

Greenwood Neighborhood Service Center  
8515 Greenwood Ave. N.  
Seattle, WA 98103



## Greenwood/Phinney Ridge Neighborhood Plan



Prepared by: ANC - A Northwest Collaborative  
and the Greenwood/Phinney Ridge Steering Committee  
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## Executive Summary

### Our Vision of the Future

The Greenwood and Phinney Ridge Neighborhood is a community where people can find affordable housing, recreation, social connections, and a variety of commercial goods and services nearby. Visually anchored by two natural treasures, the Olympic and Cascade Mountain Ranges, our community has all the familiarity and comforts of a small town as well as the vibrancy and amenities of a diverse urban center.

Our Neighborhood Plan of 1998 is a significant step in envisioning a wide range of near term practical steps, and long term goals which will improve our lives and meet the demands of the future.

To accomplish these goals some broad concepts have emerged :

- **Revitalize the historic commercial crossroads at North 85th Street and North Greenwood Avenue. Integrate this area with new developments along Greenwood Avenue both north and south to create a vibrant "Main Street."**

By combining the crossroads with the main street concept the opportunity exists to unite two great communities and at the same time develop pedestrian oriented amenities that will serve both the Greenwood and the Phinney Ridge communities.



By linking the two communities together with a "Main Street" along Greenwood Avenue all of our communities amenities such as the Phinney Neighborhood Association, Boys & Girls Club, Senior Center, Library, schools and churches will be easily accessible to **all** of our neighbors.

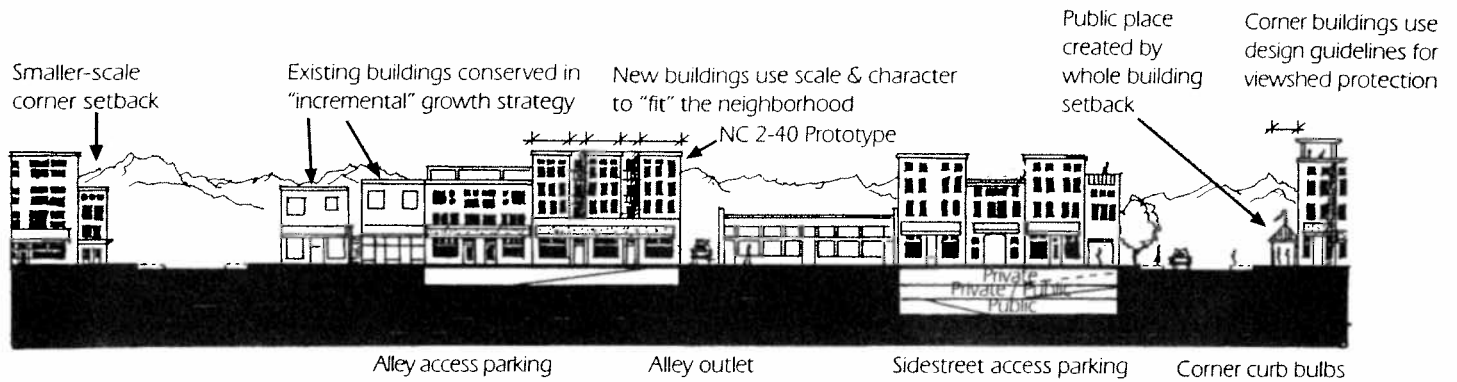
This can be accomplished by improved pedestrian qualities, making distinct commercial places, public plazas, open spaces, improved bike lanes and transit service, and continued mixed use development from N 50th to N 105th Streets.

- **Improve Mobility and Accessibility in the neighborhood.**

Immediately improve existing signal technology to move traffic through the community with computer coordinated signal corridors with priority given to improved east/west movement. The community supports the concept of a rapid transit system that serves an Intra-Seattle population with connections to regional rapid transit. Give pedestrians more status and amenities within the neighborhood and develop an integrated network of bicycle paths, safe walkways and connector loop shuttle buses.

The historic crossroads at Greenwood Avenue and N 85th St. will experience change. The community hopes to shape these changes through design guidelines which preserve their 1920s facades.





A conceptual Main Street elevation showing incremental infill development



An aerial perspective looking SE up the Pipers Creek watershed to Holman Road

- **Put the Green Back in Greenwood...and Phinney Ridge**

Acquisition of new park and open space is a priority to develop a pedestrian/bicycle network anchored by Carkeek Park and Green Lake/Woodland Park. Comprehensive neighborhood drainage and walkway installations are needed to mitigate environmental damage in the Pipers Creek Watershed, and provide a safe neighborhood pedestrian environment with an aggressive street tree program.

- **Build Community through Neighborhood-based Initiatives and Capital Improvements.**

Our community requires a range of services and programs to meet all our citizen's needs with a priority for children, teens, and elders. For example, a new library, a new recreation facility, and new senior center would meet some of these needs. Community initiatives such as preservation of our historic places, creation of Main Street design guidelines, and incentives to encourage more art and neighborhood facilities is also needed.

- **Address the longstanding “Infrastructure Deficit Areas” immediately, and link growth beyond the established comprehensive plan targets to the concurrent development of “community infrastructure.”**

Areas of the Greenwood neighborhood have been sorely lacking in walkways, street and drainage improvements for many years. Improvements would provide residents with safe areas to walk, linkages to existing sidewalks and help to improve the drainage problems that exist. There must be definable limits on the growth of residential population in the absence of specific physical infrastructure needs such as, transit and transportation improvements, sidewalks and drainage systems, open space and parks, and capital facilities.

We want to examine ways to reinvest in the existing community public infrastructure and to consider efficiencies possible through co-location of community resources such as a new senior center and a recreation facility.

Working together with the City of Seattle and other entities, the Greenwood/Phinney Ridge Neighborhood will use our plan to prioritize the public investment in infrastructure in the near term.

N 87th Street absent sidewalks, curbs, and a drainage system as required for an Urban Village



# I. Introduction

Quality of life and people are at the heart of this plan. The highest priorities are focused on: having strong retail area of diverse businesses; maintaining residential areas that are peaceful, quiet and safe; creating open space, pocket parks and p-patches that are interspersed throughout the neighborhoods, and ; having public transportation that provides frequent services linking the east-west and north-south corridors of Seattle with the greater Puget Sound region; and the development of a network of bicycle and pedestrian routes throughout the neighborhood and connecting to the surrounding areas.

Acting as the communities representatives the Neighborhood Planning Committee has put forth an extensive interactive effort in envisioning the future of the Greenwood/Phinney Ridge Planning area. Listening to all who had an opinion, reaching out in many ways, and seeking to verify what they have heard has been their primary mission for the past three years.

## Key Points Learned Included:

- We want to make sure our commercial "main street" is vital and strong so that our entire community is well served.
- We want our community services to be available to all neighborhood residents, i.e. a new Greenwood Library, a new Greenwood Recreation Facility, a strengthened Phinney Neighborhood Association, an expanded Greenwood Boy's and Girls Club, a safe Senior Center, etc.
- We want a much greener street experience throughout the area to help make a better more walkable and connected community. This includes more parks, open space, bicycle trails as well as better air quality, and innovative watershed management and drainage projects that renew the natural processes of



Ensuring the public ownership of the Phinney Neighborhood Center and improving the public uses of the site are priorities.

our neighborhood.

- We want to emphasize that transportation issues are vital to making all of the previous statements workable. How we move about our community and how others move through it is one of the most critical dimensions of our plan.

**We must not forget that public infrastructure, throughout a sizable part of our community has been neglected or absent for years.**

- We want issues such as walkways and drainage to be addressed in these areas

in order for the other plan goals to flower.

- We know that it is inevitable that we will be receiving more growth. We want to plan for growth and not be paralyzed by the fear of it. This becomes the catalyst for all we do with regards to the retention of affordable residential housing and the diversification of commercial interests throughout the Greenwood/Phinney Ridge planning area well into the 21st century. We want the community to play a strong, active role to ensure that the growth which will occur works in the best interests of the whole community.

The "peek at the creek" at N 90th Street



Greenwood/Phinney Ridge is fortunate to have a blend of privately funded new development and some of the most affordable existing housing in the city. The downside of the new development is it is coming too fast. Within the past four years, more building permit applications to build additional housing units have been filed than the comprehensive plan targeted for the next 20 years. The majority of the new units are "market rate" and affordable only to households with income well above the median. Thus the key strategy for maintaining affordable housing in Greenwood/Phinney is the conservation of existing single family homes and apartments that have a depreciated value and tend to be smaller than contemporary construction.

Outreach and continued community participation are a must if our neighborhood plan and all its goals and policies are to be pursued and accomplished over time. We strongly suggest that the leadership of the Greenwood and Phinney Ridge Community Councils, the Chamber of Commerce, and other community service groups establish a stewardship coalition to take up the challenges and responsibilities put forward in the neighborhood plan.

Most of us who volunteered for the neighborhood plan steering committee will fold back into the community groups we came from, which we hope will insure a continuum of responsibility. We also look to the district council structure to add to our mix and help serve as connectors outside our specific plan boundaries to help coordinate with adjoining neighborhoods. This process is already underway as we begin to wind down the steering committee function and participate in community council committees.

Our future will be shaped by the pragmatic initiatives we undertake as a community, and in the partnership we forge with the City of Seattle and the private sector to provide the physical and social infrastructure we require for a healthy and balanced neighborhood.

### A. Background and Purpose

The Greenwood/Phinney Ridge Neighborhood Plan, along with all the other neighborhood plans are a result of the City of Seattle's effort to comply with the 1990 Washington Growth Management Act.

The legislation mandated each planning authority responsible for physical and social planning in growth impacted areas, to prepare plans in key topical areas such as: land use, transportation, housing, capital facilities, and utilities. Further planning was encouraged for additional voluntary topics such as: economic development, habitat conservation and community design. These plans are to provide a 20 year planning horizon which are responsible for providing for projected growth targets with strategic plans which will also be "concurrent" with their neighboring and regional planning goals.

Concurrency is the legal term for the requirement that government and the private sector fund and bring into being the necessary physical improvements of growth, such as, roads, water, sewage, and public services like schools and parks. Without adequate infrastructure the reality of growth is a diminished quality of life.

The City of Seattle developed a unique and widely known plan known as "Toward a Sustainable Seattle" in 1994, which was founded on the principle of optimizing existing patterns of development and growth in "Urban Villages."

The ten benefits and principles of Seattle's Plan were described as follows:

- Making Growth Work for Seattle
- Protecting the Best of Seattle
- Building on Existing Seattle
- Recognizing Who and What Seattle Will Become
- Creating a Sense of Citywide Community
- Honoring the Uniqueness of Seattle's Neighborhoods
- Confronting and Mediating the Influence of the Car on Our Lives
- Reflecting and Respecting Seattle's diversity
- Putting our Money Where Our Goals Are
- Sharing the Regions Responsibilities

Seattle created a Neighborhood Planning Office with the task of empowering neighborhood volunteers to review the City's planning goals for each neighborhood and create their own neighborhood plans.

The City created a hierarchy of "centers and urban villages" which included: urban centers, hub urban villages, residential urban villages, neighborhood anchors, and manufacturing/ industrial centers.

Greenwood/Phinney Ridge Neighborhood is recognized as a third tier or residential urban village. Together with its surrounding planning area. The two key criteria given to residential urban villages are:

- The zoned capacity to accommodate the predicted need for housing.
- To provide for compact delivery of services including transit and capital facilities.

### B. Process - History and Community Involvement.

#### Phase I

This was a period of outreach and questioning about what the community wanted from their planning experience. Surveys, and a scope of work lead the citizen planners to set a set of community goals. These were lead by traffic congestion improvements, pedestrian safety, and sidewalks for all.

**Phase II** began in 1998 with the retention of A Northwest Collaborative (ANC) as the consultant team to serve as a professional resource to the newly constituted steering committee and the community. The Steering Committee and volunteers engaged in extensive efforts to ascertain the ideas, problems, visual preferences and preferred policies of the community through outreach activities, surveys, public workshops and town meetings where planning concepts were represented and evaluated. From this research and interactive process the Greenwood/Phinney Ridge Steering committee with the help of ANC has developed this Plan which is an attempt to organize the communities vision into implementable steps.

## II. Key Integrated Strategies

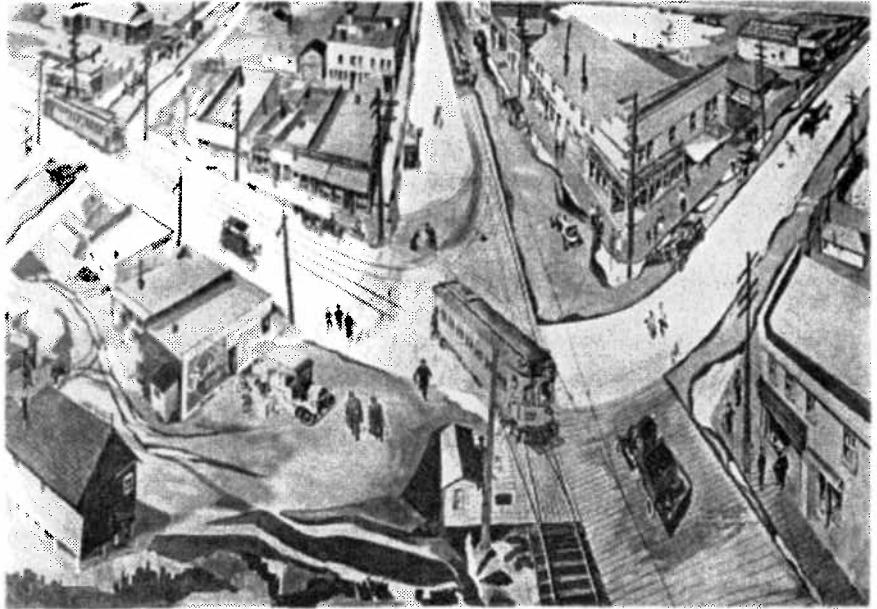
### Greenwood/Phinney Ridge Phase II Neighborhood Planning

#### 1. Create a Vital Greenwood that Supports an Economically Viable Mainstreet along Greenwood Ave. N. and a Redeveloped Commercial Area

##### Introduction:

Our community "Main Street," the historic trolley route along Phinney and Greenwood Avenues N, has been a natural gathering place for community and commerce. Keeping the eclectic character of mixed-use buildings while strengthening the ability for commerce to thrive is a primary goal. Add to that new public amenities such as art, landscape enhancements, transit and pedestrian crossing improvements, and a workable parking plan, and you have the makings of a great street.

