

# Capitol Hill Urban Center Village Approval and Adoption Matrix

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## Introduction

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

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

The matrix is divided into two sections:

- I. *Key Strategies*: Usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
- II. *Additional Activities*: Activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

The neighborhood Planning Committee or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The column reflects City department comments as compiled by the Strategic Planning Office. The City Action column in Section II and the narrative response to each Key Strategy are initially filled in by City departments and then reviewed, changed if appropriate and finalized by City Council. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. Ultimately, the City Council will approve the Matrix and recognize the neighborhood plan by resolution.

Some neighborhood recommendations may need to be examined on a city-wide basis before the City can provide an appropriate response. This is usually because similar recommendations are being pursued in many neighborhoods and the City will need clear policy direction to ensure a consistent city-wide response. Such recommendations are being referred to the "Policy Docket", a list of policy issues that will be presented to City Council for further discussion and action.

### ACTIVITIES ALREADY ACCOMPLISHED BY THE CAPITOL HILL PLANNING COMMITTEE

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#### *Lincoln Reservoir/Park Plan*

Completion of the Lincoln Reservoir Park Site Master Plan in collaboration with Seattle Public Utilities will reclaim 8 acres for a major neighborhood park. The conceptual design features a formal water system, children's play areas, a graded grass amphitheater, running paths and walkways, gathering terraces, and seven enhanced park entrances. The City's Capital Improvement Program earmarks approximately \$600,000 for site restoration.

Significant park improvements have been implemented by the community with the funding support of two City Department of Neighborhood Grants, volunteer labor, in-kind professional services, materials, and other fundraising. These improvements include formal entries and frontage landscaping on E. Pine Street, perennial entry gardens on E. Denny Way, installation of benches and historic lamp fixtures. Community improvements including leveraged funds are valued in excess of \$250,000.

#### *Henry Library*

The voter approved 'Libraries for All' capital bond passed in November 1998 provides \$4.4 million for the relocation and construction of a new, approximately 10,000 square foot, Henry Library.

#### *Pedestrian Street Improvements*

- E. Olive Way: Through the joint departmental cooperation between SEATRAN and Seattle City Light, major pedestrian improvements such as new sidewalks and street trees were implemented as part of the utility undergrounding project.
- 12<sup>th</sup> Avenue East: SEATRAN has begun to implement pedestrian improvements recommended in the Plan along 12<sup>th</sup> Avenue East. These improvements include intersection bulb extensions and planting areas.

## **Seattle Central Community College Expansion**

Seattle Central Community College (SCCC) is currently undertaking a master planning process for developing new college facilities on its existing campus. The Citizen Advisory

Committee with representatives from the Capitol Hill Planning Committee is working with SCCC and the City on a Major Institution Master Plan that includes a North Plaza Technical Center, parking garage expansion, campus expansion and a transportation management plan.

## **ACRONYMS AND DEFINITIONS**

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**BIA** Broadway Business Improvement Association

**Chamber** Capitol Hill Chamber of Commerce

**CHCC** Capitol Hill Community Council

**CHHIP** Capitol Hill Housing Improvement Program

**CHN** Capitol Hill neighborhood community members

**Cornish** Cornish College of the Arts

**CPTED** Crime Prevention Through Environmental Design

**DCLU** Department of Design, Construction and Land Use (former Department of Construction and Land Use) (City of Seattle)

**DON** Department of Neighborhoods (City of Seattle)

**DPR** Department of Parks and Recreation (City of Seattle)

**15<sup>th</sup> Ave** 15<sup>th</sup> Avenue Merchants Association

**ESD** Executive Services Department (City of Seattle)

**FHN** First Hill neighborhood community members

**GHC** Group Health Cooperative

**Groundswell** Groundswell Off Broadway

**HD** Human Development (Activities)

**HS** Housing (Activities)

**HSD** Human Services Department (formerly part of the Department of Housing and Human Services) (City of Seattle)

**LU** Land Use and Urban Design (Activities)

**Metro** King County Metro Transit Division

**NPO** Neighborhood Planning Office (City of Seattle)

**OED** Office of Economic Development (City of Seattle)

**OFE** Office for Education (Strategic Planning Office, City of Seattle)

**OH** Office of Housing (formerly part of the Department of Housing and Human Services) (City of Seattle)

**OIR** Office of Intergovernmental Relations (City of Seattle)

**OS** Open Space, Recreation and Arts (Activities)

**OUC** Office of Urban Conservation (Department of Neighborhoods, City of Seattle)

**PG** Parking Management (Activities)

**PPN** Pike Pine neighborhood community members

**PS** Public Safety (Activities)

**NBC** Neighborhood Business Council

**Neighborhood Plan** Capitol Hill Urban Center Village Neighborhood Plan

**SAC** Seattle Arts Commission (City of Seattle)

**SAP** City of Seattle Light Rail Station Area Planning Project

**SCCC** Seattle Central Community College

**SCL** Seattle City Light (City of Seattle)

**SEATRAN** Seattle Transportation Department (City of Seattle)

**Sound Transit** Formerly Regional Transit Authority (RTA)

**SPD** Seattle Police Department (City of Seattle)

**SPL** Seattle Public Library (City of Seattle)

**SPO** Strategic Planning Office (City of Seattle)

**SPU** Seattle Public Utilities (City of Seattle)

**SSD** Seattle School District

**TR** Transportation and Street Use (Activities)

**Village** Capitol Hill Urban Center Village

**WSDOT** Washington State Department of Transportation

## I. Key Strategies

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

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

establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

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

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

### A. NORTH ANCHOR DISTRICT PLAN

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#### Description

The North Anchor District encompasses the area around the juncture of north Broadway and E Roy Street. The area embodies Capitol Hill's hallmark historic character, human-scale charm and lively cultural activities. Building on the area's historic context and cultural assets, the community envisions the North Anchor District as the arts, cultural, and business hub of the neighborhood. Expansion of Cornish College of the Arts' facilities will increase arts activities. A new landmark building at the Broadway and E Roy Street "Keystone" site, with the Susan Henry Branch Library, small shops, and residential units, will serve as north Broadway's visual and activity focus. Renovation and possible new construction at the Lowell School site will complement the school's specialized programs and strengthen its connection with the community by providing additional arts and community facilities and enhanced open space. Attractive and safe pedestrian connections will link the area's theaters, library, schools, arts and community facilities. With its large population and critical transportation needs, the North Anchor District merits a light rail transit station, which the Neighborhood Plan recommends as part of Sound Transit's Phase I development. Local community members should work with the City's Transit-Oriented Development team to take advantage of the benefits the station could bring.

#### Integrated City Response

The City is excited about this Key Strategy to develop an integrated district around Broadway and E Roy Street. The strategy is consistent with the Comprehensive Plan's goals of creating pedestrian-friendly, higher density neighborhoods which respect the existing neighborhood character. A North Capitol Hill Sound Transit station was not funded for Phase I of the light rail project, and because space will not be made for it as part of Phase I, it is very unlikely that a station will be built at this location. This strategy is a complicated many-year program of activities which will require the coordination of a number of different stakeholders both within and external to the City. The Sector work program will be important for continued implementation and coordination of these activities.

**Lead Department:** DON

**Participating Departments:** DCLU, SPO, SEATRAN, SCL, SPL, DPR, SPU, ESD

#### ***Tasks to be Undertaken in 1999-2000***

1. The Library will work with the community on the siting of a new Susan Henry Branch Library.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
3. Identify next steps for continued implementation.

## A. North Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
<b>Guide special development opportunities to support cultural activities, housing and open space development, and business vitality.</b>						
A1 (LU-1)	<p><b>Keystone Site Development:</b> Support a contract rezone for the Keystone site (at Broadway and 10th Avenue E/E Roy Street) if, and only if, a highly visible Susan Henry Library and publicly accessible, street-level open space are provided in exchange for additional allowable building height, provided that the building envelope is configured to reduce its massing relative to its surroundings, especially the Loveless building. Any new open space should be designed according to Crime Prevention Through Environmental Design (CPTED) principles. Any reconfiguration of the street right-of-way should sustain existing traffic flow.</p> <ul style="list-style-type: none"> <li>• <b>Keystone Streetscape: (also matrix item A7 for recommendations on Roy Street)</b> Improve the streetscape on the segments of Broadway E, 10th Avenue E and E Roy Street that are adjacent to the Keystone site. Square off the northeast corner of Broadway E and E Roy Street. Widen sidewalks and improve the bus stop along 10th Avenue E. Provide a signal across 10th Avenue E just north of E Roy Street and time it with the signal at Broadway and E Roy Street.</li> <li>• <b>Keystone Parking: (former matrix item E3)</b> Construct affordable underground public parking as part of the Keystone development at Broadway and E Roy Street to serve the library and north Broadway businesses.</li> </ul>	High			Property Owners, CHN, DCLU, SPL, DON, SEATRAN	<p>The Library will continue to work with the community to determine the best site for a new Susan Henry Branch library. Final decision rests with the Library Board. The Council may consider a legislative contract rezone of this site.</p> <p><b>Keystone Streetscape:</b> SEATRAN has reviewed proposals to square off the corner at this intersection previously and improvements were not made due to the difficulty in accommodating Metro. However, another design might work, such as an island. SEATRAN will investigate the potential of a signal on 10<sup>th</sup> north of Roy and report back to the City Council.</p> <p><b>Keystone Parking:</b> The developer is considering applying for a subterranean street vacation for underground parking. The community should make sure the developer is aware of their recommendations. The City can consider the community's recommendation for affordable underground public parking which serves the library and north Broadway businesses, if there is a legislative contract rezone or subterranean street vacation.</p>
A2 (LU-2)	<p><b>Henry Library Site Development:</b> In the event that the Susan Henry Library is relocated to the Keystone site, support development of affordable housing and related uses at the existing Henry Library site (at Harvard Avenue E and E Republican Street). Consider the following uses:</p>	High			CHN, CHHIP, OH, SPL, ESD, DON, SPD	<p>Because a library site has not been chosen for the new Susan Henry Branch Library, it is too early to commit to disposition of this site. The Libraries for All bond identified a market value for the property of the existing Henry Library. In order to carry out the Libraries for All Plan, the</p>

## A. North Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
	<ul style="list-style-type: none"> <li>▪ Affordable housing,</li> <li>▪ People Center,</li> <li>▪ Mini-precinct,</li> <li>▪ Neighborhood Service Center (if not located with the library at the Keystone site).</li> </ul>					<p>market value of the existing Henry Library site will have to be received by the Library if a new Henry Library site is pursued. As more decisions are made about the future use of this site, the neighborhood's recommendations will be taken into account. For any of these uses, funds will need to be identified to cover the cost of the property.</p> <p>The City currently does not have funding for projects like the proposed People Center, nor does it have funding for a new neighborhood service center. The Executive will review its policies related to development of community meeting spaces and facilities and neighborhood recommendations related to community spaces. The Executive will provide Council with a summary of options and opportunities, including potential opportunities for partnerships with the School District, in July of 1999. This recommendation will be considered as part of that review.</p> <p>With the East Precinct less than half a mile from the current library site, locating a mini-precinct at the library site would not be an efficient use of City resources.</p>
<b>A3</b> (LU-3)	<p><b>Lowell School Site Development:</b> Encourage joint-use development of special school programs and community uses at the Lowell School site (between Federal Avenue E and 11<sup>th</sup> Avenue E and between E Aloha Street and E Mercer Street). Preserve the historic section of the Lowell School building. Include community activities, programs, meeting rooms and additional on-site parking to support new programs or facilities. Incorporate development of the site's open space and Woodland Trail. Consider:</p> <ul style="list-style-type: none"> <li>▪ Developing a community center,</li> <li>▪ Developing Cornish College of the Arts facilities,</li> <li>▪ Developing underground parking,</li> <li>▪ Providing additional educational programs,</li> <li>▪ Expanding the senior center.</li> </ul>	Low			<b>SSD, CHN, OFE, OUC, DPR, HSD, SEATRAN, Cornish, DON</b>	<p>The Seattle School District supports the continued operation of the site as a school and preservation of the historic section, if feasible. The District is open to developing the community center, although additional funding may need to be identified. However, more information or clarification is needed on the proposed Cornish College facility development and underground parking in order to comment conclusively on those ideas. The principal at Lowell School is aware of these recommendations and is willing to work with the Capitol Hill neighborhood to explore the potential for these types of community uses at the School.</p> <p>DPR will work with the community and school district on public space opportunities at the Lowell School site. However, DPR does not have funding for these improvements. School uses often determine the amount of</p>

## A. North Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
						<p>parking needed on site.</p> <p>The Executive will review its policies related to development of community meeting spaces and facilities and neighborhood recommendations related to community spaces. The Executive will provide Council with a summary of options and opportunities, including potential opportunities for partnerships with the School District, in July of 1999. This recommendation will be considered as part of that review.</p> <p>With the new Miller Community Center, DPR does not support a new DPR-owned and operated community recreation center at this site but the department is willing to increase programming at the Miller Center if additional funding is provided. DPR will work with the community to identify what additional programming they would like provided at the Miller Community Center. DPR encourages the neighborhood to meet with the Miller Recreation Center Coordinator to discuss potential programming recommendations.</p>
(LU-4)	<p><b>Cornish Expansion:</b> Support Cornish College of the Arts' continuation as a vital part of the neighborhood that complements the arts elements of the North Anchor District Plan. Support the college's need to grow and provide adequate facilities for arts education and performance on Capitol Hill.</p>	Low			Cornish, DCLU	<p>The City encourages Cornish College of the Arts to develop a public process that would provide the neighborhood the opportunity to participate in the development of any proposed design and expansion of the College.</p> <p>If Cornish applies for a contract rezone as part of its expansion proposal the public will have an opportunity to comment on the rezone.</p> <p>In addition, the main building of Cornish is in the Harvard-Belmont Landmark District. If the proposed expansion is also within the Harvard-Belmont Landmark District approval from the Landmarks Preservation Board may be required.</p>
<p><b>Develop new parks and open space that enhance cultural and community-oriented activities.</b></p>						
A5 (OS-1)	<p><b>Lowell School Open Space:</b> Make open space at the Lowell School site (between Federal Avenue E and 11<sup>th</sup> Avenue E and between E Aloha Street and E Mercer</p>	Medium			SSD, CHN, OFE, DPR,	<p>The School District would like to be a partner in future discussions regarding use of the open space on this site. This is a community-based activity and, should the</p>

## A. North Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
	Street) more publicly accessible. Upgrade the children's play area and create a terraced P-Patch garden on the west slope in conjunction with Seattle Public Schools' horticulture program. Design new open space according to Crime Prevention Through Environmental Design (CPTED) principles.				DON	community pursue this idea, it should work closely with the school district to develop a feasible plan for open space at the school. Improvements will depend upon future school uses.  With long waiting lists for the existing two P-Patch sites on Capitol Hill, developing additional P-Patches in the community remains a high priority for the P-Patch Program. Staff are available to assist community members and the School District as needed to develop a P-Patch at Lowell School.
A6 (OS-2)		High				This site is beyond the boundaries of the Capitol Hill urban village boundaries and planning area. At the request of the Neighborhood Planning Group and with the concurrence of the property owner this recommendation is being withdrawn from the plan and matrix. See Addendum dated April 2, 1999.

