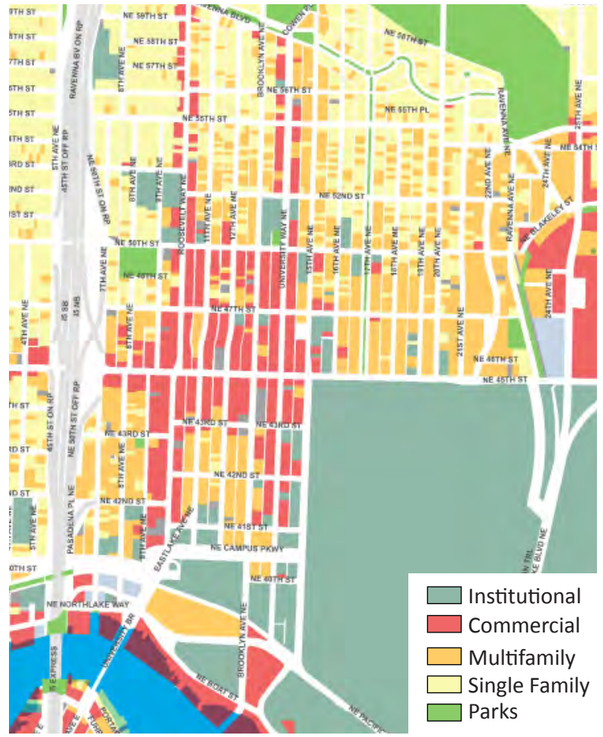


The University District, one of Seattle's six Urban Centers, is home to a diverse and vibrant community.

Identified as Green Streets in the 1998 Neighborhood Plan, NE 43rd St, NE 42nd St and Brooklyn Ave NE connect the residential neighborhood to the core of the U District, including the new Link station, University of Washington, UW Medical Center, Burke Museum, the Burke Gilman trail, and the "Ave" commercial district.

Subsequent community processes (2012-2014) have reaffirmed the important role of these streets.

Land Use



The land uses along 43rd and 42nd Streets are mostly multifamily residential to the west with a mix of retail, entertainment, office and residential uses closer to Roosevelt Way NE.

At Portage Bay, Brooklyn Ave NE has recreational uses, transitioning to institutional uses and student housing closer to Campus Parkway. Between NE 42nd St and NE 45th St, land uses on Brooklyn Ave include the UW Tower, Hotel Deca and medium density multifamily residential. North of NE 45th St until NE 50th St, a mix of strip malls, gas stations, larger format retail and parking lots characterize the corridor. Further north of NE 50th St, Brooklyn Ave is mostly single-family and low-rise residential. Traffic volumes and speeds decrease north of NE 50th St.

Future growth

In anticipation of the future light rail station, and to advance Comprehensive Plan goals to direct growth to areas supported by infrastructure and services, the City of Seattle is studying zoning alternatives that would allow greater density and height in the core of the University District surrounding the light rail station.

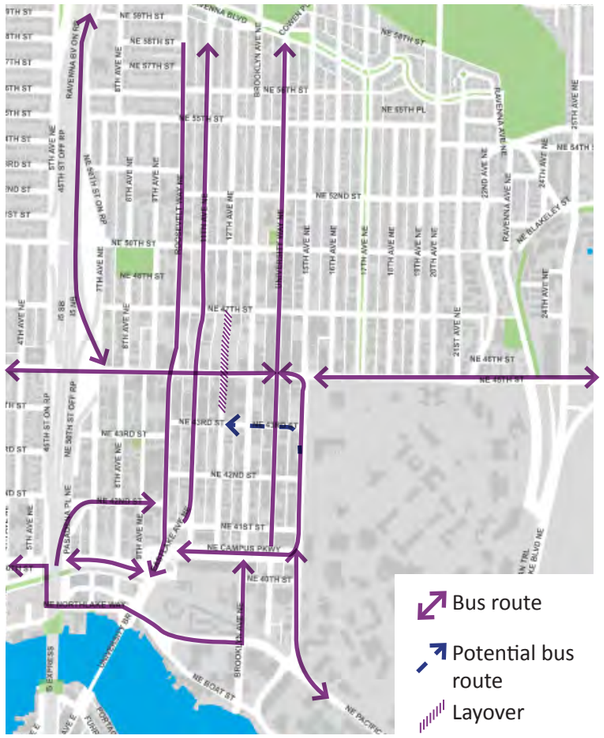
Future residential and commercial growth will increase the need for quality public and landscaped spaces in the University District. With relatively light car traffic and heavy foot traffic volumes, Brooklyn Ave NE, in particular, has the potential to become a great pedestrian route with the characteristics of a linear park serving the neighboring community.

Walking

Brooklyn Ave NE is an important pedestrian connector for north-south pedestrian movement outside the UW Campus, with key pedestrian campus-access points located along 15th Ave at NE 42nd and 43rd Streets. Brooklyn Ave NE connects a number of hubs of activity, including Cowen Park, University Heights Community Center (UHCC), Link Station, the UW Tower and a future waterfront park at Sakuma Viewpoint.

The Ave is the other busy north-south pedestrian corridor in this area, supporting a thriving retail environment.

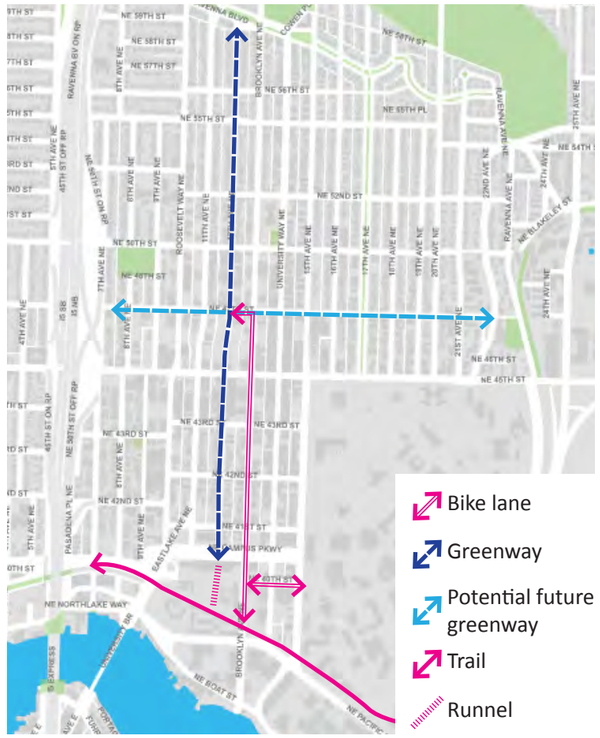
Transit



University Way and 15th Ave NE are the major north-south transit corridors serving this area. Metro has a bus layover on 12th Ave NE. Northbound buses also run on 11th Ave NE. NE 45th St and NE Campus Parkway provide east-west bus connectivity. NE 42nd St is a bus route between the I-5 and Roosevelt Way NE.

The future Link Station will influence routes and connectivity in the area significantly. To improve bus-train connectivity after the Link station opens, Metro is considering routing certain west-bound routes onto NE 43rd St with a bus stop at the Link Station.

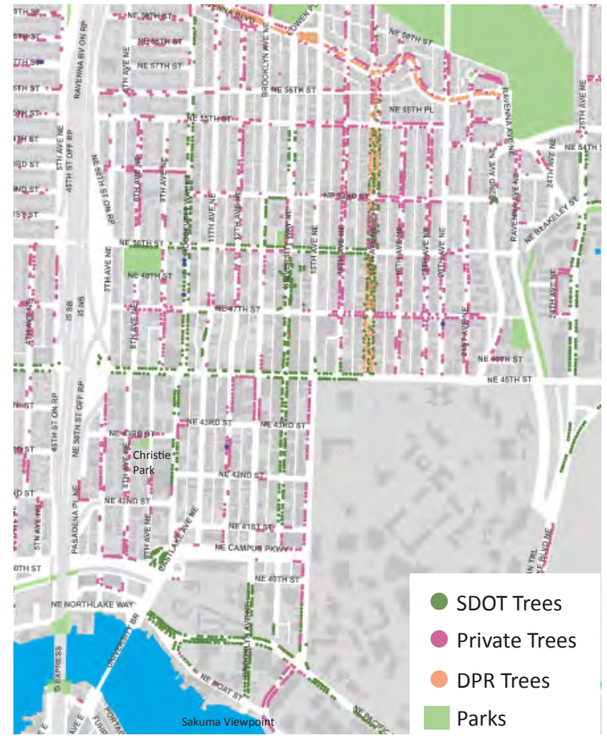
Future Bike Connections



The 2014 Seattle Bicycle Master Plan identifies priority bike routes. The plan recommends an uphill climbing lane on Brooklyn Ave NE. Recognizing NE 43rd St as an important gateway into the University, the plan recommends a shared street between Roosevelt Way NE and 15th Ave NE. The completed greenway on 12th Ave connects the neighborhood to the Burke Gilman Trail. NE 47th St is a recommended neighborhood greenway, connecting the U District to the citywide greenway network.

SDOT recently completed a two-block protected bicycle facility on NE 40th St between Brooklyn Ave NE and 15th Ave NE and installed a pedestrian scramble intersection at University Way. This route connects cyclists to the Burke Gilman Trail from Brooklyn Ave NE and the UW.

Tree Canopy and Open Space

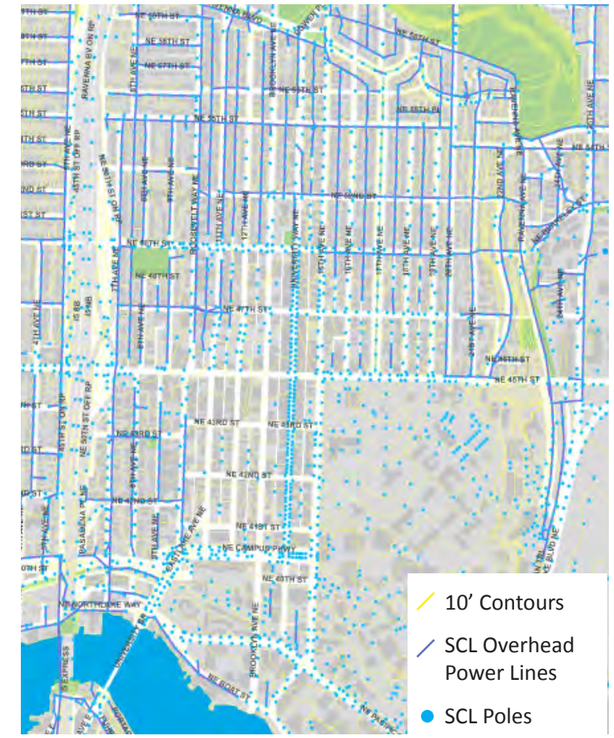


Tree canopy along Brooklyn Ave NE is patchy. There is a well established row of oak trees between NE Pacific St and NE Campus Parkway. North of 40th St, street trees are largely absent. There are almost no street trees on NE 42nd and 43rd Streets, except around Christie Park.

There are two small plazas on Brooklyn Ave adjacent to the UW Tower under UW ownership. Brooklyn Ave NE terminates in Sakuma Viewpoint and park at the south end and connects to Cowen Park at the north. The City recently acquired a parcel adjacent to Christie Park for future park expansion.

New parks are planned at the waterfront and U Heights Community Center, and much of the community advocates a new "town square".

Power Lines & Topography



Above grade power lines exist along NE 42nd and 43rd Streets between the I-5 and Roosevelt Way. There are no above ground power lines on Brooklyn Ave NE south of 56th, and on NE 42nd and 43rd Streets on the east side of Roosevelt Ave NE.

II. Brooklyn Ave NE

Background/Overview

Brooklyn Ave NE is an important north-south corridor connecting Ravenna Boulevard and the waterfront. Adjacent land uses on Brooklyn shift from detached residential uses on the north, commercial and multifamily at the core, to institutional and recreational where Brooklyn Ave meets the waterfront. While Brooklyn Ave is not an existing bus route, the future Link station at NE 43rd St will increase its importance in the transit network. The Bicycle Masterplan recommends an uphill bike lane and downhill shared lane on Brooklyn Ave and many segments of this route are already completed. Brooklyn Ave connects a number of neighborhood amenities such as the U Heights Community Center, Safeway, the future light rail station, Campus Parkway, the Burke Gilman Trail, and the waterfront. It is designated as a collector arterial. There are several likely development sites along Brooklyn Ave between NE 47th and NE 42nd Streets.

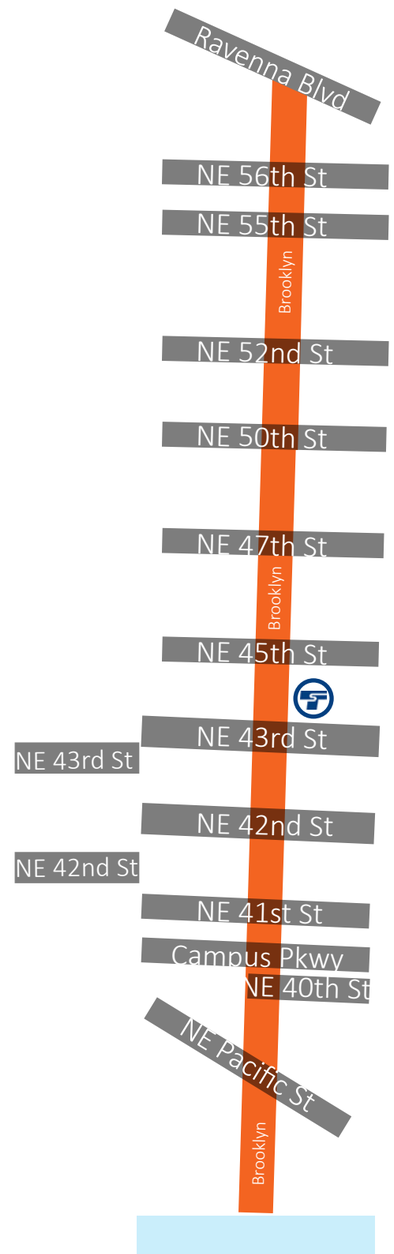
Streetscape Design Principles

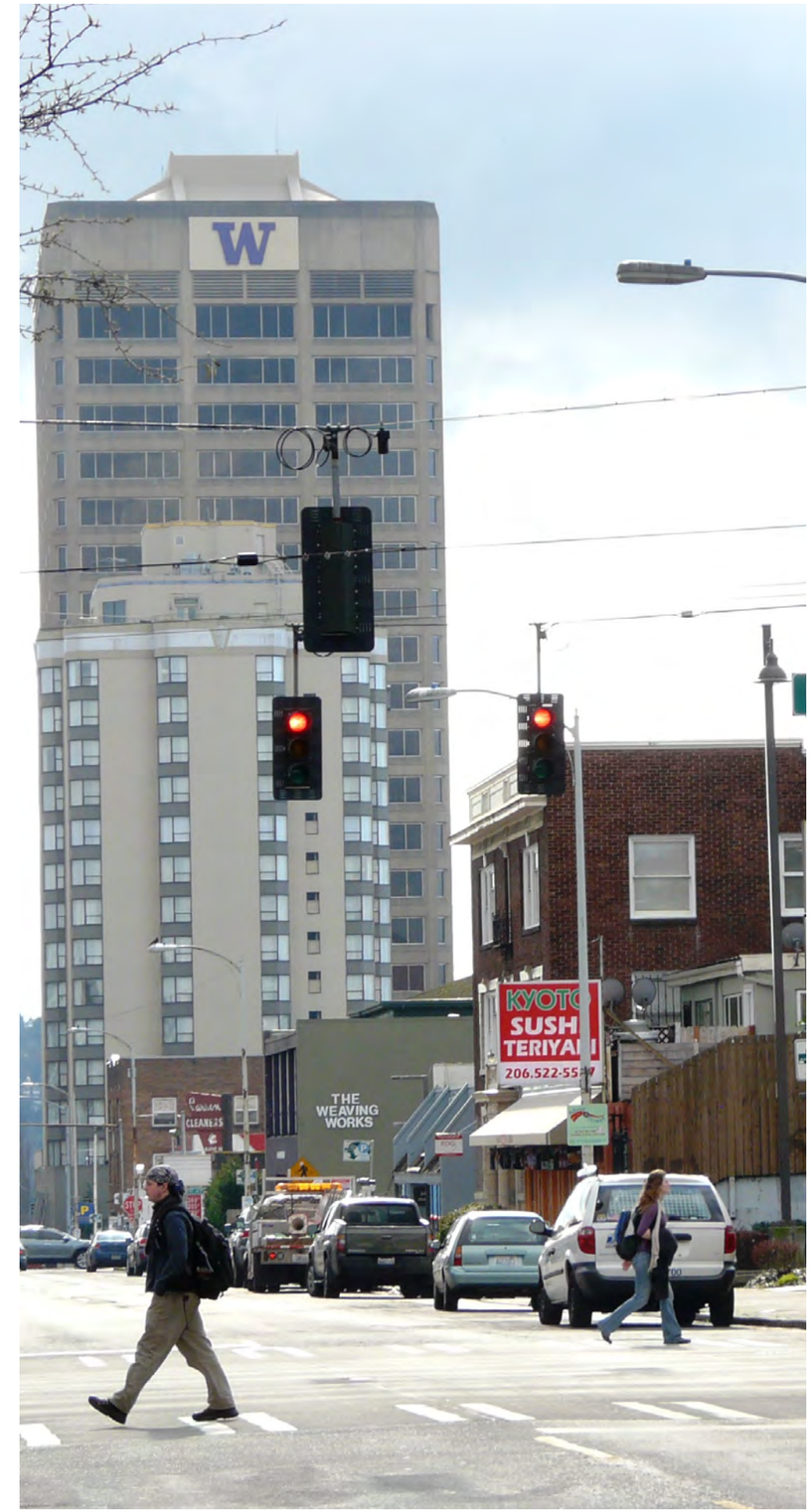
Complement Neighborhood Character
Brooklyn Ave NE should balance the needs of all modes and complement neighboring land uses. For example, near 56th St, where traffic volumes and the potential for infill development are low, modest improvements such as pinchpoints and curb bulbs are recommended. In the core of the district, where large volumes of pedestrian, transit and car traffic is expected, more ambitious interventions such as large sidewalks, abundant landscaping, a curbless street and raised intersections are recommended.

