

QUEEN ANNE APPROVAL AND ADOPTION MATRIX

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Prepared by the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. September 25, 1998. Revised by City Council Central Staff. March 12, 1999.

INTRODUCTION

PURPOSE, STRUCTURE, AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time.

The matrix is divided into three sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

- II. *Additional Activities for Implementation*: clearly defined activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.
- III. *Activities for Longer Term Consideration*: activities that, for a variety of reasons, are not yet ready for a formal City response or are intended to be implemented several years in the future.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive Response, Executive Comment, and City Action reflect City department comments as compiled by the Strategic Planning Office, then reviewed and in some cases changed by the City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

ACTIVITIES ALREADY ACCOMPLISHED BY THE QUEEN ANNE NEIGHBORHOOD PLANNING COMMITTEE

Car Sharing

The City of Seattle, King County Metro, and the University of Washington are partners in developing a car sharing demonstration project in several Seattle neighborhoods including Queen Anne. During 1998, the partners developed a business plan, selecting areas for the pilot, and conducting a marketing campaign. Private sector businesses or organizations will have the opportunity to compete for the one-year pilot program, which is scheduled to begin in early 1999.

Neighborhood Service Center

The City has signed a lease with the Easter Seals Society of Washington for the location of an expanded Neighborhood Service Center with meeting rooms to be located in the proposed new Easter Seals Society building on lower Queen Anne.

ACRONYMS & DEFINITIONS

DCLU Department of Design Construction and Land Use (City of Seattle)
DON Department of Neighborhoods (City of Seattle)
DPR Department of Parks and Recreation (City of Seattle)
ESD Executive Services Department (City of Seattle)
HSD Human Services Department (Formerly part of DHHS) (City of Seattle)
KCMetro King County Metro Transit Division
NMF Neighborhood Matching Fund Grant (Department of Neighborhoods)
NPO Neighborhood Planning Office (City of Seattle)
OED Office of Economic Development (City of Seattle)
OFE Office for Education (City of Seattle, Strategic Planning Office)
OH Office of Housing (Formerly part of DHHS) (City of Seattle)
OIR Office of Intergovernmental Relations (City of Seattle)
OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)
QANPC Queen Anne Neighborhood Planning Committee

ROW Right-of-way
SAC Seattle Arts Commission (City of Seattle)
SCL Seattle City Light (City of Seattle)
SEATRAN Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)
Sound Transit (Formerly Regional Transit Authority [RTA])
SPD Seattle Police Department (City of Seattle)
SPL Seattle Public Library (City of Seattle)
SPO Strategic Planning Office (Formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle)
SPS Seattle Public Schools
SPU Seattle Public Utilities (City of Seattle)
TSP Transportation Strategic Plan
WSDOT Washington State Department of Transportation

I. KEY STRATEGIES

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years.

The City recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The City will coordinate efforts to sort through the Key Strategies. During this sorting process, departments and Sector work programs will work together to prioritize Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities

for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1999-2000 versus later implementation. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

The department most involved with the activities for a Key Strategy is designated as the lead. Otherwise, DON is designated as the lead. Other participating departments are also identified.

The Executive Response lists activities already underway, and other tasks that the Executive has committed to commence during the 1999-2000 biennium.

A. UPTOWN PARK NEIGHBORHOOD

Description

Uptown Park Neighborhood is envisioned as an urbane and park-like residential neighborhood which winds its way through Uptown Center west of Seattle Center. Uptown Park Neighborhood is shown in Figure 4.1 within the neighborhood plan. This specific plan concentrates multifamily residential development, extensive streetscaping, a neighborhood park, and other amenities to create a coherent and high-quality residential neighborhood in the Urban Center. This neighborhood will provide a variety of urban housing options and include both new and historic residential buildings.

Uptown Park Neighborhood will be characterized by its park-like streetscapes which will wind through Uptown Queen Anne west of Seattle Center. The neighborhood will be predominantly multifamily residential along this route intermixed with existing office and mixed-use activities. From above, Uptown Park will be a consistent, beautiful green belt in contrast to the existing and future urban hardscape. Old and new multifamily residences will line this greenway, and these homes will be highly sought by all segments of the population.

Integrated City Response

The Uptown Park Neighborhood strategy includes recommendations to promote multifamily residential development, implement extensive landscaping and sidewalk improvements, develop a neighborhood park, and other amenities to create a coherent, high-quality neighborhood in the urban center. This Key Strategy could be combined with

the Uptown Center strategy. The geographic focuses are similar and many elements are complementary.

The Uptown Park Neighborhood is within existing NC3 zoning, but would allow the development of "Single Purpose Residential" (SPR) housing along a series of designated

key landscaped streets.

Although individual recommendations are not necessarily dependent on one another, the combination of the code text change, landscaping improvements and park could stimulate residential development more than incremental improvements.

Department responses included below: DCLU, SEATRAN, DPR.

Lead Department: DON

Participating Departments: SEATRAN, DPR, DCLU

Tasks to be Undertaken in 1999-2000

1. Confirm the location of Single Purpose Residential (SPR) areas where SPR is proposed to be permitted outright. Submit necessary legislation to Council to allow Single Purpose Residential as a use permitted outright.

2. Confirm the location of streets proposed by community for designation as “key landscaped streets.” Work with the community on choosing, and modifying, appropriate City designation (green streets or key pedestrian streets).
3. Investigate potential City properties eligible for proposed public open space.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.
5. Identify next steps for continued implementation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAH4 QALU3	<p>Allow Single-Purpose Multifamily Residential Development in Portions of the Urban Center- Allow single-purpose multifamily development (w/o ground-floor commercial uses) in those sections of Lower Queen Anne where there is little potential for retail - for example, the area along 3rd Ave. W. and 4th Avenue W. between Denny Way and Mercer Street.</p> <p>Complete an urban design plan that involves stakeholders in designating an area in which a change in the Land Use Code, consistent with the neighborhood planning process and conditions in the NC3 zone, would occur in Uptown Queen Anne to allow for Single-Purpose Residential development at the discretion of the developer in existing NC3 zones. Ground-level floors would be required to meet existing height regulations for commercial development regardless of whether the ground floor is used for residential purposes. The plan would also incorporate Key Landscaped Streets as described in QACH11 and QAT72. The area which would allow Single Purpose Residential development would be the same as the areas designated as Key Landscaped Streets.</p>	H	Short-Term	None	DCLU QA Plan Impl. Org. Uptown Action Team Housing Advocacy Group	<p>The neighborhood has determined that they will pursue this designation at a later date. Areas desired for allowing Single Purpose Residential as a permitted use outright must be specified in order for legislation to be prepared.</p> <p>The Executive will prepare necessary legislation for the SPR areas as soon as the community completes its urban design plan. DCLU can provide technical assistance to the community as it identifies the SPR areas.</p>
QACH11 QAT72	Key Landscaped Street(s) Creation in “Uptown Park Neighborhood” Specific Plan - ROW Improvements/ Streetscape Plan and Implementation Consistent with proposed Single Purpose Residential Overlay (QAH4 and LU3) - Recommendation proposes the planning and	H	Short-Term		New Character Support Group or QA	The Executive will be working to reconcile City policies and regulations relating to green streets and key pedestrian streets. Both designations relate to streets that will be the subject of a future

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	<p>implementation of a "Key Landscaped Street" alignment which will coincide with residential development in Uptown Queen Anne and would include such features as:</p> <ul style="list-style-type: none"> • Designation of final alignment; • Delineation with distinctive design features such as decorative pavers, pebble concrete, etc.); • Special and extensive plantings in City ROW; • Benches (e.g., with table/chair designs); • Renaming of Key Landscaped Street route street segments consistent with desired character of streets; • High-quality and consistent streetscaping/landscaping. <p>Unlike Green Street designations, this recommendation anticipates no, or minimal impacts to parking and traffic flow. The preliminary route for the Key Landscaped Streets has been identified as follows and will be refined via the character plan (urban design plan):</p> <p>Clockwise - 1st Ave. W (W. Mercer to W. Thomas); W. Thomas Street (1st Ave. W to 2nd Ave. W.); 2nd Ave. W.(W. Thomas to W. Harrison); W. Harrison Street (W. 2nd Ave. W. to 4th Ave. W); 4th Ave. W. (W. Harrison to W. Republican); W. Republican (4th Ave. W. to 3rd Ave. W.); 3rd Ave. W. (W. Republican to W. Roy); W. Roy Street (3rd Ave. W. to 4th Ave. W.); 4th Ave. W. (W. Roy to W. Mercer).</p> <p>The final alignment would be determined during subsequent urban design plan referenced above in QAH4 and QALU3.</p>				<p>Plan Impl. Org.</p> <p>Uptown Action Team</p> <p>SPO, DCLU, DON, SEATRAN</p> <p>Design Plan via DON grant (Matching Fund, etc.)</p>	<p>streetscape design effort. As part of that work, the Executive will work with the Queen Anne community and other communities to address issues raised in neighborhood plans. For Queen Anne, the Executive's goal is to avoid creating a new designation ("key landscaped streets") if the neighborhood's goals can be accomplished through existing types of designation or modification of existing types of designations.</p> <p>The design of the landscaping treatment could be accomplished using a Neighborhood Matching Fund grant. The Arborist's office can help with appropriate plant/tree selection and placement.</p> <p>SEATRAN encourages landscaping on all streets. Permits need to be issued for any changes in street ROW.</p> <p>Artists can be involved in the planning and design of streetscaping elements, from overall concepts and character planning to the design of amenities such as benches, tables, planters, paving treatments, etc.</p> <p>If there are CIP funds from streetscape improvements which generate % for Art funds, SAC would be involved in the inclusion of an artist on the design team. Otherwise, SAC can provide technical assistance to DON and other agencies.</p>
QAP1	<p>Acquire Site for Neighborhood Park in the Urban Center for the Use of Residents in the Area; Develop Master Plan; and Construct Park - Fund a master plan with activities such as a play area for children, sitting/viewing for adults, a picnic shelter for small group use, an open area for casual interaction. Despite the proximity of the Seattle Center, the number of events and many other factors have led many Uptown residents to conclude that a park specifically designed for use by their neighborhood is necessary as the Urban Village grows.</p>	H	Short-Term		<p>DPR</p> <p>QA Plan Impl. Org.</p> <p>Uptown Action Team</p> <p>QACC</p>	<p>For the potential sites shown in the Plan in Figure 4.1 on p. 37, the property owners would need to be consulted to see if they are interested in selling their lots. If they have already not done so, the community may also want to check with DCLU to see if there are development plans proposed for any sites under consideration.</p> <p>City departments that own vacant parcels within</p>

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	<p>The neighborhood park is envisioned as an extension of the Key Landscaped Street concept and would be open at all times and not fenced.</p>					<p>the planning area will work together with the community to identify parcels that might be usable on a temporary or permanent basis for open space purposes identified by the community (DPR and DON should be included as implementors).</p> <p>If a city surplus property become available and if it is appropriate for open space use, DPR can work with the community to strategize on funding for acquisition and development. It is likely that a bond or levy would be necessary for purchase of property.</p> <p>Park/open space design and development are all potential NMF grant projects. DPR can work with the community on their NMF applications and on project development . DPR does not have the resources to fund a master planning process, and thus an external funding source would need to be secured. Funding will also need to be found for real estate service and appraisals.</p> <p>DPR is supportive of this community's interest in seeking opportunities for new parks and open space in the Uptown neighborhood.</p> <p>While the creation of neighborhood parks may well complement the vision of the Uptown Park Neighborhood, the land use recommendations are not dependent upon this item.</p> <p>This project may be eligible for the Conservation Futures Tax (CFT) funds; however, the project will have to provide a match and meet certain State and County criteria. CFT is only available for acquisition, and funding from the program is also limited. DPR does not have funds to develop the property; another funding source would need to be identified for development.</p>

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						Artists can be involved in the planning and design of a neighborhood park and its amenities. Artists should be included at the earliest possible moment for involvement in design. If CIP funds are available and generate % for Art funds, SAC can be involved.

B. UPTOWN CENTER

Description

Centered on the junctions of Queen Anne Avenue at Mercer and Roy Streets, Uptown Center will be the recognized crossroads of Uptown Queen Anne. Uptown Center is envisioned as a thriving and active mixed-use urban center village - the heart of Uptown Queen Anne, where everything comes together, as shown in Figure 4.2 within the Plan. The existing Pedestrian Overlay Zone will provide the focus for the growth of this community. Commercial activities and multifamily residences already coexist in this area, and the combination of these uses would intensify. Uptown Center will be developed in conjunction with the Uptown Park Neighborhood (Figure 4.1). The Uptown Center and Uptown Park strategies overlap in some areas where Uptown Park's character would supersede other consideration.

Integrated City Response

The Uptown Center is the recognized crossroads of Uptown Queen Anne. Uptown Center is envisioned as a thriving and active mixed use urban center village - the heart of Uptown Queen Anne.

This Key Strategy could be combined with the Uptown Park strategy. The geographic focuses are similar and many elements are complementary. Central to this Key Strategy is creating a facility dedicated as a community gathering place.

Department responses included below: DCLU, SEATRAN, DPR, ESD

Lead Department: DCLU

Participating Departments: SEATRAN, ESD, DPR

Tasks to be Undertaken in 1999-2000

1. Seattle Center staff will assist the community in exploring the idea of utilizing church

facilities in the Uptown Center as an interim community gathering place until the construction of a neighborhood service center in the new Easter Seals building is complete.

