

FIND IT FIX IT

COMMUNITY WALKS
HOSTED BY MAYOR ED MURRAY



Find It, Fix It Community Walks Post Walk Update

CROWN HILL / WHITTIER HEIGHTS

November 19, 2016



Seattle
Neighborhoods



CITIES OF
SERVICE



On November 19, 2016, Mayor Ed Murray led the 20th Find It, Fix It Community Walk in Crown Hill and Whittier Heights. Over 50 community members and representatives from 15 City departments attended the walk to discuss public safety issues and highlight positive aspects of the neighborhood. This report summarizes the City's current response to community concerns and questions brought up during the Find It, Fix It Community Walk process.



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Photos on pages 7 and 14 courtesy of Catherine Weatbrook
Photo on page 13 courtesy of Crown Hill neighbor, Selena Carsiotis

LETTER FROM MAYOR MURRAY



City of Seattle
Mayor Edward B. Murray

January 23, 2017

Dear Crown Hill and Whittier Heights Neighbors:

I am happy to be able to share with you this first report back to the community on what has taken place since the Crown Hill / Whittier Heights Find It, Fix It Community Walk in November. My goals for this report are to not only provide information on successes that we have achieved to date but also identify ongoing issues and helpful resources to address those issues in continued collaboration with the City of Seattle.


This walk was a success due to the consistent support of community members and Find It, Fix It Community Walk partners who provided input during the planning stages, invited neighbors to the event, joined the walk, or contributed in other ways.

I would like to recognize and thank all of the people and organizations who participated in the Crown Hill / Whittier Heights Find It, Fix It Community Walk: the Crown Hill Urban Village Committee for Smart Growth for providing time during a meeting to discuss and plan the walk; community members Brad Renton, Hugh Kelso, Leigh Pate, Bert Hopkins, Renée Remlinger-Tee, Audra Gallegos, Heather Drennan, Fred Miller, Deborah Jaquith, Cindy Boyer, and Ratna Warouw for speaking and sharing their experiences along the walk; and City of Seattle Department Directors and staff who attended the walk and who have worked to answer the community's questions and address the needs brought up at the Crown Hill / Whittier Heights Find It, Fix It Community Walk.

Thanks also to our Find It, Fix It Community Walks partners who helped make the Crown Hill / Whittier Heights walk possible: Cities of Service, Starbucks, Crown Hill Grocery Outlet, Tacos and Beer Mexican Restaurant, Dick's Drive-In, Holy Grounds Coffee, City Arts Magazine, Public Health - Seattle & King County, King County Metro, and Puget Sound Energy.

I look forward to continuing to build upon the partnerships made and strengthened through the Crown Hill / Whittier Heights Find It, Fix It Community Walk.

Sincerely,


Edward B. Murray
Mayor of Seattle

SERVICE REQUEST STATUS

Below are the updates for the Find It, Fix It Mobile Application requests and Customer Service Bureau service requests via phone or web sent in during and following the walk in Crown Hill and Whittier Heights. The yellow updates signify fixes that are still in progress and the green updates mean that the fix is complete.

Don't have the Find It, Fix It App? Android users can download the app from the Google Play Store:

play.google.com/store/apps/details?id=gov.seattle.searequests and iPhone users can download it from the

App Store: itunes.apple.com/us/app/find-it-fix-it/id568509551?mt=8.

Request	Department Responsible	Updates	Status
Illegal Dumping - 9621 8th Avenue NW - 8535 17th Avenue NW	Seattle Public Utilities (SPU)	11/29/16: Illegal dumping removed.	Complete
Graffiti - 8702 Mary Avenue NW - 8342 Mary Avenue NW	SPU	12/16/16: Enforcement complete.	Complete
Drainage Clogged Culvert Flooding Driveway at 909 NW 92nd Street	SPU	1/17/17: The culvert has been cleaned and is clear.	Complete
Graffiti 8415 8th Ave NW	SPU	11/23/16: Graffiti portion complete. Broken glass report sent to King County Metro for repair.	Complete
Streetlight Report NW 87th Street	Seattle City Light (SCL)	12/19/16: Light blinking on and off through the night has been fixed.	Complete
Parking Enforcement 8030 11th Avenue NW	Seattle Police Department (SPD)	1/9/17: When SPD checked on the parking enforcement violation, the vehicle was gone and the hydrant was clear.	complete
Vegetation Overgrowth 15th Avenue NW	Seattle Department of Construction & Inspections (SDCI)	1/5/17: Case is closed. The bushes/vegetation were neatly cut back and the sidewalk is clear. The back sidewalk, setback area is now open.	Complete
Junk Storage 8th Avenue NW	SDCI	1/5/17: Violation confirmed and a warning has been issued. Further enforcement will ensue as needed.	In progress

