

# Manuals and Guides

## Right-of-Way Manual

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### Street Design Concept Plans

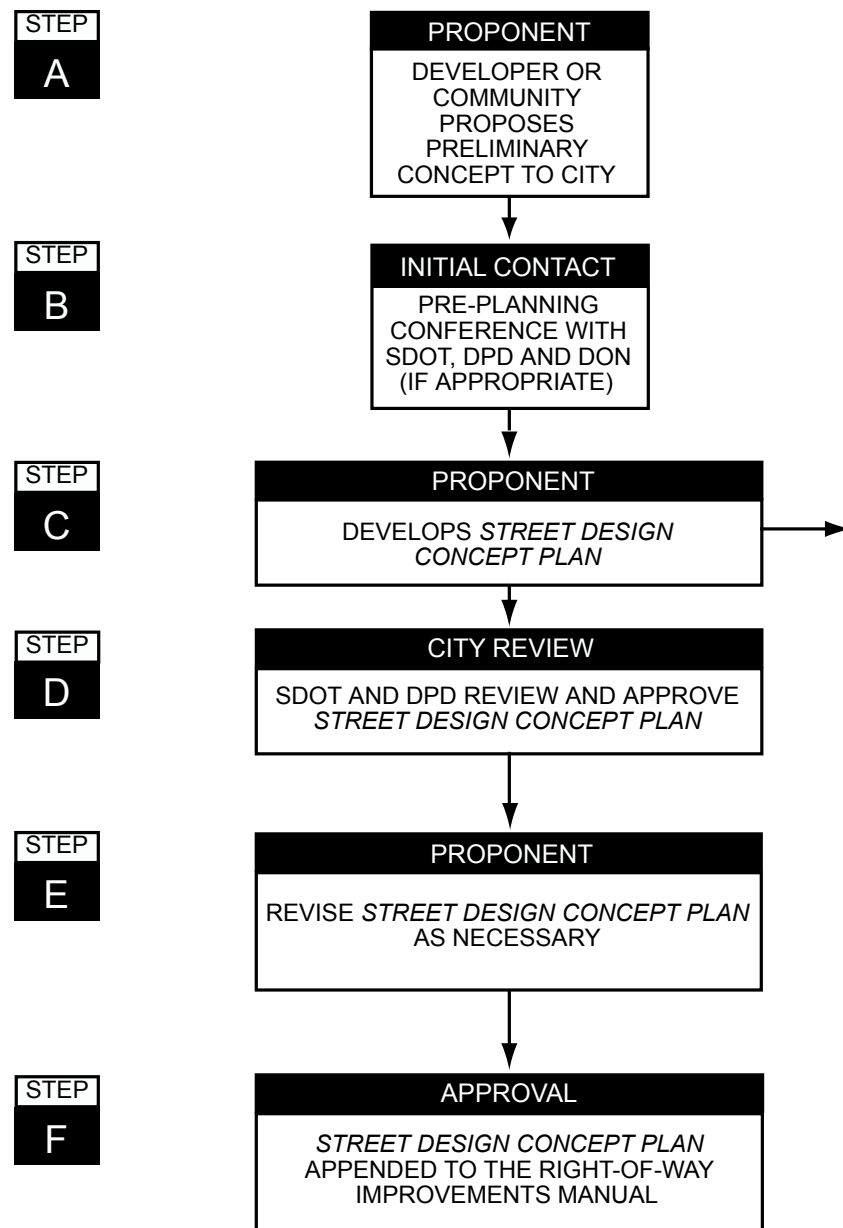


Image from SPU, [http://www.seattle.gov/transportation/rowmanual/manual/6\\_1.asp](http://www.seattle.gov/transportation/rowmanual/manual/6_1.asp)

### Agencies stewarding the public right-of-way

Agency	Area	What they do in the right-of-way
Seattle Department of Transportation (SDOT)	transportation infrastructure	builds, operates, & maintains reviews permits enforces codes
Department of Planning and Development (DPD)	street improvements	sets standards makes plans reviews permits
Seattle Public Utilities (SPU)	non-transportation related infrastructure	provides services
Seattle City Light (SCL)	power transmission	provides services
Seattle Parks and Recreation (SPR)	public open space	maintains designated open spaces

### Location: How it affects street design regulations

King Street is...  
 NOT a green street  
 NOT an arterial  
 NOT Truck, Transit, Bicycle, nor Boulevard classification  
 Zone = IDM 75'-85' (International District Mixed) with needs for truck loading  
 Block adjacent to high capacity transit station requires more pedestrian space