The potential future redevelopment of the commercial property now home to Fred Meyer's, the Greenwood Market, and Bartell's is a great opportunity to enhance Greenwood. Once the site of the marsh headlands of the Piper Creek Watershed, this location has the critical elements to become an important part of what unifies the community in a quest to restore environmental health and character to the neighborhood.



Robert D. McCausland Mural depicting Greenwood in the 1920s. Note the trolley system and the marsh.

To achieve this vision several elements have been suggested:

##### Refine the Residential Urban Village to extend along Greenwood and to reflect the in-place commercial zoning.

- Following the non-single-family zoning boundary as far north as 105th and as far south as the zoo, east to Fremont Ave. and west to 6th Ave. NW along N. 85th St.. (shaded area on the Civic and Commercial Plan)
- Create a vital, pedestrian-friendly streetscape along Greenwood Ave.
- Consider a pedestrian arcade from Greenwood Ave. west into the commercial area.
- Consider a joint main street/Greenwood center marketing strategy.
- Develop a shared parking and transportation management program.
- Use traffic calming, special paving, lighting, plantings and benches to enhance the mainstreet concept.
- Develop a sidewalk and building facade improvement plan to encourage pedestrian activity.
- Reduce area litter by adding trash receptacles, increasing community awareness through education and tie local commerce into the project to improve the community appearance.






##### Create a vital Greenwood civic and commercial area

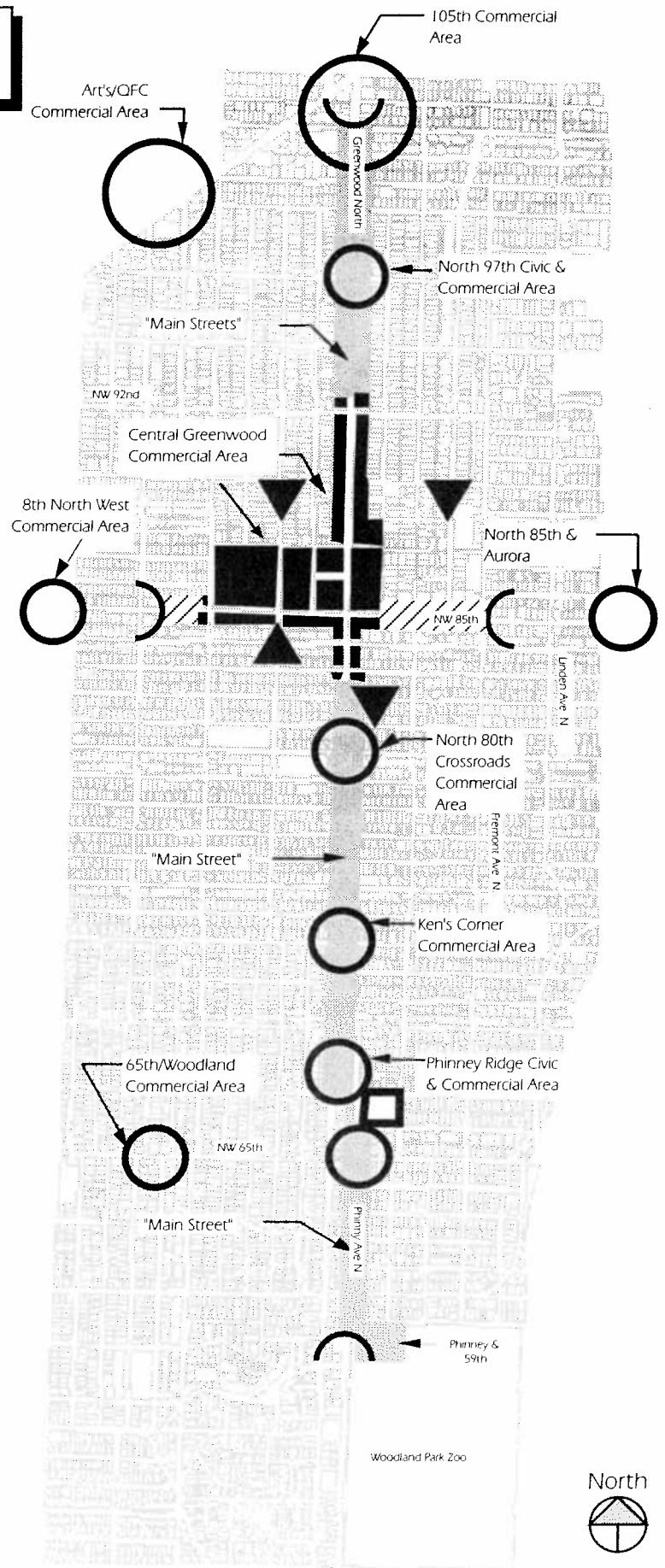
- Locate a new library site that would support the broad Greenwood/ Phinney Ridge Neighborhood Plan goals in addition to library system goals.
- Revitalize commercial area through both public and private improvements.
- Work with the large landowners to direct redevelopment to aid in "Community Building."
- Support the needs of the local business community for access by constituents through an integrated transit and parking strategy.
- Locate new public facilities to strategically support the "Main Street Concept" (e.g Library, Neighborhood Service Center, Recreation Facility).

One of the cornerstones of the Urban Village strategy in the City's Comprehensive Plan is that urban villages be places where walking is safe and convenient. To that end the vision of the community is that the Greenwood/Phinney Ridge urban village has safe and convenient public walkways throughout and walkways leading to it.



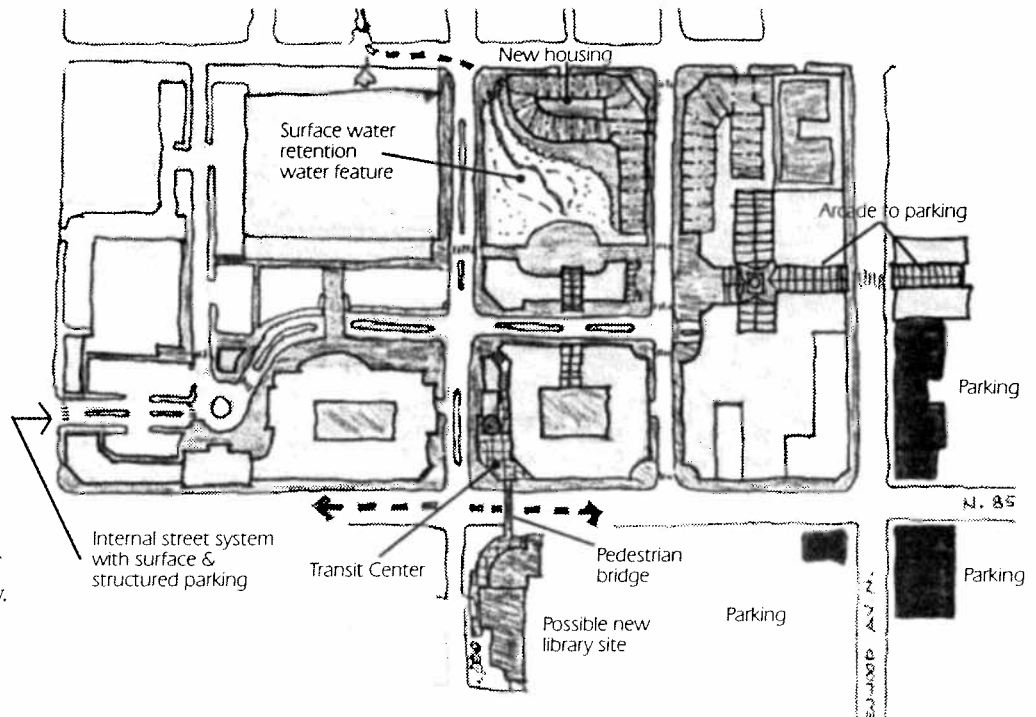
# Civic and Commercial Plan

- KEY**
- 
    - Unify the main street through the development of signage, a balance of landscape elements and parking, and easy transit. Emphasize certain civic and commercial areas/corners along the corridor as special "people places."
  - 
    - Improve the quality and character of the N. 85th "crossroads corridor" with façade and sidewalk improvements.
  - 
    - Integrate the commercial areas to the existing community through a strong internal street and pedestrian system. Connect the commercial areas to the main street and additional parking with an arcade or terraced walkway. Encourage the project to provide housing and utilize the natural wetlands as a northwest and Greenwood design characteristic.
  - 
    - Build new capital facilities like the library and recreation center in dynamic proximity to the town center. Use their locations as a means to bring the community together.
  - 
    - Encourage independent commercial areas to thrive as distinct places.



**Develop a master plan for the Greenwood Phinney Commercial areas following these future redevelopment principles:**

- Keep existing street grid & add street circulation internally in redeveloped areas.
- Encourage residential development over C1-40 zones.
- Develop a concept for integrating the natural water system into the design.
- Explore with the Owners a conceptual master plan for the future development of properties including the Fred Meyer, Greenwood Market Blockbuster Video, and McDonalds property.
- Use the natural water dynamics at N. 87th as a design component.
- Create a water feature near N. 87th St. & NW 1st Ave. that is a functional part of the Pipers Creek headwaters.
- Create an environment-friendly infrastructure.



Commercial Area Concept Plan B – retains many existing buildings while adding a street edge on N 85th St.

**Provide easy & frequent access by foot, car, transit & bicycle to the Commercial Area & along Main Street.**

- Identify and locate a transit hub in Greenwood that links to the regional transit system.
- Provide additional parking for business customers and acquire strategic parking facilities.
- Link parking facilities with pedestrian connections to commercial areas.
- Develop a local shuttle to expand the service area, and enhance citizens mobility.

- Establish a merchant “Free” 2-hour parking program for customers in these lots.
- Provide bus service with 10-12 minute headway along Greenwood corridor.
- Consider a pedestrian overpass at N. 1st Ave. and N. 85th St. that ties the commercial area to the residential neighborhood.
- Consider development in centers for public parking facilities in NC2 Zones.

Connecting the historic corners and the commercial area via pedestrian walkways to parking is one of the keys to a successful redevelopment strategy.



## 2. Connect the Developing Civic Places and the Commercial Areas with a “Main Street” Plan

### Introduction:

Connecting the civic centers and the commercial areas with a pedestrian-friendly “Main Street” will support the vitality and enhance the quality of life in our neighborhood. A “Main Street” adds much more to the urban and neighborhood fabric than just a route on which to travel. Some of the qualities of “Main Street” that we are trying to create are:

- Easily accessible for all people, easy to find and easy to get to.
- A setting for activities that bring people together such as work, shopping, walking as well as taking public transportation.
- A physically comfortable and safe place to be.
- Places to stop and talk, sit and watch.
- A street that leaves a strong and favorable impression.
- A commercial promenade with a unique community character.

Distinctive commercial and civic places along the main street should be encouraged. Examples of corners that we experience as positive neighborhood places include: “Ken’s Market/Fire Station,” the PNA/Redmill/Starbucks area, and the Library/Diva Espresso/Taco del Mar area. The community believes that commercial locations ebb and flow in vitality and does not want arbitrary boundaries to interfere with the natural development of the neighborhoods character. This “incremental growth principle” is the community’s concept for an authentic Greenwood/Phinney development aesthetic.