Request	Department Responsible	Updates	Status
Graffiti on Front & Back of Sign 1411 NW 85th Street	Seattle Department of Transportation (SDOT)	12/1/16: SDOT crews removed graffiti.	Complete
Graffiti 9000 Mary AVE NW	SPU	11/21/16: Notified United States Postal Service.	Complete
Street Light Report Light Out at 9524 12th Ave NW	SCL	1/31/17: No light was found at pole 1382199. If you made this request please call the Streetlight Reporting Line at (206) 684-7056 to provide more information.	In progress
Glare complaint 9015 9th Ave NW	SCL	1/31/17: No pole number was provided with this request. If you made this request please call the Streetlight Reporting Line at (206) 684-7056 to provide more information.	In progress
Graffiti at Baker Park 14th Ave NW	SPU and Seattle Department of Parks and Recreation (SPR)	11/21/2016 and 12/29/16: Graffiti on table and rock in play area removed.	Complete

Yellow Curb Ramp on 17th Avenue NW Greenway near NW 89th Street

The curb ramp at this location has been fixed (see photo to the right for the fix). SDOT cut out the asphalt and ramp tile, poured concrete and replaced it with a new ramp tile. This work was delayed temporarily because the temperature was too cold and conditions were too wet to pour the concrete for several weeks.



Raised Sidewalk at 7707 8th Avenue NW

SDOT crews installed a sidewalk shim at this location. A notice has also been sent to the property owner.

Sidewalk maintenance is typically the responsibility of the adjacent property owner, unless the sidewalk has been damaged by the City (a City-maintained tree or City crews). Like many other cities, Seattle's laws require that adjacent property owners keep their sidewalks in good repair and safe for public travel. This means keeping the sidewalk clear from vegetation overgrowth, snow and ice accumulation, as well as making repairs to the sidewalks when damaged. Additional information can be found here: <http://www.seattle.gov/transportation/cams/CAM2208.pdf>.

In addition to sidewalk repairs by property owners, the Seattle Department of Transportation (SDOT) carries out a number of projects through its Sidewalk Repair Program. More information on this program is available here: <http://www.seattle.gov/transportation/sidewalkrepair.htm>.

TRANSPORTATION

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Ways to Make the Streets Safer for Pedestrians

SDOT has been working on an update to the Pedestrian Master Plan (PMP). The PMP identifies priority locations for pedestrian improvements over the next 20 years based on a citywide analysis of data related to the Plan's goals of vibrancy (demand), safety, equity, and health. Because SDOT can only afford to build or improve a certain number of sidewalks or crossings each year, the intent is to focus resources in areas where conditions are difficult and where people need to be able to walk the most.

The updated PMP includes a "Priority Investment Network" (PIN) which identifies streets where SDOT proposes to direct pedestrian improvements. The PIN was developed based on input from residents across Seattle who told us that we should focus pedestrian investments on:

- Streets connecting families and children to schools
- Streets connecting people to transit stops
- Sidewalks and crossings on busy arterial streets
- Residential streets where sidewalks are missing
- Locations where pedestrians have been injured



As such, the PIN includes all streets (both arterial and non-arterial) that provide walking connections to public schools and frequent transit stops. The maps within the PMP will identify the streets that provide these key walking connections, which will be prioritized for pedestrian improvements during the 20-year planning timeline.

SDOT collected public input until August 22, including feedback on the Plan's proposed prioritization methodology, the Priority Investment Network, and other strategies included in the Plan (including low-cost walking improvements). The full public review draft (as well as additional project information) is available online at seattle.gov/transportation/pedMasterPlan.htm, as well as at all public libraries. You can also sign up to receive project notifications at the webpage listed above. Public comments will be used to develop the Mayor's recommended plan that will go to City Council for review and adoption in the first half of 2017. In addition to sidewalk development called for in the PMP, there are several other options that neighbors can pursue to make streets safer for pedestrians in their neighborhood. These include:

1) Get in touch with your local neighborhood/community council

Connecting with your neighborhood council is always a great way to gauge what type of support you have for what you are proposing and gain support from others as you begin to strategize solutions moving forward. Contacts can be found here: <http://www.seattle.gov/neighborhoods/neighborhood-districts/ballard>.

2) Report incidents to the police

Improving safety drives the decision-making around traffic calming. SDOT uses collision data that is reported to the police to prioritize projects.

3) Conduct a speed study

Residents have access to radar equipment available for checkout at our neighborhood service centers (seattle.gov/customer-service-centers). More information about checking out the radar gun can be found at the Neighborhood Traffic Calming page at seattle.gov/transportation/ntcp_calming.htm.