### **Upgrade streetscapes to create safe, attractive pedestrian connections and to enhance neighborhood character.**

A7 (TR-1)	<p><b>Roy Pedestrian Priority Street:</b> Upgrade the E Roy Street streetscape (from Harvard Avenue E to 13th Avenue E). Develop a continuous, safe, attractive pedestrian route with Green Street segments and special areas in select locations (see bullets below). Include improved sidewalks, crossing bulbs, painted crosswalks, improved bus stops, pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. Include:</p> <ul style="list-style-type: none"> <li>▪ <b>Keystone Streetscape:</b> Improve the streetscape on the segments of Broadway E, 10th Avenue E and E Roy Street that are adjacent to the Keystone site. Square off the northeast corner of Broadway E and E Roy Street. Widen sidewalks and improve the bus stop along 10th Avenue E. Provide a signal across 10th Avenue E just north of E Roy Street and time it with the signal at Broadway and E Roy Street.</li> <li>▪ <b>Anhalt Streetpark:</b> Explore making the street segment of 10th Avenue E at E Roy Street into a Green Street</li> </ul>	High			CHN, BIA, SEATRAN, DPR, SCL, DON-OUC, METRO, SSD	<p>The Capitol Hill community has identified a number of high-cost street improvement projects. This activity includes a major street improvement concept. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step for all of these recommendations is to begin preliminary engineering designs. Metro would need to approve any design that affects its bus operations.</p> <p><b>Keystone:</b> SEATRAN has reviewed proposals to square off the corner at this intersection previously and improvements were not made due to the difficulty in accommodating Metro. However, another design might work, such as an island. SEATRAN will investigate the potential of a signal on 10<sup>th</sup> north of Roy and report back to the City Council.</p> <p><b>Anhalt Streetpark:</b> SEATRAN supports designating this a Green Street. However, there are concerns about the level</p>
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## A. North Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
	<p>that allows one-lane, two-way traffic, creates a pocket park that marks the north gateway to Capitol Hill, relates to the two adjacent Anhalt buildings and provides open space abutting Broadway. Do not restrict access to nearby businesses.</p> <ul style="list-style-type: none"> <li>▪ <b>Woodland Trail:</b> Improve the segment of E Roy Street between Federal Avenue E and 11th Avenue E (through the Lowell School site). Enhance the existing Green Street by creating a vegetated foot trail, removing gates and fences and welcoming public traverse. Simplify ramping at the west end of the trail to improve handicap access. Relate to activities and open space on the Lowell School site.</li> </ul>					<p>of additional traffic that might be diverted onto surrounding residential streets which should be considered during the Green Street design. Design for the Green Street can help to determine how to meet all of the neighborhood's goals. See CC2 for general comments on Green Streets.</p> <p><b>Woodland Trail:</b> This is not currently designated a Green Street. The school district has a street use permit for this section of E. Roy Street. The neighborhood should work with the principal of Lowell School to redesign the pathway at this site to meet the needs of all users. SEATRAN will work with the community and school district to identify opportunities to make improvements. The next step would be to develop a conceptual design that could be agreed upon by both the community and the school district. The Early Implementation Fund or the Neighborhood Matching Fund are potential sources of funding for this design. Designation of this stretch of Roy as a Green Street can be considered as part of those discussions.</p> <p>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p>
<p><b>Provide transit to serve residents, students, business customers and employees.</b></p>						
<p><b>A8</b> (TR-2)</p>	<p><b>North Sound Transit Station:</b> As a top priority, develop a north Capitol Hill Sound Transit station on Broadway between E Aloha Street and E Roy Street. Determine station entry locations through a station area planning process. Consider connecting to pedestrian routes on E Roy Street and E Mercer Street.</p>	<p>High</p>			<p>DCLU, SPO, DON-OUC, SEATRAN, <b>Sound Transit</b></p>	<p>Sound Transit is the lead on this activity. Although the City supported the development of a North Capitol Hill Sound Transit station, the Sound Transit Board has decided not to carry forward this option as part of the Locally Preferred Alternative. Due to funding constraints and the inability to construct this station during a future phase without first "shelling out" the station in Phase I, it is extremely unlikely that a station will be built in this location in the future.</p>

## B. SOUTH ANCHOR DISTRICT PLAN

### Description

The South Anchor District encompasses the area south of E Olive Way/E John Street, west of 13th Avenue E and north of E Pine Street. The area includes the Capitol Hill village's largest institution (Seattle Central Community College) and its largest open space (Lincoln Reservoir Park and Bobby Morris Playfield). The South Anchor District is ripe for exciting new revitalization spurred by plans for two large capital projects (Sound Transit station development and Lincoln Reservoir Park improvement) and Seattle Central Community College (SCCC) expansion. The planned south Capitol Hill Sound Transit station and lidding of the Lincoln Reservoir to create a park will be completed in the next several years. In addition, SCCC is thriving and is in the process of developing a master plan to complete a new library, a technology center, and an expanded parking garage. These new public amenities will provide opportunities for intensified commercial and residential development in the immediate vicinity.

While pedestrian volumes are high directly in front of SCCC, the large-scale institutional buildings interrupt Broadway's continuous pedestrian-oriented character near Howell Street. Filling this activity gap will connect the Broadway and Pike-Pine corridors, benefiting both. For this reason, the E Howell Street pedestrian route, SCCC's new library, the new transit station, the park improvements, and supportive development on Broadway near E Howell Street are highest priority activities that will turn this less friendly part of the neighborhood into an exciting focus and connective element.

### Integrated City Response

The City supports this Key Strategy to develop an integrated district encompassing the park, the Community College, a light rail station and surrounding businesses and housing. Planning is already underway or has been completed for many of the activities that make up this strategy. The Lincoln Reservoir Park Master Plan will provide the framework for future work at that site. The Seattle Central Community College Master Plan will address how the College develops in the future. The Station Area Planning Process will help to address how a light rail station will be incorporated into the area.

**Lead Department:** DON

**Participating Departments:** DCLU, SPO, SPU, DPR, OH, SEATRAN

#### Activities Already Underway

1. The Seattle Central Community College Major Institution Master Plan process is currently underway.
2. The Lincoln Reservoir Park Master Plan process has been completed.

#### Tasks to be Undertaken in 1999-2000

1. Station Area Planning staff will be working with the Capitol Hill community.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
3. Identify next steps for continued implementation.

B. South Anchor District Plan						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
<b>Modify land use codes to support new development that enhances neighborhood character and compatibility of land uses.</b>						
B1 (LU-5)	<b>SCCC Expansion:</b> Encourage Seattle Central Community College to apply for a modification of their Major Institution Overlay (MIO) to decrease the campus' allowable building height from 105 feet (MIO-105 zone) to 75 feet (MIO-75 zone).	Low			CHN, PPN, DCLU, DON, SPO, SCCC	Height limits applicable at major institutions, such as SCCC, are set by the City Council when they adopt the institution's Major Institution Master Plan (MIMP) or future master plan amendments. SCCC's MIMP process is currently underway. The neighborhood should continue to participate in the current MIMP process. The Executive will forward this recommendation to Seattle Central Community

## B. South Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
						College and City staff working on the master plan for inclusion and consideration in that process.
B2 (LU-6)	<b>Lower Broadway Rezone Analysis:</b> When station area planning is conducted in this area, conduct further study and a public involvement process to clarify what the rezone options may be and what the community wants.	High			DON, SPO, , CHN, BIA, PPN, Groundswell, DCLU, OH, Sound Transit, SPU, SPO	City Departments working on the Station Area Planning process will conduct a study and public outreach process to determine zoning options and determine a Capitol Hill community preferred option.
<b>Develop a new park to support population density and to provide a major public amenity.</b>						
B3 (OS-3)	<p><b>Lincoln Reservoir/Park:</b> Fund and construct Lincoln Reservoir/Park improvements, per the <i>Lincoln Reservoir Park Site Master Plan</i> (Berger/Ryan, April 1998). Support renaming the park "Cal Anderson Park." Design the above-ground park improvements in collaboration with design of the underground reservoir system. Integrate the design of park improvements with the Neighborhood Plan's goals and recommendations for the South Anchor District:</p> <ul style="list-style-type: none"> <li>▪ Create a strong connection between the new park and Broadway.</li> <li>▪ Maintain through-traffic on Nagle Place to allow access to parking underneath Broadway properties.</li> <li>▪ Incorporate the Howell Pedestrian Priority Street to facilitate connections to the Sound Transit station and throughout the South Anchor District.</li> <li>▪ Strengthen connections to the Pike-Pine neighborhood.</li> <li>▪ Support City and community measures to assure park maintenance and safety.</li> </ul>	High			CHN, PPN, Groundswell, SPU, DPR, SEATRAN, SPO, , DON- OUC, Sound Transit, SCCC	<p>The City strongly supports funding and construction of the Lincoln Reservoir/Park improvements. Funding for completion of these improvements should be considered a high priority in any future funding opportunities.</p> <p>SPU has funding for the first phase of this project. Their project budget for rebuilding the water reservoir underground includes funding for the public planning process and publication of the Park Master Plan, construction of Phase I park improvements and pedestrian improvements to Nagle Place. Funding for additional park and street improvements will need to be found. DPR will continue working with the community on additional planning, design and implementation. This work, including improving connections to Broadway, will be coordinated with the Station Area Planning process.</p> <ul style="list-style-type: none"> <li>• Through traffic can be maintained on Nagle Place. See also B5.</li> <li>• See B4 on the Howell Pedestrian Priority Street.</li> <li>• Connections to the Pike-Pine neighborhood have recently been improved by SCL and SEATRAN through streetscape improvements on Pike Street. Additional improvements can be identified in future</li> </ul>

## B. South Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
						<p>planning.</p> <p>The Lincoln Reservoir/Bobby Morris Playfield site and reservoir has been designated a City of Seattle Landmark. Changes to any designated features will require approval by the Landmarks Preservation Board.</p>
<p><b>Upgrade streetscapes to create safe, attractive pedestrian connections and to enhance neighborhood character.</b></p>						
B4 (TR-3)	<p><b>Howell Pedestrian Priority Street:</b> Upgrade the E Howell Street streetscape (from Bellevue Avenue E to 12th Avenue E). Develop a continuous, safe, attractive pedestrian route with Green Streets in select locations. Enhance views. Include improved sidewalks, crossing bulbs, painted crosswalks, pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. Prioritize crossing improvements at E Olive Way, Broadway, 11<sup>th</sup> Avenue and 12<sup>th</sup> Avenue. Create special areas adjacent to E Olive Way, SCCC and the Lincoln Reservoir/Park:</p> <ul style="list-style-type: none"> <li>• <b>Olive/Howell Streetpark:</b> Make the segment of E Howell Street between Bellevue Avenue E and Crawford Place into a Green Street. Replace the net loss of parking spaces with new angled parking on Summit Avenue and Belmont Avenue. Create a pocket park that enhances entries to adjacent residential buildings and provides open space abutting E Olive Way.</li> <li>• <b>College Plaza:</b> Upgrade the design of the existing Green Street segment of E Howell Street between Harvard Avenue and Broadway (through the SCCC campus). Remove the low wall in order to open the view corridor.</li> <li>• <b>Park Plaza:</b> Make the segment of E Howell Street between Broadway and Nagle Place into a Green Street that will provide a viewpoint open space abutting Broadway, accommodate Sound Transit station area pedestrian traffic and connect to the Lincoln Reservoir/Park.</li> </ul>	High			SEATLAN, SCL, DON, SPO, DPR, Sound Transit, Groundswell	<p>The Capitol Hill community has identified a number of high-cost street improvement projects. This activity includes a major street improvement concept. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step for all of these recommendations is to complete a preliminary engineering design. Improvements for specific intersections could be appropriate for the Neighborhood Street Fund.</p> <p>These activities will be coordinated with the Station Area Planning process.</p> <ul style="list-style-type: none"> <li>• Before designating the Olive/Howell Streetpark as a Green Street, additional information is needed to describe the proposal: <ol style="list-style-type: none"> <li>1. a sketch and/or written description of a proposed design and,</li> <li>2. a description of how the proposed design will affect parking, access to adjacent property and how much traffic the proposed design will divert onto neighboring streets.</li> </ol> </li> <li>• College Plaza is part of the Seattle Central Community College's property and is not currently designated as a Green Street. The City can not place green street designations on private property. SCCC will need to make improvements at this site. The Executive will forward this recommendation to SCCC and City staff</li> </ul>

## B. South Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
						<p>working on the master plan for inclusion and consideration in that process.</p> <ul style="list-style-type: none"> <li>SEATRAN supports designating E. Howell Street between Broadway and Nagle Place as a Green Street. The next step towards implementation requires more analysis, preliminary engineering and property owner approval. The community can pursue this next step either by pursuing a Neighborhood Matching Fund grant through the Department of Neighborhoods, or by allocating Neighborhood Plan Implementation Funds.</li> <li>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</li> </ul>
B5 (TR-4)	<p><b>Alleyway Green Streets:</b> Strengthen connections to the Pike-Pine neighborhood and enhance the special, small-scale character of Crawford Place and Nagle Place with improved sidewalks, pedestrian-scale lighting and, possibly, street trees.</p> <ul style="list-style-type: none"> <li><b>Crawford Place Green Street:</b> Explore establishing a farmers' market, flea market or street fair venue.</li> <li><b>Nagle Place Green Street:</b> Retain on-street parking. Relate to the new Lincoln Reservoir/Park.</li> </ul>	Medium			CHN, SEATRAN, City Light, DON, DCLU, Groundswell, SPU, DPR	<ul style="list-style-type: none"> <li>Crawford Place The designation of alleys was not contemplated in the Green Streets program. Alley uses will be added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000.</li> <li>Nagle Place is not an alley and SEATRAN supports designating it as a Green Street. Improvements will be made in Nagle Place to address lack of required pedestrian features as part of the Lincoln Reservoir project (details to be finalized as the project planning proceeds).</li> <li>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</li> </ul>

## B. South Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
<b>Provide transit to serve residents, students, business customers and employees.</b>						
B6 (TR-5)	<p><b>South Sound Transit Station:</b> As a priority, develop a south Capitol Hill Sound Transit station serving the South Anchor District and the Pike-Pine neighborhood (on Broadway between E John Street and E Howell Street). Consider:</p> <ul style="list-style-type: none"> <li>• Integrating the primary station entry into new SCCC development,</li> <li>• Creating a minor station entry on E Howell Street east of Broadway (Howell Plaza),</li> <li>• Connecting to pedestrian routes on E Denny Way and E Howell Street,</li> <li>• Connecting to bus routes on E John Street.</li> </ul>				CHN, SEATRAN, SAP, DON, DCLU, SCCC, <b>Sound Transit,</b> Metro, Groundswell	Sound Transit is the lead on Sound Transit station locations and entries. Station Area Planning staff will work with Sound Transit and the neighborhood on implementation of these activities.
<b>Increase and enhance on street parking</b>						
B7 (TR-6)	<p><b>Summit and Belmont Parking Plan:</b> Create angled parking on one side of the street on Summit Avenue and Belmont Avenue (from E Howell Street to E Pine Street) to gain additional on-street parking spaces. For each street, develop a unified streetscape design that creates a continuous, safe, attractive pedestrian route. Include improved sidewalks, corner and possibly mid-block crossing bulbs, painted crosswalks, pedestrian-scale lighting, street trees and vegetated planting strips and other landscaping. Coordinate design and construction with the Capitol Hill Underground Ordinance Area 112590 project.</p>	High			CHN, <b>SEATRAN,</b> SCL, DON, PPN	<p>The next step for angled parking is to circulate a petition requesting the angled parking signed by 60% or more of the residents on each block.</p> <p>Developing a unified streetscape design for these streets can be accomplished either by identifying this project as a top priority or through a Neighborhood Matching Fund grant.</p> <p>For pedestrian-scale lighting the neighborhood is encouraged to develop a lighting plan by working with Seattle City Light's South Service Center. Pedestrian lighting issues are being reviewed as part of the Policy Docket. The Executive is reviewing its policies on lighting streets, alleys, parks, etc. and will provide the Council with a report, analysis and recommendations by June 1999. All policies should be in writing and should be shared with the neighborhood planning groups.</p> <p>There may not be enough right-of-way for all of the amenities mentioned.</p>

## B. South Anchor District Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	CITY Comment
B8 (TR-7)	<p><b>11<sup>th</sup> Avenue Parking Plan:</b> Reconfigure angled parking to “front-in” as opposed to “back-in” parking and add pedestrian-scale lighting to improve safety on 11th Avenue streetscape (along the east side of Lincoln Reservoir/Park, from E Denny Way to E Pine Street). Install crossing bulbs and painted crosswalks at park entrances and corners. Institute a nighttime RPZ on the two blocks between E Denny Way and E Olive Street. Include improved sidewalks, street trees and landscaping. Integrate with the Lincoln Reservoir/Park design and with the Pike-Pine neighborhood’s 11<sup>th</sup> Avenue improvement plan.</p>	High			CHN, <b>SEATRAN</b> , DON, SCL, Groundswell	<p>SEATRAN can not approve the recommendation for front-in parking. Front-in parking is not as safe as back-in parking because the back end of the car enters traffic before the driver can see if another car is coming.</p> <p>The next step for the other improvements in this activity is to begin preliminary engineering design and a funding strategy. The Neighborhood Matching Fund or the Neighborhood Street Fund may be sources of funding for this project.</p> <p>SEATRAN has reviewed an RPZ at this location. A night time and/or daytime RPZ can be implemented on the residential side of 11<sup>th</sup> Avenue. An RPZ can not be installed next to the park. SEATRAN has looked at these blocks a number of times over the last few years, and based on their analysis will support an RPZ on the east side of the street, but not on the west. The next step is for a community representative to contact SEATRAN to obtain petitions for these blocks. The restrictions will be changed once SEATRAN receives a petition signed by 60% of the abutting residents.</p>

## C. COMMERCIAL CORRIDOR PLANS

### Description

Each of Capitol Hill's three Commercial Corridors—Broadway, 15th Avenue E and E Olive Way—has its own unique character and special activities. Besides serving local service needs, the corridors give Capitol Hill its special identity. These business districts require adequate parking, attractive streetscapes, and good local and regional access if they are to thrive. The following activities are directed at providing this support while ensuring that potential impacts to the nearby residents are minimized. Parking, a critical issue for the Commercial Corridors, especially Broadway, is described in further detail in the Parking Management Plan section because it affects both business and residential districts. See also the North Anchor District and South Anchor District Plans for the special conditions that affect the north and south ends of Broadway.