Festival Street at the core
The U District Urban Design Framework called for a festival street next to the the future Link station for various community events. The design for this important block accommodates community events and festivals in a highly landscaped setting. Reduced vehicle speeds on this section will improve pedestrian and bike safety on this section of the street. Highly landscaped street edges will create a pleasant environment. The design also facilitates drop off, passenger and commercial loading.

Preserve and protect existing trees
Although tree canopy along Brooklyn Ave is generally patchy, there is a well established row of oak trees between NE Pacific St and NE Campus Parkway. These should be preserved and their environment enhanced through improvements on this block.

Targeted Green Stormwater Infrastructure (GSI)
The area north of NE 52nd St NE is a priority area for rain gardens to control stormwater runoff. GSI can be incorporated into curb bulbs and stormwater can be filtered and cleaned by appropriately selected soils and plants.





Brooklyn Ave NE: 50th St to Ravenna Boulevard Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 5'-6' each
Curb to Curb: Approximately 40'
Bicycle Facilities: None
Street Trees: Almost none. There is an atypical 3'-5' wide grassy strip in the right of way between the sidewalk and parcel boundaries at some locations.
Parking: On-street parking on both sides
Lighting: Cobra head streetlights along west side of street
Overhead Utilities: On west side of street north of NE 56th St

Brooklyn Ave NE is a solidly residential street between NE 50th St and Ravenna Boulevard. Buildings are a mix of detached houses and multifamily buildings. Traffic volumes and speeds tend reduce north of NE 50th St.

Properties along this section of Brooklyn Ave NE are unlikely to undergo major redevelopment. Design recommendations are therefore modest and designed for implementation through small grants or other sources. The area north of NE 52nd St is a priority area for rain gardens to control stormwater runoff.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
8' mid-block curb bulbs are recommended on both sides of the street for landscaping and to calm traffic. 8' curb bulbs are also recommended at intersections to reduce pedestrian crossing distances.

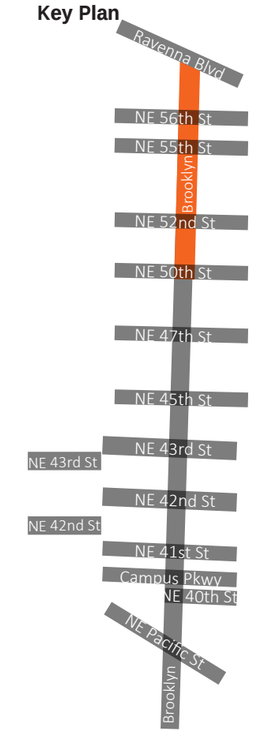
Landscaping: Landscaped curb bulbs. 8' wide landscaped curb bulbs at intersections and middle of blocks and the 4' of existing landscaped right of way between parcel boundaries and sidewalk. Property owners are also encouraged to work with SDOT's community tree program to plant in the right of way between the sidewalk and parcel boundaries. Green stormwater infrastructure where feasible north of NE 52nd St.

Bicycles: Vehicular traffic speeds and volumes are generally lower on this northern residential segment of Brooklyn Ave. As such, a separate uphill bike lane is not recommended on this section.

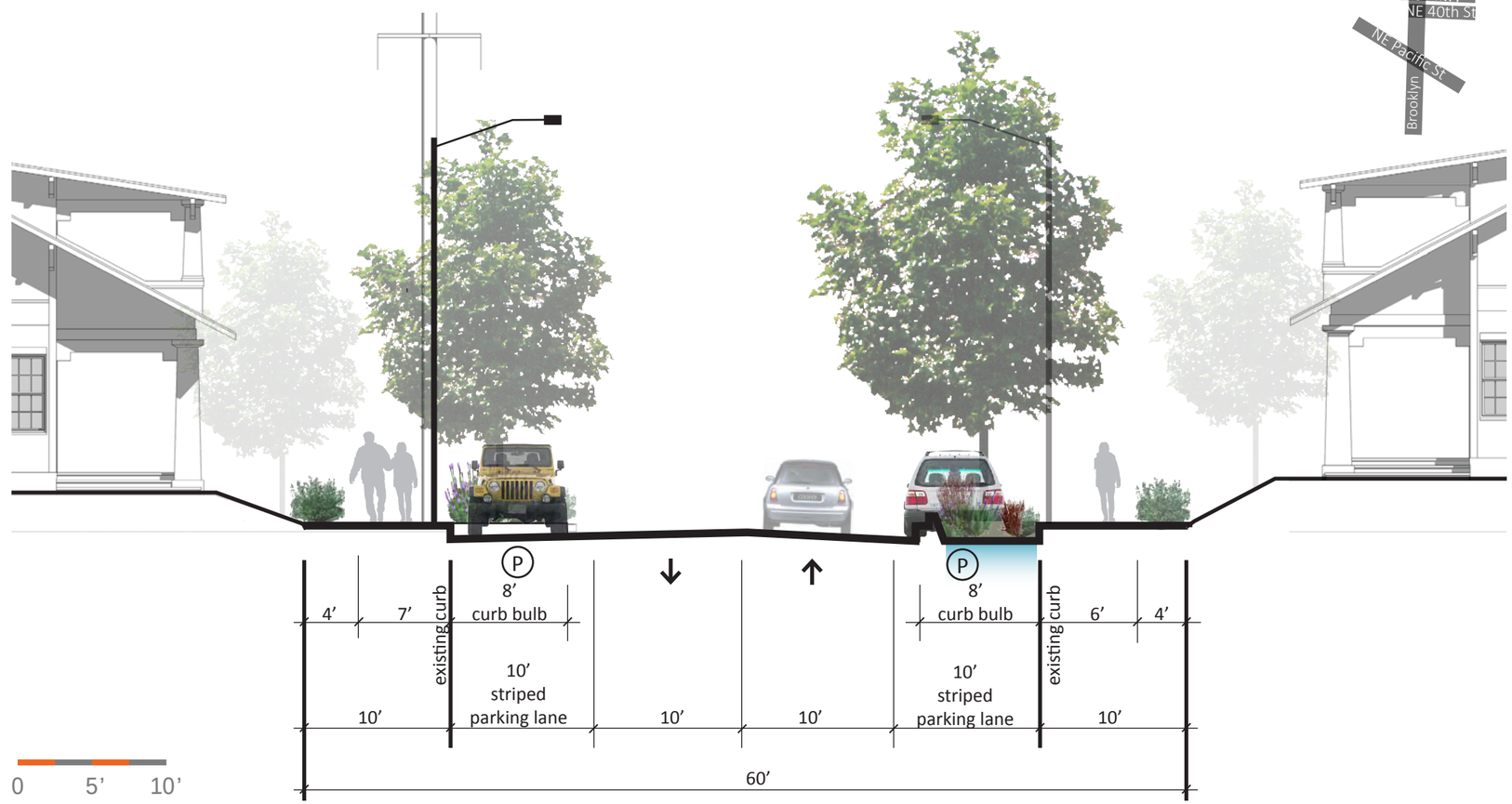
Parking: Most on-street parking is recommended to be preserved along these blocks. 10' wide parking lanes are recommended. If curb bulbs are installed at specific locations in the parking lane, there will be a corresponding loss in the number of parking spaces.

Travel Lanes/ Roadway Width: One travel lane in each direction. Travel lanes are 10' wide. Landscaped curb bulb outs will create a visual narrowing of the street, encouraging slower traffic. Striping the parking lane should also be considered to further visually narrow the travel lane.

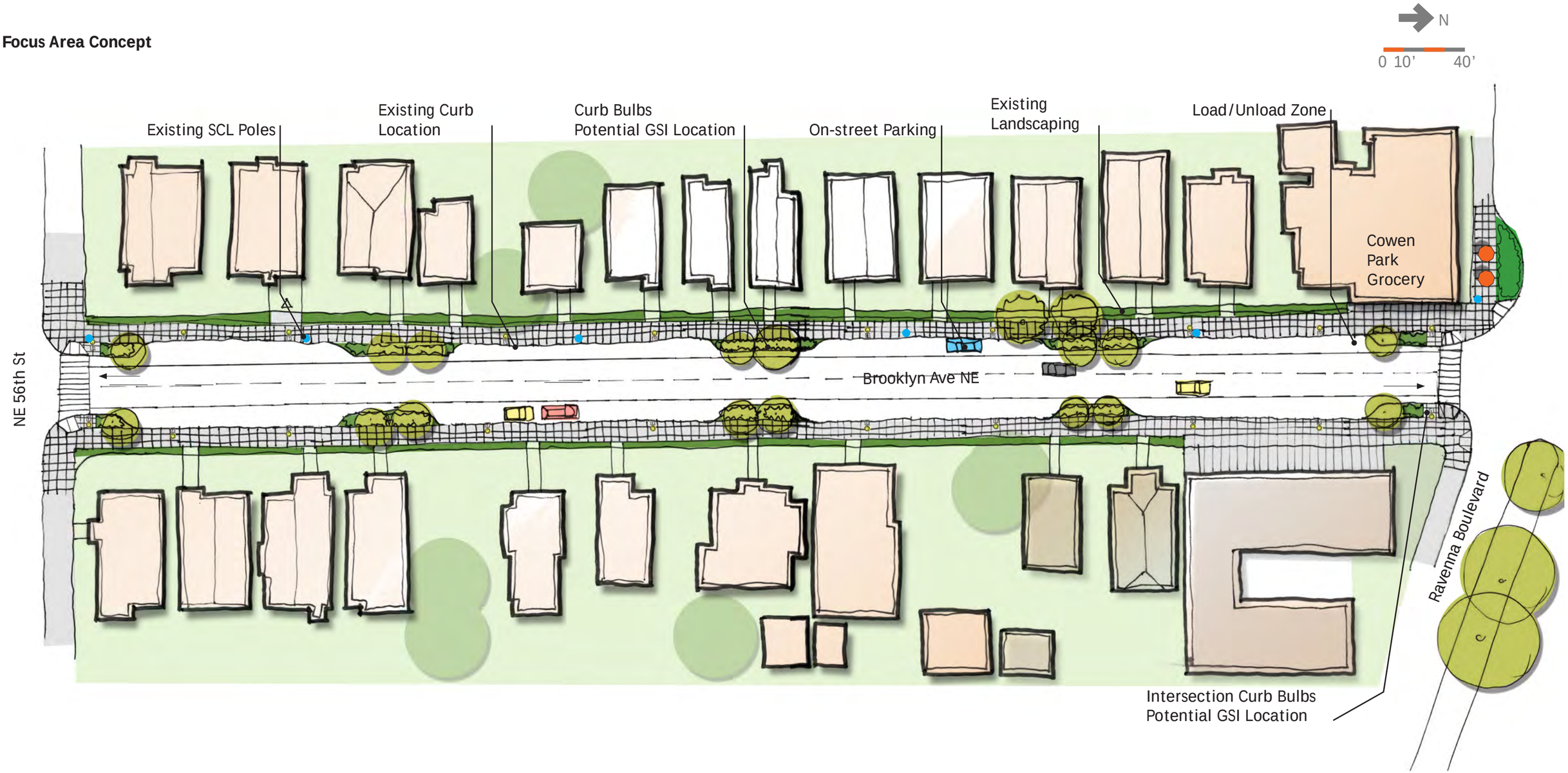
Key Plan



Preferred Section: Looking North



Focus Area Concept



Brooklyn Ave NE: NE 47th St to NE 50th St Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 10' each
Curb to Curb: Approximately 40'
Bicycle Facilities: None
Street Trees: Only six street trees on east side in undersized tree pits outside Safeway
Parking: On-street parking on both sides; load/unload on both sides
Lighting: Intermittent cobra head street lights
Overhead Utilities: None

Existing land uses between NE 47th and NE 50th Streets include the Safeway, a gas station and surface parking along the east side of the street and newer mixed use developments and smaller scale older buildings on the west side on this block.

Recommended measures include moving curbs to accommodate a 6' wide planting strip on both sides of the street, maintaining on-street parking, and introducing landscaped curb bulbs at intersections and mid-block locations.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone.
Maintain and enhance the mid-block crossing.

Curbs
6' curb bulbs at intersections and a mid-block location are recommended to reduce pedestrian crossing distances and calm traffic.

Landscaping
Continuous 6' wide landscaped planting strips are recommended on both sides of this street. Landscaped areas will be 12' wide at intersection curb bulbs.

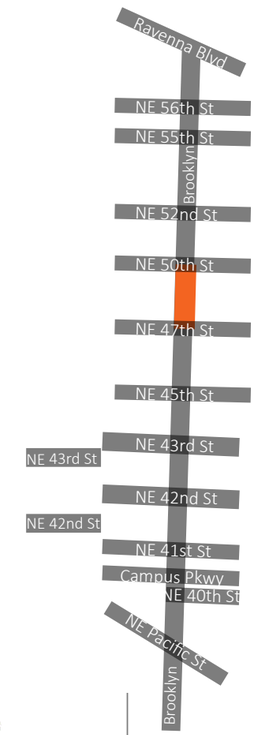
Bicycles
Vehicular traffic speeds and volumes are generally lower on this northern segment of Brooklyn Ave, and a separate uphill bike lane is not recommended on this section. Additionally, 12th Ave is a neighborhood greenway parallel to this street.

Parking
Most existing on-street parking is recommended to be preserved along this block.

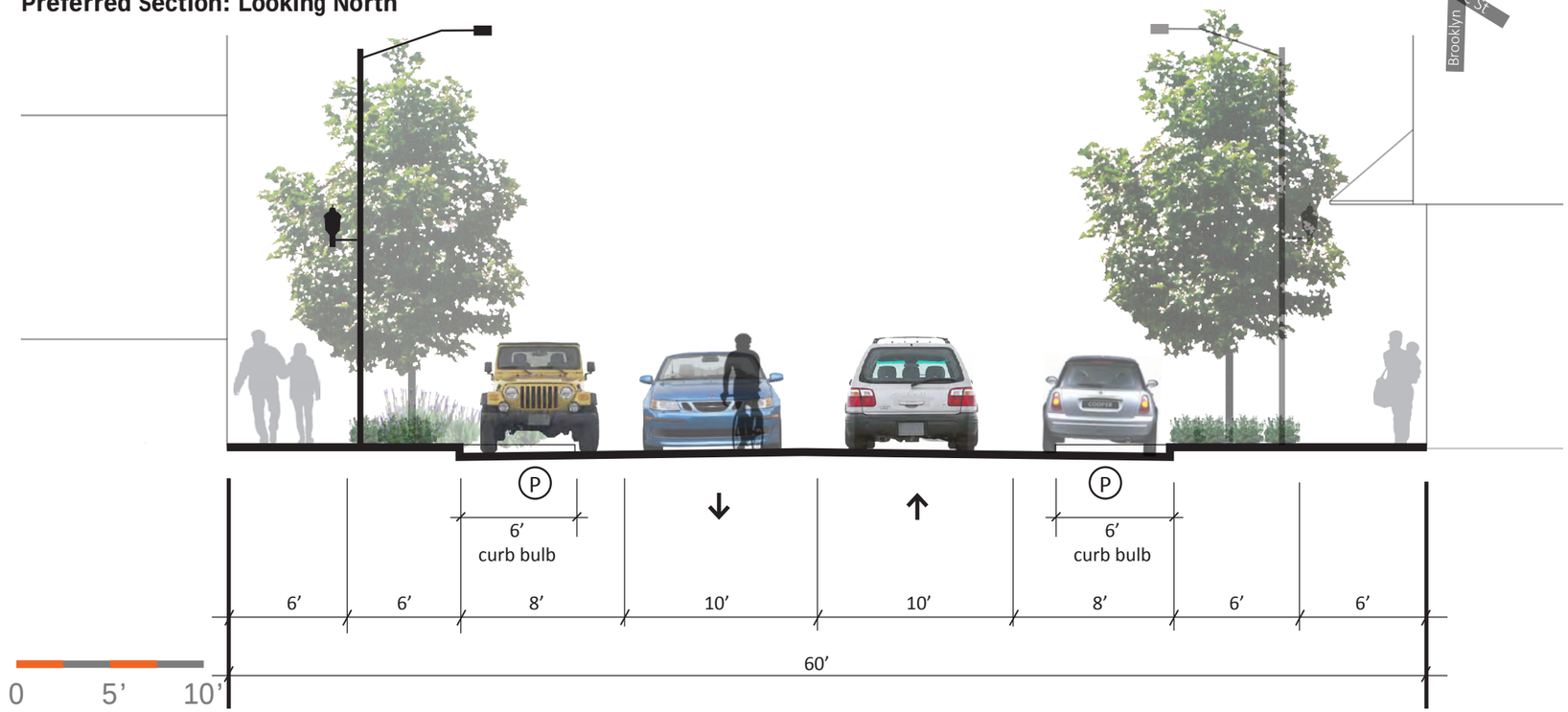
Travel Lanes/ Roadway Width
One 10' travel lane in each direction. Combined with 8' wide marked parking lanes on both sides to visually narrow the street and slow traffic.