The intent of the Greenwood/Phinney Ridge Residential Urban Village as an extended form along Greenwood Ave, and

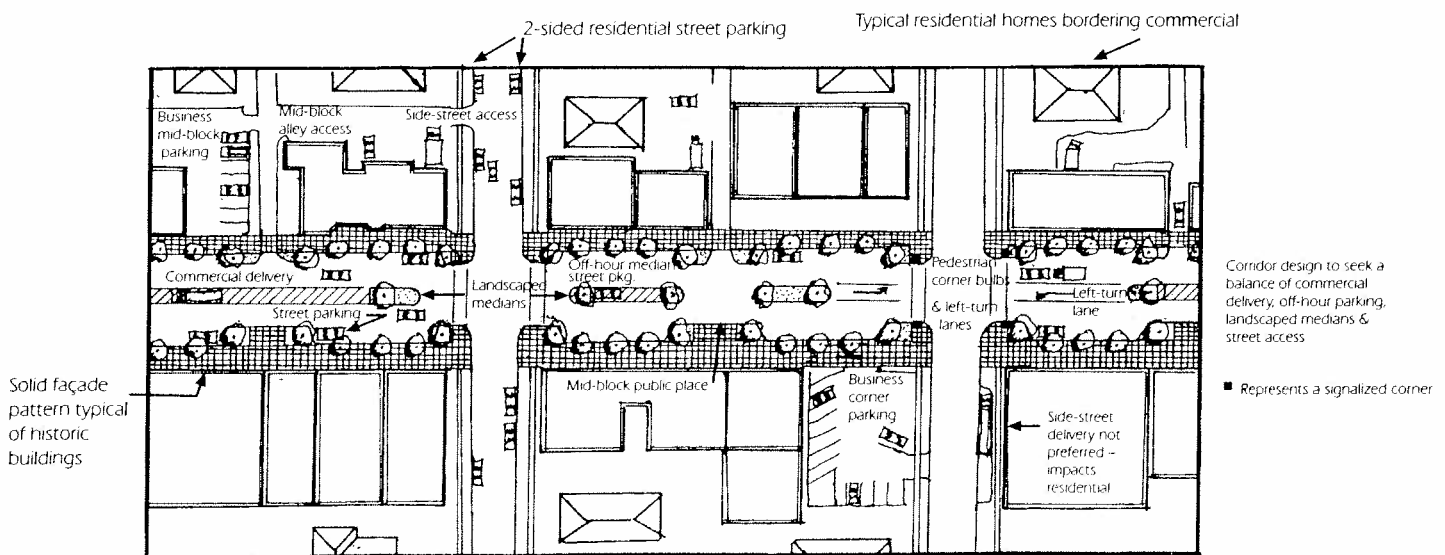
across N. 85th St. was to allow civic and commercial areas to develop naturally (or not as the market dictated), and still have the connection between them be a strong and coherent Main Street. A constellation of successful businesses has emerged (without a plan) around N. 72nd St. and Greenwood Ave. The character of this area is likely to be repeated along other blocks as commercial properties such as the Ridgemont Theater (at N. 77th St.) are developed and a new library is constructed. Other areas may develop regardless of their endorsement in this plan between N. 97th St. and N. 105th St. along Greenwood Ave. although there is currently no commercial/pedestrian focus there. Completing the sidewalks along the arterial may encourage commercial development, but it is more likely that mixed-use projects will emerge.

The PNA Center at N. 67th St. where Phinney Ave. becomes Greenwood Ave. is another neighborhood “place” but not necessarily a commercial one. The east and west side of Greenwood Ave. between N. 67th St. and N. 71st St. will likely be developed soon. This is already taking place at N. 68th St. where an automotive business is giving way to a new mixed-use project.

As a planning group, the citizens who developed this plan recognized the potential downside to “strip development” along the length of the Phinney/Greenwood



This new building recreates the historic one-story commercial base and sets back and modulates the housing above, and marks the corner with a tower.



A conceptual plan of Greenwood and Phinney Avenue potential “Main Street” Improvements

corridor. While there is trepidation among residents in the neighborhood about the potential loss of low density, and low height buildings along the entire length of the arterial (and their replacement with taller structures), there is little that can legally be done without changes in zoning to actively prevent this if the real estate market pushes in that direction. Facade protection and design review will be used to the maximum extent to prevent out of character development.

There was little enthusiasm in the community to undergo the process associated with rezoning. The issue may again emerge during plan implementation. Our goal is to use this plan to guide public investment along the main streets and open spaces to set a high standard for the use of shared spaces which we hope, along with design review, will encourage an equally high standard of private development.

### Strategies to make this a "Main Street":

#### Historic Conservation

In every survey and public meeting there has been very strong support for the effort to conserve the ensemble of the "4 corners" buildings at N. 85th St. and Greenwood Ave. N.. As individual buildings they may not qualify for the National Register of Historic Places, or the state Heritage Register. But as a group, they are recognized as the historic landmark of Greenwood as a trolley destination in early Seattle.

The community wants to find a way to identify and conserve historic buildings and sites within the community. The preference would be to conserve actual historical buildings with the cooperation of the owner by providing a variety of incentives. If this is not possible, then "conserving" the historic facades would be an alternative with custom design guidelines for the next generation of building.

- Develop an Inventory of "Treasured Places" – Identify buildings and architectural elements of buildings which may be worthy of preservation and conservation status,

the four corners ensemble of buildings at N. 85th and Greenwood Ave. N. for example. List buildings, places, historical sites or trees of significance.

- A Historic Conservation District and/or a Facade Preservation Program should be initiated to conserve elements like a treasured facade.

#### Design Improvements

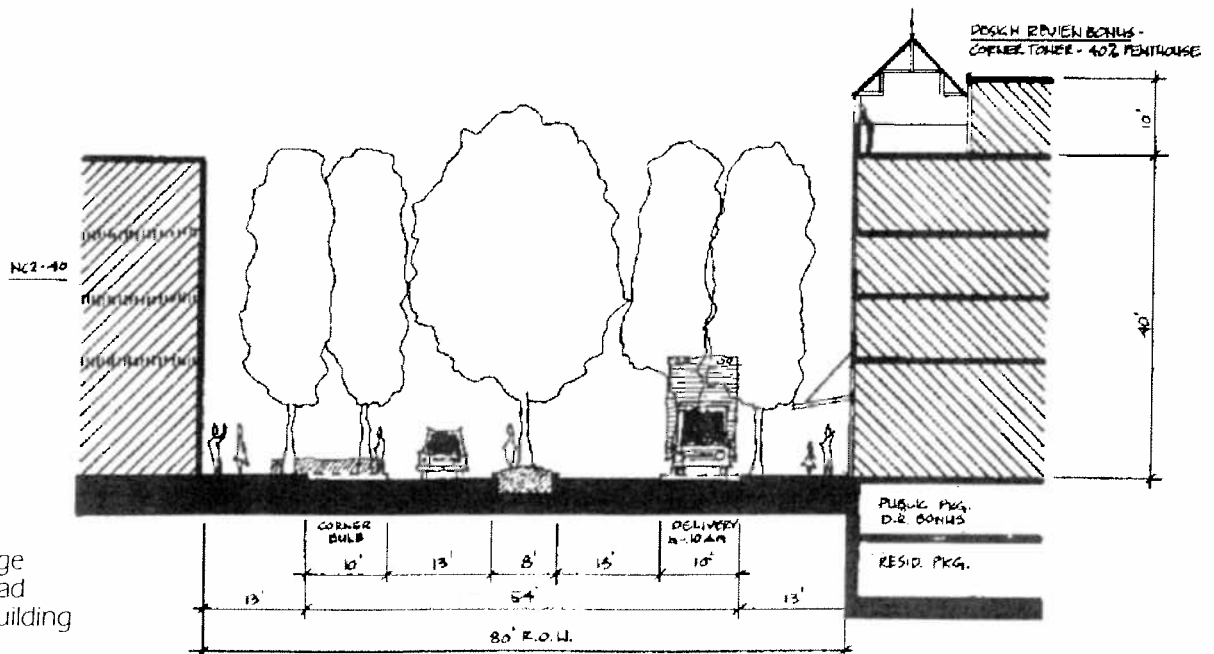
To define an aesthetic standard for improvement along Greenwood and Phinney Avenues a "Business Area Facade Improvement Plan" should be initiated. The intention is to build from the City of Seattle's previous designation as a Key Pedestrian Street with a proactive design oriented plan. The plan would provide thematic goals, funding strategies, and priority projects while guiding design specifications for landscape and other street amenities.

Common elements of the plan could include:

- Signage, lighting, furniture and street tree plantings to unite, or differentiate segments of the corridor.
- Design Review - Is a must for all new buildings and significant remodels in the RUV. (See the "Draft" guidelines included in the appendix)
- Add supplementary guidelines to the city's existing guidelines to protect and reinforce the viewsheds now available



Quality materials and modulated facades with a variety of openings can produce a memorable street character.



A street section image showing possible road configuration and building design alternatives

at the public streetends and corners.

- Design Standards - Specific development standards for sidewalks and street amenities which would characterize the street. Use the same standards within the redeveloping commercial area.
- Center Lane Amenity - Consider designing a multiple use center lane feature along the main street. Elements that the community might be interested in are a landscape median with trees in appropriate places creating a "Grand Boulevard" character, commercial truck delivery and off hour parking with signage to clarify how the lane can be used and when. A parking impact/management plan to ensure that the design balances needs.
- Make Great Places - Encourage the design definition of specific locations along the "Main Street" such as the area near the Phinney Neighborhood Association. The PNA is developing a master plan including a civic plaza as an example of this goal.
- Public Transportation - Provide improved public transportation frequencies along the "Main Street" - Greenwood and 85th.



Coleman Pavilion: A community gateway in Seaside, Florida by David Coleman/ Architect

Establish a shuttle system that provides access along the main street and connects to other key neighborhood commercial and transit areas. Suggested shuttle ideas have been: an identifiable "Greenwood Trolley" that would travel north and south from the Woodland Park Zoo to N. 105th; and a two loop shuttle system with an East Greenwood and a West Greenwood route that would complement the existing bus line frequencies.

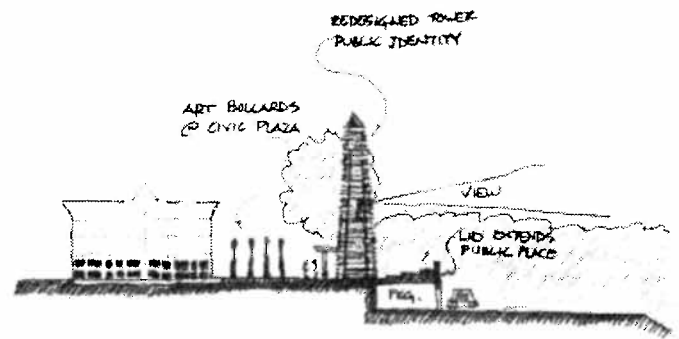
### Community-based Actions

There are several models for community based funding of infrastructure and commercial development.

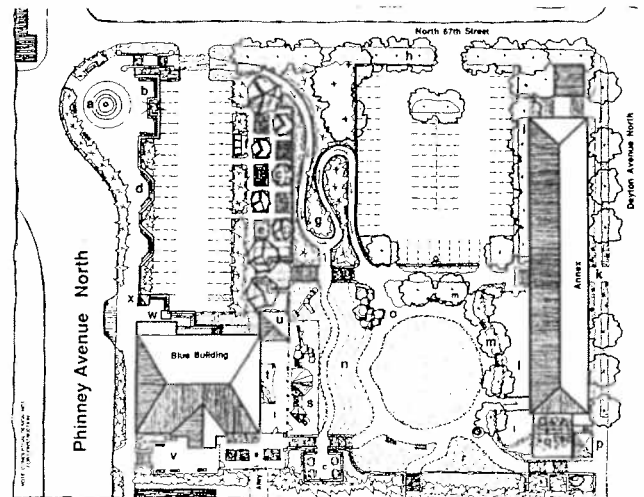
Some of these mechanisms include:

- Local Improvement Districts – Whether residential areas, commercial areas, or a combination of the two this is a tool to identify a constituent group, determine a desired action, and enact a funding source to make things happen.
- Community Development Corporation – This is a community based institution with a mission. Activities which would be pertinent to our plan are the preservation of buildings, the development of a walkway and drainage system, new and conserved housing, and community capital facilities.

- Community Arts Council and Chamber of Commerce could work to provide art and education and rally the community to improve its overall appearance.



An adapted sketch of the Phinney Ridge air siren tower converted to be a part of a new civic plaza



The Phinney Neighborhood Association is developing a new site plan. This version is called the Green Heart and Culture plan.

### Develop a landscaped Civic Plaza At the PNA

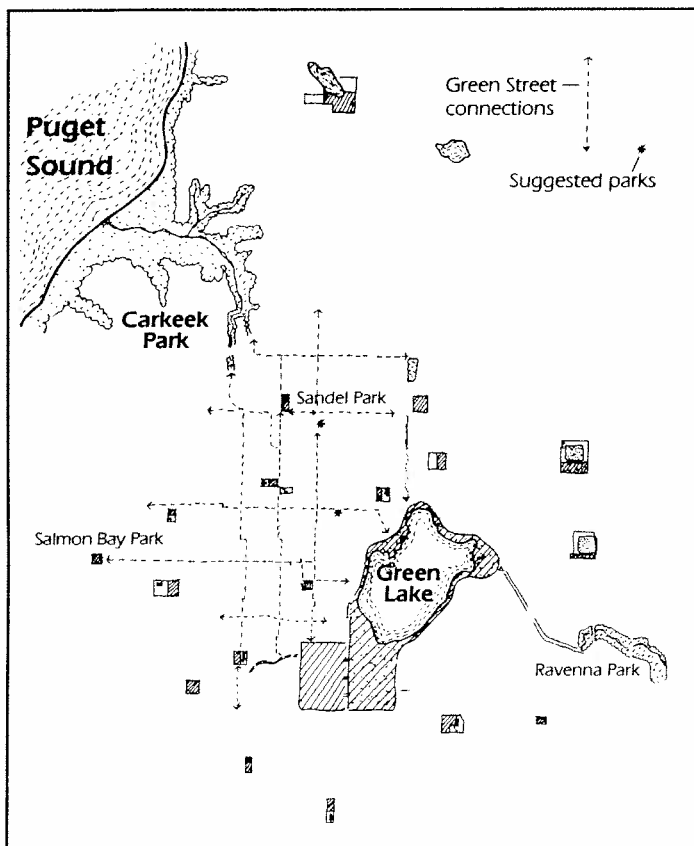
The Phinney Neighborhood Center is a tremendous asset to the entire community. Several goals for its long term vitality and its site redevelopment include:

- Securing long-term control of the property by the community
- Preserving a convenient and affordable location for community activities
- Providing a home for day care and after-school child care programs
- Providing a center for the delivery of community-based social service programs
- Enhancing the property as a public gathering space
- Preserving the building's historic character

### 3. Open Space and Walkways “Put the Green Back in Greenwood” ...and Phinney Ridge

#### Green Vision:

We have a glimpse of our northwest heritage when we look towards Carkeek and Woodland Parks, and recall the marsh wetlands that linked to the Puget Sound via the Pipers Creek Watershed. Though the area is now urbanized, our goal is to mitigate the effects of development whenever possible and create a new “green infrastructure” to serve our community as both a surface water system and a unifying civic network of pocket parks, pedestrian oriented green streets and a re-charged urban environment.