### Integrated City Response

The City supports this Key Strategy of improvements to the vital commercial corridors which serve as an important component of the Capitol Hill Urban Center Village and the City as a whole. Improvements to Capitol Hill's commercial corridors will help to foster the pedestrian-friendly, mixed use environment envisioned for Urban Center villages. DCLU will be working with the community on the development of the proposed neighborhood design guidelines. The Parks Department supports the renovation of the Pilgrim Church open space but can not pay for improvements to privately owned property.

The City supports improvements to Broadway, one of the liveliest commercial streets in the City. Because of competing demands on Broadway, it may be difficult to accommodate all of the improvements the neighborhood envisions. For example, Broadway probably does not have enough width to accommodate on-street parking, the existing traffic lanes and improved wider sidewalks.

15th Avenue has, in the last decade, bloomed into a vital commercial corridor with its own

personality. DCLU will develop an analysis of the proposed change to the pedestrian overlay and SEATRAN will be looking at pedestrian connections across 15th Avenue, to see if they can be improved.

Many of the improvements to Olive Way presented in the Neighborhood Plan have been accomplished; the neighborhood should identify improvements that still need to be done.

**Lead Department:** DON

**Participating Departments:** SEATRAN, DCLU, OED, OH

#### **Activities Already Underway**

1. SEATRAN and WSDOT are currently redesigning the I-5 northbound entrance at Olive Way.

#### **Tasks to be Undertaken in 1999-2000**

1. DCLU will conduct a project to incorporate neighborhood specific design guidelines into the Design Review Program. They will also work with the community on the development of guidelines specific to the Capitol Hill neighborhood.
2. DCLU will conduct an analysis of the proposed change to the existing Pedestrian Overlay on 15th Avenue E (between E Mercer Street and E Denny Way) from a P-2 zone to a P-1 zone and provide recommendations to the Council.
3. SEATRAN will investigate the intersections of 15th Avenue E and Mercer, Republican and Harrison and develop conceptual designs of pedestrian improvements.. If improvements are possible at these locations, SEATRAN will develop the designs.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
5. Identify next steps for continued implementation.

<b>C. Commercial Corridor Plans</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
<b>Modify land use codes in ways that support business vitality and enhance neighborhood character.</b>						
C1	Economic Redevelopment Analysis: Support the	High			CHN, BIA,	The Office of Economic Development is already involved



## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
(LU-7)	Broadway Business Improvement Association's efforts to conduct an economic analysis of conditions and zoning on Broadway.				DCLU, DON, SPO, OED, NBC NOTE NBC is not in your list of abbreviations SAP	through its contract with the Neighborhood Business Council to work with neighborhood business organizations. NBC's goal is to retain existing businesses and foster business expansion while facilitating better working relationships between businesses and residents, and between businesses and the City of Seattle. NBC, working with DON and OED will contact the Broadway BIA and work with them to determine the necessary steps to conduct an economic analysis of conditions and zoning along Broadway. .  This work may also be appropriate for a Neighborhood Matching Fund grant which may provide funding for hiring an economic consultant.
<b>C2</b> (LU-8)	<b>15<sup>th</sup> Avenue E Pedestrian Overlay:</b> Upgrade the Pedestrian Overlay zone on 15th Avenue E (between E Mercer Street and E Denny Way) from a P-2 zone to a P-1 zone.	High			CHN, 15th Ave., <b>DCLU</b> , DON, SPO	DCLU can work with the neighborhood in 2000 on this activity. Several neighborhoods have requested DCLU's services in this capacity. Therefore, DCLU's commitment is dependent upon resources to support this work which we would seek as part of the mid-biennium budget process.  Once funding is identified DCLU will work with the neighborhood and will analyze and determine whether to recommend to the City Council a rezone of the 15th Avenue Pedestrian Overlay. DCLU will prepare any supporting documentation and process that is needed.
<b><i>Institute design guidelines customized for Capitol Hill to ensure that new development is compatible with neighborhood character.</i></b>						
<b>C3</b> (LU-9)	<b>Commercial Design Guidelines:</b> Institute Capitol Hill-specific neighborhood commercial design guidelines that reinforce pedestrian-orientation, architectural quality, compatibility with surroundings and the special character of each commercial district.  <i>(See "Draft Capitol Hill Design Guidelines for Commercial Corridors," MAKERS, 1998)</i>	High			CHN, BIA, neighborhood business groups, <b>DCLU</b> , OED, SPO, DON	As part of its 1999 work program DCLU has committed to working with neighborhoods to augment the Citywide Design Guidelines with neighborhood specific design guideline proposals by 4 <sup>th</sup> quarter 1999. The Seattle Arts Commission recommends the inclusion of an artist on planning teams developing unified design guidelines. It is often useful and beneficial to include artist involvement in creating street identity and unification. The artist may address such things as gateways and signage, landscaping and other street amenities that would complement the

## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						economic revitalization of an area.
<b>Improve upkeep of sidewalks and other public spaces.</b>						
C4 (OS-4)	<p><b>Public Space Standards:</b> Maintain the safety, cleanliness and functionality of public sidewalks, streets, alleys, parks and open spaces by:</p> <ul style="list-style-type: none"> <li>• Developing a community-based public space maintenance service. This may be a volunteer brigade or a non-profit work program.</li> <li>• Enforcing minimum property maintenance standards per DCLU guidelines.</li> <li>• Instituting a pedestrian lighting program on streets and in parks and other public places.</li> </ul>	High			CHN, BIA, SEATRAN, DPR, DCLU, SCL	<ul style="list-style-type: none"> <li>• The Community can work with SEATRAN's Adopt-a-Street program and DPR's Adopt-a-Park program.</li> <li>• DCLU will meet with and work with the community on enforcement of the minimum maintenance standards.</li> <li>• The neighborhood is encouraged to develop a pedestrian lighting program by working with Seattle City Light's South Service Center. The Community should work with DPR on lights in parks and SEATRAN has jurisdiction over lights on arterials. As part of the neighborhood planning policy docket, Seattle City Light is currently examining its pedestrian lighting policies. See response to B7.</li> </ul>
<b>Develop new open space that supports business districts.</b>						
C5 (OS-5)	<p><b>Pilgrim Church Open Space:</b> Support Pilgrim Church's private efforts to renovate open space in front of the Church (at Broadway and E Republican Street), including an outdoor performance area, a garden and an entry courtyard.</p>	Medium			CHN, DON, DPR, <b>Pilgrim Church</b>	<p>Although public access to a renovated site on Broadway would be positive, DPR can not use public dollars to fund improvements on private property.</p> <p>The Neighborhood Matching Fund may be a source of funding for this project.</p>
<b>Upgrade streetscapes to create safe, attractive pedestrian environments and to enhance the character and vitality of business districts.</b>						
C6 (TR-8)	<p><b>Broadway Upgrade:</b> Upgrade the Broadway streetscape (from E Roy Street to Yesler Way), enhancing the pedestrian-orientation of the commercial corridor and strengthening its connections to the Pike-Pine and First Hill neighborhoods. Develop a comprehensive streetscape design plan that (1) provides opportunities for joint, urban center planning and funding and (2) enhances the individual character of each district and neighborhood along Broadway. Consider emphasizing an arts and entertainment theme in the Capitol Hill neighborhood.</p>	High			CHN, PPN, FHN, BIA, Chamber, Arts Groups, <b>SEATRAN</b> , DON, DCLU, SAC, SCL, Metro	<p>The Capitol Hill community has identified a number of high-cost street improvement projects. This activity includes a major street improvement concept. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step is to begin a preliminary engineering design. Funding for this design may be available if the neighborhood identifies this as a top project, or, potentially, through the Neighborhood Matching Fund.</p>

## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	Consider designing and utilizing a signature Broadway pedestrian light fixture throughout the length of the street. Include improved bus stops, street trees and other landscaping and public art. Improve pedestrian crossings with painted crosswalks at all intersections. Consider widening sidewalks and adding crossing bulbs.					Lighting: See response to B7. Some of these improvements may be difficult to implement together with others due to limited street width and operational conflicts. Trade-offs will need to be made during the design of the improvements. For example, widening the sidewalk could further slow traffic and remove opportunities for bicycles to move along the corridor.
C7 (TR-9)	<p><b>15th Avenue E Upgrade:</b> Upgrade the 15th Avenue E streetscape (between E Mercer Street and E Denny Way) with improved sidewalks (especially on the east side of the street), improved east-west pedestrian crossings and pedestrian amenities. At E John Street, reconfigure traffic and pedestrian circulation to improve pedestrian crossings. Consider:</p> <ol style="list-style-type: none"> <li>1. Improving east-west pedestrian crossings. Provide crossing bulbs and painted crosswalks to define clearer, safer crossings at this juncture of the offset street grid. Prioritize safer pedestrian crossings at E Mercer Street, E Republican Street and E Harrison Street.</li> <li>2. Widening sidewalks, especially on the east side of the street, creating bus bulbs and updating parking and loading zones.</li> <li>3. Reducing parking times from 2 hours to 1 hour in angled parking zones off of 15th Avenue E on E Republican and E Harrison Streets.</li> <li>4. Allowing minimum setbacks from the curb to maximize the effective sidewalk width.</li> <li>5. Eliminating or consolidating signalization poles, utility poles, utility controller boxes, public signs, meters and other sidewalk obstructions.</li> <li>6. Including street trees, pedestrian-scale lighting.</li> <li>7. Eliminating the southbound bus stop just south of E Mercer Street.</li> <li>8. Upgrading the Williams Place Square park to create a</li> </ol>	High			CHN, 15 <sup>th</sup> Ave., DCLU, DON, SAC, SCL, SEATRAN, Metro	<p>The Capitol Hill community has identified a number of high-cost street improvement projects. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>SEATRAN will investigate the intersections of Mercer, Republican and Harrison and develop conceptual designs of the proposed pedestrian improvements. If SEATRAN can design these improvements, the community should consider applying to the Neighborhood Street Fund to build them.</p> <p>1, 2, 4 and 6. The next step is a conceptual design. The community should prioritize this design with other street improvement projects. Street trees can be considered as part of this design. The City has a number of programs to plant trees which might be available for this project. SEATRAN and DON would be willing to participate as partners with the community and other agencies working on this issue.</p> <p>3. The next step for changing the parking restrictions is to circulate a petition requesting this changed. It should be signed by 60% or more of the abutting property owners on each block.</p> <p>5. Seattle City Light will work with the neighborhood in identifying possible pole relocation and assessing feasibility while maintaining the integrity of the electrical distribution system. Not all poles are owned by City Light. SeaTran, Metro and private utilities such as telecommunications also own poles.</p>

## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>safe and dynamic park that incorporates the bus stop.</p> <p>9. Improving the signal phasing at E Republican Street by reinstating the former 2-phase timing plan. (The current 3-phase timing is confusing and dangerous to pedestrians.)</p> <p>10. Reconfiguring traffic and pedestrian circulation to improve pedestrian crossings at the intersection of 15th Avenue E and E John Street.</p>					<p>6. For pedestrian-scale lighting, see response to B7. The neighborhood is encouraged to develop a lighting plan by working with Seattle City Light's South Service Center.</p> <p>7. The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>8. A neighborhood matching fund is a good source of funding for this activity.</p> <p>9. The current split phasing of the signal at 15<sup>th</sup> Avenue East and East Republican Street was implemented due to safety issues. It would be inappropriate and unsafe to change it back to a two phase operation. As an alternative, SEATRAN will investigate whether an all-way walk would be practical in this situation.</p> <p>10. Potential pedestrian crossing improvements at 15<sup>th</sup> Avenue East and East John Street could include evaluating a split phasing for eastbound and westbound traffic movements to protect pedestrians from left turning traffic; however it would add delay for both pedestrians and vehicle traffic. Also, split phase operation is already being criticized at 15<sup>th</sup> and Republican, so this would probably not be recommended here unless an accident problem is discovered. As an alternative, SEATRAN will investigate whether an all-way walk would be practical in this situation.</p>
C8 (TR-10)	<b>Olive Way Upgrade:</b> Continue to upgrade the E Olive Way streetscape (from Interstate-5 to Broadway) with safer				CHN, DCLU, DON, DPR,	City Light in partnership with SEATRAN implemented improvements along East Olive Way between East Howell

## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>pedestrian crossings at E Denny Way, E Howell Street and Interstate-5. Reconfigure streets adjoining E Olive Way to meet E Olive Way at right angles and decrease the length of pedestrian crossings by reducing corner radii and creating more substantial crossing bulbs. Include:</p> <ul style="list-style-type: none"> <li>• <b>Interstate-5 Crossing Plan:</b> Redesign lane configuration and traffic controls at the intersections of E Olive Way with the Interstate-5 northbound on- and off-ramps and Melrose Avenue E in order to make safer, less confusing pedestrian crossings and smoother traffic movement. Provide continuous sidewalks and painted crosswalks on both sides of E Olive Way.</li> <li>• <b>Olive Streetpark:</b> Work with adjacent property owners and other community members to develop the underutilized segment of Summit Avenue (between E Olive Way and E Denny Way) into a Green Street, expanding the existing triangle. Create a pocket park that marks the west gateway to Capitol Hill and provides a viewpoint open space abutting E Olive Way. Replace lost parking spaces with new angled parking 1-2 blocks away on Summit and Belmont Avenues.</li> </ul>				SAC, SCL, SEATRAN, Metro, WSDOT	<p>Street and Broadway. These improvements included the construction of curb bulbs, curb ramps, sidewalk rehabilitation and landscaping. Additional upgrades desired by the community would need to be identified.</p> <p>SEATRAN and WSDOT are in the process of redesigning the northbound Olive on-ramp to create a more pedestrian friendly crossing by reducing the crossing distance. Construction should occur in 1999.</p> <p>Decreasing access to Summit was explored and the community was very interested in keeping that street open for parking. SEATRAN will pursue the conceptual design of this project if a Neighborhood Matching Fund grant is obtained. Implementation of this project would require a petition by the adjacent property owners supporting this project.</p> <p>Green Streets: See response to CC2.</p>
C9 (PS-1)	<p><b>Community and City Policing:</b> Support and expand community and City policing efforts. Include:</p> <ul style="list-style-type: none"> <li>• Providing consistent, year-around beat cops and bike patrols throughout the neighborhood, focusing on commercial districts, residential areas and parks and open spaces.</li> <li>• Supporting community Q-Patrol efforts.</li> <li>• Expanding existing block watch programs in residential and commercial districts.</li> <li>• Increasing the number of block watch coordinators commensurate with increased Village population.</li> <li>• Increasing staffing for police, fire and safety officials commensurate with increased Village population.</li> <li>• Enforcing public behavior standards and the nuisance</li> </ul>	High			CHN, SPD, BIA, DON, Fire Dept.	<p>The Seattle Police Department does the best job that it can with existing resources assigned to the East Precinct. Increased enforcement on an ongoing basis in the Capitol Hill area can only be accomplished in two ways: 1) by reducing patrols in other areas, or 2) by adding new patrol officers to the Department's list of authorized positions.</p> <p>The Federal Weed &amp; Seed program has given SPD (and the City) approval to expand the existing Weed &amp; Seed boundaries to include the Broadway corridor (Union on the south, Prospect on the north, Melrose on the west and 12<sup>th</sup> on the east) in the 1999-2000 grant application. Currently, there is no additional money for Weed &amp; Seed with the expanded boundaries but SPD hopes that additional money will become available for specific projects in the Broadway area.</p>

## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	abatement law.					<p>SPD has both an informal and formal relationship with the Q Patrol. The East Precinct has a good working relationship with the Patrol and in the past the Department has provided the Patrol with some grant money. In the future, the Precinct will continue its relationship with the Patrol and we will continue to look for ways to support them. Grantfunding is always dependent on any grant money SPD may receive and conditions placed on its use.</p> <p>SPD Community Crime Prevention personnel will be pleased to work with local communities to expand the Block Watch, Block Contact and Business Watch program in Capitol Hill. They would also be pleased to work with local communities to develop an apartment watch program. SPD will contact the neighborhood planning group to begin implementation of this recommendation.</p> <p>The East Precinct will continue to work with the community on enforcement of public behavior standards. Currently there is a pilot program in place on Broadway using a zero tolerance strategy to confront uncivil behavior. The Broadway area also has been designated a Stay Out of Drug Area (SODA) zone. Initial response from the community has been very positive.</p> <p>The Courts have been reluctant to enforce the nuisance abatement law, diminishing its effectiveness. The information required by the Court is extensive and labor intensive and Court proceedings themselves are often lengthy. If the Courts were less reluctant to enforce the law, the threat of abatement alone would be enough in many cases to force property owners into voluntary compliance.</p>
C10 (PS-2)	<p><b>Public Behavior Standards:</b> Address chronic public inebriation and promote civil public behavior by:</p> <ul style="list-style-type: none"> <li>Supporting King County's initiative to limit and reduce the sale of fortified wines to intoxicated chronic public inebriates by local convenience stores, supermarkets and taverns.</li> </ul>	High			CHN, SPD, BIA, SEATRAN, OIR, DON, WSLCB, Seattle/King County	<ul style="list-style-type: none"> <li>Both the East Precinct and the Community Crime Prevention Section of the Police Department are currently working with the community to establish this type of a program.</li> <li>More information will be needed in order to define the City's role in supporting the Good Neighbor Agreement.</li> </ul>

## C. Commercial Corridor Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<ul style="list-style-type: none"> <li>• Supporting Good Neighbor Agreement program between businesses, organizations and social service providers that defines responsibilities, standards and accountabilities to ensure civil public behavior and clean public areas.</li> <li>• Working with the Washington State Liquor Control Board to designate a local neighborhood organization to review and comment on renewal and new liquor license applications prior to issuance of the permit by the State.</li> <li>• Working with King County Health Department to address chronic public inebriation through the proper referral and support assistance programs.</li> </ul>				Department of Public Health, Social Service providers	<ul style="list-style-type: none"> <li>• The Capitol Hill Neighborhood Service Center is working with the community to implement this activity.</li> <li>• The Seattle-King County Department of Public Health is working to address these issues.</li> </ul>

## D. RESIDENTIAL DISTRICT PLANS

### Description

Achieving the community's housing vision requires revising zoning and regulatory standards to provide a greater range of housing options and to reduce unnecessary obstacles to housing development. Regulatory code modifications will increase housing diversity and affordability while maintaining neighborhood character. At the same time, neighborhood-specific design guidelines will help support the community's historic, fine-scale character and will add development flexibility that could increase affordability. Providing necessary community services and upgrading residential streets are also important to creating healthy residential districts. Rezoning portions of the East Core Residential District that still have small lot platting will help retain its small-scale character and encourage protection of the existing housing stock. Relaxing the required depth and width of commercial activities on Olive Way, subject to the design review process, will reduce development obstacles of the irregular block pattern while maintaining the pedestrian-oriented business corridor character. This adjustment could result in mixed-use redevelopment that includes housing on upper floors. See also the North Anchor District and South Anchor District plans for housing-related activities.

### Integrated City Response

The City supports this Key Strategy which focuses on Capitol Hill's residential neighborhoods. Capitol Hill has been the densest neighborhood in the State and is one of the most vibrant. The City looks forward to continuing to work with Capitol Hill on activities that will both maintain and enhance this important residential community. The Department of Design, Construction and Land Use will be examining and analyzing the land use recommendations, including the proposed design review guidelines, over the next two

years. The Department of Parks and Recreation will work with the community to determine if there are appropriate sources of funding for the parks recommendations. The next step for many of the transportation recommendations is the development of a detailed design for improvements.

**Lead Department:** DON

**Participating Departments:** DCLU, OH, ESD, SEATRAN, SPO, DPR, SCL

#### Activities Already Underway

1. DPR is currently discussing the maintenance of the new Melrose Place bicycle/pedestrian pathway with WSDOT and SEATRAN.

#### Tasks to be Undertaken in 1999-2000

1. DCLU will prepare an analysis of the proposed rezones and deliver recommendations to the City Council.
2. DCLU will conduct a project to examine expanding the types of projects subject to design review.
3. DCLU will explore reducing parking requirements for residential development in conjunction with SPO's Transportation Strategic Plan implementation efforts.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
5. Identify next steps for continued implementation.

## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
<b>Modify land use code in ways that encourage housing development and enhance neighborhood character.</b>						
D1 (LU-10)	<b>Small-Scale Residential Rezone Analysis:</b> Undertake a study to explore rezoning selected blocks in the East Core Residential District (between Broadway and 13th Avenue E and between E Mercer Street and E Denny Way) to preserve small lots and renew the housing stock with small-	High			CHN, DCLU, SPO, OH, DON	DCLU can work with the neighborhood in 2000 on this activity. Several neighborhoods have requested DCLU's services in this capacity. Therefore, DCLU's commitment is dependent upon resources to support this work which we would seek as part of the mid-biennium budget



## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	scale housing. Retain existing L3 zoning with no density limit but explore limiting maximum building width to 40 feet.					process. Some community members have asked that the study area be extended north to E Roy Street and east to 15th Avenue E. When funding is identified DCLU will work with the community to determine the appropriate scope of this study.
<b>Institute design guidelines customized for Capitol Hill to ensure that new housing is compatible with neighborhood character.</b>						
D2 (LU-11)	<b>Residential Design Guidelines:</b> Institute Capitol Hill-specific neighborhood residential design guidelines that reinforce human scale, architectural quality, compatibility with surroundings and neighborhood character.  <i>(See "Draft Capitol Hill Design Guidelines for Small-Scale Residential Zones" and "Draft Capitol Hill Design Guidelines for L4 and MR Residential Zones," MAKERS, 1998)</i>	High			CHN, DCLU, SPO, OH, DON, SAC	See response to C3.
<b>Develop new parks, P-patches and open space to serve residential districts.</b>						
D3 (OS-6)	<b>Small Parks and P-Patches:</b> Acquire and develop land for pocket parks, children's play areas, and community gardens in the West Slope and East Core Residential Districts. Design new public spaces and facilities according to Crime Prevention Through Environmental Design (CPTED) principles. Support City and community measures to assure park maintenance and safety. Consider the following potential sites: <ul style="list-style-type: none"> <li>• Vacant lot north of 16<sup>th</sup> Avenue E and E Aloha Street (east side),</li> <li>• Vacant lot north of 13<sup>th</sup> Avenue E and E Harrison Street (east side),</li> <li>• Parking lot north of 16<sup>th</sup> Avenue E and E Thomas Street (east side),</li> <li>• Parking lot south of 18<sup>th</sup> Avenue E and E Thomas Street.</li> </ul>	High			CHN, DPR, DON, ESD, SSD, SPO, OFE, DON	With additional analysis and exploration, this recommendation is feasible. Pocket parks tend to be expensive to develop and maintain relative to their size. The community will want to consider this when setting priorities. Grant opportunities for park acquisition are very limited and usually require a local match. Once it is known if specific sites are available, DPR can work with the community to determine if any grants are appropriate sources for funding.  See A5, developing new P-patches on Capitol Hill is a priority for DON and P-patch Program staff are available to assist in assessing sites for their suitability as P-patches and, if suitable, helping community members develop gardens at the sites listed—or others as they may become available.

## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>16<sup>th</sup> Avenue E, north of Aloha - this site is flanked very closely by two large houses and the foundation of the existing house is still in place, light at this site is low which would make it a difficult parcel for a garden or park.</p> <p>13<sup>th</sup> Avenue E &amp; E Harrison - this site is currently gardened by neighborhood residents. Aside from purchase cost issues, this would make a lovely P-patch. Other issues include whether the existing gardeners would want to open the garden publicly.</p> <p>Parking lots - both of these lots are currently used as parking for Group Health. Both sites get good light and would be nicely sized. Excluding costs for acquisition a major cost would be in developing these sites because the existing asphalt surface would need to be removed.</p>
<p><b>D4</b> (OS-7)</p>	<p><b>Bellevue Place Open Space:</b> Transfer City ownership of Bellevue Place (the undeveloped slope facing Interstate-5 at Bellevue Place E) to DPR and develop a terraced park with community gardens or re-vegetate the slope as an extension of the Saint Mark's Greenbelt. Design new public spaces and facilities according to Crime Prevention Through Environmental Design (CPTED) principles. Support City and community measures to assure park maintenance and safety.</p>	<p>High</p>			<p>CHN, ESD, DPR, DON, WSDOT</p>	<p>DPR currently manages and maintains Bellevue Place Park under agreement with WSDOT. DPR is currently discussing the maintenance of the new Melrose Place bicycle/pedestrian pathway with WSDOT and SEATRAN. DPR does not have funding or an agreement with WSDOT to maintain this pathway.</p> <p>Responsibility for any additional open space that is owned by WSDOT will require an agreement and funding for development and maintenance of the site. DPR will take the lead in opening discussions with WSDOT and the community regarding terracing or re-landscaping into a more natural park with trail and passive use.</p> <p>However, in previous discussions with WSDOT regarding similar properties along this right-of-way corridor, WSDOT has not expressed any interest in transferring ownership and in fact wishes to retain ownership of this right-of way corridor. Also development and maintenance of this site would be cost prohibitive due to the steep slopes.</p> <p>See A5., This site would be difficult to develop as a P-Patch. This site is steeply sloped and adjacent to the highway. Expensive terracing would be required for</p>

## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						development and the soil would need to be well tested to ensure safety for gardening. The biggest problem in developing a P-patch at this site is the noise.
D5 (OS-8)	<b>Bellevue Substation Open Space:</b> Transfer City ownership of the Bellevue Place substation (on Bellevue Avenue E between E Thomas Street and E John Street) to DPR and develop a pocket park, children's play area and/or a community garden. Design new public spaces and facilities according to Crime Prevention Through Environmental Design (CPTED) principles. Support City and community measures to assure park maintenance and safety.	High			CHN, SCL, DPR, DON, ESD	<p>This substation is currently energized and is not scheduled to be surplus property until 2004. In addition to the neighborhood interest for a small park or community garden, the Executive has identified this property as a potential site for future housing. City departments will work with interested neighborhood groups to evaluate and make recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority.</p> <p>When this property become available for purchase and if it is appropriate for open space uses, DPR and the community can work together to explore potential funding sources for purchase. The department does not have funding for acquisition and acquisition grants are extremely limited. Such an activity may be funded through a future bond. The implementation of this recommendation should be weighed with others in the plan and across the City.</p> <p>See A5, developing new P-patches on Capitol Hill is a priority for DON and P-patch Program staff are available to assist in assessing sites for their suitability as P-patches and, if suitable, helping community members develop gardens at the sites listed—or others as they may become available. This site may make a good P-patch.</p> <p>Environmental testing would be required to ensure soil safety and the apartment building to the south may cause some shading.</p>
<b><i>Upgrade streetscapes to create safe, attractive pedestrian routes through residential districts and to connect to business districts.</i></b>						
D6 (TR-11)	<b>12th Avenue Crossing Plan:</b> Improve the safety of east-west pedestrian crossings and calm traffic, yet sustain existing traffic flow on 12th Avenue (E) (from E Aloha Street to E Pine Street). Install east-west crossing bulbs	Medium			CHN, PPN, SEATRAN, SCL, DON	The Capitol Hill community has identified a number of high-cost street improvement projects. This activity includes a major street improvement concept. Funding is not available to design or construct all of these

## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>with painted crosswalks and infrared-controlled warning lights at all corners. Provide adequate pedestrian crossing phases at all crossings at all signalized intersections for every cycle. Encourage slower vehicle speeds by widening sidewalks and narrowing traveling lanes.</p> <p>Develop a comprehensive streetscape design plan that (1) includes the above improvements, (2) provides opportunities for joint, urban center planning and funding and (3) integrates with the Pike-Pine and Central neighborhoods' 12<sup>th</sup> Avenue improvement plans. Include pedestrian-scale lighting, street trees and vegetated planting strips. Consider creating a median or bicycle lanes south of E Denny Way, where the right-of-way is wider. Link to the I-90 trail.</p>					<p>improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step is to begin preliminary engineering and coordinate design with other planning areas ,12<sup>th</sup> Avenue, Central Area and Pike-Pine Urban Center Villages).</p> <p>There is not enough right-of-way for a bike lane. 13 feet is needed for a parking lane and bike lane. 12 feet is needed for a traffic lane if buses use the street. The stripe currently painted along much of 12<sup>th</sup> Avenue, while not an official bike lane, works to define some of the right-of-way for bicyclists.</p> <p>Pedestrian crossing phases should be adequate along 12<sup>th</sup>. If there is some concern, please identify the intersection, the crossing and the time of day where problems are experienced.</p>
<p><b>D7</b> (TR-12)</p>	<p><b>John Street Reconfiguration:</b> Improve the safety of north-south pedestrian crossings and upgrade the pedestrian environment, yet sustain existing traffic flow on E John Street (from Broadway to 15<sup>th</sup> Avenue E). Conduct further analysis and testing of the efficacy of eliminating peak hour traveling lanes, providing one travel lane in each direction at all times of day and creating 24-hour parking on both sides of the street. Create north-south corner crossing bulbs with painted crosswalks at all intersections, except where left turn lanes are needed at Broadway, 12<sup>th</sup> Avenue E and 15<sup>th</sup> Avenue E. Include painted crosswalks and adequate pedestrian crossing phases at Broadway and 12<sup>th</sup> Avenue E. At 15<sup>th</sup> Avenue E, reconfigure traffic and pedestrian circulation to improve pedestrian crossings. Widen sidewalks by reclaiming the full public right-of-way where private yards have encroached into the sidewalk area. Include improved bus stops, pedestrian lighting, street trees, vegetated planting strips and other landscaping.</p>	<p>Medium</p>			<p>CHN, <b>SEATRAN</b>, DCLU, DON, SCL, Metro</p>	<p>The Capitol Hill community has identified a number of high-cost street improvement projects. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>John Street provides the main east-west access to and through Capitol Hill for cars, buses and emergency vehicles. Reducing capacity on this street would cause potentially serious delay problems for Metro and emergency vehicles and would induce motorists to detour through the neighborhood on non-arterial streets.</p> <p>Removing the peak hour parking restrictions would mean that the one lane would be lost during the peak hours, reducing capacity at the times of day when traffic is heaviest along John. The City does not support the proposed study of the removal of peak-hour travel lanes for 24-hour parking. Because north-south curb bulbs would restrict travel in the peak-hour lanes, they are not appropriate along this section of John.</p>

## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>SEATRAN has investigated pedestrian crossing timing across 12<sup>th</sup> and Broadway and they currently have adequate crossing timing. As crosswalks are worn, SEATRAN will replace and upgrade them to the more visible ladder-style crosswalks.</p> <p>Specific locations where private yards have encroached onto the public right-of-way should be reported to DCLU.</p> <p>Transit: see response to C7.</p> <p>For pedestrian-scale lighting: see response to B7.</p> <p>The City has a number of programs to plant trees which might be available for this project. SEATRAN and DON would be willing to participate as partners with the community and other agencies working on this issue.</p>
D8 (TR-13)	<p><b>Residential Pedestrian Routes:</b> Develop safe, attractive pedestrian environments on all residential streets, creating a contiguous network of walking streets and strengthening pedestrian connections to commercial corridors. Include improved sidewalks, signature Capitol Hill pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. Coordinate design and construction with the Capitol Hill Underground Ordinance Area 112590 project. Prioritize the following residential pedestrian routes:</p> <ul style="list-style-type: none"> <li>• <b>Harvard Streetscape:</b> Improve the streetscape along Harvard Avenue E from E Roy Street to E Pine Street. Realign curbs and narrow the roadway to restore consistent planting strips where they have been replaced by set-back parking.</li> <li>• <b>14th Avenue Streetscape:</b> Improve the streetscape along 14th Avenue E from E Roy Street to E Pine Street, extending the historic entry to Volunteer Park.</li> <li>• <b>Mercer Streetscape:</b> Improve the streetscape along E Mercer Street from Belmont Avenue E to 15<sup>th</sup> Avenue E. Repair broken curbs and defunct curb cuts. Plant hedges along parking lots to screen and define the</li> </ul>	Medium			CHN, SEATRAN, SCL, DON, DPR	<p>The Capitol Hill community has identified a number of high-cost street improvement projects. Funding is not available to design or construct all of these improvements at one time. The community should prioritize these projects to help the City in developing priorities.</p> <p>The next step for each of these recommendations is to begin preliminary engineering design. A neighborhood matching fund grant may be appropriate for this type of design work. The neighborhood should be aware that the City has limited funding opportunities to make improvements along residential streets.</p> <ul style="list-style-type: none"> <li>• Mercer Streetscape – the City does not have a role in planting hedges along private parking lots. Repairs to broken curbs are generally the responsibility of the adjacent property owner. The City is responsible for landing areas at intersections, sidewalk damage if the damage is caused by a City-owned street tree or City action, and broken curbs. Unless the City is undertaking a major street rebuild or a property is being redeveloped, the City does not remove curb cuts.</li> </ul>

## D. Residential District Plans

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	sidewalk area. • <b>Denny Streetscape:</b> Improve the streetscape along E Denny Way from E Olive Way to 15 <sup>th</sup> Avenue E. Improve safe crossings along the commuter route west of Broadway.					
<b>D9</b> (PS-3)	<b>Residential Neighborhood Safety:</b> Encourage community-based measures for improving public safety. Include: <ul style="list-style-type: none"> <li>• Developing a public safety 24-hour hotline sponsored by local neighborhood organizations and the City that would lessen 911 calls and assist community police teams in identifying local problems.</li> <li>• Expanding the Office of Housing's incentive program to encourage the purchase and rental of housing in the neighborhood by SPD officers.</li> </ul>	High			<b>CHN,</b> <b>SEATRAN,</b> <b>DON, SPD,</b> <b>OH</b>	The Police Department has no objection to a neighborhood project like a 24-hour safety hotline, but current procedures seem to work well. Since 1991, citizens have used alternative seven digit numbers in lieu of 911; many others call their respective precincts or Community Policing Teams directly to report specific problems. However, if the proposed 'hot-line' were enacted, it must be made clear that the phone number is only for non-emergency purposes.  OH is working to expand the Hometown incentive program and several other home buyer assistance programs for city employees that are/will be available on Capitol Hill. Sixty of the more than 350 home loans closed to date under the Hometown incentive program have gone to buyers on Capitol Hill or the immediately surrounding neighborhoods. Some have been to SPD officers.