2. The Executive will continue to work with the Easter Seals Society on the proposed Neighborhood Service Center.
3. SEATRAN will work to ensure that appropriate truck signs are in place directing trucks to Broad/Denny.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.
5. Identify next steps for continued implementation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QACH 10	Change official title of Seattle Center Urban Center to "Uptown Queen Anne Urban Center" -This activity will provide a distinctive and dignified title to the Urban Center area which reflects the area's history but which also maintains the long-standing connection of this area to Queen Anne. Additional outreach/validation with the local business community and other stakeholders will ensure the new name has support.	H	Short-Term	None	SPO	The Executive will forward legislation to enact this recommendation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAH1	<p>Uptown Queen Anne Neighborhood Center Development - Fund the acquisition, planning, and development of a neighborhood center (facility) in the Urban Center that would act as a gathering place and communication center, providing needed services and activities. The facility would include:</p> <ul style="list-style-type: none"> • Space for community organizations to meet, store materials, and have office space; • Space for a group such as the QA Helpline to provide health/human services & referrals; • Community bulletin board; • Center for transit and housing information; community info • Computer/library center with computers for general use and for library catalog access, and delivery & return of books; • Space for programming for senior activities, aerobics/dance and various classes; • Fitness room with restroom and shower facilities; • Rooms for informal meetings/reading and for games (cards, ping pong, etc.) with an espresso stand nearby • May include neighborhood service center, if sought by the City of Seattle <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p>	H	Mid-Term		<p>QA Plan Impl. Org.</p> <p>Uptown Action Team</p> <p>QACC</p> <p>DON</p> <p>DPR</p> <p>ESD</p> <p>Other Interested Organization</p>	<p>DPR supports the community's efforts to develop additional community facilities in their neighborhood; however, DPR does not have resources to commit to this effort. One alternative to developing a Neighborhood Center in the Uptown Urban Center would be to expand the Queen Anne Community Center to provide the additional listed services (some of the listed services are currently available at the QACC). Access to the facility from the Uptown Urban Center could be addressed in the transportation plan. Access, such as an elevator, to the upstairs within the building would need to be addressed. Funding would need to be found to enhance access to provide more space for additional services.</p> <p>Acquisition of a site and development of a neighborhood center would be an appropriate item for a bond. Some program development may be appropriate for a NMF grant. DPR would work with the community to further identify programming needs.</p> <p>The Easter Seals Society of Washington has plans to develop a mixed use high rise in Lower QA and has agreed to include an expanded Neighborhood Service Center on the ground floor with community meeting space. DON is working with the Easter Seals Society, but the specific City role for funding, staffing and/or development of the Neighborhood Service Center has not been determined.</p> <p>Artists can be involved on the Design Team for a new facility. If the facility is funded through CIP funds which generate % for Art funds, SAC would be involved in the administration of the funds. SAC can provide technical assistance on incorporating artwork to DON or other groups.</p>
QACH8	<p>Uptown Character Improvement Plan - Uptown Center Village is one of the areas identified for character/design planning in the Queen Anne Plan. It is envisioned that this area will be the subject of character planning which will prescribe specific public improvements (streetscape, public property, etc.). The intent will be to create a unique and distinctive place</p>	H	Short-Term		<p>New QA Character Support Group or QA Plan Impl. Org.</p>	<p>This activity is a neighborhood wide recommendation and is addressed within the "Additional Activities for Implementation" section of this matrix.</p>

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	called Uptown Center.				QACC Chamber via Matching Fund (DON)	
QACH9	Prepare Queen Anne Neighborhood Design Guidelines to Supplement the City's Design Review for Multifamily and Commercial Properties - Prepare guidelines that broaden the scope of the City's Design Guidelines. The City's Guidelines generally pertain to privately-owned property in multifamily and commercial zones and do not cover signage. The Queen Anne Design Guidelines may include guidance on signage, adjacent public ROWs, and cover zones outside of multifamily and commercial zones. They may also establish new districts - Uptown Center (w/special review), Uptown Park Neighborhood, and W. Roy Street Conservation District. For example, Land Use action QALU12 references the need for guidelines for Low-Rise developments.	H	Short-Term		QA Plan Impl. Org. or Character Support Group QACC Uptown Action Team via Matching Fund (DON)	This activity is a neighborhood wide recommendation and is addressed within the "Additional Activities for Implementation" section of this matrix.
QAT20	Mercer Traffic Flow - Improve Truck Access via Denny Way and Broad Street - Improve heavy truck access via Denny Way corridor and Broad Street to reduce truck traffic through "Uptown Center" on Mercer Street. Heavy trucks should be encouraged to use Denny Way - Broad Street - Elliott Avenue to access BINMIC and other industrial areas. Access via W. Mercer Place and Mercer Street should be discouraged. Improve traffic circulation at Fairview/Mercer/Valley by utilizing available federal dollars and budgeted Seattle funding to create grade separations, retaining Queen Anne's access to Capitol Hill via Mercer	H	Short-Term		SEATRAN	The Broad/Denny corridor is the designated truck route in the Comp Plan and Mercer/Roy is not a truck route. There is little that can be done design-wise to discourage trucks from using Mercer. However, SEATRAN will ensure that appropriate truck signs are in place directing trucks to Broad/Denny. Executive will need to ensure coordination with other neighborhood plans, including BINMIC.
QAT25	Improve Intersection of Queen Anne Ave. at Roy Street - City should work with the neighborhood to complete a study that evaluates improvements to this important intersection which would improve pedestrian safety and transit movement. The neighborhood's preliminary ideas include:	H	Short-Term		SEATRAN	As this is a pedestrian hub, it is SEATRAN's belief that a larger radius would be detrimental to pedestrians. SEATRAN is currently evaluating this intersection for the proposed recommendation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	<ul style="list-style-type: none"> • Increase radius of NE corner of intersection to improve turn moves, esp. for transit; • Provide phasing and improvements for a "scatter" pedestrian crossing at this intersection. 					
QAT34	<p>High Capacity Transit (Sound Transit (RTA) and Monorail) - The Urban Center is to be served by high-capacity public transportation services according to the CPPs and Vision 2020. This recommendation expresses the QANPC's strong interest in having the proposed Uptown Center Village as a node for high-capacity transit in the future. QANPC envisions the eventual development of a Sound Move Link/Light Rail station to serve Uptown Center and Seattle Center. In addition, extensions of the Monorail (if implemented) should also provide service to Uptown Center.</p> <p>QANPC reviewed and supported the alternative routing of the light rail system to Queen Anne and would support a secondary line to access Uptown Center Village and Seattle Center.</p>	H	Long		Sound Transit (RTA) Station Planning	A light rail alignment that would have a station on the east side of Seattle Center is a viable alternative which is being considered in the current EIS for the project. The Capitol Hill/First Hill location is the preferred alternative. Depending on the results of the EIS, QANPC's location may be considered. Monorail routing & planning and future phases of Sound Transit work will address this corridor.

C. COUNTERBALANCE

Description

The Counterbalance is the link between Uptown Queen Anne and Upper Queen Anne. The Counterbalance concept ensures a consistent, convenient, continuous, and frequent transportation option throughout Queen Anne. Originating in Uptown Center, the "Counterbalance" electric trolley bus will provide a unique means to climb Queen Anne Hill to access businesses and residences in a large area of Upper Queen Anne. The system will return to Uptown Queen Anne, proceed south and loop back to Seattle Center before returning to Uptown Center.

The Counterbalance will provide convenient access to Upper Queen Anne amenities such as the Queen Anne Avenue, W. McGraw Street, and W. Galer Street retail/mixed-use districts for shopping; the historic Queen Anne Park Boulevard for recreation and scenic views (walking, jogging, and bicycling, etc.); and residential neighborhoods over a wide area of Upper Queen Anne. In Uptown Queen Anne, the Counterbalance will access the mixed-use Uptown Center, offices and businesses along Queen Anne Avenue and 1st Avenue N., Seattle Center, and will also provide a link to and from the proposed Uptown Park Neighborhood. The Counterbalance will solve a major hurdle toward establishing a truly integrated neighborhood - Queen Anne's Counterbalance Hill. This strategy has strong support, and it will go a long way toward making Queen Anne a unique and coherent community.

Integrated City Response

This strategy consists of essentially one activity separated into five different recommendations. Transit projects are implemented by King County Metro and Sound Transit. The neighborhood should work directly with King County Metro and the King County Council to develop and implement this key strategy.

Lead Department: SEATRAN

Participating Departments: SPO, DON

Activities Already Underway

1. King County Metro's Six Year Plan is currently underway. It is expected that the plan may address this type of activity. The Executive will forward the community's recommendation to Metro on the community's behalf.

Tasks to be Undertaken in 1999-2000

1. Officially transmit transit requests to King County Metro on the community's behalf.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAT1	Counterbalance Concept - Circulator Bus Operations - The City should endorse a METRO study to develop and implement the "Counterbalance" to provide circulator trolley bus operations in Uptown Queen Anne and Upper Queen Anne, based on the historic Counterbalance route. Add electric trolley to enhance existing Metro services between Uptown Queen Anne and Upper Queen Anne and to provide a circulating local transit system.	H	Mid		Metro SEATRAN DON	The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON shall review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement

Activity No.	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
	This will be a loop system with possible interconnection with Seattle Center circulator.					<p>Committee.</p> <p>King County Metro is one of the transit providers for the City of Seattle and all of King County. The City will coordinate with Metro in identifying priorities for allocation of service. Metro's Six-Year Transit Development Plan outlines Metro's vision of transit's future and identifies the policies and programs for implementing that vision. The City will collaborate with King County in development of Metro's Six-Year Transit Plan, identifying issues which should be addressed in the plan. A major issue for discussion in the Six-Year Plan is service integration of bus and rail modes with the full implementation of Sound Transit's Phase I. The City will also work to insure the public involvement process provides ample opportunities for the City's diverse interests to be considered in plan development and adoption. The target date for completion of the next Six-Year Transit Plan is December 1999. If this proposal is not considered in that plan, it could be considered in the subsequent six-year plan.</p> <p>Demonstrating demand for such a service is an excellent strategy for showing Metro how much a counterbalance is needed in the community. As an alternative to this recommendation, Queen Anne might utilize its Chamber/BIA to begin either a demand based van or circulator van system as a demonstration activity. This van/bus could follow the proposed route for the circulator, but cost much less. Monitoring of van usage will demonstrate whether such a program should be expanded and run by METRO. The initial demonstration activity may qualify for Neighborhood Matching Fund grants.</p> <p>The Executive may also review proposals for neighborhood circulators from the Queen Anne Plan and other neighborhood plans to address citywide issues.</p>
QAT2	Counterbalance - Establish 7-minute Headways - Establish 7-minute headways between the Urban Center and Upper Queen Anne along Queen Anne Avenue N. up and down the Counterbalance Hill between Uptown Center (Uptown QA) and W. McGraw Street (Upper QA). With this frequency of service the Counterbalance will provide a real	H	Mid		Metro SEATLAN	Please see the response to QAT1

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	<p>alternative to the automobile.</p> <p>"Counterbalance" trolley will supplement existing Metro trolley bus service along Queen Anne Avenue between Uptown Center and W. McGraw Street to achieve 7 minute headway; will be dedicated circulator in other parts of the route through Urban Center and Upper QA and headways on these segments will vary.</p>					
QAT3	Counterbalance - Expand Electric Trolley Route - Expand the existing trolley route by extending electric trolley wire along W. McGraw Street from 3rd Avenue W. to 6th Avenue W. The expansion of this line will allow the Counterbalance trolley to run in a loop in Upper Queen Anne via an alignment of Queen Anne Avenue N. - W. McGraw Street - 6th Avenue W. - W. Galer Street.	H	Mid		Metro SEATRAN	Please see the response to QAT1
QAT4	Counterbalance - Vehicle Design - Establish a unique design for the Counterbalance vehicle(s) to communicate its identity. Design can be identified in conjunction with Counterbalance Character Improvements Plan (QAT8).	H	Short-Term	None	QA Hist Society Metro SEATRAN	Please see the response to QAT1
QACH8	Character Improvement Plan and Implementation - Specific to the Counterbalance Hill and route. Prepare and implement a Character Improvements Plan for the Counterbalance to identify specific improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements will be located within public rights-of-way. May include streetscaping and/or landscaping treatments.	H	Short-Term		New QA Character Support Group or QA Plan Impl. Org. QACC, Chamber, via Matching Fund (DON)	This activity is a neighborhood wide recommendation and is addressed within the "Additional Activities for Implementation" section of this matrix.

D. QUEEN ANNE BICYCLE BELTWAY

Description

The Queen Anne "Bicycle Beltway" will provide a true alternative to the workday auto commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill. This system of facilities will enhance opportunities for commuters to leave their cars at home and safely commute to work or play by bicycle. The system also provides ample opportunity for weekend or holiday recreation. The Bicycle Beltway is shown in Figure 4.4 in the Plan and specifies a set of limited improvements which will create an unparalleled bicycle network and a regional amenity.

The Beltway will function in connection with other bicycle routes (e.g., downtown, Fremont, and Ballard) to help make bicycle commuting more safe and viable for more Queen Anners and others. The goal of the Bicycle Beltway is to provide a solid alternative to the automobile for commuters accessing jobs in Queen Anne and elsewhere and to complete the local components of the regional bicycle system. Safety is a fundamental, and the Beltway provides solutions which will ensure safe travel. Queen Anne believes it is important to effectively accommodate bicycles in our roadway rights-of-way first, while also providing specialized recreational trails. Where this is not yet feasible, specialized bicycle facilities can play an important interim role by completing the regional network of bicycle routes.

Integrated City Response

Creating an integrated network of bicycle routes will provide an alternative to the automobile for commuters in the area. Phased implementation, limited funding sources, right of way and traffic conflicts are issues that need to be considered when developing the full network.

Lead Department: SEATRAN

Participating Departments: Seattle Center

Activities Already Underway

1. Preliminary engineering design is currently underway for the Galer Street overpass.
2. Planning is underway for the Lake Washington Ship Canal Trail connection under the Ballard Bridge and the connection between the existing bicycle lanes along the Ship Canal from the Ballard Bridge to 6th Avenue W.
3. Preliminary engineering is underway for the bicycle lane designation on 20th Avenue W. from Thorndyke to W. Dravus.

Tasks to be Undertaken in 1999-2000

1. Investigate the possibility of placing pedestrian improvements on the Ballard Bridge.
2. Work with the community to further refine ideas regarding bike linkages to W. Emerson Street.
3. Evaluate conceptual plan for Halladay Street Steps route upon receipt from the neighborhood.
4. Explore issues regarding and prepare conceptual plans for Potlatch Trail and Roy Street tunnel.
5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.
6. Identify next steps for continued implementation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAP11	Develop Pedestrian Crossing of Highway 99 at Galer (Galer St. Bridge) - This is a major mid-hill crossing point to get from QA Hill to the regional trail	H	Mid		SEATRAN WSDOT	WSDOT is the lead on this project and does not have enough funds to complete the project at this time because of costs associated with ADA issues. SEATRAN is a partner with WSDOT in this project and will work

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	system and Lake Union without using a car. The trail continues over the hill and down to W. Galer on the west side to link with the Interbay Trail. This action will fill a missing link.					with WSDOT if additional funding is obtained.
QAT42	Galer Street Flyover (Galer St. Bridge) - Ensure that the "Galer Street Flyover" (Galer St. Bridge) has sufficient width to include continuous bicycle path/lane for regional bike commuting. The neighborhood believes the existing bridge design includes insufficient width for safe bicycle lane and north approach does not facilitate bicycle riding.	H	Mid		SEATRAN	As proposed, the Galer St. Bridge will include 8 ft wide sidewalk and bicycle access.
QAT43	Crossing Elliott Avenue & BNSF RR Tracks at 6th Avenue W. - Alternative Location - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks. This is an alternative location for a crossing to Myrtle Edwards Park and the existing bicycle facility	H	Mid		SEATRAN	This recommendation is duplicated within the Elliott Bay Access Key Strategy. Please refer to QAT43 within that section for the Executive Response.
QAT44	Crossing Elliott Avenue & BNSF RR Tracks at W. Thomas Street - Preferred Location - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks at W. Thomas Street. This is the preferred location for a crossing to Myrtle Edwards Park and the existing bicycle facility. This will ensure that regional commuters using the existing bicycle facility on Myrtle Edwards can access Uptown Queen Anne and the Denny Way corridor - a must for workday commuting.	H	Short-Term		SEATRAN	This recommendation is duplicated within the Elliott Bay Access Key Strategy. Please refer to QAT44 within that section for the Executive Response.
QAT46	Bike lanes on Elliott Ave. W. and 15th Avenue W. - When these arterials are widened incorporate bicycle lanes in each direction.	H	Long		SEATRAN	If the street is widened in the future, SEATRAN will evaluate this location for bike lanes. With current funding sources, it is unlikely that street widening would be a high priority. Under current conditions, SEATRAN does not support the idea of restriping the existing roadway to provide for bike lanes. This is a major arterial that is meant to move motorized traffic, including trucks. As is, the curb lanes have peak period parking restrictions to increase capacity. Taking 4-6 ft for bikes would necessitate the elimination of one through-lane. Also, high average vehicle speeds make this road unappealing and intimidating to the vast majority of bicyclists. In addition, the Elliott Bay Trail functions reasonably well as a north-south route.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAT47	W. Emerson Street - Gilman Avenue Connection - extend bicycle lane/trail system to link W. Emerson Street with Gilman via the existing bridge over the BNSF RR tracks by adding signage and incorporating the route into the Seattle bicycle route map. The site is located within Magnolia and BINMIC, but, because there are no facilities on 15th Avenue W., this connection is essential to provide a continuous bicycle commute system around the BINMIC.	H	Mid		SEATRAN	SEATRAN can work with the community to further define this proposed activity, address citywide issues, and coordinate with BINMIC and Magnolia.
QAT48	Extend Bicycle Facility to Connect Ballard Bridge with W. Emerson Street Bike Lane(s) Ballard Bridge Approach - Provide a bicycle approach to the Ballard bridge to provide access on and off the bridge to use existing bridge bike/pedestrian lane. The new approach will allow regional commuters crossing the Ballard Bridge to exit the bridge at Emerson to follow the regional bicycle trail instead of using 15th Avenue W. which has no bicycle facilities and is presently unsafe.	H	Long		SEATRAN	The City is looking at a connection between the Ship Canal Trail extension and the bridge, possibly using currently closed staircases that come off of the walkway just south of the ship canal. SEATRAN will work with adjacent property owners to see if this is feasible. There is no other physical connection contemplated between the Ballard Bridge and the Ship Canal Trail. SEATRAN can work with the community to further define this proposed activity, address citywide issues, and coordinate with BINMIC and Crown Hill/Ballard.
QAT49	Lake Washington Ship Canal Trail Connection Under Ballard Bridge - Complete this segment of the bicycle/pedestrian facility under the Ballard Bridge to connect to W. Emerson Street and regional bicycle route. This will fill in an important missing segment of the Bicycle Beltway.	H	Short-Term		SEATRAN	Planning is underway, funding appears adequate but final costs may mean full implementation is subject to additional funding availability.
QAT50	Bicycle Lane(s) Connection on 20th Avenue W. Between the Interbay Bicycle Trail and W. Dravus Street - Complete the bicycle lane designation on 20th Avenue W. from Thorndyke to W. Dravus Street to fill in a missing segment of the regional bicycle route around the BINMIC. The site is located within Magnolia and BINMIC, but, because there are no facilities on 15th Avenue W., this connection is essential to provide a continuous bicycle commute system around the BINMIC.	Low	Mid		SEATRAN	Implementation of this activity will be complete by the end of first quarter 1999.
QAT52	Maintain Ballard Bridge Bicycle/Pedestrian Facilities Make certain that the existing 4 foot-wide	H	Long		SEATRAN	Some maintenance equipment must be located in this area. However, SEATRAN is investigating what can be done to accommodate

