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Subject: Maynard Avenue South and South Lane Street Streetscape Concept Plan Appendix F to Right-of-Way Improvements Manual* * Right-of-Way Improvements Manual is Joint Director's Rule DPD 22-2005, SDOT 2-05.	Code and Section Reference: SMC Chapter 23.53	
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	(Signature on file) Diane M. Sugimura, Director, DPD	8/26/2010

BACKGROUND

Maynard Ave. S. and S. Lane St. are non arterial roadways in the Chinatown/ International District. A portion of Maynard Ave. S. is a designated green street pursuant to this Right-of-Way Improvements Manual. Culminating in 2009, the Department of Planning and Development (DPD) conducted the Livable South Downtown Planning Study recommending land use and zoning changes in the neighborhood. The planning study recommends designation of additional blocks on Maynard Ave. S. and the length of S. Lane St. as green streets. Legislation to institute land use and zoning changes and expand green street designation is under review by the City Council during 2010.

A high priority among neighborhood and community groups in the Chinatown/International District is to enhance neighborhood livability along with future development and redevelopment. Green streets are a measure to enhance livability by augmenting neighborhood open spaces. Maynard Ave. S. and S. Lane St. link important neighborhood open spaces: Kobe Terrace Garden, Hing Hay Park, and International Children's Park. Urban design upgrades with green street features on Maynard Ave. S. and S. Lane St. will help to enhance livability and augment open spaces.

The streetscape concept plan provides greater predictability for stakeholders when making investments in City rights-of-way on Maynard Ave. S. and S. Lane St. The concept plan establishes a consistent design framework and identifies preferred urban design treatments to support and enhance the pedestrian-oriented green street character of the streets. To create this concept plan, multiple City departments were engaged along with area stakeholders, property owners, residents, and businesses.

RULE

The Maynard Ave. S. and S. Lane St. Streetscape Concept Plan is incorporated into the Seattle Department of Transportation Right-of-Way Improvements Manual as Appendix F. The provisions of the Maynard Ave. S. and S. Lane St. 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 the Seattle Department of Transportation (SDOT) and DPD. Therefore, applicants for Street Use 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 Maynard Ave. South and South Lane St. Streetscape Concept Plan.

REASON

While the Maynard Ave. S. and South Lane St. Streetscape 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.



Maynard + Lane Green Streets

Proposed Concept Plan | July, 2010

Acknowledgments

Steering Committee

Patsy Bonincontri
Vivian Chan
Casey China
Brien Chow
Faye Hong
Tom Im
Betty Lau
Joyce Pisanont
Dennis Su
Paul Wu
Edgar Yang

Special Thanks:

Chong Wa Benevolent Association
InterIm Community Development Association
Seattle Chinatown International District Preservation & Development Authority
Wing Luke Museum

City of Seattle

Seattle Department of Planning and Development

Geoffrey Wentlandt
Robert Scully
Gary Johnson
Dave LaClergue

Seattle Department of Transportation

Eric Widstrand
Sandra Woods
Mary Rutherford
Darby Watson
Shane DeWald
Ben Hanson
Ahmed Darrat
Therese Casper

Seattle Public Utilities

April Mills
Timothy Lowry

Seattle City Light

Jesse Li

Seattle Department of Parks and Recreation

Michael Shiosaki
Shwu-Jen Hwang
Pam Kliment

International Special Review District Board

Rebecca Frestedt

Seattle Fire Department

Gary English

Consultant Team

Swift Company

Barbara Swift
Mike Koski-Harja
Lisa Corry
Noelle Higgins
Elizabeth Brown
Amy Lindemuth

InterIm Community Development Association

Tom Im

Photograph on Cover

Courtesy of the Wing Luke Asian Museum

The photograph was taken during 1962. It documents some of the 150 lanterns that were strung across Chinatown streets as a community project to celebrate that year’s Double Ten celebration. The celebration notes the anniversary of the founding of the Republic of China. The lanterns are imprinted with characters that denote happiness. The lantern project was sponsored by the Chong Wa Benevolent Association with the Chinese Community Service Organization. The lanterns were designed by architect Ben Woo. One of the original lanterns is preserved in the archives of the Wing Luke Asian Museum. (See contemporary photograph on page 23.)

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Introduction

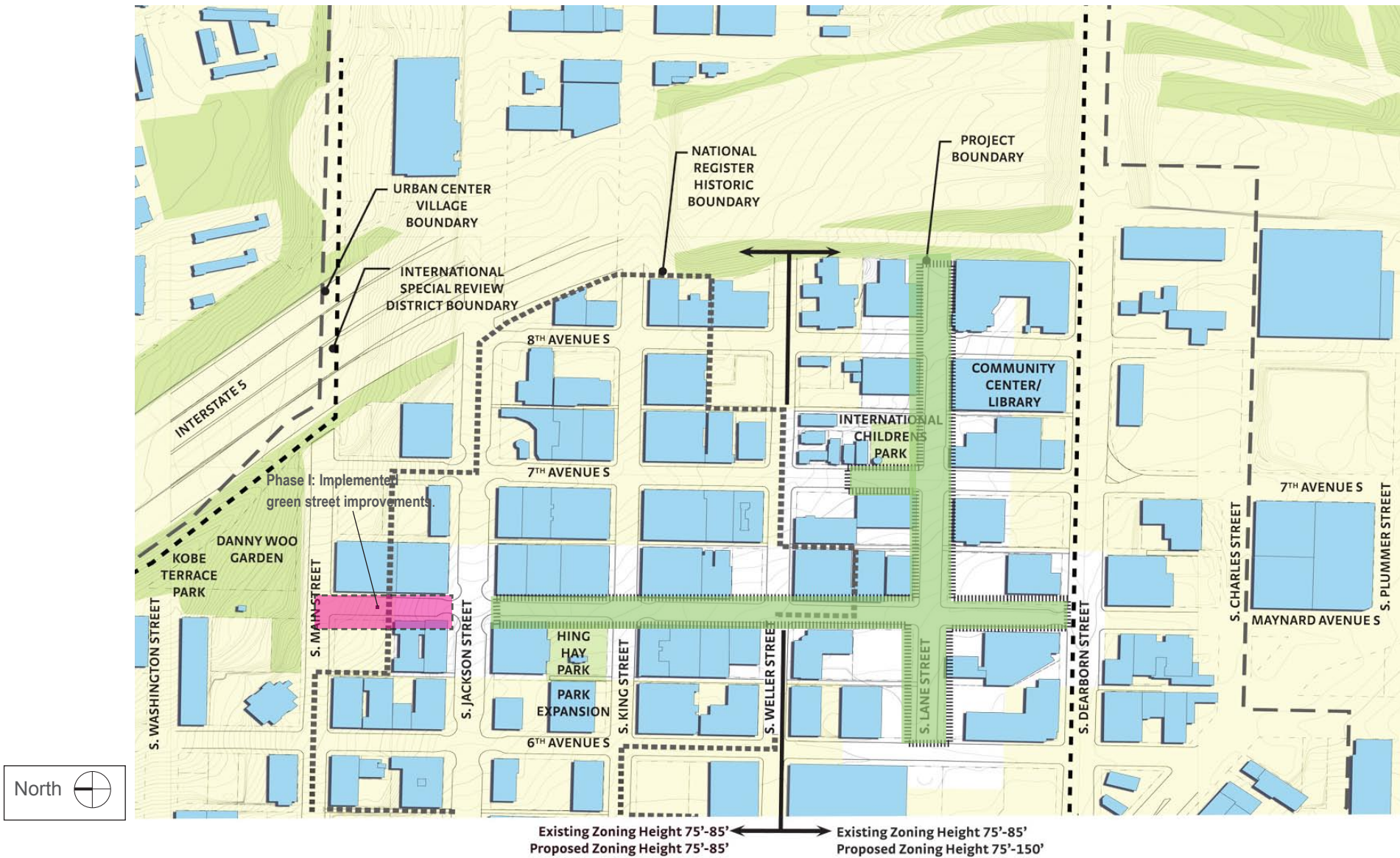
The Maynard + Lane Green Streets Concept Plan builds on community planning work of the Livable South Downtown Plan and other past planning efforts in five South Downtown neighborhoods including Chinatown / International District. The City Council is considering the Livable South Downtown Planning Study recommendations for land use and zoning changes in 2010.

A central recommendation of a Livable South Downtown is enhancing neighborhood character and livability, while encouraging investment and economic vitality. The plan calls for enhancement of green streets in order to augment open space and improve walkability. Maynard Ave. S., and S. Lane St. are two specific green streets identified in the plan.

Project Context

Maynard Ave. S., and S. Lane St. are located in the heart of the Chinatown/International District. The portion of Maynard Avenue South included in this study extends north/south from South Jackson Street to South Dearborn Street, crossing King Street and passing Hing Hay Park. South Lane Street has an east/west alignment extending from the Interstate 5 right-of-way to the street end at 6th Avenue South.

The green streets are positioned in a way that links three neighborhood open spaces: Kobe Terrace Park, Hing Hay Park, and International Children’s Park.



Hing Hay Park adjacent to Maynard Ave. S.



King Street and King Street Gate



Kobe Terrace Gardens at the north terminus of Maynard Ave. S.



Maynard Ave. S. during a street closure for a festival event

Use of the Green Street Concept Plans

This streetscape concept plan provides conceptual design information for Maynard Ave. S. and S. Lane St. within the study area. The concept plan was produced with community support for the purpose of appending the City Right of Way Improvements Manual with recommendations specific to these green streets.

Green streets are implemented over time, and as a result, these plans are structured to define a vision that can be achieved incrementally, either with adjacent new development or through direct capital investment. Property owners have the option to voluntarily implement the plan for the portion of the street abutting their property.

What Makes a Green Street?

The term Green Street is defined in the *Seattle Right-of-Way Improvements Manual* as a street right-of-way, which gives priority to pedestrian circulation and open space over other transportation uses. They are non-arterial streets where landscaping, historic character elements, traffic calming and other unique features distinguish the streets from other street types. The intent is that each has its own unique character and design, building on and reflecting neighborhood context. Each is designed to emphasize pedestrian amenities and landscaping, often in areas with dense residential uses.

Project Goals

The goals for the Maynard + Lane Green Streets grow out of the citywide intent for green streets, and are consistent with goals from a range of past community planning including the *1998 Chinatown/ID Strategic Plan*, the *2004 Neighborhood Urban Design Plan*, and the *2010 Livable South Downtown Planning Study*. The Project Steering Committee and the design team added these specific goals to guide the project:

- Build on the positive aspects and character of the streets.
- Provide a system connecting community open spaces.
- Include elements of continuity with the first phase of the Maynard Avenue South Green Street. (Completed in 2010, from S. Jackson St. to S. Main St.)
- Address the unique location in the heart of Chinatown to enhance cultural identity.
- Enable phased implementation by either public and/or private funds.
- Enhance the street in a way that supports local business functions and recreational amenities.