Map from DPD, [http://www.seattle.gov/dpd/Research/Zoning\\_Maps/default.asp](http://www.seattle.gov/dpd/Research/Zoning_Maps/default.asp)



### Street Design Concept Plans should include:

- Vision statement** supplemented with photos of existing conditions and illustrative sketches of the proposal
- Site map** to locate the project and define its geographic scope
- Existing street section** at 1"=20' (suggested)
- Proposed street section** at 1"=10' (suggested) with a short description of the features
- Proposed operations of the street for traffic**, including:
  - One way or two way operations
  - Presence and configuration of parking
  - Sidewalk location and width
  - Presence of signals, regulatory signs or other roadway markings
  - Presence of traffic calming devices
  - Analysis of existing capacity, volumes and level of service on arterials
  - Analysis of impact of proposal on future traffic operations
  - Impacts on non-motorized modes of travel
  - Evaluation of freight mobility and local service deliveries.
- A plan view sketch** of the proposed features including:
  - Roadways**
    - Curblines
    - Special curb space zones (e.g., loading zones, bus layover zones)

- Parking, on-street location and configuration
- Traffic operations (as defined above)
- Transit routes (bus, light rail or streetcar)
- Service access and delivery needs
- Street classifications within a quarter mile of the proposed site

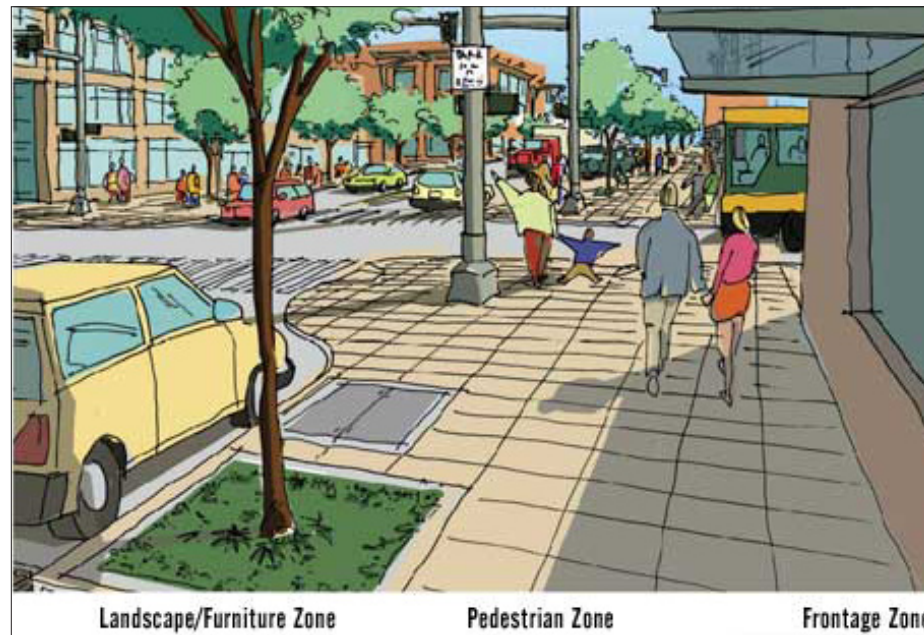
#### Streetscape

- Sidewalks, walkways or other pedestrian space
- Bicycle parking
- Paving material design
- Trees and landscaping design, location and specimen type
- Street furniture description and location
- Weather protection (e.g., awnings)
- Signage, especially any non-standard or special signs
- Public art or other unique features
- Transit stops or stations

#### Utilities

- Lighting (roadway, pedestrian scaled or other)
- Utilities, type and location of water, power and drainage
- Natural drainage proposals

# Concept Plans must still meet the minimum design criteria as set by the Right-of-Way Improvements Manual



The streetscape is broken into three zones:

Zone	Minimum width		Minimum amount of set-back of objects from curb	
	600-1200 King St	500 block King St.**	600-1200 King St	500 block King St.**
Frontage Zone	1 foot	3 feet	—	—
Pedestrian Zone	6 feet	10–12 feet	—	—
Landscape/Furniture* Zone plus Curb	4 feet	5–10 feet	3 feet	3 feet

\* Street furniture means fittings and fixtures installed in streets, such as lamp posts, fire hydrants, street signs, and similar municipal structures, at or above grade level. Includes benches, litter and recycling receptacles, bike racks, multiple publication newsracks, water fountains, pedestrian scaled lighting and planters.