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	bicycle/pedestrian facilities on the Ballard Bridge are clear for these uses. Maintenance equipment has blocked these facilities in the past. A means to provide access must be found while maintenance continues.					pedestrians and bikes.
QAT55	Lake Washington Ship Canal Bicycle Lanes - Complete the connection between the existing bicycle lanes along the Ship Canal between the Ballard Bridge (see previous) and 6th Avenue W. (near Seattle Pacific University). New facility will follow alignment of Blewett Way/W. Ewing/existing RR tracks.	H	Short-Term		SEATRAN	A connection is being planned and evaluated, however, it will be a multi-use trail. No separate bike lanes are specifically planned. Implementation is subject to funding availability. See the response to QAT 49 for a designated bike trail along a similar path.
QAT56 WA	Fremont Bridge Access - Construct bicycle access to the Fremont Bridge from the Lake Washington Ship Canal Trail. The existing trail crosses under the bridge approach via a tunnel. The bridge approach will be reconstructed as part of the city-wide seismic retrofitting effort. This strategy incorporates bicycle facilities into the new bridge approaches.	M	Mid		SEATRAN	When the bridge approaches are re-done in the future, SEATRAN will look at improving the trail connection.
QAT57 WA	Connection to Westlake Bicycle/Pedestrian Facility - Extend the Ship Canal Trail to connect with the planned new Westlake Trail which will run near existing businesses and facilities along Lake Union. This must be a 2-way bicycle facility which will link the Fremont Bridge and Ship Canal to Westlake system. Add the planned new Westlake Trail to the Seattle bicycle route map. QANPC accepts this as an interim solution to provide bicycle commuting facilities along the Westlake Avenue corridor. Long-term solution should be to use Westlake Avenue.	H	Short-Term		SEATRAN	SEATRAN supports the concept and expects to eventually connect the Ship Canal Trail with the Westlake Pathway. The type of bike/pedestrian facilities still needs to be evaluated (there may be technical issues with some of the options) and implementation is subject to funding availability.
QAT58 WA	Ship Canal Trail Connection - Connect to Nickerson at 3 rd Ave. W Maintain bicycle access to 3rd Avenue W. when the Ship Canal Trail is extended to ensure access to	H	Mid		SEATRAN	Currently trail is accessible from 3 rd and Nickerson.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	Nickerson Street and Seattle Pacific University.					
QAT59	Bicycle Trail Connections at Nickerson Street and 3rd Avenue W. and 6th Avenue W. - Maintain and enhance the existing bicycle access from Nickerson Street to the Lake Washington Ship Canal Trail to ensure maximum use.	H	Mid		SEATRAN	Currently trail is accessible from 6 th and Nickerson.
QAT60	Westlake Ave. N. Between Fremont Bridge and Aloha - Bicycle Lanes on Westlake Avenue. Long-range project to incorporate bicycle lanes on Westlake Avenue when and if this roadway is widened. This is the long-term solution to bicycle commuting around this side of Queen Anne. The short-term solution is the use of Westlake Trail.	H	Long		SEATRAN	If the street is not widened, SEATRAN does not support bike lanes on Westlake Ave for the following reasons: Westlake is a principal arterial and as such is expected to carry substantial volumes of through-traffic. A lane of traffic would have to be removed to create space for bike lanes, which would effectively mean converting this street to one lane in each direction with a center turn-lane. Eliminating a lane in each direction would likely divert some traffic to Dexter, which is a minor arterial in the midst of dense residential development. Dexter also has bike lanes that are well established and operate very well as a link into downtown. Also, Westlake is a major truck route, and bicyclists generally do not feel comfortable with large trucks right next to them. However, if the street is widened in the future, SEATRAN will evaluate this location for bike lanes. As an alternative to adding bike lanes on the paved roadway itself, the Executive will review the option of adding a bike lane immediately to the east of the paved roadway in the parking area. The Executive shall provide its report with analysis and recommendations to the Council by June 2000.
QAT61	Improve Halladay Street Steps Route - Improve this route which connects Dexter Avenue N. with Westlake Avenue N. for bicycle travel. The existing stairway is currently blocked by a landslide.	H	Short-Term		SEATRAN	SEATRAN does not currently have funding to implement this recommendation. If the community would like to move forward with this project, the community can develop a conceptual plan. SEATRAN can provide technical assistance. The conceptual plan will be evaluated by SEATRAN at a later date along with future slide potential.
QAT62	Westlake Ave. N. Between Fremont Bridge and Aloha - Connect Galer Street Steps Across Aurora Avenue (SR99) - Construct the planned Galer Street Bridge over Aurora to provide Bicycle and pedestrian access. This will provide a very important mid-hill link in the regional non-motorized system which is now blocked by SR99. This project has strong support within the Queen Anne community and the QANPC. Project is already	H	Mid		SEATRAN	This recommendation is duplicated in QAT11. Please refer to that activity above for the City Response.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	partially funded but must have additional support to include ADA requirements.					
QAT63	Westlake Ave. N. Between Fremont Bridge and Aloha - Potlatch Trail Crossing Aurora Ave. at Roy; Connect South Lake Union Park to Seattle Center - Incorporate bicycle facilities in the alignment of the "Potlatch Trail" from the Westlake Avenue corridor to Elliott Avenue through Seattle Center. Complete the Bicycle Beltway via the Potlatch Trail route using the Roy Street Tunnel and crossing through Seattle Center to 2nd Avenue N. to Broad Street and then to Elliott Avenue to complete the circle around Queen Anne.	H	Long		SEATRAN Seattle Center	SEATRAN has funding to prepare concept designs for the Potlatch Trail and the Roy Street Tunnel and will be exploring alternatives which include access for bikes and pedestrians. The concept designs will be prepared in 1999 and 2000 and SEATRAN will work with Queen Anne, South Lake Union, and other affected communities. Design of and work on the Potlatch Trail will integrally tied to work on the Mercer Mess. SEATRAN does not support an at-grade crossing at Roy Street. SEATRAN also does not support bike lanes on Westlake Ave. for the same reasons are listed in QAT60 above. Seattle Center believes in the importance of these improvements to provide better pedestrian and bicycle access to the urban center. However, there is no funding currently existing or proposed in the Seattle Center budget to address these issues. The Design Team for a trail and its amenities should include an artist. Working with % for Art funds, SAC would administer the involvement of an artist.
QAT64	Roy Street Tunnel - Construct a tunnel under Aurora Avenue at Roy Street to provide bicycle and pedestrian access and to connect the Westlake Avenue corridor with Seattle Center. The existing undercrossings of Mercer Street and Broad Street are inadequate and possibly unsafe for bicyclists. This tunnel will provide a dedicated non-motorized crossing, would help mitigate the impacts of Aurora Avenue on Queen Anne, and be an important feature of the Bicycle Beltway as well as the proposed "Potlatch Trail."	H	Mid		SEATRAN Seattle Center	Please refer to QAT63 for the Executive Comment.
QAT65	Interconnect between Potlatch Trail at Seattle Center and Unocal Property near Elliott Bay via 2nd Avenue N. and Broad Street Route - Complete the Potlatch Trail system through Seattle Center to exit at 2nd Avenue N. to Broad Street to waterfront at Broad Street to meet the regional bicycle system near Myrtle Edwards Park. This completes the	H	Long		SEATRAN Seattle Center	Please refer to QAT63 for the Executive Comment.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	Bicycle Beltway loop around Queen Anne.					

E. ELLIOTT BAY ACCESS

Description

The Elliott Bay Access Specific Plan focuses on realizing Queen Anne's close proximity to Elliott Bay and the existing shoreline recreational amenities there which have been off-limits to Queen Anners with the construction of the railroad and development of industrial shore lands. This specific plan works in conjunction with the Queen Anne Bicycle Beltway Specific Plan. The goal of the Elliott Bay Access Specific Plan is to reclaim access to the Elliott Bay shoreline via Myrtle Edwards and Elliott Bay Parks.

Queen Anne has always enjoyed a close proximity to Elliott Bay and Puget Sound and historically defined the shoreline's edge. Throughout the 20th Century, however, the shoreline of Elliott Bay has been continually pushed westward, first to provide access for the railroad, and later to construct Elliott Avenue and develop commercial and industrial facilities such as the Port of Seattle's Grain Terminal. A continuous shoreline park system, Myrtle Edwards Park and Elliott Bay Park was subsequently constructed along Elliott Bay to mitigate this loss of shoreline access and provides important public recreational amenities such as trails and bicycle facilities. Access to the shoreline is incomplete, however, and the value of these parks is currently diminished because they remain separated from the community which needs them the most, Queen Anne. Today the Uptown Queen Anne neighborhood overlooks not only the shoreline parks which should have been a part of their community, but also the barriers which separate them - Elliott Avenue and the BNSF RR tracks.

Integrated City Response

This strategy is consistent with the goals and policies of the Comprehensive Plan. Increasing the access to this nearby park facility will help serve the growth anticipated for the area, particularly in the Uptown Urban Center. This strategy consists of two recommendations with several alternatives presented for review by City Staff.

Lead Department: SEATRAN

Participating Departments: DPR, SPU, SPO, DON

Activities Already Underway

1. Proposed locations for an access point from the Urban Center to Myrtle Edwards Park are currently under review and analysis by SEATRAN, DPR, SPU, the Port of Seattle and King County Metro. SEATRAN has met with representatives from Queen Anne and other affected neighborhoods to discuss possible locations. Both Burlington Northern and Sound Transit will need to be brought into the discussion to determine the best access point for both convenience and public safety.

Tasks to be Undertaken in 1999-2000

1. As the Executive reviews the proposed North Waterfront Access crossing, the Executive should ensure that potential designs for the vehicular crossing also include pedestrian and bike access. The Executive's public process for reviewing the possible North Waterfront Access crossing should ensure that Queen Anne, Belltown,

downtown and other affected neighborhoods are involved.

2. In addition to review of the proposed North Waterfront Access crossing, the Executive shall review other possible at-grade or above-grade crossings to provide pedestrian and bike access to Elliott Bay. In doing so, the Executive shall develop a public process plan to work with Queen Anne, Belltown and other affected neighborhoods as it reviews possible locations for access to Elliott Bay.
3. By the end of the second quarter of 1999, the Executive shall report to the Council's Transportation and Neighborhoods Committees regarding the public process, alternative locations (including Broad Street, Thomas Street, etc.), possible funding sources, issues, and next steps.
4. The SPIF funds originally intended for a possible Thomas Street crossing shall not be used until the Thomas Street and other potential crossing locations and issues have been evaluated by the Council Committees.
5. Determine the most appropriate locations for either an overpass or at-grade street crossing from the Urban Center to Myrtle Edwards Park. Coordinate with the involved agencies to determine best methods for funding and implementation. Continue to work with Queen Anne and other affected neighborhoods as locations are selected.
6. SEATRAN will provide the Council with status reports at least every six months as it analyzes proposed locations.

7. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.

8. Identify next steps for continued implementation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAP10	<p>Develop Pedestrian Bridge to Myrtle Edwards/Elliott Bay Park from Urban Center - Develop a pedestrian access to Myrtle Edwards from the Urban Center. Crossing will be constructed to bridge Elliott Avenue W. and the BNSF RR tracks to access existing shoreline parks. Action will restore ability for Queen Anners, especially from the Urban Center to use shoreline and enjoy needed park amenities. An alternative alignment would start at the end of 6th Avenue W. which will be closer to the proposed Combine Sewer Overflow (CSO) work, but less suitable as a crossing.</p> <p>Route will be constructed for bicycle and pedestrian uses.</p> <p>Preferred route is via alignment of W. Thomas Street because this provides the closest proximity to the Urban Center and shortest route to Myrtle Edwards Park.</p>	H	Short-Term		DPR SEATRAN	This recommendation duplicates QAT43, QAT44 and QAT 45. Please review those recommendations for specific comments regarding location of the proposed crossings.
QAT43	Crossing Elliott Avenue & BNSF RR Tracks at 6th Avenue W. - Alternative Location - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks. This is an alternative location for a crossing to Myrtle Edwards Park and the existing bicycle facility.	H	Mid		SEATRAN	This probably would not serve most Queen Anne residents since the 6 th Avenue W. street end is at the base of a greenbelt slope. Also, note that Immunex will build an ADA accessible overpass at Prospect over the tracks (not over Elliott).
QAT44	Crossing Elliott Avenue & BNSF RR Tracks at W. Thomas Street - Preferred Location - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks at W. Thomas Street. This is the preferred location for a crossing to Myrtle Edwards Park and the existing bicycle	H	Short-Term		SEATRAN	Proposed locations for an access point from the Urban Center to Myrtle Edwards park are currently under review and analysis by SEATRAN, DPR, SPU and King County Metro. An overpass will be an expensive undertaking due to the need for ADA accessibility between the park and Elliott Ave. Both Burlington Northern and Sound Transit will need to be brought into the discussion to determine the best access point for both

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	facility. This will ensure that regional commuters using the existing bicycle facility on Myrtle Edwards can access Uptown Queen Anne and the Denny Way corridor - a must for workday commuting.					<p>convenience and public safety.</p> <p>A pedestrian bridge at the Thomas Street crossing was explored as part of the SPIF process at Myrtle Edwards Park a couple of years ago. DPR did not pursue further study at Thomas Street because of serious concerns about the site which included cost, soil contamination, and ADA accessibility. DPR staff are in the process of proposing a reallocation of these funds. The staff recommendation is to use the funds to secure shoreline property along Elliott Bay to the north of Myrtle Edwards Park and the Port property. DPR held a public meeting about this project in early September of 1998.</p> <p>Thomas Street is again being reviewed by a number of city departments as a possible crossing site. The team of city departments is also reviewing other possible crossings.</p>
QAT45	Myrtle Edwards Trail to Elliott Ave. - W. Prospect Street - Extend Schedule of the Bridge at W. Prospect Street - Bridge is planned component of the Immunex project and will be open to the public to provide access between Queen Anne and Elliott Bay shoreline. Access hours for this bridge should be extended to the maximum.	M	Mid		Immunex Corp.	The Immunex Development will be constructing a pedestrian bridge over the railroad tracks at Prospect - which would probably serve the same segment of Queen Anne as the one proposed at West Mercer Street. This overpass will be ADA accessible (elevator - large enough for bikes.) The community should work with Immunex to ensure adequate access and schedules.