Street and Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

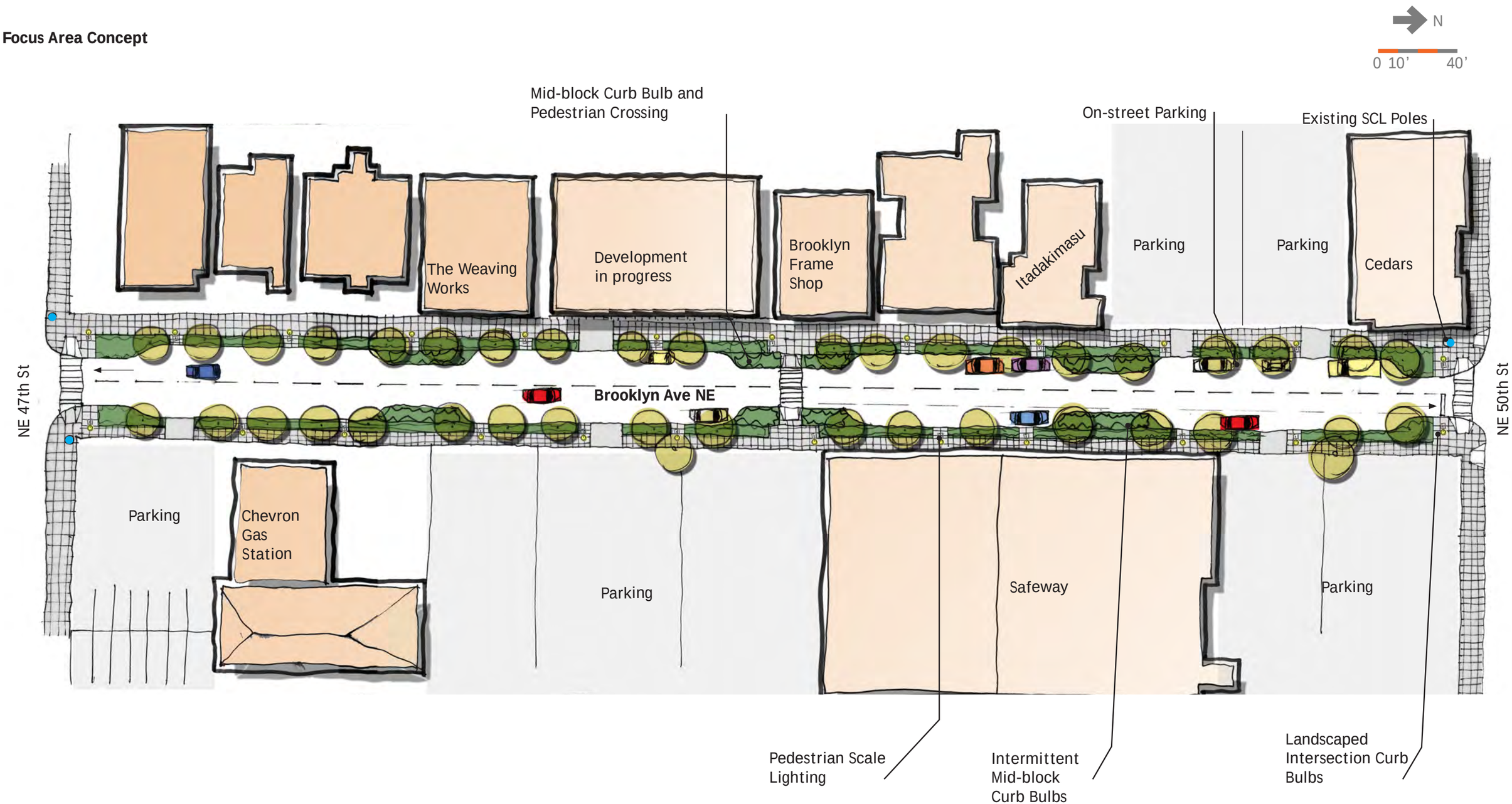
Key Plan



Preferred Section: Looking North



Focus Area Concept



Brooklyn Ave NE: NE 45th St to NE 47th St Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 10' each
Curb to Curb: Approximately 40'
Bicycle Facilities: None
Street Trees: Only four street trees outside the Key Bank building
Parking: On-street parking on both sides
Lighting: Intermittent cobra head street lights
Overhead Utilities: None

A mix of commercial uses, including the Hotel Deca, older multifamily buildings, the 76 gas station, the Episcopal Church and the Key Bank building line Brooklyn Ave between NE 47th and NE 45th Streets. Large areas on this block are also used as surface parking.

Recommended measures include moving curbs to accommodate a 6' wide planting strip on both sides of the street, maintaining on-street parking on the west side of the street and introducing a minor separated in street uphill bike lane on the east side of the street. The uphill bike lane will require the removal of existing on-street parking on the east side.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
Intersection curb bulbs are not recommended along the east side to accommodate the bike lane and at NE 45th St and allow a right turn lane at NE 45th St. Curb bulbs are recommended on the west side at NE 47th St and on the west end of the mid-block crosswalk to the reduce pedestrian crossing distance and physically narrow the roadway.

Landscaping
Continuous 6' wide landscaped planting strips are recommended on both sides of this street.

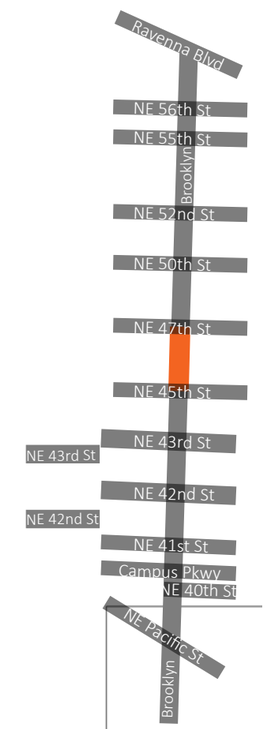
Bicycles
The uphill bike lane from Pacific St is recommended to be continued on this block. It is recommended that a bicycle route on 47th St can connect this uphill bike lane to the 12th Ave greenway. A downhill shared lane is recommended on this block of Brooklyn.

Parking
Preserve on-street parking on the west side of the block. Remove on-street parking from the east side to accommodate the uphill bike lane.

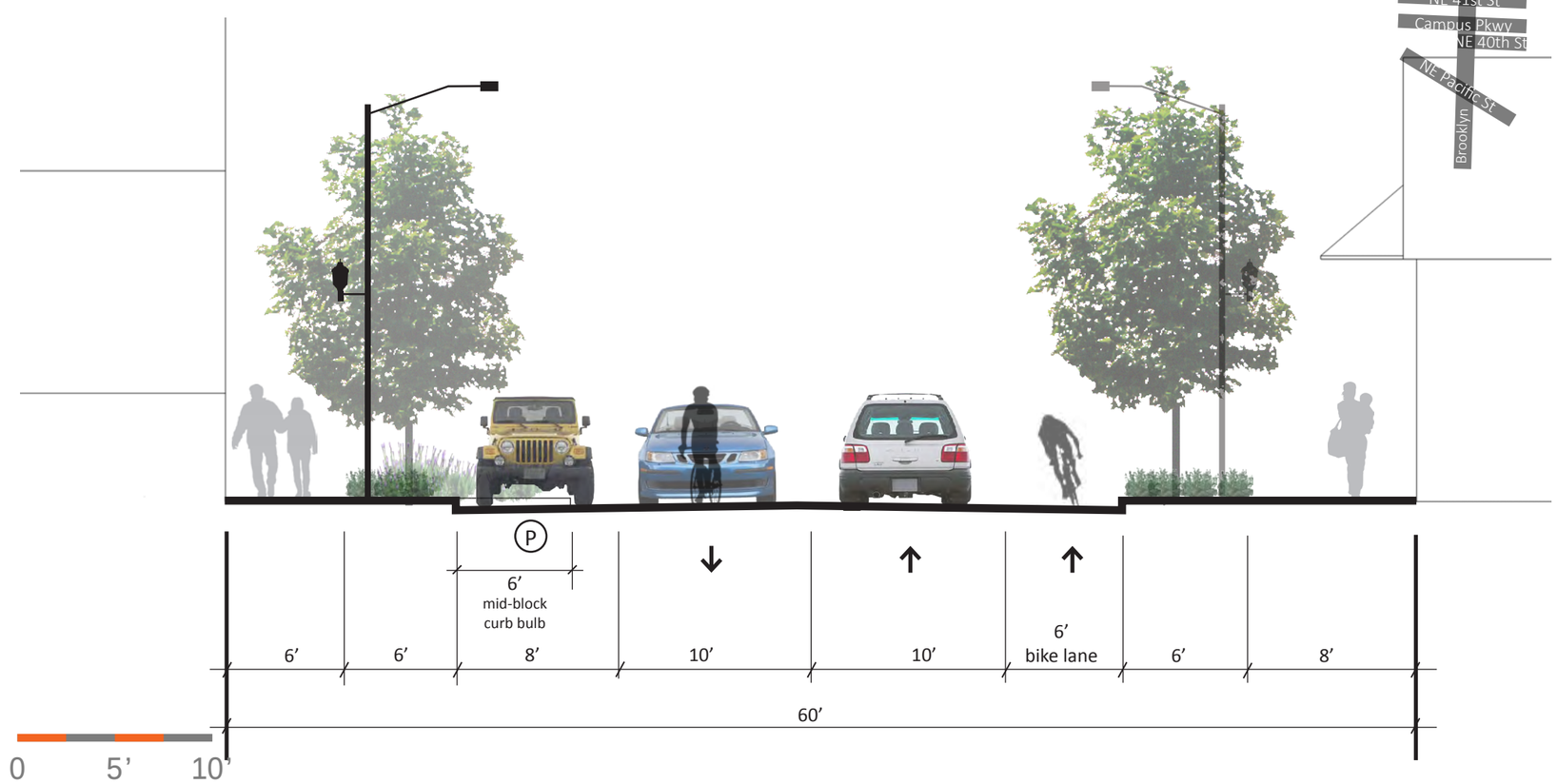
Travel Lanes/ Roadway Width
One 10' travel lane in each direction, combined with 8' wide marked parking lane on the west side and a 6' wide bicycle lane on the east side.

Street and Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

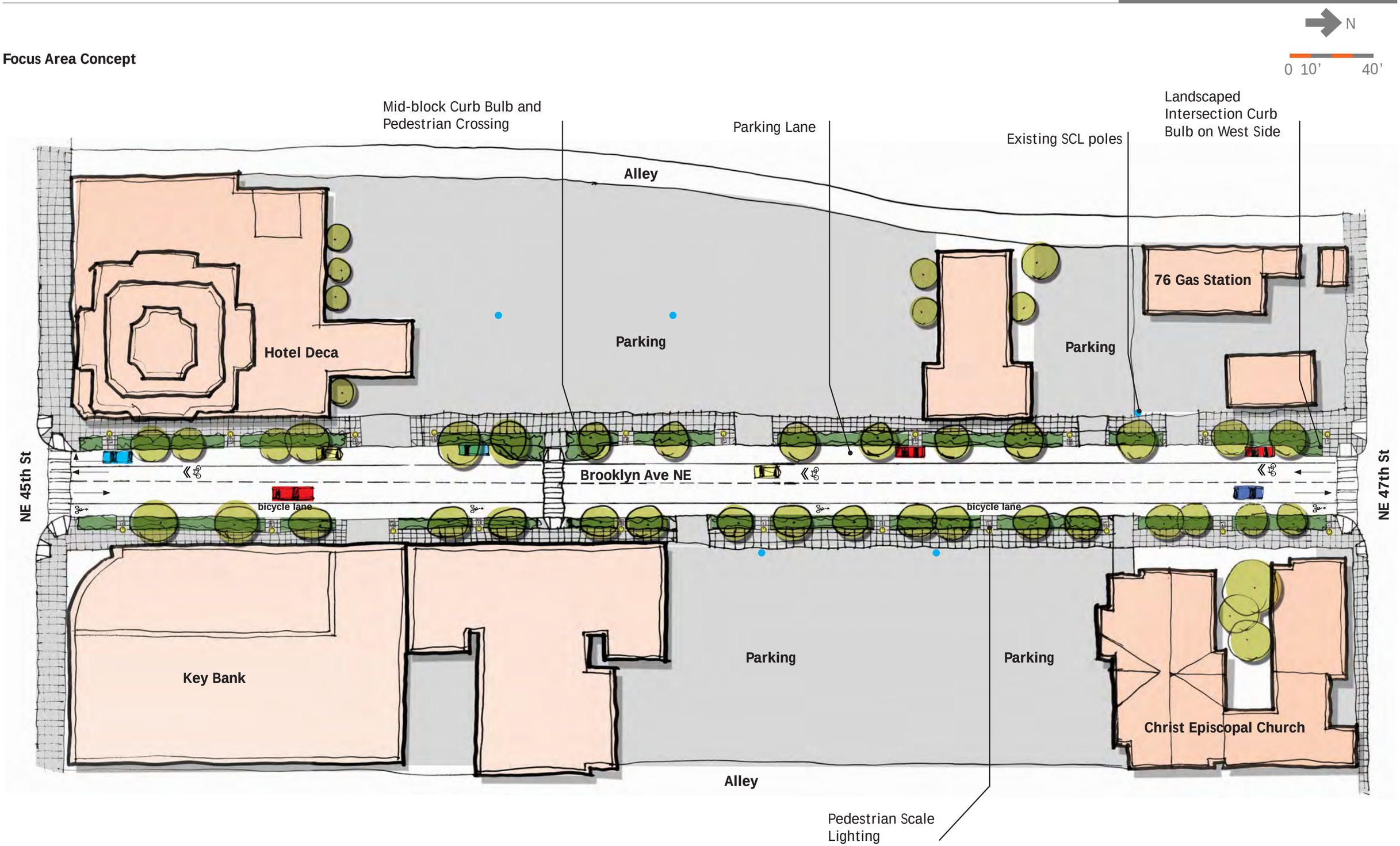
Key Plan



Preferred Section: Looking North



Focus Area Concept



Brooklyn Ave NE: NE 43rd St to NE 45th St Concept

Existing Roadway Parameters
Right of way: 70'
Sidewalks: 14' wide on west side and 8' wide on east side
Curb to Curb: Approximately 48'
Bicycle Facilities: None
Street Trees: A few street trees on east side
Parking: On-street parking on both sides
Lighting: Only at intersections, none along street
Overhead Utilities: None

Located between the UW Tower and the future light rail station, the section of Brooklyn Ave between NE 43rd and NE 45th Streets has potential to be a central and defining space in the U District.

This block of Brooklyn has low vehicle traffic volume and is likely to have high pedestrian and bike traffic volumes. A pedestrian-oriented right of way on this block will help create a network of pedestrian-oriented spaces and uses. Redevelopment opportunities on this block of Brooklyn Ave NE, include over the Link Station and at the intersection of NE 43rd St and Brooklyn Ave NE. The University of Washington has expressed long-term interest in improving the open spaces and buildings around the UW Tower. Brooklyn Ave is not a transit corridor, making it relatively easy to close this section to cars and bus traffic to host periodic community events. Passenger and loading requirements for the UW Tower and the Neptune Theatre are important considerations to keep in mind while planning street closures. The north-south orientation of the street ensures year-round solar exposure on both sides of the street.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 12' minimum pedestrian zone on east side, 6' min pedestrian zone along west side

Curbs
The street is recommended to be raised to the sidewalk level to create a curb-less and highly visible pedestrian-friendly environment.

Landscaping
- Generous landscaping is recommended along the east side of the street.
- Due to utility constraints, tree pits are recommended on the west side of the street.
- Drought-resistant trees in this area will help mitigate the wind tunnel effect next to the UW Tower.
- In a curbless configuration, changes in texture, color and pattern of concrete pavement can be used to distinguish between pedestrian, bicycle and vehicle areas.