Regional open space network map

There is a need for community-based environmental stewardship groups to take the lead on developing such projects as drainage, surface water retention, and a comprehensive street tree program that will help to both improve the drainage and runoff issues and the water quality that eventually runs into Piper's Creek and the Puget Sound.

It is clear the community wants to improve its internal open space and parks network. An intensive search for possible sites should be initiated, with the highest priority being to serve areas where there are no parks that children and elders can walk to. Another priority is to create or expand any natural habitat areas. We want a neighborhood of well

drained, tree-lined streets that are easily accessible by safe walkways. Community parks for all ages should be **equitably** located throughout the neighborhood, to provide nearby open space to all citizens.

Views from our ridges should be protected and supported by civic plazas as places where we can gather and see the beautiful mountains and water-rich landscapes that surround us.

To accomplish this goal we suggest:

#### Acquire & develop additional parks & open space.

The Greenwood/Phinney Ridge neighborhood is underserved by parks and open spaces within the planning boundaries. Fortunately, just outside of these limits are two of Seattle's finest parks; Woodland/Green Lake and Carkeek Parks which could be looked at as regional park resources to which the Phinney Ridge and Greenwood neighborhoods can connect.

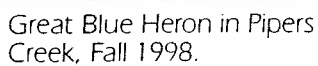
Currently there are several opportunities for enlarging this communities' open space, these include:

- Acquire, design, and create a Northeast Greenwood park at the current Greenhouse site.
- Designate the Powerline Corridor as a public trail.
- Create mid-block pedestrian crossings along the Powerline Corridor.
- Acquire, design, and create a park at the City Light surplus substation at NW 76th St. & 6th NW.
- Redevelop the Phinney Neighborhood Center site to enhance and increase their areas of public open space and open space qualities.
- Find a spot for a public plaza in the reemerging “Woodland/65th st.” commercial and residential district.
- Develop street right of way “hillclimb parks” at N. 97th and Greenwood Ave. and N. 58th St. and 3rd Ave. NW.
- Follow the GAIN plan recommendation to create a Type IV “Green Street” by closing N. 92nd between Evanston and Fremont.

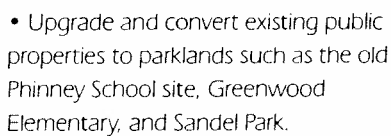


The N 97th St. publicly-owned street end could be a neighborhood hillclimb park.

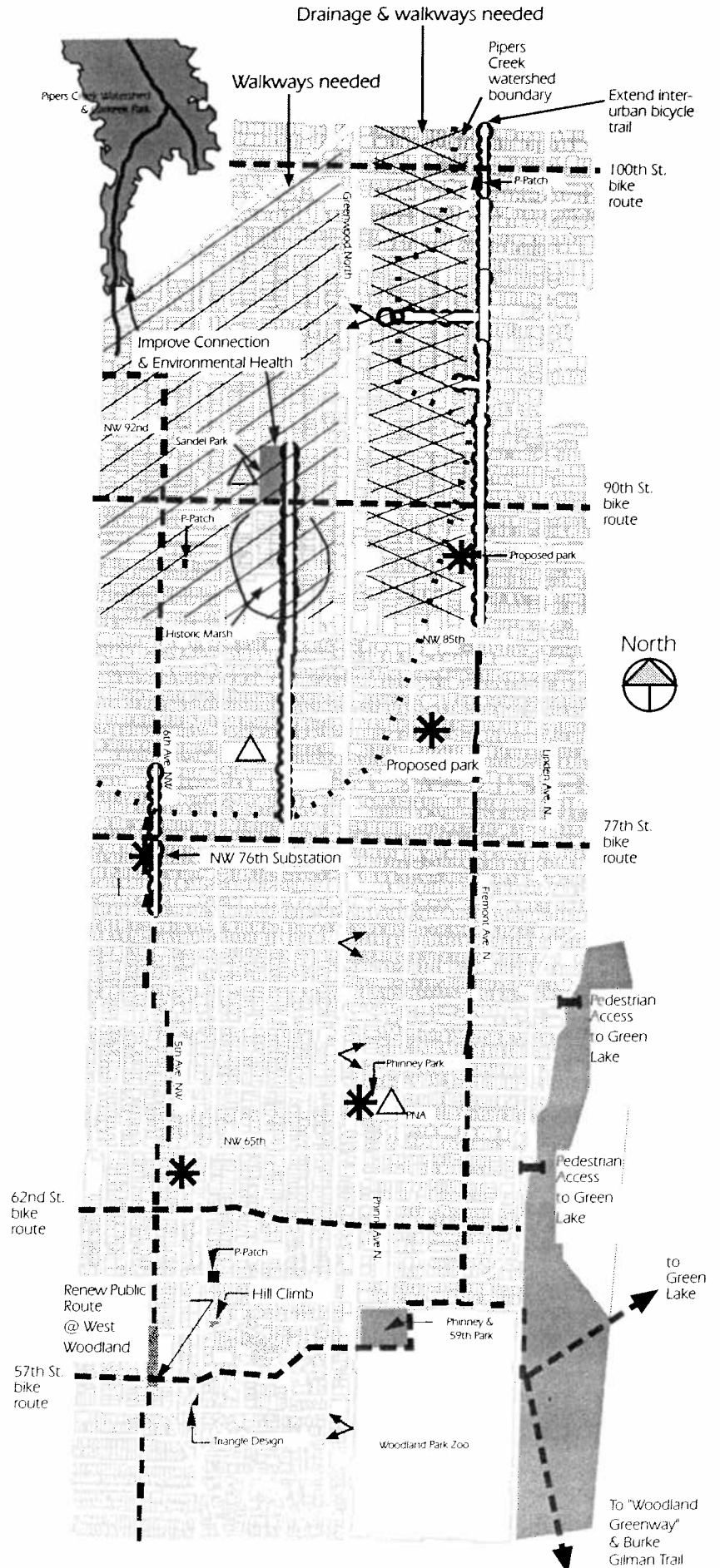
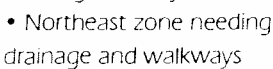
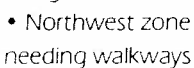
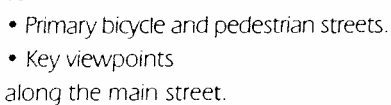




- Identify and acquire park properties to create a balanced local park system. Continue to pursue park locations like the Greenwood Nursery, and the N 76th St. and 6th Ave. NW substation as key sites. Acquire open space in needy locations like Woodland/N 65th St. and the SE quadrant of the planning area.



- Develop city-designated “green streets” in key locations, and organize a network of bicycle and pedestrian streets linked to them.



### **Improve the ecological health and function of the Pipers Creek Watershed.**

Beginning now to define long term environmental goals for the community is the legacy we wish to leave for the ensuing generations. There are opportunities to mitigate earlier development decisions which have had negative impacts on the ecological function of our community. An example is the 1970's storm water management project which directed water from the area north of N. 87th and 1st Ave. NW to 8th Ave. NW and 105th emptying into the creek ravine. Unfortunately, the volume of water reaches 300 cubic feet per second which is scouring the creek and destroying salmon habitat at a time when the Puget Sound metropolitan area is on the verge of being heavily impacted by an adverse Endangered Species Act (ESA) ruling requiring significant actions to conserve such habitat.



Significant restoration efforts are underway in the Piper Creek watershed.

From larger scale surface water retention strategies and whole planning area urban forest plans, to personal scale choices about the plants we select for our yards, and how we maintain them, there are choices we can make which can make a difference.

Some specific ideas that the community is considering are:

- Increase the natural infiltration of surface water through more permeable surfaces.
- Support the implementation of an "Urban Creek Millennium Legacy" project sponsored by Mayor Paul Schell which has identified the Pipers Creek Watershed as one of four city project areas.
- There is a proposal to consider the recreation of a marsh wetland and surface water retention system where one once existed in the northwest Greenwood neighborhood.
- Development of an Urban Forest Strategic Plan that will guide and encourage street tree plantings, and private and commercial property tree plantings and urban habitat creation.
- Build upon the environmental education initiatives already underway from the Pipers Creek Watershed Center, the Phinney Ridge fertilizer reduction effort suggested by Blake Yaffee, and the Woodland Park Zoo.

**Develop an integrated bicycle and pedestrian street and trail network. Use existing streets with established street trees, bike routes, and existing parks and cultural resources as natural routes and destinations of our open space network.**



Potential park at NW 76th St. City Light property with 6th Ave. serving as part of a pedestrian and bicycle network

Building a community that has a public presence, and where safety and natural beauty are expected.

Some proposals to create this network include:

- Paint a luminescent green stripe on all the streets where pedestrians and bicyclists are prioritized. Making our street network visible will help create a pattern of community use.
- Support a new pedestrian bridge over Aurora to Green Lake Park.
- Designate the following as "Green Streets:"  
Type II: N 97th St. between Fremont & Greenwood,  
103rd between Fremont & Evanston



Type III: Fremont Ave. N 87th between Evanston & Fremont, consider N. 1st Ave. as our green promenade from N. 80th St. to N. 92nd St.. (Greenwood Elementary to Sandel Park)

Type IV: N 97th between Greenwood & Phinney, N. 92nd between Fremont & Evanston.

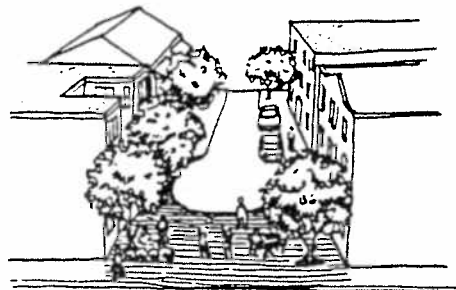
- Preserve and put in interpretive signs describing the Olmsted Route west from Woodland Park.
- Develop a bicycle and pedestrian trail along the Seattle City Light power right-of-way corridor from N 105th St. south to N 90th St.
- Add and improve bike routes along 77th to Green Lake Way.
- Provide a pedestrian oriented Type III green street link proposed along 1st avenue linking schools, park, cultural centers & commercial areas.
- Recognize the "Fremont Ave. Bikeway" which connects north to the "Interurban Trail" corridor to Lynnwood, and south across the north Woodland Park pedestrian bridge to the proposed Woodland Greenway which will be a linear park from N. 50th St. to the Burke-Gilman Trail in Fremont using the broad trolley route down Woodland Park Ave. N..
- Create a public bicycle and pedestrian route through the public playfield behind West Woodland elementary. This is the natural local bicycle route along 5th and 6th Ave.
- Develop a plan for prioritizing, protecting and enhancing valuable views within the planning area.



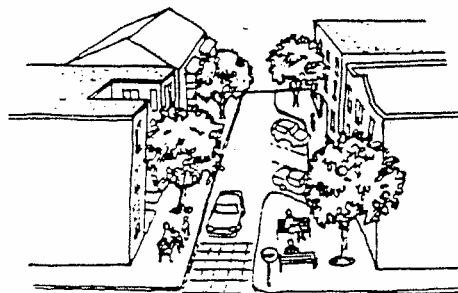
The 6th Ave. NW bike route dead ends into the currently inaccessible West Woodland schoolyard.

## A Guide to Green Street Types

### Green Street – Type I: Traffic Prohibited

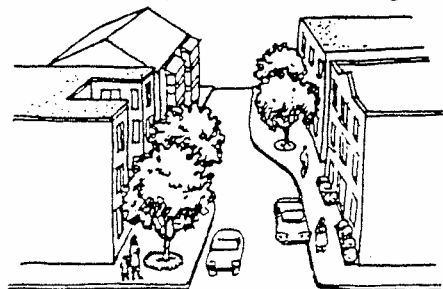


**Green Street – Type II: Local Access** These street segments have been determined necessary for local circulation.

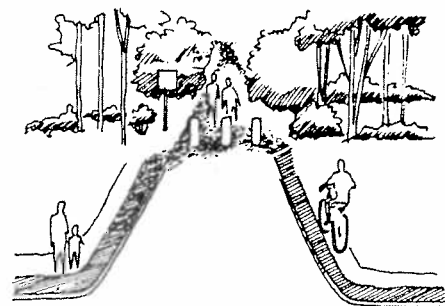


### Green Street – Type III: Continuous Traffic

Continuous traffic is allowed. Vehicular access to sites within the block and traffic movement between blocks would continue, but widened sidewalks, landscaping and pedestrian amenities could be provided within the right-of-way.