## E. PARKING MANAGEMENT PLAN

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### Description

All of the other Key Strategies depend, at least in part, on an effective Parking Management Plan. Broadway and the North Anchor District especially require adequate, competitively priced parking for shoppers and visitors if they are to keep the special small businesses that make the community unique. At the same time, most older apartment buildings do not provide parking, so residents must compete for scarce on-street parking spaces. Add to this the community's antipathy to visible parking structures and the long-term goal of reducing automobile dependence in urban centers, and it is clear why the provision of parking is such a difficult challenge on Capitol Hill. The strategy to meet this challenge includes instituting more efficient on-street parking regulations, developing joint-use parking, marketing and signing parking assets, and adjusting residential parking requirements. Cooperative effort on the part of the residents and businesses will be necessary to reach agreement on parking management activities such as on-street space restrictions. Many proposed activities, such as parking meter adjustments and coin changers, can be tested for a trial period. Parking can be viewed as an economic resource in which the supply (including on-street, single-use and public parking), demand (for businesses and residents), and price must be continually balanced. Such an ongoing effort would be facilitated by a parking task force or other organization that reviews conditions and makes adjustments as new challenges arise.

### Integrated City Response

The City recognizes that parking is of major concern to the Capitol Hill business and residential communities. The City supports efforts to more efficiently accommodate parking within existing resources. With funding from Sound Transit, the City is working through an interdepartmental team (SPO, DCLU, SEATRAN and DON) on a comprehensive parking study to develop parking management strategies for Sound Transit light rail station areas that will provide background information in support of work to implement proposals from this Key Strategy.

The parking study will allow the City to analyze specific recommendations from the Capitol Hill Neighborhood Plan and the issues expressed by other community and business representatives over the course of City Council review of the neighborhood plan.

On-street parking regulations can generally be changed by request of the adjacent property

owners or residents. The City has a limited role related to existing off-street parking lots. It will be important for the Capitol Hill organizations to develop a working relationship with area parking lot operators as a comprehensive program is developed to meet the needs of residents, retailers and customers.

**Lead Department:** DON

**Participating Departments:** SEATRAN, DON, SPO, DCLU, OED, SCL, OH

### *Activities Already Underway*

1. The City and Metro intend to implement a car sharing program beginning in 1999. The current expectation is for the program to include Capitol Hill.
2. The Seattle Central Community College Major Institution Master Planning process is currently underway.

### *Tasks to be Undertaken in 1999-2000*

1. As part of the Station Area Planning process, SPO will study on- and off-street parking capacity, parking demand of multifamily housing (including market rate housing and below market rate housing) and certain neighborhood commercial uses, information about car ownership in single family areas, impacts of light rail stations on existing parking conditions, and propose transit oriented demand (TOD) supportive parking management tools.
2. DCLU will study ways to gain maximum efficiency from existing parking resources (for existing development), will study ways to allow flexibility in meeting parking requirements (for new development) and will use parking demand information and applicable goals and policies to examine any changes to Land Use Code parking requirements.
3. SEATRAN will study the ability to gain more on-street parking in Capitol Hill and will work with the community to examine different ways to manage on-street parking, including RPZs, signed limitations, metering and reserved loading spaces.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
5. Identify next steps for continued implementation.

## E. Parking Management Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
<b>Improve and manage parking to serve residents, students, business customers and employees.</b>						
E1 (PG-1)	<p><b>On-Street Parking:</b> Maximize on-street parking opportunities by reviewing curb-side uses and right-of-way widths on all neighborhood streets to determine where additional on-street parking can be accommodated. Add on-street parking spaces by:</p> <ul style="list-style-type: none"> <li>• Consolidating or eliminating redundant commercial and residential loading zones. Providing one longer loading zone on each side of the street per block. Consolidating loading zones on: <ul style="list-style-type: none"> <li>• Broadway between Republican and Harrison,</li> <li>• Bellevue and Summit Avenues near Olive Way.</li> </ul> </li> <li>• Eliminating redundant or unnecessary “No Parking” zones along Broadway and other streets.</li> <li>• Eliminating illegal curb cuts and reducing excessively wide curb cuts.</li> <li>• Conducting a study and working with abutting property owners and community businesses to determine the best use of on-street parking spaces along <b>Harvard Avenue E and 10<sup>th</sup> Avenue E.</b></li> <li>• Implementing parking restrictions that balance Broadway businesses’ need for short-term parking (2-hour or less) with residential need for 24-hour parking.</li> <li>• Creating parallel parking on both sides of the street on low-traffic roadways that are at least 25-feet wide. (Widen sidewalk widths to take up any excess right-of-way area not needed for the parking configuration.)</li> <li>• Creating angled parking on one side and parallel parking on the other side of the street on low-traffic roadways that are at least 42-feet wide. (Widen sidewalk widths to take up any excess right-of-way area not needed for the parking configuration.)</li> <li>• Creating angled parking on one side and parallel parking on the other side of the street on Summit and Belmont</li> </ul>	High			CHN, <b>SEATRAN</b> , DON, BIA, Chamber, SCL, SPO	<ul style="list-style-type: none"> <li>• Load zones can be removed at the request of the adjacent property owners.</li> <li>• Generally, on arterial streets, “no parking” signs are installed for safety and/or mobility reasons. If specific locations are reported to SEATRAN, their necessity will be reviewed.</li> <li>• Unnecessary curb cuts can only be removed voluntarily by the property owner. If a property is being developed, DCLU will require that the property owner justify keeping existing curb cuts and installing new ones.</li> <li>• Harvard Avenue/10<sup>th</sup> Avenue – SEATRAN will work with abutting property owners to determine the best parking restrictions for that area by block. A petition signed by 60% of the residents on each block is needed to change the parking restriction.</li> <li>• Specific locations that might be appropriate for parallel parking on both sides of the street or angle parking must first be reviewed by SEATRAN. Then a petition supporting the parking change must be circulated and signed by 60% of the residents and/or property owners. SEATRAN will review any locations identified by the community.</li> <li>• SEATRAN has evaluated the angled parking proposal on Summit and Belmont. Although the change is possible, SEATRAN must be contacted for each block and a petition supporting the parking change must be signed by 60% of the residents.</li> <li>• SEATRAN has developed a two page information sheet on parking and has petitions available.</li> <li>• 11<sup>th</sup> Avenue – see B8.</li> </ul>



## E. Parking Management Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>between E Howell Street and E Pine Street. Coordinating design and construction with upcoming street work (Capitol Hill Underground Ordinance Area 112590).</p> <ul style="list-style-type: none"> <li>Reconfiguring angled parking on 11th Avenue.</li> </ul>					
<p><b>E2</b> (PG-2)</p>	<p><b>Meter Parking:</b> Change some 15- and 30-minute meters to 1- or 2-hour meters. Conduct a study to determine how extended meters function and to quantify their effectiveness on parking turnover. Consider:</p> <ul style="list-style-type: none"> <li>Extending meter operating hours on Broadway from 6:00 p.m. to 10:00 p.m.</li> <li>Increasing parking meter enforcement.</li> <li>Reducing the parking rate for 30-minute and 15-minute meters and making it equal to the rate for 2-hour meters.</li> <li>Establishing meter parking fines that are appropriate for the Capitol Hill neighborhood.</li> <li>Instituting meter revenue sharing with the Broadway BIA.</li> <li>Reducing parking rates for short-term parking in parking lots.</li> </ul>					<p>Abutting and adjacent property owners need to request changes from 15- and 30-minute meters to 1- or 2-hour meters.</p> <p>Extended Meter Hours will be placed on the Policy Docket. The Executive will analyze the fiscal and safety impacts of extending meter hours through the evening. In addition, since it's not practical to have meter hours vary from block to block in a single neighborhood, the Executive will develop a recommendation as to how to assess whether adequate support exists throughout a neighborhood to warrant extending meter hours. The Executive will present its analysis and recommendations to the Council in June 2000.</p> <p>The Seattle Police Department does the best job enforcing meter hours that it can with existing resources assigned to the Parking Enforcement Unit.</p> <p>Increasing parking enforcement on an ongoing basis in the Capitol Hill area can only be accomplished in two ways: 1) by reducing parking enforcement efforts in other areas; or 2) by increasing the numbers of Parking Enforcement Officers authorized in the budget. There are currently no plans to increase the number of Parking Enforcement Officers.</p> <p>The higher cost and short time meters are installed to encourage turnover. If the property owner requires less turnover, they can request installation of a 2 hour meter.</p> <p>Meter Revenue Sharing and Differential Parking Fines have been placed on the Policy Docket. The Executive will analyze the fiscal, legal and equity issues related to targeting meter revenue to specific neighborhoods and</p>

## E. Parking Management Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>establishing different parking fines for different neighborhoods and will present their analysis and recommendations to Council in June 2000.</p> <p>Parking lots are privately owned and the City has no say over the rates charged.</p>
<p><b>E3</b> (PG-3)</p>	<p><b>Parking Lots:</b> Optimize the use of existing surface and structured parking lots before increasing the supply of off-street parking. Encourage replacement of public parking spaces on-site when surface parking lots are redeveloped. Explore opportunities for joint use of existing parking lots and garages.</p> <ul style="list-style-type: none"> <li>• <b>Joint-Use Parking:</b> Encourage shared parking in private business or residential parking lots where parking capacity is available during certain times of the day.</li> </ul> <p><b>Keystone Parking: This has been moved to Matrix Item A1.</b></p> <ul style="list-style-type: none"> <li>• <b>Group Health Parking:</b> Explore opportunities for joint-use of Group Health's parking lots for residents and businesses.</li> <li>• <b>SCCC Parking:</b> Support the planned SCCC parking garage expansion on E Pine Street between Boylston and Harvard Avenues. Promote public use of the SCCC parking garage during the school's off-peak parking hours.</li> </ul>	<p>High</p>			<p><b>CHN, BIA, DON, DCLU, SPO, Keystone property owners, GHC, SCCC</b></p>	<p>Shared and joint use parking is currently allowed under the City's Land Use Code. DCLU will undertake a code development project examining existing shared parking regulations as part of its 1999/2000 work program. Depending on what is found, this project may provide regulatory support for these activities.</p> <p>Most of these activities are community-based activities. For additional information on SCCC, please see B1.</p>
<p><b>E4</b> (PG-4)</p>	<p><b>Parking Development Requirements:</b> Undertake a study to explore reducing parking requirements for residential development in Lowrise, Midrise and Neighborhood Commercial zones when off-site parking is provided in lieu</p>	<p>Medium</p>			<p><b>CHN, DCLU, DON, SPO, OH</b></p>	<p>DCLU, as part of an interdepartmental effort, has begun to look for ways to allow flexibility in the Land Use Code to provide off-street parking. The scope for this project will include proposals put forth by this neighborhood plan.</p>

## E. Parking Management Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>of required on-site parking. Allow shared parking for residential uses in Lowrise and Midrise zones. Increase the allowable distance between shared parking locations. Conduct a study to examine appropriate distances between a residence and parking. Conduct a study of recently completed residential and mixed-use buildings and evaluate the adequacy of current parking requirements and standards. Consider:</p> <ul style="list-style-type: none"> <li>• Waiving parking requirements when housing is built over an existing commercial building in an NC zone.</li> <li>• Reducing parking requirements in exchange for an increase in other amenities, such as open space, when the need for reduced parking can be demonstrated in design review.</li> <li>• Suspending the current regulatory practice of requiring parking to be included in the rent for each unit and reserving all parking in a building for the building's tenants.</li> </ul>					<p>DCLU is scheduled to present recommendations to Council by the end of 1999, but is currently working to find solutions that can be presented sooner, possibly in the second or third quarter.</p> <p>Before implementing any proposal DCLU will work with the community to determine if DCLU's recommendations meet the community's goals and whether the community still wishes to pursue this strategy.</p> <p>Also any proposed land use code changes requires a public hearing before the City Council before any changes are implemented.</p>
<p><b>E5</b> (PG-5)</p>	<p><b>Parking Programs:</b> Institute special parking management and marketing programs:</p> <ul style="list-style-type: none"> <li>• <b>Car Sharing:</b> Implement a local car sharing program. Promote Capitol Hill for a pilot sharing program sponsored by Metro.</li> <li>• <b>Rental Cars:</b> Encourage rental car agencies to locate on Capitol Hill.</li> <li>• <b>Transportation Demand Management:</b> Support continuation, expansion and enforcement of employer-sponsored "transportation demand management" programs.</li> <li>• <b>Valet Parking:</b> Encourage businesses to offer valet parking.</li> </ul>	<p>High</p>			<p><b>SPO, DON, BIA &amp; Other Merchant Groups, OED, SEATRAN</b></p>	<p>The City and Metro intend to implement a car sharing program beginning in 1999. The current expectation is for the program to include Capitol Hill. Partnerships with rental car agencies are being explored as part of that program. King County is slightly behind their anticipated schedule. They expect to pick a car vendor in May and then begin development of the organization.</p> <p>SEATRAN and SPO are active participants in the car sharing project team. The City is responsible for providing parking for car share vehicles, promoting car sharing as part of the City's neighborhood outreach efforts and integrating car sharing into the City's development process.</p> <p>SEATRAN has a transportation demand management section that does the type of work described in this activity..</p> <p>Valet parking is a community-based activity.</p>
<p><b>E6</b></p>	<p><b>Parking Promotion:</b> Institute programs to inform people</p>	<p>High</p>			<p><b>DON, BIA &amp; Other</b></p>	<p>Marketing parking is a community-based activity. The Neighborhood Business Council (NBC) through its contract</p>

## E. Parking Management Plan

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comment</i>
(PG-6)	<p>about parking options:</p> <ul style="list-style-type: none"> <li>• <b>Parking Marketing:</b> Market all parking management measures. Improve signage to off-street lots. Validate parking for off-street parking lots at local businesses. Publicize extended meter hours on Broadway.</li> <li>• <b>Parking Information:</b> Create an information packet describing various on-street parking options and how citizens can initiate parking improvements.</li> </ul>				<b>Merchant Groups,</b> OED, SEATRAN	with OED, can assist the Capitol Hill neighborhood with parking options. The Downtown Seattle Association and the International District BIA are good models for parking validation programs. A street use permit is needed for signs directing traffic to off-street parking lots. Each sign will also need the permission of the abutting property owner.

