						Hill.			
QAP16 Replace Play Structure at Soundview Terrace Scheduled for Removal. Intent: Retain badly needed playground amenities.	Keep the play area in place although redesign may be required to accommodate new structure.	High Priority	Short-Term		City of Seattle, DOPAR	The structure is used frequently. Queen Anne is underserved by parks. Do not reduce the inventory. Instead, replace it when it deteriorates. Queen Anne Hill.			
QAP17 Redesign Play Area at 12th & West Howe Street. Replace Play Structure Scheduled for Removal Intent: Retain badly needed playground amenities.	Keep the play area in place, though redesign may be required to accommodate new play structure.	High Priority	Short-Term		City of Seattle, DOPAR	The structure is used frequently. Queen Anne is underserved by parks. Do not reduce the inventory. Instead, replace it when it deteriorates. West Queen Anne Hill.			
QAP18 Maintain Existing Levels of Park Service Intent: Retain badly needed playground amenities.	Policy recommendation. Replace structures that are old and rotting. or find a place for new ones	High Priority	Long		City of Seattle, DOPAR	Do not lose park land or park functions, but maintain 1998 standards as a baseline minimum. All Areas.			
QAP19 Maintain Level of Regional Sports Facilities on Queen Anne Intent: To maintain existing recreational amenities and reduce vehicular traffic generation and congestion.	Maintain the existing level of regional sports facilities in Queen Anne. Keep Queen Anne Bowl a local facility. Do not turn it into a regional soccer facility. Queen Anne has a number of regional sports and recreation facilities at present - Seattle Center, 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	High Priority	Long		City of Seattle, DOPAR	Do not add more facilities with regional draw as traffic is bad enough now.			

QAP27 Add a Sign on Bigelow Avenue N. (QA Blvd.) to Bhy Kracke Park Intent: Develop this existing park resource.	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 (p. 21).	High Priority	Short-Term		Seattle, DOPAR	existing resources according to he *Comprehensive Plan.* Queen Anne Hill			
QAP28 Upgrade Facilities at East Howe Intent: Adequately maintain existing parks and recreation amenities.	Upgrade facilities at East Howe paint building, add slide back.	High Priority	Short-Term		City of Seattle, DOPAR	Queen Anne Hill.			

TRAFFIC & TRANSPORTATION (QAT)

TRANSPORTATION Recommendations (Activity)	Activity	Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
QAT1 "Counterbalance" Concept - Circulator Bus Operations Intent: To link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile. Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.	Develop and implement "Counterbalance" concept to provide electrified circulator trolley bus operations in Urban Center (Uptown Queen Anne Urban Center) and Upper Queen Anne; based on historic Counterbalance route. This will be a loop system with possible interconnection with Seattle Center circulator.	High Priority	Mid		Metro City of Seattle, SEATRAN	"Counter-balance" concept as a special circulator trolley, based on the historic Queen Anne Counterbalance; to enhance mobility to the Urban Center by providing convenient access to top of hill. Urban Center, Queen Anne Hill.			
QAT2 "Counterbalance" Concept - Establish Seven (7) Minute Headways Along Queen Anne Avenue. Intent: To link the Urban Center and Upper Queen Anne business districts;	Establish seven (7) minute headways along the Counterbalance route between Uptown Center (Uptown QA) and W. McGraw Street (Upper QA). "Counterbalance" trolley will supplement existing Metro trolley	High Priority	Mid		Metro City of Seattle, SEATRAN	"Counter-balance" concept; to enhance mobility in the Urban Center and the Upper Queen Anne.			

provide service competitive with the automobile Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.	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. To compete with auto use, the following calculation was used: 1/2-mile - Bottom to Top 70 Sec. Walking to Parked Car 200 Sec. Circulating in Traffic 150 Sec. Recomm. Headway: 7 Min. Grade on Queen Anne Avenue is 9.7% and no new technology is needed.					Makes the most from existing public transportation system. "Counterba-lance" only needs to supplement existing service on direct link between Uptown Center and Upper QA. Urban Center, Queen Anne Hill.			
QAT3 "Counterbalance" Concept - Expand Electric Trolley Route Intent: To link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.	Expand trolley electric wire from 3rd Ave. W at W. McGraw Street to 6th Ave. W. at McGraw Street This will complete the Upper Queen Anne loop and allow the "Counterbalance" to circulate.	High Priority	Mid		Metro City of Seattle, SEATRAN	This will allow the trolley to circulate back via existing wires over its route. Urban Center Upper Queen Anne.			
QAT4 "Counterbalance" Concept - Establish Unique Design for "Counterbalance" Vehicles Intent: To start planning for "Counterbalance" system; to link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile Essential recommendation for "Counterbalance" Specific Plan. See Figure	Establish unique design for "Counterbalance" vehicles. Identify an appropriate "look" for the "Counterbalance." Design can be identified in conjunction with Counterbalance Character Improvements Plan (QAT8).	High Priority	Short-Term	None	QA Hist Society Metro City of Seattle, SEATRAN	Provide distinct and prominent identity for the "Counter-balance" route and vehicles Urban Center, Upper Queen Anne.			

QAT5 Parking - Residential Parking Zone Enforcement in Lower Queen Anne Intent: To reduce residential parking conflicts in the Urban Center. The Urban Center now has a RPZ which includes: 1) 2-hour parking - 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 w/a transferable free guest permit; 6) Current estimate of permits issued/active is about 450.	City should enforce existing RPZs in the Urban Center. The RPZ is established in a neighborhood to discourage long-term parking by non-residents on residential streets. Establishment is based on determination that: 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.	High Priority	Short-Term		City of Seattle, SPD	The existing RPZ serves its purpose but is not adequate to solve the problem. Long-term solution should provide increased availability of non-auto modes and paid parking within Uptown QA for visitors. Urban Center.			
QAT6 Parking - Additional Neighborhood Parking at Seattle Center Intent: To reduce residential parking conflicts in the Urban Center.	Work with Seattle Center to provide additional neighborhood parking at a reasonable rate. If feasible, promote information of parking availability for residents.	Medium Priority	Short-Term		City of Seattle Seattle Center QA Plan Impl. Org. Uptown Action Team	Seattle Center may be used as a source of additional parking for residents of Lower Queen Anne. Urban Center.			
QAT7 Parking - Signage for Seattle Center Event Parking Intent: To reduce residential parking conflicts in the Urban Center. Essential recommendation under the "Good Neighbor Seattle Center" Specific Plan. See Figure 4.7.	City should provide signage for parking associated with Seattle Center events to reduce parking conflicts within the adjacent neighborhood.	High Priority	Short-Term		City of Seattle, SEATRAN Seattle Center	Support efforts of Seattle Center. Seattle Center is now updating the Seattle Center Master Plan which will include proposed transportation management solution and improvements.			