Process

The process used to develop the streetscape concept plan involved the community, the City of Seattle, and the design team. The design team completed an inventory of the streets to develop a planning level of information that provided an important basis for design. Extensive community outreach included interviews, community meetings, and informal surveys. A project steering committee was convened to provide additional community based guidance.

- The following community meetings were held in addition to informal interviews, conversations and meetings:
- Steering Committee Meeting 1: July, 2009
 - Community Meeting 1: September, 2009
 - Community Meeting 2: December, 2009
 - Steering Committee Meeting 2: December, 2009
 - International District Special Review Board Briefing: December, 2009.

Interviews and review meetings were also conducted with a wide range of City agencies.

Community Comments

Community comments and observations provided an important layer of information influencing the concept plans. While an array of comments were received several areas of consistent comment related to the street environment can be summarized:

- Various planning and improvement efforts should be coordinated and clearly communicated to the neighborhood, including how green streets were designated.
- Increase actual and perceived community safety, which may include better lighting and clear sight lines.
- Do not remove parking and, if possible, increase parking to serve visitors and businesses.
- Provide street furnishing to support the elderly and children but avoid furnishing that allows people to sleep on it.
- Support culturally significant signage, furnishings, and sculpture like the King Street Gate.
- Attract visitors and increase business.
- Trash collection and general maintenance are persistent challenges in the neighborhood.
- Maintain views of businesses from the street and sidewalks.
- Provide for sidewalk vending, cafes and markets.
- Support community improvements such as bamboo planting.
- Support activity spots such as the park chess games, as well as improved places to meet and gather.
- Many would like more trees and sustainable features.



Green Streets support business and street vending



Green streets support community



Green Streets support residential neighborhoods



Green Streets can clean stormwater

Observations

Maynard Ave. S. and S. Lane St. each have distinct existing physical characteristics, patterns of use, context and future planning prospects. The following is a summary of observations and influencing factors associated with each street.

Maynard Avenue South

- The north-south axis allows a uniformity of solar exposure for street’s 66 foot right-of-way.
- The existing buildings, particularly in the case of the northern portion of the street, clearly define the volume of the street. The historic and highly detailed character of many of the buildings is an important contributor to the character and quality of the street experience. In the southern portion of the street, buildings give way to parking lots and lower buildings.
- The extent and location of building windows and doors varies throughout the street. In areas with an extensive number of both, the sense of security and street vitality is increased.
- The average slope of the street is gradual at approximately 2 percent. A significant portion of the southern section of the street slopes to the southwest, offering the opportunity for stormwater collection and treatment.
- Existing street lighting, cobrahead lights and lower pedestrian lights, is perceived as insufficient by many community members, and contributes to a perceived lack of safety.

- Existing street trees occur in an irregular pattern and are honey locust trees with a relatively open branching habit, resulting in the ability to see the building facades. They occur with enough frequency to provide pedestrian scale and shade.
- Hing Hay Park has a strong presence on Maynard Ave. Hing Hay Park is a community focal point during special events including a summer night market, and a lunar new year festival. During special events the blocks of Maynard Ave. between Jackson Street and Weller Street are closed to vehicle traffic to create festival and pedestrian space.
- Parking, including loading and long-term parking, is provided on both sides of the street with the exception of the area immediately north of King Street.
- The street has recently been marked for bicycle sharrow lanes.
- The intersection with King Street has been identified as an important community intersection and, with the adjacency to Hing Hay Park, offers the opportunity to be part of a larger public open space.
- The development of the street over time has resulted in a rich pattern of glass area ways, special furnishings and paving, old curblines, installations of artwork, and unique paving conditions.
- While utilities are found throughout the street, there are areas of particular concentration that have implications for improvements both above and below grade.

- The historic tideline, as documented in City of Seattle historic maps and GIS data, is near the southern end of the street. This location can be an important marker of Seattle’s natural history.
- The existing strong characteristics with the national register historic district suggests that in the northern portion of the street, streetscape changes will most likely be renovation and selective intervention. In the southern portion of the street with the number of parking lots and lower buildings, streetscape redevelopment can be more comprehensive.
- Green Street improvements are being implemented to the north of the study area on the portion of Maynard Ave. north of Jackson St. These improvements include components such as inlaid art and stormwater treatment that could become elements of continuity throughout the street.



Historic buildings define the Maynard Ave. S. street volume



Hing Hay Park is a community focal point



A rich pattern of street features including sculpture, special paving, and historic areaway glass blocks are present on Maynard Ave. S.



Observations - Maynard Avenue South



Figure 2 Influencing Factors: Maynard Avenue South

Observations

South Lane Street

- The east-west axis results in more sun on the northern side of the 66 foot wide street right-of-way.
- The combination of parking lots interspersed with buildings results in a more open street experience. With development under existing or proposed zoning, the street will become defined by buildings. Proposed zoning is IDM 75’-150’.
- Considering existing buildings and the residential focus of proposed zoning, Lane Street is likely to develop into a more residentially focused street than Maynard Ave. S.
- The average slope of the street is gradual at approximately 3 to 4 percent. The majority of the street is sloping to the southwest, offering the opportunity for stormwater collection and treatment.
- The existing public facilities and open spaces include the International Children’s Park and the International District Village Square Community Center.
- Pedestrian scaled lantern lights are an existing asset to Lane Street and other streets in the neighborhood.
- Frequent load/unload activities occur near the eastern terminus of the street associated with Village Square community facilities and local businesses.
- The frequency of windows and entries is significantly less than found on Maynard Avenue South.
- South Lane Street is not a through street, terminating on the east at Interstate 5 and on the west with a plaza at Uwajimaya.
- Existing trees are maturing and are an increasing asset,

- contributing to the scale and experience of the street.
- Many of the existing businesses have driveways accessing parking areas off the street, reducing on-street parking.
 - Parallel parking is located on both sides of the street.
 - Access to the neighborhood from South Dearborn Street occurs using the four north/south streets, resulting in South Lane Street functioning as a gateway.
 - A significant number of pedestrians walk in the area, but currently many avoid the full length of Lane Street, choosing instead to use Maynard Alley or cutting through International Children’s Park.

Design Parameters

Observations of existing conditions coupled with analysis of design standards addressing the function of the streets, informs the base design parameters for both Maynard Ave. S. and S. Lane St. Review of design standards with City representatives resulted in the following base dimensions and requirements:

- Maintain 2-way traffic.
- Traffic lane: 10 foot width.
- Parallel parking spaces: 8 foot width.
- Back-in angle parking: 8 1/2 foot width, 20 foot length.
- Fire Access: Maintain minimum 20 foot width.
- Curb bulb turning radius: 25 foot radius at intersections.
- Maintain two-way traffic.
- Maintain parking including designation of load-unload areas in each block.
- Add intersection curb bulbs to mark intersections and increase the pedestrian zone.
- Integrate stormwater quality treatment as an integral part of the right-of-way design and pedestrian experience.
- Evaluate the use of curbs and consider rolled curbs and or other separation devices to enhance green street characteristics.
- Avoid unnecessary utility conflicts. Utility vault covers have been identified to facilitate the focus of design work.
- Coordinate with adjoining parks to extend and integrate pedestrian realm.



South Lane Street has several underused lots



ID Village Square generates load/unload activity



Existing pedestrian scaled lantern lighting



Children and seniors are among the high volume of pedestrians in the Chinatown / International District

Observations - South Lane Street



Figure 3 Influencing Factors: South Lane Street

Design Recommendations

Based on existing conditions and opportunities, these plans establish a conceptual vision for two very different streets. The Maynard Avenue South recommendations are selective interventions, which amplify strong characteristics or attributes of the existing street. Incremental improvements over the years and strong historic building fabric on Maynard Avenue give the street a rich quality to which selective additions will make for a richer experience.

In the case of South Lane Street, the presence of underdeveloped sites and the substantial development potential stemming from proposed zoning, urges an altogether new approach to the street. South Lane Street recommendations reflect a redesign of a typical Seattle street as a Green Street to support future residential density.

Plan and section drawings illustrate the Maynard + Lane Street concept plans on the following pages. Here, character images are used to illustrate elements of the overall design recommendations for the two streets. Some recommendations establish a unifying characteristic and others amplify unique situations occurring in specific areas.



Textured, special paving materials

Maynard Avenue South

- **Build on existing street character.** This overarching recommendation includes consideration of existing historic building fabric, existing decorative paving, street trees, area ways, etc. Allow the street corridor to continue being defined by the buildings, and maintain a relatively urban street character while adding green street features. Add subtle, textured paving materials to enhance streetscape character and identity. Preserve views of buildings with selective location of new street trees. Preserve and maintain character elements, and embrace a rich layered quality with the addition of new features.
- **Increase sidewalk width and retain parallel parking.** Sidewalks can be widened equally on both sides to approximately 15 feet while maintaining existing on street parking that supports vital business functions and serves load/unload areas. Widened sidewalk areas can accommodate an enhanced furnishing zone with textured material, seating, art elements or stormwater features.
- **Add culturally significant lantern lights.** Decorative lantern lights are common elements in Chinese and other Asian cultures and have historic precedent in the neighborhood. String lantern lights in catenary fashion over the full street section to light the entire volume. Such lanterns would enhance cultural identity, improve ambience of the green street - especially during special events, and would augment perception of safety and quantity of light.
- **Enhance the King Street intersection.** King Street is an



Examples of urban stormwater runnels

important cultural main street in Chinatown. Develop the intersection of King Street with special paving throughout the intersection and a lowered curb edge. Extend the pedestrian environment of Hing Hay Park and distinguish King Street. This would build on work of community based groups seeking to enhance King Street, and could be applied to other intersections on King Street.

- **Preserve and highlight unique characteristics.** Examples include repair and lighting of glass covered areaways, marking the historic tide line, and preserving portions of existing decorative paving. Embrace a rich layered quality rather than seeking wholesale replacement.
- **Consider an innovative urban stormwater approach.** Sidewalk expansion could be combined with an innovative stormwater infrastructure improvement. Options could include either a runnel / raingarden system that could preserve an urban condition and maximize the use of sidewalks, or a system of pervious pavers. A runnel is a stormwater collection channel with a decorative grate, or a open textured surface.
- **Provide appropriate seating.** Add chairs, stools, or small stoops to support the elderly and children.
- **Foster continuity with the ongoing Maynard Ave. green street improvement.** Include elements of continuity with the green street improvements being executed north of S. Jackson St., such as inclusion of decorative art inlays, which could be adapted for Chinese and/or Filipino cultural significance.



