

QUEEN ANNE AVENUE

Streetscape Master Plan



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EXECUTIVE SUMMARY

The Queen Anne Avenue Streetscape Master Plan addresses the six blocks along Queen Anne Avenue between Galer Street and McGraw Street in Seattle's Queen Anne neighborhood. This document was prepared by Zimmer Gunsul Frasca Partnership for Picture Perfect Queen Anne, an alliance of Queen Anne residents, merchants, and property owners, with funds from the Neighborhood Matching Fund awarded from by the City of Seattle Department of Neighborhoods. The document addresses the Avenue's current state of safety and aesthetics as well as provides guidelines for future improvements to, and redevelopment of, the public realm. The plan was informed by public input through a process of community workshops and meetings between the design team and members of the community and developed over a period of 8 months from August 2005 to March 2006.

This master plan envisions a project that meets several goals:

1. Identify a consistent framework to make design decisions relating to present and future improvements along Queen Anne Avenue
2. Provide design guidelines for linking complementary uses, connecting community resources to the Avenue, preserving the history and identity of the neighborhood, enhancing businesses and adding public art
3. Recommend streetscape furnishings and treatments that will unify the project area
4. Provide specific design recommendations for the intersections at Galer, Crockett, Boston and McGraw streets
5. Provide a cost estimate for all improvements
6. Make implementation recommendations

INTRODUCTION



The Queen Anne Avenue Streetscape Master Plan emerged from residents' growing concerns for the cleanliness, safety and livelihood of their neighborhood. Upper Queen Anne Avenue is an area distinguished by high property values, proximity to downtown and a lively commercial spine. However, current conditions present a troubling disparity between neighborhood prominence and a physical landscape that is compromised by broken pavement, cluttered sidewalks, exposed tree roots and litter.

This plan provides design criteria and guidelines for the improvement of the six block stretch along Queen Anne Avenue North between Galer Street and McGraw Street, an area comprising the commercial heart of Upper Queen Anne. Included in this master plan are guidelines for grouping complementary elements in the neighborhood, connecting community resources to the Avenue, and preserving the history and character of the place. This master plan also includes recommendations for streetscape furnishings and treatments that

will lend coherence to the Avenue, and specific design recommendations for the intersections of Queen Anne Avenue and Galer, Crockett, Boston and McGraw streets.

This document takes into consideration the recommendations made in both the Queen Anne Neighborhood Plan and the City of Seattle Urban Village Plan. The analysis and recommendations provided within this master plan range in scale from detailed considerations of street furnishings and vegetation types to comprehensive, larger-

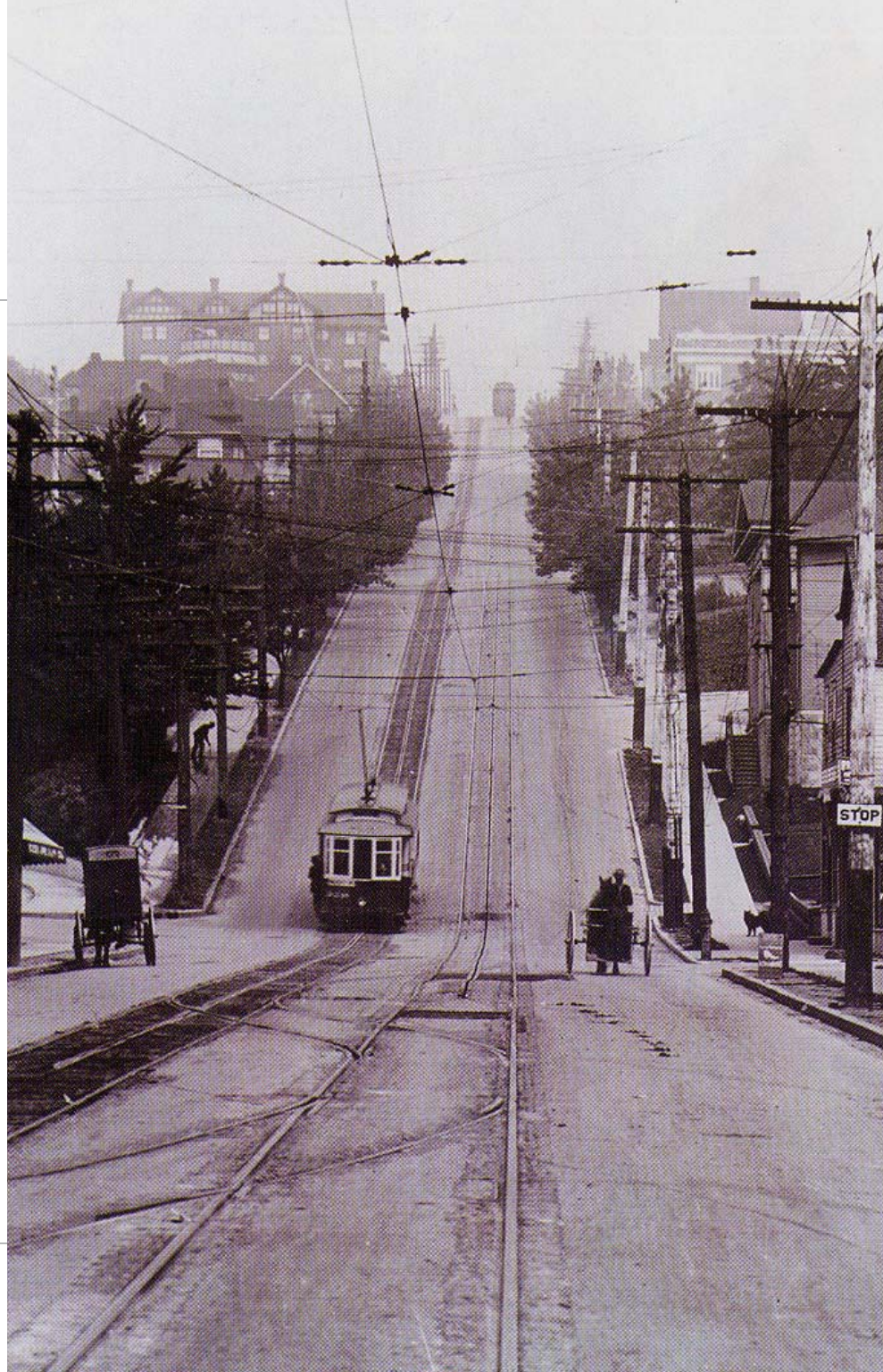
scale design improvements for key community locations. Consequently, the realization of this plan will require multiple phases of implementation over time and will require a partnership between the community, public agencies, businesses, and property owners.