						Urban Center.			
QAT8 Traffic - Close 4 h Ave. N. n/o Queen Anne Drive Intent: To improve traffic operations along routes crossing 4th Avenue N. n/o Queen Anne Drive. Based on traffic count (pm peak) and general observation of the intersection of Queen Anne Drive at 4th Avenue N. the following circumstances were found: 1) Congestion due to excess traffic volumes; 2) Congestion was due to long turning movement and confusion; 3) Although not a high accident location, the number of conflict points was high; 4) Several extremely low volume turns caused the same delay as high volume turns; 5) Sight distance and grade break inhibit the effectiveness of 4th Ave. N. intersection.	SEATRAN should close 4th Avenue N. to improve operations: • 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. Could be part of a 2-phase project (See QAT9). Will seek input from neighbors.	High Priority	Short-Term		City of Seattle, SEATRAN	Improve traffic flow at congested intersection. Alternatives include improving intersection access to SR99 to eliminate weaving conflicts at interchange; improve traffic operations by moving weave to the west; close selected intersections to reduce conflict points and shorten turning maneuvers. Queen Anne Hill.			
QAT9 Traffic - Close Queen Anne Drive/ Ray e Street Intersection Intent: To improve traffic operations along routes crossing 4th Avenue N. n/o Queen Anne Drive.	SEATRAN should close to improve operations. See QAT8 above for description. Could be part of a 2-phase project (See QAT8). Will seek input from neighbors.	High Priority	Short-Term		City of Seattle, SEATRAN	Improve traffic flow at congested intersection. Queen Anne Hill.			
QAT10 Traffic - Car Cooperative Intent: Lessen overall impacts of parking and need for SOV.	Establish car cooperative to share vehicle(s) and reduce necessary cost, neighborhood traffic, and parking impact.	High Priority	Short-Term		Public/ Private Partner-ship King County SEATRAN	King County is initiating a pilot program in which Queen Anne could participate. All Areas.			

QAT11 Traffic - Signage for Seattle Center Access (From SR99) Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center. Essential strategy under the "Good Neighbor Seattle Center" Specific Plan. See Figure 4.7.	Support Seattle Center traffic flow improvement plans which include: a) Increased signage for congestion and/or parking availability; b) Enhance existing access through signing on SR 99 n/o Aloha Street. Consistent with other Seattle Center traffic projects (QAT13).	Medium	Short-Term		City of Seattle, SEATRAN Seattle Center	Support efforts of Seattle Center Master Plan Update and Traffic Improvement Plan. Urban Center.			
QAT12 Traffic / Parking - Increased Traffic & Parking Enforcement Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center.	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.	High Priority	Short-Term		City of Seattle, SPD	Urban Center.			
QAT13 Traffic - Communication of Traffic Issues by Seattle Center Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center. Essential strategy under the "Good Neighbor Seattle Center" Specific Plan. See Figure 4.7.	Support Seattle Center communication on transportation issues: a) Increased signage for congestion and parking availability; b) Enhance existing access through signing on SR99 n/o Aloha Street; c) Install traffic signals on 4th Avenue N. to provide increased access to Seattle Center from southbound SR99. Signalization of 4th Ave. N. at Roy Street and Aloha Street. Consistent with QAT11.	Medium	Short-Term		City of Seattle, SEATRAN Seattle Center	Support efforts of Seattle Center Master Plan Update and Traffic Improvement Plan. Urban Center.			
QAT14 Traffic - Mercer Street - Selected Closures of Intersections to Cross Traffic Between Aurora Ave. N. and I-5 Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center	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.	Medium Priority	Long		City of Seattle, SEATRAN	Part of a "Mercer Mess" solution. QANPC has less confidence that City will implement a solution to Mercer corridor in short- or mid-term.			

						Urban Center.			
QAT15 Traffic/Mercer Street - Investigate Decreasing Number of Lanes from Warren to 5th Ave. N. Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center	City should study the effect of decreasing the number of lanes on Mercer Street between Warren and 5th Ave. N.	High Priority	Short-Term		City of Seattle, SEATRAN Seattle Center	Improve traffic safety and pedestrian safety. Recommendation contingent upon not reducing traffic carrying capacity on this key arterial.			
QAT16 Traffic - Install Traffic Signals at 4th Ave. N./Roy Street and 4th Ave. N./Aloha Street Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center Essential strategy under the "Good Neighbor Seattle Center" Specific Plan. See Figure 4.7.	City should install signals to improve operations. This is consistent with QAT13.	Medium	Short-Term		City of Seattle, SEATRAN Seattle Center	Increase ease of access to Seattle Center. Support Seattle Center traffic flow improvement plans. Urban Center.			
QAT17 Traffic - Fremont Bridge Approach Reconstruction Mitigation Intent: To reduce impacts from auto traffic cutting through neighborhoods when the bridge is closed.	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.	Medium Priority	Mid		City of Seattle, SEATRAN QACC	To avoid increase in Dexter Ave. traffic over the hill. North Queen Anne, Queen Anne Hill.			
QAT18 Traffic Flow - Exclusive Right-Turn Lane From 1st Ave. N. to Mercer Street Intent: Promote more efficient and safe traffic operations and parking in the Urban Center.	Construct exclusive Right-Turn Lane from Mercer Ave. N. (NB) to Mercer Street (EB). Explore phasing with potential delayed pedestrian crossing phase to reduce conflicts with motorists.	High Priority	Short-Term		City of Seattle, SEATRAN	Improve operations at this busy intersection. Urban Center.			

