

<b>DPD</b>	<b>Director's Rule 4-2013</b>	
<b>SDOT</b>	<b>Director's Rule 01-2013</b>	
<b>Applicant:</b> City of Seattle  Department of Planning and Development (DPD) Department of Transportation (SDOT)	<b>Page</b> 1 of 2	<b>Supersedes:</b> N/A
	<b>Publication:</b> 4/8/2013	<b>Effective:</b> 5/8/2013
<b>Subject:</b>  Westlake and 7th Streetscape Concept Plan  Appendix H to Right-of-Way Improvements Manual*  * The Right-of-Way Improvements Manual is SDOT Director's Rule SDOT 7-2012.	<b>Code and Section Reference:</b> SMC Chapter 23.53	
	<b>Type of Rule:</b> Code Interpretation	
	<b>Ordinance Authority:</b> SMC 3.06.040 & 3.12.020	
	<b>Approved</b>	<b>Date</b>
	(Signature on file)	5/8/2013
	<b>Peter Hahn, Director, SDOT</b>	
<b>Index:</b>  Land Use Code/Technical and Procedural Requirements	<b>Approved</b>	<b>Date</b>
	(Signature on file)	4/26/2013
	<b>Diane M. Sugimura, Director, DPD</b>	

**BACKGROUND:**

The Denny Triangle is one of Seattle's oldest residential and commercial neighborhoods. This area is within the downtown urban center and supports multiple travel options. Private and public investments have provided focus for growth in this under-developed area. New building development has been very successful in recent years in this neighborhood and the surrounding area. As private development increases, there is more pressure to maintain, add, and upgrade transportation systems to include improved pedestrian paths, enhanced bicycle facilities, and an expanded streetcar network.

The Westlake and 7th Streetscape Concept Plan establishes a consistent design framework and identifies preferred urban design treatments to support and enhance the pedestrian-oriented character of the corridor. To create this concept plan, multiple City departments were engaged along with area stakeholders, property owners, and residents.

## **RULE**

The Westlake and 7th Streetscape Concept Plan, approved by the Directors of the Seattle Department of Transportation (SDOT) and the Department of Planning and Development (DPD), is incorporated into the Right-of-Way Improvements Manual as Appendix H. The provisions of the Streetscape Concept Plan are voluntary. The Right-of-Way Improvements Manual is the standards manual used by City departments in the permit review process. Property owners are encouraged to follow the Manual in order to achieve its intent.

Applicants for SDOT Street Use permits that adhere to the concept plan are assured that the major design elements in their plans meet or exceed the requirements in the Right-of-Way Improvements Manual. Additionally, elements of development plans that adhere to the concept plan are approvable through the Master Use Permit process, including design review.

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 Westlake and 7th Streetscape Concept Plan.

## **REASON**

While the Westlake and 7th 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 choose to follow this plan.

**Attachment A:** Westlake and 7th Streetscape Concept Plan (49 pages)  
[http://www.seattle.gov/transportation/docs/dr/DR\\_Westlake7thStreetscapeconcept%20plan.pdf](http://www.seattle.gov/transportation/docs/dr/DR_Westlake7thStreetscapeconcept%20plan.pdf)