## II. Additional Activities

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementations of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) this activity will be considered as part of the sector work programs in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create sector work programs that will prioritize these activities. This may include developing rough cost estimates for each activity, identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
<b>AA. Land Use and Urban Design</b>							
AA1 (LU-12)	<b>Land Use Code Changes:</b> Consider the Neighborhood Plan's goals and recommendations when making any land use changes in the Village. Do not allow land use changes to take effect in the Village without due analysis and public involvement.				CHN, DCLU, Seattle City Council	The City agrees. Analysis and public involvement are always included during any consideration of land use code changes. Part of the analysis that is required for land use code changes is consistency with existing plans and policies.	Activity is implemented on an ongoing basis by City departments and the City Council.
<b>BB. Housing</b>							
BB1 (HS-1)	<b>Nonprofit Housing Programs:</b> Support the efforts of CHHIP and other nonprofit organizations to supply affordable housing. Encourage: <ul style="list-style-type: none"> <li>• Developing or purchasing and renovating rental properties to create permanent affordable housing for low- and moderate-income households that earn less than 80% of median income.</li> <li>• Developing or purchasing and renovating housing for a mix of incomes.</li> <li>• Purchasing, renovating and preserving currently subsidized housing when it is the intent of the private owner to convert the subsidized units to market rate units.</li> </ul>	High			CHN, OH, SPO, CHHIP, DCLU	OH has provided funding in the past to CHHIP for subsidized rental housing projects for households with incomes below 50% of median income. There is a rapid response team in place that is working on any currently subsidized housing projects where the private owner has indicated an interest in selling the project. As the Office of Housing develops strategies to implement the Mayor's Housing Action Agenda the issue of developing and maintaining housing for households over 50% of median income will be addressed.	This Activity will be considered as part of the Sector Work programs in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	<ul style="list-style-type: none"> <li>Establishing a neighborhood affordable housing capital fund that allows non-profits to acquire land and buildings as they come on the market.</li> <li>Using nonprofit, tax exempt bond capacity to finance the acquisition and preservation of moderate income housing.</li> </ul>						
BB2 (HS-2)	<p><b>Affordable Housing Incentives:</b> Evaluate methods of encouraging private developers of new and existing rental housing to provide rental affordability. Consider:</p> <ul style="list-style-type: none"> <li>Providing affordability in exchange for some financial benefit, such as utility or property tax reductions, current use taxation, rent subsidies, or below market rate rehabilitation financing.</li> <li>Developing a tax exemption program based upon the 1995 State law (RCW Chapter 84.14) that allows cities with a population over 150,000 to offer a property tax incentive for new and rehabilitated multifamily dwellings in urban centers in exchange for promise of affordability for the tax exemption period.</li> <li>Creating a sliding scale for off-site infrastructure costs, such as sidewalk, road and utility improvements required of new development projects, based on share of units that are affordable low- and moderate-income households that earn less than 80% of median income.</li> <li>Reworking bonus programs such as: (1) inclusionary zoning (requiring a certain number of affordable units per project), (2) transfer of development rights (transferring unused development rights to other locations that can use additional rights) and (3) housing bonuses (granting increased height or reduction to building requirements in exchange for donation to affordable housing).</li> </ul>	High			OH, SPO, SPU, SCL,DCLU, Finance Department	<p>OH will research a variety of program options to encourage the private development of affordable housing to households over 50% of median income as strategies for the implementation of the Housing Action Agenda are developed. These recommendations may be considered as part of that work.</p> <p>Some proposals, such as inclusionary zoning, would need close review to avoid violating the State's prohibition on any form of local rent control. Other proposals, such as creating a sliding scale for off-site requirements or utility rate reductions for affordable housing raise a number of legal and fiscal issues and have been placed on the Policy Docket for Council consideration.</p> <p>Capitol Hill was not included in the multifamily tax exemption program recently created by the City. It can be considered for inclusion in the future, after the initial program has been reviewed.</p> <p>DCLU, OH and SPO plan to conduct a policy and code development project that will examine the efficacy of expanding incentive zoning provisions to areas outside of Downtown Seattle. This work will begin in 1999 and will include many areas of the city where interest has been expressed, including Capitol Hill.</p>	<p>The Executive is currently exploring legal and fiscal constraints, options, opportunities and implications of waiving or reducing fees and requirements in order to stimulate housing development. The Executive will report to council in the first quarter of 2000. This recommendation will be reevaluated after that work is completed.</p> <p>DCLU, OH and SPO will conduct a policy and code development project that will examine the policy and legal issues associated with the expansion of incentive zoning provisions to areas outside of</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
							<p>Downtown. This work will begin in 1999 and will include many areas of the City where interest has been expressed, including Capitol Hill.</p> <p>Capitol Hill will be considered for inclusion in the tax exemption program after the initial program has been assessed.</p>
<b>BB3</b> (HS-3)	<p><b>Joint-Use Development:</b> Support development projects that would demonstrate joint use and ownership of a property for residential and institutional use, such as a public parking lot or a library combined with affordable housing. Consider:</p> <ul style="list-style-type: none"> <li>• Requiring institutions governed by Major Institution Overlay (MIO) zoning to evaluate joint-use development opportunities for residential use combined with parking for surface parking lot areas.</li> <li>• Requiring public institutions such as the Seattle Police Department to examine development opportunities for joint parking/residential projects.</li> <li>• Explore City and private joint-use development of the Henry Library site.</li> </ul>	High			CHN, OH, SPO, DCLU, CHHIP, ESD, SPD	<p>OH supports the encouragement of joint use development; however, a joint use requirement placed upon institutions and SPD may pose policy and legal issues.</p> <p>SPD and ESD are currently undertaking a study to determine the feasibility of a pilot housing/parking lot mixed-use project on the Police Department Parking Lot on 12<sup>th</sup> Avenue. The biggest concerns about joint development opportunities relate to fueling operation and security.</p>	<p>The City will not support requiring Institutions to provide housing as part of development. However, the City will explore such possibilities when possible.</p>
<b>BB4</b> (HS-4)	<p><b>First-Time Buyer Programs:</b> Make City home ownership/down payment assistance programs available to Capitol Hill residents who are first-time home buyers.</p>	Medium			CHN, OH	<p>City levy funds that are part of the Downpayment Assistance Program are offered only in Special Objective Areas in the City, which do not include Capitol Hill. However, Capitol Hill residents will be eligible to receive HOME funded Down Payment Assistance as new programs are</p>	<p>This activity is already underway for some home-buyer assistance programs. The Executive does not support the use of</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						<p>implemented. Other City Down payment assistance funds have been made available through an RFP process. Homeownership projects in the Capitol Hill area would be eligible to apply for these.</p> <p>Other City Homeownership Programs available to Capitol Hill residents include the Hometown Homeloan Program for City and School District employees as well as University of Washington, Community College and Providence Medical Center employees.</p>	levy funds for downpayment assistance outside of Special Objective Areas.
<b>BB5</b> (HS-5)	<b>Nonprofit Home Ownership Programs:</b> Provide public funding to help nonprofit organizations build or renovate properties to be sold for some form of affordable home ownership, such as co-housing, cooperative, land trust, condominium, cottage, or phased conversion of occupied rental properties to affordable home ownership units.	High			CHN, OH, DCLU, DON	<p>OH supports this recommendation. City Home Buyer assistance funds have been offered through a RFP process. Non-profit agencies providing homeownership opportunities in the Capitol Hill area could submit proposals.</p> <p>DCLU will continue to provide planning and permitting assistance as needed.</p>	OH will encourage non-profits to consider this type of development.
<b>BB6</b> (HS-6)	<b>Residents Right-to-Buy Programs:</b> Adopt a resident's first right of refusal ordinance that would allow tenants of a building the right to match purchase offers made by investors and buy their building for conversion to cooperative or condominium ownership. Accompany with a financial and technical assistance program that would assist tenants in buying their buildings.	High			CHN, OH, DCLU, SPO	The Executive supports the current City Council initiative to extend a 'right-to-purchase' to residents of federally subsidized housing.	Recommendation is currently under consideration by the City Council.
<b>BB7</b> (HS-7)	<b>Multiple-Bedroom Housing:</b> Develop a mechanism in land use regulations to encourage development of some 2- and 3-bedroom housing units in every building.	Medium			CHN, DCLU, SPO, OH	OH will encourage housing developers to consider building 2 and 3 bedroom units on Capitol Hill. Creation of housing for working families is a current priority for Housing Levy funds.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
<b>BB8</b> (HS-8)	<b>Live-Work Housing:</b> Allow live-work dwellings for artists and others to be developed in all existing zoning classifications.	Medium			CHN, SPO, OH, DCLU	Live-work dwellings are currently allowed in all zoning designations that allow residential use. This includes single family, multifamily	Live/work Housing: The City will take the next steps to



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						and commercial and neighborhood commercial zones. These zone designations cover all of the area within the Capitol Hill Urban Village. The Seattle Arts Commission, along with the Mayor's Office and OED is currently exploring additional ways to support artist live/work housing in the City	implement this activity and will insure that artists, arts advocates and community groups and members are included in the discussion on artist live/work housing in the city.
BB9 (HS-9)	<b>Special Needs Housing:</b> Support special needs housing projects that serve neighborhood residents' needs for service-supported housing, but that overall represent no more than Capitol Hill's share of the Citywide supply of housing for people with special needs.	Low			CHN, HSD, DCLU,OH	The City generally supports dispersal of special needs opportunities throughout the city and county and not concentrating them in a few neighborhoods. However, most special needs housing is in a fair housing protected class. Developing different siting policies for special needs housing would be illegal. This recommendation may be addressed through general City goals of dispersing special needs households, but specific quotas for Capitol Hill will not be implemented.	This activity will be considered in the future after further policy analysis.
BB10 (HS-10)	<b>Home Improvement Programs:</b> Advertise the availability of the City's housing repair programs.	Low			OH, DON-Citizen's Information Utility Bills	OH is currently evaluating the current home rehabilitation program and will be presenting a restructuring proposal to the Council during the 3rd quarter of 1999. This proposal will address how to better provide needed services in all neighborhoods of the City.	OH will take the next steps to implement this recommendation.
BB11 (HS-11)	<b>Historic Preservation Programs:</b> Create programs to maintain and protect historically significant housing. Conduct a historic and condition survey and map areas needing improvement and historic preservation.	High			CHN, DON-OUC, OH, Community	There is no authority in any of our codes to "protect historically significant housing." However, the Urban Conservation Division of the Department of Neighborhoods is able to offer technical support and advice to communities if they choose to undertake historic surveys in their neighborhoods. The Office does not have the financial or staff resources to actually conduct the surveys.	The Community should take the next steps to clarify what is meant by historically significant housing and to conduct a survey of such housing.

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						The community should be an “implementor” of this recommendation.	
BB12 (HS-12)	<b>Design Review of Renovations:</b> Allow developers who are performing substantial renovation of existing properties to have voluntary access to the design review process.	High			CHN, DCLU, SPO	DCLU will conduct a project in the first half of 1999 to examine expanding the types of projects subject to design review.	DCLU will take the next steps to implement this recommendation. DCLU will conduct a project in the first half of 1999 to examine expanding the types of projects subject to design review.
BB13 (HS-13)	<b>Residential Open Space Requirements:</b> Modify development requirements for open space to help increase open space in the West Slope and East Core Residential Districts by: <ul style="list-style-type: none"> <li>• Reducing open space requirements if developers contribute to an open space bank that would benefit the entire neighborhood.</li> <li>• Reducing open space requirements in NC zones to MR levels through the design review process.</li> <li>• Reducing formula open space requirements in L3 and substitute with design review requirement for usable open space.</li> </ul>	Medium			CHN, DCLU, SPO, OH, DON	<p>DCLU is currently examining the payment-in-lieu of or off-site aspects of this proposal and expects to report to the City Council in early 1999.</p> <p>Design review currently has the ability to modify open space standards as proposed here. Design Review is a public process and all meetings are open to the public. Notification is through the General Mailed Release and signs posted on and around the project site.</p>	<p>DCLU will take the next steps to implement this recommendation.</p> <p>DCLU is currently examining this proposal on a city-wide basis and expects to report to Council in early 1999. If deemed effective, it could be applied in urban centers or other villages that do not meet Comprehensive Plan open space goals and include such a program in their neighborhood plan.</p> <p>DCLU will include an economic analysis as part of their examination of this</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
							<p>proposal as it might apply in the Capitol Hill urban village. This analysis will include the availability and cost of open space in this area and what would be appropriate to allow as an off-site alternative to fulfill open space requirements. Specific concerns have been raised about rooftop areas and gated courtyards qualifying as open space and these concerns should be addressed in this analysis.</p> <p>Before implementing any proposal DCLU will work with the community to determine if DCLU's recommendations meet the community's goals and whether the community still wishes to pursue this strategy.</p>
<b>CC. Open Space, Recreation and Arts</b>							
CC1 (OS-9)	<b>Open Space Bank:</b> Create a neighborhood open space bank to fund acquisition and development of	Medium			DCLU, DPR, SPO, OH	DCLU is currently examining this proposal on a city-wide basis and expects to report to	DCLU will take the next steps to

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	<p>open space exclusively in the village. The City, in conjunction with community constituents, shall develop criteria that would allow developers of residential projects to contribute to the bank in lieu of providing a portion of required on-site open space and roof gardens. Evaluate developers' proposals to trade-off open space on a case-by-case basis through the design review process. Develop operational guidelines and Capitol Hill-specific criteria for the open space bank program. Consider allowing open space bank contributions from any new residential development in the South Anchor District to be earmarked for Lincoln Reservoir/Park improvements.</p>					<p>Council in early 1999. If deemed effective, it could be applied in urban centers or other villages that do not meet Comprehensive Plan open space goals and include such a program in their neighborhood plan.</p> <p>DCLU will include an economic analysis as part of their examination of this proposal as it might apply in the Capitol Hill urban village. This analysis will include the availability and cost of open space in this area and what would be appropriate to allow as an off-site alternative to fulfill open space requirements. Specific concerns have been raised about rooftop areas and gated courtyards qualifying as open space and these concerns should be addressed in this analysis. Before implementing any proposal DCLU will work with the community to determine if DCLU's recommendations meet the community's goals and whether the community still wishes to pursue this strategy. A funding strategy for land acquisition with City resources will be developed in 1999-2000.</p>	<p>implement this recommendation. DCLU is currently examining this proposal on a city-wide basis and expects to report to Council in early 1999. If deemed effective, it could be applied in urban centers or other villages that do not meet Comprehensive Plan open space goals and include such a program in their neighborhood plan.</p> <p>DCLU will include an economic analysis as part of their examination of this proposal as it might apply in the Capitol Hill urban village. This analysis will include the availability and cost of open space in this area and what would be appropriate to allow as an off-site alternative to fulfill open space requirements. Specific concerns have been raised</p>

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							<p>about rooftop areas and gated courtyards qualifying as open space and these concerns should be addressed in this analysis.</p> <p>Before implementing any proposal DCLU will work with the community to determine if DCLU's recommendations meet the community's goals and whether the community still wishes to pursue this strategy. A funding strategy for land acquisition with City resources will be developed in 1999-2000.</p>
<p><b>CC2</b> (OS-10)</p>	<p><b>Green Streets:</b> Work with adjacent property owners and other residents to develop Green Streets in underutilized street right-of-ways in order to enhance Pedestrian Priority Streets and provide public open space to support commercial districts and Sound Transit stations. The types (Type I, II, III or IV) of Green Streets shall be determined through necessary public process. Replace any lost parking within 1/8 mile. Consider the following potential sites:</p> <ul style="list-style-type: none"> <li>• Anhalt Streetpark,</li> <li>• Woodland Trail,</li> <li>• Olive Streetpark,</li> </ul>	<p>High</p>			<p>CHN, <b>SEATRAN</b>, DON, Sound Transit, DPR</p>	<p>“Anhalt Streetpark” and “Howell Plaza” are proposed for designation with this plan. See A7 and B4.</p> <p>The proposed Green Streets at “Woodland Trail” and College Plaza” are not on streets and are therefore not appropriate for designation as Green Streets. See A7 and B4.</p> <p>Before designating Olive Streetpark and Olive/Howell Streetpark as Green Streets , additional information is needed to describe the proposal:</p> <p>1) a sketch and/or written description of a</p>	<p>The neighborhood should take the next step by prioritizing these Green Streets and bringing sketches or descriptions of potential improvements to SEATRAN.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	<ul style="list-style-type: none"> <li>• Olive/Howell Streetpark,</li> <li>• College Plaza,</li> <li>• Howell Plaza.</li> </ul>					<p>proposed design, and</p> <p>2) a description of how the proposed design will affect parking, access to adjacent property and how much traffic the proposed design will divert onto neighboring streets.</p> <p>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p>	
<b>CC3</b> (OS-11)	<b>Park Maintenance:</b> Increase City staff and intensify programs to improve maintenance of all neighborhood parks and open spaces, especially Volunteer Park, the new Lincoln Reservoir/Park, and Miller Park. As new open space is acquired, provide City funding for ongoing maintenance. Support a community volunteer brigade to augment the City's parks maintenance services.	High			CHN, BIA, DPR	<p>DPR appreciates the support for additional funding for maintenance of parks. DPR was funded for 1999/2000 for additional maintenance of the Miller Community Center grounds and will request additional resources to support park improvements at Lincoln Reservoir Park in the next budget cycle.</p> <p>Maintenance and gardening staff at Volunteer Park and other Capitol Hill parks were reduced in recent years due to budget constraints, a return to 1992 service levels for routine maintenance and gardening would enhance the care of these parks. DPR has included projects in its 1999/2000 major maintenance funding request for sewer repairs and landscape renovation work at Volunteer Park. DPR is supportive of increasing funding for Volunteer Park and other Capitol Hill parks maintenance and will weigh that with other priorities when submitting the next cycle of budget requests.</p>	Activity is currently underway.
<b>CC4</b> (PS-4)	<b>Park and Open Space Safety:</b> Institute security measures for all new and existing parks. Increase City staff and intensify programs to patrol all	High			CHN, DPR, SPD	On Police Department staffing, please see C9	This activity will be considered as part of the sector work