**Green Street – Type IV: Little or No Traffic** Little or no traffic is expected on this type of Green Street. Rights-of-way in this category would include street ends which could provide neighborhood trails or access to community centers or activities abutting open spaces or natural areas.

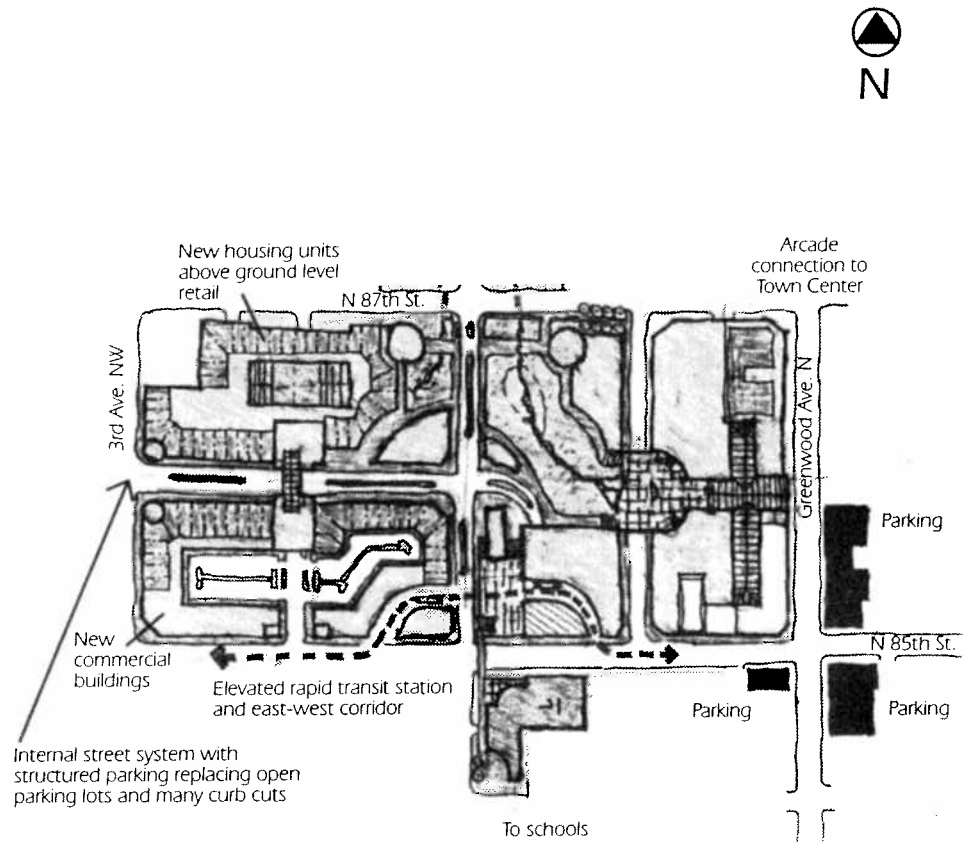


**Encourage a strong Phinney/Greenwood aesthetic quality in all development including new civic buildings, commercial redevelopment and new residential developments. This would include commercial open space plaza's, significant on-site consideration of natural and neighborhood context, and creative design to enhance a "north-west environmental ethic."**

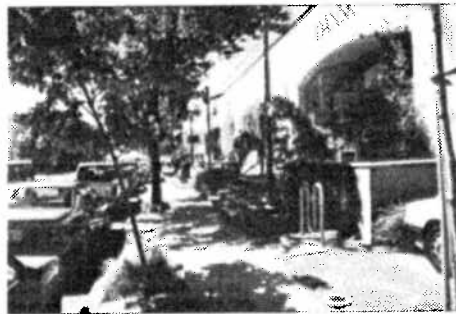
Over a period of years the pattern and quality of development will define our communities character. Simple things such as flower patches edging a building, or using native evergreen plants along a residential street parkway. Or significant decisions like setting a new corner building back in such a way that a public view of the Olympic or Cascade mountains is highlighted. Rewarding commercial developments that add character and quality to our community is the sign of a successful partnership between the local public constituency for private commercial endeavors.

**Specific ideas that have been put forward include:**

- Redevelop the Phinney Neighborhood Association site to include a public park, plaza, play areas, parking lot and/or any outside spaces using trees, shrubs or other vegetation.
- Ensure the new library space maintains park-like design attributes.
- Keep the old library site in public ownership and seek to enhance its site character.
- Work with the owners to encourage the potential commercial center redevelopment to use an environmental theme in its projects.
- Work with property owners and developers to create quality projects along our "main street."
- Get creative in developing our "key pedestrian streets" and "green streets" in a way that will create an inspirational place to live and work.



**Greenwood Commercial Center Concept Plan A**  
A far-reaching vision of an ecological orientation to "town center" redevelopment



A lively multi-tiered streetscape with native plants and trees is an example of desired commercial character.



First Ave. NW is envisioned as a community "green street" from Sandel Park to N 78th St.

## 4. Improve Mobility and Accessibility Regionally and Within the Community

### Mobility and Safety

Transportation and traffic management are at the top of people's concerns about safety, quality of life, and the commercial viability of our neighborhood. We dislike the effects of too many cars on our streets, but we drive them and park them anyway.

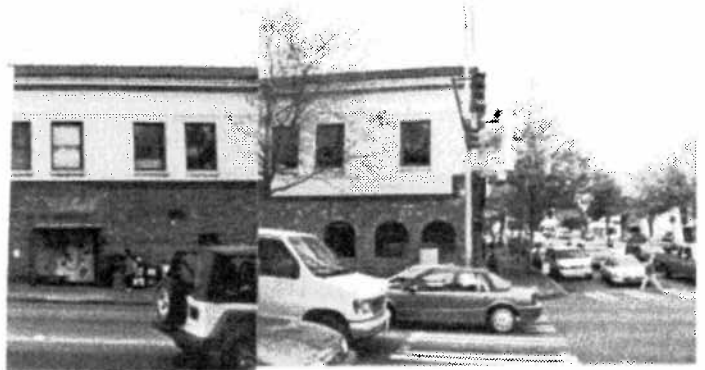
To address traffic issues means envisioning a new future with improved transit systems and better management of our streets. Visionaries see a Greenwood transit center hub and a time when you never need a bus schedule because a mainline or shuttle bus will be along every 10 minutes connecting Greenwood/Phinney to an intra-Seattle rapid transit system and improved transit access to an RTA station. Neighbors also expressed strong support for traffic calming on residential streets and collector arterials. Speeding is perceived as a big problem along with increased traffic volumes, noise, and hazardous pedestrian crossings. We recognize that some streets have to carry heavy traffic loads, and one goal is to move those cars along as efficiently as possible.

#### Specific Proposals:

- Synchronize traffic signals throughout the planning area through existing technology upgrades. A priority area is 85th Street. Streamlining turning motions at 85th and Greenwood is a must.
- Provide transit with signal priority at major intersections.
- Create a transit center hub where buses can pull out of traffic to load passengers.
- Improve access to Aurora southbound at N. 50th Street to reduce commuter usage of residential streets.
- Add crosswalks to many streets identified in the GAIN Traffic Plan (1985).
- Balance the use of N-S arterials including Greenwood, 3rd Ave. NW and 8th Ave. NW through signage and signal technology.
- Consider the use of speed tables, channelization devices, flashing light crosswalks, raised pedestrian crossings, and alternating-side parking along 3rd NW and along 65th Street to discourage speeding.
- Remove parking restrictions from some residential streets to discourage speeding and cars using residential streets to avoid busy arterials.
- Use traffic circles, chicanes and 4-way stops to control speeding and cut-through traffic throughout the neighborhood.
- Participate in a comprehensive North Seattle Traffic Management Study to be lead by Seatran.
- Use a landscaped center median along Linden Avenue to add aesthetic value and suppress speeding.
- Use bright green paint to boldly mark bike lanes.
- Study the feasibility of new entrance and exit ramps to connect Holman Road to 8th Ave. NW.
- Add a pedestrian overpass over Aurora to allow safe access to Green Lake for the residential community of East Phinney/

West Green Lake.









- Provide safe crossing for bikes and pedestrians at 63rd Street underpass to Green Lake
- Support the development of an Intra-Seattle rapid transit system as the key infrastructure improvement which can actually provide congestion relief given our narrow street rights of way.
- Provide pedestrian and bicyclist activated signalization crosswalks at several locations across the major arterials (N. 85th, Greenwood, Phinney).

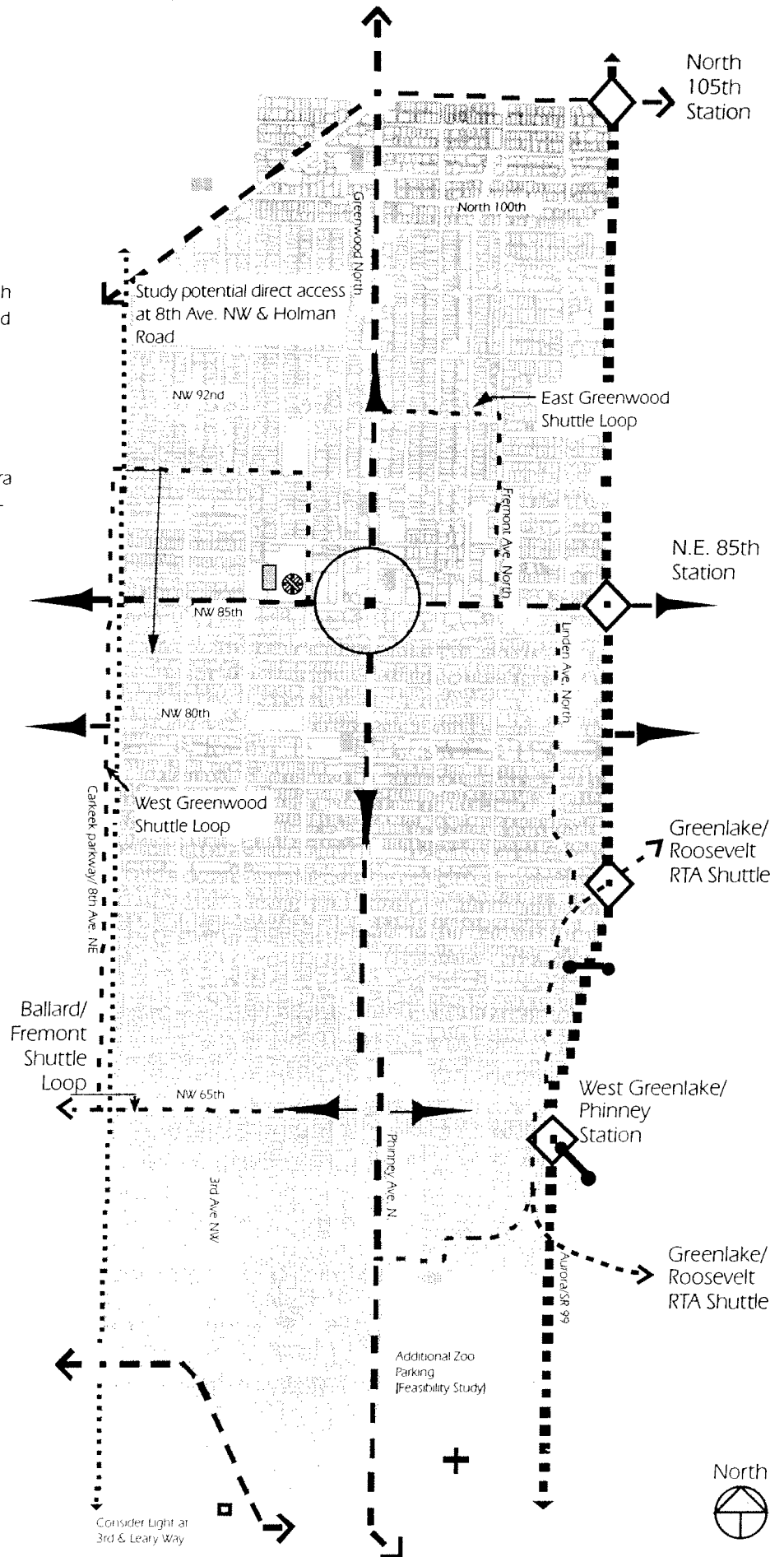


Newer signal technology linking intersections along N 85th St. and Greenwood Ave. should help congestion.

# Transportation Plan

## KEY

-  • Increase the efficiency of congested intersections through improved computer-coordinated signal corridors. Increasing the capacity of the main arterials reduces pressure on neighborhood arterials.
-  • Establish a primary transit corridor and stations using Aurora Ave./SR 99 as a north-south high-capacity rapid transit corridor.
-  • Locate a transit center near the Greenwood and N 85th St. crossroads.
-  • Support the development of an Intra-Seattle rapid transit system with major east-west corridors at Holman Road/N. 105th, N. 85th, and NW Market/N. 46th St.
-  • Strengthen the efficiency of existing arterials, primarily 8th Avenue NW (Carkeek Parkway) and the east-west arterials.
-  • Strategically locate parking to support the commercial areas through city/community partnerships.
-  • Additional parking feasibility study at the Woodland Park Zoo. Identify and implement a parking management program to optimize existing parking lots and opportunities for street parking.
-  • Improve the existing bus service to 10- to 12-minute intervals along the Greenwood Ave. N/Phinney Ave. N corridor; consider supplementary local shuttle service with 15-minute loops to bring the community to the public amenities and the commercial districts.