4) Apply for a small-scale improvement in a park or street in your neighborhood

Your Voice, Your Choice: Parks & Streets is an opportunity for community members to directly decide how to spend \$2 million of the City's budget on small-scale physical improvement projects in Seattle's parks & streets (i.e. crosswalks, medians, flashing beacons, sidewalk repair, curb ramps, park benches, trail improvements, etc.). Each project must be under \$90K. For more information, visit <http://www.seattle.gov/neighborhoods/programs-and-services/your-voice-your-choice>. Throughout the month of February, Your Voice, Your Choice will be collecting ideas! Submit your project idea(s) here: <https://www.surveymonkey.com/r/3JHT9MS>.

5) Consider applying for Neighborhood Matching Fund

This fund is highly recommended for developing neighborhood or street plans. It can also be used to install a traffic calming device if there is a documented problem. For more information, visit: seattle.gov/neighborhoods/programs-and-services/neighborhood-matching-fund.

Possibility of Adding a D Line Stop by the New Development on Holman Road NW

Based on King County Metro's Service Guidelines, the average RapidRide station spacing should be a half of a mile between stops. RapidRide station spacing is greater than local bus service stop spacing, to improve the speed and reliability of service. Factors such as local transit service, pedestrian facilities, geography of the surrounding area, passenger amenities and major destinations are also evaluated when determining RapidRide station locations. Station locations were identified by Metro through a community engagement process before opening of the RapidRide D Line in 2014.

Along Holman Road, several conditions exist which contribute to the large station spacing along this segment:

- All-day local bus service provides alternative transit service options along this road segment (Route 40).
- Turn movements of the bus near the terminal at QFC limit the locations where RapidRide station can be located.
- The street and sidewalk right-of-way along Holman Road is narrow with part of the roadway running on an embankment and bridge structure, which makes it difficult to site a RapidRide station.
- The bus stops at 9th Ave NW and Holman Road are a good example where both stops are constrained by the embankment or a retaining wall.

Slow Bus Times to and from Crown Hill / Whittier Heights

Metro is adding another morning trip on the 15 Express in March 2017 to address overcrowding. Metro is also adding trips to 18 Express and 40 which serve 24th Ave NW. Those two routes may be an option for folks who live between 15th Ave NW and 24th Ave NW. These trip additions are all funded by Metro's 2017-18 budget. The adds coming in March are on top of an added 15 Express trip and an added 18 Express trip that started operating in September funded by SDOT. Metro reviews all routes annually to determine which are overcrowded and need more trips. There are routes throughout the system that are experiencing overcrowding as growth occurs and Metro is doing its best to keep up with the rapid growth.

In addition, as the SDOT staff and Mayor Murray pointed out on the Find It, Fix It Walk, Seattle has been funding added service on several routes serving this area through the voter-approved Seattle Transportation Benefit District. A fully copy of the Seattle Transportation Benefit District Year One Report can be viewed here:

<http://www.seattle.gov/Documents/Departments/Transit/STBDYear1Report-2016.pdf>.

SDOT is also planning a RapidRide line along 24th Ave NW funded by the voter-approved Levy to Move Seattle (<https://www.seattle.gov/transportation/levytomoveseattle.htm>). SDOT and Metro both look forward to continuing to work together as they make significant investments to improve transit service and speed up transit in this neighborhood and throughout Seattle.

Plans for Pedestrian Safety Improvements on Holman Road NW

The intersection of 13th Ave NW/NW 92nd St/Holman Road NW serves as a nexus for many activities:

- Crown Hill Park
- Whitman Middle School
- Small Faces Preschool
- RapidRide D Line stops

A new pedestrian and bicycle signal will be constructed at Holman Road NW and 13th Ave NW in 2018 funded by the Neighborhood Street Fund Program. More project details here: <http://www.seattle.gov/transportation/docs/nsf/2016032.pdf>.

The signal design will be coordinated with the North Seattle Neighborhood Greenway planning and design process.

- The greenway will provide improved east-west neighborhood connections between the Crown Hill area and the existing and planned connections over I-5 to prioritize people walking and biking on residential streets.
- There is website for this greenway project at <http://www.seattle.gov/transportation/NSeattleSafety.htm> and SDOT will be sending out mailers soon to invite people to attend the second open house. Anyone interested to the project can be added to the stakeholders list, and it will include them on future emails about the project.
- SDOT will continue to coordinate with Seattle Parks and Recreation to ensure good connections with Crown Hill Park.