\*\*The 500 block of King Street is adjacent to high-capacity transit stations: Union Station and bus tunnel

Image from SPU, [http://www.seattle.gov/transportation/rowmanual/manual/4\\_11.asp](http://www.seattle.gov/transportation/rowmanual/manual/4_11.asp)

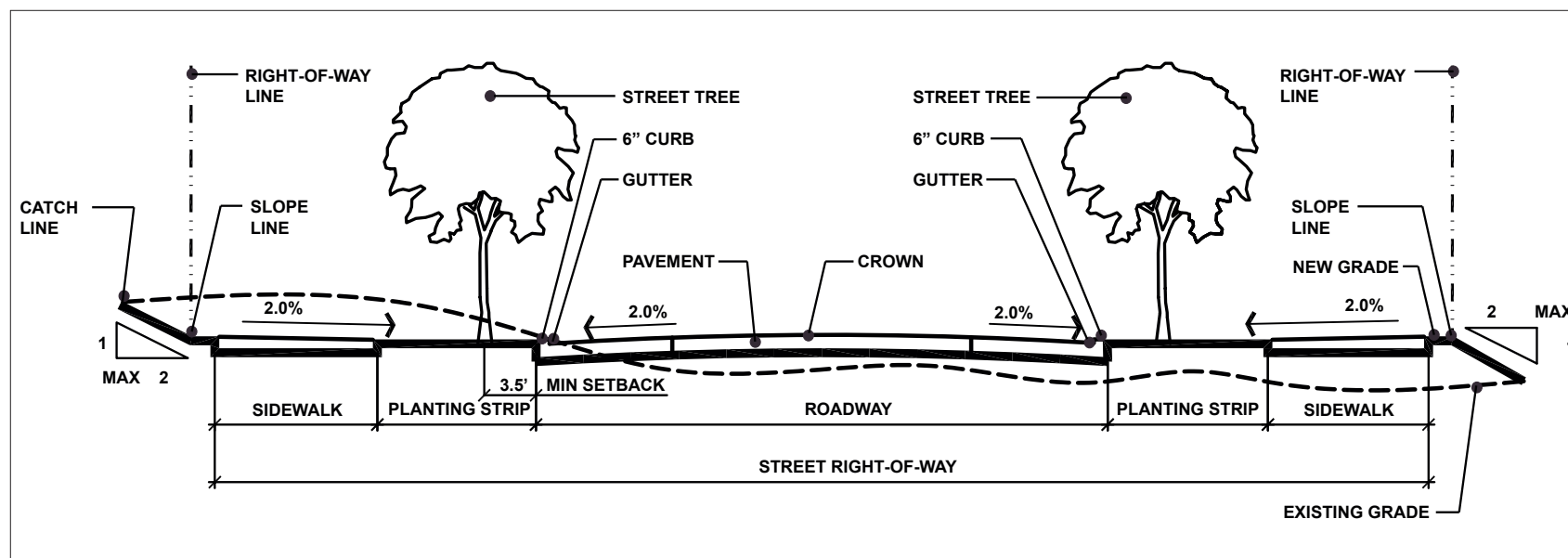


Image from SPU, [http://www.seattle.gov/transportation/rowmanual/manual/4\\_4.asp](http://www.seattle.gov/transportation/rowmanual/manual/4_4.asp)

## Vertical Clearances

Roadway surfaces to...	Any horizontal projection	20 feet
Sidewalk surfaces to...	Any horizontal projection	8 feet
Roadway surfaces to...	Tree limbs	14 feet
Alley surfaces to...	Any horizontal projection	26 feet
Bicycle path surfaces to...	Any horizontal projection	10 feet

## Plantings

Trees (especially when combined with understory planting, specialized pavements, street furniture and public art) provide a “sense of place” critical to the vitality of neighborhoods

Allocation of larger areas to accommodate trees is encouraged whenever right-of-way space allows

Trees must be at least 30 feet away from intersections

## What this means for this project

Place objects mindfully in the right-of-way so as to not impede movement.

Know that designers are expected to anticipate the impacts of their designs.

Approval for permits for design improvements to King Street will be granted on a case-by-case basis.

The right-of-way belongs to everyone; the agencies are stewards.

More online at: [www.seattle.gov/transportation/rowmanual/manual/](http://www.seattle.gov/transportation/rowmanual/manual/)