Existing areaway glass blocks on Maynard Ave. S.



Example of art tiles being installed on the portion of the Maynard Ave. Green Street north of Jackson St. Inlaid art of a non-slippery material such as stamped concrete or brass can be used in the extended sidewalk zone to achieve a similar design intent.



1962 photo showing historic lanterns in Chinatown



Maynard Ave. S. during street closure for festival event

Design Recommendations

As noted previously, South Lane Street recommendations reflect a more substantial redesign to create a Green Street. South Lane Street is appropriate for this treatment for several reasons. Significant development potential for residential density could bring sizeable infill development. Incentives are proposed for development to improve the adjacent streetscape in conjunction with new development. South Lane Street has a less established business presence and existing historic fabric. Both ends of South Lane Street terminate (at I-5 to the east, and at Uwajimaya to the west), limiting through travel and providing more specialized green street opportunity.

South Lane Street Concept Plan

- **Reconfigure to a Green Street and anticipate changing land use.** This overarching recommendation encourages reconfiguration to achieve a Green Street with abundant planting and strong potential for low impact stormwater infrastructure. Design recommendations accommodate infill residential development.
- **Consolidate parking and increase sidewalk width.** Locate back-in angled parking on the south side and parallel load/unloading areas on the north side. This enables generous planting areas on both sides of the street to enhance the residential nature of the street. Expand sidewalks to a minimum 8 foot width and include curb bulbs and additional street trees.
- **Contribute to entry experience into Chinatown.** The intersections of South Lane Street and the four north-south streets can contribute to the experience of entering the community from Dearborn Street and points south. Define the intersections with signature timber bamboo plantings within curb bulbs to create intersection plazas and identify the community.
- **Use existing topography to capture stormwater.** Use sloping topography to capture stormwater in a system of raingardens on the south side of the street. Pervious asphalt or concrete for the angled parking stalls is also recommended. The feasibility of stormwater infiltration would need further engineering investigation and would require specific approvals from SPU, or SDOT pavement management in the case of pervious pavement.
- **Add street trees and preserve maturing street trees.** Use street trees to establish the pedestrian scale of the street. Integrate added trees with existing maturing trees to reduce the sense of an expansive paved area.
- **Integrate planned International Children’s Park improvements with the green street.** Provide curb bulbs which allow the proposed park redesign to extend and open to the park up to the south west.
- **Street ends as street plazas.** At the east and west termini, special pavement, reduction in curbs and pedestrian furnishings can create street end plazas. The use of the street ends for frequent drop-off and load / unload activities, especially next to ID Village Square, facilitates a shared use street end plaza.
- **Integrate the north-south alleys.** Community groups envision further restoration of the historic active uses of Canton and Maynard alleys. Green Street improvements on Lane St. can highlight these unique alleys with techniques such as special paving, art or lighting.
- **Provide appropriate seating.** Add chairs, stools, or small stoops to support the elderly and children. On Lane Street, furnishings can support future residential development.



Concept illustration of timber bamboo planting with support structure



Example vegetated rain garden



Existing, healthy street tree on South Lane Street



Example abundant landscape plantings



Consolidated back-in angled parking



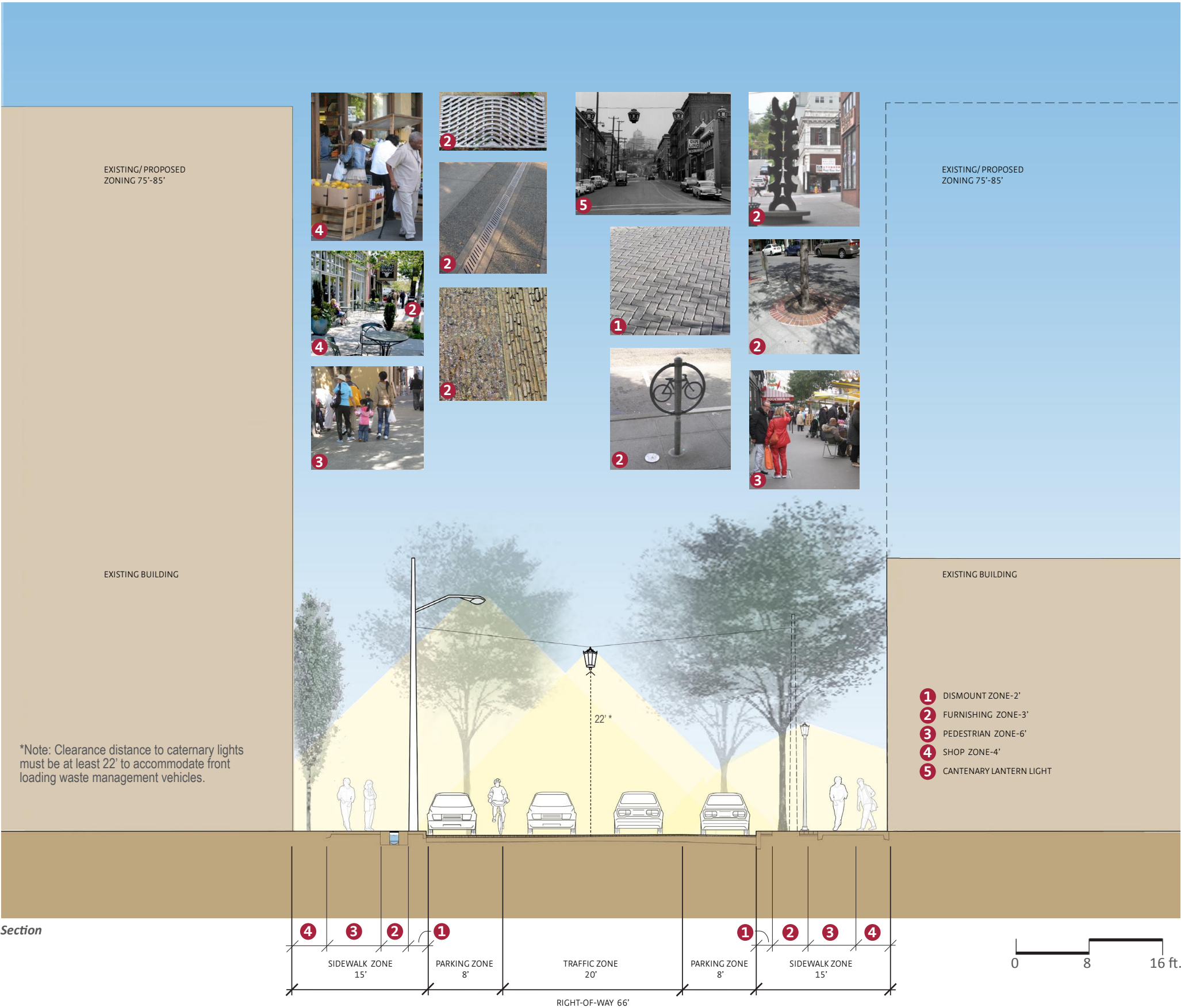
Permeable concrete lets stormwater pass through



Active uses in existing Chinatown alleys

Maynard Avenue South Concept Plan

- Sidewalk width is increased equally on both sides of the street to approximately 15' (from ~9'). The roadway is narrowed to 36' including on street parking.
- A bicycle sharrow is maintained within travel lanes.
- On street parking is preserved on both sides of the street in an 8' wide parking lane. Load/unload spaces are found at block ends. Curb bulbs limit parking at the intersections.
- A 6' pedestrian zone is maintained with a standard 2' x 2' scored concrete surface.
- A 4' wide shop zone adjacent to private property is created, which could be used for sidewalk cafes and street vending.
- Opportunity for street closures during special events is enhanced. 10' x 10' vending booths would be located in the parking lanes with a 16' wide festival area in the center.
- A system of catenary lanterns light the full street section uniformly*. Lanterns could be achieved either as functional City of Seattle pedestrian lighting, or as decorative art depending on funding and maintenance roles. (See notation on page 12 for lighting permitting and approval.)
- Special textured paving is added within a 3' wide furnishing zone, and a 2' wide dismount zone adjacent to the curb. Textured paving could be a pervious surface, or a runnel / raingarden system could be integrated.
- Art inlays within the furnishing zone to provide an element of continuity with the section of the Maynard Ave S. Green Street north of Jackson St.
- Special paving is carried through the full King Street intersection and curb edges are lowered or rolled at this intersection to extend the pedestrian environment of Hing Hay Park into the street. Techniques to maintain safety for the sight impaired are included.
- Unique characteristics of the street are amplified, including glass covered areaways, and marking of the historic tide line at the south end of Maynard Ave. S. with a potential rain garden.
- The option for an urban runnel / raingarden stormwater collection system that maximizes walkable sidewalk area is included. A runnel could be grated or it could be a decorative textured surface treatment.
- Trees are added in selective locations in the blocks south of King Street to maintain views of historic buildings, allowing the street to be spatially defined by the buildings.
- Seating in chairs, stools or small stoops is provided within the furnishing zone.