Lack of Sidewalks on 17th Avenue NW

Pedestrian improvements constructed as part of the 17th Ave NW Neighborhood Greenway included the speed humps/traffic calming (as mentioned), improved crossing of NW 85th St (Rectangular Rapid Flashing Beacons, RRFB), improved pathway between 17th Ave NW and NW 90th St, and a new curb ramps and crosswalk at NW 90th St. The neighborhood greenway program does not currently have funding to build sidewalks along 17th Ave NW north of NW 85th St. However, SDOT would be in support of community efforts to work with SPU or apply for grants to address drainage and build low cost sidewalks in their neighborhood. See page 8 for possible funding options.

Planting strip on Holman Road NW and 15th Avenue NW

SDOT crews cut ivy from the street edge, off the sidewalk edge, and off of the trees in these planting strips on January 3, 4, and 5.

Traffic Calming on Side Streets

SDOT's Neighborhood Traffic Calming Program has changed and SDOT now proactively looks at locations each year that have shown a pattern of injury collisions, speeding, and high pedestrian use. To ensure that all residents in our city have equitable, fair and consistent treatment, we prioritize these improvements using city-wide data and focus resources on those locations with the highest need. Neighbors can still pursue traffic calming devices.

SDOT urges you to explore the programs mentioned above and if you have other traffic concerns please contact our office directly at neighborhood.traffic@seattle.gov. SDOT staff will be happy to review them.

Integrating Critical Transit and Pedestrian Mobility Needs into Community Planning

Seattle's Pedestrian and Transit Master Plans (PMP and TMP) look at transit and pedestrian mobility needs across the city and guide the prioritization of improvements. The PMP is currently being updated and will identify a Priority Investment Network focused on access to schools and transit (referenced on pages 7 and 8). It will also include a prioritization framework that considers safety, equity, and health measures to further prioritize improvements. More information about the PMP is available here: <http://www.seattle.gov/transportation/pedMasterPlan.htm> The TMP was updated in 2016 and reflects the transit investments supported by Seattle's voters through the Levy to Move Seattle. More information about the TMP is available here: <http://www.seattle.gov/transportation/transitmasterplan.htm>

Concerns about the Traffic Back-ups on NW 85th Street West of 15th Avenue NW

SDOT believes that reducing the queueing on NW 85th St would help to discourage cut through traffic in the neighborhood. In an effort to improve signal operations and reduce traffic queueing at the intersection of NW 85th St and 15th Ave NW, SDOT signal timing section will evaluate the intersection this year to determine if changes to the signal timing would have a positive impact on traffic operations. Currently the signal operates a split phase for east and west bound traffic movements, meaning that the east bound proceeds while west bound traffic is stopped and then westbound movement proceeds while eastbound is stopped. SDOT will evaluate the signal to determine if the signal can be un-split so that similar eastbound and westbound movements can move at the same time, such that eastbound and westbound left turns go at the same time and then eastbound and westbound through traffic go at the same time. This allows more efficient use of the signal timing which may help to reduce delay and backups at the signal. It also can help to reduce pedestrian delays. SDOT will complete the evaluation and report back to the community by end of second quarter this year.

PLANNING UPDATES

OFFICE OF PLANNING & COMMUNITY DEVELOPMENT (OPCD)

As a follow-up to last November's Crown Hill Find It Fix It walk, Office of Planning & Community Development (OPCD) Director Samuel Assefa and staff met with the Crown Hill Urban Village Committee for Smart Growth leaders at the Crown Hill Center on January 31. Community members, as well as Councilmember Mike O'Brien, have expressed strong interest in a future planning process for the neighborhood to address some design and street infrastructure issues community members raised during the November walk in the context of the proposed Mandatory Housing Affordability (MHA) upzones. OPCD discussed potential planning options. Staff will follow up in the next few weeks with more specific approaches to address the key issues in a more resourceful and time efficient manner. Director Assefa also expressed to the community leaders and Councilmember O'Brien that, in light of many similar new community planning requests from various neighborhoods, OPCD will not be doing traditional neighborhood planning process that typically take two to five years. Instead, OPCD will focus on key areas that need immediate attention.

Comprehensive Plan on Public Realm

OPCD, in partnership with a number of other city departments including Seattle Department of Parks & Recreation (SPR), Office of Sustainability and the Environment (OSE), Seattle Public Utilities (SPU), and Seattle Department of Transportation (SDOT), will launch the comprehensive public realm planning project in the summer of 2107. There will be outreach and engagement throughout the process. The goal is to look at a broad range of types of public spaces (not limited to parks) and explore how the spaces can work better as a system. The plan will arrive at strategies to derive multiple public benefits. The process will result in a plan that will be completed in 2018 and approved by the City Council by resolution. The plan could also include some pilot projects to demonstrate strategic investments that achieve multiple benefits. Crown Hill's interest in drainage solutions is one example of a strategic infrastructure investment that could also provide a public space benefit.