BACKGROUND | History

Rising 456 feet above downtown, Queen Anne Hill is one of Seattle's most prominent geographical features. The hill is bordered on the North by the Lake Washington ship canal and on the South by "Uptown" or "Lower Queen Anne," home to Seattle Center's bustling tourist and entertainment venues including the Pacific Science Center, Experience Music Project, Science Fiction Museum and Hall of Fame, Key Arena, and the Northern terminus of the Monorail.

The neighborhood's name is derived from the architectural style that gained popularity in the country after the Philadelphia Centennial Exhibit featured two Queen Anne Style house models in 1876, a time that coincided with the growth and development of the neighborhood that would become known as Queen Anne.

Queen Anne benefits from a rich Northwest history that is visible in the layout and character of the neighborhood today. Development of Queen Anne followed the economic boom that enveloped Seattle in the 1870's and 80's, and it was during that



time that Seattle underwent a transformation from a small lumber town into a thriving city. In 1883, the area that was then referred to as North Seattle (an expanse of land that extended north to McGraw Street) was annexed into Seattle. Shortly following this event, the arrival of the Northern Pacific Railway in 1883 and the Seattle, Lake Shore & Eastern Railroad in 1887 fueled much of Seattle's growth and settlement into surrounding suburbs such as Queen Anne.

In 1902, three streetcar lines were opened that ran from Uptown to the top of Queen Anne hill. The segment of Queen Anne Avenue between Roy Street and Lee Street is known as the "Counterbalance" in reference to the method of attaching a large weight to a cable to pull the car up the steep slope. At the top of the hill, these streetcar lines operated on Queen Anne Avenue, Galer Street, 6th Avenue, McGraw Street and Boston Street. The commercial nodes that emerged at streetcar stops and transfer points shaped the layout of the developing neighborhood.

Queen Anne Avenue Counterbalance, 1900

BACKGROUND | Project Scope



Project Area █

This Master Plan addresses the six block commercial corridor at the top of the hill along Queen Anne Avenue North between West Galer Street and West McGraw Street. This area comprises the social and

economic heart of Upper Queen Anne and is a shopping, dining and recreational hub for the neighborhood's residents. Currently, the area is zoned for mixed-use commercial development (NC2-40) that provides a

range of goods and services to the surrounding neighborhood. The current uses are predominantly retail and service-related with some office and multi-family housing present along the Avenue. The

blocks extending East and West from this commercial core are predominantly single family residences, and a large park space adjoins the project area to the west between 1st Avenue and 3rd Avenue.

Upper Queen Anne Residential Urban Village
(Village No. 106)

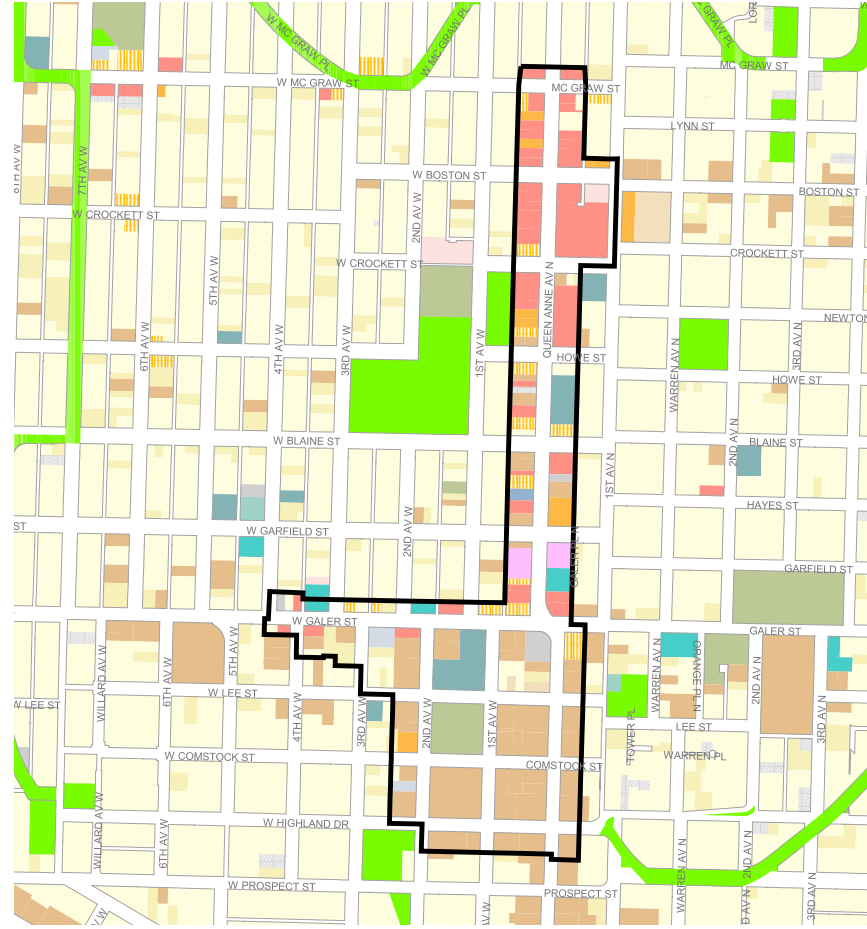
LAND USE MAP

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Strategic Planning Office
City of Seattle

December 1999



	URBAN VILLAGE BOUNDARY 	LAND USE Single Family Duplex/Triplex Other Housing Multi-Family Office Retail/Service Hotel/Motel Entertainment Mixed Use Parked Industrial Warehouse Transp/Util/Comm	STREET RIGHT-OF-WAY Institutions Public Facilities Schools Open Space Vacant Water Body Unknown	
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Upper Queen Anne Residential Urban Village
(Village No. 106)