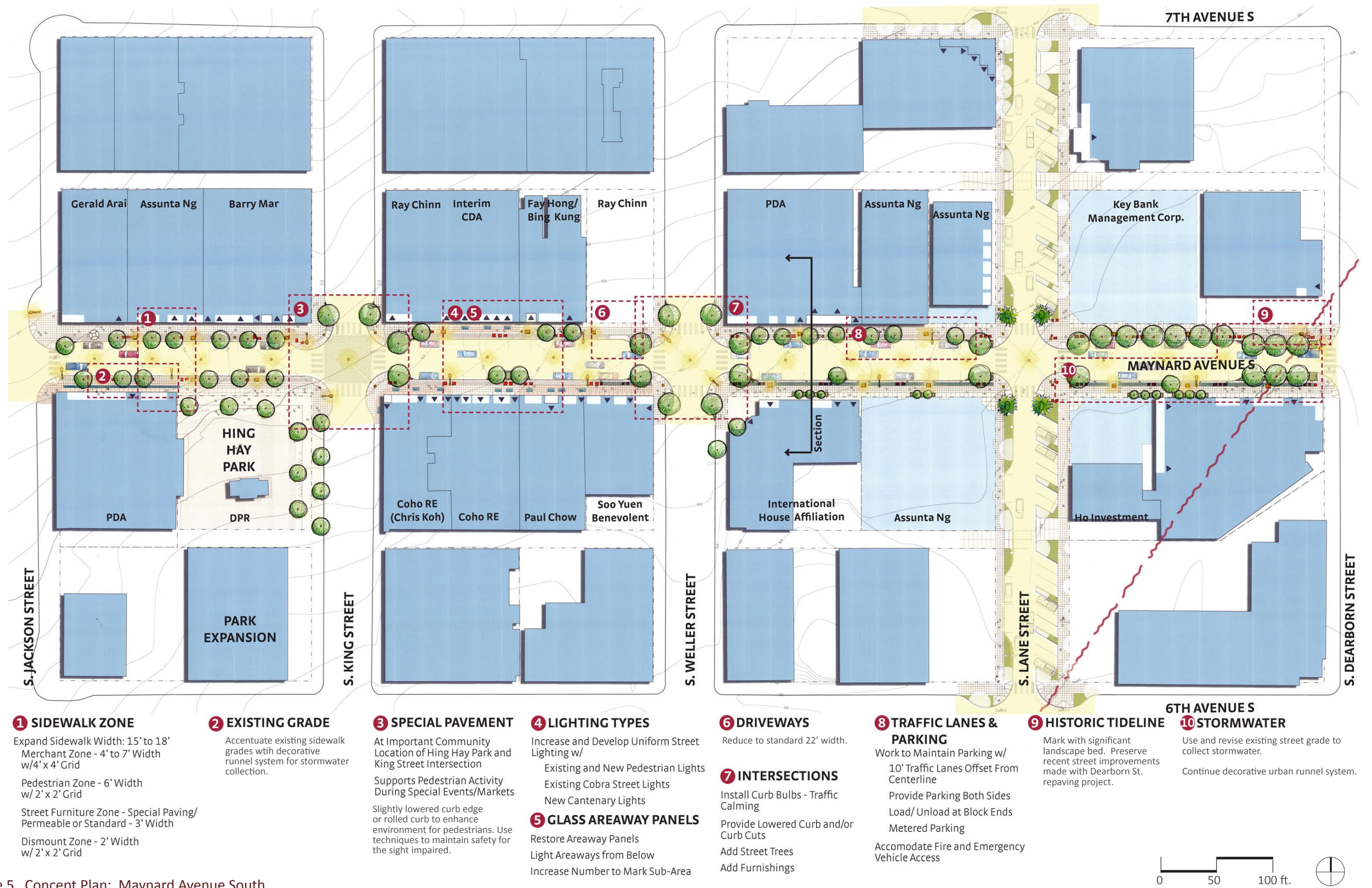


Figure 5 Concept Plan: Maynard Avenue South

King Street Intersection

The intersection of South King Street and Maynard Avenue South is at the heart of Chinatown. It has a close relationship with Hing Hay Park. This is especially true on special event days when the streets are closed to traffic so that pedestrians can use the whole street for festivals. As a focal point for the community, the intersection can display a special pavement pattern that makes it a part of the pedestrian realm. This special paving should be coordinated with the proposed paving improvements at the King Street Gate. Slightly lowered or rolled curbs at the corners between curb ramps will supply a more generous transition from sidewalk to street, while maintaining safety for the sight impaired.

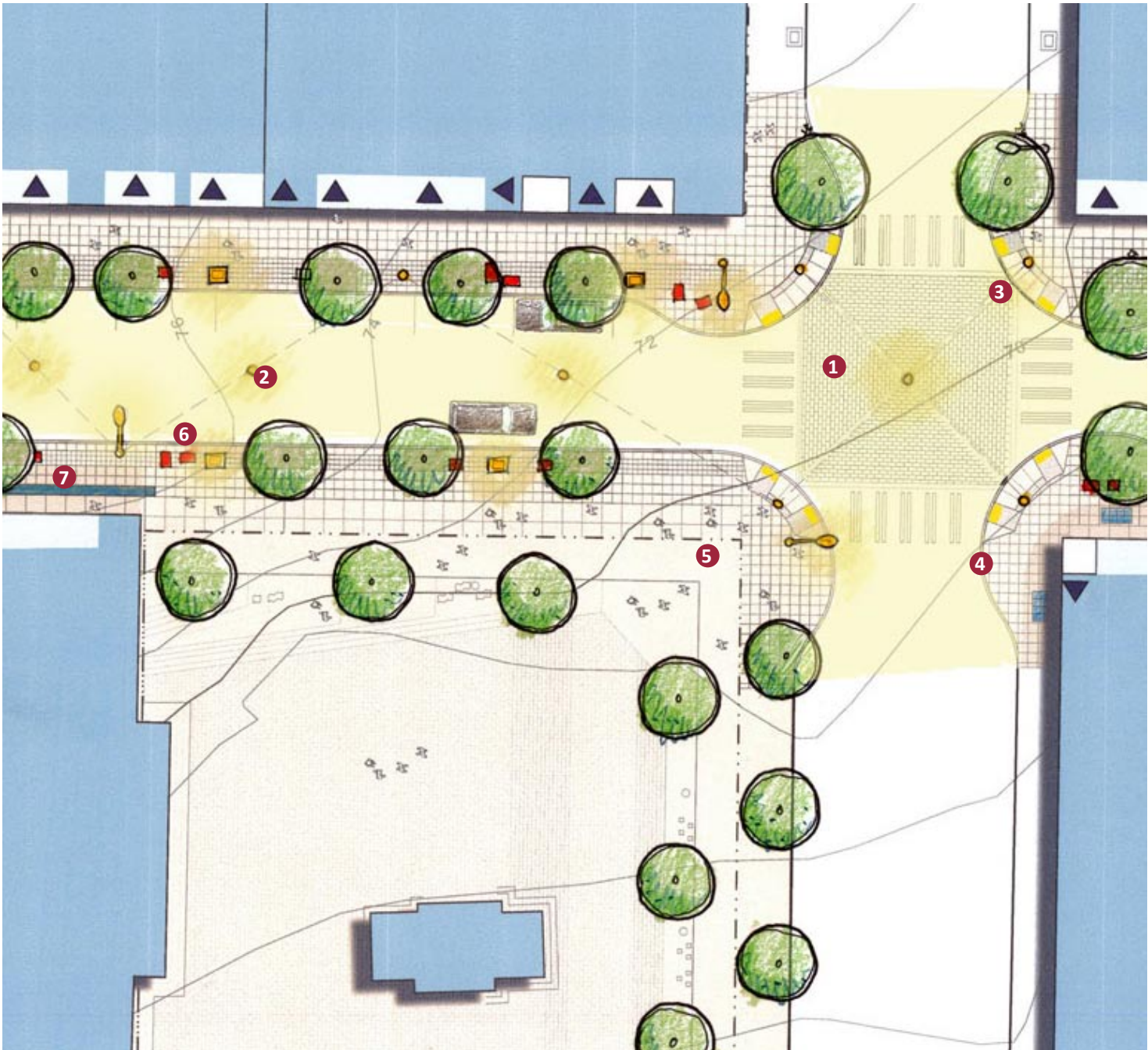
The addition of overhead catenary lantern lights* would also add to the special character of Maynard Avenue South. These lights would be suspended above the street, adding further illumination to the entire street section while adding character to this important part of the community.

Key Concepts

- 1 Special pavement pattern at intersection
- 2 Overhead catenary lantern lights*
- 3 Slightly lowered or rolled curb at corners**
- 4 Curb bulbs
- 5 Pedestrian plaza pavement to extend Hing Hay Park toward intersection
- 6 Street furnishings including chairs, stools, stoops, leaning rails, and bicycle racks
- 7 Sidewalk decorative runnel with decorative drain

*Note: Seattle City Light (SCL) must approve any catenary or other lighting from their poles. If SCL determines it will not add these pedestrian lighting fixtures to their asset management system, there is an option of a community group pursuing the lighting element as a public art feature. Permitting for such a feature requires approval of annual/renewable SDOT street use permits.

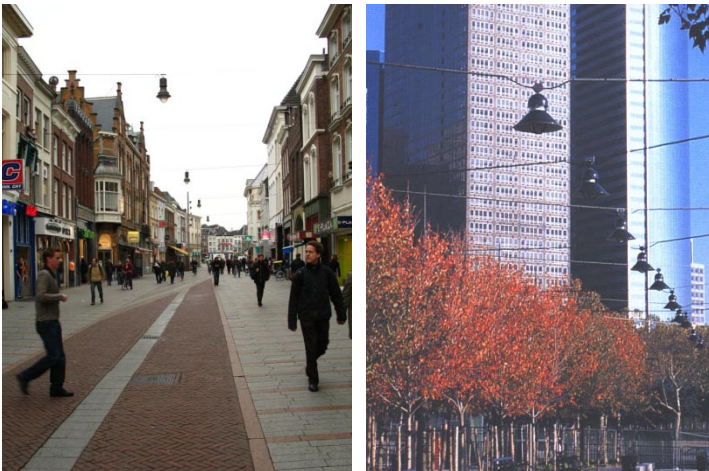
**Note: Techniques to maintain safety for the sight impaired must be employed at the intersection. Techniques include use of standard truncated dome surface at the landing of the curb ramps to direct sight impaired to the crosswalk location. A discernable curb must still be present between the curb ramps, though the curb may be slightly lower than the standard six inches, or rolled to achieve the design intent.



Rendering of potential special paving at King Street Gate, prepared as part of King Street Task Force community work.



Lantern style lights in Chinatown in 1962



Contemporary examples of catenary style pedestrian lighting

Mid-Block and Areaways

The area between South King Street and South Weller Street demonstrates several key concepts. The expanded sidewalk area is subdivided into 4 zones: a 4’ wide shop zone where businesses can display wares or provide outdoor seating; a 6’ wide pedestrian zone which allows for unimpeded pedestrian movement; a 3’ wide furnishing zone that provides space for street furnishings and runnels; and a 2’ wide dismount zone.