Risk of Displacement on Areas North of NW 85th Street

The displacement risk index was created as a part of the Growth and Equity Analysis completed as an appendix to the Seattle 2035 Comprehensive Plan update. The index reflects numerous objective demographic data sources that are often aggregated by Census tracts. The index may not reflect highly localized block-to-block conditions. Displacement risk is present in locations all across the city and numerous strategies are underway to minimize displacement. OPCD will conduct a more detailed anti-displacement analysis as a part of the Environmental Impact Statement for the Mandatory Housing Affordability (MHA) implementation. The analysis will quantify potential displacement at a more detailed level for each urban village and identify mitigation strategies.

SAFE ROUTES TO SCHOOL

SEATTLE DEPARTMENT OF TRANSPORTATION (SDOT)

Safe Routes on Holman Road NW, 15th Avenue NW, 8th Avenue NW, NW 80th Street , and NW 70th Street

These intersections rank high on the matrix for school guard assignments and SDOT conducted an observation in January 2017 of the intersections at 15th Avenue NW to see if students in the neighborhood are using either of those intersections. SDOT observed most of the students crossing had the destination of Ballard High School. Due to limited resources, the School District prioritizes crossing guard placement at Elementary Schools so they will not be placing additional crossing guards at either NW 67th or NW 70th. There is an existing crossing guard at NW 75th Street and 15th Avenue NW. However, SDOT did observe several vehicles making illegal turns and cutting off pedestrians in the crosswalks. Crews alerted the Seattle Police Department and there will be additional enforcement. If you have any questions, please contact Serena Lehman with the SDOT Safe Routes to School Program at Serena.Lehman@seattle.gov.

Additionally, the Whittier Heights Community Council received a mini grant to purchase and install crossing flags at the following intersections near Whittier Elementary School:

NW 75th & 8th NW, NW 67th & 15th NW, NW 73rd & 8th NW,

NW 70th & 15th NW, NW 70th & 8th NW, NW 75th & 15th NW

NW 67th & 8th NW, 13th NW & NW 80th



NORTH PRECINCT UPDATES

SEATTLE POLICE DEPARTMENT (SPD)

Efforts to Reduce Police Response Time

The efforts to reduce response time in North have focused on implementing cross-precinct dispatching and escalation requirements for dispatchers to involve supervisors far more quickly to outstanding calls. This is a city-wide effort that has reduced average city-wide response times by one minute between 2015 and 2016. Patrol has also augmented bike patrols that are more flexible and can respond quickly in high-density areas. SPD has also invested heavily in the 911 Communications Center to upgrade technology, the physical space, and the work-flow processes. This allows dispatchers to process calls more quickly. SPD began the process of hiring 40 Communication Center staff, which will improve call handling and response time. Twelve new 911 Communications Center positions were added in the 2017 Adopted Budget and 13 additional positions are included in the 2018 Endorsed Budget.

“Could the North Precinct be split in two to address slow police response times?”

The North Precinct currently works out of one facility on College Way North under the management of one captain. Splitting the North Precinct in two could have two different features:

- 1) Create two separate management structures with a police captain in charge of the staff who serve separate geographic areas of the north end (two “precincts” operating out of one facility), and
- 2) Locate staff that serve the north end in two different north-end locations (two “precincts” operating out of two facilities).

The plan put on hold by the Mayor and Councilmembers last fall would have built one facility that could have accommodated two separate management organizations under one roof, thus demonstrating that the Police Department was considering #1 above. After putting that plan on hold, the commitment is to allow for public engagement before deciding how to move forward. To be done properly, that engagement could take up to a year.



DRAINAGE UPDATES

SEATTLE PUBLIC UTILITIES (SPU)

Drainage north of NW 85th Street especially on 18th Avenue NW

The development pattern in the vicinity of the intersection is erratic, having been initially built in unincorporated King County north of the old city boundary at NW 85th Street, prior to annexation. Many of the homes are below the road grade with no curb and gutter, and a capacity-constrained ditch and culvert exists in the vicinity of NW 85th Street and 17th Avenue NW.

The ponding at the intersection of NW 87th Street and 17th Avenue NW occurs due to a flat 12” culvert along the west side of 17th Avenue NW that inadequately drains the intersection during large storm events. Other system conditions are suspected to contribute to conveyance inefficiencies including pipe sags and pipeline constrictions. However, there is not a simple solution to increasing conveyance; removal of any constriction might simply send the backup problem to a location downstream. Solving these backup problems may require solutions at a larger scale, affecting more of the wastewater system in the area, neighborhood or region. To address this, SPU has placed additional equipment in the system to understand better how it functions at a larger scale. SPU’s modeling group has installed flow velocity and depth monitors to provide more information in the sewer system. Additional analysis, flow monitoring and modeling, will provide a better understanding of the current conditions and our future opportunities.