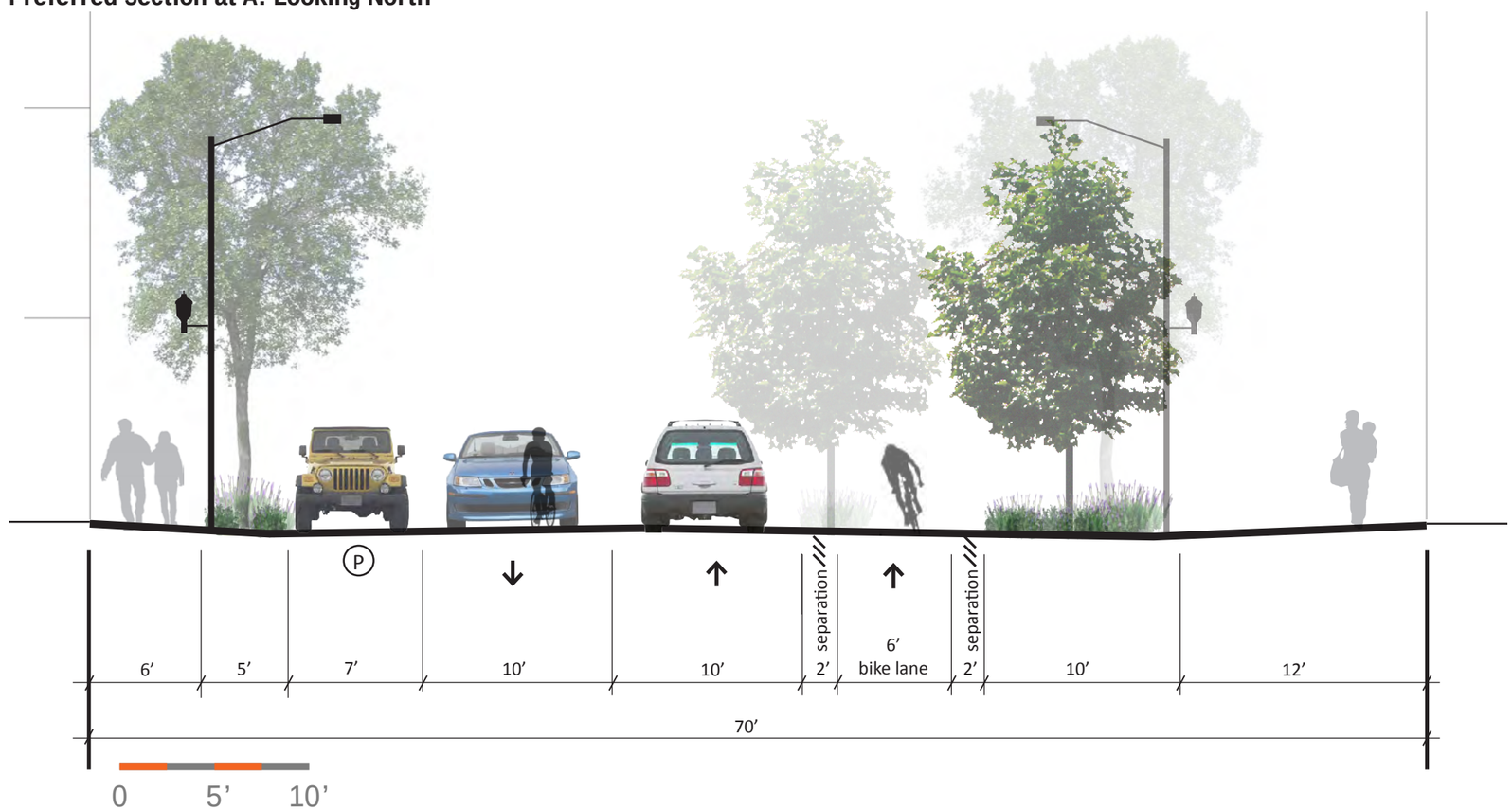
Bicycles
The uphill bike lane from NE Pacific St is recommended to be continued on this block. The bike lane should be 6' wide with a minimum 2' wide door swing buffer adjacent to passenger and truck loading. A downhill shared lane is recommended.

Parking
On-street parking and loading zones are recommended to be preserved on the west side of the block. Passenger and truck loading is recommended on the east side of the street to serve light rail and the Neptune Theatre.

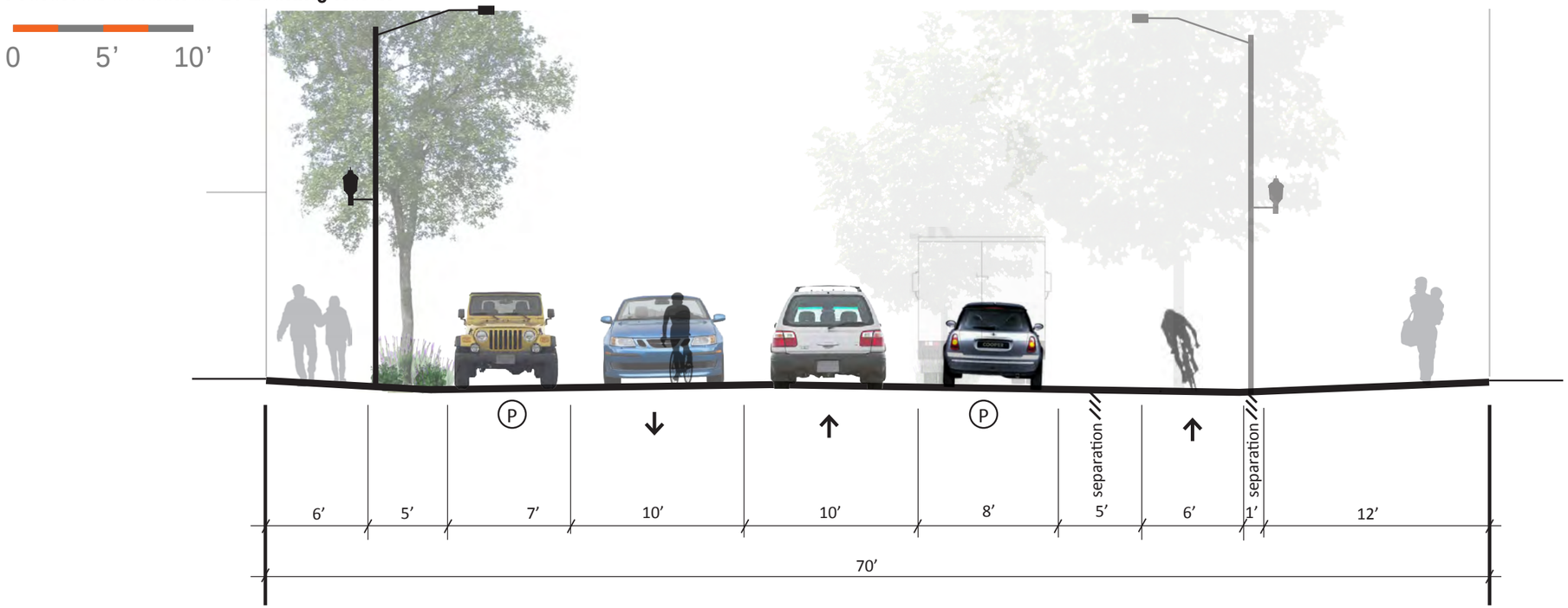
Travel Lanes/ Roadway Width
One travel lane in each direction. Travel lanes are 10' wide.

Street and Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

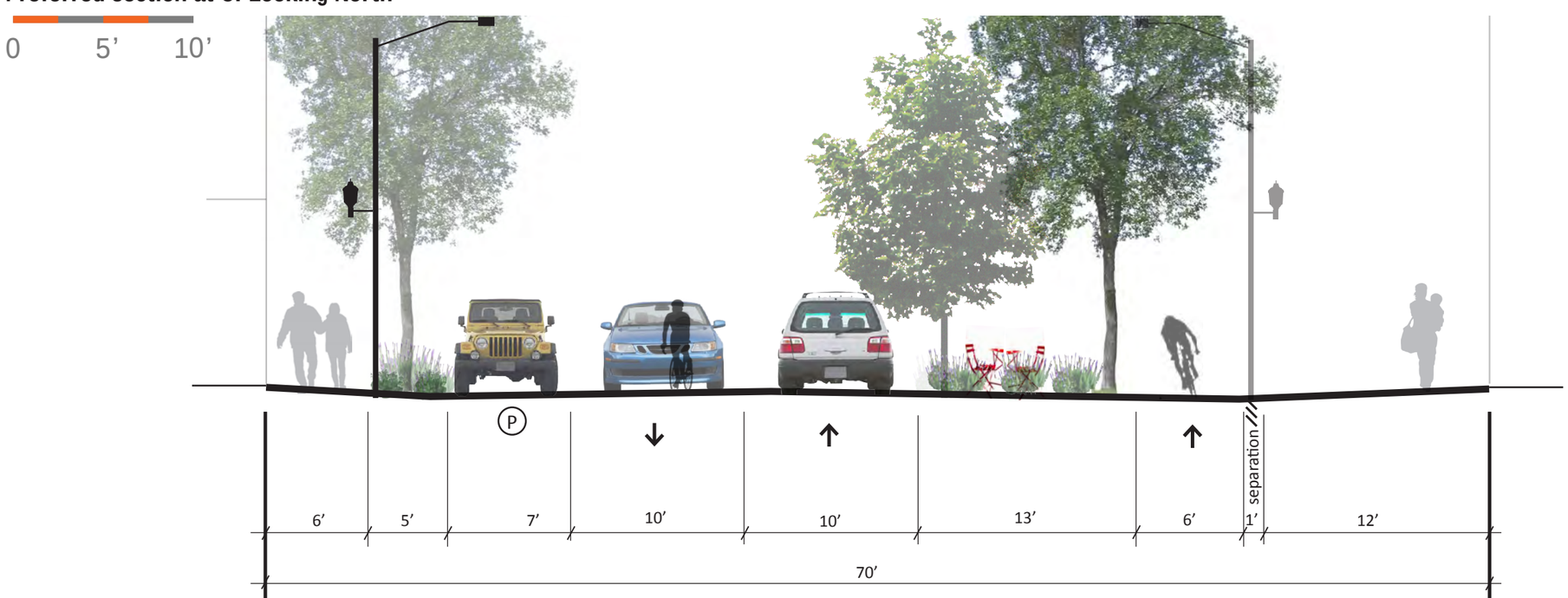
Preferred Section at A: Looking North



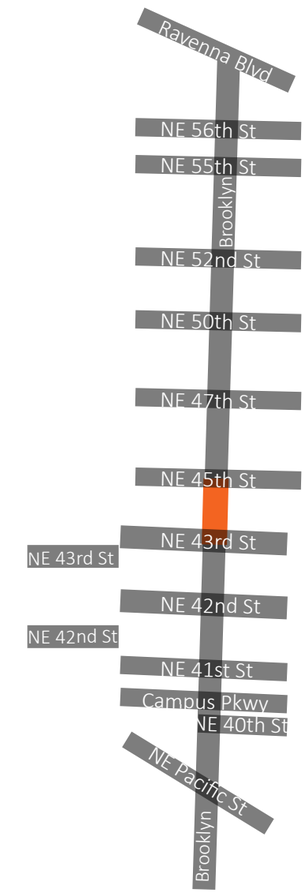
Preferred Section at B: Looking North



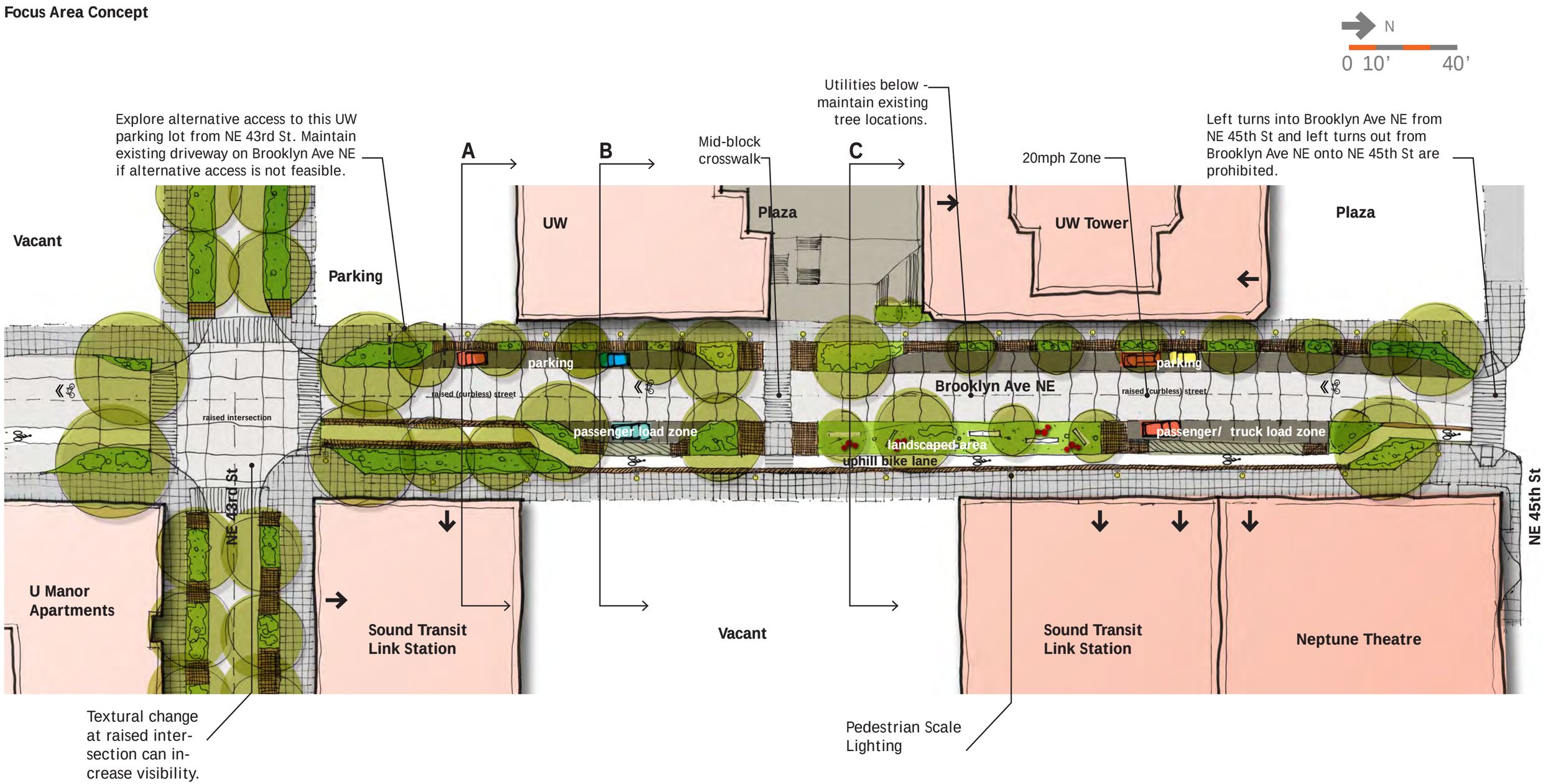
Preferred Section at C: Looking North



Key Plan



Focus Area Concept

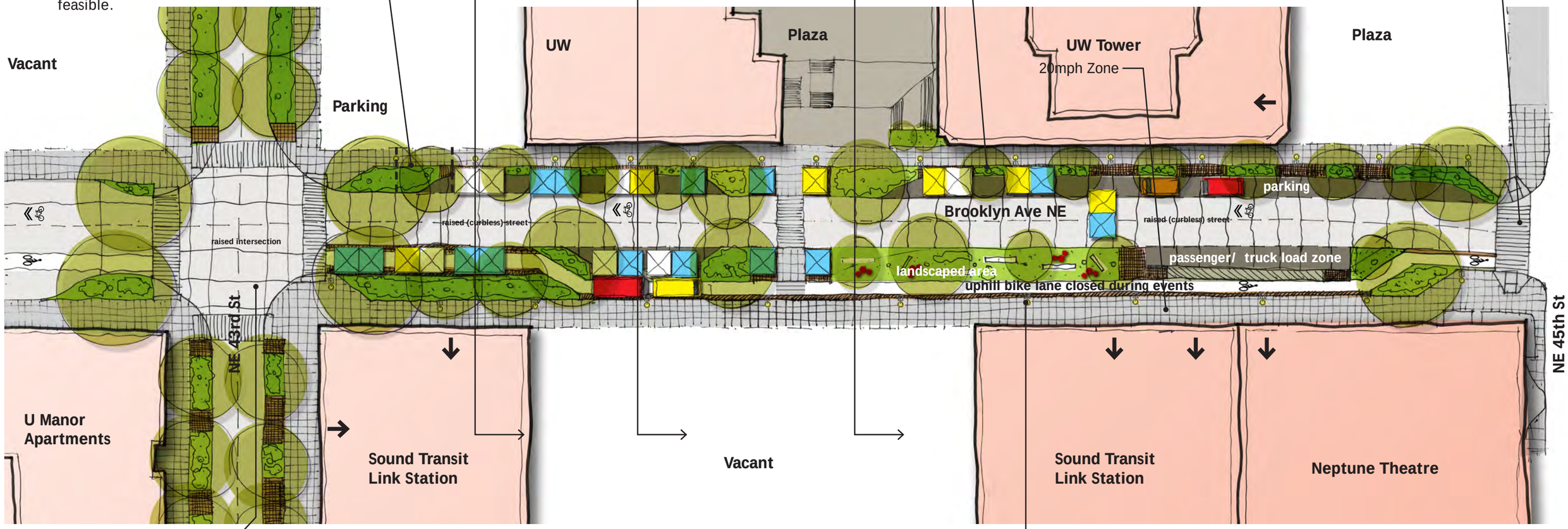


Focus Area Concept for "Festival Street" Function

Explore alternative access to this UW parking lot from NE 43rd St. Maintain existing driveway on Brooklyn Ave NE if alternative access is not feasible.

Utilities below maintain existing tree locations.

Left turns into Brooklyn Ave NE from NE 45th St and left turns out from Brooklyn Ave NE onto NE 45th St are prohibited.



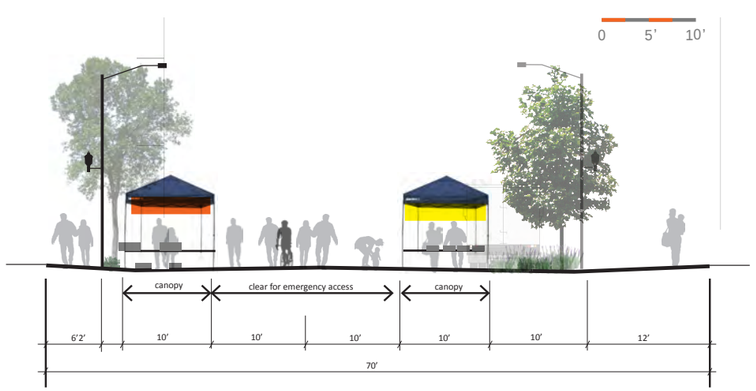
Textural change at raised intersection can increase visibility.