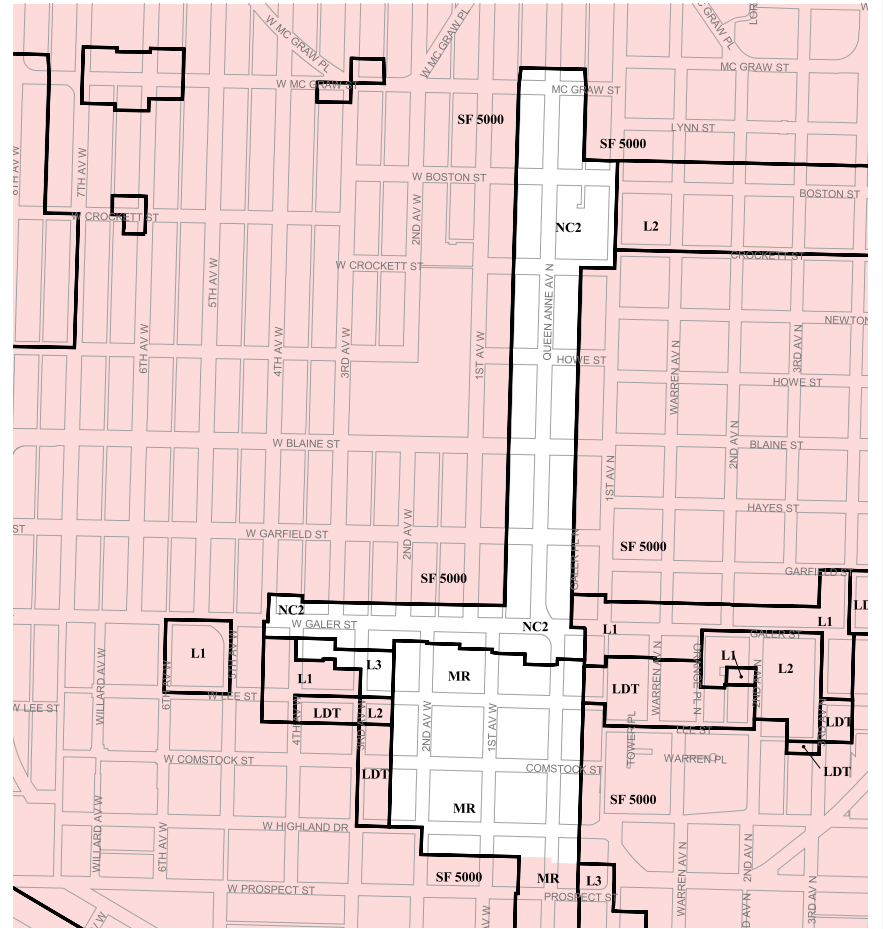
ZONING MAP

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City of Seattle

December 1999



	ZONING BOUNDARY 	
	STREET RIGHT-OF-WAY 	
INSIDE URBAN VILLAGE BOUNDARY 	OUTSIDE URBAN VILLAGE BOUNDARY 	

BACKGROUND | Existing Conditions

The existing streetscape is aging and in need of an update. Issues of concern include:

Sidewalks pose a hazard to pedestrians

Public artwork and greenery are lacking

Sidewalks and street gutters are frequently littered

Trees are not maintained and block sight lines to store fronts

Parking strips and tree pits are unattractive

Street signs are rusting and faded

Public seating is limited

Pedestrian-scale street lighting is insufficient

There are few community gathering places

There is no central place to post public notices

Many intersections are not striped

There is no attractive view of the avenue at the top of the Counterbalance

Sidewalks are overcrowded





PROCESS



The Queen Anne Avenue Streetscape Master Plan is the result of efforts initiated by Picture Perfect Queen Anne, an alliance of Queen Anne residents, merchants and property owners in conjunction with the Department of Neighborhoods, the Office of Economic Development, the Greater Queen Anne Chamber of Commerce, the Queen Anne Historical Society, and the Queen Anne Community Council and its Land Use Review Committee. The design consultant team was comprised of landscape architects and an urban designer. The Plan was developed over an eight month period from August 2005 to March 2006.

The master plan process was developed in conjunction with guidelines established by Project for Public Spaces, a nonprofit organization dedicated to building community through "placemaking." This term refers to the method of improving public space through a community-driven design process that prioritizes community input and emphasizes walkable streets, lively neighborhoods, and interactive public areas. This grass-roots approach collects input from the community and establishes a collaborative vision for the spaces that are



significant to the neighborhood. Inclusiveness is a key component of the process. Through bimonthly community workshops (September 29, 2005; November 17, 2005; and January 19, 2006), numerous meetings with Picture Perfect Queen Anne, and talks with merchants and property owners, stakeholders were afforded the opportunity

to express their concerns, goals, and vision for the streetscape project. The first workshop was facilitated by Tim Corey of Advanced Approach, who produced a wall-sized, community vision document that was used as a touch stone throughout the process. This document is a response to the concerns expressed by the community

at these meetings and has been molded by ongoing community feedback in an attempt to articulate the community's own vision for reviving the Queen Anne commercial corridor.



The Benefits of Place



What Makes a Great Place?

- key attributes
- intangibles
- measurements



© 2003

PROJECT GOALS

Goals for this plan were developed through a process of community workshops and feedback. These goals and objectives inform the design, development and implementation of this plan.



The primary goals established by the community for this plan are to:

Enhance a sense of community identity

Create a socially, environmentally, and economically sustainable community

Address pedestrian comfort and safety

Reflect Queen Anne's unique history

Provide gathering spaces

Support vibrant activity

Emphasize important community connections

Encourage diverse business types

Maintain a clean streetscape

Provide innovative and architecturally interesting design solutions that reference Queen Anne's unique character



DESIGN FRAMEWORK

The goal for the design improvements along Queen Anne Avenue is the creation of an urban village that is characterized by a clean, vibrant and engaging streetscape that encourages pedestrian activity and fosters social interaction. A village center is defined as a community core of residential, civic, religious, and commercial buildings arranged along a main street. Village centers typically lie outside of the city's downtown and are characterized by compact development and density that is uninterrupted except for public space and parks. Village centers are pedestrian-oriented, rather than auto-oriented and are generally smaller in scale than downtown but contain a mix of uses similar to a city center. Village centers are also defined by a unique character that has evolved over time and reflects the community's economic, social and cultural history.

This master plan envisions Queen Anne Avenue as a village center that has a clearly identifiable and consistent streetscape while simultaneously encouraging diversity in the types of experiences a pedestrian may encounter. This village center approach complements a vision of Queen Anne Avenue as a small-



These images of Lake Oswego, Oregon illustrate the pedestrian-scale retail and streetscape diversity characteristic of a village center.



strongly discouraged. Central to this village center approach is the establishment and clarification of connections between community resources, the grouping of complementary elements, and the preservation of the history and identity of the neighborhood.