This flooding location is one currently tracked and monitored by SPU. Its resources to solve problems like these are limited – only the highest priority problems, based on severity and frequency of impacts to public health and safety, are addressed first. It helps SPU to have the most current information on the nature of the problem as it changes. If you observe flooding or backups causing significant adverse impacts to public safety, health, or property, please contact the SPU Field Operations and Maintenance Branch. The branch staffs a 24-hour Operations Response Center (ORC) set up to receive information and quickly dispatch crews to respond to flooding and emergencies. You can reach the ORC at (206) 386-1800. In addition, please contact the Drainage and Wastewater Investigations Team at SPU_DWWInvestigations@seattle.gov or (206) 615-1416, so the observed issue can be documented to better characterize the ponding and flooding of the Crown Hill area. If conditions worsen, this information will help SPU reprioritize the needs in our capital program.

CROWN HILL AND WHITTIER HEIGHTS PARKS

SEATTLE DEPARTMENT OF PARKS AND RECREATION (SPR)

Public Safety Meeting on March 7

Seattle Police Department North Precinct Officers will report on their work reducing crime in and around Baker Park. Community members are invited to voice their concerns about negative behavior in local open spaces and the neighborhood, and offer suggestions about strategic partnering with the city to improve public safety in the community.

Date: Tuesday, March 7, 2017

Time: 6:00-8:00pm

Place: Seattle Gilbert & Sullivan Society Rehearsal Room, Crown Hill Center, 9250 14th Avenue NW

Questions? Contact Thomas Whittemore, Neighborhood District Coordinator, at 206-684-4096 or Thomas.Whittemore@seattle.gov.

Safety in Baker Park

In December, SPR staff pruned the park to meet Crime Prevention Through Environmental Design (CPTED) goals. It looks the best it has in years and visibility is good. North Precinct Officers have completed 88 emphasis patrols since December 20th in the area surrounding Baker Park.

SPR Superintendent Jesús Aguirre ordered an emergency modification of Baker Park operating hours from 4:00am - 11:30pm to 6:00am - 10:00pm. This modification of operating hours is due to frequent instances of excessive noise, drug use, underage drinking, and illegal activities. The change went into effect on February 1, 2017 and will continue for 270 days. After the required test period of 270 days passes, SPR will seek approval from Seattle's Board of Park Commissioners for a permanent change to Baker Park's operating hours .

Baker Park Improvements

The planning for Baker Park will begin in 2017, with construction planned for 2018. Karimah Edwards will be the project planner and a project manager has not yet been assigned. SPR will need to go through the planning process for the whole park, including considering the play area and any permanent lighting. As far as expediting it, SPR has to look at the whole park, and not just one element, and it has to go through the proper planning process. A realistic timeframe for this process is 18-24 months. Please contact Karimah at Karimah.Edwards@seattle.gov to find out about upcoming opportunities to share your ideas for Baker Park.

Graffiti at Crown Hill Park

SPR staff submitted a work order as soon as they saw the graffiti on the Find It, Fix It Walk. Once it was cleaned, the graffiti appeared again the next day. The SPR maintenance staff is keeping an eye on it.

SEATTLE PUBLIC SCHOOLS UPDATES

Question from the Crown Hill / Whittier Heights community: “The city is planning more density in Crown Hill and Whittier Heights, an area that is largely not well served by walkable elementary schools. Is Seattle Schools aware of this, and how are they planning for it?”

Answer from Seattle Public Schools: Seattle Public Schools (SPS) forwarded this question to the Enrollment Planning Department so we can be sure the growth in Crown Hill and Whittier Heights neighborhoods is included in their projections.

Q: “Whitman Middle School is in poor condition, and is not on any Building Excellence (BEX) plans for improvement. Walking conditions to Whitman Middle School are poor, in that there are no sidewalks in the general vicinity. Again, is the district planning school improvements?”

A: SPS has started a preliminary feasibility study for our next capital levy - BEX V levy. We included Whitman Middle School in our list of the schools to study for possible improvements with funding from future capital levies. We expect to complete the feasibility study in Fall 2017. We will report to the Board, the Superintendent, the staff, and the community once we finish the study.

Q: “Our high schools are projected to have an unprecedented capacity crisis, as the current bubble of middle schools hits high school within the next 2 years. Where and what are the plans for managing Ballard High School's capacity until Lincoln High School reopens in 4 years?”