QAT19 Queen Anne Avenue at Mercer Street - Rechannel: SB LT-Only Lane (Left Lane) and SB LT-Optional Lane (Center Lane) to EB Mercer Intent: Promote more efficient and safe traffic operations and parking in the Urban Center.	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.	High Priority	Short-Term		City of Seattle, SEATRAN	Only left lane can now turn left. Urban Village.			
QAT20 Mercer Traffic Flow - Improve Truck Access via Denny Way and Broad Street. Intent: To reduce conflicts between large trucks and neighborhood traffic in the Urban Center. Essential strategy under the "Uptown Center" Specific Plan. See Figure 4.2.	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 Street - Broad Street - Elliott Avenue to access BINMIC and other industrial areas. Access via W. Mercer Place and Mercer Street should be discouraged.	High Priority	Short-Term		City of Seattle, SEATRAN	Based on field observations and discussions with stakeholders. Channeling truck traffic around Uptown QA ("Uptown Center") will reduce conflicts with neighborhood traffic and improve safety. Urban Center.			
QAT21 Mercer Traffic Flow - Synchronize Traffic Signals Intent: Promote more efficient and safe traffic operations and parking in the Urban Center.	Synchronize traffic signals on Mercer Street to promote the most efficient travel eastbound along Mercer Street.	Medium Priority	Short-Term		City of Seattle, SEATRAN	Part of a Mercer Mess fix. Fixing situation on Mercer corridor is an important long-range goal. This would be an initial step. Urban Center.			
QAT22 Ballard & Fremont Bridge Maintenance Intent: Maintain these facilities to ensure their long-term use.	Support BINMIC recommendation to maintain the Ballard Bridge.	Medium Priority	Short-Term		City of Seattle, SEATRAN	Support BINMIC Plan recommenda-tion			
QAT23 Elliott Avenue/15th Avenue Traffic Signal Interconnect	Interconnect signals on these arterials for most efficient traffic flow.	Medium Priority	Short-Term		City of Seattle, SEATRAN	Assist QACC in implementation & support			

Intent: To improve operations on this route especially with Immunex project.						[illegible] and West Queen Anne			
QAT24 Transportation Management Association Intent: Additional means to reduce SOV travel.	Fund the establishment and ongoing operation of a TMA for Queen Anne.	High Priority	Long		City of Seattle, SEATRAN	As development plans proceed; should be part of potential development mitigation. All Areas.			
QAT25 Improve Intersection of Queen Anne Ave. at Roy Street Intent: To improve operations and improve safety at this important intersection. Essential action under "Uptown Center" Specific Plan. See Figure 4.2.	City should evaluate improvements to this important intersection: • 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. Consistent with QAT68 (pedestrian action).	High Priority	Short-Term		City of Seattle, SEATRAN	Field observations found that the radius on the northeast corner is too short for existing transit vehicles turning to Queen Anne Avenue from Roy Street. Corner also inhibits auto movements. Urban Center			
QAT26 Neighborhood Traffic Control - Traffic Circles Intent: To reduce neighborhood traffic speeds.	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.	High Priority	Short-Term		City of Seattle, SEATRAN	City's ongoing process should continue. All Areas.			
QAT27 Improvements to Intersection of Queen Ave Ave. N. at W. Galer - Pedestrian Crossing Intent: To improve safety and design of this important intersection. QANPC strongly favors relocating existing crossing of W. Galer Street to a safer location.	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.	High Priority	Short-Term		City of Seattle, SEATRAN	To enhance the entry to Upper Queen Anne and shift Galer Street pedestrian crosswalk away from Galer Gardens garage entrance. Also, possible public art site would be made available. Upper Queen Anne.			

QAT28 Install Textured Concrete Crossings on Queen Anne Avenue N. at Intersections Between W. Galer Street and W. McGraw Street. Intent: To enhance the pedestrian environment in Upper Queen Anne, to calm traffic, and improve safety.	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 *Making Streets That Work.*	High Priority	Short-Term		City of Seattle, SEATRAN	Safety for pedestrian traffic in Upper QA and to provide a more conductive pedestrian environment. Upper Queen Anne.			
QAT29 Sidewalk/Roadway Lighting Intent: To make walking in Queen Anne a safe and comfortable experience to encourage non-motorized mobility.	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.	High Priority	Mid		City of Seattle SEATRAN Public Utilities	Roadways need to be appropriately lit for pedestrians to encourage walking instead of driving and for safety. All Areas.			
QAT30 Bicycle Route Designation - Nob Hill from Newton Street to Garfield Street Intent: Provide a safe and enjoyable bike route across Queen Anne Hill and to the business district.	Designate a bike route over Queen Anne Hill to access the business district.	Low Priority	Short-Term		City of Seattle, SEATRAN	Component of bike route alignment in Upper QA. Upper Queen Anne.			
QAT31 Bicycle Route Designation - Garfield Street from Nob Hill to Second Ave. Intent: Provide a safe and enjoyable bike route across Queen Anne Hill and to the business district.	Designate a bike route over Queen Anne Hill to access the business district.	Low Priority	Short-Term		City of Seattle, SEATRAN	Component of bike route alignment in Upper QA. Upper Queen Anne.			
QAT32 Bicycle Route Designation - 2nd Ave. N. from Garfield Street to Blaine Street Intent: Provide a safe and enjoyable bike route across Queen Anne Hill and to the business district.	Designate a bike route over Queen Anne Hill to access the business district.	Low Priority	Short-Term		City of Seattle, SEATRAN	Component of bike route alignment in Upper QA. Upper Queen Anne.			