These concepts inform the design guidelines within this master plan and support a vision of Queen Anne Avenue as a pedestrian-friendly streetscape that features courtyards at street level for the public to enjoy, buildings and storefronts that entice passers-by, attractive landscaping, high-quality building materials, safe sidewalks, and pedestrian-scale lights that illuminate sidewalks for comfort and safety at all hours. This design framework ensures that the physical attributes of the place support and enhance the health and vibrancy of the community as a whole.

scale commercial neighborhood that serves the community and is not considered a tourist or commercial destination. In contrast to a commercial main street or auto-oriented strip that has large-scale, destination-type retail, the Queen Anne village center should offer small-scale retail frontages that are oriented to the sidewalk. Retail above or below the sidewalk is

DESIGN GUIDELINES | Linkages Between Complementary Uses



Project for Public Spaces defines triangulation as the grouping of complementary elements in a way that greatly increases the chances of activity occurring around them. This concept should be used as a guideline for improvements to Queen Anne Avenue. As amenities are added to the streetscape, their arrangement in relation to each other should create interactions of this nature. Wherever possible, streetscape elements and attractions should be grouped together so that activities converge in one area and foster social interaction. On a small scale, trash and recycling receptacles should be located next to public seating, bus stops, and public art and not in isolation, so that this type of interplay is created.

Effective triangulation can also occur on a larger scale when complementary services are grouped together to enliven spaces. An example of this is the interaction that occurs when a bookstore and a coffee shop are located next to each other and outdoor seating is provided. Property owners and developers should consider linkages between complementary uses in their development and leasing strategies to encourage pedestrian activity and interaction.

DESIGN GUIDELINES | Community Connections

An integral part of this streetscape master plan is the delineation and enhancement of connections to community resources such as the community and aquatic center, schools and parks. These connections should be clearly marked by signs visible to pedestrians and vehicular traffic on Queen Anne Avenue.

This master plan recommends that an information kiosk be installed at the southwest corner of the intersection of West Crockett Street and Queen Anne Avenue. Crockett Street serves as an important cultural axis linking the Avenue to the community center, aquatic center, McClure Middle School, and park. The re-location of community advertisements and information to a centrally-located kiosk at this intersection will connect these valuable resources to the Avenue. This treatment will also reduce clutter on poles and enhance the overall cleanliness and aesthetics of the streetscape.



Signs for the Queen Anne Community Center and Pool are not highly visible on the Avenue. Advertisements and notices clutter street poles.

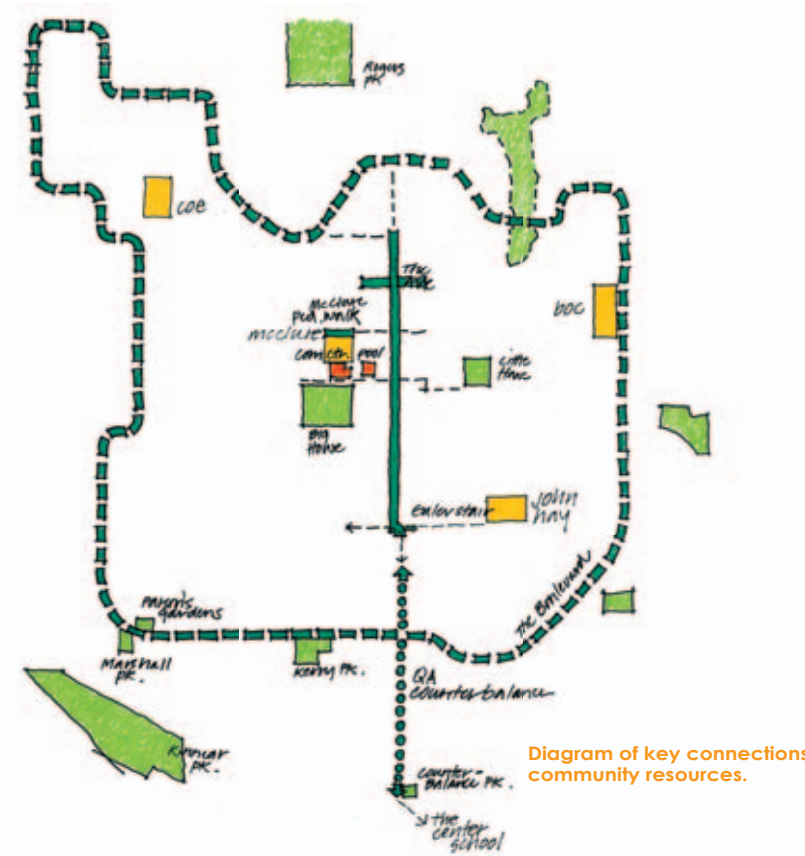


Diagram of key connections to community resources.

DESIGN GUIDELINES | Preservation

The preservation of the history and uniqueness of the neighborhood should be a primary component of the revitalization process for Queen Anne Avenue. Design elements that visibly connect the physical environment to the history of the place should be implemented at key locations along the Avenue. This master plan recommends that the character and history of Upper Queen Anne be made visible on the Avenue through: historic viewing scopes, historic pavement inlays, wall graphics and other special features. A monument/kiosk at Galer is also recommended to celebrate the historic Queen Anne Avenue counterbalance.

Historic viewing scopes were installed at key locations in downtown Boise's Chinatown by artist and architect Dwaine Carver as part of a public art program. For this project, the artist placed historic photographs of buildings and places within the scopes so that when one looks into them they see the location as it existed at a point in history. Descriptive text is posted

on the poles of the viewing scopes as well as a map showing the locations of other viewing scopes. A similar project is recommended for Queen Anne Avenue to reinforce a connection to the place through history.



DESIGN GUIDELINES | Public Art

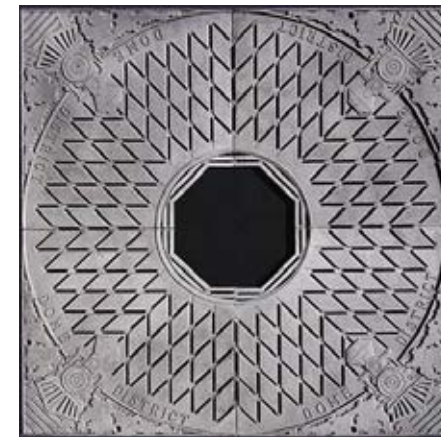


The incorporation of public art along Queen Anne Avenue will add elements of surprise and discovery and contribute a stronger sense of place and historical continuity. Opportunities for incorporating public art into the streetscape include: bus stops, wall murals, sculpture, tree grates, custom kiosks, and inlays.