Pedestrian Scale Lighting

N

0 10' 40'

"Festival Street" Function at A: Looking North



Brooklyn Ave NE: NE 40th St to NE 43rd St Concept

Existing Roadway Parameters
Right of way: 70'
Sidewalks: 10' each
Curb to Curb: Approximately 44'
Bicycle Facilities: Uphill bike lane from NE Pacific St to NE 41st St
Street Trees: No street trees north of NE 41st St
Parking: On both sides north of NE 42nd St, on east side from NE 40th to NE 42nd Streets.
Lighting: Intermittent cobra head street lights on east side
Overhead Utilities: None

Between NE 43rd and NE 40th Streets, there is a mix of multifamily, student housing and commercial uses on Brooklyn Ave. The right of way on these blocks of Brooklyn Ave is wider (~70') than on the north side of 45th St making it possible to preserve on-street parking while adding an uphill bike lane on these blocks. These blocks of Brooklyn Ave will provide a major pedestrian and bicycle connection between Campus Parkway and the future Link station. Portions of these blocks have already been improved as part of UW's student housing development on this section of Brooklyn. Besides this new UW development, there is limited redevelopment potential on these blocks, and changes in curb locations are not recommended.

Recommended measures include creating intersection and mid-block curb bulbs to accommodate landscaping, maintaining on-street parking on the both sides of the street and introducing a minor separated in street uphill bike lane on the east side of the street.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
Existing curb location is maintained. 6' curb bulbs are recommended wherever on-street parking is provided. 6' mid-block curb bulbs are recommended to calm traffic and make room for landscaping.

Landscaping
Landscaping is recommended in intersection and mid-block curb bulbs. The existing landscaping between the sidewalk and parcel boundary should be preserved.

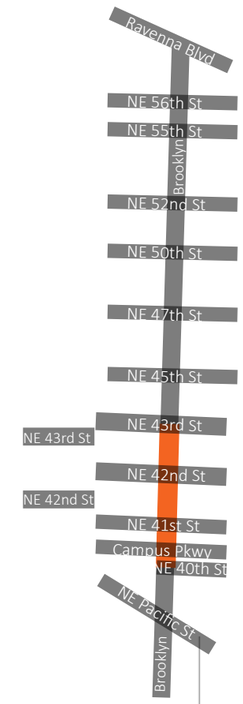
Bicycles
The uphill bike lane from NE Pacific St is recommended to be continued on this block. A downhill shared lane is recommended on these blocks of Brooklyn.

Parking
Existing on-street parking is recommended to be preserved.

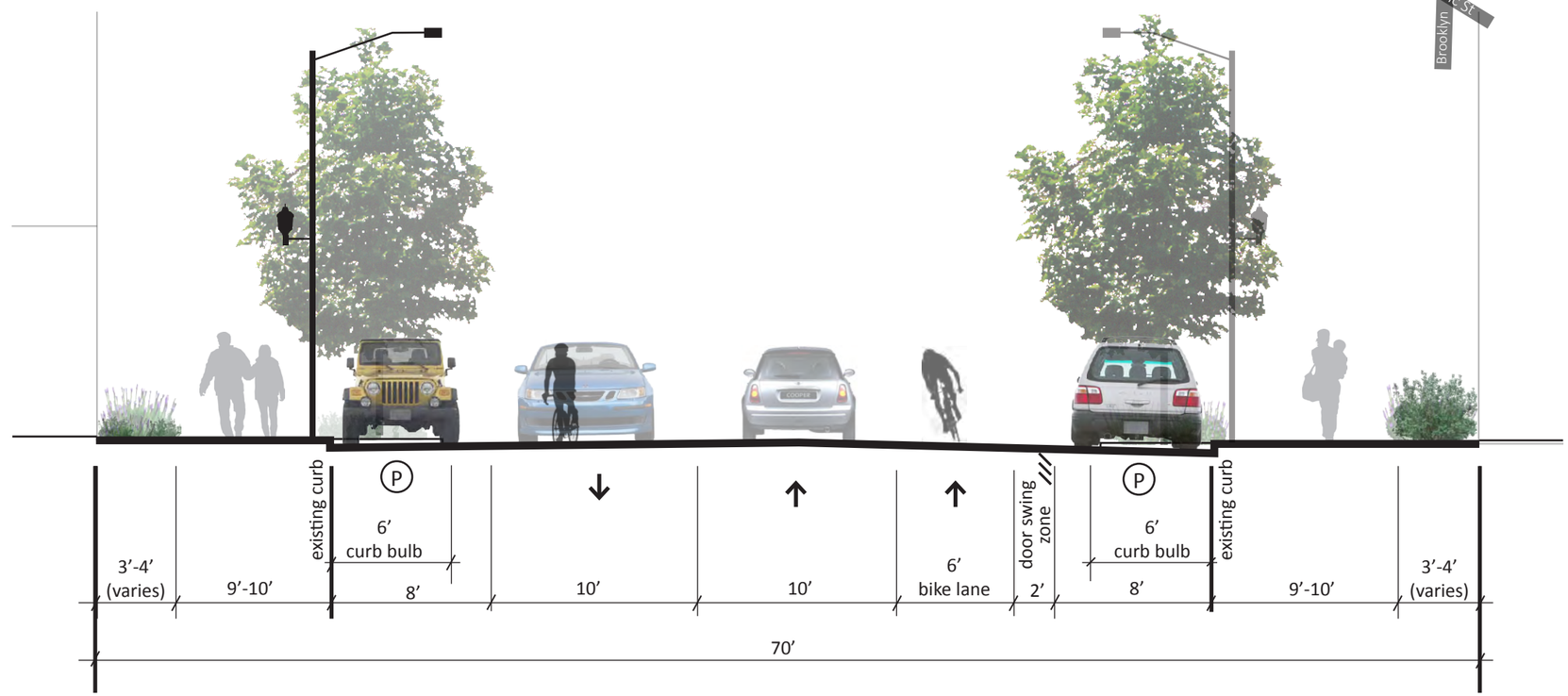
Travel Lanes/ Roadway Width
One travel lane in each direction. Travel lanes are 10' wide, combined with 8' wide marked parking lanes, a 6' wide bicycle lane and a 2' wide door swing zone on the east side.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

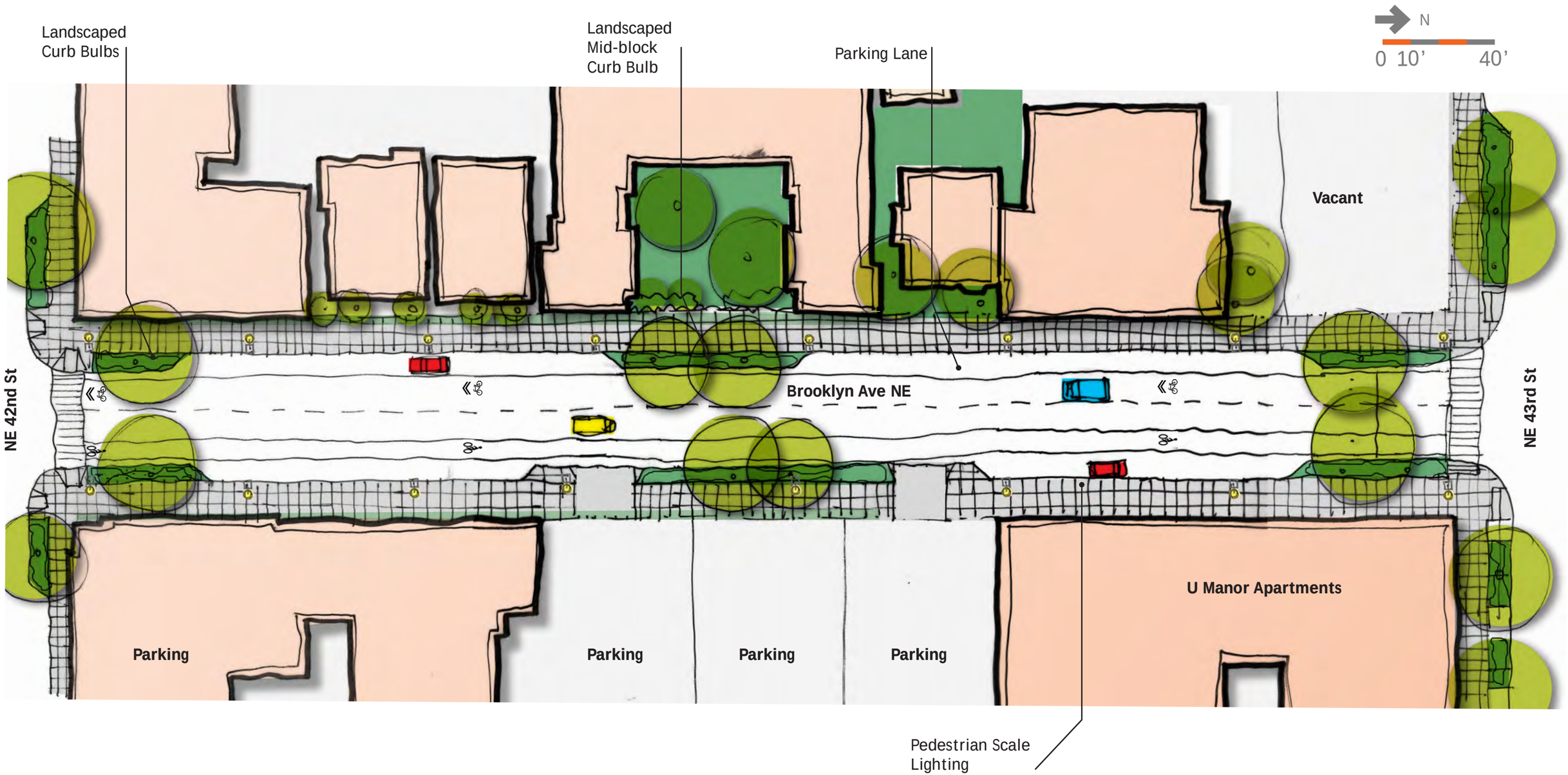
Key Plan



Preferred Section: Looking North



Focus Area Concept



Brooklyn Ave NE: NE Pacific St to NE 40th St Concept

Existing Roadway Parameters
Right of way: 70'
Sidewalks: 5'-6' wide double sidewalk arrangement on each side
Curb to Curb: Approximately 24'
Bicycle Facilities: Uphill bike lane from NE Pacific St to NE 41st St. Downhill bike lane from Burke Gilman to NE Boat St.
Street Trees: Established oaks on both sides
Parking: None
Lighting: Intermittent cobra head street lights
Overhead Utilities: None

The character of Brooklyn Ave NE changes significantly south of NE 40th St.

Design recommendations on this section include converting the east-side outer sidewalk into an uphill climbing bike lane, preserving existing trees and landscaping the west-side outer sidewalk. The Burke Gilman trail meets Brooklyn Ave at an acute angle constraining visibility for trail and road users. To increase visibility and safety, this intersection is recommended to be reconfigured and raised to the level of the sidewalk.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
Curb bulbs are not recommended. Maintain existing curb locations.

Landscaping
Preserve existing trees and use outer sidewalk along west side for landscaping

Bicycles
The uphill bike lane from NE Pacific St is recommended to be continued on this block. A downhill shared lane is recommended on these blocks of Brooklyn. The existing downhill bike lane between the trail and NE Boat St should be preserved.

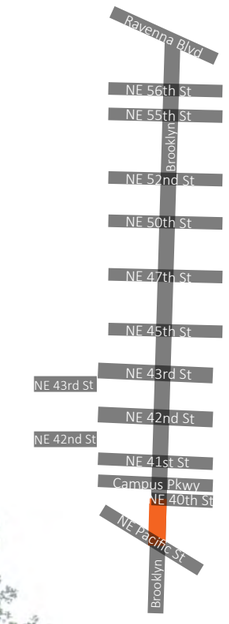
Parking
No on-street parking on this block.

Travel Lanes/ Roadway Width
Maintain existing one travel lane in each direction. Travel lanes are 12' wide.

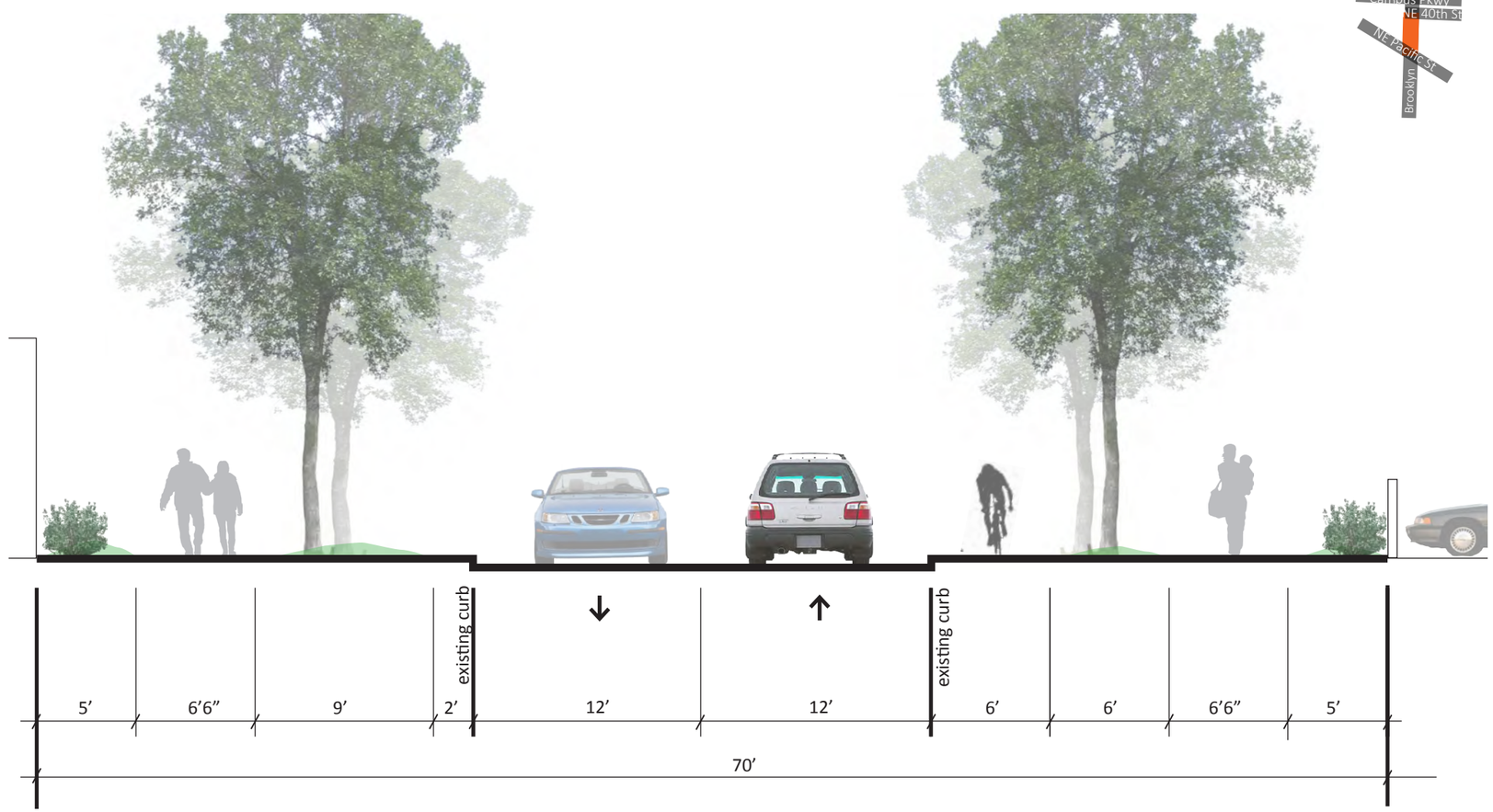
Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Burke Gilman Trail crossing: It is recommended that the angle of this intersection is changed so that the trail meets the Brooklyn Ave at ninety degrees to improve visibility for trail users and vehicles on Brooklyn Ave. A four way stop and raised intersection at this location should be introduced to alert bicyclists and drivers of this intersection.