QAT33 Transit Circulator East-West Sides of Seattle Center - Extend Counterbalance Circulator Trolley Concept to Provide Connections to Seattle Center Intent: Reduce traffic congestion associated with Seattle Center bound auto traffic. Essential component of Good "Neighbor Seattle Center" Specific Plan. Se Figure 4.7.	In order to provide the maximum integration of community and 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.	Medium Priority	Mid		Seattle Center Metro	Connect parking areas to attractions to avoid circulating traffic. Urban Center.			
QAT34 High Capacity Transit (Sound Transit (RTA) and Monorail) Intent: To serve designated Urban Center with high-capacity transit, as directed by the Countywide Planning Policies (CPPs) and as envisioned in PSRC's *Vision 2020*.	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	High Priority	Long		Sound Transit (RTA) City of Seattle Station Planning	Sound Move Link/Light Rail station at or near Uptown Center is essential to the long-term development of Uptown Center and the Uptown Queen Anne Urban Center.			

Essential strategy under the "Uptown Center" Specific Plan. See Figure 4.2. This would be a multimodal facility with Counterbalance and Metro service.	Uptown Center and Seattle Center. In addition, extensions of the Monorail (if implemented) should also provide service to Uptown Center. 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.					Urban Center.			
QAT35 Support Metro Route 31/74 Proposal and Retain Routes West of Aurora Ave. N; Day and Night Service on Route 74. Intent: Provide direct and continuous connection between the Urban Center and the U-District and other areas.	Support Metro Route 31/74 proposal and retain routes west of Aurora Avenue. Provide day and night service on Route 74.	High Priority	Short-Term		Metro	Directly connect "Uptown Center" to U-District urban center and retain service adjacent to Seattle Center.			
QAT36 Provide Extended Services at Future Sound Move High-Capacity Transit Stations Intent: To increase ridership by making stations pleasant and efficient facilities.	Provide comfort facilities, food service concessions, and other appropriate services at the future Uptown Center light rail/high-capacity station.	High Priority	Long		Sound Transit (RTA) City of Seattle Station Planning	Assumes the development of light rail/high-capacity station(s) not necessarily existing transit centers.			
QAT37 Transit - Broad Street Pier RTA Commuter Rail Station Street Car Extension Intent: Provide an efficient transit linkage from the proposed waterfront Sound Move Commuter Rail station to BINMIC and Immunex area; to extend streetcar service from the waterfront/ Broad Street to access shoreline parks system. The is an essential strategy under Elliott Bay Access Specific Plan. See Figure 4.5	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.	Medium Priority	Long		City of Seattle Port of Seattle	Trolley could be extended to BINMIC to serve Immunex complex. Because there is no Sound Move Commuter Rail station planned for BINMIC, this will allow access. Urban Center, West Queen Anne.			

QAT38 Transit Connection to RTA Commuter Rail Intent: Provide a seamless transit system via the Urban Center (Uptown Center Village)	Provide a public transportation connection between the waterfront Sound Move Commuter Rail station and the proposed future Light Rail/High-Capacity station in Uptown Center.	High Priority	Long		Sound Transit Metro	Ensure an efficient and seamless public transportation system. Urban Center.			
QAT39 Transit -Sound Move Commuter Rail Station at Immunex Intent: To provide an efficient transit link to the BINMIC/Immunex Area to reduce regional traffic congestion. This is an alternative action to QAT37.	Alternative to extension of the waterfront trolley (preferred), Sound Transit would develop a BINMIC/Immunex area Commuter Rail station on the north line.	Medium	Long		Sound Transit City of Seattle	Provide regional commute to BINMIC and Immunex and reduce traffic congestion. Immunex approval was predicated on low SOV mode split. Make certain this happens. West Queen Anne.			
QAT40 Monorail Extension to Ballard Intent: Provide a direct connection to Ballard if and when the Monorail is developed.	If and when the Monorail is extended, City of Seattle should extend the Monorail through Uptown Center Village to Ballard.	High Priority	Long		City of Seattle	Assuming that the Monorail is developed, it should provide a connection between Uptown Center Village and Ballard. Urban Center.			
QAT41 Maintain Existing Monorail "Extended" Hours Intent: Ensure maximum use. Essential strategy under "Good Neighbor Seattle Center" Specific Plan.	Maintain the existing "extended" hours for the Monorail.	High Priority	Long		City of Seattle Seattle Center Monorail Operator	Urban Center.			
QAT42 Galer Street Flyover - Ensure Adequate Bicycle Facilities on New Bridge over Elliott Avenue W. Intent: To provide a continuous bicycle system for bicycle commuters; to	Ensure that the "Galer Street Flyover" has sufficient width to include continuous bicycle path/lane for regional bike commuting. Existing bridge design includes insufficient width for safe bicycle lane and north approach does not	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations,			

provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	facilitate bicycle riding.					presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT43 Myrtle Edwards Trail to Elliott Ave. - 6th Ave. - 6th Avenue W. Bridge Crossing Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Alternative to QAT44 (preferred) Bicycle/Pedestrian connection - create a bike/ped crossing of Elliott Avenue W. and the BNSF RR tracks to link the Urban Center to Elliott Bay shoreline and regional bicycle trails. Consistent with QAP10.	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. Urban Center			
QAT44 Myrtle Edwards Trail to Elliott Ave. - W. Thomas Street - W. Thomas Street Bridge Crossing Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route	Preferred Route - Bicycle/ pedestrian connection - create a bike/ped crossing of Elliott Avenue W. and the BNSF RR tracks to link the Urban Center to Elliott Bay shoreline and regional bicycle trails. Important link to proposed Uptown Park Neighborhood; will link Urban Center to Elliott Bay Parks and regional bicycle facilities.	High Priority	Short-Term		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA			

connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Consistent with QAP10.					stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. Urban Center			
QAT45 Myrtle Edwards Trail to Elliott Ave. - W. Prospect Street - Extend Schedule of the Bridge at W. Prospect Street Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Bridge is planned component of the Immunex project and will be open the public to provide access between Queen Anne and Elliott Bay shoreline. Access hours for this bridge should be extended to the maximum.	Medium Priority	Mid		City of Seattle, Immunex Corp.	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT46 Bike lanes on Elliott Ave. W. and 15th Avenue W. Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle	When these arterials are widened incorporate bicycle lanes in each direction.	High Priority	Long		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders			