Pavement Inlays



Custom Designed Kiosk



Custom Tree Grate

DESIGN GUIDELINES | Businesses



Businesses are vital to the success of Queen Anne Avenue. They draw people to the Avenue and generate interest and activity that enlivens the neighborhood. At the community workshops, the Queen Anne community made the following recommendations to further enhance the retail activity along the Avenue:

Storefront

- Encourage a variety of glass canopies to allow ambient light and weather protection
- Discourage back lit awnings to reveal the storefront character and pedestrian-oriented signage and window displays
- Discourage signs on canopies and awnings unless pedestrian-oriented and perpendicular to pedestrian circulation
- Encourage colorful storefronts, canopies and awnings
- Existing older houses provide architectural diversity and an intimate scale on the Avenue. When possible, these houses should actively be used for retail and services. The outdoor area between the street and the house should extend these activities to the street by including decks for outside dining, displays and landscaping.

Signage

- Discourage sandwich board signs as they obstruct circulation and clutter sidewalks.
- Encourage pedestrian-oriented signs and logos mounted on storefronts perpendicular to pedestrian sidewalks (a.k.a., "blade signs")
- Discourage backlit signs and illuminated letters that are typically auto rather than pedestrian-oriented

Feature lighting

- Encourage storefront lighting that spills onto sidewalk to create a warm and inviting atmosphere on the Avenue. An example is the incandescent lighting within the glass canopy of Pasta & Company. This illumination is critical to the year-round success of Queen Anne Avenue.

Interaction with Sidewalk

Storefronts should encourage interaction with pedestrians.

Some elements that achieve this are:

Café seating and tables that are unique to each business, adding variety and interest to the streetscape and extending an indoor atmosphere to the outdoors.

Engaging window displays that encourage window shopping and expose the Avenue's unique goods and services

Dog bowls and dog ties that reinforce the Avenue's residential and family-friendly image

The creation of niches in front of the store that draw pedestrians up to the storefronts or inside and provide space for socializing or café seating

Attractive potted plants and window boxes that complement storefronts and frame store and building entries



STREETSCAPE CONCEPT

This streetscape graphic highlights the following additions to the Avenue:

1. Pedestrian-Scale Lighting
2. Hanging Flower Baskets
3. Pervious Pavement
4. 2'X2' Scored Concrete Pavement
5. Wall Mural
6. Planting Beds
7. Colorful Awnings
8. Outdoor Seating
9. Pavement Inlay





DESIGN RECOMMENDATIONS | Street Furnishings and Amenities

Pedestrian Lights

In order to increase pedestrian safety at night, this master plan recommends the installation of pedestrian-scale street lights on both sides of the Avenue in a mirrored pattern with 60 foot spacing. In accordance with Seattle City Light's pedestrian lighting program, an approved Lumec fixture should be installed to ensure maintenance and repair by the city.



The Lumec ZED Z15 with 70 watt HPS and 14' pedestrian street light pole, black, complements the existing character of the street and anticipates future development. This new luminaire has increased efficiency with a cutoff optical system that emits less than 1% uplight.

Lumec
www.lumec.com
ZED Z15



Hanging Planters

Pedestrian lighting poles should accommodate hanging planters as a convenient way of beautifying the Avenue without cluttering sidewalks.

Plant material selections should emphasize color and texture. Trailing varieties should be planted at the edges of the planters and upright varieties should be planted in the center. Planter brackets may be purchased with light pole from Lumec.

Landscape Forms
www.landscapeforms.com
Series: Scarborough

Benches

Public seating should be provided at convenient locations along the Avenue so that it is not necessary to patronize an establishment in order to sit and enjoy the Avenue's activities. Wherever possible, seating should be integrated into blank walls and open spaces adjacent to the sidewalk and in curb bulb areas so as not to interfere with pedestrian traffic and café seating.

The six-foot horizontal strap metal Scarborough bench by Landscape Forms is an elegant and sturdy design that complements the proposed litter receptacle. The black powder-coat finish is deterrent to vandalism and adds a beautifully textured and sturdy element of continuity to the Avenue. The bench contains 73% recycled material content.



Fairweather Site
Furnishings
fairweathersf.com
Series: BR-2

Bike Bollards

Limited sidewalk width along Queen Anne Avenue necessitates the installation of compact amenities. The BR-2 rack manufactured by Fairweather Site Furnishings and Accessories has a diameter of 4" and 1" diameter bike loops. This rack is simple and compact in design and can be either surface mounted or embedded. Two to three bike racks should be provided on each block. Existing racks should be replaced with the recommended rack as budget becomes available so that consistency is established amongst site furnishings and limited sidewalk space is conserved.

DESIGN RECOMMENDATIONS | Street Furnishings and Amenities

Curb Bulbs

The installation of landscaped curb bulbs for the purpose of pedestrian safety is recommended at the intersections of Galer Street, Crockett Street and McGraw Street, with the option of curb bulbs at additional intersections as deemed necessary. Curb bulbs reduce crossing distances and add greenery without compromising sidewalk space. Landscaped beds at curb bulbs are also an opportune location for natural features such as boulders and for public seating. Elements located in curb bulbs should not exceed 30" in height in order to maintain clear sight lines.

Plantings in curb bulbs are to be drought and disease resistant, with a typical growth habit of no more than three feet in height. The majority of the plant material should be evergreen, but some deciduous plant material may be used to provide contrast. Taller shrubs should be planted towards the center of plant beds, with lower shrubs and/or ground covers planted closer to the edges. Annual beds may also be used along planter edges.



Plant beds should be edged on all sides with a single band of Granite Antique Mini Pavers, 2" x 5 1/2" x 5 1/2", installed broad face up. Granite Antique Mini Pavers are available at Marenakos Rock Center in Preston, Washington, (425) 392-3313. The pavers should be installed so that the edge abutting the adjacent sidewalk or curb is flush with the sidewalk or curb so as not to present a tripping hazard.

Sidewalk Pavement

Sidewalk pavement should be concrete scored in a 2'x2' pattern with shiners. No color additive should be used. Refer to Seattle Public Utilities standard plans and specifications.