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	neighborhood parks and open spaces. Support a community volunteer brigade to augment the parks security services provided by the City.						programs in the future as opportunities arise.
CC5 (OS-12)	<p><b>Urban Ecology:</b> Institute ecologically sustainable City and neighborhood policies and procedures. Increase City staff and intensify programs to upgrade urban ecology and forestry. Include:</p> <ul style="list-style-type: none"> <li>• Convert illegally or unnecessarily paved surfaces (such as paved planting strips, excessively wide intersections and roadways, underutilized street segments and surface parking lots) into vegetated areas (such as vegetated planting strips, medians and traffic circles and pocket parks) to reduce stormwater runoff and improve water quality.</li> <li>• Plant and preserve trees and other vegetation (especially native plant species) to improve air quality and provide habitat.</li> <li>• Develop a Capitol Hill street tree plan to maintain and protect existing trees and plant additional trees on streets, in parks and in other public places.</li> </ul>	High			ESD, CHN, SEATRAN, SCL, SPO, DPR	<p>The City has a set of Tree Preservation and Enhancement policies that were incorporated into the Comprehensive Plan in November 1997. These already adopted policies support many of the recommendations in the Capitol Hill Plan. As part of the 1999-2000 budget process, the City Council created an Office of Environmental Management in the Executive Services Department. This unit will be responsible for guiding City government operations toward environmental sustainability by coordinating implementation of Seattle's Environmental Management Program and the Mayor's Environmental Strategy.</p> <p>On Trees and Forestry:</p> <p>DPR supports this recommendation and has an Urban Reforestation program. The 1999-2000 sites for this program have been selected. (Capitol Hill is not included for the next biennium). The Capitol Hill community can also work with the Parks Department arborist, for more technical information on tree inventoring and maintenance.</p> <p>Seattle City Light offers a community tree planting program (also known as the Urban Tree Replacement Program) by providing communities with a minimum of 100 trees. Seattle City Light works with communities to assess project sites, provide trees, prepare planting sites and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners</p>	<p>In the Fall of 1997, the Council adopted a resolution directing the Executive to "evaluate the best means to improve regulatory efforts regarding trees on sites that are undergoing development, and to propose changes as appropriate" in the land use code, SEPA, design review guidelines, etc. SPO submitted a report with recommendations to the Council in February 1999. DCLU is scheduled to submit specific proposals to Council that will strengthen regulations to protect trees on sites undergoing development. These proposals are scheduled to be completed before the end of the year. Specific activities on Capitol Hill will be</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
						assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval. In addition SEATRAN also has a tree planting program. All three of these departments are participating in the City's public/private Millennium Project which has a goal of planting 20,000 new trees in Seattle during the coming year.	considered as part of the sector work programs in the future as opportunities arise.
CC6 (OS-13)	<b>Views:</b> Enhance views by undergrounding electrical wiring, removing obsolete overhead wires and redundant utility poles. Develop viewpoint open spaces and maintain open view corridors.				SCL, DPR, CHN	Undergrounding utilities is very expensive and generally paid for by the adjacent property owner. Many parts of Capitol Hill are designated by City Council for conversion to an underground electric system. For additional areas that are interested in converting from an overhead electrical system to an underground system, Seattle City Light offers 'Voluntary Underground' projects. SCL can assist neighborhoods with the required steps for undergrounding.  The first step in developing viewpoint open spaces and open view corridors is for the neighborhood to identify these open spaces and corridors.	Expanding the undergrounding area will be considered as part of the Sector Work programs in the future as opportunities arise. Identifying viewpoint open spaces and maintaining open view corridors is a community-based activity.
CC7 (OS-14)	<b>Saint Mark's Greenbelt:</b> Preserve the Saint Mark's Greenbelt by purchasing remaining parcels or development rights in the greenbelt for conservation.	High			CHN, DPR	DPR's Open Space program has limited remaining funds which are committed to other projects. DPR does not have funding for acquisition of these parcels and other funding or grant sources would need to be found. One possible option is the Conservation Futures Tax (CFT) from the County. CFT has limited funds and requires a match.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
CC8 (OS-15)	<b>Arts Council:</b> Partner with the Pike-Pine and First Hill neighborhoods to organize an urban center-based, volunteer Arts Council to advocate for the arts, to serve as a resource for artists and to develop neighborhood arts activities, events and	Medium			CHN, BIA, DON, SAC, Arts Groups	The Seattle Arts Commission can provide some technical assistance to neighborhood arts councils. The Neighborhood Matching Fund may be a good source of funding for	The community should take the next steps to implement this



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	projects. Include diverse populations, such as children, youth, elderly and minority groups, in the arts. Establish a permanent facility for the Arts Council. Encourage businesses that are engaged in the arts to locate in the neighborhood. Encourage businesses to participate in neighborhood arts and cultural programs and activities.					this activity.	recommendation.
CC9 (OS-16)	<b>Art Space:</b> Develop studios, rehearsal space, performance venues, exhibit venues, meeting rooms and shared office space for arts organizations and artists. Develop strategies for enabling arts organizations and artists to own facilities. Coordinate co-ops and other arrangements for sharing facilities among organizations and artists. Support developing affordable live/work housing for artists.	High			CHN, SAC, DON	Live/work Housing: The Seattle Arts Commission, along with the Mayor's Office and OED is currently exploring additional ways to support artist live/work housing in the City.  Art Space: The Seattle Arts Commission is involved in on-going cultural resource planning related to the Comprehensive Plan. Many of these activities may be appropriate for the proposed Neighborhood Arts Council.	Live/work Housing: The City will take the next steps to implement this activity and will insure that artists, arts advocates and community groups and members are included in the discussion on artist live/work housing in the city. Art Space: This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
CC10 (OS-17)	<b>Public Art:</b> Require community representation in selecting publicly funded art for the neighborhood. Incorporate public art into the design of streetscapes.	High			CHN, SAC, City, Local Arts Groups	It is the Seattle Arts Commission goal and practice to include community representatives during the selection process for artists being commissioned to develop artwork in a neighborhood.	Recommendation is already being implemented.
<b>DD. Transportation and Street Use</b>							
DD1 (TR-14)	<b>Street Design Standards and Policies:</b> As individual projects are identified, prioritize pedestrians on all neighborhood streets. Balance uses on all neighborhood streets according to this order: (1) pedestrians, (2) bicycles, (3) buses and	High			CHN, SEATRAN, SCL, Metro, SPO, DON	Generally, these are a set of policies rather than specific activities for implementation and are appropriate for inclusion in the neighborhood plan. This matrix provides many specific activities related to	These policies should be included in the neighborhood plan to give direction to other specific

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	<p>(4) cars.</p> <ul style="list-style-type: none"> <li>• Implement improved sidewalks, crossing bulbs, painted crosswalks, improved bus stops, pedestrian-scale lighting, benches, street trees, vegetated planting strips, landscaping, drinking fountains, well-designed garbage and recycling receptacles and other pedestrian-oriented features.</li> <li>• Remove or de-activate existing pedestrian push buttons at signalized intersections and include pedestrian phases with every cycle.</li> <li>• Enhance views by undergrounding electrical wiring and removing obsolete overhead wires and redundant utility poles. Eliminate or consolidate utility poles, utility controller boxes, public signs, meters and other sidewalk obstructions.</li> <li>• Realign curbs and narrow the roadway to restore consistent planting strips where they have been replaced by set-back parking.</li> <li>• Realign curbs to increase the portion of street right-of-ways that is dedicated to pedestrians. Decrease the length of pedestrian crossings by reducing corner radii and adding crossing bulbs.</li> <li>• Align accessible curb ramps with sidewalks and crosswalks.</li> <li>• Minimize setbacks from the curb for utility poles, meters, etc. Visually align vertical elements such as utility poles and trees.</li> <li>• Enforce existing City sidewalk design standards such as the standard 2-foot square grid scoring, concrete coloring, etc., whenever pavement is replaced.</li> <li>• Expand the existing City crosswalk marking policy (Resolution 25717) to allow marking of crosswalks wherever they reinforce neighborhood pedestrian routes and activities.</li> <li>• Utilize new technologies such as infrared</li> </ul>					<p>streetscape improvements that can help to implement these policies.</p> <ul style="list-style-type: none"> <li>• The community should identify specific locations where the removal of pedestrian push buttons may be appropriate. SEATRAN will then conduct a study to determine the feasibility of removing the buttons.</li> <li>• Electrical undergrounding – Undergrounding utilities is very expensive and generally paid for by the adjacent property owner. For those wanting to convert from an overhead electrical system to underground, Seattle City Light offers the 'Voluntary Underground Program.' City Light will work with the neighborhood in identifying possible pole relocation and assessing feasibility while maintaining the integrity of the electrical distribution system. Not all poles are owned by City Light. SEATRAN, Metro and private utilities such as telecommunications also own poles.</li> <li>• A pilot project to determine the cost and efficacy of infrared controlled warning lights to promote pedestrian safety at crosswalks is currently underway.</li> <li>• For pedestrian fixtures, the neighborhood is encouraged to develop a neighborhood 'lighting plan' by working with Seattle City Light's South Service Center. Pedestrian lighting policies are currently under review. See B7.</li> </ul>	<p>activities in this matrix.</p> <p>Crosswalks: The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this recent study and policy analysis.</p> <p>SEATRAN is testing its recently modified policy on pedestrian push buttons and will report to the Council's Transportation Committee by June 1999 on the results of this study. These intersections should be included in that analysis and report.</p>

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	<p>controlled warning lights to promote pedestrian safety at crosswalks.</p> <ul style="list-style-type: none"> <li>• Design and utilize a signature Capitol Hill pedestrian-scale light fixture and street name sign.</li> <li>• Design public spaces and facilities according to Crime Prevention Through Environmental Design (CPTED) principles.</li> <li>• Balance vehicle circulation needs with pedestrian improvements on all neighborhood streets. Do not decrease traffic flow on neighborhood arterials.</li> </ul>						
DD2 (TR-15)	<p><b>Street Work Coordination:</b> Implement urban design improvements recommended in the Neighborhood Plan with any construction that takes place in a Village street right-of-way, including road maintenance, spot improvement projects, utility upgrades, and private development. Incorporate improved sidewalks, crossing bulbs, street tree pits, and underground wiring and fixture bases for pedestrian-scale lighting. Take advantage of imminent opportunities to implement Neighborhood Plan recommendations with ongoing Capitol Hill Underground Ordinance Area 112590 project. Salvage and stockpile cobblestones and granite curbs from construction projects for re-use in neighborhood public projects.</p>	High			CHN, SPU, SCL, DON, Other Private Utilities, SEATRAN, DCLU	<p>This is a policy, it is not a specific activity for implementation. This policy is appropriate for the neighborhood plan.</p> <p>DCLU will work with developers required to install street improvements to coordinate efforts where possible.</p> <p>SEATRAN supports this concept.</p>	<p>Notification process: The City's community notification process will be placed on the policy docket. The Executive will work with the City's public information officers from the various departments to inventory the current practices used by city departments to do public notification about capital projects.</p> <p>The Executive, will review and analyze this information and present recommendations on how the City's notification processes can be improved and what budget or project</p>

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							<p>type thresholds might exist that either trigger notification or allow exemption from notification. This analysis and recommendations would be presented to Council in fourth quarter 1999.</p> <p>Neighborhood plans and capital projects. This issue will also be on the policy docket. Each capital department will be asked to develop an internal process that ensures that neighborhood plan requests are considered as CIP projects are developed. Members of the interdepartmental sector teams and the six neighborhood development managers should be participants in the development of these departmental processes. The Executive will report to Council on the development of this process in the fourth</p>

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DD3 (TR-16)	<b>Streetscape Implementation:</b> Increase City staff, clarify departmental responsibilities and intensify programs for the urban design, implementation and maintenance of streetscape improvements.	High			City Council, CBO, SEATRAN		quarter of 1999.  This activity will be considered as the City moves forward and develops the sector work programs and citywide implementation of neighborhood plans.
DD4 (TR-17)	<b>Street Improvement Review:</b> Require that significant City maintenance projects and all capital projects occurring in the street right-of-way be reviewed by a Capitol Hill community-based advisory group. Require the review to occur during the early stages of project design development. Per the advisory group's recommendation, refer projects to the City's Pedestrian Advisory Board for additional review.	Medium			CHN, All Utilities, Pedestrian Advisory Board, SEATRAN	The Executive does not support requiring that maintenance projects and all capital projects be reviewed by neighborhood groups because of the cost of such outreach. However, the Executive will continue to provide outreach to the community on major projects.  City staff will work with the Pedestrian Advisory Board as the Pedestrian Board would like. The Pedestrian Board only meets two hours a month and does not have the capacity to review all projects affecting the City's rights-of-way. The Pedestrian Board generally reviews major projects that may have more of an impact on a broader base of pedestrian activity versus projects which impact localized pedestrian activity.	Recommendation to have all capital projects reviewed by neighborhood groups will not be implemented.  Notification process: The City's community notification process will be placed on the policy docket. The Executive will work with the City's public information officers from the various departments to inventory the current practices used by city departments to do public notification about capital projects.  The Executive, will review and analyze this information and present recommendations on

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							<p>how the City's notification processes can be improved and what budget or project type thresholds might exist that either trigger notification or allow exemption from notification. This analysis and recommendations would be presented to Council in fourth quarter 1999.</p> <p>Neighborhood plans and capital projects. This issue will also be on the policy docket. Each capital department will be asked to develop an internal process that ensures that neighborhood plan requests are considered as CIP projects are developed. Members of the interdepartmental sector teams and the six neighborhood development managers should be participants in the development of these departmental</p>