Neighborhood shuttles are intended to link citizens to commercial areas and civic resources.

**Institute transit improvements to increase ridership, and review the Northwest Seattle arterial structure for system-wide efficiency.**

Our neighborhood feels that increased frequency, and supportive shuttle routes would improve general usage.

- Increase the frequencies of line buses such as the 5, 355, and 48 to **10 minute headways** from 6 am to 9 pm. These increases should not result in a decrease in frequency for any existing route servicing Greenwood and Phinney.
- Provide signal prioritization for buses on N. 85th and N. Greenwood Ave., and reduce the pickup locations for the 5 Express to speed the route up.
- Establish a neighborhood circulator shuttle route to supplement the main routes. Our "Transportation Concept Diagrams" looked at east and west Greenwood circuits that would collect citizens from the surrounding residential areas and connect to the north-south Phinney-Greenwood Ave.'s commercial district and other bus routes and amenities at the perimeter of the planning area such as the SR 99 transit corridor.
- Make specific improvements to provide character and shape traffic flows. Examples are extending the center median along 8th Ave. NW (rename Carkeek Parkway) from N. 85th St. to Holman Rd. NW; designing pedestrian crossings along 3rd Ave. NW with lighted speed tables to slow traffic and beautify safer crossings; develop a coordinated streetscape for the Linden Ave. and Winona corridor with medians, crossing bulbs and signage, including a clear connection to a proposed pedestrian bridge to Green Lake Park.
- Participate in a NW Seattle Traffic Study as proposed by the Fremont Neighborhood Plan. This is an attempt to draw the City of Seattle, other neighborhoods, industrial associations, and chambers of commerce into a district

wide analysis.

There is a broad feeling that many of the arterial loads and congestion points should be analyzed at a larger scale. Some arterials such as 3rd Ave. NW carry heavy loads and its neighbors would like some relief, while other industrial and commuter arterials like 8th Ave. NW appear to have unused capacity.

**Support strategically placed parking facilities to support goals of neighborhood plan**

Because of the long, narrow shape of our proposed Residential Urban Village providing adequate parking for commercial enterprises, while not negatively impacting the surrounding residential districts is a challenge. A coordinated parking management effort including trip reduction, and shuttle access needs to be coordinated with a parking strategy.

In the commercial area there are existing surface parking areas which should be conserved and united with other urban design goals such as pedestrian arcades connecting across Greenwood Ave. to other parking areas.



Improvements to SR99 could include better vehicular access and an Intra-Seattle rapid transit station near N 65th St.

Improving mobility and access for all residents is a central planning concern.



## 5. Support infrastructure improvements in the northeast and northwest quadrants.

### Introduction:

Infrastructure improvements in the northeast and northwest quadrants of Greenwood have been a concern for a very long time. Residents experience problems with flooding, pedestrian safety from vehicular traffic cutting through their neighborhood, and a sense of neglect due to the lack of basic amenities.

The City of Seattle in partnership with residents should embark on a specific set of actions to accomplish basic improvements. There are opportunities to keep the valued character of these neighborhoods, while adding innovative water retention and drainage systems, a "north greenwood" style walkway system, etc.

**Full, standard, and complete street improvements including pedestrian walkways and transit stops (bus) should be provided on all existing major/principal arterials where they do not exist or only partially exist.**

- Both sides of Greenwood Ave. N. between N. 92nd and N 105th St. Arterials include N 85th, and N 105th St. Improvements should include concrete sidewalks, curb, gutter, drainage, street trees at a minimum to match existing conditions.
- Review and apply Final Staff Report on Sidewalk and Related Storm Drainage Improvements, June 16, 1997.
- No less than one mile per year of new all weather, ADA accessible, paved sidewalk, and/or walkway on public right-of-way should be provided within the Greenwood/Phinney neighborhood, starting in 1999.

### Address drainage and walkway needs of northeast & northwest quadrants

- Working with the neighborhood, The City should initiate a community outreach effort to specifically identify walkway preferences and priorities for the community walkway and drainage system.
- Seek innovative methods to mitigate storm overflow surges into Piper's Creek watershed. Work very closely with the watershed coordination effort, including the Mayors "Urban Creek Millennium Project." Reach out to the community to participate in surface water retention efforts.
- Support the inclusion of ecological restoration concepts in the redevelopment of the commercial properties that are located in historic wetlands.

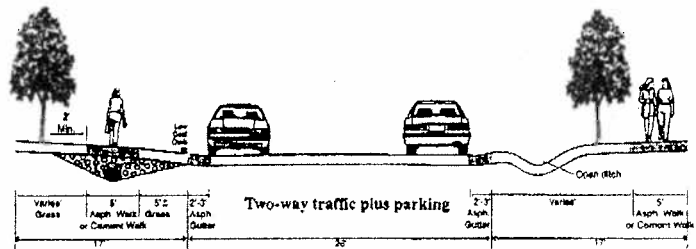
**Specifically use the proposed pedestrian network (Key Strategy 3) and other capital improvements to catalyze the neighborhoods overall renewal.**

- Any and all ecological restoration efforts should be designed to be community amenities and "intrinsic" to neighborhood characteristics.



N 87th St. lacks the basics of an urban environment.

- The new walkways system should lead the way to resources such as the commercial areas, green streets, parks, and transit connections.
- A new recreation center located in the NW quadrant would balance and direct public amenities.



Seattle Transportation Dept. is developing a menu of sidewalk and drainage options.

N.W. and N.E. Greenwood should have choices of street amenities.



**"Conservation of the  
Historic Character of  
Greenwoods Four Corners"**

**Goal:** Conserve the building facades centered at N. 85th St. and Greenwood Ave. N. identified by the Greenwood/Phinney Neighborhood Plan as having "historical importance" to the community.

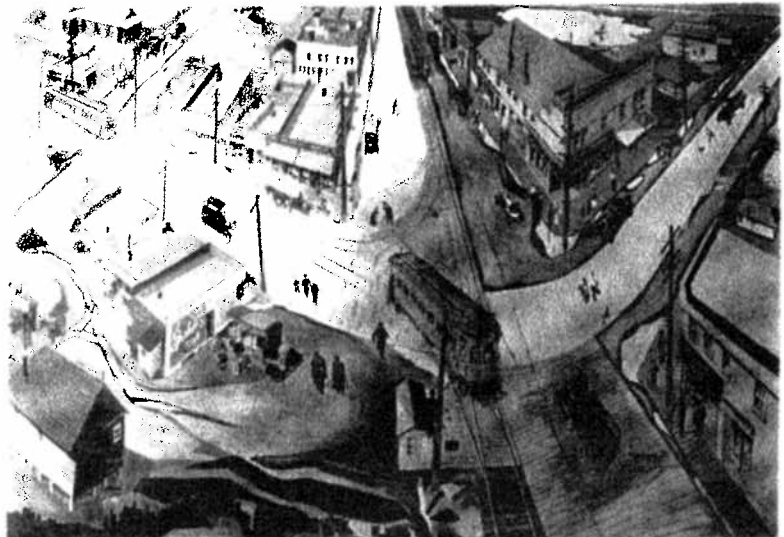
**Problem:** The existing zoning for the identified commercial district is primarily NC2 65 which if developed will usually require the demolition of the existing buildings. The community wants to conserve the four corners as a representative ensemble of a late 1920's Seattle architectural trolley destination, and the physical center of Greenwood.

**Design Mitigations:** *Require that the facades of significance identified in an architectural inventory be preserved and restored in any future development.*

*Use design principles to guide future development to generate a "second generation" of corner elements set back from the conserved facades,*

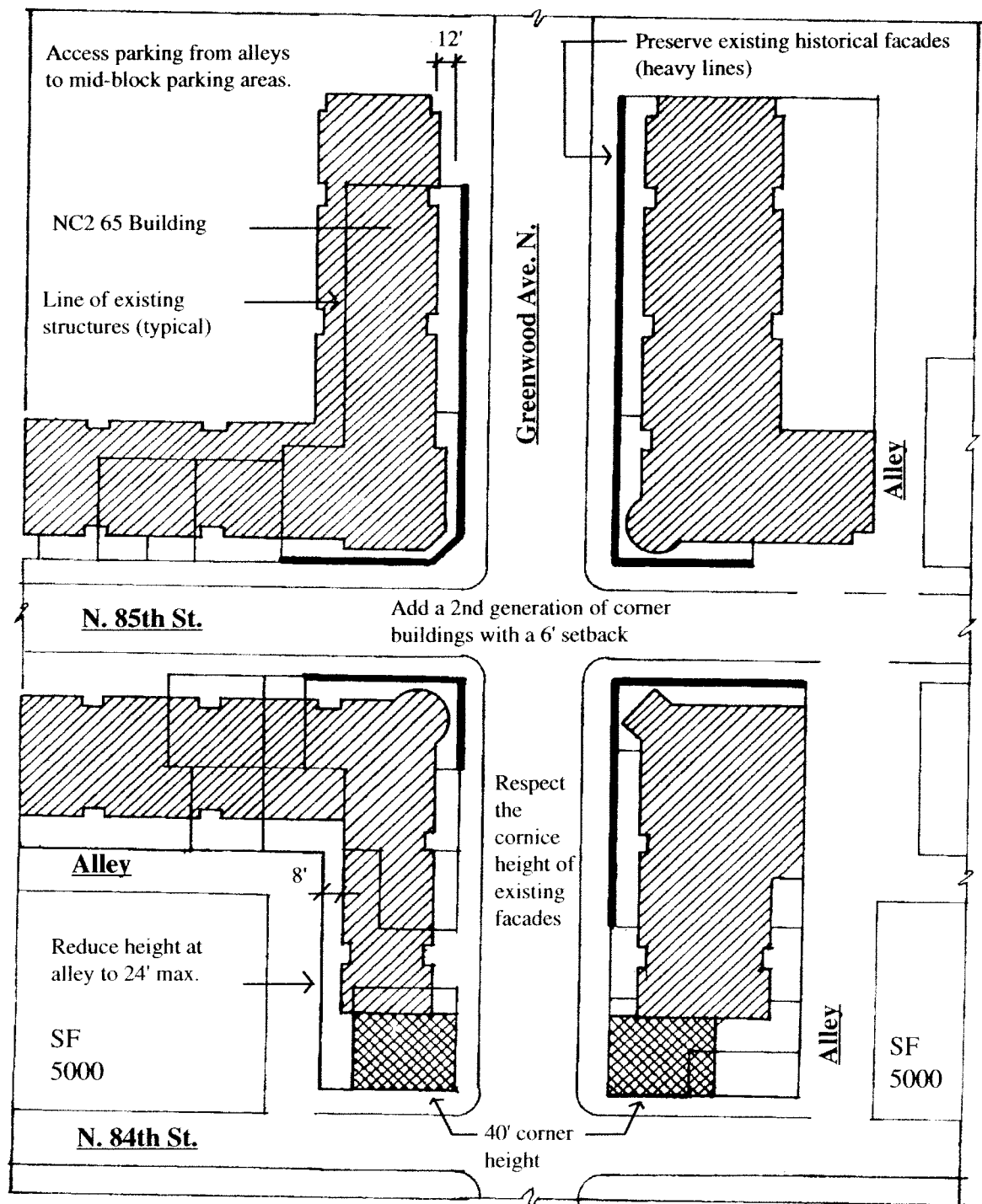
*Massing at the minor corner of N. 84th St. and in the mid-block areas should recognize the facade height of the historic buildings and reflect the contextual patterns of the existing structure.*

*The scale of the new development should step down towards the internal alley system and the single family zones that surround them.*