Pervious Pavement

Pervious pavement resembles standard concrete in aesthetics and structural capacity but contains fewer fine materials, causing gaps to form between aggregates that allow water to pass through to the underlying soil. This poured-in-place concrete pavement should be used in the 5' portion of the sidewalk adjacent to the curb. This is an environmentally responsible paving treatment that reduces storm water runoff to the sewer system and promotes healthy root growth by allowing gas exchange to take place at the ground level. Pervious pavement should be scored in a 2'x2' pattern with shiners so that it aligns with the scoring of the concrete sidewalk paving.



Street Signs

Existing street signs along Queen Anne Avenue are rusty, hard to read, leaning, and in a state of disrepair. All street signs within the project area should be replaced for both safety and aesthetic purposes.

DESIGN RECOMMENDATIONS | Street Furnishings and Amenities

Street Trees

The Pacific Sunset Maple and the Norwegian Sunset Maple are the recommended species of trees for planting along the Avenue to supplement existing greenery and at new developments. These species have been chosen for their size, hardiness, adaptability, fall color and wide, uniform branch pattern. The Pacific Sunset Maple's size and shape make it an ideal species for planting underneath power lines, whereas

the Norwegian Sunset Maple is recommended for all other areas.

Tree beds that do not have tree grates on them should be landscaped in a fashion similar to the plant beds at curb bulbs, and should include the granite border specified for curb bulbs.



Norwegian Sunset Maple
Height: 35'
Width: 25'
Fall Color: Yellow-Orange to Bright Red
Shape: Oval
Growth Rate: Moderate



Pacific Sunset Maple
Height: 30'
Width: 25'
Fall Color: Yellow-Orange to Bright Red
Shape: Upright spreading, rounded
Growth Rate: Moderate



Tree Grates

Tree grates should be required adjacent to all commercial uses where there is high pedestrian traffic and/or outdoor seating. Tree grates may be omitted where existing tree root structure precludes their use. The customized design of tree grates to reflect the history and character of the Avenue is recommended.

Tree openings that are not to receive tree grates should be enlarged by 2 feet on their north and south edges to provide space for additional low plantings and to allow more water and atmosphere to access the tree's roots.



Tree Protectors

Tree protection should be used wherever tree grates are present. Protective tree collars are to be fastened to tree grates.

Urban Accessories
www.urbanaccessories.com
Model: OT

DESIGN RECOMMENDATIONS | Street Furnishings and Amenities

Trash and Recycling Receptacles

Trash receptacles should be provided in areas where people congregate along the Avenue. In areas that are currently underserved, receptacles should be added and maintained by private businesses. Existing city-provided receptacles should be exchanged for the recommended model so that stylistic continuity is established with benches, bike bollards, and other furnishings.

The Scarborough receptacle by Landscapeforms coordinates with the proposed bench. This receptacle has a 30-gallon capacity. The receptacle is powder coated black and has a lid with side opening for litter deposit.

The recommended receptacle must be approved by the city to qualify for city-provided maintenance.



Landscape Forms
www.landscapeforms.com
Series: Scarborough

Newspaper Racks

Newspaper racks should be re-located to side streets and placed within 10 feet of Queen Anne Avenue, wherever possible. Multiple papers should be grouped into combined newspaper boxes that accommodate the multiple vendors. This treatment will minimize clutter, open sidewalk space for pedestrians, and bring a clean and unified look to the streetscape. PPQA should work in conjunction with Doug Brown of *The Seattle Times*, who coordinates with other papers to provide newspaper racks at no cost to the neighborhood.



Kaspar Wire Works
www.kwire.com
Series: 49-16/100

Parking

Short term (2 hour) on-street parking is encouraged along Queen Anne Avenue. Parking meters are strongly discouraged, as they are inconsistent with the village center character of the area. As this is a pedestrian-oriented commercial district, on-street parking for residential uses should be minimized.

Crosswalks

All intersections should be striped per City of Seattle standards. Ultimately, crosswalks can be in-filled with pavers or stamped concrete for enhanced visibility and aesthetics.



DESIGN RECOMMENDATIONS | Galer

This plan recommends that a public space be created at the intersection of Galer and Queen Anne Avenue that will serve as a distinguishing gateway to Upper Queen Anne. As the main entrance to the neighborhood from the south, this location will inform visitors and those entering the Avenue of the unique character and identity of the community. The design of the space should reflect the informal neighborhood/residential quality of the area and not be imposing or indicative of a formal civic space.

The proposed design builds upon the existing assets of the location and is sensitive to the surroundings and existing character of the place. The design for the intersection at Galer transforms the existing overgrown and unkempt stairway into a lush garden staircase that gives the space a feeling of heightened significance. The design incorporates boulders and natural elements that extend from the staircase out into the landscaping of the surrounding intersection. These elements serve as informal seating options and are enjoyed by children.



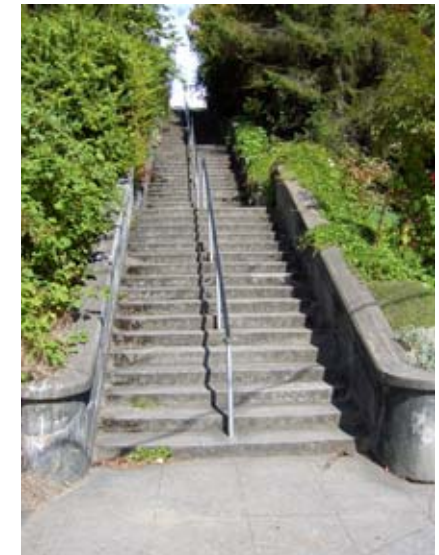
The Galer design also calls for the sidewalks at the intersection to be expanded by approximately eight feet to add green space and limit traffic to one lane in each direction as it enters the intersection. This delineation will reduce confusion over vehicle right-of-way and alleviate the existing problem of vehicles passing other vehicles on the right. An extended curb bulb on the west side of the intersection is proposed to reduce crossing distances and prioritize this intersection as a pedestrian space. Plantings next to the curb should help channel pedestrian movement and crosswalks should be clearly marked to increase pedestrian safety and reduce pedestrian/vehicle conflicts at this location. Widening the sidewalks will also provide more space for outdoor café seating.