A: We're working on solutions for the capacity issue at Ballard HS. The School Board will vote on a recommendation for capacity management strategies for 2017-18 (including Ballard High School) in February. We will be able to provide more context/capacity management strategies after the Board vote.

Questions and/or comments? Please contact Ashley Davies, Director of Enrollment Planning, at aedavies@seattleschools.org and Joe Wolf, Coordinator for K-12 Capital Planning, at jawolf@seattleschools.org.

MISCELLANEOUS UPDATES

Abandoned Vehicles - Seattle Police Department

Community members reported five abandoned vehicles between November 19 and Nov 25. Of those reports, SPD chalked/tagged one vehicle which was then cited/towed. Two vehicles were not on the block. One vehicle was stolen and recovered by patrol. Police cited the last vehicle for expired tabs over 45 days. An impound was ordered and the vehicle was moved before it was towed.

Lack of Lighting on 17th Ave NW Bike Path - Seattle City Light

Seattle City Light (SCL) crews cannot light the path itself but they can put a light on the east end of the path. SCL will also install a pole and light to illuminate the crosswalk on NW 90th Street. As of January 12, the project is in progress. The engineering for the light installation is complete and SCL crews are waiting on an SDOT permit to begin installation work.

Office of Economic Development (OED) Contacts

OED and the Office of Planning & Community Development (OPCD) are working on small business anti-displacement strategies. Several strategies are being developed to ensure that new development includes spaces that can accommodate small and local businesses. If you are concerned that many small and locally owned businesses may be displaced during growth, please contact Theresa Barreras, Business Districts Manager, at Theresa.Barreras@seattle.gov to talk about possible ideas and solutions. Theresa can also help connect you with OED's Small Business Development team.

Contact Nancy Yamamoto, Workforce Development Manager, at Nancy.Yamamoto@seattle.gov to learn more about the Pathways to Careers program and to discuss how OED has and will work with Labateyah Youth Home.

Find It, Fix It Community Project Grants

Community members submitted three Find It, Fix It Community Project Grant applications for Crown Hill and Whittier Heights during the application period. The Find It, Fix It Coordinators are working with the applicants to assess the feasibility of each project and finalize project plans. The selection committee has not yet granted funds to the projects because details are still be worked out. Over the next few months, project applicants will collaborate with the City and the community to potentially complete projects relating to Safe Routes to School, urban farming, and neighborhood beautification. Please contact the Find It, Fix It Walk Coordinators, contact information on the last page of this report, for updates on these potential projects.

WHAT DO I DO WITH NEEDLES, SYRINGES, AND LANCETS?

Needles, syringes, and lancets are considered biomedical waste and dangerous litter and require proper disposal. It is illegal in Seattle to put sharps in the trash, as it is dangerous for sanitation workers. If you use or find sharps, information on how to properly dispose of used sharps is below:

4 Ways for Seattle Residents to Report Sharps on City Property

1. **Report** sharps via the Find it, Fix it Mobile App: www.seattle.gov/customer-service-bureau/find-it-fix-it-mobile-app.
2. **Call** the illegal dumping hotline at (206) 684-7587 Monday to Friday, 8:00am-5:00pm.
3. **Complete** an Illegal Dumping Report which you can find online at www.seattle.gov/util/environmentconservation/ourcity/reportillegaldumping/.
4. **Contact** the Parks Maintenance Request Line to report sharps on City of Seattle **parks grounds** Monday to Friday, 7:00am-3:30pm, at (206) 684-7250. After hours, contact the Park Duty Officer at (206) 982-4583.

City staff can clean up discarded sharps in public areas but are unable to remove sharps from private property. If you are unsure if a discarded sharp is on public or private property call the Customer Service Bureau at (206) 684-2489 (CITY) for advice.

Sharps Collection Pilot Program

Visit www.seattle.gov/util/sharps to learn more about the City's Sharps Collection Pilot Program and to see a map of the six secure sharps disposal boxes throughout the city. Sharps can also be disposed of at the North and South Transfer Stations.

Tips for Picking up Sharps on Private Property

If you find sharps on private property in your neighborhood, use these tips to maximize your safety:

- To pick up sharps safely, you will need a **sharps container** (i.e. an old detergent bottle, coffee tin, or other thick plastic container), **gloves**, a **grabber tool** (i.e. tongs, pliers, or tweezers), and **closed-toed shoes**
- Treat all discarded sharps/needles as if contaminated.
- Never pick up discarded sharp/needles with your bare hands. Wearing **gloves** can protect against fluid contamination, but not punctures or cuts.
- Do not attempt to recap a syringe if found uncapped.
- Place the puncture proof container on a flat surface. Do not hold the container while disposing of the sharp. Use your **grabber tool** to pick up the sharp/needle.