Beltway Specific Plan. See Figure 4.4.						Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT47 W. Emerson Street via Gilman Avenue - Install Bicycle Lanes Over Existing Bridge Over BNSF RR Tracks Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Bicycle lane connection over the short bridge from Gilman Avenue to Emerson Street. Bridge crosses over the BNSF RR tracks. Location is in Magnolia/BINMIC but it provide a necessary connection in the regional Queen Anne Bicycle Beltway as an alternative to 15th Avenue W.	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT48 Extend Bicycle Facility to Connect Ballard Bridge with W. Emerson Street Bike Lane(s) - Ballard Bridge Approach Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route	Construct a bicycle facility to link the Ballard Bridge with W. Emerson Street bicycle lanes to provide continuous bicycle route from the Ballard Bridge around BINMIC.	High Priority	Long		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.			

connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.						Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT49 Lake Washington Ship Canal Trail Connection - Link Bicycle Lane(s) Under Ballard Bridge Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Construct missing link in Ship Canal Trail under the Ballard Bridge using an alignment of Blewett Street or RR tracks. Funding is available for this project. Consistent with QAP8.	High Priority	Short-Term		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. North QA.			
QAT50 Bicycle Lane(s) Connection on 20th Avenue W. Between the Interbay Bicycle Trail and W. Dravus Street. Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route	Extend the bicycle lane(s) along 20th Avenue W. from the Interbay (Pier 91) Bicycle Trail in BINMIC to W. Dravus Street to complete the connection around BINMIC. The project is in Magnolia and BINMIC but provides an essential connection around BINMIC.	Low	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway			

Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.						projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT51 Bicycle Lanes on Dravus Street Bridge to 15th Avenue W. Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Complete the regional bicycle network when and if the bridge is widened.	Low Priority	Long		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT52 Maintain Ballard Bridge Bicycle/Pedestrian Facilities Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Make certain that the existing 4 foot-wide bicycle/pedestrian facility 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.	High Priority	Long		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make			

						commuting around QA realistic. North Queen Anne.			
QAT53 W. Wheeler Street Crossing - Construct a Bicycle Connection across the BNSF RR tracks at Wheeler Street Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Construct a bicycle crossing at W. Wheeler Street to bridge the BNSF RR tracks and link with the Interbay Bicycle facility. Connection will use W. Wheeler Street then bridge tracks.	Low Priority	Long		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.			
QAT54 Bike access to Sound Move Light Rail at All Hours Intent: Assist bicycle commuting.	Allow bicycles on Sound Move transit vehicle at peak hours; equip vehicles to accommodate bicycles and riders.	High Priority	Long		Sound Transit (RTA)	Integral to bike commuting/shop ping as a true alternative mode. All Areas.			
QAT55 Lake Washington Ship Canal Trail Connection - Complete Within RR ROW or Other Appropriate Alignment Between Ballard Bridge and W. Ewing Street Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.	Construct the extension of the L. Washington Ship Canal Trail within an appropriate ROW (RR ROW or other) to connect the existing Ship Canal Trail at W. Ewing Street with the trail connection under the Ballard Bridge (QAT49).	High Priority	Short-Term		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA			

This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.						stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. North Queen Anne.			
QAT56 WA Ship Canal Trail Connection - Improve access to Fremont Bridge Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	When the approaches to the Fremont Bridge are reconstructed incorporate bicycle facilities to access this important facility from the L. Washington Ship Canal Trail system. Existing Ship Canal Trail uses tunnel under existing bridge approach. Fremont Bridge approaches are slated for reconstruction for seismic reasons within the next few years. Complete the project according to that schedule.	Medium	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. North Queen Anne, Fremont Hub Urban Village			
QAT57 WA Ship Canal Trail Connection - to Westlake Trail Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of	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. QANPC accepts this as an interim solution to provide bicycle	High Priority	Short-Term		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike			

commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	commuting facilities along the Westlake Avenue corridor. Long-term solution should be to use Westlake Avenue (see below).					specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. Northeast Queen Anne.			
QAT58 WA Ship Canal Trail Connection - Connect to Nickerson at 3rd Ave. W Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Maintain bicycle access to 3rd Avenue W. when the Ship Canal Trail is extended to ensure access to Nickerson Street and Seattle Pacific University.	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. North Queen Anne.			
QAT59 WA Ship Canal Trail Connection - Connect to Nickerson at 6th Ave. W. Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle	Maintain bicycle access to 6th Avenue W. when the Ship Canal Trail is extended to ensure access to Nickerson Street and Seattle Pacific University.	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.			

Beltway Specific Plan. See Figure 4.4.						Bicycle Beltway projects propose connections to make commuting around QA realistic. North Queen Anne.			
QAT60 Westlake Ave. N. Between Fremont Bridge and Aloha - Bicycle Lanes on Westlake Avenue. Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	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.	High Priority	Long		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. East Queen Anne.			
QAT61 Westlake Ave. N. Between Fremont Bridge and Aloha Street - Improve Halliday Steps Route Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Improve this link between Dexter Avenue N. and Westlake Avenue/Westlake Trail to provide access to and from Queen Anne Hill. The route is currently blocked by a landslide.	High Priority	Short-Term		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to			

						make commuting around QA realistic. East Queen Anne.			
QAT62 Westlake Ave. N. Between Fremont Bridge and Aloha - Connect Galer Street Steps Across Aurora Avenue (SR99) Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	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 partially funded but must have additional support to include ADA requirements. This site could also provide a potential location for a Monorail station.	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. East Queen Anne.			
QAT63 Westlake Ave. N. Between Fremont Bridge and Aloha - Potlatch Trail Crossing Aurora Ave. at Roy; Connect South Lake Union Park to Seattle Center Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Develop the proposed "Potlatch Trail" system between South Lake Union (Westlake Trail) and Seattle Center. The trail will cross Aurora Avenue N. at Roy Street and continue on streets to Seattle Center. Make certain the bicycle facilities are provided for bicycle commuting.	High Priority	Long		City of Seattle, SEATRAN Seattle Center	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic			