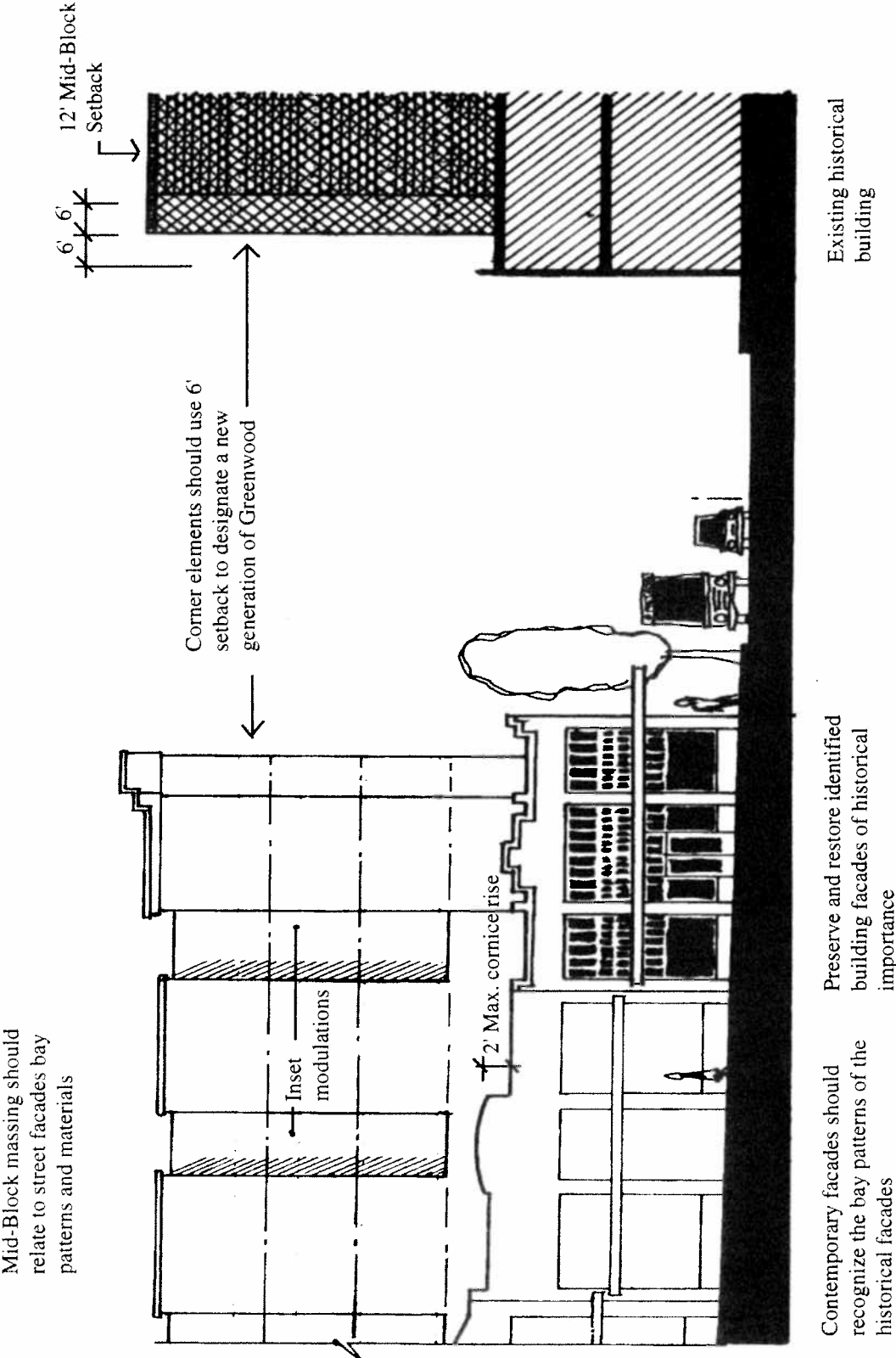
McCausland Mural - 1925  
depicting Greenwood's "4 corners"  
in the trolley era.





***Greenwood "Four Corners" Urban Design Guideline***





*Facade Setback and Modulation Guide*

### Phinney Ridge Viewsheds and "Public Corners"

**Goal:** Protect and enhance the public qualities of corners with views east to Green Lake and the Cascade Mountains, and west to the Puget Sound and the Olympic Mountains.

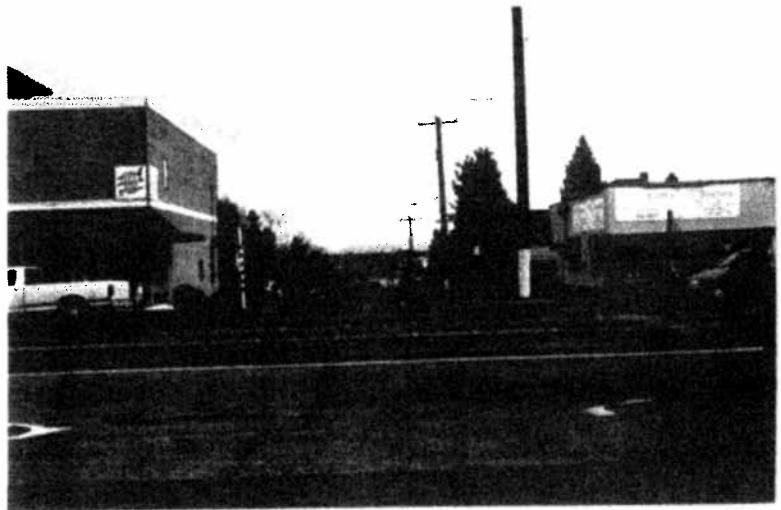
**Problem:** Select views along the ridge are the greatest aesthetic element of the Phinney Ave. N. and Greenwood Ave. N. "great street". Full vertical development of the NC2 40 zoning at the property line of these east-west intersections would reduce the quality of these framed views.

**Design Mitigations:** *Designate the "public corners" with views as a focus for quality design and first funding priority for public street enhancements such as curb bulbs, public art, landscape improvements, and street furniture.*

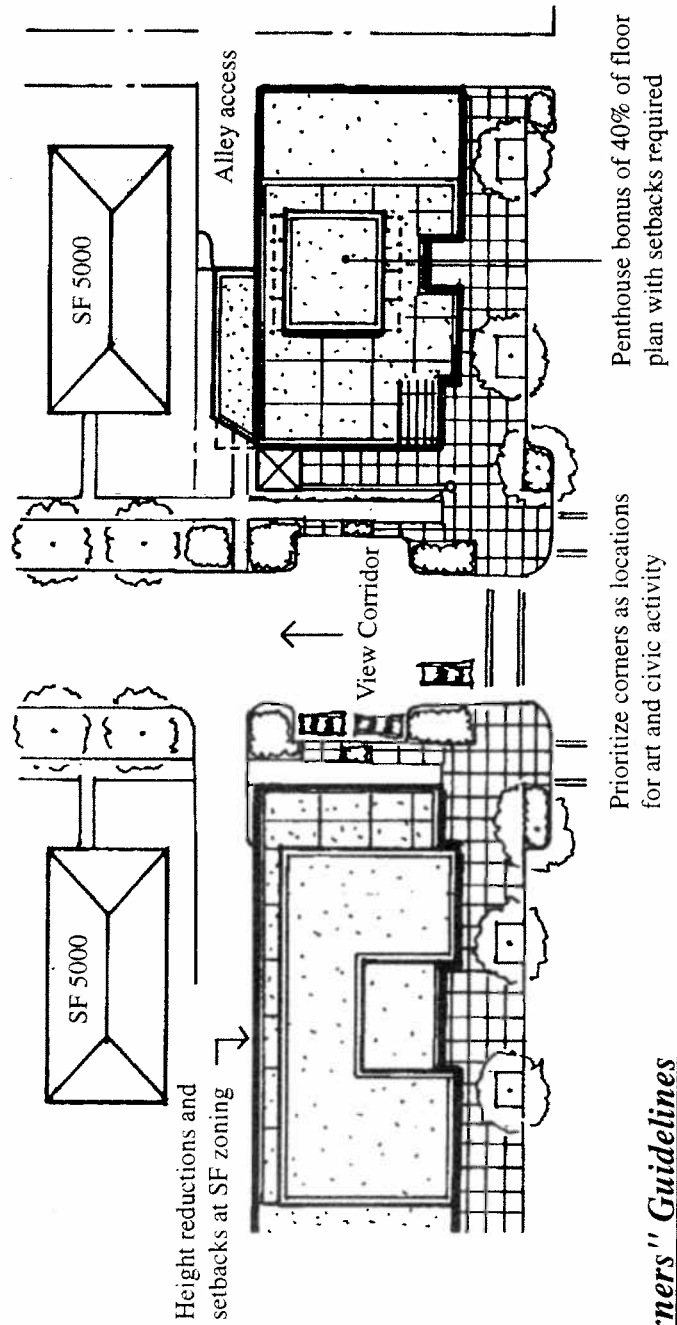
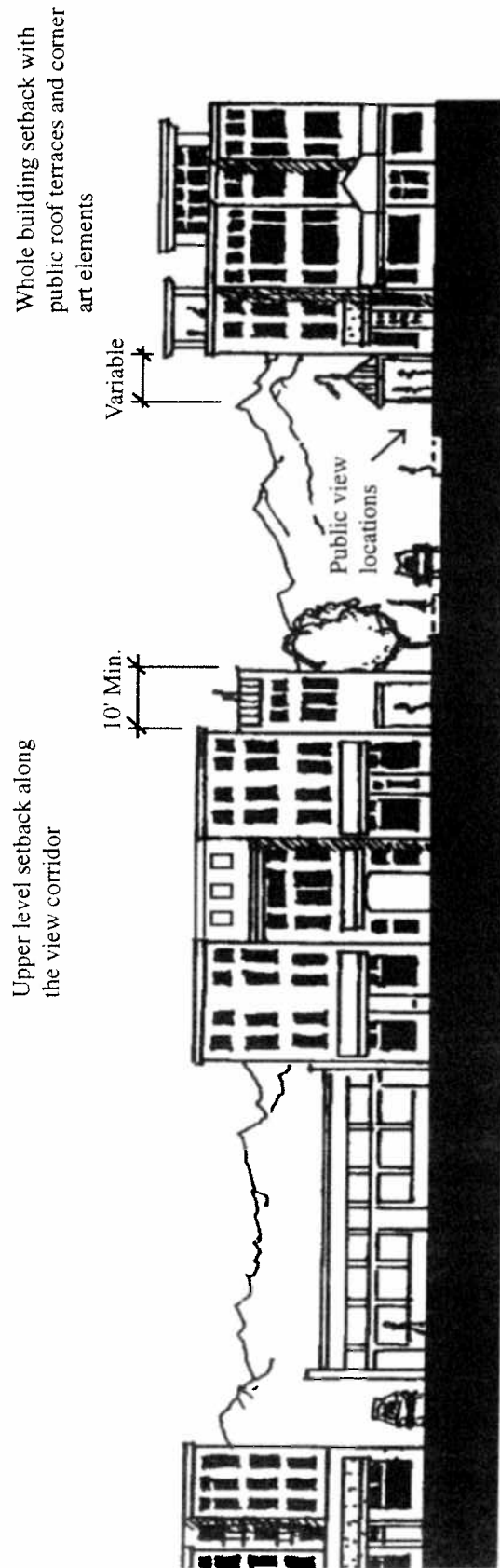
*Encourage the property owners to set back from the intersecting street property line through parking or height and density incentives. This could include a penthouse allowance . At a minimum require upper floor setbacks of 10 feet at the intersecting street .*

*Consider allowing public uses at the rooftop terraces as a unique feature of these view locations.*

*Require height reductions where NC2 buildings abut single family zoning.*



An example of a likely Phinney Ridge "Public Corner"



**Greenwood Main Street and  
Town Center Character**

**Goal:** To create a vibrant pedestrian environment along diverse commercial and residential streets. This would include an eclectic set of design features including lively facades, signage, canopies, window displays, lighting, art, street tree's and plantings.

**Problem:** Existing walkways are deteriorating and require replacement and improved maintainence from landowners. Aging existing buildings are not investing in typical upkeep, and creative short term facade improvements do not seem to be encouraged. Too many areas feel worn out.

**Design Mitigations:** *Consider a business improvement district program to fund sidewalk improvements along with a "Main Street" corridor plan for pedestrian enhancements such as corner curb bulbs. Have those sidewalks host neighborhood events such as the car rallies and parades.*

*Encourage a variety of facade types to create interest and character for the strolling pedestrian, the curious shopper, and the needy neighbor. Color, quality, humor, and artful interpretations are desired.*

*Create people places to gather and sit along the business storefronts, but especially at the public corners. Combine these with "rain free" outside locations crafted by building canopies or free standing pergolas.*

*Make it easy and attractive to arrive by transit, bicycle, car or on foot. Mark the walkway with information kiosks, art of many types, and an array of commercial and public activities.*

*Make it green. Develop a well designed and maintained street tree program with evergreen landscape species and seasonal flowers.*

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### North Greenwood Residential Streets Character and Environmental Health

**Goal:** Provide a reasonable cost system of walkways, roads and surface water management strategies in keeping with the neighborhoods traditional character.

**Problem:** There is a long term deficiency of street infrastructure including walkways, curbs, surface water drainage, and street trees. This is coincident with a district wide problem with the Pipers Creek storm water runoff doing damage to the creek habitat. The original marsh wetlands and natural percolation/recharge of the creek have been altered by both commercial and residential development. The City has been unwilling to finance the street improvements, and so far Local Improvement Districts have not been formed for this purpose. Cut-through traffic is considered dangerous.

**Design Mitigations:** *Consider a two tier system with arterial streets having concrete curb and gutter, walkways and where possible a center median, residential streets could be narrower with lower cost walkways and natural surface water infiltration.*



North Greenwood values its rural history, and wants to renew its natural aesthetic qualities with pervious walkways and an urban forest character.