F. CROWN OF QUEEN ANNE

Description

The Crown of Queen Anne Specific Plan will revitalize historic Queen Anne Boulevard for the 21st Century. The Boulevard's value as an urban trail and needed recreational amenity is well-recognized. It is appreciated by many Queen Anners and visitors for a diverse variety of uses. The Boulevard not only provides automobile access to Upper Queen Anne neighborhoods, but it also provides a recreational and aesthetic amenity to Queen Anners and visitors alike. This historic park street is used at all hours by adults for walking and jogging; it is a strolling path for families with small children; and it provides a place for seniors to exercise. The Boulevard offers shade in the summer, beautiful autumn color in the fall, and an open and sunny landscaped path in the winter. It circulates through all parts of Queen Anne Hill and crosses demographics. The *Queen Anne Plan* believes that a vital Queen Anne Boulevard will help Queen Anne retain its unique historic character into the 21st Century.

Integrated City Response

This strategy consists of relatively small projects that could be implemented incrementally; individual recommendations are not dependent on one another. The community can support some activities within this strategy with Neighborhood Matching Fund grants.

Lead Department: DPR

Participating Departments: SEATRAN, DCLU, SCL, SPD

Tasks to be Undertaken in 1999-2000

1. Begin landscape restoration on the Bigelow portion of the Boulevard.
2. DPR will be meeting with all planning groups, including Queen Anne, to talk about the DPR COMPLAN and implementation opportunities. DPR hopes to work with Queen Anne to refine site specific improvement recommendations for the Boulevard.

Activity No.	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
QACH5 QAP2	Enhance and Upgrade the Historic Queen Anne Boulevard Pedestrian System - Work with community and Seattle Parks to enhance the Historic Boulevard while preserving the traditional character of each segment. This will ensure appropriate development and maintenance of the historic Boulevard, provide a comprehensive analysis and improvement program for pedestrian facilities. Specific actions will include: a) Conduct a comprehensive, interdisciplinary analysis of the Boulevard and needed improvements; b) Ensure that there are sidewalks on at least one side of the Boulevard;	H	Short-Term 1999-2000 Budget		DPR, SPD, SEATRAN, SCL Input from Plan Impl. Organization, QACC, QAHS, and Others	DPR supports the goals of the community for vegetation management, encroachment removal, public access and safety, and restoration of the Boulevard's linear design concept and will work with the Queen Anne community to develop methods of achieving these goals. DPR agrees that the City should fund management and maintenance of the Boulevard. For the non-Bigelow portions of the Boulevard, DPR will work with the community to develop a plan for improvements as recommended in the neighborhood plan. In doing so, DPR will work with the community to look for funding sources such as the Cumulative Reserve Fund and Neighborhood Matching Fund through DON or some of the limited flexible funds available through DPR for implementation in the non-Bigelow portion of the Crown of Queen Anne. For the Bigelow portions of the Boulevard, DPR will proceed with

Activity No.	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment
	<ul style="list-style-type: none"> c) Add pedestrian-scale, historic-style lighting in poorly-lit, unsafe segments (see QAP7); d) Create user-friendly crossings at major and commonly-used points to encourage walking; e) Sign the pedestrian trail as well as the historic Boulevard for safety of all users; f) Manage trees consistently and comprehensively for longevity and health as a city legacy; g) Enforce parking regulations to stop residents from parking on the Boulevard landscaped rights-of-way and pedestrian paths; h) Remove paving outside the street section; i) Remove unnecessary paving within the street section (where traffic revisions were once paved over); j) Install Landmarks Board-approved curbing and drainage improvements to reestablish the street edge and ensure that it remains intact; and k) Remove encroaching vegetation or prune back overhanging vegetation. 					<p>implementation of improvements from the Bigelow Plan. (The Bigelow Plan is a plan that DPR developed prior to the neighborhood plan for removal of encroachments, design guidelines and restoration of the Bigelow portion of the Boulevard.) Current funding includes \$28,000 in DPR's 1999 budget for landscape restoration on the Bigelow portion of the Boulevard.</p> <p>A meeting with the Queen Anne community is planned in March 1999 which will give both Queen Anne and DPR the opportunity to work together to develop specific recommendations. As further discussions occur relating to segments of the designated historic boulevard, DPR will work with the community to discuss the specific recommendations outlined in the Queen Anne Plan. Additional funding would need to be identified to implement certain recommendations (maintenance, encroachment removal, etc.) in such a way as to meet the community's expectations. There may be opportunities in the future for NMF projects related to the Boulevard.</p> <p>SEATRAN is responsible for the boulevard "curb to curb" and would be involved in any design and landscaping that would affect this portion of the Boulevard.</p> <p>Seattle City Light is responsible for lighting of residential streets and would work with DPR, SEATRAN and the community on lighting proposals that affect streets that are not designated as historic.</p> <p>In 1999, the Executive will be reviewing its policies on lighting streets, alleys, parks, etc. as part of its work on the neighborhood planning policy docket. Issues related to safety lighting raised in the Queen Anne Plan will be considered as the Executive addresses this policy item.</p> <p>Any changes (lighting, signs, landscaping, etc.) to the designated portions of the historic boulevard (whether owned by SEATRAN or DPR) require approval of the Landmarks Preservation Board.</p>
QAP7	Lighting for Historic Queen Anne Boulevard - Add lighting to segments of the Blvd. presently with unsafe lighting levels for pedestrian use and jogging. Keep lighting consistent with design character established on the Wilcox Wall to enhance identity and recognition	H	Mid		DPR SCL, SEATRAN	This recommendation is included within QACH5 and QAP2 above. Please refer to the comments from DPR above.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	of the Blvd. Wilcox Wall lighting is period sensitive and pedestrian scale and would provide safe access while not reducing views and visibility.					
QAP15	Prioritize the Removal of Encroachments on the Historic Boulevard and Queen Anne Parks - Implement the removal of encroachments in a timely manner.	H	Short-Term		DPR	This recommendation is included within QACH5 and QAP2 above. Please refer to DPR's comments on those recommendations.
QAT69	Maintenance - Sidewalks- City should provide improved maintenance of sidewalks in all areas of Queen Anne.	H	Short-Term		SEATRAN	This activity is a neighborhood wide recommendation and is addressed within the "Additional Activities for Implementation" section of this matrix.
QAT70	Maintenance - Steps - City should provide improved maintenance of steps in all areas of Queen Anne.	H	Short-Term		SEATRAN	This activity is a neighborhood wide recommendation and is addressed within the "Additional Activities for Implementation" section of this matrix under the same activity number.

G. GOOD NEIGHBOR SEATTLE CENTER

Description

As neighbors, the Queen Anne community and Seattle Center have worked together to identify common issues and to seek solutions. Representatives from Seattle Center have been active in the planning process and have helped shape the *Queen Anne Plan*. The Queen Anne Neighborhood Planning Committee recognized that it was essential to work closely with Seattle Center to ensure that the Seattle Center Departmental goals are aligned with the Queen Anne community's goals and that the Queen Anne Plan seeks to find a balance between the needs of the community and the needs of the Center. The Good Neighbor Seattle Center Specific Plan focuses on a series of mobility- and traffic-related strategies which will be included in the update of the *Seattle Center Master Plan* as well as in the *Queen Anne Plan*.

Integrated City Response

This strategy is consistent with the goals and policies of the Comprehensive Plan. Improving the overall relationship between the Uptown Urban Center and the Seattle Center will enable both residents and visitors to the Seattle Center to efficiently use the area surrounding the Seattle Center.

Lead Department: SEATRAN

Participating Departments: Seattle Center

Activities Already Underway

1. Seattle Center is currently working with WSDOT on implementation of the Smart Trek program which includes the installation of several informational signs in the Seattle Center vicinity that will provide visitors real time parking and routing information.

Tasks to be Undertaken in 1999-2000

1. Seattle Center will work to secure funding and develop a signage plan in 1999-2000.
2. Seattle Center will work with a working committee to draft procedures for communicating and involving the Queen Anne and Uptown Communities in Seattle Center actions affecting these communities.
3. Forward transit-related recommendations to KC Metro on community's behalf.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.
5. Identify next steps for continued implementation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
QAP13	Improved Pedestrian Access in the Mercer Corridor - Roy Street Tunnel - In order to facilitate improved pedestrian access to Seattle Center this activity will create an improved pedestrian route/facility in conjunction with the proposed "Pottlatch Trail" system from Lake Union to Elliott Bay via Seattle Center. Improved access under Aurora Avenue N. will be provided by a proposed pedestrian/bicycle tunnel at Roy Street. The Roy Street facility will provide safer passage than current sidewalk facilities on Mercer or	H	Mid		SEATRAN Seattle Center	This recommendation is duplicated within QAT64 in the "Queen Anne Bicycle Beltway" Key Strategy. Please see that section for the Executive Response to this particular recommendation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	Broad Streets.					
QAT7	Signage for Seattle Center Event Parking - In order to reduce traffic congestion and on-street parking conflicts with local residents and businesses, signage will be employed by Seattle Center for special events which are anticipated to generate greater parking demand.	H	Short-Term		SEATRAN Seattle Center	Seattle Center is responsible for funding and working out an agreement on additional parking signs. Seattle Center will work to secure funding and develop a signage plan in 1999-2000.
QAT11	Traffic - Signage for Seattle Center Access (From SR99) - Work with Seattle Center and SEATRAN to make traffic flow improvement plans which include: a) Increased signage to reduce congestion and/or direct visitors to available parking; b) Redirect existing access from SR 99 via N. Valley St. to Roy St. through signing on SR 99 .	M	Short-Term		SEATRAN Seattle Center WSDOT	Seattle Center is responsible for funding and working out an agreement on additional signs. Seattle Center is currently working with WSDOT on implementation of the Smart Trek program which includes the installation of several informational signs in the Seattle Center vicinity. SEATRAN can provide technical support where appropriate.
QAT13	Traffic - Communication of Traffic Issues by Seattle Center - Support Seattle Center efforts to install Smart Trek signage to direct traffic to available parking , provided that the proposed sign at Valley and 5th Ave. N. is relocated to Roy and 5th Ave. N. in conjunction with the designation of Roy as the arterial for south bound SR 99 traffic heading for the Seattle Center.	M	Short-Term		SEATRAN Seattle Center	A traffic study would have to be completed prior to moving sign or installing new SmartTrek signs. See response to QAT 16 below.
QAT16	In order to minimize deterioration of residential and mixed use area along Aloha and Valley Sts. between SR 99 and 4th Ave. N. and the mixed use area on 5th Ave N. between Aloha and Roy Sts., make Roy St., between SR 99 and Taylor Ave. N. the designated arterial, rather than Valley St. This portion of Roy St. will be the designated route for southbound SR 99 traffic heading for Seattle Center.	M	Short-Term		SEATRAN Seattle Center	To redirect traffic would require a major traffic study including, signal modification, an all-stop study and a significant geometry change at Aurora & Roy. Note, this recommendation proposes a change which directly conflicts with the proposed route for the Roy Street Tunnel. Parking issues may need to be resolved as parking would be removed off Roy between Aurora and 5th Avenue N. with the reclassification. SEATRAN is willing to work with the neighborhood to explore other alternatives to keep Seattle Center traffic off Valley St.
QAT64	Improved Pedestrian Access in the Mercer Corridor - Roy Street - In order to facilitate improved pedestrian access to Seattle Center this strategy will create an improved pedestrian route/facility in conjunction with the proposed "Pottlatch Trail" system from Lake Union to Elliott Bay via Seattle Center. Improved access under Aurora Avenue N. will be provided by a	H	Mid		SEATRAN	This recommendation is duplicated within the "Queen Anne Beltway" Key Strategy. Please see that section for the Executive Response to this particular recommendation.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Comment</i>
	proposed pedestrian/bicycle tunnel at Roy Street. This action is consistent with actions proposed by the Queen Anne Bicycle Beltway Specific Plan which promotes bicycle facilities in conjunction with pedestrian facilities. The Roy Street facility will provide safer passage than current sidewalk facilities on Mercer or Broad Streets.					
QAT33	Transit Circulator East-West Sides of Seattle Center - Extend Counterbalance Circulator Trolley Concept to Provide Connections to Seattle Center - In order to provide the maximum integration of community and Seattle Center transportation options, this action would extend the proposed Counterbalance concept to include circulation through or around Seattle Center so that visitors could access parking facilities around the Center with access to the Counterbalance throughout Queen Anne and to various shopping districts, etc. This extension may be made by extending the proposed Counterbalance trolley system or by implementing a Center-specific shuttle which would integrate schedules and overall "look" with the Counterbalance. The intent of this action is to reduce the need for visitors to drive into Uptown Queen Anne while continuing to offer them convenient access.	M	Mid		Seattle Center Metro	Please refer to response in QAT1.
QAT41	Maintain Existing Monorail Extended Hours - In order to provide the maximum benefit from the existing public transportation system, the present "extended" hours for the Monorail should be continued. This will help ensure that more people are able to use this existing option rather than driving and parking in Uptown Queen Anne.	H	Long		Seattle Center Monorail Operator	The new Monorail hours are now 7:30 am - 11:00 p.m., Monday - Friday and 9:00 am - 11:00 p.m. Saturday - Sunday. The Seattle Center 1999-2000 budget assumes the continuation of this expanded service.
QALU 13	Form A Working Committee to Draft Procedures for Communicating and Involving the Queen Anne and Uptown Community in Seattle Center Actions Affecting these Communities - The QANPC would like to initiate a working committee with the Seattle Center to investigate ways to improve communication between the community and Seattle Center.	High	Short		Seattle Center, QA Plan Impl. Org.	The Seattle Center supports the efforts of the Queen Anne Neighborhood Planning Committee and is working with the community to implement this recommendation.