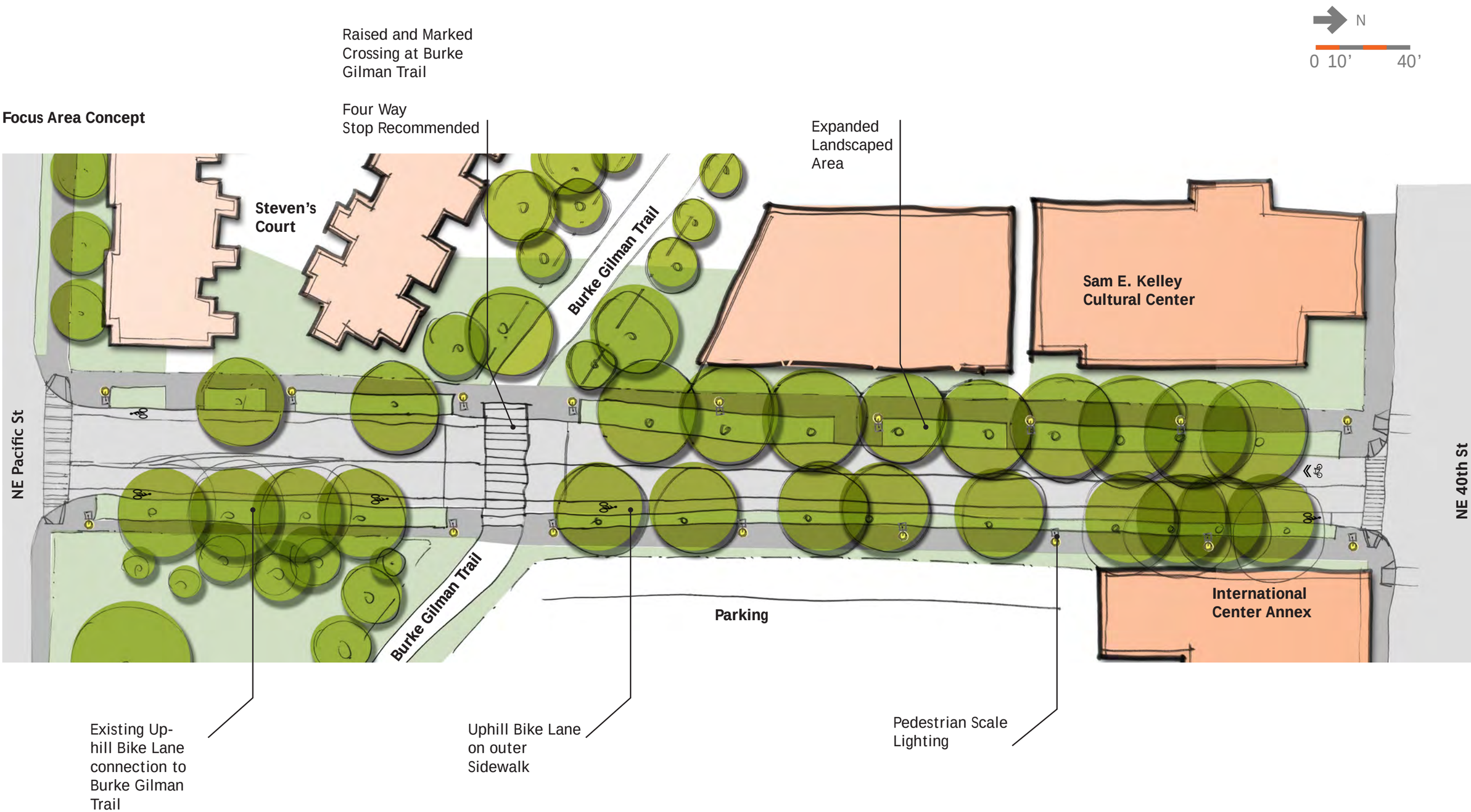
Key Plan



Preferred Section



Focus Area Concept



Brooklyn Ave NE: NE Pacific St to Waterfront Concept

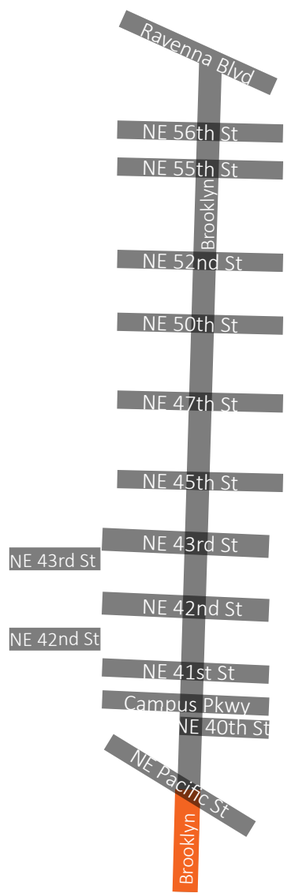
Existing Roadway Parameters
Right of way: 70'
Sidewalks: 5'-6' wide double sidewalk arrangement on each side
Curb to Curb: Approximately 24'
Bicycle Facilities: Uphill bike lane from NE Pacific St to NE 41st St.
Downhill bike lane from Burke Gilman to NE Boat St.
Street Trees: Established oaks on both sides
Parking: Some parking along east side
Lighting: Intermittent cobra head street lights
Overhead Utilities: None

There are bike lanes in both directions and an established canopy of oak trees and wide continuous landscaped areas on this section of Brooklyn Ave. Adjoining parcels on this block are unlikely to undergo significant changes.

Design recommendations for this section of Brooklyn are
• Preserve and enhance existing landscaping; and
• Add pedestrian scale lighting.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Key Plan



Sakuma Viewpoint

II. NE 43rd St

Background/Overview

NE 43rd St is an important east-west corridor connecting the surrounding neighborhood to the Link station, the Ave and the UW. Land uses along NE 43rd St on the west side of Roosevelt Way are a mix of single and multifamily buildings. Between Roosevelt Way and 15th Ave there are office, commercial and multifamily buildings. There are active street level commercial uses between Brooklyn Ave and 15th Ave.

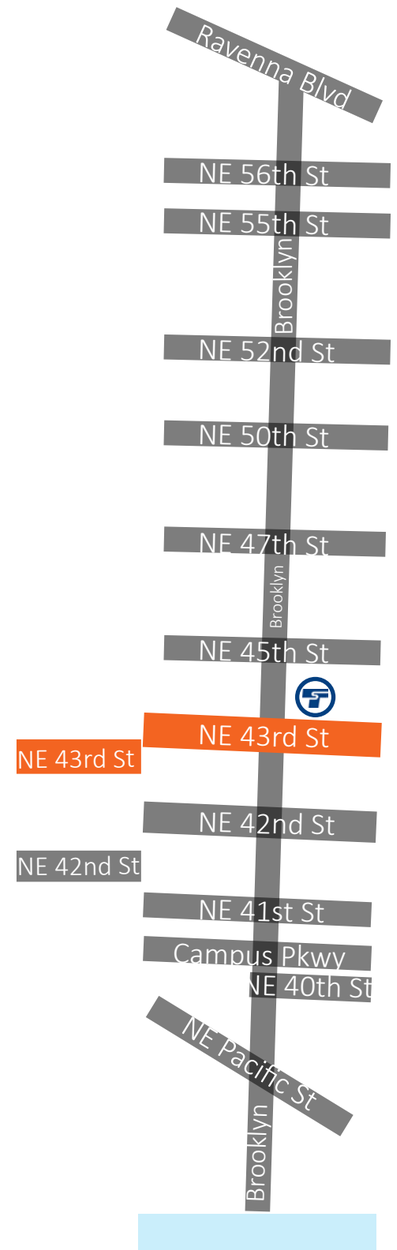
East of Roosevelt Way, NE 43rd St is designated as collector arterial and on the west, it is an access street. The Bicycle Masterplan recommends a neighborhood greenway on NE 43rd St between Roosevelt Way and 15th Ave NE.

NE 43rd St is currently not used by Metro buses. However, once the Link station is open, some west-bound buses may be rerouted onto NE 43rd St to improve transit connectivity to the Link station. The UW Health Sciences Express Bus has a stop at NE 43rd St and 12th Ave NE.

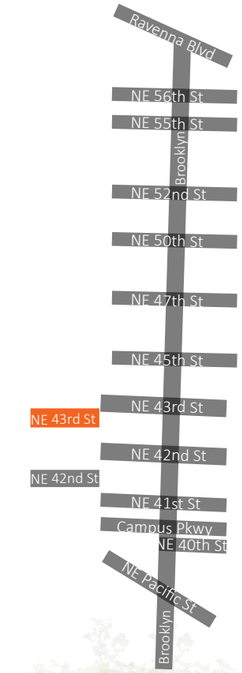
Streetscape Design Principles

Complement Neighborhood Character
The design of NE 43rd St should meet the needs of all modes while complementing neighboring land uses and considering anticipated pedestrian traffic after the Link station is open. For example, street level uses between Brooklyn Ave and 15th Ave are active commercial uses that would be well-served by space for sidewalk cafes and outdoor seating. Similarly, in the vicinity of the Link station, there is likely to be a significant increase in pedestrian volume and creating a safe and pleasant pedestrian environment should be a priority in this area. To the west of Roosevelt Way, the neighborhood is residential with modest local traffic and through-traffic. The existing travel lane width effectively calms traffic in this area. Landscaping and street lighting should be the higher priorities for this section of NE 43rd St.

Pedestrian oriented core
The importance of NE 43rd St as a pedestrian connector between the neighborhood and the UW will be significantly increased in the future. There is a potential need to connect the Link station to west-bound Metro buses on NE 43rd St. NE 43rd St is also a connection between the 12th Ave neighborhood greenway and the UW. The highest priority in this core area of NE 43rd St should be to create a safe and comfortable environment for pedestrians and cyclists, while maintaining comfortable access for other modes. There should be an emphasis on traffic calming, landscaping and pedestrian oriented amenities, such as highly visible raised intersections, pedestrian scale lighting and space for sidewalk cafes and outdoor seating.



Key Plan



NE 43rd: 7th Ave NE to Roosevelt Way NE Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 5'-6' wide
Curb to Curb: Approximately 25'
Landscaping: 3'-4' strip between sidewalk and parcel boundaries. 7'-8' planting zone that is paved over in most locations.
Street Trees: Intermittent
Parking: On both sides, except for the first block west of Roosevelt Way which has parking on south side only.
Lighting: Intermittent cobra head street lights
Overhead Utilities: Along south side of street

East of Roosevelt Way NE, 43rd St is a mostly residential street. Adjacent properties include apartment buildings, detached houses and a few office buildings, and Christie Park . Traffic volumes are low and travel lanes are suitably sized to slow traffic. This section ends in a cul de sac at 7th Ave NE, and through-traffic is limited. Christie Park is a 0.1 acre park with a basketball half-court, public art, drinking fountains, benches and a landscaped mound. The City recently purchased the neighboring property and allocated funds to double Christie Park's size.

Design recommendations for this section of NE 43rd St focus on improving pedestrian interaction with Christie park and pedestrian-oriented lighting. No changes in curb locations are recommended. A street mural is recommended at the intersection of NE 42nd St and 9th Ave NE outside Christie Park. SDOT's Street Mural Program and the Department of Neighborhood's Small and Simple Grant provides permits and funding for street murals. The process of creating the mural and its location can create a focal point in this residential community and help improve the visibility of Christie Park.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone. Where possible, expand sidewalk to include the 3'-4' landscaped area between existing sidewalk and parcel boundaries.
Recommend coordinating pavement materials and landscaping with park design to create a visually and physically inviting and permeable park edge.

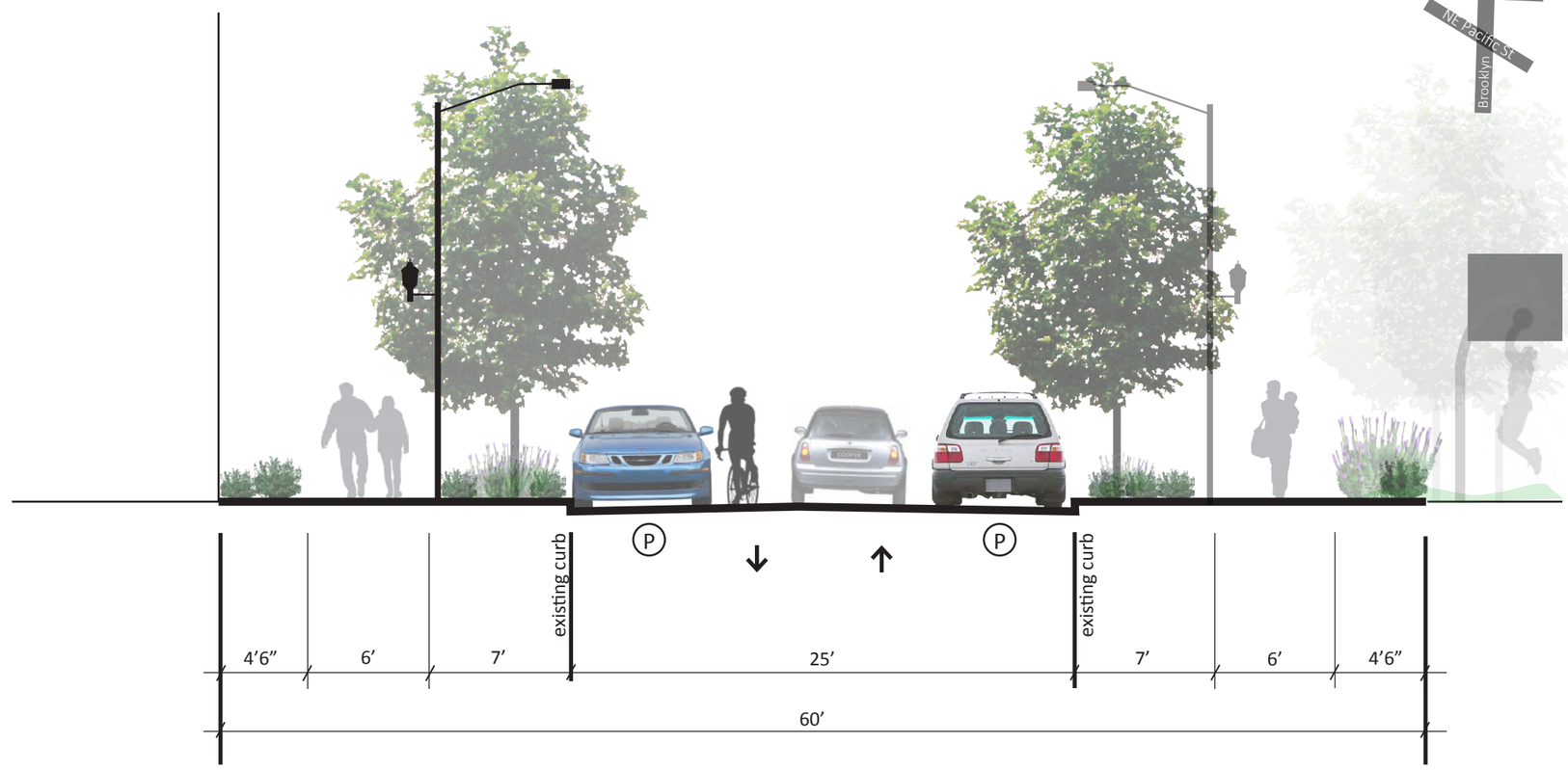
Curb Bulbs
Existing curb to curb is 25'. Curb bulbs are not recommended.

Landscaping
Replant the landscaping zone between sidewalk and curb. Include low planting and regular street trees. Introduce planting in the landscape zone (7'-8' wide).

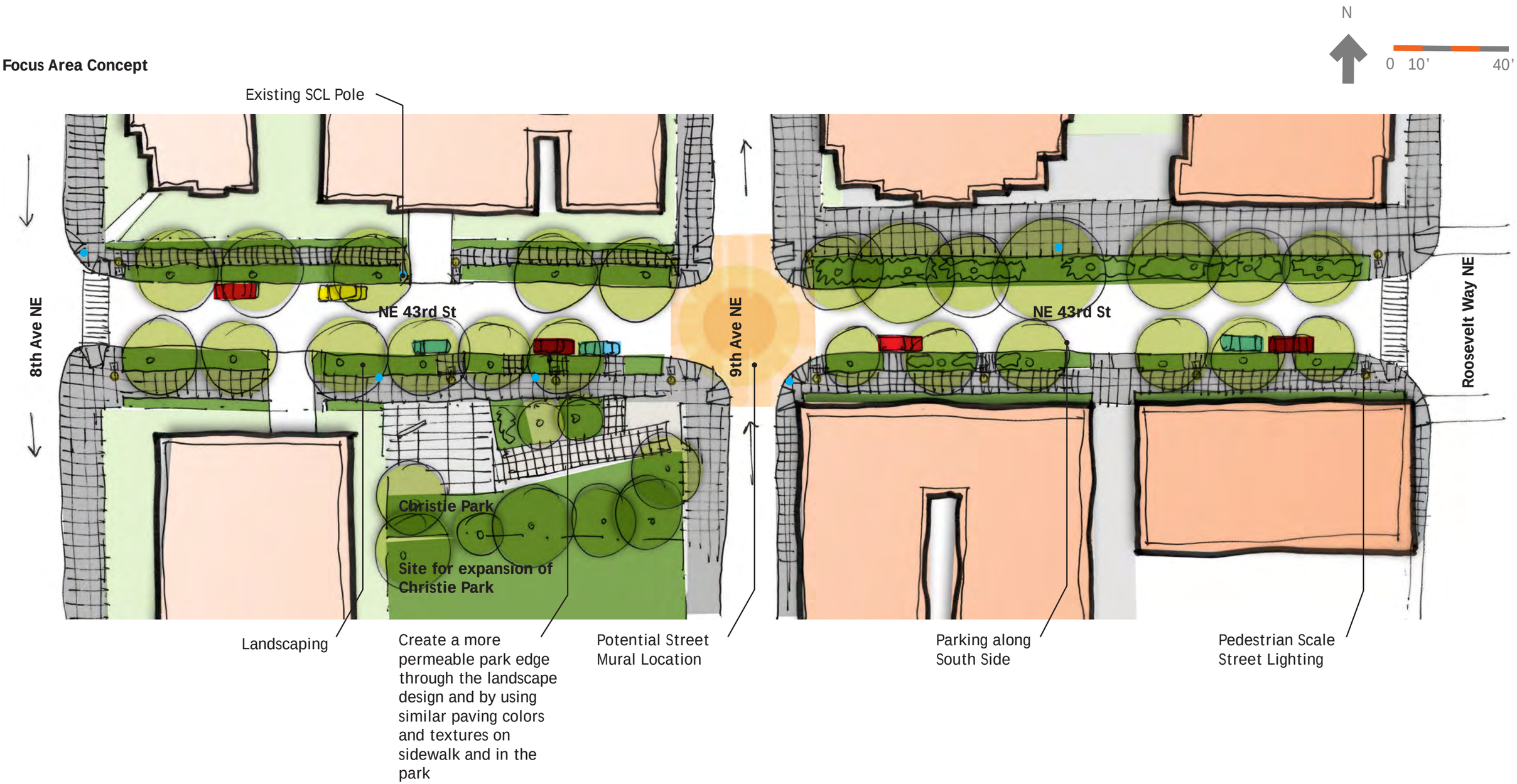
Parking
Maintain existing on-street parking.
Travel Lanes/ Roadway Width
Maintain existing curb locations and parking.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of NE 43rd St. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Preferred Section: Looking East



Focus Area Concept



NE 43rd St: Roosevelt Way NE to 15th Ave NE Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 5'-6'
Curb to Curb: Approximately 36'
Bicycle Facilities: None
Landscaping: Almost none
Street Trees: Almost none
Parking: On both sides of the street.
Lighting: Intermittent cobra heads street lights
Overhead Utilities: None

NE 43rd St is an important east-west connector. In its current configuration, sidewalks on 43rd are undersized and cluttered. There are no trees or landscaping on this section of 43rd St.