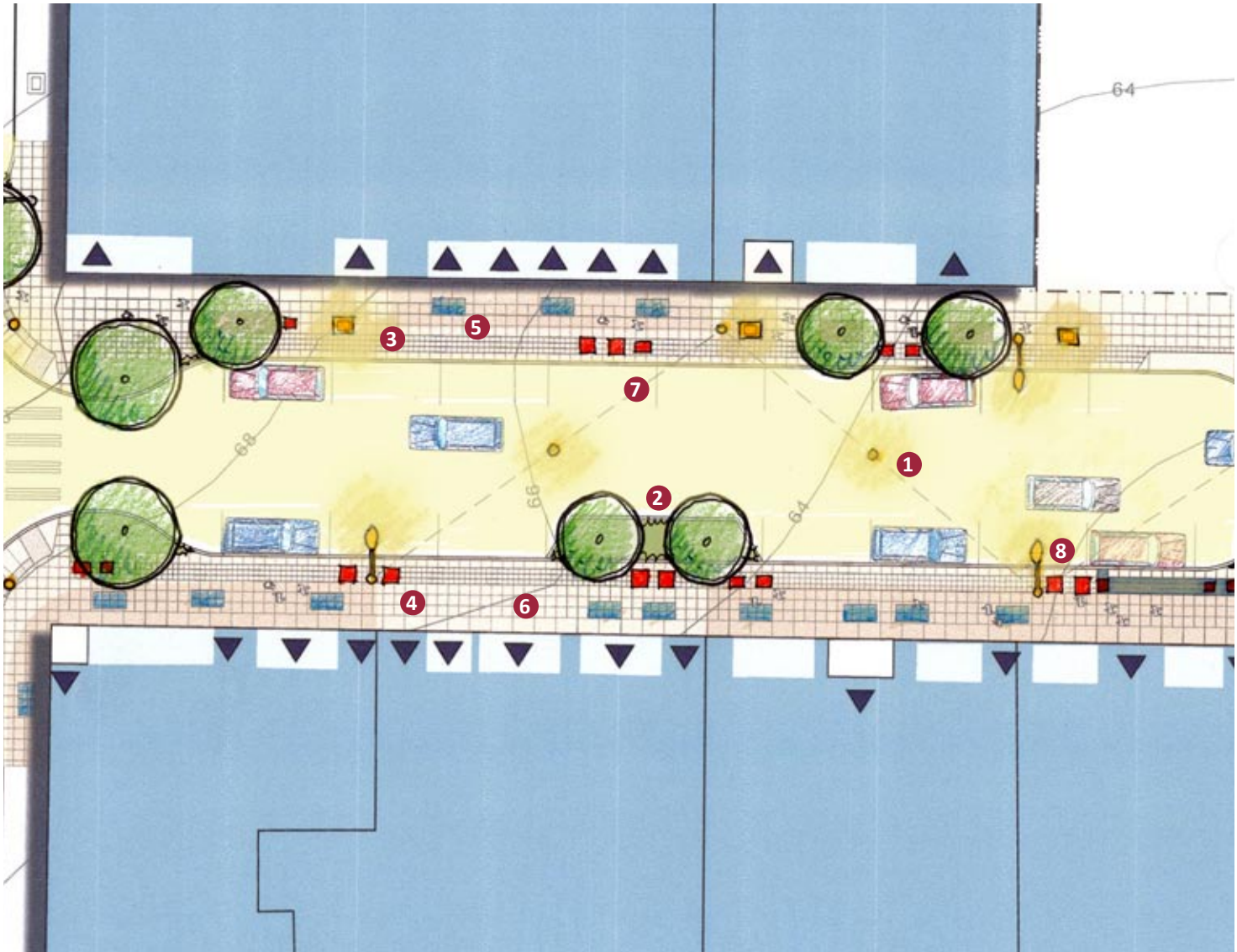
Standard 2’ x 2’ scored concrete is recommended for the pedestrian through zone. Subtle, textured pavers* are recommended for the furnishing zone and the dismount zone. Art inlays, as well as existing special paving, and relics of existing curbs can be interspersed within the furnishing and dismount zones. The decorative urban storwater runnel system can be continued in this area.

Refurbish and expand historic purple glass panels above areaways to increase their visual appeal. Lighting for the panels would augment an element of unique character for this portion of the street.

Proposed new trees can be positioned to spatially define the street while not interfering with views of buildings, key business windows, or entrances. Adding trees in planting beds between parking spaces allows for a continuous sidewalk zone with its shop zone and pedestrian zone area.

Key Concepts

- 1 Overhead catenary lantern lights
(See page 12 note for lighting permitting and approval.)
- 2 Mid-block street tree planter
- 3 Existing pedestrian lights
- 4 Seating for pedestrians
- 5 Areaway glass panels renovated and lit
- 6 Definition of sidewalk into: shop zone, pedestrian zone; and special paving in the furnishing zone and dismount zone*
- 7 Furnishings including chairs, stools, stoops, and bicycle racks*
- 8 Potential urban stormwater runnel system



*Note: At the time of a project proposal, all permit applications for street furniture must be reviewed by the Street Use section of SDOT. Non-standard special paving materials must be reviewed and approved by the SDOT Street Maintenance division and permitted by the Street Use division.



Historic buildings provide strong definition to Maynard Ave. S.



Example, textured paving material with lighting element



Existing glass areaway blocks

Figure 7 Detail Plan: Maynard Avenue South Mid-Block and Area Ways

Weller Street Intersection

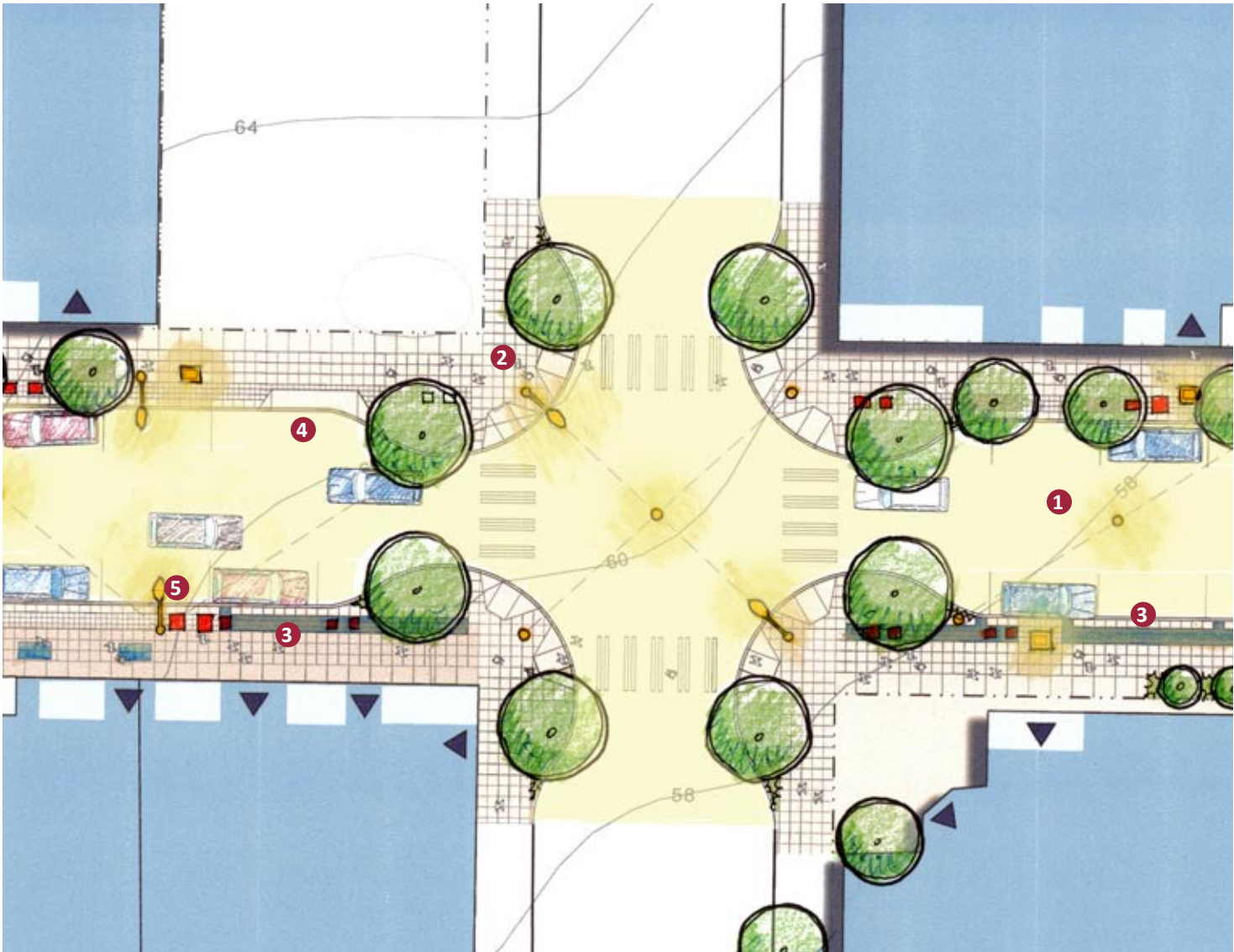
The intersection at South Weller Street demonstrates a few key concepts for Maynard Avenue South. Curb bulbs shorten the crosswalk distance, increasing safety for both drivers and pedestrians and slowing traffic. Standard curb ramps will provide improved accessibility to the crosswalks.

Ongoing design of the First Hill Streetcar line includes an option with a streetcar return loop via South Weller Street. Curb bulbs, catenary lighting through the intersection, and other features shown may need reconsideration depending on the selected streetcar route.

On the west side of Maynard Ave. on both sides of the intersections, stormwater runnels are shown. These runnels are urban stormwater collection features that have artistic non-slip grates or a decorative textured channel surface. They allow unimpeded movement by pedestrians, and intercept stormwater from the sidewalk and/or street. Runnels would channel water to the storwater collection system, and provide possible water treatment or partial infiltration along the way.

The urban runnel / raingarden system is an optional element that would require further civil engineering investigation. The concept plan’s design intent can be achieved with or without runnels. An alternative to runnels is a pervious paver material in the furnishing and dismount zones.

Street furnishings are located in the furnishing zone of the sidewalk. In some cases they are positioned over runnels.



Key Concepts

- 1 Overhead catenary lantern lights
(See page 12 note for lighting permitting and approval.)
- 2 Curb bulbs with street trees and curb ramps
- 3 Urban stormwater runnel system
- 4 Minimize driveways to required 22 foot standard
- 5 Furnishings including chairs, stools, stoops, and tables
(See note on page 13 for permitting and approval)



Examples of varied textured paving and stormwater runnels



Examples of urban stormwater runnels and decorative grating

Abundant Planting Area

The end of the study portion of Maynard Avenue South at South Dearborn Street is characterized by larger planting areas with street trees and lush planting beds. These vegetated features serve as a remembrance of the original Seattle tideline which was located here before the shoreline was altered. Planting areas provide an amplified level of green for this end of the Green Street, marking the entry into the district.