The design at Galer should also reference Upper Queen Anne's unique past. Historically, the Galer intersection was near the top of the counterbalance. This design includes a sculpture/monument to this historic streetcar on the east side of the intersection near the foot of the garden staircase.

The current configuration of the intersection favors automobiles and contributes little or no clarity to pedestrians as they navigate across the intersection. The proposed Galer design envisions a garden-like pedestrian space that conveys the identity of the neighborhood and informs drivers that they are entering a pedestrian zone.



Existing staircase is overgrown and vandalized



DESIGN RECOMMENDATIONS | Crockett



The intersection of Queen Anne Avenue and Crockett Street represents an important connection between the Avenue and the community center, the ballfield, Big Howe Park, the Aquatic Center, and McClure Middle School. The design of this intersection should strengthen this connection as well as reflect the transition that occurs on this axis from the commercial activity on Queen Anne Avenue to the residential area to the west.

A community kiosk of custom design should be installed at this intersection to accommodate postings of community events and information relating to the community center and the neighborhood in general. This kiosk will visibly connect the Avenue to the community resources on 1st Avenue West and reinforce the concept of Queen Anne

Avenue as the neighborhood's spine.

The mixed-use residential development that is proposed for the current Union 76 Station site at this intersection incorporates a pharmacy on the ground level fronting Queen Anne Avenue, a corner store with an entrance on Crockett Street, and residential units with a main entrance on Crockett Street. The landscape treatment at this intersection and along Crockett Street should reflect this commercial-residential transition. This master plan calls for a lawn strip and 8' sidewalk for the west half of this block to reinforce the residential nature. The curb bulb on the southwest corner of this intersection should not incorporate planting beds in order to accommodate the community kiosk. The facing curb bulb at the northwest corner of the intersection

should mirror this treatment, thus providing this transition from commercial to residential and highlighting this intersection as a special place. Opportunity for community and public art should be explored to further the connection between these community resources and Queen Anne Avenue.

An historical art/plaque should be located at the bus stop to animate blank retail frontage and provide interest for waiting bus riders. It is also recommended that a neighborhood map be displayed at this bus stop to inform people of the community resources in the neighborhood.



DESIGN RECOMMENDATIONS | Boston



This master plan recommends extending the streetscape amenities proposed for Queen Anne Avenue one block east along Boston Street. This block currently features attractive sidewalk cafés and other retail that generates sidewalk activity. Boston Street is also a key entry point to the Avenue from the east and the addition of these amenities will further the commercial connection to Queen Anne Avenue.

This master plan also proposes that consideration be paid to the site on the southwest corner of the intersection at Boston and 1st Avenue North, which is currently an under-utilized parking lot. This master plan recommends the elimination of the entrance to the parking lot on Boston Street and replacement of the curb so that additional street parking can be provided on Boston Street and the parking lot perimeter can be landscaped. In the long-term, opportunities for mixed-use development and/or green space on this site should be considered through a community process.



DESIGN RECOMMENDATIONS | McGraw



The intersection of Queen Anne Avenue and McGraw Street serves as a bookend/entryway to the Avenue from the north and merits special treatment to inform pedestrians and vehicles that they are entering or leaving this commercial district. In contrast to the entry at Galer, which distinguishes Queen Anne Avenue from the commercial district of lower Queen Anne, the entry at McGraw Street marks a transition from a commercial corridor into a residential area. Where the design for the Galer intersection features more prominent elements such as a counterbalance monument and a garden staircase, the entry at McGraw should be distinguished primarily through surface landscaping in order to maintain a soft transition into the surrounding residential area. Colorful plantings are recommended in sidewalk curb bulbs on all four corners of the intersection to provide a strong sense of entry into the commercial corridor. A community kiosk is recommended at this location. Space created by the addition of curb bulbs should also encourage café seating at this location.



ESTIMATED COSTS

The following are estimated costs for the various elements proposed in the plan at the time of printing. The costs are approximate, and should be used for "order of magnitude" costing efforts only. These costs do not reflect the intricacies of mobilization, size of order, size of work, taxes, mark-ups, contingency, escalation, etc. Please note that at the time of publication, costs in the Seattle construction market are escalating at about 8% per year.

Pedestrian-Scale Lighting

Lumec
 ZED Z15 with 70 watt HPS, with 14' pedestrian street light pole (Zenith Z15-70S-3AC-120-SFZ4-1-P134A-14-B104-BKTX-PH7.)
 www.lumec.com
 Carried by ERW
 Seattle Rep: Greg Thomas
 (206) 767-7722 x107

\$2,675.00?	70 watt HPS ZED Z15 fixture and 14' Pole
\$2500	Installation per Lamp
Delivery:	Free for four or more lamps, otherwise \$250/lamp

Hanging Planter Bracket

Lumec
 Model: PSS16
 www.lumec.com
 Carried by ERW
 Seattle Rep: Greg Thomas
 (206) 767-7722 x107

\$99	16" Hanging Flower Bracket
Delivery:	Included with Pedestrian Light Fixture

Benches

Landscape Forms
 Series: Scarborough
 Landscapeforms.com

\$1060	6' Horizontal Strap Bench
\$1250	6' Horizontal Strap Bench with Center Arm
\$2030	6' Woven Strap Bench
\$2220	6' Woven Strap Bench with Center Arm
\$200	Surface-mount Installation
Delivery:	Approximately 12% of cost
Note:	SDOT provides bolts to mount

Trash/recycling receptacle

Landscape Forms
 Series: Scarborough
 Landscapeforms.com
 Seattle Rep: Tim Gish
 (503) 292-9102

\$850	Receptacle with Side Opening and Cover (no ash pan)
\$75	Ash Pan
\$200	Installation per Receptacle
Delivery:	Approximately 12% of cost

Bike Bollard

Fairweather Site Furnishings
Series: BR-2
www.fairweathersf.com
Carried by: Site Lines
Seattle Rep: Gary Max
(800) 235-2440

\$255	Bollard
\$100	Imbedded Installation
\$263	Surface-mounted Bollard
\$37	Optional Cover for Surface-mounted Bollard
\$110	Surface Installation per Bollard
Delivery:	\$100 for large quantities, otherwise free

Tree Guards

Urban Accessories
Model: OT
www.urbanaccessories.com
Carried by: Architectcreation
Seattle Rep: Park Olson
(206) 932-4730

\$488	Tree Guard
\$50	Installation per Guard
Delivery:	Free

Custom Tree Grate

Fairweather Site Furnishings
www.fairweathersf.com
Carried by Site Lines
Seattle Rep: Gary Max
(800) 235-2440