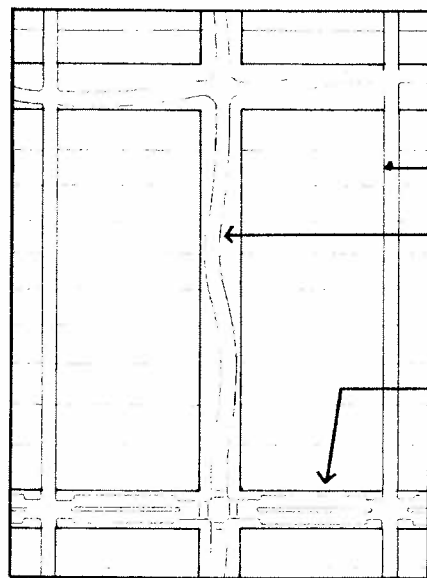
*Create a "Greenwood Parkways" design style. This would foster an urban forest within the public street right of way, and use grass lined swales as an alternative ground water infiltration strategy replacing a tight line surface water runoff system.*

*Traffic calming would be supported by narrower streets that meander amidst the parkway.*

*The possibility of undergrounding all utility corridors has been raised as a service capable of some public financing due to its air and groundwater quality characteristics. Separate corridors for electric and electronic lines should be guided to alleys if at all possible.*

*Visitor parking can be dispersed within the block parkway and private parking directed to alley access parking.*

*Pervious surfaces should be increased to aid the long term natural health of the south reach of the Pipers Creek watershed. Streets, alleys, and walkways should use pervious pavers and pavement.*

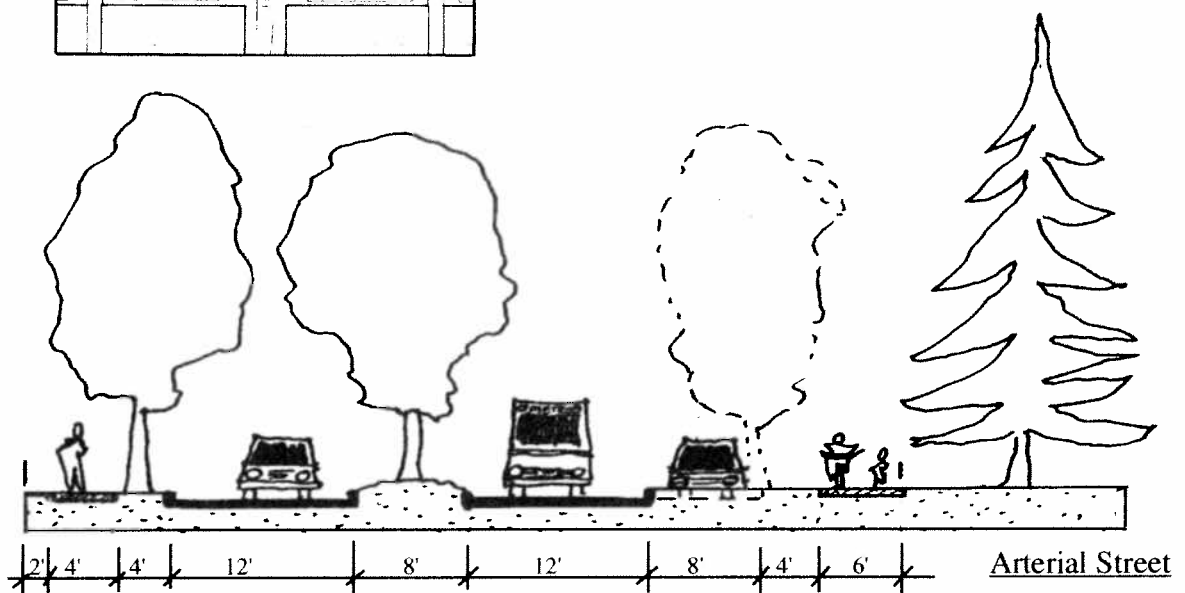


Alleys are the preferred site for parking and utility corridors

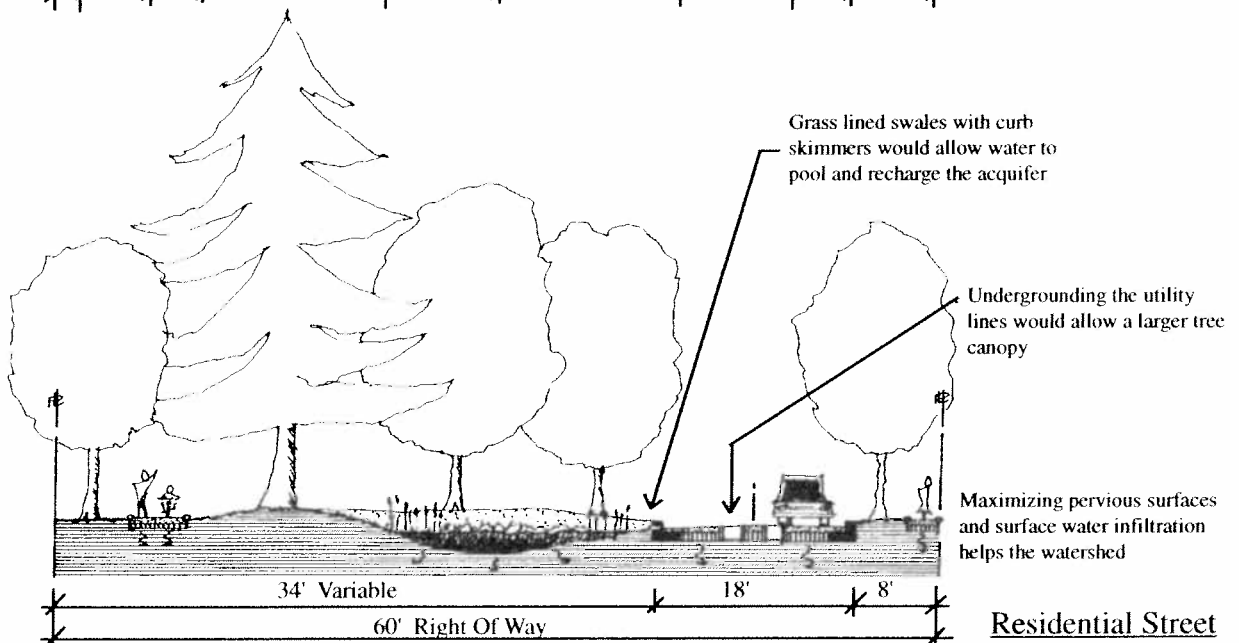
Residential streets meander, slowing traffic and allowing for an alternative street design

Arterial streets with concrete curbs, sidewalks and a center median

North Greenwood Street Diagram



Arterial Street



Residential Street

North Greenwood Street Design Guidelines



## BOYS & GIRLS CLUBS

OF KING COUNTY

North Seattle Branch

October 29, 1998

HAND-DELIVERED

Marty Spiegel, Co-Chair

- Stewards  
Greenwood-Phinney Ridge Neighborhood Planning Committee

Subject: The North Seattle Boys & Girls Club

Dear Mr. Spiegel:

The North Seattle Boys & Girls Club Board would like this letter to be included in the Greenwood-Phinney Ridge Neighborhood Plan document. The letter contains a brief history of the Boys & Girls Club, its mission, facility, and services. It is also a request for the community to consider along with the City of Seattle, a long-range view of collaborative services and dedicated-shared space to enhance the programs for children, their families, and the community.

The central club is located in the Greenwood community, between Aurora and Greenwood Avenue, at the corner of 87<sup>th</sup> and Fremont Avenue North. It has child care sites at Bagley, Viewlands, and Olympic Hills elementary schools. The club is a branch of the Boys & Girls Clubs of King County and is a non-profit community based children organization whose mission is to inspire and enable all young people, especially those from disadvantaged circumstances, to realize their full potential as productive, responsible and caring citizens.

The club is a 12,000 square foot facility with 8 primary program areas: games room (60'x60'), gymnasium (80'x62'); teen room (16'x35'); upstairs childcare (30'x40'); kitchen (21'x10'); computer learning center (10'x13'); field (210'x150'); plus rest rooms, locker rooms, staff offices, and storage.

This is a vibrant club with a rich history. In 1943, the Greenwood business people in partnership with community leaders Joe Woelfert, Harlan Callahan, and John Wicks, raised the money and secured the land for the Greenwood Club. This was the first club in what is now, the Boys & Girls Clubs of King County serving 17,000 kids in 10 locations. It was a tremendous effort by the community!

The Club membership is 608 kids, 5-18 years old. We serve children and their families in a variety of ways. Every Friday night, 30-60 teens-only participate in social

***The Positive Place For Kids***



## **BOYS & GIRLS CLUBS**

OF KING COUNTY

**North Seattle Branch**

Marty Spiegel, Co-Chair  
October 28, 1998  
Page 2

recreation, fun, food, and friendship; Monday-Friday, 35 kids a day use the 7 stations in the Computer Learning Center where education is the driving focus; 45-70 kids a day drop-in to participate in the core club programs; 85 children receive before and after school child care in collaboration with Bagley, Greenwood, Olympic Hills, and Viewland schools; 20-35 kids a day participate in the Whitman Middle School recreation program; and 6 major sports programs utilize the gymnasium and adjacent sports field.

The Club has a rich community history and good programs for children that support families. But, what about the long-range view? The Boys & Girls Club will continue to provide great services to children. But, we know there is more to do. How can we serve the families and community better? The Boys & Girls Club is ready to help. We would welcome conversation, collaboration, and partnership.

Very truly yours,

Daniel Brown  
Board President  
North Seattle Boys & Girls Club

Attachments:                   -1943 newspaper article about the beginning of the Greenwood Club  
                                      -A "Club News" progress report for 1998.

*The Positive Place For Kids*

8635 Fremont Avenue North • PO Box 30546 • Seattle, WA 98103 • Tel 206-784-5396 • Fax 206-784-8613





October 6, 1998

Leigh Umland and Marty Spiegel, Co-Chair  
Greenwood/Phinney Neighborhood Planning  
% Greenwood Community Service Center  
8505 Greenwood Avenue N.  
Seattle, WA 98103

Dear Leigh and Marty:

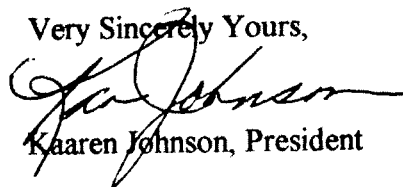
Earlier this summer, as part of the process of developing the Phinney Ridge/ Greenwood Community Plan, you led a series of focus group discussions with members of our community. A primary goal of these meetings was to identify and begin to prioritize community planning goals and objectives in the context of the community plan.

At several of these discussions, including one at the Phinney Neighborhood Center, there was a clear recognition of the strength of the Center, and the important assets that it brings to the entire community. It was urged that the Center be a key part of that neighborhood plan. Participants in the focus groups raised issues and concerns relating to the Center. Included among their points were:

- Securing long-term control of the property by the community
- Preserving a convenient and affordable location for community activities
- Providing a home for day care and after-school child care programs
- Providing a center for the delivery of community-based social service programs
- Enhancing the property as a public gathering space.

On behalf of the Phinney Neighborhood Association, I would like to reiterate our continued commitment to be an active part of community planning and we strongly support development of community programs and services in both the Phinney Ridge and Greenwood communities. As the focus groups have expressed, we would urge that one of the major planning priorities in the community plan be the preservation, maintenance and enhancement of the former Allen School property as a Community Center.

Very Sincerely Yours,



Kaaren Johnson, President

cc Phinney Ridge Community Council  
Greenwood Community Council





## Carkeek Watershed Community Action Project

386 NW 112TH • Seattle • Wa • 98177 • 363-4116

August 31, 1998

Marty Speigel & Leigh Umland, Co-Chairs and Members  
Greenwood-Phinney Ridge Neighborhood Planning Committee  
4209 Phinney Ave N. #3  
Seattle, WA 98103

Re: Support for the Marshland/Detention Restoration Project  
Associated with the Greenwood-Town Center Redevelopment

Dear Planning Committee Members:

A good section of your planning area is part of the Pipers Creek (Carkeek) Watershed. This section in the Greenwood Neighborhood is very important to the health of Pipers Creek and the salmon population in Carkeek Park. Several weeks ago Davidya Kasperzyk explained some of the plans in your neighborhood proposal. I was very impressed with scope of the plan and how the needs of salmon and Pipers Creek had been integrated into the planning process. My board is also impressed by this!

CWCAP supports the Marshland/Detention Restoration Project and congratulates all of the members on the committee for supporting the need to reduce the stormwater in that area with grace, green and imagination! And perhaps bringing the salmon and the tadpoles back to their former home in Greenwood!

Sincerely,

*Nancy R. Malmgren*  
Nancy R. Malmgren, Director CWCAP

cc: Davidya Kasperzyk

Analysis of Development Capacity  
for Phinney Ridge and Greenwood  
Residential Urban Village Alternatives

Legend

Planning Area Boundary



City Alternative RUV, Sept. 1998

Phinney Ridge & Greenwood  
Proposed RUV



Original City of Seattle Proposed RUV



Additional Developable Units per Parcel  
Data from City of Seattle, February 1997

- 60 to 178
- 15 to 60
- 6 to 15
- 1 to 6
- 0 to 1

Existing Residential Units and Additional Units  
by Zoning Category within the  
Alternative 3 Boundary

(Sums of columns shown in lower table)

Zoning	Existing	Addl
L-2	127	55
LDT	10	24
NC2-40	418	1,015
L-3	113	47
L-1 RC	11	0
NC2-65	0	254
NC3-40	0	297
L-3 RC	198	85
C1-40	516	1,118

Existing Residential Units and Additional Units  
within all Alternative Residential Urban Villages

Alternative	Existing	Addl
Orig. City Proposal	1,236	1,856
City Alternative RUV	339	1,755
Phinney/Greenwood RUV	1,651	2,932

Notes on the map and data

"Additional Developable Units" are residential units that could fit on a parcel in addition to units currently on the parcel.

For example, "additional developable units" of 12 on a parcel that currently holds 8 units means that parcel could potentially accommodate a total of 20 units.



Phinney Ridge/Greenwood  
Neighborhood Planning

A Northwest Collaborative  
Ravenna Planning Associates  
November, 1998

**Phinney Ridge & Greenwood  
Neighborhood Planning**

**Alternative 3**

**Phinney Ridge & Greenwood  
Proposed Residential Urban Village**

Alternative 3

Phinney Ridge & Greenwood  
Proposed RUV