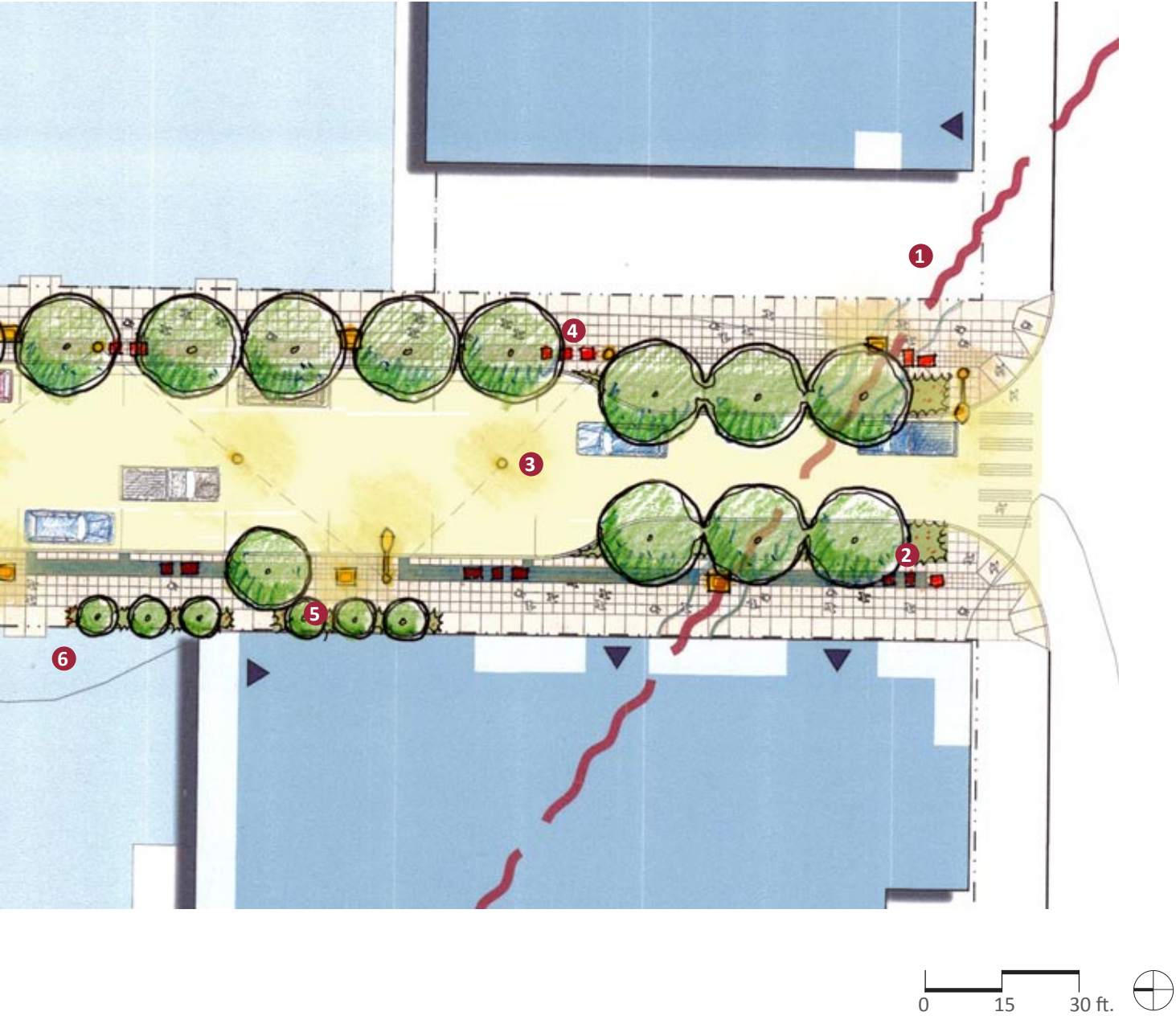
The catenary lantern lights, pedestrian pole lights and street furnishing could continue the Green Street character along this part of Maynard Avenue South. Planting areas are located adjacent to buildings as opportunities arise to frame the pedestrian walk area.

This section of Maynard Avenue South is flanked by several potential redevelopment sites, and not historic buildings. Therefore opportunity for substantial intervention, similar to proposals for South Lane Street, is present.

Key Concepts

- 1 Historic tideline
- 2 Extended planting area marking historic tideline in the Lane to Dearborn block*
- 3 Overhead catenary lantern lights (See page 12 note for lighting permitting and approval)
- 4 Seating for pedestrians. (See page 13 note for seating permitting and approval)
- 5 Existing pedestrian lights
- 6 Planting areas at existing buildings where possible

*Note: Improvements made in the vicinity of the Maynard and Dearborn intersection should maintain and integrate recent curb ramp upgrades made with the Dearborn Avenue repaving project.



Street trees with abundant understory plantings

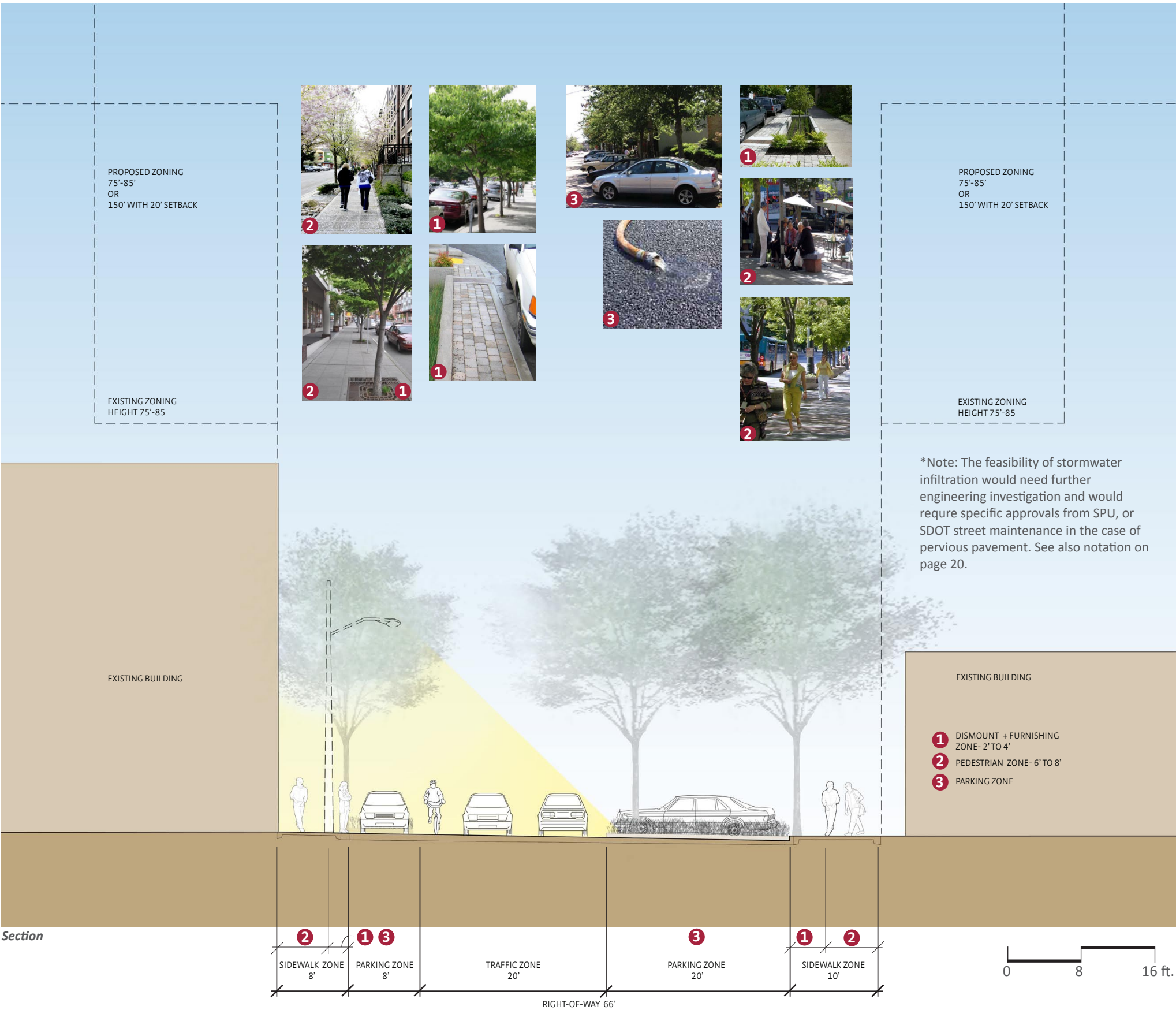


Stormwater raingarden and abundantly planted curb bulb

Figure 9 Detail Plan: Maynard Avenue South Rain Garden

South Lane Street Concept Plan

- The street is reorganized to consolidate parking in back-in angled stalls on the south side.
- An 8’ wide parking, load/unload area is on the north side.
- A 20’ wide two-way travel lane is maintained.
- Sidewalk width is increased to a minimum of 8’ with a 2’ to 4’ dismount and furnishing zone.
- Traffic calming tools such as curb bulbs, street trees, and extensive planting areas are used generously on both sides to enhance the residential nature of the street.
- Existing trees are preserved and new trees are added, including between angled parking areas, to reduce the sense of an expansive paved area.
- The intersections with the four north-south streets are defined with signature timber bamboo plantings to identify the community and create a sense of entry from South Dearborn Street and points south.
- Existing topography of the street is used to capture stormwater in a system of potential vegetated rain gardens on the south side of the street. Angled parking areas could be a pervious surface to infiltrate stormwater runoff.*
- Curb bulbs are added next to International Children’s Park that allow the new park design to open up to the street and extend to the southwest.
- A shared use street end plaza is created at the east terminus using special pavement, reduction in curbs, and pedestrian furnishings. This accommodates the varied load/unload functions associated with International District Village Square and local businesses. (See notations on pages 12 and 13 regarding special paving, and safety for the sight impaired.)
- Special north-south alleys, which the community seeks to enliven with active uses, are integrated with the street and sidewalk with special paving and texture.
- Provide places to sit such as chairs, small stoops and leaning rails to support seniors and children.
- New development is encouraged to use zoning incentives to implement green street features. Incentives introduced in Livable South Downtown legislation include the option to locate required green factor elements in the public right of way, and incentive zoning that rewards green street implementation with increased developable floor area.



16 Figure 10 South Lane Street Section



Figure 11 Concept Plan: South Lane Street

Maynard Avenue South Intersection

The intersection at Maynard Avenue South demonstrates a few key concepts for South Lane Street. Seating is located within the wider plaza areas created by the curb bulbs at the corners of the intersection. The plaza areas can be an extension of entry plazas associated with existing buildings and new buildings that are expected to eventually occupy underused sites in the future.

Large timber bamboo plantings at the corners of the intersection provide a signature element that establishes the green, vegetated character of South Lane Street. Similarly, the other planting along South Lane Street should be chosen from the Asian bio-climatic zone.