II. ADDITIONAL ACTIVITIES FOR IMPLEMENTATION

The activities listed in this section are not directly associated with a Key Strategy. The City has identified next steps as a part of the City's work program in response to the neighborhood plan. Many of the next steps are actions to be taken by the City, but in some cases, the neighborhood or other agency will be able to take the next steps. As with the activities listed for each Key Strategy in Section 1, these activities are intended to be implemented over the span of many years. All activities, with the exception of those the City clearly states will not be implemented, will remain as items for further consideration and prioritization, and will be the subject of tracking and reports back to the Council and community.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
COMMUNITY CHARACTER (QACH)							
QACH2	Signage Program for Historical Features - Implement a signage program to recognize important historical features of the community, including historic Queen Anne Boulevard.	H	Short-Term		QA Hist. Society DPR, DON/OUC	DPR will work with the Queen Anne community on design and siting of signage. Any improvements will require approval from the Landmarks Preservation Board.	Recommendation is a community based activity that will require coordination with DPR.
QACH6	Historic Home Ownership Assistance - Encourage the City to lobby for financial assistance and tax credits, such as the federal Historic Home Ownership Assistance Act, and to participate in King County's revolving loan fund for rehabilitation.	H	Short-Term 1999-2000 Budget		Input from QA Hist. Society, QACC, and Other Organizations, OH, OIR, DON/OUC,	The City has both downpayment assistance and rehabilitation programs. The City also actively follows and lobbies for state and federal legislation related to neighborhoods and housing. The Historic Home Ownership Assistance Act has been lobbied for in the past and will likely be included in the City's future legislative packages. In regards to the King County Revolving Loan Fund, it may be useful for the community and City to work together to refine this recommendation.	Portions of recommendation are being implemented. Other portions will be implemented with further work by community. DON can provide technical assistance to the community.
QACH7	Develop Historic Conservation District - W. Roy Conservation District - Work with City, property owners, and community members to develop an historic conservation district to preserve the unique character of the 1920-30s brick apartment buildings in the W. Roy Street area (roughly 3 rd W. to 5 th W. and W. Mercer to W. Roy; include the Seaview, Westroy, Iris, Lola, Marianne, Charmaine, Naomi, Roycrest, La Charme, Chelan, and Franconia buildings	H	Long		QA Hist. Society, Housing Advocacy Groups, DON/OUC, DCLU, QACC, Uptown Action Team,	The Executive will be exploring the development of urban conservation plans or programs and the use of incentives (such as transfer of development rights in multi-family zones) to encourage preservation of historic buildings. DON/OUC and DCLU will coordinate this work with Queen Anne and other neighborhoods requesting similar actions. This item is listed on the City's neighborhood planning policy docket for work in 1999-2000.	Recommendation will be considered as part of the work identified on the neighborhood planning policy docket.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
	The main objective will be to preserve these buildings and their key characteristics. New construction should also reflect existing style.				City Recognition		
QACH8	<p>Prepare a Queen Anne Community Character Improvements Plan - Prepare a Community Character Improvements Plan to identify specific improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements require funding and are generally located within public property and ROWs. After prioritization, this list would be forwarded to the City for incorporation in an itemized work program. Project would require additional funding and/or assistance. Project would prepare Character/design/ improvement plans for the following areas:</p> <p>a) Uptown Center b) Historic Queen Anne Blvd. c) Counterbalance Hill - Streetscape & Public Art Site</p> <p>These areas are all proposed as "Specific Plans" under the QA Plan. Other potential areas/projects include:</p> <p>d) Bicycle Beltway e) Public staircases f) Street tree plantings throughout Queen Anne</p>	H	Short-Term		New QA Character Support Group or QA Plan Impl. Org., QACC, Chamber, via Matching Fund (DON), DCLU, DPR, SEATRAN, SCL	<p>This is a community-based activity. The community may want to pursue Neighborhood Matching Fund grants or other grants to fund this planning work.</p> <p>Departments can provide limited technical assistance. DON can provide assistance with the NMF application. DPR will work with community on portions of the plan for the designated historic boulevard. This work should include incorporation of a design guidelines plan for Bigelow and other departmental guidelines.</p> <p>Seattle City Light offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. City Light works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</p> <p>As with streetscaping, artists can be involved in the design and planning for a unifying character improvements plan. A public art site would clearly involve an artist; depending on funding, SAC would be involved in implementation, review or technical assistance.</p>	Recommendation is a community based activity requiring coordination with DPR, DCLU and SEATRAN.

Note: The Queen Anne Neighborhood Planning Committee did not provide any information for the cost estimate columns.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
QACH9	Prepare Queen Anne Neighborhood Design Guidelines to Supplement the City's Design Review for Multifamily and Commercial Properties - Prepare guidelines that broaden the scope of the City's Design Guidelines. The City's Guidelines generally pertain to privately-owned property in multifamily and commercial zones and do not cover signage. The Queen Anne Design Guidelines may include guidance on signage, adjacent public ROWs, and cover zones outside of multifamily and commercial zones. They may also establish new districts - Uptown Center (w/special review), Uptown Park Neighborhood, and W. Roy Street Conservation District. Guidelines for areas within the Urban Center will be first priority.	H	Short-Term		QA Plan Impl. Org. or Character Support Group, QACC, Uptown Action Team, via Matching Fund (DON), DCLU	The development of neighborhood specific design guidelines is being proposed by other neighborhoods too. DCLU will be working on these issues in 1999-2000. The community may need to seek funding through the Neighborhood Matching Fund or other sources to further define its proposals for design guidelines.	Recommendation will be considered and may implemented as DCLU addresses design review proposals from various neighborhoods.
HUMAN SERVICES/HOUSING (QAH) -							
QAH7	Housing - Encourage Accessory Dwelling Units in Single-Family zones through City efforts at education and publicity, if the single-family character of the neighborhood is maintained. See Land Use recommendations for additional proposals.	H	Short-Term		DCLU, QA Plan Impl. Org., QACC	DCLU will continue a regular ongoing work program to work with the community on Land Use Code regulatory issues and permit assistance.	Recommendation will be implemented through departmental initiative and neighborhood action.
QAH15	Homeowner Assistance - Brochure that Explains and Promotes Programs that Increase the Potential to Remain a Home Owner - Develop a brochure explaining and promoting existing programs that increase the potential for people to remain in their homes. These might include such programs as utility assistance programs, property tax deferrals, shared housing programs, and reverse mortgages. Information for this brochure has been compiled by this neighborhood planning effort. Production of the brochure could be done by the City to meet citywide needs or could be completed through a neighborhood matching grant	M	Short-Term		New Housing Advocacy Group, QA Plan Impl. Org., OH	DHHS drafted such a brochure for distribution in the fall of 1998. Allowing seniors to stay in their existing homes is a good short and long term goal. However, research is needed on existing brochures and other information and we need to tap into existing aging networks before developing new ones, especially those that target older adults.	Recommendation has already been implemented through departmental initiative.
QAH18	Home Owner Assistance - Expand and Publicize	M	Short-		New Housing	There is not a waiting list for the REACH	Recommendation will be

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
	the REACH Program - Work with the City to expand and publicize the REACH program to provide low-interest loans for home repairs so that people can better afford to stay in their homes.		Term		Advocacy Group, QA Plan Impl. Org., DON, OH	program -- capacity exists to serve existing clients. OH is interested in working with the neighborhood to expand program publicity.	implemented through department initiative.
QAH19	Home Owner Assistance - Participation in King County's Revolving Loan Fund for Historic Homes - Work with the City to establish Seattle participation in King County's revolving loan fund for historic homes.	H	Short-Term		New Housing Advocacy Group. QA Plan Impl. Org., DON, OH	See QACH6 for comments and activity.	See QACH6 for comments and activity.
LAND USE (QALU) -							
QALU1	<p>PREFERRED RECOMMENDATION</p> <p>Elimination of the Upper Queen Anne Residential Urban Village Designation - Remove the previous tentative Urban Village designation but propose no changes to existing zoning.</p> <p>The Queen Anne Plan reflects the community's long-standing opposition to the tentative Upper Queen Anne Residential Urban Village designation by recommending it not be adopted as an effective way to preserve the area's desirable character and quality of life.</p> <p>ALTERNATIVE</p> <p>In the event that the City Council does not approve our preferred recommendation stated above and chooses to retain the Urban Village Designation, the QANPC proposes an Urban Village boundary revised to exclude all single family zoned areas.</p>	H	Short-Term	None	SPO DCLU	<p>The Mayor, Strategic Planning Office and Neighborhood Planning Office maintain that the area designated as a preliminary residential Urban Village meets the Objective Criteria contained in Council Resolution 29232, and therefore, is an Urban Village.</p> <p>Note, Queen Anne originally proposed a Comprehensive Plan policy (Policy 11) requesting the City review conditional uses and variances granted in areas outside the Urban Center. The Council did not adopt proposed Policy 11, but requested the Executive to consider a work program item to address specific code provisions of concern to the community.</p>	<p>Confirm the designation with a tighter boundary as shown in Attachment 5 of the Executive version of the proposed ordinance.</p> <p>The community should specifically identify areas of concern, if any, related to conditional uses and variances for the areas outside the Urban Center. Once that work is done, DCLU will review the issues and consider a possible work program item for the 2001-2002 biennium to review the specific code provisions of concern.</p>
QALU5	Neighbors Should be Notified Concerning ADU Applications on their Block and Related Parking Waivers - Neighborhood notification should be	H	Short-Term		DCLU	DCLU recently prepared legislation addressing both of these issues, conducted a public process and worked with Council to arrive at	Recommendation will not be implemented.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
	given by DCLU for ADU permit applications and related parking waivers prior to granting of permits and/or waivers.					the current notification and parking waiver process. The notification requirement was determined unnecessary since there was not a public comment component included in the process for reviewing ADU applications. The parking waiver provisions in the code include safeguards against adverse impacts to the community, such as a requirement that applicants perform parking studies. The lack of demonstrated changed circumstances on Queen Anne, citywide implications of these proposed changes, and the renewed interest in issues of housing affordability in the city make these proposals rather problematic. Note that in 1999-2000 SPO will be conducting a parking study that may include review of some parking issues for this and other communities.	
QALU6	Policy Recommendation - No Changes to Single-Family Zoning - Add policy to the Queen Anne Goals and Policies that states that no changes shall be made to Single-Family (SF) zoning over the life of the plan.	H	Short-Term		DCLU	In general, strategies concerning future potential rezones should include recommendations for text amendments to the existing rezone criteria. The neighborhood should also be specific about the intent of the change, and if the change is intended to address specific conditions in Queen Anne. Implementation of this proposal has several practical impediments, including Federal and State mandates such as the Fair Housing Act, which from time to time require some changes to Single Family zoning. We also believe there may be legal issues.	Recommendation will not be implemented.
QALU7	Changes to Accessory Dwelling Unit Regulations - Reduction of Allowable Size - QANPC believes that when the size of the ADU approaches or equals the size of the resulting	H	Short-Term		DCLU	The legislation for ADUs permits 1000 square feet of floor area. That has been the figure used since ADUs were first allowed in 1994. Please also see the Executive Response to	Recommendation will not be implemented at this time.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
	single-family residential unit, the structure becomes a de facto duplex in a single-family zone. For example, a 2,000 SF house could be converted to a 1,000 SF house with a 1,000 SF ADU, which would effectively be a duplex. A reduction in the allowable size of the ADU will change these circumstances.					QALU5.	
QALU8	ADU Parking Waiver Requirements Shall be Reset at the Standards in Effect Prior to Changes Adopted in 1996. The parking waiver requirements for ADUs shall be returned to the requirements in effect prior to 1996.	H	Short-Term		DCLU	Please see the Executive Response to QALU5.	Recommendation will not be implemented at this time.
QALU9	<p>Policy Recommendation - Add policy to the Queen Anne Goals and Policies that states that , "existing Low Rise Zone Around the Perimeter of Queen Anne and in the Urban Center shall not be converted to more intensive Uses Such as Mid-Rise or High-Rise."</p> <p>Recommendation to retain the Low-Rise zones where they exist around the perimeter of Queen Anne Hill and within the Urban Center. These existing zones are not to be converted to Mid-Rise or High-Rise or any higher density use.</p>	H	Short-Term	None	DCLU	<p>Rezoning is governed by criteria currently contained in the Land Use Code. Each requested rezone is considered on its merits by the Department and the City Council. We also believe there may be legal issues.</p> <p>In general, DCLU does not use policies to determine rezone eligibility. The exceptions are examples such as the previously adopted Queen Anne Goals and Policies, which were specifically adopted for use in discretionary permitting and SEPA review. The Queen Anne Goals and Policies were developed over a two year period with extensive involvement by DCLU and the neighborhood. It would be helpful for the current neighborhood planning effort to reference these goals and policies and to indicate if specific additions or modifications are needed.</p>	Recommendation will not be implemented.
QALU 11	Alley Housing, located as a separate structure or within an alley garage shall be prohibited. The current code allow garages up to 1,000 s.f., and ADUs up to 1,000 s.f. If future code changes allow detached ADUs in single family zones, it may be possible to build a 2,000 s.f. structure in rear yards. The size and two story height on such	Very High	Short Term		DCLU	This type of ADU is not currently allowed in single family zones, with the exception of the housing demonstration program, which was established in 1998. Under that program, a limited number of detached ADUs will be tested in single family zones, but only after meeting a number of requirements, including	Recommendation is being implemented at this time through the existing land use code and the requirements of the housing demonstration program,