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							processes. The Executive will report to Council on the development of this process in the fourth quarter of 1999.
DD5 (TR-18)	<b>Bicycle Policies:</b> Improve and expand bicycle routes, bicycle lanes, and bicycle signage throughout the neighborhood. Increase the number of bicycle racks in high bicycle activity areas, such as Broadway and 15th Avenue E (especially at grocery stores), SCCC, Lincoln Reservoir/Park, and Group Health Cooperative. Employ bicycle racks designed to discourage loitering.	High			CHN, SEATRAN	SEATRAN will install bike racks at the request of the abutting property owners, if there is enough space. On bike lanes, see DD7. On bike signage, see DD8.	SEATRAN will install bicycle racks at appropriate locations.
DD6 (TR-19)	<b>Urban Trails System:</b> Support implementation of the Urban Trails System. Designate bicycle routes that connect with other neighborhoods.	High			CHN	This recommendation is a policy. It is not a specific recommendation for implementation. This recommendation reflects current City policy regarding bicycle routes and the Urban Trails System.	This activity is already being implemented.
DD7 (TR-20)	<b>Bicycle Routes:</b> Prioritize bicycle route improvements and, where possible, designate bicycle routes with painted bike lanes on: <ul style="list-style-type: none"> <li>• <b>Bellevue Avenue</b> (south of E Olive Way)</li> <li>• <b>10th Avenue E/Broadway</b> (from the University Bridge to E Pine Street)</li> <li>• <b>Federal/12th Avenue</b> (from E Aloha Street to E Pine Street): Realign the bicycle route to travel south on Federal to E Denny Way, then east to 12th Avenue, then south on 12th Avenue</li> <li>• DOES FED go all the way to Denny or only to Thomas? Wow, you really do go through these with a fine tooth comb, it stops at Thomas</li> <li>• <b>19th Avenue E</b></li> <li>• <b>E Aloha Street</b> (from Belmont Avenue E to 19th Avenue E)</li> </ul>	High			CHN, SEATRAN	The streets identified (with two exceptions, East Denny, which is not suitable for designating a bike route except for the very short stretch to be included in the altered Federal Ave. E route and 19th Avenue E., which was added in early November and which SEATRAN has not yet analyzed) appear on SEATRAN's bike map, but none of them can be retrofitted with bike lanes. SEATRAN will consider adding other bike routes to the map if the community can provide specific suggestions (similar to adjustments in Federal Ave. E route). SEATRAN will consider any other specific bicycle improvements.	The proposed Bike lanes will not be added to the recommended streets. SEATRAN will consider adding other bike routes to the map or make other bike route improvements if the community can provide specific suggestions.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment	City Action
	<ul style="list-style-type: none"> <li>• <b>E Denny Way</b> (from Interstate-5 to 19th Avenue E)</li> </ul>						
DD8 (TR-21)	<b>Bicycle Signs:</b> Provide signs such as "Yield to Bikes" and "Bike Right-of-Way" along designated bicycle routes.	High			CHN	SEATRAN does not routinely install signage along all streets designated on the bike map. However, SEATRAN will add signs only at key junctions in the bike route system. The community can help by suggesting specific locations.	SEATRAN will add signs at Key junctions.
DD9 (TR-22)	<b>Bus Routes:</b> Increase service on existing bus routes and add new bus routes. Improve direct connections to other neighborhoods (especially Queen Anne, Fremont, Wallingford and Ballard) without transferring through downtown or the University District. Plan for efficient connections with Sound Transit light rail. Consider: <ul style="list-style-type: none"> <li>• Increasing the frequency of Route #8 and #9 buses,</li> <li>• Adding express buses on Routes #7 and #43.</li> <li>• Adding passing wires on Routes #7, #9 and #43.</li> <li>• Increasing the frequency of Routes #43 and #44 service to Wallingford and Ballard.</li> <li>• Improving express bus service to the Eastside.</li> <li>• Establishing a local circulator bus.</li> <li>• Expanding bus routes along E Aloha Street, connecting to the north Capitol Hill Sound Transit station.</li> <li>• Expanding bus routes along E John Street, connecting to the south Capitol Hill Sound Transit station.</li> <li>• Establishing a new route on 12<sup>th</sup> Avenue that connects Capitol Hill with the Pike-Pine and Central neighborhoods.</li> </ul>	High			CHN, Metro, SPO, DON, SEATRAN	The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.	These recommendations will be forwarded to King County Metro for consideration during their planning processes.
DD10 (TR-23)	<b>Bus Priority:</b> Explore the feasibility of installing bus priority mechanisms, such as bus-responsive	Medium			CHN, Metro, OIR, DON,	Provision of transit priority signals is a joint responsibility of SEATRAN and King County	This recommendation will



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	traffic signals, at all signalized intersections. Utilize in-lane bus stops wherever possible.				SEATRAN, SPO	Metro. SEATRAN and Metro are currently installing transit priority signals along two demonstration corridors, Aurora Ave. North and Rainier Ave. The results of these demonstrations will be carefully considered in developing recommendations for further implementation in other areas. The City is also working with Metro to secure federal funds to provide a Transit Priority team within SEATRAN. This team would be funded for 2 years and would develop a transit priority work program which would identify additional corridors, including this Capitol Hill corridor, for transit priority signal implementation.	be considered in the sector work programs in the future as opportunities arise.
DD11 (TR-24)	<p><b>Bus Stops and Facilities:</b> Review locations of existing bus stops and relocate bus stops as needed. Install bus shelters at all bus stops and improve the safety, comfort, convenience and character of bus shelters.</p> <ul style="list-style-type: none"> <li>• Provide pedestrian-scale lighting at all bus stops. Provide transit maps at all bus stops.</li> <li>• Support continued research that enables real-time bus information at major transit stops.</li> <li>• Increase maintenance of bus shelters, such as window repair, graffiti removal and garbage removal.</li> <li>• Design and utilize a signature Capitol Hill bus shelter that reflects local character and incorporates security features designed according to Crime Prevention Through Environmental Design (CPTED) principles.</li> </ul>	High			CHN, OIR, Metro, DON, SEATRAN, SPO	See DD9. It would be helpful if the community can identify specific bus stops that could be relocated.	See DD9.
DD12 (TR-25)	<p><b>Sound Transit Route and Stations:</b> As a top priority, construct the preferred Sound Transit light rail alignment with a tunnel connecting First Hill, Capitol Hill and the University District. Do not substitute a monorail system for the preferred</p>	High			CHN, SPO, DON, DCLU, Sound Transit, Metro	Sound Transit is the lead agency on this activity. Although the City supported the development of a North Capitol Hill Sound Transit station, the Sound Transit Board has decided not to carry forward this option as	Recommendation will be forwarded to Sound Transit.

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	<p>Sound Transit alignment. As a top priority, develop two stations along Broadway in the first phase of Sound Transit implementation. Connect to pedestrian, bicycle and bus routes. Upgrade pedestrian streetscapes, bicycle routes and facilities and bus service and facilities within 0.5 miles of each station. Design stations to serve pedestrians, bicyclists and bus riders. Discourage station access by cars and discourage commuter parking in station areas. Consider:</p> <ul style="list-style-type: none"> <li>• Avoiding the cut-and-cover construction method.</li> <li>• Minimizing disruption to businesses during construction and compensating businesses for disruption.</li> <li>• Minimizing the size of station entries.</li> <li>• Integrating entries into other uses.</li> </ul>					<p>part of the Locally Preferred Alternative. Due to funding constraints and the inability to construct this station during a future phase without first "shelling out" the station in Phase I, it is extremely unlikely that a station will be built in this location in the future.</p> <p>City departments working on Station Area Planning will be working with the Capitol Hill community and Sound Transit around funded Sound Transit stations.</p>	

**EE. Human Development**

EE1 (HD-1)	<p><b>Human Development Council:</b> Organize an urban center-based, volunteer Human Development Council consisting of service providers, at-large residents and business representatives to serve as a resource and support for human development services and activities and to better integrate service providers with other neighborhood businesses and residents. Establish a permanent facility for the Human Development Council, preferably at the People Center.</p>	High			CHN, HSD, DON, SPO, Human Development Groups	<p>This appears to be a community-based activity.</p> <p>HSD supports this recommendation and asks to be contacted when a lead organization has been identified.</p>	<p>The Executive does not have funding to provide ongoing staff support. However, the Executive will meet with the community and assist in identifying next steps needed to implement this activity.</p>
EE2 (HD-2)	<p><b>Human Development Asset Developer:</b> Fund and hire a full-time staff person to serve as an Asset Developer for the Human Development Council. Include in the Asset Developer's responsibilities developing a referral center, coordinating volunteers, providing support for community connectedness activities, and assisting in the development of the People Center. Establish a</p>	Medium			CHN, HSD, SPO, Human Development Groups	<p>This is a community-based activity.</p> <p>Hiring a person for the Human Development Council and establishing an office is similar to a few other neighborhood plans. This organizational structure is still untested and HSD would be interested in working with the community in developing a pilot program.</p>	<p>. The community should take the next steps to implement this activity. The Executive does not have funding to provide ongoing staff support. However,</p>

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	permanent office for the Asset Developer, preferably at the People Center.					They recommend that both technical assistance be provided early on and that a review be made to evaluate the success of this method of communication within the first year. They asks to be contacted when a lead organization has been identified.	the Executive will meet with the community and assist in identifying next steps needed to implement this activity.
EE3 (HD-3)	<b>Human Development Information Resources:</b> Develop and utilize public information-sharing outlets such as newsletters, community newspapers, web-sites, kiosks, and community bulletin boards (at transit stations, grocery stores, etc.) to provide information about human development services and activities.	High			CHN, HSD, DON-Citizen's Information, SCL, Human Development Groups	This is a community-based activity. HSD supports this recommendation and is willing to participate in such an endeavor, but are unable to provide staff. They ask to be contacted when a lead organization has been identified.	The community should take the next steps to implement this activity. The Executive will assist the community by identifying the Executive's current methods of providing public information. The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, design and placement standards.
EE4 (HD-4)	<b>Human Development Organizations:</b> Promote neighborhood interest groups and organizations, such as libraries, schools, businesses, and the Neighborhood Service Center, that provide services and activities that support community connectedness.	Medium			CHN, HSD, DON, Library, SSD, BIA, All Departments	Other neighborhoods have used the Neighborhood Matching Fund to develop guides to resources available in the Community.	The community should take the next steps to implement this activity. The Executive will assist the community by identifying what resource guides already exist.
EE5 (HD-5)	<b>Human Development Ambassadors:</b> Assist volunteers in becoming roving street ambassadors who provide accessible, person-to-person outreach	Low			CHN, HSD, DON, BIA, Human	The neighborhood is within the service area of the Miller Community Center. The neighborhood is encouraged to use Miller	The community should take the next steps to implement

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	to those in need on the street, at neighborhood grocery stores and at other public locations.				Development Groups	Community Center as a gathering place for some activities.	this activity.
EE6 (HD-6)	<b>Human Development Fair:</b> Sponsor a neighborhood human development fair to keep community stakeholders (groups and individuals) informed and involved in human development activities, to celebrate accomplishments, and to strengthen ties with businesses and neighborhood associations.	Low			CHN, HSD, DON, BIA, Human Development Groups, OED	OED could provide information about the Seattle Jobs Initiative at a human development fair.	The community should take the next steps in implementing this recommendation. The Executive will assist the community by identifying what resources may exist and help them contact the Human Services Roundtable.
EE7 (HD-7)	<p><b>People Center:</b> Develop a permanent facility to serve as a community gathering place for residents and human development organizations to meet, connect, and support the neighborliness of the community. Secure convenient, transit-accessible physical space (5,000-20,000 sq. ft) in the North Anchor and/or South Anchor Districts. Locate meeting space and offices for the Human Development Council and its staff at the People Center. Serve diverse needs and interest groups including gays, lesbians, handicapped people, seniors, widows, and widowers. Include:</p> <ul style="list-style-type: none"> <li>• <b>Referral Center:</b> Work with the Neighborhood Service Center, the existing neighborhood referral agencies and the Crisis Line to improve information and referral services in the neighborhood. Create and maintain an inventory of human development services and activities. Provide information about transportation, health and social services, entertainment and community and interest group activities. Maintain a listing of local meeting rooms available for no or low cost for use by groups providing community</li> </ul>	High			CHN, HSD, DON, BIA, Arts Groups, Social Services, Library, DPR	<p>Neighborhoods across the City are looking for new neighborhood meeting spaces. This may be put on the Policy Docket for consideration by the City Council.</p> <p>The Department of Parks and Recreation would encourage the community to look at opportunities to partner with other community-based agencies to provide these services, including the Miller and Garfield Community Centers.</p> <p>OED might see a role in this activity as a way to educate low-income individuals in the Capitol Hill neighborhood about the Seattle Jobs Initiative.</p>	This recommendation will be submitted for consideration for inclusion on the Policy Docket for City Council discussion. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide Council with a summary of options and opportunities, including potential opportunities for partnerships with the School District, in

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	<p>services and activities.</p> <ul style="list-style-type: none"> <li>• <b>Volunteer Coordination:</b> Develop and coordinate a network of volunteers to serve as street ambassadors, listening posts, or referral resources to facilitate outreach and engagement for those in need.</li> <li>• <b>Facilities:</b> Provide support for community connectedness activities with facilities for meetings, informal socializing, programmed activities, support groups, drop-in assistance and Internet access.</li> <li>• <b>Location:</b> Consider locating the People Center at such locations as the Pilgrim Church or at the Oddfellows Hall. Consider developing the People Center as part of a broader community center or co-locating with the Neighborhood Service Center.</li> </ul>						<p>July of 1999. This recommendation will be considered as part of that review.</p>
<p>EE8 (HD-8)</p>	<p><b>Seniors Program:</b> Provide a joint seniors program that would serve both the Capitol Hill and First Hill Urban Center Villages. Utilize DPR vans to shuttle seniors to special outings and programs at Lowell School, Miller Community Center and Town Hall (First Hill). Enlist HSD to provide assistance in funding and developing of needed senior programs, including health, nutrition, exercise, referral and intergenerational activities.</p>	<p>High</p>			<p>CHN, HSD, DPR, Social Service providers</p>	<p>The Human Services Department's Aging and Disability Services Division is supportive of coordinating service development and senior programming at one site. However, current funding is limited. Reprogramming existing sites, such as a meal site, may be an option to explore. Although DPR supports this idea, they will need more information before responding to the development of such a program. This is a long term activity predicated on uses at Lowell School and programming at the Town Hall, as well as the dedication of significant resources for implementation and operations. DPR could provide more senior programming at Miller Community Center if HSD provides funding. DPR supports increased public transportation access to Miller during day hours for seniors. DPR does not have the means or the funding to</p>	<p>This activity will be considered as part of the Sector Work programs in the future as opportunities arise.</p>

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						provide senior transportation services.	
EE9 (HD-9)	<p><b>Youth Support:</b> Provide support and options for street youth by:</p> <ul style="list-style-type: none"> <li>• <b>Local Services:</b> Supporting local social service agencies in working cooperatively to provide a more comprehensive program that responds to and serves homeless youth.</li> <li>• <b>Case Management:</b> Providing youth case managers to work with homeless youth and local service providers.</li> <li>• <b>Youth Facilities:</b> Providing a youth center and basic medical and hygiene facilities to help homeless youth reduce health risks and attend to basic personal hygiene.</li> <li>• <b>Youth Employment:</b> Expanding opportunities for youth employment and providing job readiness skills. Model on the University District Youth Center's Working Zone, the University Gardenworks Project, the Metro Center YMCA and Youthcare. Provide employment opportunities and job readiness skills.</li> <li>• <b>Youth Shelter:</b> Providing stable and safe housing for homeless youth.</li> </ul>	High			CHN, BIA, HSD, SPD, DON, Social Service providers	<p><b>Local Services:</b> This activity is quite feasible assuming resources can be found. Minimal resources will be required. The first step is to identify staff to organize and support a program that supports local service providers. The University District - University Partnership for Youth is a very successful example of a similar organization. PFY requires 1.25 FTE and a substantial printing and postage budget to maintain it. Such programs have been done with less staffing, however, the cross disciplinary aspect requires considerable time and skill to maintain. Without staffing, such programs often revert to single interest groups quickly. It might be good for one person from HSD, DON and SPD to work together to coordinate organizing their respective constituencies and determine best staffing options.</p> <p><b>Case Management:</b> This activity is feasible assuming resources can be found. The first step is to identify a service provider which could support case managers. A variety of options exist. Capitol Hill Youth Center at Pilgrim Congregational Church would be an ideal location for case managers. Based on counts of youth visiting the Youth Center, at least two full time positions are needed. There is a severe shortage of case managers for this population. No existing fund sources have been found to increase these services in the past few years.</p> <p><b>Youth Facilities:</b> This is feasible assuming resources can be</p>	The community should take the next steps to implement this activity. If requested, the Executive can assist the community by helping them contact other organizations and service providers that have similar programs, by answering questions and can assist them in identifying the next steps needed to implement this activity.

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						<p>found. Pilgrim Church and St. Marks Cathedral have identified partial funding for the project and have been working on developing such a facility. This may be suitable for a Neighborhood Matching Fund grant.</p> <p><b>Youth Employment:</b>  This may be feasible. It is questionable whether homeless youth are employable before housing needs are met. HSD suggests a project of limited scope. Involvement of youth in development of the project is desirable. Availability of a case manager and some businesses who would support low work maturity trainees could facilitate success of a small project.</p> <p>Funding is difficult. The first step would be to determine the general type of program desired and identify a service provider—traditional programs require management of professional employment counseling staff and administration of a large payroll for participants.</p> <p>There are no known fund sources for an ongoing employment program. This can be a very expensive type of service because wages or subsidies for participants is generally required. The HSD Summer Youth Employment program provides funding for a part time group project supervisor in community agencies during the summer. Additional resources may be required from another source to plan and oversee the project. Funding is awarded through a Request for Proposals process in early spring.</p> <p><b>Youth Shelter:</b>  This is feasible provided resources can be</p>	

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						<p>found. Shelter/housing for homeless youth is a high priority in the City's Consolidated Plan. The first step is to identify a developer and administering agency for an ongoing program. Capital as well as substantial ongoing operating resources would be required. Operating costs average over \$300,000 per year for a 5-8 bed facility. The City has a variety of sources available for funding acquisition and rehab. including Housing Levy, State Housing Trust Fund, among others. No sources are available for program operation.</p> <p>The Seattle Police Department has two programs that could work with the youth population identified in this activity. Seattle Team for Youth works with at-risk youth with referrals to case managers and the Community Service Officers who work with the homeless populations and the social service agencies who provide direct service. When appropriate, both programs can provide support to other agencies providing services to the homeless youth population.</p>	

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