



Manette Sub-Area Plan

a Neighborhood Center



Community Character

Places for People

Vibrant Community Core

**STAFF ADDITIONS TO THE
PLANNING COMMISSION RECOMMENDED DRAFT - APRIL 29, 2009**



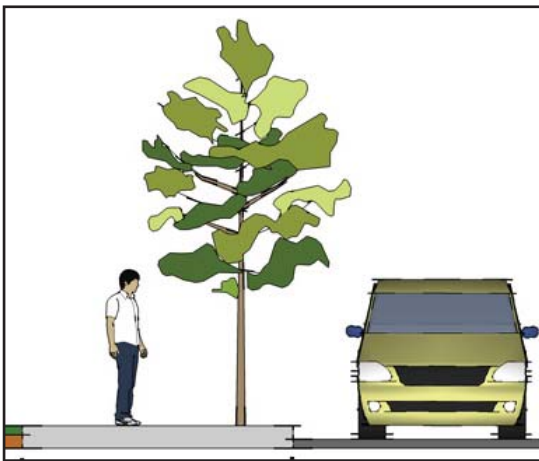
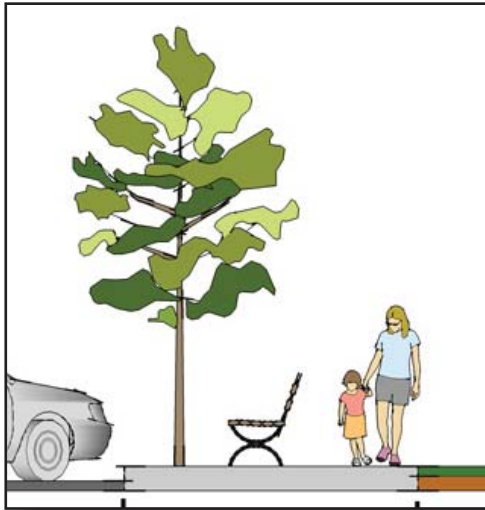
E. STREET EXPECTATIONS

Street Expectations

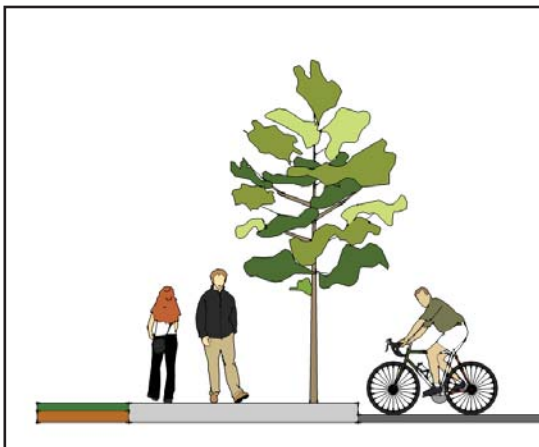
The street expectations section of the sub-area plan describes the community's desire for the future streetscapes of Manette.

Existing Conditions

The plan area currently experiences a high traffic volume that crosses the bridge and passes through Manette via E 11th Street. Residents have expressed the desire for right-of-way improvements that will calm the traffic and ease pedestrian movement throughout the neighborhood. The center's current amenities include 2 way traffic, 5-foot sidewalks and parallel parking throughout the neighborhood.



Currently Washington State Department of Transportation (WSDOT) is in the process of developing plans for a replacement bridge, and it is uncertain what the final configuration of the intersection will be for the new bridge landing. Further assessment of needs should be addressed once the final decisions have been made about this intersection design. The text below describes what the desired amenities are for this neighborhood.



E. STREET EXPECTATIONS

Urban Collector Classification

Intent & Purpose

Urban Collector streets serve the streets within the neighborhood center outside of the higher intensity urban local designations. These are expected to be low-speed streets not intended to serve large volumes of traffic arriving off of the Manette Bridge. The design goal for these streets is to allow pedestrians to feel comfortable walking and using the streetscape.

Design Expectations

The existing right-of-way widths for these streets vary from 40 feet to 54 feet. The desired sidewalk width is at minimum of 5 feet. These streets should have amenities to encourage safe pedestrian circulation.

Desired Amenities

As these streets serve the residential areas of Manette, improvements should not give the impression of a major commercial area. Available right-of-ways should be fully utilized where appropriate. Encouraged are improvements such as:

- Street trees planted at the back of sidewalk.
- Use of low impact development (LID) techniques such as pervious pavement.
- Sidewalk widths up to 7 feet
- Hanging Baskets
- Planters
- Pavers or decorative paving
- Street furnishings
- Sharrows (bike lanes)

Urban Local Classification

Intent & Purpose

Urban Local streets serve the core commercial area and are intended to be the pedestrian primary streets, yet they are also the primary streets that move vehicles through the area. The streets should be designed in a manner encouraging safe pedestrian movement, ease of vehicular use, and also serve the local businesses with additional parking.

Design Expectations

The street widths within the Manette neighborhood are consistent for a neighborhood center and are sufficient for the improvements envisioned for the plan, there is currently no need to obtain additional right-of-way for the roadway visions. Improvements should be considered to re-configure on-street parking from parallel to angled spaces and the sidewalk widths should be increased to at least 10 feet. Any street reconfigurations should take into account pedestrian safety. The expectations should align with the landing of the new Manette Bridge and work to meet the needs of the community while not expecting a decrease in traffic but creating a safer streetscape.

Desired Amenities

- Decorative Pedestrian-scale streetlights placed at 25' intervals
- Street trees planted at the back of sidewalk if ample width is not available to accommodate ADA accessibility.
- Hanging baskets
- Pavers or decorative paving
- Planters
- Street furnishings
- Information kiosks & wayfinding signage
- Public art
- Utilization of sidewalks for local businesses for uses such as outdoor dining.
- Use of low impact development (LID) techniques such as pervious pavement.

E. STREET EXPECTATIONS

TRAFFIC CALMING MEASURES

Some areas of Manette may require the use of traffic calming features. The intent of this section is to identify the measures that are supported by the neighborhood.

Corner bulb-out; either a partial or full extension of the line of the curb into the vehicular right of way or parking lane. The bulb-out can be placed on one side or both sides of the intersection. This feature is primarily used to reduce the width of street at pedestrian crossings and to improve the visibility between pedestrians and drivers. Bulb-outs should be implemented generously on pedestrian primary streets such as E 11th Street, and Harkins.

Traffic calming landscape islands in the middle of neighborhood intersections to reduce traffic speeds.

A mid-block crossing combined with a bulb-out can reduce jaywalking activities and pedestrian contact with traffic by having a narrowed street width at the crossing. They also slow oncoming traffic through the crosswalk, increasing pedestrian and driver visibility.



Corner Bulb-Out



Landscape Island



Mid-Block Crossing

This Page Intentionally Left Blank