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
	structures could overwhelm adjacent rear yards, particularly on smaller lots. Placing two story detached units in rear yards is a significant departure from most single family lots, and may have a very negative and unexpected impact on adjacent neighbors.					consistency with neighborhood plans.. After evaluation of the demonstration program, the City may consider code changes to allow more detached ADUs. If this is considered in the future, it will be part of a public process and consistency with neighborhood plans will be one of the factors considered by the City in reviewing any proposals..	but the City may consider other approaches in the future.
QALU 12	Encourage Future Area/Neighborhood Plans There are many distinct neighborhoods and business districts on Queen Anne and in Uptown where additional planning and urban design analysis may be appropriate to address the impacts of growth. The QANPC encourages neighborhoods to initiate planning and design efforts as needed.	Moderate	Long Term		QA Plan Impl. Org., DON	This is a community based activity. The City can provide technical assistance where necessary. The community should consider pursuing DON Neighborhood Matching Fund grants to implement this activity.	Implementation is a community based responsibility.
PARKS & OPEN SPACE (QAP) -							
QAP3	Transfer ownership of 4 th and Ward Property to Seattle Parks, Fund a Master Plan, and Develop - Property now in Executive Services. Property now used as a park. Could be a park and p-patch combined or other family place.	H	Short-Term		DPR, ESD	Should this property become available and if it is appropriate for park/open space use, DPR can strategize with the community on funding for acquisition and development. Any acquisition is likely to require a bond or other funding source as DPR does not have funding for acquisition.	Recommendation may be considered in the future pending ESD determination and funding availability.
QAP4	Transfer Ownership of the Dexter Pit Property to Seattle Parks, Fund a Master Plan, and Develop - Dexter Pit is in City ownership. Surrounded by multifamily and elderly housing, a great opportunity exists to create exercise area and p-patch plot and paths for walking with pool/habitat at bottom.	H	Short-Term		DPR	This site would need to be analyzed for its feasibility for open space or P-Patch. The reuse and disposition policies provide for a case by case analysis of sites. Previous review of the site by Parks raised some issues with proposed uses (parking access and sun exposure). ESD has not made a final determination as to the future of this site. If the property becomes available for park use, DPR will work with the community to explore the potential	Recommendation may be considered in the future pending determination of site availability, resolution of issues related to public use of property, and identification of a funding source.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
						opportunities at this site.	
QAP5	Fund and Prepare Master Plan for 5 th and Blaine Park; Develop According to Plan - This is already Parks' property. Fund a master plan to guide development of the park and fund Phase I of the Master Plan.	H	Short-Term		DPR DON	DPR is currently involved with the community on developing a site design for the park. Additional funding will need to be secured for development. DPR will work with the community on seeking and securing this funding. If % for Art funds are generated from CIP, then SAC would be involved. Otherwise, SAC can provide technical assistance where necessary.	Recommendation may be implemented, subject to funding availability
QAP6	Develop Open Space at CSO Outfall at Mercer/Elliott, Near 6th Ave W. at Mercer Intent: Use historic opportunity presented by CSO project to ensure access and associated park. Create accessible park, stair, viewing areas on ROW to replace stair access to Elliott from upper Mercer Street. As previous stairs are demolished, replace with useable open space to take advantage of views and access on this redeveloping site. A vertical circulation corridor is needed. Bhy Kracke Park is a desirable model for this site.	H	Short-Term		King County Metro, DPR, SPU	DPR will work with the community if there is a park related opportunity as part of the CSO project. The CSO project is funded primarily by Metro.	Recommendation may be considered in the future pending further design work to be completed by SPU & Metro.
QAP8	Complete Development of Ship Canal Trail - Ship Canal Trail continuation is currently funded. This action recommends that the trail be completed to accommodate both bicycle travel (consistent with QAT50, QAT56, and QAT57) and pedestrians. Aggressively sort through crossing issues with affected property owners to complete the regional trail to Fishermen's Terminal and Discovery Park.	H	Short-Term		SEATRAN, DPR,	The project is in the preliminary engineering and right-of-way acquisition stage. DPR will participate in review of plans for the Ship Canal Trail. If % for Art funds are generated from CIP, then SAC would be involved. Otherwise, SAC can provide technical assistance to other departments or to community groups.	Recommendation is already being implemented through department initiative; however, technical issues still need to be resolved.
QAP9	Complete Development of Westlake Trail Project - Westlake Trail continuation is currently funded. This action recommends that the trail be completed to accommodate both bicycle travel (consistent with QAT64) and pedestrians. Aggressively sort through issues with adjacent property owners that will allow	H	Short-Term		SEATRAN	This project is very far along in the engineering stage of the planning process. There have been two years of public input on the Westlake Pathway design. The design introduced at a community meeting in 1998 was supported by the Design Oversight Committee - which	Recommendation is already being implemented through departmental initiative.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response</i>	<i>City Action</i>
	the completion of a regional trail along Lake Union. Trail should not be forced back to street to accommodate parking. Parking can accommodate park uses.					included Queen Anne residents. The Westlake Pathway will accommodate both pedestrians and bikes, but because of technical design issues and the concerns of adjacent property owners, the facility is designed to encourage slower speeds.	
QAP14	Maintain Stairways - Develop regular maintenance program for stairways in the ROW. Include tree pruning and lighting for safety. Many people in QA use stairs. Most of these stairs are in ROW but are not maintained for safety.	H	Short-Term		SEATRAN	This recommendation is duplicated in QAT70. Please see QAT70 - in this section of the matrix - for the executive response.	The recommended action is located in QAT70.
QAP16	Replace Play Structure at Soundview Terrace Scheduled for Removal - Keep the play area in place, although redesign may be required to accommodate new structure.	H	Short-Term		DPR	DPR recognizes that that site is in need of renovation. The replacement of the play area equipment is on the DPR capital improvement plan, however, it is not funded in 99-00. If the community would like to move forward with this project, it would be appropriate for an NMF grant. DPR can assist with the application and project implementation.	Recommendation will be implemented pending identification of a funding source.
QAP17	Redesign Play Area at 12 th & West Howe Street. Replace Play Structure Scheduled for Removal - Keep the play area in place, though redesign may be required to accommodate new play structure.	H	Short-Term		DPR	DPR will anticipate the need for new play equipment and work with the community to find funding for replacement equipment when needed. If the community would like to move forward with this project, it would be appropriate for an NMF grant. DPR can assist with the application and project implementation.	Recommendation will be implemented pending identification of a funding source.
QAP19	Maintain Level of Regional Sports Facilities on Queen Anne - Officially consult and involve the surrounding neighborhood before making improvements to parks which would increase the ability of the park to accommodate more city-wide or regional use. Queen Anne has a number of regional sports and recreation facilities at present - Seattle Center,	H	Long		DPR, Seattle Center, Seattle Pacific Univ.	Based upon its Public Participation Policy, DPR is committed to engaging citizens and neighborhoods in a dialogue regarding the potential modification of use of a park facility, or a potential improvement to a facility. Regarding sports facilities, the City does not designate them for regional or neighborhood use. The growth of citywide athletic leagues has necessitated that the Department use	Portions of recommendation have already been implemented by departmental initiative. Some other portions of recommendation relate to non-City owned properties. City will

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	Interbay/SPU Sportsfields, other attractions on top of Queen Anne Hill. QANPC feels that this causes poor traffic and circulation conditions from all directions as well as parking problems. Adding additional regional facilities will exacerbate the problem.					fields for inter-neighborhood play.	forward recommendation to those implementors on community's behalf.
QAP21	Create Another P-Patch Area in Queen Anne, Especially the Urban Center - Possible P-patch sites are 4th and Ward property, Dexter Pit. Property may be obtained through the Land Stewardship Committee of the Friends of P-Patch.	H	Mid		DON, ESD	For any new P-Patch there are a number of considerations. Physical considerations include: solar access, quality of soil, water access, access to people and permanence of the site. Human considerations include whether a group of potential gardeners exists who will see the project through from writing the neighborhood matching grant, building the site and then actually gardening. On Queen Anne any proposed site would need to be carefully assessed for physical considerations. A planning group is working on developing a concept plan for the Parks-owned open space at 5th Ave N. & Blaine St. and are discussing a p-patch at that location.	Recommendation may be considered in the future pending analysis of preferred sites.
QAP22	Repair McClure Field - Drain and fill muddy areas on McClure Field.	H	Short-Term		DPR	DPR will perform maintenance between soccer and softball seasons to include filling holes, top dressing, and over seeding.	Recommendation will be implemented by departmental initiative.
QAP23	Fund a Parks Department Tree Crew - Increase funding to provide Parks Dept. with a tree crew to prune and care for trees in Parks Dept. parks and on Parks Dept. maintained boulevards (for QA and elsewhere) so needless damage does not occur and residents aren't having to do it themselves.	H	Short-Term		DPR SEATRAN	DPR received funding for another tree crew in the 1999-2000 budget process. SEATRAN is responsible for trees on City ROW (DPR is responsible for trees on boulevards). As resources are low, SEATRAN encourages property owners to maintain trees, although this work must be done by a licensed arborist.	Recommendation is being implemented by departmental initiative.
QAP24	Develop Tree Care Hot Line - Develop a Seattle Tree Care Hot Line to provide information about tree care; educate residents about care of their boulevard trees.	H	Short-Term		DPR, SEATRAN	DPR and SEATRAN will look into this recommendation in the long term. The community may also want to discuss with other organizations such as the Center for Urban	Recommendation may be considered in the future pending further analysis.

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						Horticulture, Arboretum Foundation, etc.	
QAP25	Patrol for Transient Encampments in Parks - Patrol more frequently for encampments. People have been observed living in the wooded areas of parks along Elliott Avenue W., including Kinnear Park. DPR personnel should have assistance with patrols to assure that parks are safe and clean environments for children and adults.	H	Short-Term		DPR SPD	DPR, neighbors, and police identify illegal encampments. DPR works with SPD to notify and remove illegal encampments. Increased enforcement would require additional officers or a reduction of service from other locations.	Recommendation may be considered in the future upon identification of an appropriate funding source.
QAP26	Add benches to Queen Anne Boulevard, Counterbalance Hill, and Proposed Key Landscaped Streets - Add seating to these routes, especially for the elderly. Action may be taken in conjunction with other actions that are specified by Specific Plans. Bench design/character will be consistent with proposed Character Improvements/Design Plan(s) for these areas (QACH8).	H	Mid		DPR SEATRAN	SEATRAN must individually approve and issue a permit for any changes to street ROW. Portions of this recommendation are duplicated in the Crown of Queen Anne Key Strategy. Please review the strategy discussion for the response to this recommendation.	This recommendation is part of the "Crown of Queen Anne" strategy.
QAP 27	Add a Sign on Bigelow Avenue N. (QA Blvd.) to Bhy Kracke Park - Install sign to the top of Bhy Kracke Park from the Boulevard (Bigelow Avenue N.) for vertical circulation to lower QA. Provide landscaping, signage, or other design elements that reflect the importance of the Boulevard and trails as a major link in the City's comprehensive open space system.	H	Short-Term		DPR	DPR will explore placing additional park identification and schedule signs at top entrance to Bhy Kracke. Portions of this recommendation related to the boulevard are duplicated in the Crown of Queen Anne Key Strategy. Please review that strategy discussion for the response to this recommendation.	Recommendation may be implemented in the future.
QAP28	Upgrade Facilities at East Howe - paint building, add slide back.	H	Short-Term		DPR	In DPR's 99-00 major maintenance plan, the shelterhouse will be redesigned and then rebuilt in 2001. Irrigation and landscaping of the play area are identified as longer term needs in DPR's 6-year major maintenance plan. If the community wanted to move forward with the project, they could pursue an NMF. DPR can work with them on an application and project development.	Recommendation is being implemented by departmental initiative.
QAT5	Parking - Restricted parking zone Enforcement in Lower Queen Anne - The Urban Center now has a	H	Short-Term		SPD, SPO, SEATRAN	Increasing enforcement of the restricted parking zone in the Urban Center would require	Recommendation may be considered in the future

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	<p>RPZ which includes:</p> <ol style="list-style-type: none"> 1) 2-hour parking during the daytime; 2) Permit-only parking in evening; 3) Within RPZ approximately 230 on-street spaces are available; 4) Parking occupancy is greater than 100% which indicates significant violations; 5) Permit cost is \$27 for 2-year permit with a transferable free guest permit; 6) Current estimate of permits issued/active is about 450. <p>The RPZ is established in a neighborhood to discourage long-term parking by non-residents on residential streets. Establishment is based on determination that:</p> <ol style="list-style-type: none"> a) A parking problem exists on at least 5 contiguous blocks; b) 75% or more of parking spaces are used; c) An identifiable parking generator exists; d) 60% of residents approve via petition; e) Expansion of an existing RPZ on contiguous blocks can be granted if 60% approval by residents is secured. 				SPO SPD	additional Parking Enforcement Officers.	pending identification of an appropriate funding source and resolution of policy issues. This issue will be placed on the neighborhood planning policy docket for review of citywide policies related to RPZs and parking enforcement. SPO, with the assistance of SPD and SEATRAN will review all neighborhood plans for issues related to creation of new RPZs, expansion of existing RPZs, and enforcement of RPZs, and will provide the Council with a report and recommendations by June 2000.
QAT6	Parking - Additional Neighborhood Parking at Seattle Center - Work with Seattle Center to provide additional neighborhood parking at a reasonable rate. If feasible, promote information of parking availability for residents.	M	Short-Term		Seattle Center QA Plan Impl. Org. Uptown Action Team SPO, DCLU	Seattle Center currently sells All Hours monthly parking permits at a low rate in a number of our facilities. Residents are encouraged to contact Seattle Center Transportation Services for more information. In 1999-2000 the Executive will be working on a parking study to address issues raised by neighborhood plans related to parking requirements and requests for off-site parking facilities for multi-family buildings. Queen Anne's recommendation will likely be	Recommendation for additional parking facilities may be considered in the future.

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						considered as part of that study.	
QAT8	<p>Traffic - Close 4th Ave. N. n/o Queen Anne Drive - SEATRAN should close 4th Avenue N. to improve operations:</p> <ul style="list-style-type: none"> • Close Queen Anne Drive/4th Ave. N. intersection north leg. This will eliminate a severe sight-distance/grade problem. This will require additional traffic control for diverted traffic; • Close Raye Street/4th Ave. N. intersection; • Extend curb on 4th Ave. N. across Raye which will shorten the time required to make turns. 	H	Short-Term		SEATRAN SPD	<p>As a result of this issue being raised in the past, SEATRAN conducted a study and has determined that there is not a safety issue at this intersection. As a result, implementation of this recommendation is not likely to happen in the short-term.</p> <p>If the community wants to move forward with this project more quickly, the community can work to build consensus from adjacent neighbors and businesses as well as all other blocks affected. This smaller neighborhood group, including representatives from all blocks affected, needs to look at the area comprehensively and develop possible alternatives to address neighborhood concerns. SEATRAN can then work with the smaller neighborhood group.</p> <p>The Fire Department is strongly opposed to the permanent closure of this primary emergency response route. Alternative means should be sought that will continue to allow the Fire Department access to 4th Ave for emergency and life-safety purposes. If a full closure of 4th Avenue is established, delays in fire response will occur to residents of this area.</p> <p>SPD believes that street closure requests should be evaluated in light of their citywide impacts, not just their effect on the local community.</p>	SEATRAN will work with the community to develop possible alternatives.
QAT9	Traffic - Close Queen Anne Drive/ Raye Street Intersection - SEATRAN should close to improve operations. See QAT8 above for description.	H	Short-Term		SEATRAN	<p>See response to QAT8.</p> <p>The Fire Department is strongly opposed to the permanent closure of this fire access road.</p>	Recommendation may be considered in the future.

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	Could be part of a 2-phase project (See QAT8).					Alternative means (partial closure, fire access only, traffic calming, etc.) should be sought that will continue to allow Fire Department access to Raye St.	
QAT 10	Traffic - Car Cooperative - Establish car cooperative to share vehicle(s) and reduce necessary cost, neighborhood traffic, and parking impact.	H	Short-Term		Public/ Private Partner-ship King County SEATRAN	The City is partnering with King County and has hired a consultant to help select neighborhoods to participate in a pilot program, of which Queen Anne is one.	Recommendation is being implemented through departmental initiative.
QAT 12	Traffic / Parking - Increased Traffic & Parking Enforcement - City should increase enforcement of existing traffic laws to improve traffic operations and enhance safety. Increase parking enforcement, particularly as to parking on sidewalks, blocking wheelchair access ramps, etc.	H	Short-Term		SPD	Additional traffic enforcement on Queen Anne can only be accomplished by adding traffic officers or by reducing coverage in other neighborhoods.	Recommendation may be considered in the future pending further analysis and funding availability.
QAT 15	Traffic/Mercer Street - Investigate Decreasing Number of Lanes from Warren to 5th Ave. N. - City should study the effect of decreasing the number of lanes on Mercer Street between Warren and 5th Ave. N.	H	Short-Term		SEATRAN Seattle Center	The next step is to conduct a study of this location to see if the traffic can be handled by the decreased lanes. However, reducing the number of lanes on Mercer will have a negative impact on traffic continuing east to I-5. SEATRAN does not believe a study should be conducted at this time. If the community wants to move this project forward more quickly, the community may be able to obtain funding for the study. SEATRAN can provide technical assistance.	This recommendation will not be implemented at this time unless initiated by the community.
QAT 17	Traffic - Fremont Bridge Approach Reconstruction Mitigation - Provide traffic circles or traffic calming devices in cooperation with QA Community Council prior to beginning construction to reduce impact from diverted traffic attempting to access Aurora Bridge. Also maintain pedestrian/bicycle access across bridge during construction.	M	Mid		SEATRAN QACC	Closing the approach to the Fremont bridge should decrease traffic through the Queen Anne neighborhood. SEATRAN is working with Queen Anne and other communities to minimize and mitigate impacts of bridge construction.	Recommendation is being implemented as part of bridge construction.
QAT 18	Traffic Flow - Exclusive Right-Turn Lane From 1st Ave. N. to Mercer Street - Conduct the necessary	H	Short-Term		SEATRAN	This area is a high pedestrian area and a right turn lane could increase the signal timing	This recommendation will not be implemented at