						East Queen Anne.			
QAT64 Roy Street Tunnel - Potlatch Trail Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	Construct a pedestrian and bicycle tunnel under Aurora Avenue (SR99) at Roy Street to link non-motorized facilities on the Potlatch Trail on the east side of Aurora to those on the west. Existing pedestrian facilities on Mercer Street and Broad Street are inadequate, especially for bicycles. The Roy Street Tunnel will provide a safe route that can be used by the proposed Potlatch Trail (see previous).	High Priority	Mid		City of Seattle, SEATRAN	"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. East Queen Anne.			
QAT65 Interconnect between Potlatch Trail at Seattle Center and Unocal Property near Elliott Bay via 2nd Avenue N. and Broad Street Route Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.	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 Bicycle Beltway loop around Queen Anne	High Priority	Long			"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. East Queen Anne.			

QAT66 Pedestrian Crossing Improvement at Queen Anne Ave./Roy Street Intersection Intent: To improve the operations and safety of the intersection for pedestrians. The is an essential strategy under the "Uptown Center" Specific Plan. See Figure 4.2.	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. Consistent with QAT25 (Increase radius of NE corner)	High Priority	Short-Term		City of Seattle, SEATRAN	This is a problem intersection that could be significantly improved with some changes to geometry and phasing.			
QAT67 Mercer/Roy Corridor - Public Art Space at Queen Anne Ave./Roy Street - Counterbalance Intent: Improve aesthetics of intersection and provide a focus in this location on the "Counterbalance" Hill/Route	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.	High Priority	Short-Term		City of Seattle, SEATRAN	Mitigation for proposed development at Queen Anne at Roy Street? Include with intersection improvements. Urban Center			
QAT68 Intersection Improvements at Queen Anne Ave. at W. Galer Street Intent: To make intersection more functional and safe and provide an aesthetic gateway to Upper Queen Anne.	Provide a positive pedestrian access to Queen Anne Avenue at W. Galer Street with raised channelization. This could also provide 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. Changes would be consistent with proposed crosswalk changes (QAT27).	High Priority	Short-Term		City of Seattle, SEATRAN Chamber of Commerce Upper QA Merchants QACC	Field observation indicates that that this important intersection needs to be improved concurrent with new development in the area. Improvements can work on several levels, including an operational level and an aesthetic level. Upper Queen Anne.			
QAT69 Maintenance - Sidewalks Intent: Appropriately maintain existing facilities.	City should provide improved maintenance of sidewalks in all areas of Queen Anne.	High Priority	Short-Term		City of Seattle				

QAT70 Maintenance - Steps Intent: Appropriately maintain existing facilities.	City should provide improved maintenance of steps in all areas of Queen Anne.	High Priority	Short-Term		City of Seattle				
QAT71 Maintenance - Lighting Intent: Appropriately maintain existing facilities.	City should provide improved maintenance of street lighting in all areas of Queen Anne.	Medium	Mid		Seattle City Light, SEATRAN				
QAT72 Designate "Key Landscaped Street(s)" and Construct Identified Improvements in Designated Rights-of-Way Intent: To identify the alignment of the "Key Landscaped Streets" in the Urban Center consistent with QACH11 and QALU3 for the establishment of the "Uptown Park Neighborhood" Specific Plan. To create a distinct series of streets in the Urban Center to promote residential development in this location. The proposed alignment was selected because it provides the best opportunity to develop the Uptown Park Neighborhood concept and provide a series of Key Landscaped Streets essential to that concept. The winding street system will provide a unique urban landscape which will create a strong sense of place and a quality pedestrian environment without sacrificing vehicle access.	Designate the "Key Landscaped Street(s)" proposed for the Uptown Park Neighborhood Specific Plan to promote residential development in the Urban Center. Upon designation, construct desired improvements in public rights-of-way consistent with the Key Landscape Streets character/design plan. These may include curb bulbs at non-arterial crossings, crosswalks, mid-block crossings and associate vegetative/tree plantings (as specified in the proposed character/design plan). Ensure that property owners support through character planning process (QACH11). The route for the Key Landscaped Street has been identified as follows and will be refined via the character plan: The preliminary route is as follows; the Character/Design Plan (QACH11) will determine the final alignment: Clockwise in a curricular direction - 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	High Priority	Short-Term		City of Seattle, SEATRAN DON	This action will be implemented in conjunction with other proposed actions to create the Uptown Park Neighborhood. This is the transportation action component. Offers a very unique way to create a new neighborhood in the Urban Center. The winding alignment was chosen specifically to produce a park-way feel for this series of street segments. While the actual area of the Uptown Park Neighborhood will be small, it winds its way through the Urban Center in such a way as to have a maximum positive effect			

	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).					on this area. The winding alignment is essential. Urban Center			
QAT73 Traffic Calming - Stripe Narrow Lanes, Curb Revisions, All-Way Stop Control Intent: To promote livability in Queen Anne.	City should install traffic calming strategies and improvements where appropriate.	High Priority	Short-Term		City of Seattle, SEATRAN QACC	All Areas.			
SS DISTRICTS (QAB)									
BUSINESS DISTRICTS Recommendations (Activity)	**Description of Activity**	**Comm. Priority**	**Time Frame**	**Cost Estimate (City)**	**IO**	**QANPC Comment**	**Executive Response (City)**	**Executive Recommended Action (City)**	**Council Action Taken (City)**
QAB1 Improved Metro Service - Queen Anne to/from Capitol Hill Intent: To alleviate traffic and parking congestion in Urban Center and to attract more visitors to business district.	Improve transit service/ connection to and from Capitol Hill and Uptown Center Village.	Medium Priority	Mid		Metro	Survey(s) found highest use of Queen Anne businesses by out of neighborhood people from Capitol Hill. Service could interconnect with proposed Counterbalance. Urban Center.			
QAB2 Improved Metro Service - Queen Anne to/from Ballard Intent: To alleviate traffic and parking congestion in Urban Center and to attract more visitors to business district.	Improve transit service/ connection to and from Ballard and Uptown Center.	Medium Priority	Mid		Metro	Survey(s) found second highest use of Queen Anne businesses by out of neighborhood people from Ballard Urban Center.			
QAB3 Improved Metro Service - Queen Anne to/from Fremont Intent: To alleviate traffic and parking congestion in	Improve transit service/ connection to and from Fremont	Medium Priority	Mid		Metro	Survey(s) found third highest use of Queen Anne businesses by out of neighborhood			