After the completion of the Northgate Link, approximately 12,000 daily boardings are expected at the U District Link Station. Pedestrian volumes are therefore expected increase dramatically along 43rd between Brooklyn and 15th Avenues. From a transit perspective, NE 43rd St provides the potential for a direct bus-Link Station connection for King County Metro routes going to and from the U District. In the future, a limited number of westbound routes might use NE 43rd St.

A safe comfortable and attractive street for pedestrians is the highest priority for this section of NE 43rd St.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 10' minimum pedestrian zone. Raised intersections at Brooklyn Ave and University Way.

Curb Bulbs
8' curb bulbs between 12th Ave and 15th Ave. 6' intersection and mid-block curb bulbs between Roosevelt Way and 12th Ave.

Landscaping
Introduce generous park like landscaping on this section of NE 43rd St as per plan drawing.

Parking
Maintain parking except between Brooklyn Ave and 15th Ave on the north side of the street, where sidewalks should be sized to accommodate pedestrian traffic from the Link Station. Parking lane is 8' wide.

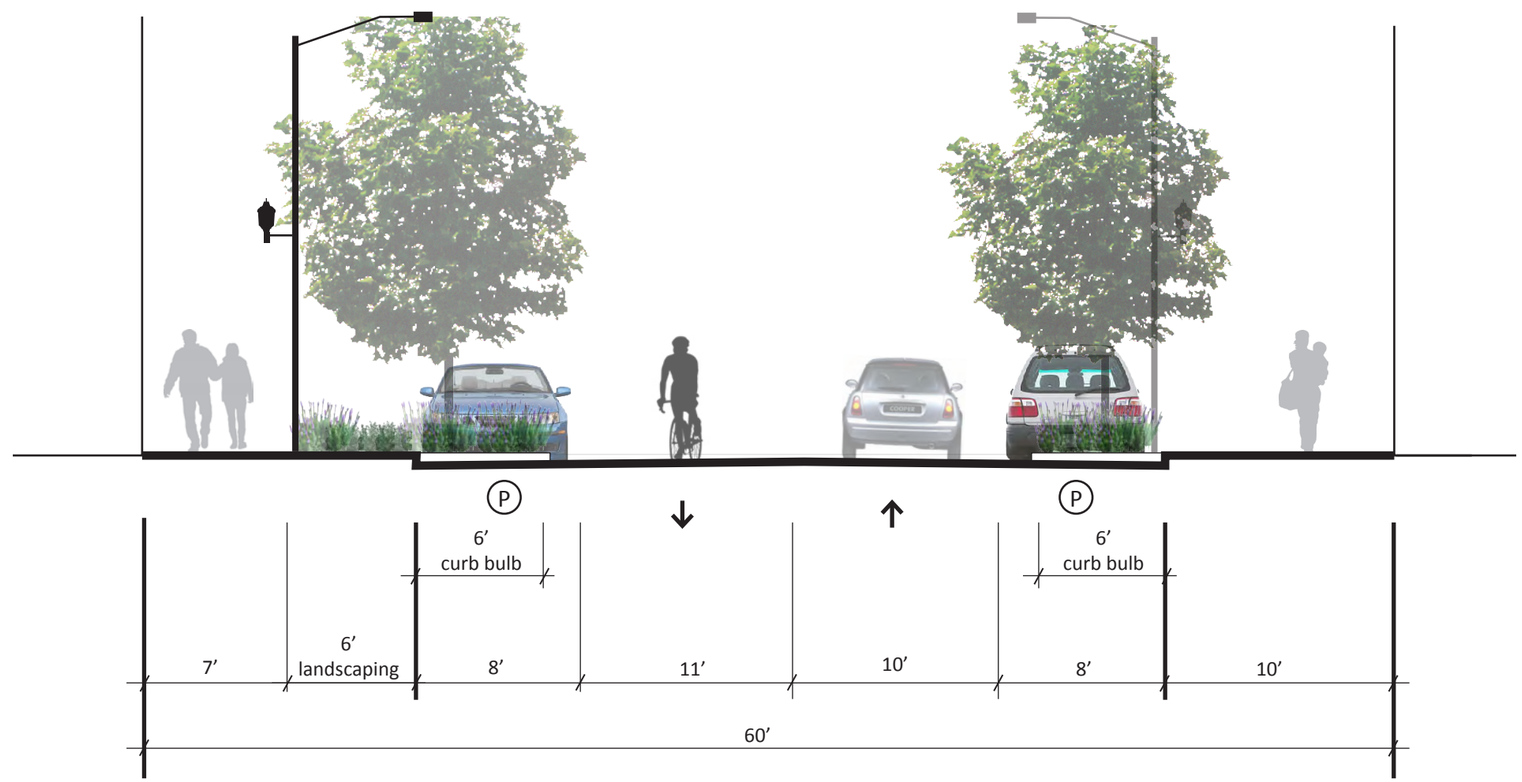
Bicycles
The existing location of the Pronto bike share station between University Way and the alley to its west should be maintained.

Travel Lanes/ Roadway Width
Maintain existing one travel lane in each direction. The recommended west bound travel lane is 11' and the east bound travel lane is 10' wide. Parking lanes are recommended to be 8' wide.

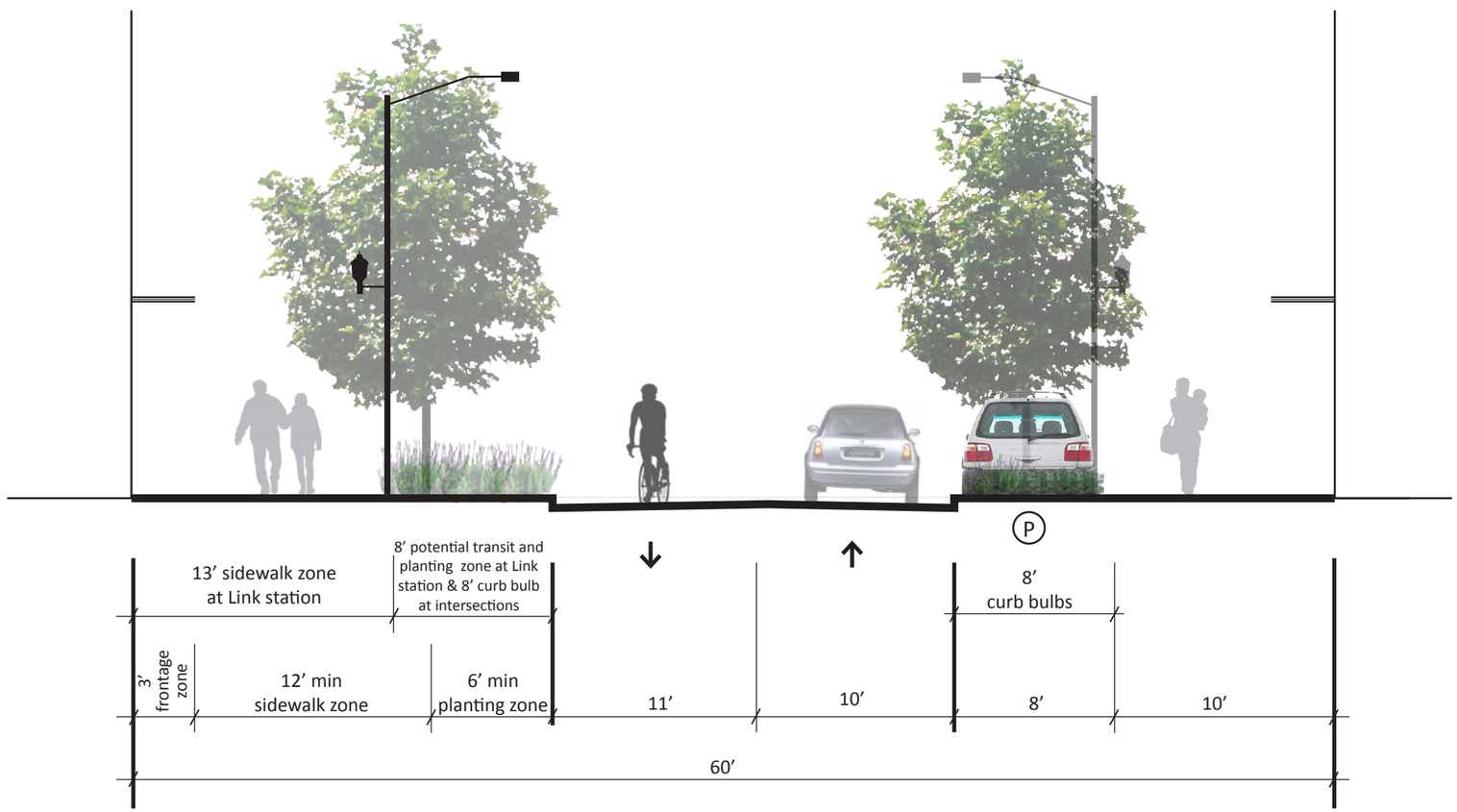
Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of NE 43rd St. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Raised Intersections
To increase intersection visibility to drivers and to create a pleasant walking environment, the intersections of NE 43rd St and Brooklyn Ave and University Way should be raised to the level of the curb and treated with a material or textural change. While the intersection of 15th Ave and NE 43rd St should not be raised, a change in paving texture is recommended to increase this intersection's visibility to drivers.

Preferred Section between Roosevelt Way and 12th Ave: Looking East at A



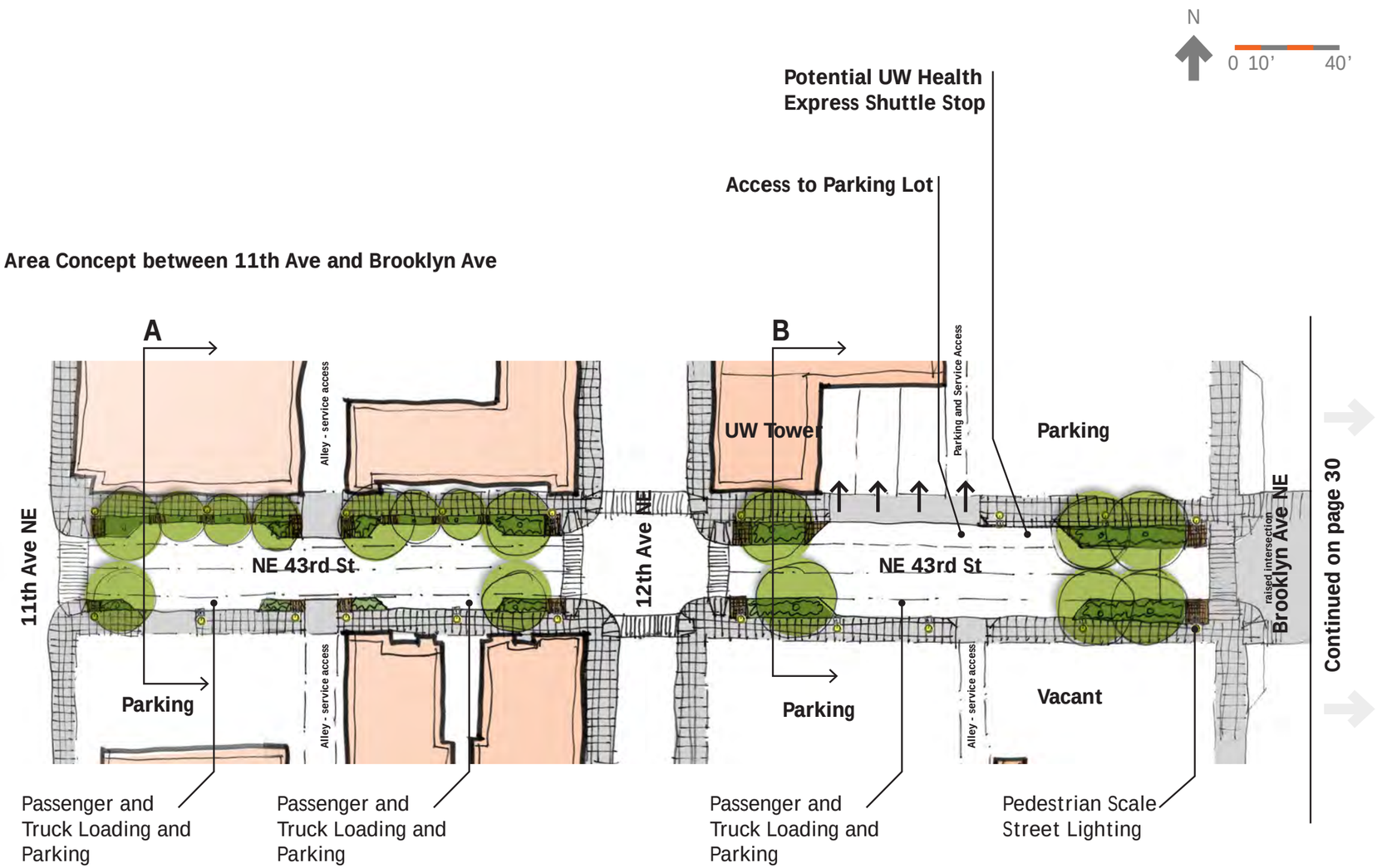
Preferred Section between 12th Ave and 15th Ave : Looking East at B and C



Key Plan

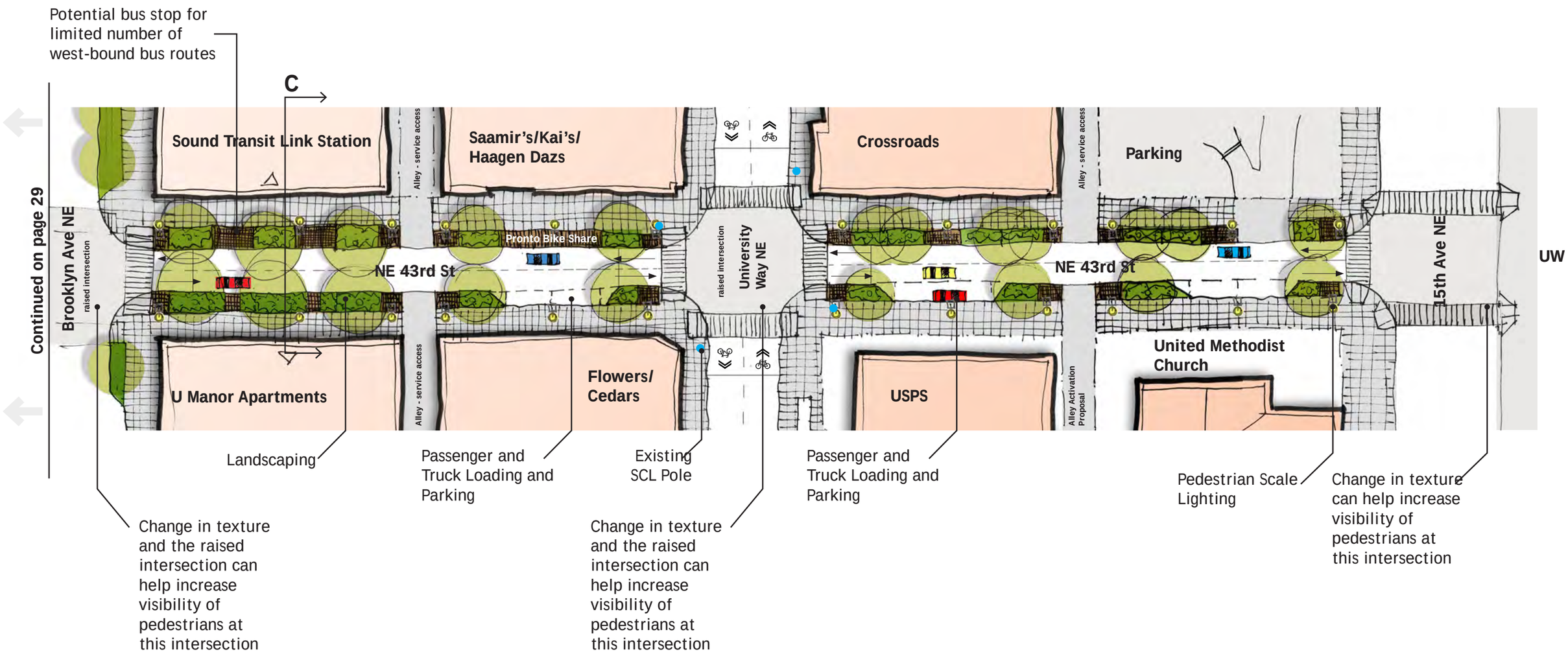
Key Plan

Focus Area Concept between 11th Ave and Brooklyn Ave



Continued on page 30

Focus Area Concept between Brooklyn Ave and 15th Ave



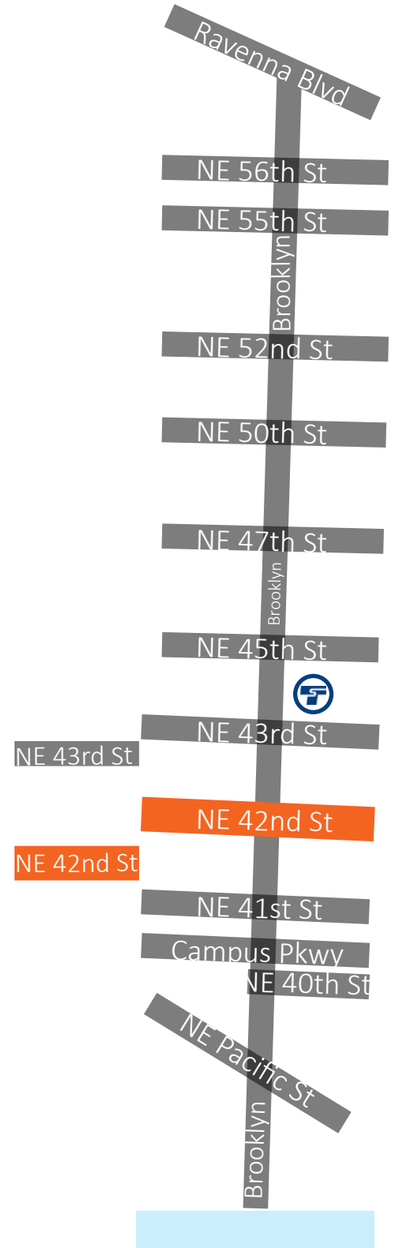
III. NE 42nd St

Background/Overview

NE 42nd St connects the neighborhood to the I-5 and the UW. West of Roosevelt Way, NE 42nd St is a principle arterial and transit street, while on the east side of Roosevelt Way, it is an access street. There are active commercial street level uses between Brooklyn Ave and 15th Ave, and a pedestrian-friendly entrance from 42nd St to the UW Campus. Between Roosevelt Way and Brooklyn Ave, adjacent uses are mostly multifamily residential buildings.