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	analysis and seek property owner approval to construct exclusive Right-Turn Lane from 1st Ave. N. (NB) to Mercer Street (EB). Explore phasing with potential delayed pedestrian crossing phase to reduce conflicts with motorists.					delay. This request needs to be evaluated especially in regard to pedestrian safety and increased delay to the entire intersection. SEATRAN does not have the funding or staffing at this time to conduct this study. If the community wants to move forward with this project, the community could take the first step and pursue funding to do the required study which SEATRAN can then evaluate. The adjacent property owner could also request the removal of the parking spaces.	this time unless initiated by the community.
QAT 19	Queen Anne Avenue at Mercer Street - Conduct the necessary analysis and seek property owner approval to rechannel: SB LT-Only Lane (Left Lane) and SB LT-Optional Lane (Center Lane) to EB Mercer - Evaluate the rechannelization of the southbound approach on Queen Anne Avenue at Mercer. Provide on QA Avenue approach: a) Left-turn-only lane; b) Left-turn-optional center lane. Both lanes turn left to eastbound Mercer.	H	Short-Term		SEATRAN	The required phasing conflicts with pedestrian safety and could result in the elimination of the pedestrian crossing across Mercer., so this request needs to be carefully evaluated. SEATRAN does not have the funding or staffing at this time to conduct this study. If the community wants to move forward with this project, the community could take the first step and pursue funding to do the required study which SEATRAN can then evaluate.	This recommendation will not be implemented at this time unless initiated by the community.
QAT 21	Mercer Traffic Flow - Synchronize Traffic Signals - Synchronize traffic signals on Mercer Street to promote the most efficient travel eastbound along Mercer Street.	M	Short-Term		SEATRAN	This is an on-going operation within our existing programs.	Recommendation has already been implemented through departmental initiative.
QAT 23	Elliott Avenue/15th Avenue Traffic Signal Interconnect - Interconnect signals on these arterials for most efficient traffic flow.	M	Short-Term		SEATRAN	The traffic signals on Elliott are already interconnected and the traffic signals on 15 th are in the process of being interconnected.	Recommendation has already been implemented through departmental initiative.
QAT 27	Improvements to Intersection of Queen Ave. N. at W. Galer - Pedestrian Crossing - QANPC strongly favors relocating existing crossing of W. Galer Street to a safer location.	H	Short-Term		SEATRAN	SEATRAN does not have the funding or staffing at this time to conduct the study needed for this activity. If the community wants to move forward with this project, the	Recommendation may be considered in the future pending results of the traffic study and securing

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	Move the existing crosswalk across Galer Street at the intersection of W. Galer Street at Queen Anne Avenue N. so that it aligns with the new Galer Gardens building and does not conflict with the Galer Gardens garage/driveway.					community could take the first steps to develop a conceptual design for this intersection, get property owner approval, and then apply for the Neighborhood Street Fund. SEATRAN can offer technical assistance.	a funding source.
QAT 28	Install Textured Concrete Crossings on Queen Anne Avenue N. at Intersections Between W. Galer Street and W. McGraw Street - Install textured concrete crosswalks (or other appropriate Decorative treatments) on Queen Anne Avenue at each intersection between and including W. Galer Street and W. McGraw Street. This would be in conformance with SEATRAN guidelines as published in <i>Making Streets That Work</i> .	H	Short-Term		SEATRAN	SEATRAN has little funding for textured crosswalks. The primary source will have to be from Neighborhood Street funds or Neighborhood Matching Fund grants.	Recommendation will be considered in the future pending identification of an appropriate funding source.
QAT 30	Bicycle Route Designation - Nob Hill from Newton Street to Garfield Street - Designate a bike route over Queen Anne Hill to access the business district.	Low	Short-Term		SEATRAN	When SEATRAN produces another bike map (probably 1999) these streets will be shown as a bike route.	Recommendation will be implemented through departmental initiative.
QAT 31	Bicycle Route Designation - Garfield Street from Nob Hill to Second Ave N. - Designate a bike route over Queen Anne Hill to access the business district.	Low	Short-Term		SEATRAN	Please see QAT30 for the Executive Response.	Please see QAT30.
QAT 32	Bicycle Route Designation - 2 nd Ave. N. from Garfield Street to Blaine Street - Designate a bike route over Queen Anne Hill to access the business district.	Low	Short-Term		SEATRAN	Please see QAT30 for the Executive Response.	Please see QAT30.
QAT 35	Support Metro Route 31/74 Proposal and Retain Routes West of Aurora Ave. N; Day and Night Service on Route 74 - Support Metro Route 31/74 proposal and retain routes west of Aurora Avenue. Provide day and night service on Route 74.	H	Short-Term		Metro	Metro will implement the Route 74 U. District to Seattle Center route as part of the Six Year Plan service changes. It will run through Wallingford and Aurora Corridor. It may start in February 1999.	As with other transit related recommendations, the Executive will forward this to KC/Metro on the community's behalf.
QAT 68	Intersection Improvements at Queen Anne Ave. at W. Galer Street - Provide a positive pedestrian access to Queen Anne Avenue at W. Galer Street with raised channelization. This could also provide	H	Short-Term		SEATRAN Chamber of Commerce Upper QA	SEATRAN does not have the funding or staffing at this time to conduct the study needed for this activity. If the community wants to move forward with this project, the	Recommendation may be considered in the future pending results of the traffic study and

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	a space for public art to help introduce the Upper Queen Anne neighborhood/commercial district. In addition, turn movements by buses, Counterbalance Trolley, autos, and bicycles can be guided through the intersection in an efficient pattern.				Merchants QACC	community could take the first steps to develop a conceptual design for this intersection, get property owner approval, and then apply for the Neighborhood Street Fund. SEATRAN can offer technical assistance.	identification of an appropriate funding source.
QAT 69	Maintenance - Sidewalks City should provide improved maintenance of sidewalks in all areas of Queen Anne.	H	Short-Term		SEATRAN	SEATRAN focuses limited sidewalk maintenance funds on sidewalk locations for which the City assumes maintenance responsibility, such as landings at street corners, alley crossings over sidewalks, and locations where sidewalk damage is caused by the roots of City street trees. Otherwise, sidewalk maintenance and improvement is the responsibility of adjacent property owners.	Recommendation will be considered as the city reviews sidewalk issues identified in the neighborhood planning policy docket..
QAT 70	Maintenance - Steps City should provide improved maintenance of steps in all areas of Queen Anne.	H	Short-Term		SEATRAN	SEATRAN has limited funding for stairway maintenance. We would recommend that the community develop "Adopt a Stairway" programs and organize cleaning parties. SEATRAN can provide technical assistance to set up such a program.	Recommendation may be considered in the future if funding is identified.
BUSINESS DISTRICTS (QAB) -							
QAB 11	Extend Parking Meter Hours in the Urban Center to Provide Parking for Merchants and Restaurants During Seattle Center Events - Extend parking meter hours to 11:00 p.m. and enforce to provide parking for merchants and restaurants during Seattle Center Events.	M	Short-Term		SEATRAN, SPO, OED, SPD	All of the Urban Villages are developing different recommendations for meters. This is an issue that will likely be looked at citywide as part of the parking study led by SPO in 1999-2000 with an interdepartmental team.	Recommendation will be considered in the future on a City-wide base.

III. ACTIVITIES FOR LONG TERM CONSIDERATION

The activities in this section are not yet ready for a detailed City response, for a number of reasons: 1) because the neighborhood needs to develop the idea further; 2) the activities are of interest for the longer-term; and/or 3) the activities were proposed as a result of validation and the City did not have time to develop a detailed response. As a result, the City is not likely to work proactively to implement the activities in this section. Instead, the activities will be included in the City's database for monitoring neighborhood plan implementation. Should an opportunity arise to further develop the activity, the City will work with neighborhood representatives to consider the activity for implementation. Opportunities might include combining the activity with another City project, or finding a source of funding through a new or expanded federal or state grant program.

If the neighborhood or City staff further develop any of these activities to a level sufficient for a more detailed City response, they will be considered relative to the neighborhood's priorities for other activities being considered for implementation. For items requiring Council approval, an amendment to the City's approved work program for the neighborhood plan may be presented to the City Council for approval.

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COMMUNITY CHARACTER (QACH) -						
QACH1	<p>Complete Historical Resources Survey - Complete the historic resources survey, identifying buildings and other resources of importance to the community either for their contributions to local character or because of their architectural or historical importance.</p> <p>a) Maintain the completed inventory database in an accessible location (e.g., library & the Urban Conservation Division); retain photos at the QA Historical Society (QAHS) archives and Urban Conservation available upon request.</p> <p>b) Develop an education program to let the public and owners of identified resources know the importance of their property to the community with recognition such as a local "Community Landmark" list with news articles.</p> <p>c) Identify key buildings and other features that should be officially designated as historic landmarks and, in the long-term,</p>	H	Short-Term	Little or None	<p>QA Hist. Society</p> <p>Does not require City action except coordination with Urban Conservation Division and potential small grants.</p>	<p>This activity is primarily community based and could be achieved through a DON Neighborhood Matching Fund grant or other funding. City Staff can provide technical assistance.</p> <p>A neighborhood the size of Queen Anne would be very costly (money and labor) to inventory. The community should be very specific about how specific the inventory should be. DON will assist the community in defining the scope of the survey. A guidebook to preservation techniques should also be specific to the building type that is inventoried, e.g., window restoration may be oriented to building types, commercial, multi-family, single, family, etc.</p>

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	work w/property owners for designation.					
QACH3	Develop Historic Resources Library - Develop (or facilitate access to) a resources library to assist property owners in maintaining their property and retaining its historic character.	M	Mid	Little or None	QA Hist. Society/ Housing Advocacy Group	This activity is primarily community based and could be achieved through a DON Neighborhood Matching Fund grant. City Staff can provide technical assistance.
QACH4	Workshops and On-Site Assistance to Maintain Historic Character - Provide (or facilitate) workshops and on-site assistance for property owners to assist them in maintaining their property and retaining its historic character (consider coordination with Historic Seattle and Phinney Neighborhood Association to avoid duplication).	H	Mid	Little or None	QA Hist. Society Housing Advocacy Group	This activity is primarily community based and could be achieved through a DON Neighborhood Matching Fund grant. City Staff can provide technical assistance.
HUMAN SERVICES/HOUSING (QAH) -						
QAH2	Establish a Queen Anne Community Festival - Work w/ merchants, the City, and community organizations to develop an annual community festival to enhance community identity and awareness. Halloween Parade on the Counterbalance (Upper QA and Urban Center) has been suggested and has received support, but ideas are still being sought for theme and schedule.	M	Short-Term	Little or None	Chamber QA Plan Impl. Org. Uptown Action Team QACC Other Business and Community Groups DON could be involved	This activity is primarily community based and could be achieved through a DON Neighborhood Matching Fund grant. City Staff can provide technical assistance.
QAH3	Web site Development - Continue to maintain and expand the Queen Anne Community Web Site	M	Short-Term	Little or None	QA Plan Impl. Org. Local Community Groups or Businesses	This activity is primarily community based and could be achieved through a DON Neighborhood Matching Fund grant. City Staff can provide technical assistance.
QAH5	Housing - Allow Off-Site Parking in Exchange for more Affordable Housing in the Urban Center - Allow off-site parking at Seattle Center or in structures or other designated places in the Urban Center to	H	Mid		QA Plan Impl. Org. Housing Advocacy	An interdepartmental team is looking at parking issues citywide. In 1999-2000, the Executive will be conducting a parking study to look at code requirements for various uses vs. the demand generated by those uses. The study may include a review of whether parking demand varies due to income levels of residents. The study will be led by SPO.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comments</i>
	decrease housing costs while still providing parking to those who need it. This would focus on buildings for people with 50-80 percent of median income. An arrangement would be made with interested developers to provide mitigation banking for centralized parking (or other acceptable method). Any new parking structures resulting for this proposal would be subject to a design review process. Such an arrangement would also promote and educate residents about available parking.				Group Uptown QA Action Team DCLU, SPO, OH	In addition, DCLU proposes to include this proposal in a code development project to be carried out in 1999/2000 as part of urban center plan implementation.
QAH6	Housing - Develop a Queen Anne Neighborhood Housing Pattern Book - Work with the City and other neighborhoods to develop neighborhood housing pattern book(s) that are suitable for the particular needs of the Urban Center and other parts of Queen Anne (including accessory dwelling units). This could include participation in a demonstration project, if an appropriate site and participants were identified.	M	Short-Term		Housing Advocacy Group, OH, DCLU	Interesting idea and worthy of support. Supports action item in the Housing Action Agenda. This is a community-based activity. DCLU can provide technical assistance to the community.
QAH8	Housing Finance - Identify "At Risk" Housing to Provide Advance Notice Regarding Changes to Affordable Residential Buildings - Work with the City to identify "at risk" affordable housing. Develop a database on existing affordable housing to identify potential threats to affordability such as development pressure. This would involve collecting rent information for key buildings and maintaining contact with knowledgeable people so that there could be advance notice of pending changes in the building.	M	Mid		New Housing Advocacy Group w/ QA Plan Impl. Org., OH	DHHS/OH already inventories "at-risk" Section 8 and other subsidized housing; presumably this proposal would cover non-subsidized housing being converted to condos or otherwise at-risk. This could be a community-based project. If so, OH can provide technical support as the community develops a database.
QAH9	Housing Finance - Investigate the Possibilities for Subsidized Housing, Especially in the Urban Center. This would include developing relationships with non-profit developers of low-income housing and	M	Short-Term		New Housing Advocacy Group w/ QA Plan	This can be a community based activity. City departments, such as OH can provide technical assistance during the implementation of this recommendation. City funds for construction or rehabilitation of subsidized housing would be available through existing competitive processes and subject to local, state, and federal regulations.

<i>Activity No.</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comments</i>
	working with them to acquire properties.				Impl. Org. OH	
QAH10	Housing Finance - Encourage the Development of Cooperatives and Purchase of Buildings by Cooperatives - Encourage the development of cooperatives and purchase of buildings by cooperatives which allow ownership at more affordable cost.	M	Short-Term		New Housing Advocacy Group w/ QA Plan Impl. Org OH	This is a community based activity. City departments, such as OH can provide technical assistance during the implementation of this recommendation.
QAH11	Housing Finance - Source of financing for coop and condo conversion - Work with the City to establish a source of financing for those wishing to purchase cooperatives or for those wishing to purchase apartments being converted to condominiums.	M	Short-Term		New Housing Advocacy Group QA Plan Impl. Org OH	This is a community based activity. City departments, such as OH can provide technical assistance during the implementation of this recommendation. This item may be added to OH's work program in the future.
QAH12	Housing Finance - Publicize and Encourage the Use of Community Land Trusts - Publicize and encourage the use of community land trusts, which provide housing that is more permanently affordable. Price of land has been the most important cost consideration in urban housing and is rising due to low supply and high demand. Land Trust concept will help mitigate these effects by banking land in trusts outside the market.	M	Short-Term		OH, OED	OH has funds available for the development of at least one new community land trust. OED and OH will work with community non-profits for this and other communities requesting such assistance to determine the feasibility of building on existing resources to develop a community land trust and/or to propose a new community land trust. All proposals would then be subject to existing local, state and federal regulations and funding selection processes.
QAH13	Housing Finance - Expand and Promote Programs That Encourage Home Ownership and Provide Down-Payment Assistance - Work with the City to expand and promote programs sponsored by the City and others to encourage home ownership and provide down payment assistance.	M	Short-Term		New Housing Advocacy Group QA Plan Impl. Org, OH	The City already has a home ownership/downpayment assistance program. OH is evaluating possible expansion of that program.
QAH14	Housing Finance - Pursue state Legislation Which Would Allow Affordable Housing to be Taxed Based on "Current Use" Rather Than "Highest and Best Use" - Work with the City	M	Mid		New Housing Advocacy Group	OH supports this recommendation. The proposal has been on the City's legislative agenda in the past, but with no success. The proposal is included in the Mayor's Housing Action Agenda and may be on included on the City's legislative agenda again in the future.