Key Concepts

- 1 Signature timber bamboo planting*
- 2 Curb bulbs, increased pedestrian plazas
- 3 Anticipated new buildings**
- 4 Seating for pedestrians
- 5 Larger planting areas

* Note: Planting must be a located at least 30' from the intersection from the point of extended curbs.

**Note: Developers of infill projects may elect to improve the streetscape with green street features. Under proposed zoning standards, development that does so can count green street improvements towards meeting the requirements.

Additionally, developers of infill projects may use green street improvements to gain a portion of allowable bonus floor area according to the proposed incentive zoning program.

Concept level calculations suggest that development projects implementing the green street concept plan on Lane Street could meet 50-100% of the green factor requirement through right-of-way improvements; exact scores would depend on the amount of permeable paving and/or bioretention provided.



Concept rendering of signature timber bamboo planting with support structure

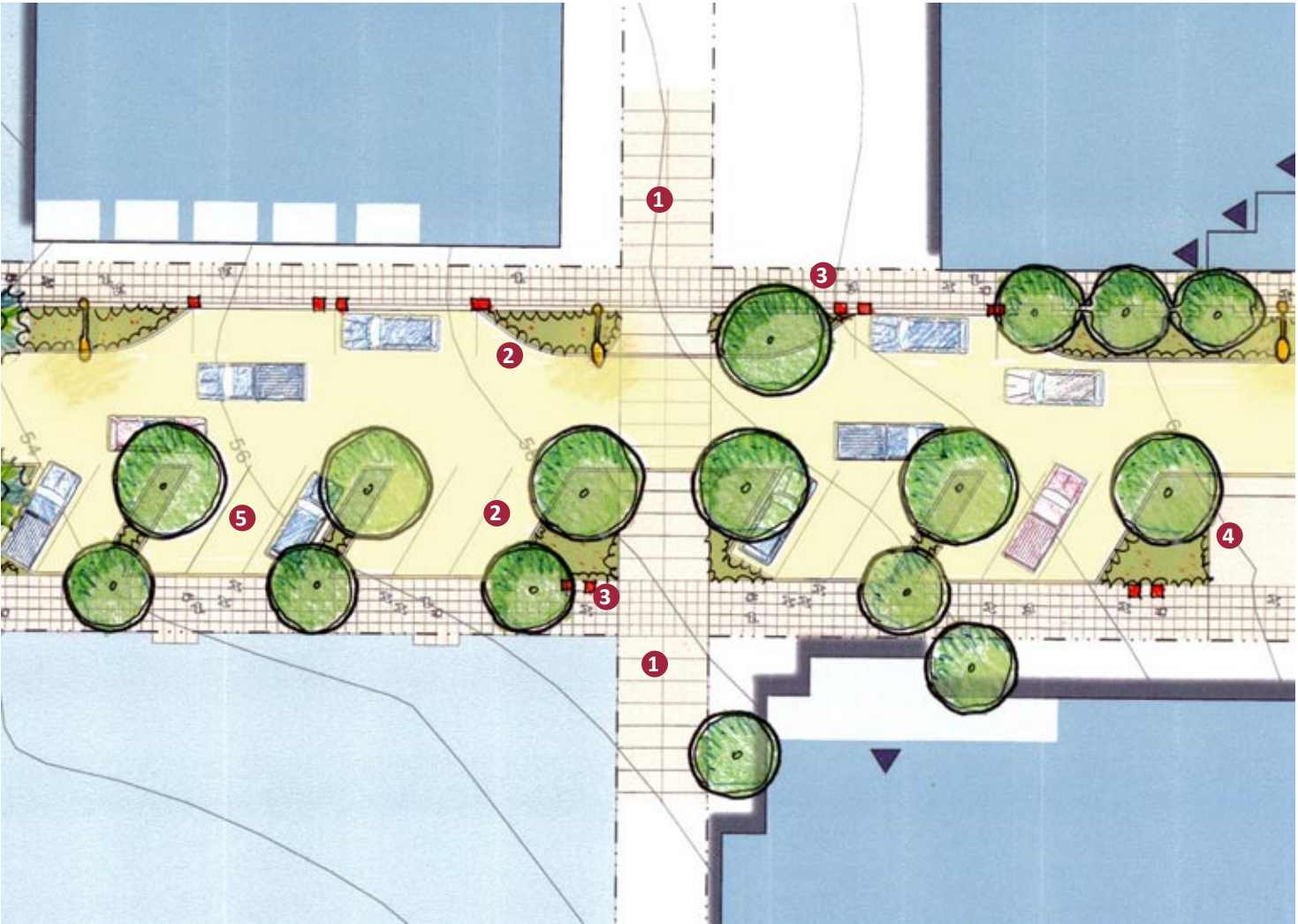
Alleys

South Lane Street has three alleys that emerge midblock. The revitalization of these alleys has been identified as a goal for the community. Special pavements extend from the alleys, across the sidewalks and the street.

Planting areas are located on either side of the alley entrances. Seating is associated with these mid-block areas. This allows for resting places for enjoying of planted areas of the street.

Key Concepts

- 1 Special pavement in alleys that extends into street (See page 13 note for permitting and approval.)
- 2 Planting area buffer at alley entrances
- 3 Seating for pedestrians
- 4 Vegetated plantings with potential rain gardens (See also page 20.)
- 5 Back in angle parking



Example of mid-block crossing with distinct paving treatment



Rendering of potential active uses of Chinatown alleys, prepared through work of the King Street Task Force

Figure 13 Detail Plan: South Lane Street at Alleys

Parking and Rain Gardens

Parking is reconfigured on South Lane Street in order to consolidate parking more efficiently, allowing a greater amount of space for planting areas and pedestrian gathering spaces. By consolidating parking in this way, a roughly equivalent number of parking spaces are retained when compared to the existing street. There are also parallel parking spaces on the north side of the street for short-term parking or loading activities.

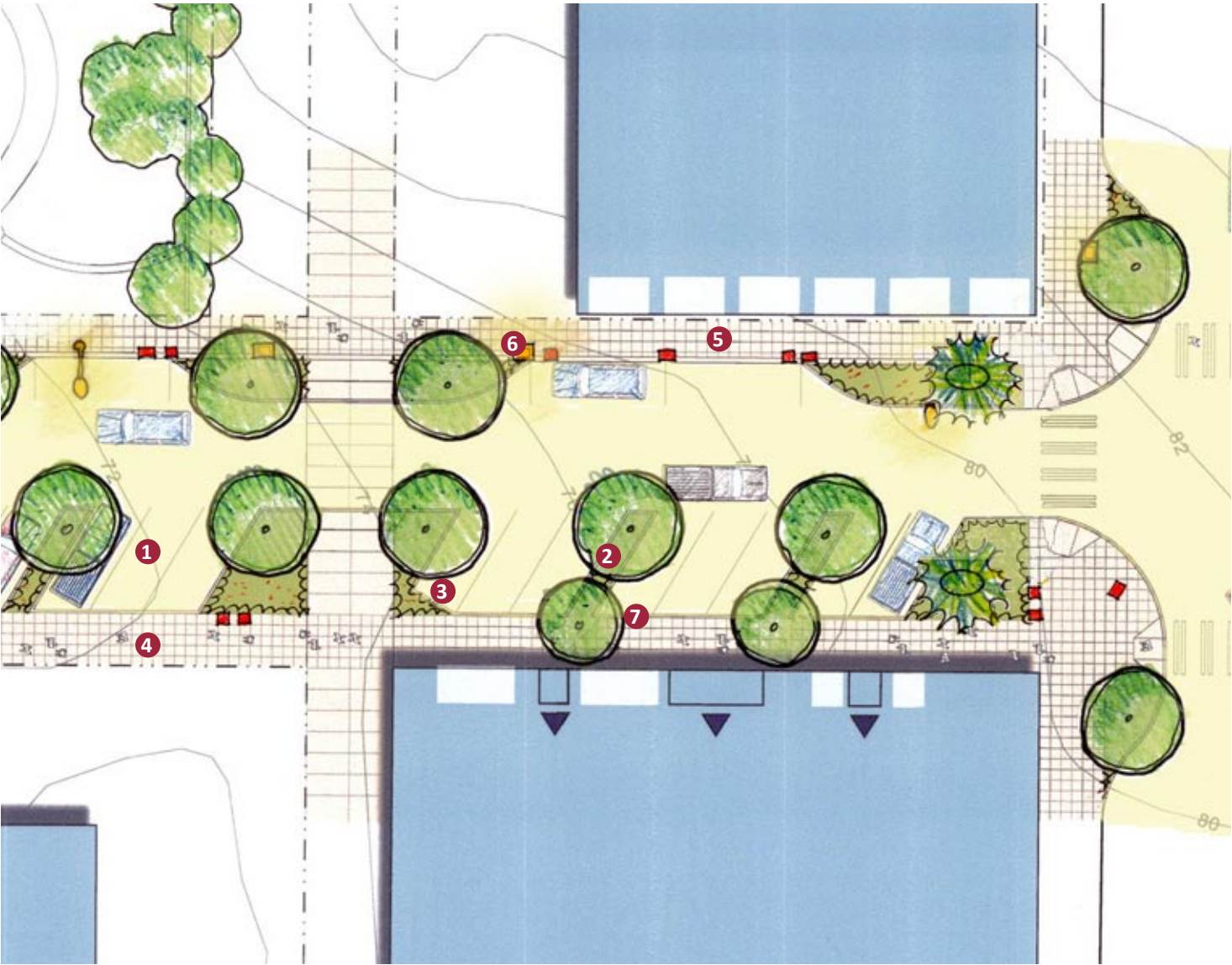
Planting is positioned around the parking stalls to shade vehicles as well as provide rain garden areas for treating stormwater runoff.* New planting can add to existing street trees, which are in healthy condition on South Lane St., to create an abundant planting effect. New trees interspersed within angled parking can help create a street with a pleasant, walkable character.

The sidewalk on the south side of Lane Street is 10’ wide, allowing for extra vehicle overhang as well as space for retaining existing trees. The sidewalk on the north side is 8’ wide. The north sidewalk is complemented by planting areas and seating elements.