more visitors to business district.						Fremont Urban Center			
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.	Medium	Short-Term		Chamber Upper Queen Anne Merchants Assoc. Metro	All Areas.			
QAB5 Explore Potential for Cooperative Grocery Store Delivery Service Intent: To alleviate traffic and parking congestion in the Urban Center.	Conduct market analysis for cooperative grocery delivery service for major area grocery stores; implement if feasible.	Medium Priority	Short-Term		Chamber Upper Queen Anne Merchants Assoc.	Based on information from the neighborhood survey. Larry's Thriftway Safeway; requires market analysis. All Areas.			
QAB6 Conduct Business Feasibility Study - Pharmacy/Drugstore Intent: To meet the needs of the neighborhood and to foster economic growth.	Prepare a business feasibility study to determine whether the market exists for a pharmacy/drugstore in Upper Queen Anne	Medium Priority	Mid		Chamber Upper Queen Anne Merchants Assoc.	Drugstore noted as desirable by neighborhood, but last drugstore closed recently. Safeway also has pharmacy. HMO issues. Upper Queen Anne.			
QAB7 Conduct Business Feasibility Study - Copy Center in Upper Queen Anne Intent: To meet the needs of the neighborhood and to foster economic growth.	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.	Medium Priority	Short-Term		Chamber Upper Queen Anne Merchants Assoc.	Copy center could support growing home business base. Upper Queen Anne.			
QAB8 Traffic Control at Queen Anne Ave. N. at Boston Street During Peak Traffic Periods - Identify	Identify appropriate solution to traffic control at the signalized intersection of Queen Anne Ave. at Boston Street; make changes to	Medium Priority	Mid		City of Seattle, SEATRAN	Debate should eventually identify a best solution.			

Intent: To ensure the most efficient traffic and pedestrian operations at this intersection.	found.				Upper Queen Anne Merchants Assoc.	Upper Queen Anne.			
QAB9 Improve Street Lighting in Urban Center Intent: To improve public safety, prevent property crimes, and alleviate personal safety concerns.	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 recommendations).	Medium Priority	Mid		City of Seattle, SEATRAN Chamber of Commerce	Chamber can work with the City to identify the most effective solutions. Urban Center.			
QAB10 Develop a Community Business Block Watch in the Urban Center Intent: Improve public safety and prevent property crimes, burglary, and robbery.	Institute a Block Watch program for businesses	Medium Priority	Short-Term		Chamber of Commerce City of Seattle, SPD	Urban Center.			
QAB11 Extend Parking Meters Hours in the Urban Center to Provide Parking for Merchants and Restaurants During Seattle Center Events Intent: To provide more parking opportunities for businesses in the Urban Center during events.	Extend parking meter hours in Lower Queen Anne to 11:00pm and enforce to provide parking for merchants and restaurants during Seattle Center Events.	Medium Priority	Short-Term		City of Seattle; SEATRAN	This will help stop Seattle Center visitors from parking on streets where there are meters. These spaces can then be used for businesses and restaurants open in the evenings. Urban Center.			
QAB12 Form a Business Improvement District to Fund Special Business-Related Projects (e.g., improved Street Lighting, New Business Recruitment, Parking, etc.) Intent: To provide a self-sustaining mechanism to ensure capital improvements and desired services get implemented which will help businesses	Establish a formal improvement association/district (BIA) for business districts in Upper Queen Anne and the Urban Center.	Medium Priority	Short-Term		Chamber of Commerce Upper Queen Anne Merchants Assoc.	Upper Queen Anne, Urban Center.			

5.2 Queen Anne Plan Planning Recommendations Essential Strategies Matrix

(June 1998)

The following actions are considered "essential" to the proposed *Queen Anne Plan* Specific Plans or "Key Essential Staregies."

Robert Foxworthy, AICP

Planning Recommendation (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
Planning recommendations are individual actions which the Queen Anne Neighborhood Planning Committee (QANPC) has recommended to implementation. Some of these actions are considered "essential" to Queen Anne Plan "Specific Plans" or Key Integrated Strategies.	Additional detail about the recommendation.	Priority assigned to the recommendation by QANPC	Short-Term (Three Budget Cycles or 6 yrs) Mid-Term (7-10 yr) Long-Term (10-20+ yr)	City of Seattle estimate of the cost of implementing the action	Implementing Organization	Comments and/or notes about the recommendation by the QANPC.	This column is for City response.	This column is for City response.	This column is for City response.
4.1 UPTOWN PARK NEIGHBORHOOD									
QAH4 Housing - Allow Single-Purpose Multifamily Residential Development in Portions of the Urban Center Intent: To help establish a viable residential neighborhood in the Urban Center in	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, an area along 3rd Ave. W. and 4th Avenue W. between Denny Way and Mercer Street	High Priority	Short-Term	None	City of Seattle, DCLU QA Plan Impl. Org. Uptown Action Team Housing Advocacy Group	To help establish a viable residential neighborhood in the Urban Center in identified areas where retail is not as important. Area has been identified.			