Streetscape Design Principles

Complement Neighborhood Character
The design of NE 42nd St should meet the needs of all modes while complementing neighboring land uses. Traffic speeds and volumes are highest in the section adjacent to the I-5. This section is also served by Metro bus routes. NE 42nd St is not likely to undergo major redevelopment and modest improvements such as curb bulbs, mid-block curb bulbs and pedestrian oriented lighting are recommended to improve the street environment without needing more extensive changes in curb locations.



NE 42nd St: 7th Ave NE to Roosevelt Way NE Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 7'-8' wide with a 4' wide landscaped area between sidewalk and parcel boundary on north side
Curb to Curb: Approximately 40'
Bicycle Facilities: None
Street Trees: None
Parking: On both sides
Lighting: Intermittent cobra heads street lights
Overhead Utilities: On north side

NE 42nd St between the I-5 and Roosevelt Way NE is a transit street with a mix of single and multifamily residential buildings, offices and public utility buildings closer to Roosevelt Way. Since this area is unlikely to see major redevelopment and moving the curb is likely not feasible, recommended improvements focus on curb bulbs at intersections, bus stops and mid-block locations to physically and visually narrow the roadway. Other recommendations include pedestrian scale lighting and striping of travel and parking lanes on this section of NE 42nd St.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
6' curb bulb outs are recommended for this section. Maintain existing curb locations.

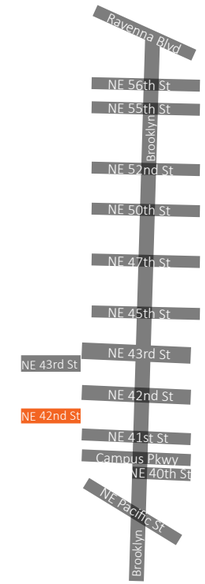
Landscaping
Introduce landscaping at mid-block curb bulbs, bus bulbs and intersection bulb outs.

Parking
Maintain on-street parking on both sides. Stripe 10' wide parking lanes to visually narrow the roadway.

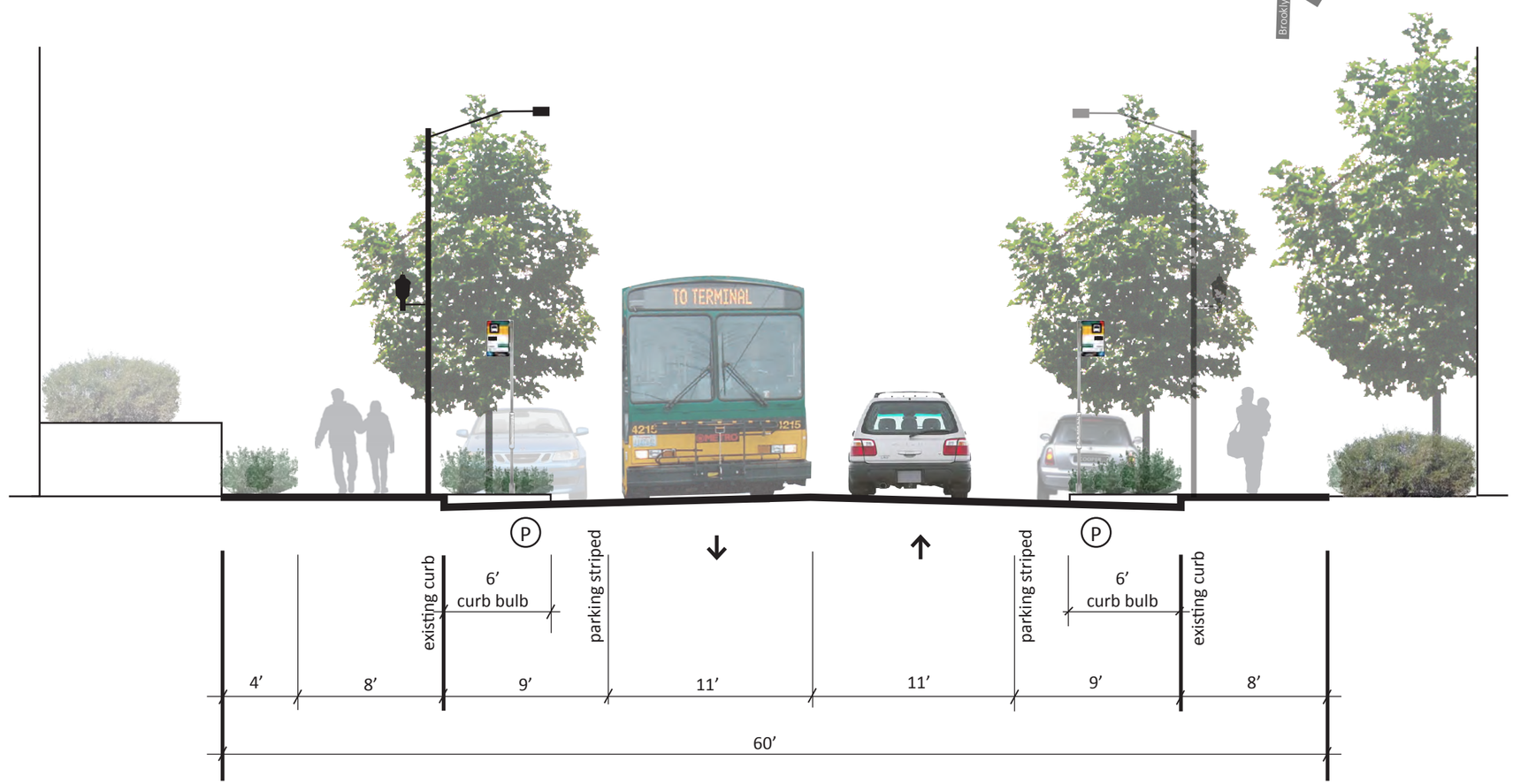
Travel Lanes/ Roadway Width
Maintain existing one travel lane in each direction.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this section. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

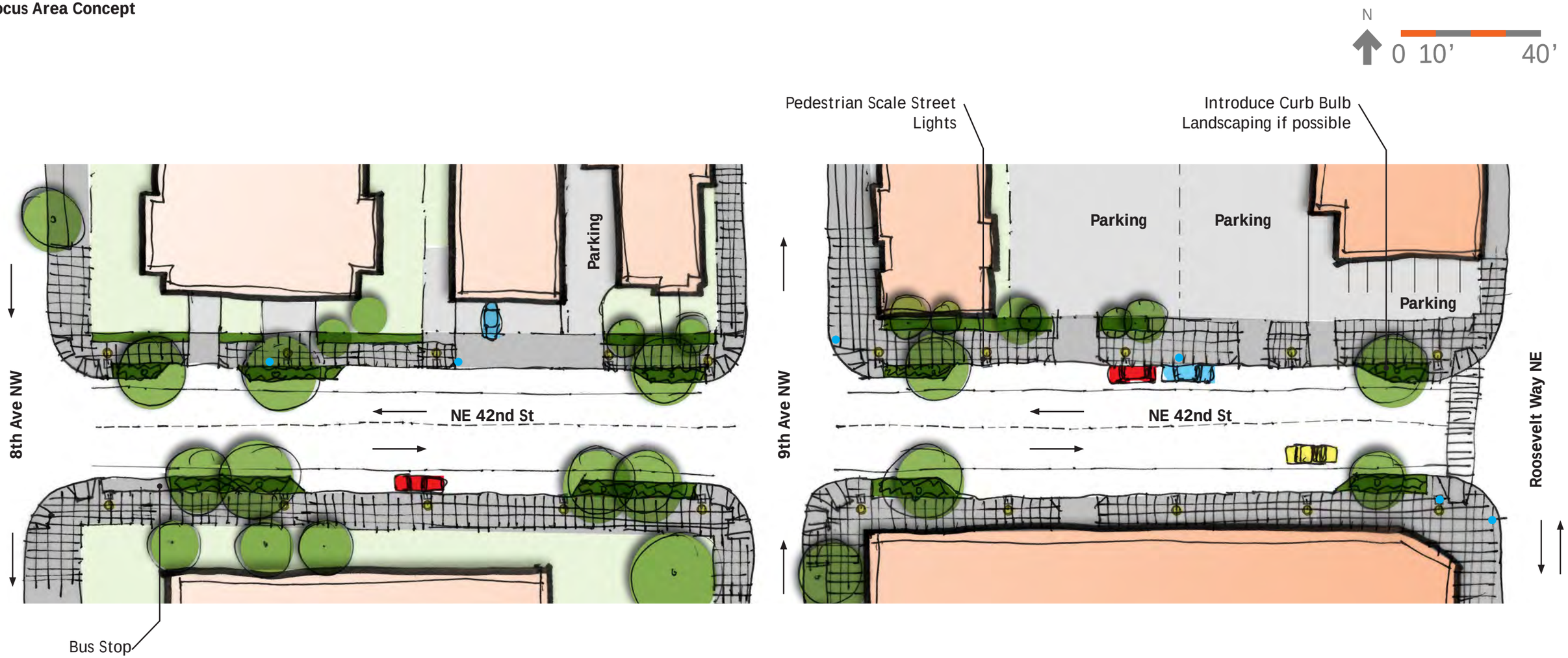
Key Plan



Preferred Section



Focus Area Concept



NE 42nd St: Roosevelt Way NE to 15th Ave NE Concept

Existing Roadway Parameters
Right of way: 60'
Sidewalks: 7'-8' wide with a 4' wide landscaped area between sidewalk and parcel boundary on north side
Curb to Curb: Approximately 40'
Bicycle Facilities: None
Street Trees: None
Parking: On both sides
Lighting: Intermittent cobra head street lights
Overhead Utilities: On south side

NE 42nd St is a mostly residential street between Roosevelt Ave and University Way with more street level commercial uses and office buildings closer to the Ave. 42nd is also a well used pedestrian entrance into the UW campus.

These blocks of NE 42nd Street are unlikely to experience major changes and moving the curb may therefore not financially feasible on this section of NE 42nd St, recommendations focus on intersection, bus stops and mid-block curb bulbs to physically and visually narrow the roadway and improve landscaping. Other improvements include pedestrian scale lighting and striping of travel and parking lanes.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
6' curb bulb outs are recommended for this section. Maintain existing curb to curb.

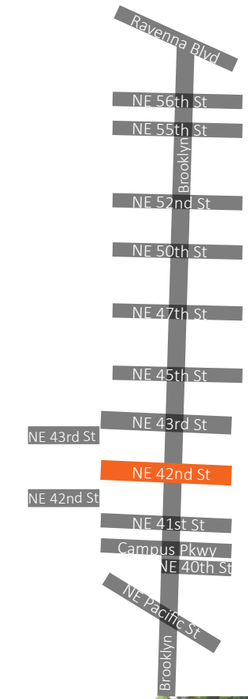
Landscaping
Introduce landscaping through mid-block curb bulbs, bus bulbs and intersection bulb outs.

Parking
Maintain on-street parking on both sides. Stripe 10' wide parking lanes to visually narrow the roadway.

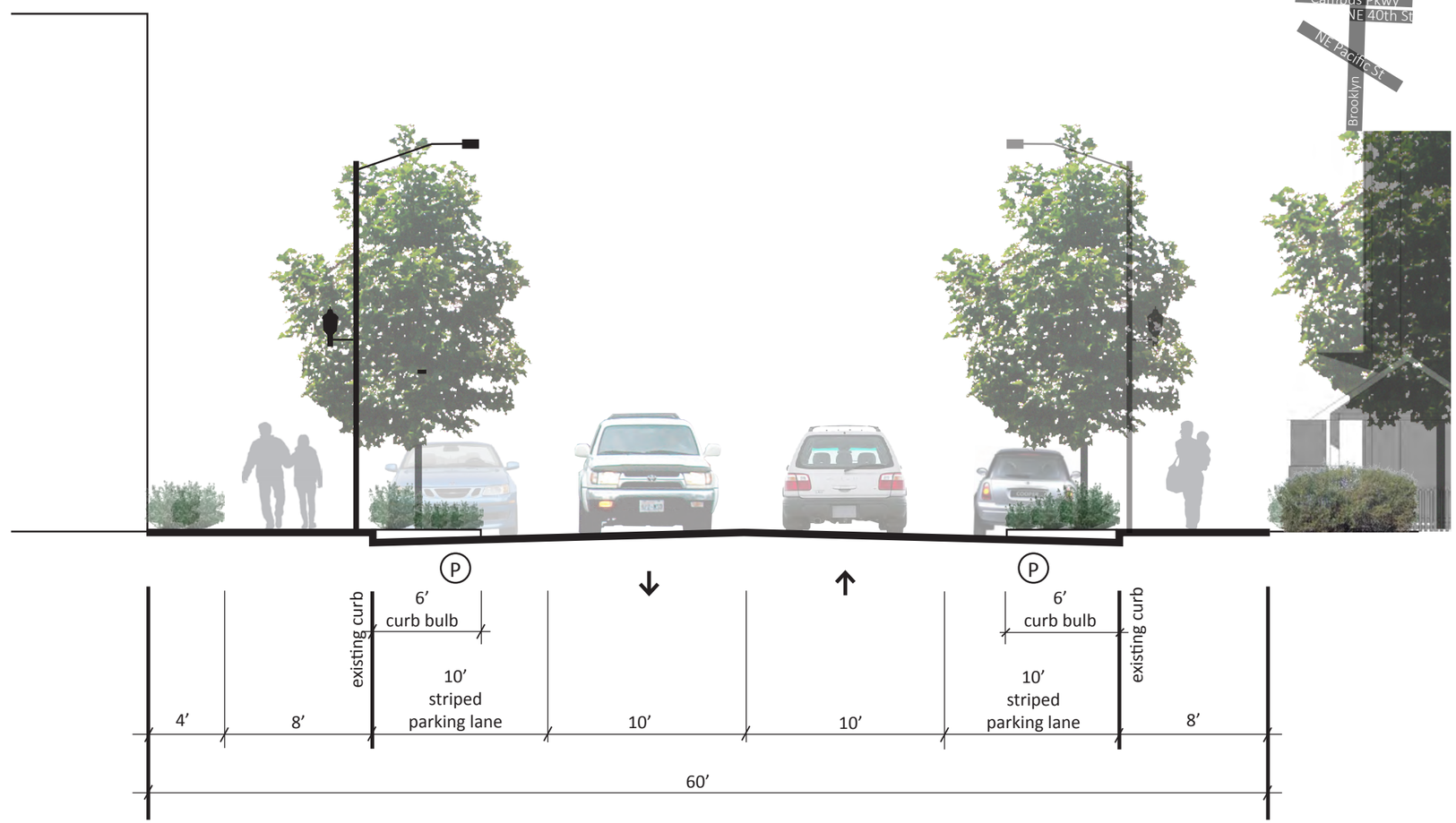
Travel Lanes/ Roadway Width
Maintain existing one travel lane in each direction.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this section. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Key Plan



Preferred Section



Focus Area Concept