Planted areas on the south side of the street can serve as rain gardens. The existing topography of the area brings stormwater runoff toward these planted areas. Additionally, the new angled parking areas could be surfaced with permeable concrete or asphalt to infiltrate stormwater runoff*

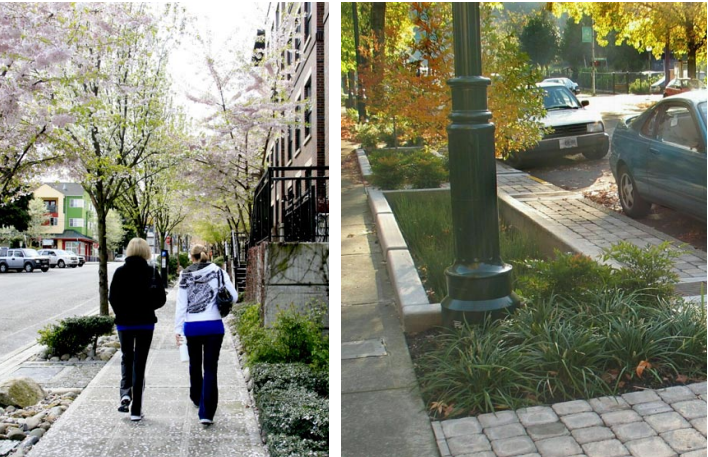
Key Concepts

- 1 Back-in angle parking
- 2 Buffer planting areas
- 3 Stormwater runoff collected into planting areas and parking areas with permeable surfaces.*
- 4 10’ wide sidewalk zone on south side
- 5 8’ wide sidewalk zone on north side
- 6 Existing pedestrian lights
- 7 Existing trees



* Note: Stormwater infiltration in raingarden bioinfiltration units is subject to review and approval by the Seattle Department of Public Utilities (SPU). Specific engineering and soil investigation may be required to determine whether infiltration of stormwater is feasible in the location. Stormwater infiltration is not allowable where soil contaminants are present. At the time of this report SPU is developing standards for approval of small bioinfiltration units. A 1,000 square foot area is under consideration as a minimum size for raingardens. For this streetscape concept plan the intent is that multiple raingardens along Lane Street could be implemented over time to achieve the 1000sf minimum.

Permeable pavement as proposed as a potential for surfaces of the angled parking areas on Lane Street is subject to review and approval by the Seattle Department of Transportation (SDOT) pavement management division. An SDOT standard specification for permeable pavement materials and construction is in place. SDOT also adheres to a minimum area policy for approval of permeable pavement surfaces, of 2000sf. For this streetscape concept plan the intent is that multiple permeable pavement areas along Lane Street could be implemented over time to achieve the 2000sf minimum.



Example of green street features creating pleasant, walkable pedestrian environment



Example back-in angled parking with abundant planting areas



Existing Lane Street parallel parking and healthy street trees

East Street End

The east end of South Lane Street dead-ends at the Interstate 5 right-of-way. This street end is characterized by a significant amount of pedestrian movement due to drop-off and pick-up activities. The Concept Plan illustrates a street that allows loading or short-term parking coupled with turn-around space at the end. Rolled or flush curbs define the street edge without impeding pedestrian movement into the street area. The character is comparable to a pedestrian plaza that still allows for these current vehicular uses. Additional street trees and seating areas support the daily pedestrian activities while the plaza pavement and possible rolled curb provides a gentle transition for pedestrian activities during special events.

At the intersection with 8th Ave, curb bulbs shorten the cross walk distance in order to provide traffic calming and safer pedestrian movement. Large bamboo plantings are located at both the intersection and the street end. These plantings provide signature street elements for South Lane Street.

Key Concepts

- 1 Autocourt for drop-off and pick-up, short-term parking and turn-around
- 2 Curb bulbs at intersection
- 3 Pedestrian plaza character with special pavement
- 4 Seating for pedestrians
- 5 Signature bamboo planting at intersection* and street-end
- 6 Existing pedestrian lights

* Note: Planting must be located at least 30' from the intersection from the point of extended curbs.



Street end plaza character

Figure 15 Detail Plan: South Lane Street at East Street End

Additional Design Guidelines

The following Design Guidelines provide further detail and character definition augmenting the Concept Plans.

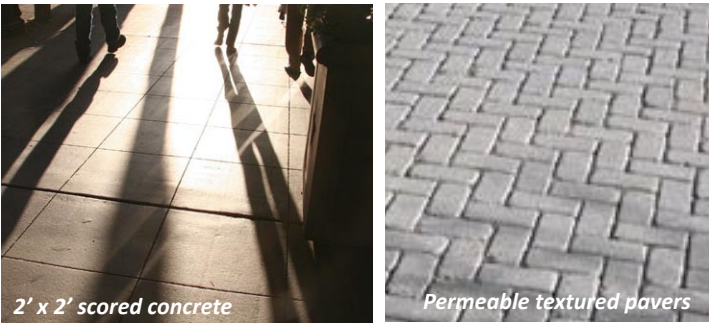
Paving & Materials

- Pedestrian zone of the sidewalk should be cast-in-place saw-cut scored concrete with a medium broom finish without ‘shiners’, and colored with lampblack or equal.
- The three zones of the sidewalk should be indicated in the scoring or texture of paving in the case of Maynard Ave. S.
- Textured pavers in the furnishing and dismount zones should be selected to coordinate with adjoining concrete paving. Stone pavers, interlocking concrete block or similar may be appropriate.
- Permeable pavers and asphalt in identified locations must be approved by SDOT and/or SPU.
- Curbs should be SDOT standard vertical curbs, however rolled curbs or slightly lowered curbs may be considered in certain locations as indicated.
- Locate Inlaid art such as bronze or stamped concrete in the expanded sidewalk area between the pedestrian zone and the street.
- Other existing paving features such as existing brickwork, areaway glass blocks, existing curbs and other features may be integrated into new streetscape improvements.

Note: Non-standard special paving materials must be reviewed and approved by the SDOT Street Maintenance division and permitted by the Street Use division.

Street Vending & Festivals

- Street vending can be allowed with approval of the proper SDOT street use permit.
- On Maynard Ave. street vending can occur in the 4’ shop zone adjacent to buildings, or in the furnishing zone next to the curb.
- During festivals typical 10’ x 10’ tents can be located on Maynard Ave. S. within the parking lane with approval of the proper SDOT street use permit.

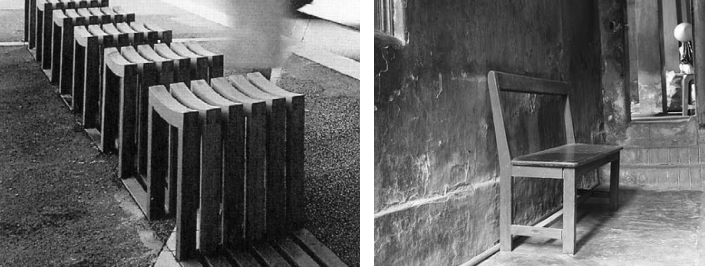


Street vending examples

Furniture

- Street furniture provides opportunities for seating and merchandise display. Furniture can contribute a unique character to the streets functionally and aesthetically, making a reference to cultural roots.
- The images shown at right reflect a conceptual basis for both seating and merchandise display. The final selection of furnishings can be informed by this family while varying from location to location.
- The materials for the furnishings should be durable in a street setting, such as cast metal, epi wood, or stone.
- Seating should consist of chairs or stools. Low tables can also be added to seating areas where space permits.
- Merchandise display can be in the form of stoops. The examples show street furnishings that have potential for merchandise display while contributing to the visual appeal of the street.
- Street furniture should not be located within the 6’ pedestrian zone of the sidewalk, to ensure a clear path of travel.

Note: At the time of a project proposal, all permit applications for street furniture must be reviewed by the Street Use section of SDOT.



Street furnishing, character examples

Lighting

- Retain and repair existing lantern pedestrian lights. These lights can also benefit from retrofits of the fixtures to Light Emitting Diodes (LEDs) to focus more light downward, instead of the current High Pressure Sodium (HPS) fixtures.
- Catenary cable-hung lights over the center of the street should be strung from existing poles where feasible.
- The style of the new lanterns should reference historic Chinese lantern styles.
- Other distinct international district neighborhoods (eg. Japantown, Little Saigon) may explore culturally distinct lantern styles in future green street projects in those neighborhoods.
- Lanterns may be functional City of Seattle (SDOT) pedestrian street lighting, in which case pedestrian lighting standards and functional requirements would apply. Lantern lights could be art elements, in which case proper street use permitting of the art element would be required by SDOT. Classification and ownership of the lighting should be determined prior to project implementation.

Note: Seattle City Light (SCL) must approve any catenary or other lighting from their poles. If SCL determines it will not add these pedestrian lighting fixtures to their asset management system, there is an option of a community group pursuing the lighting element as a public art feature. Permitting for such a feature requires approval of annual/renewable SDOT street use permits.



Pedestrian lighting examples and precedents

Runnels

- Use decorative non-slip grates over runnels or a decorative textured pattern if runnels are on the surface.
- Grates or textured pattern may be a character or art element.
- Use existing grading idiosyncrasies (such as within the Jackson to King block of Maynard Ave. S.) to inform placement of runnel systems.
- Curb inlets should channel stormwater into runnels.
- Explore potential for partial stormwater infiltration through tested or engineered soils and gravels below runnels.
- If stormwater infiltration within runnels is not feasible, explore ability of runnels to channel stormwater to more traditional planted raingardens in identified locations.



Runnel examples

Landscape/Planting

- Preserve and protect existing trees. Increase size of permeable material in the vicinity of existing tree pits to increase access to water and air. Where existing grates are conflicting with trees, modify or remove them.
- Trees should be species with minimum branch or sap drop and be from the Asian temperate bioclimatic zone. Where existing trees meet this criteria and are healthy, the proposed trees should be of the same species for continuity throughout the street. See SDOT approved street tree list to initiate consideration of species.
- On South Lane Street, planting areas should be generally large and incorporate rain gardens where possible. Understory planting shall be drought-tolerant and predominately less than 24’ in height to maintain the sense of an open street with clear sight lines.
- Plantings should include enough evergreen material to maintain the sense of green during the winter months. All plants should be from the Asian bioclimatic zone and be a relatively simple mix of species to establish a unifying character to the street. Select for species that will maintain a full and lush condition with low maintenance.
- The signature Timber Bamboo planting at each corner of each intersection on Lane Street should be contained with a root barrier and should be supported by a structure. A painted dark gray metal ‘woven basket’ structure as shown



Planting area examples and precedents

Maintenance

- The quality and durability of materials and construction associated with the street improvements is critical in reducing maintenance efforts. Low maintenance options should be pursued where possible.
- Maintenance responsibilities for the sidewalk and planting area can include a variety of strategies. SDOT street use permitting requires documented maintenance commitment for landscape planting areas and right-of-way elements such as benches and art. Maintenance responsibility can be coordinated efforts involving stewardship by a community agency such as the Business Improvement Association (BIA), Public Development Authority (PDA), and other community development groups. More commonly, maintenance responsibility lies with an adjacent property owner, as is the case when a streetscape improvement is made with new development.