\$700-800	4'x6' Grate (price dependent on amount of iron in design)
\$142	Frame and Crossbars
\$150	Installation per Grate
Delivery:	Free within Seattle

Newspaper Racks

Kaspar Wire Works
Series: 49-16/100
www.kwire.com
Doug Brown of the *Seattle Times* installs and works with other papers to provide newspaper racks at no cost to the neighborhood.
(206) 464-2720

Sidewalk replacement
\$3.80 Per Square Foot

Curb Bulb with Landscape
\$2,700 Each

Crosswalk Striping
\$180 per crosswalk

Stamped Concrete Crosswalk
\$1,750 each

Plantings in Landscape Strip
\$6 Per Square Foot

Granite Border
\$7 Per Linear Foot

Street Trees
\$370 Each

Additional Art Items (no pricing):

Kiosk
View scopes
Pavement inlays
Wall art
Sculpture

IMPLEMENTATIONS + RESOURCES

First Steps

It is important to make highly visible improvements early in the implementation of the Plan in order to carry momentum from the planning process and build enthusiasm for the project. This, in turn, will make fundraising easier because the community will see tangible manifestations of their money and efforts.

Many of the smallest and simplest recommendations will have the greatest impact, and are easy to implement:

- Consolidate and move newspaper boxes to side streets
- Appeal to merchants to replace or modify street furnishings that block pedestrian flow on the sidewalk
- Stripe crosswalks that are currently not striped
- Provide informational kiosks at the intersections of Queen Anne Avenue and Galer, Crockett, and McGraw.
- Shave off raised edges on sidewalk cracks to reduce tripping hazards along the Avenue
- Spread awareness of the Plan through the media, posters, community presentations, and the PPQA website.

Once these smaller projects have been started, focus can be given to key recommendations that form the centerpiece of the Plan:

Galer Stair Garden – implementation should begin with the procurement of a design for the stairs. The construction of the garden presents an opportunity for the solicitation of private donations. The completion of the project should be used as a catalyst to initiate right-of-way improvements to the intersection such as curb bulbs and stamped concrete crosswalks.

Queen Anne Avenue Landscape - implementation should begin with the procurement of a prototypical design for plantings at curb bulbs, mid-block, and hanging baskets. The

design effort presents an opportunity for solicitation of volunteered services. Simultaneous fundraising for construction and maintenance should occur following the design process. Maintenance costs should be linked directly to the installation of the beds in order to leverage public enthusiasm for donations toward these tangible improvements such as landscape beds. Installation of landscape beds and baskets should not begin until a maintenance contract has been negotiated and at least one year's maintenance funds have been acquired.

Queen Anne Avenue Street Furniture – At many locations along the Avenue furniture will be provided by new development. In other locations, it is recommended that such existing uses provide street furnishings. Where this is not possible, street furnishings will need to be provided by the community. Priority should be given to the relocation of newspaper boxes followed by the provision of public seating and the replacement of trash receptacles. Bike racks are a lower priority.

New Development

As parcels of land are redeveloped, the new developments are required to go through design review process that includes satisfactorily addressing the requirements of relevant civic plans such as the Queen Anne Avenue Streetscape Master Plan. Improvements provided by new development will include architectural treatments to the façade of the new building, setbacks that expand the sidewalk, and new sidewalk pavement, lighting, and furnishings.

The Plan has already been a valuable tool in helping guide new development along the Avenue. Since the inception of the Queen Anne Avenue Streetscape project the Zimmer Gunsul Frasca Partnership has met with project leaders from three new developments to address the incorporation of Plan elements into their projects. New development will also need

to meet with LURC and PPQA to work together from the earliest design stages to support the Queen Anne Avenue Streetscape Master Plan.

Bethany Presbyterian Church recently announced that it will be building a publicly accessible meditation garden adjoining the Avenue. This community-implemented improvement will add much-needed open space to the public realm on Queen Anne Avenue.

City

The Seattle Department of Transportation is responsible for improving and maintaining certain elements within the public right-of-way, including street and sidewalk pavement, curb bulbs, crosswalk striping, street signage, and critical street tree pruning. The Queen Anne community is competing with other neighborhoods in the city for limited city monies for these critical right-of-way elements. Early efforts to secure these monies have been very successful. The community recently secured City funds to repave about two of the six blocks addressed in the Plan. It is important that the Queen Anne community continue to be aggressive and persistent in asking for assistance from the City.

Contacts:

King County Metro

Seattle Department of Transportation (SDOT)

Vehicular amenities: Wayne Wentz, (206) 684-5100

Pedestrian and bicycle amenities: Peter Lagerwey, (206) 684-7583

Street Trees: Nolan Rundquist, (206) 615-0957

Community

The Queen Anne Community will play a vital role in the development of Queen Anne Avenue as a residential urban village center. The Streetscape Project has already heightened a sense of community among residents, merchants, and property owners and by taking some early first steps, PPQA can build on the momentum generated by the community workshops.

The Queen Anne Avenue Streetscape Master Plan is available on the Picture Perfect Queen Anne website: www.ppqa.com. A single hardcopy is available for reading at:

The Queen Anne Library

The Greater Queen Anne Chamber of Commerce

The Queen Anne/Magnolia Neighborhood Service Center

The Uptown Alliance

The Upper Queen Anne Merchants Association

The Queen Anne Community Council

The City of Seattle Department of Neighborhoods

Many Queen Anne Avenue Businesses

Hardcopy reproductions are also available from PPQA at cost.

SUMMARY



The recommendations within this plan are a starting point for the realization of the community's vision for a safe, healthy, and vital neighborhood. While the scope of the initiatives presented in this document is broad, it can be broken into smaller, achievable projects, each one contributing positively to the character of Queen Anne Avenue. The community's involvement in the process of creating this document has generated awareness of and enthusiasm for the project, as well as a renewed commitment to and appreciation of this unique and wonderful neighborhood. Even as this document was being created, its recommendations were being embraced by developers with new projects on the drawing boards. The community is the backbone of the Queen Anne Avenue Streetscape Master Plan. Its continued participation with Picture Perfect Queen Anne in implementing the Plan's recommendations will make the vision for Queen Anne Avenue a reality.

Picture Perfect Queen Anne is available for public presentations to your group. Please contact them at www.ppqqa.com.

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