WHAT DO I DO WITH NEEDLES, SYRINGES, AND LANCETS?

- Pick up the sharp/needle by the barrel (the part farthest away from the needle point), pointing the sharp tip away from your body.
- Recap the container, and secure with tape.
- Dispose of the grabber tool or rinse with a bleach solution.
- Wash your hands and other exposed areas with soap and water afterwards.
- Deliver the container to one of the six sharps bins located throughout the city.

Tips for Disposing of Sharps from Private Property

- Avoid walking a far distance holding a sharp/needle.
- Place the needle point down into the sharps container.
- Hold the container by the top when carrying.

Where to Dispose Sharps from Private Property

In the City of Seattle, it is *illegal* to dispose of needles, lancets, and syringes in your regular garbage can or recycling container.

- If you do not have a sharps container, make one from an empty household container that cannot be punctured, stays upright, is made of heavy-duty plastic, does not leak, and that has a tight-fitting lid.
- Do not use a milk container, glass container, water bottle, or soda can to make a sharps container.
- If you make your own sharps container, clearly label the container "SHARPS, DO NOT RECYCLE." Make sure to tape the top on securely.
- Sharps drop boxes are available 24 hours a day at the following locations through Seattle Public Utilities:
 - Intersection of Airport Way South and South Holgate Street
 - Intersection of 27th Avenue South and Cheasty Boulevard South (center median)
 - Fremont Canal Park (199 North Canal St, Seattle, WA 98103)
 - Freeway Park (700 Seneca St)
 - Mineral Springs Park (1500 North 105th St, Seattle, WA 98133)
 - Roxhill Park (2850 SW Roxbury St, Seattle, WA 98126)
- Check with your pharmacy or healthcare provider to dispose of sharps containers. Medical sharps, such as lancets, may also be placed in one of the disposal bins listed above.

Bring full sharps containers to the new North Transfer Station (1350 North 34th Street) or the South Transfer Station (130 South Kenyon Street) from 8:00am-5:30pm, 7 days a week. It is free to dispose of one sharps container per trip.

Questions on Sharps Disposal?

- Visit <http://www.seattle.gov/util/EnvironmentConservation/OurCity/SharpsCollection/index.htm> or call Seattle Public Utilities at (206) 931-5411 or (206) 684-3326
- Visit www.kingcounty.gov/healthservices/health/communicable/hiv/resources/disposal.aspx or call Seattle-King County Public Health at (206) 263-2000.

COMMUNITY CONTACTS AND RESOURCES

Whittier Heights Community Council

Website: <http://www.whittierheights.us/>, Email Address: info@whittierheights.us

Crown Hill Neighbors

Website: <https://www.facebook.com/CrownHillNeighbors/> or <http://crownhillneighbors.org/wp/>

Crown Hill Business Association

Website: <http://crownhillbusiness.org/>

Crown Hill Urban Village Committee for Smart Growth

Website: <http://crownhillurbanvillage.org/>, Email Address: info@crownhillurbanvillage.org

Whittier Heights Patrol Association

Website: <https://whittierheightspatrol.wordpress.com/>, Email Address: Whittierheightspatrol@gmail.com

Labateyah Youth Home

Website: <http://www.unitedindians.org/programs/youth-home/>, Phone Number: (206) 781-8303

Seattle Police Department North Precinct

Website: <http://www.seattle.gov/police/about-us/police-locations/north-precinct>

Neighborhood District Coordinator

Thomas Whittemore, Thomas.Whittemore@seattle.gov, Office: (206) 684-4096, Cell: (206) 396-2788

Website: <http://www.seattle.gov/neighborhoods/programs-and-services/neighborhood-district-coordinators>

Website for the Greenway project from Whitman Middle School for Northgate

The website for these projects is <http://www.seattle.gov/transportation/NSeattleSafety.htm>. SDOT will be sending out mailers soon to invite people to attend the project's second open house. SDOT can add anyone interested to the project stakeholders list and it will include them on future emails about the project.

Customer Service Bureau

For service requests or information on City programs and services, call the City Information and Complaint Line at (206) 684-2489 (CITY) voice or (TTY) 7-1-1. To submit service requests online, visit <https://seattle-csrprodwi.motorolasolutions.com/Home.mvc/Index>.



FIND IT
 **FIX IT**

COMMUNITY WALKS 
HOSTED BY MAYOR ED MURRAY

Find It, Fix It Program Coordinators

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seattle.gov/finditfixit