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	to pursue state legislation which would allow affordable housing to be taxed based on "current use" rather than "highest and best use". Existing law taxes property not on its current use but on its "highest and best use." This encourages redevelopment and urban growth and renewal. It may also result in loss of existing, more affordable units and their replacement with more units, but which are less affordable. This can result in the gradual loss of affordable housing and community's historic character. This proposal will slow this trend.				QA Plan Impl. Org., OH, OIR	This can also be a community based activity . City departments, such as OH can provide technical assistance during the implementation of this recommendation.
QAH16	Rental Assistance - Explore Revolving Loan Fund - Work with the City to explore a revolving loan fund to meet renter needs such as assistance with moving costs and rental deposits in particular circumstances.	M	Mid		New Housing Advocacy Group	OH supports. Our current rental assistance program is available citywide already, although funds are limited and restricted to use by victims of domestic violence.
QAH17	Home Owner Assistance - Expand Existing Home Maintenance and Repair Classes, a Tool Bank, and On-Site Assistance for Home Remodelers - Work with Phinney Neighborhood Association to expand home maintenance and repair classes, a tool bank, and on-site assistance for home remodelers.	M	Short-Term	Little or None	QACC, QA Hist. Soc., New Housing Advocacy Group, QA Plan Impl. Org. Phinney Neighborhood Assoc., OH	The City already has existing rehabilitation and minor repair programs. OH can work with the community to identify potential program participants.
QAH20	Establish a New Queen Anne Housing Advocacy Group - Establish a committee or organization to guide housing advocacy in Queen Anne.	H	Short-Term		QACC QANPC Other Comm. Group	Because of limited administrative funding for such organizations, OH encourages the neighborhood to consider working with existing housing advocacy organizations rather than developing a new one. Depending on the community's priorities, a number of organizations may be workable.
LAND USE (QALU) -						
QALU4	Establishment of the W. Roy Street Historic Conservation District Overlay - Designation of a Historic Conservation District Overlay, consistent with Character recommendation	H	Long		DCLU	This recommendation is duplicated in QACH7 - Additional Items for Implementation. Please see Executive Response for that recommendation.

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	for W. Roy Street Historic Conservation District. This recommendation would establish the District on the map. The District would be mapped in detail as part of the establishment of the Conservation District consistent with (QACH7).					
QALU10	Policy Recommendation - Low Rise zone - More Stringent Design Review Shall be Undertaken on New Proposals to Upgrade the Design Quality of New Multifamily Residential Projects - Ensure that Low Rise zones undergo City's design review process.	H	Mid		DCLU Design Review Board New QA Character Support Group or QA Plan Impl. Org.	Lower design review thresholds, meaning more projects would be subject to review, and the development of neighborhood specific design guidelines, are being proposed by other neighborhoods too. DCLU will work with the community to clarify its recommendations as DCLU works on the neighborhood design guidelines project in 1999-2000.
PARKS & OPEN SPACE (QAP) -						
QAP12	Design and Maintain for Wildlife - Design and maintain all park and open space landscapes to be friendly to wildlife. Employ all efforts to strengthen the connection between Queen Anne and the natural environment.	H	Short-Term		DPR	DPR supports this recommendation in areas where it does not conflict with other activities.
QAP18	Maintain Existing Levels of Park Service - Policy recommendation. Replace structures that are old and rotting or find a place for new ones.	H	Long		DPR	DPR plans to replace failing DPR play areas that are removed or demolished as appropriate.
TRAFFIC & TRANSPORTATION (QAT) -						
QAT14	Traffic - Mercer Street - Selected Closures of Intersections to Cross Traffic Between Aurora Ave. N. and I-5 - City should initiate closing of selected intersections to cross traffic on Mercer Street between Aurora Ave. N. and I-5. This would be part of a "Mercer Mess" solution.	M	Long		SEATRAN SPD	Most streets along Mercer are closed. The ones that are not are needed for access. Street closures should be evaluated in light of their citywide impacts, not just their effect on the local community.
QAT22	Ballard & Fremont Bridge Maintenance - Support BINMIC recommendation to maintain the Ballard Bridge.	M	Short-Term		SEATRAN	This is a SEATRAN priority.

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QAT24	Transportation Management Association - Fund the establishment and ongoing operation of a TMA for Queen Anne.	H	Long		SEATRAN	SEATRAN would not implement the formation of a TMA, but would work with a TMA the same way it works with "employer networking groups." Employer networking groups are less formal organizations of employers who are affected by the Commute Trip Reduction Law.
QAT26	Neighborhood Traffic Control - Traffic Circles - Neighborhood Action, City should continue to identify and construct neighborhood traffic circles to reduce speeds on local facilities and improve safety; unify multiple funding sources.	H	Short-Term		SEATRAN	SEATRAN supports this recommendation. Implementation is subject to funding availability.
QAT29	Sidewalk/Roadway Lighting -Make certain all Queen Anne arterials have adequate sidewalk/roadway lighting for pedestrian comfort and safety. Field observations have shown that lighting on many QA arterials is inadequate to promote comfortable and safe walking. Priority arterials include: <ul style="list-style-type: none"> • Queen Anne Avenue N. and First Ave. N. from Roy St to Denny Way • Mercer St. from Mercer Place to 5th Ave. N. • Roy St from Kinneer Park to Aurora Ave. 	H	Mid		SEATRAN SPU SCL	<p>1999, the Executive will be reviewing its policies on lighting streets, alleys, parks, etc. as part of its work on the neighborhood planning policy docket. Issues related to safety lighting raised in the Queen Anne Plan will be considered as the Executive addresses this policy item.</p> <p>SEATRAN will evaluate the identified arterial streets for adequate lighting.</p> <p>Several departments may have jurisdiction over lighting, including SEATRAN, SCL and SPR. Those departments will need to coordinate their work in response to this activity.</p> <p>For lighting projects, neighborhoods are encouraged to develop a "lighting plan" by working with Seattle City Light's North Service Center. The plan should include the location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. City Light works closely with the Police department to address security issues. For lighting on arterials, SEATRAN has jurisdiction and needs to be involved and lighting in parks should involve the Parks Department. Seattle City Light also has a streetlight "saturation" program which installs streetlights in residential areas throughout Seattle with overhead electrical systems</p> <p>Please reference Seattle City Light's new publication entitled <i>Resources for Neighborhood Planning Opportunities</i> for more details; available at the Neighborhood Service Center or from the Neighborhood Planning Office.</p>
QAT36	Provide Extended Services at Future Sound Move High-Capacity Transit Stations - Provide comfort facilities, food service concessions, and other appropriate services at any future Uptown Center light rail/high-	H	Long		Sound Transit (RTA) SPO	The Uptown Center will be considered in future Sound Transit planning. Enhancement of Sound Transit stations will be considered during the planning process.

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	capacity station.					
QAT37	Transit - Broad Street Pier - RTA Commuter Rail Station - Street Car Extension - Extend the existing waterfront trolley which terminates near Broad Street, and which will connect to the proposed Sound Move (RTA) Commuter Rail station on the waterfront; to serve the BINMIC Immunex area and shoreline parks. This will provide a continuous streetcar connection along the length of Elliott Bay.	M	Long		Port of Seattle	An extension of the street car route is being considered in relation to commuter rail and Sound Transit planning. A North Downtown commuter rail station at Broad Street is the primary focus of current planning. A station at the Immunex site is not being considered in the current EIS process.
QAT38	Transit Connection to RTA Commuter Rail - Provide a public transportation connection between the waterfront Sound Move Commuter Rail station and the QANPC's proposed future light rail station in Uptown Center.	H	Long		Sound Transit Metro	Uptown Center is a viable light rail alternative which is being considered in the current EIS for the project. The Capitol Hill/First Hill location is the preferred alternative. Depending on the results of the EIS, the Queen Anne Urban Center location may be considered. Future phases of planning will consider connections between different types of transit.
QAT39	Transit -Sound Move Commuter Rail Station at Immunex - Alternative to extension of the waterfront trolley (preferred), Sound Transit would develop a BINMIC/Immunex area Commuter Rail station on the north line.	M	Long		Sound Transit	A commuter rail station at the Immunex site will not be considered. Commuter rail stations cannot be spaced close together. Locations for commuter rail stations under review and analysis in the Environmental Impact Statement are Ballard and North Downtown.
QAT40	Monorail Extension to Ballard - If and when the Monorail is extended, should extend the Monorail through Uptown Center Village to Ballard.	H	Long		Private Interests Elevated Transportation Company	Monorail routing & planning and future phases of Sound Transit work will likely address this corridor.
QAT54	Bike access to Sound Move Light Rail at All Hours - Allow bicycles on Sound Move transit vehicles at peak hours; equip vehicles to accommodate bicycles and riders.	H	Long		Sound Transit (RTA)	Bike access during off peak hours has been designated as appropriate. Bike access to Sound Move Light Rail during peak hours is currently under review. The City supports peak hour access, however, Sound Transit must review safety and operational issues prior to making a final decision.
QAT66	Pedestrian Crossing Improvement at Queen Anne Ave./Roy Street Intersection - City should evaluate this intersection for potential creation of a "Scramble" crossing where a phase in the signal(s) is provided for pedestrians only to cross in any direction.	H	Short-Term		SEATRAN	This recommendation is duplicated within QAT 25 in the Uptown Center Key Strategy. Please refer to QAT25 for Executive Comments.
QAT67	Mercer/Roy Corridor - Public Art Space at Queen Anne Ave./Roy Street -	H	Short-Term		SEATRAN	This is a community based activity. The community may be able to use NMF funds for this activity. If % for Art funds are generated from CIP, then SAC

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	Counterbalance - Create a public art space at the intersection of Queen Anne at Roy Street to create a sense of place in the center of Uptown Center and the Counterbalance. NE corner of Roy Street at Queen Anne Avenue may be the most suitable location.					would be involved. Otherwise, SAC can provide technical assistance to other departments or to community groups. SEATRAN only needs to be involved if this is street ROW.
QAT71	Maintenance - Lighting City should provide improved maintenance of street lighting in all areas of Queen Anne.	M	Mid		Seattle City Light, SEATRAN	Please provide specific locations/problems. Seattle City Light actively maintains its streetlight system. Citizens can report problems with streetlights to Seattle City Light. Please be prepared to give a pole number or the name of the street that the streetlight projects over. Crews normally assess and repair streetlights within 5-7 working days.
QAT73	Traffic Calming - Stripe Narrow Lanes, Curb Revisions, All-Way Stop Control - City should install traffic calming strategies and improvements where appropriate.	H	Short-Term		SEATRAN QACC	SEATRAN needs to review appropriate measures based on specific locations.
BUSINESS DISTRICTS (QAB) -						
QAB1	Improved Metro Service - Queen Anne to/from Capitol Hill - Improve transit service/ connection to and from Capitol Hill and Uptown Center Village.	M	Mid		Metro	See response to QAT1.
QAB2	Improved Metro Service - Queen Anne to/from Ballard - Improve transit service/ connection to and from Ballard and Uptown Center.	M	Mid		Metro	See response to QAT1.
QAB3	Improved Metro Service - Queen Anne to/from Fremont - Improve transit service/ connection to and from Fremont.	M	Mid		Metro	See response to QAT1.
QAB4	Develop Employer Ride Share Programs Intent: To reduce dependency on SOV and reduce congestion in Queen Anne overall - Build coalition of Queen Anne employers such as Larry's, Safeway, and SeaFirst to develop a joint ride-share program for their employees.	M	Short-Term		Chamber/ Upper Queen Anne Merchants Assoc. Metro	The community and Chamber should work with businesses in the area to develop employer ride share programs.
QAB5	Explore Potential for Cooperative Grocery Store Delivery Service - Conduct market analysis for cooperative grocery delivery	M	Short-Term		Chamber Upper	The primary purpose of a retail market analysis is to: <ul style="list-style-type: none"> • identify and quantify market and business opportunities • gain knowledge of the business district's market strengths, weaknesses

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	service for major area grocery stores; implement if feasible.				Queen Anne Merchants Assoc.	<p>and opportunities.</p> <ul style="list-style-type: none"> • provide local business owners and operators with high quality market information. • assist existing and prospective entrepreneurs prepare better business plans, and thereby reduce the risk of their ventures. • create a business plan for the business district. <p>A market analysis will not show with any certainty the types of businesses that will succeed in a business district. Therefore, it is not certain if a market analysis will provide the necessary information that will enable the neighborhood planning group to determine if a cooperative grocery delivery service, a drugstore or copy center (as outlined below) is a viable business. If the market analysis does indicate there is a need for a grocery delivery service, the planning group will need to work to identify an entrepreneur who can start this service.</p> <p>OED has provided technical support to a number of business district organizations with implementation of a market analysis which includes the consultant selection process, and developing a work program to achieve the desired outcome.</p>
QAB6	Conduct Business Feasibility Study - Pharmacy/Drugstore - Prepare a business feasibility study to determine whether the market exists for a pharmacy/drugstore in Upper Queen Anne	M	Mid		Chamber Upper Queen Anne Merchants Assoc.	See comments above (QAB5).
QAB7	Conduct Business Feasibility Study - Copy Center in Upper Queen Anne - Prepare a business feasibility study to determine whether the market exists for a copy center in Upper Queen Anne. This would be a production-oriented copy center like Alphagraphics or Kinkos.	M	Short-Term		Chamber Upper Queen Anne Merchants Assoc.	See comments above (QAB5).
QAB9	Improve Street Lighting in Urban Center - Identify areas and bus shelters that can benefit from improved lighting; identify funding mechanism; and install additional lighting. Focus on the business community and coordinate with other Urban Center character/design plans (see Character	M	Mid		SEATRAN, KC/Metro, SCL Chamber of Commerce	As with other transit-related recommendations, the Executive will forward these recommendations to KC/Metro on the community's behalf. Metro prioritizes and pays for lighting by bus stops. City Light can provide technical assistance where appropriate.

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	recommendations).					
QAB10	Develop a Community Business Block Watch in the Urban Center - Institute a Block Watch program for businesses	M	Short-Term		Chamber of Commerce SPD	SPD is willing to work with the community to develop a block watch.
QAB12	Form a Business Improvement District to Fund Special Business-Related Projects - (e.g., improved Street Lighting, New Business Recruitment, Parking, etc.) - Establish a formal improvement association/district (BIA) for business districts in Upper Queen Anne and the Urban Center.	M	Short-Term		Chamber of Commerce OED Upper Queen Anne Merchants Assoc.	<p>The Office of Economic Development (OED) fully supports business district efforts to use a Business Improvement Area (BIA) Program as a mechanism to address long-term business district issues. As the Upper Queen Anne Neighborhood Planning Process moves forward with its BIA effort, the group should work closely with OED. OED will provide business district stakeholders with technical assistance as they engage in efforts to determine if a BIA represents the appropriate mechanism to address business district issues.</p> <p>Business district efforts to determine the feasibility of a BIA Program vary depending on the support business district stakeholders (merchants, business, property owners) lend to the effort. It is imperative for the planning group to engage business and property owners in the process to determine if a BIA is applicable for the business district. The planning process should use the Department of Neighborhoods-Neighborhood Matching Fund Program as a method to fund an initial feasibility study.</p> <p>The BIA Program does not represent the correct mechanism to address business district capital improvements. QANPC should consider the formation of a Local Improvement District (LID) to address these concerns.</p>

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