designated areas (see the Uptown Park Neighborhood Specific Plan) and promote a wider range of housing options. To create a urban neighborhood with character different than the surrounding mixed-use areas and to vary the texture of the Urban Center.						This action is consistent with other proposals which support the "Uptown Park Neighborhood" concept (QACH11, QALU3, and QAT72) Urban Center.			
QALU3 Single Purpose Residential Overlay Designation in Portions of Urban Center Intent: To provide the land use component for the establishment of a Single-Purpose Residential neighborhood in the NC3 zone in the Urban Center (Uptown Queen Anne). Provides for an Overlay for the proposed "Uptown Park Neighborhood" Specific Plan. See Figure 4.1.	Would designate an area in which a change in the Land Use Code, consistent with the neighborhood planning process and conditions uses 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. Recommendation proposes the establishment of an	High Priority	Short-Term	None	City of Seattle, DCLU	QALU3 is integral to the creation of a Specific Plan in Uptown QA and is proposed in conjunction with QACH11 (Key Landscaped Streets), QAH4, and QAT72. This action will define the area which will provide the option for Single-			

	Overlay which conditions development according to the above description. The area is in Uptown Queen Anne and will be known as the "Uptown Park Neighborhood." The Uptown Park Neighborhood Specific Plan illustrates location and areas affected. Specific streets are listed in QAT72.					Purpose Residential development in the predominantly mixed-use Urban Center. Urban Center.			
QACH11 Key Landscaped Street(s) Creation in "Uptown Park Neighborhood" Specific Plan - ROW Improvements/ Streetscape Plan and Implementation Consistent with Proposed Overlay (Related Land Use Action) Intent: Provide a design focus and incentive to develop a Single-Purpose Residential neighborhood in Uptown QA. This action works in conjunction with proposed Housing, Land Use, and Transportation actions.	Recommendation proposes the planning and implementation of a "Key Landscape Street" alignment which will coincide with residential development in Uptown Queen Anne and would include such features as: • Designation of final alignment; • Delineation with distinctive design features such a 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 character of	High Priority	Short-Term		New Character Support Group or QA Plan Impl. Org. Uptown Action Team City of Seattle, SPO, DCLU, DON Design Plan via DON grant (Matching Fund, etc.)	This is a concept that works with housing, land use, and transportation to create a new multifamily neighborhood in Uptown QA. Project-specific design plan will be undertaken immediately followed by regulatory component and City-sponsored improvement			

Action works in conjunction with Housing (QAH4), Land Use (QALU3), and Transportation (QAT72) to implement the "Uptown Park Neighborhood" concept. See Figure 4.1.	streets; • High-quality and consistent streetscaping/landscaping. The Key Landscaped Streets alignment has been identified, but may require refinement during the design phase. The concept will be designed by a design professional in conjunction with stakeholders. Improvements will be made by the City of Seattle and as a condition of development approval (action works in tandem with Single-Purpose Residential recommendation. Action proposes a) Character/Design Plan for Key Landscaped Streets; and b) Implementation of Plan in conjunction with QAT72.					s. Design Plan can be funded via DON grant/Matching Fund or other appropriate funding. Improvements will require more substantial funding source. Urban Center.			
QAT72 Designate "Key Landscaped Street(s)" and Construct Identified Improvements in Designated Rights-	Designate the "Key Landscaped Street(s)" proposed for the Uptown Park Neighborhood Specific Plan to promote residential development in the Urban Center. Upon designation,	High Priority	Short-Term		City of Seattle, SEATRAN DON	This action will be implemented in conjunction with other proposed			

of-Way Intent: To identify the alignment of the "Key Landscaped Streets" in the Urban Center consistent with QACH11 and QALU3 for the establishment of the "Uptown Park Neighborhood" Specific Plan. To create a distinct series of streets in the Urban Center to promote residential development in this location. The proposed alignment was selected because it provides the best opportunity to develop the Uptown Park Neighborhood concept and provide a series of Key Landscaped Streets essential to that concept. The winding street system will provide a unique urban landscape which will create a strong sense of place and a quality pedestrian environment without sacrificing vehicle access.	construct desired improvements in public rights-of-way consistent with the Key Landscape Streets character/design plan. These may include curb bulbs at non-arterial crossings, crosswalks, mid-block crossings and associate vegetative/tree plantings (as specified in the proposed character/design plan). Ensure that property owners support through character planning process (QACH11). The route for the Key Landscaped Street has been identified as follows and will be refined via the character plan: The preliminary route is as follows; the Character/Design Plan (QACH11) will determine the final alignment: Clockwise in a curricular direction - 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					actions to create the Uptown Park Neighborhoo d. This is the transportatio n action component. Offers a very unique way to create a new neighborhoo d in the Urban Center. The winding alignment was chosen specifically to produce a park-way feel for this series of street segments. While the actual area of the Uptown Park Neighborhoo d will be small, it winds its way through the Urban Center in such a way as to have a maximum			

	(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).					positive effect on this area. The winding alignment is essential. Urban Center			
QAP1 Acquire Site for Neighborhood Park in the Urban Center for the Use of Residents in the Area; Develop Master Plan; and Construct Park Intent: Provide adequate neighborhood park space for residents of Uptown Queen Anne. This area is rapidly expanding in multifamily households and targeted to receive much more growth. Distribution Guidelines enumerated in the *Comprehensive Plan* specify one park within 1/2-mile of households in areas with 100-200 children or several preschools/daycare centers (p. 11). An area providing local, controllable play for children and their parents is badly needed	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. Park is envisioned as an extension of the Key Landscaped Street concept and would be open at all times and not fenced. Possible locations are shown in the Uptown Park Neighborhood Specific Plan map (Figure 4.1). Other locations may also be appropriate.	High Priority	Short-Term		City of Seattle, DOPAR QA Plan Impl. Org. Uptown Action Team QACC	This proposal is part of the Uptown Park Neighborhood Specific Plan and would be located adjacent to one of the Key Landscaped Streets (see Figure 4.1). Also, this could also be located near the proposed Uptown Neighborhood Center facility. Another possible site has been identified at 308 Queen Anne Ave. N. & adjacent properties.			