

# First Hill

# Approval and Adoption Matrix

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Prepared by the First Hill Planning Committee and the City of Seattle Interdepartmental Review and Response Team for community validation. Compiled by the Strategic Planning Office, November 23, 1998. Revised by the City Council and Council Central Staff, March 12, 1999.

# Introduction

## PURPOSE AND STRUCTURE 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 its work program in response to the recommended activities proposed in the specific neighborhood plan and to identify implementation actions to be factored into future work plans and tracked over time. The development of the Sector Work Programs and a central database will be the primary tools to track implementation of the activities in all the neighborhood plan matrices 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 for Implementation*: 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 group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive Comment 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 filed in by City departments 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 FIRST HILL PLANNING COMMITTEE

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- ◆ Pursued street improvements at the Union/Harvard/Seneca intersection, which SEATRAN completed (See II-A-1).
- ◆ Sought tree pit expansion to retain mature street trees on 9<sup>th</sup> and Columbia, which SEATRAN completed (See II-B-7, 7k).
- ◆ Asked for maintenance improvements to First Hill Park. DPR has agreed to put the park on the major maintenance list to resite landscaping for better security and surveillance of the park by passers-by.
- ◆ Conducted Therapeutic Health Services/Residents Focus Group (See I-A-13, 13a, 13b).
- ◆ Completed the First Hill Parking Study with SEATRAN (See II-B-8).
- ◆ Pursued Convention Center mitigation, including pedestrian scale lighting, which will be constructed on Hubbell Place, and marketing of First Hill businesses through Convention Center's advertising program (See II-A-3, II-B-7, 7a).

- ◆ Participated in Coordinating Committee for the Central Gateway Design Workshop, Planning Commission, SEATRAN, Design Commission, and Pedestrian Advisory Board (See I-B-6, II-B-4a).
- ◆ Supported purchase of the Fourth Christian Science Church by Town Hall Ltd. for use as a performance hall and senior center (I-C-4).

- ◆ Participated in the design review of the Terry and Terrace Apartments to incorporate market rate housing and pedestrian street orientation into the development.

## ACRONYMS AND DEFINITIONS

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**BIA** Proposed First Hill Business Improvement Association (proposed in activity I-A-2)

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

**DHHS** Former Department of Housing and Human Services, see HSD and OH below (City of Seattle)

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

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

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

**FH CSO** Proposed First Hill Community Stewardship Organization (proposed in activity II-B-2)

**FHIA** First Hill Improvement Association

**HSD** Human Services Department (Formerly part of DHHS) (City of Seattle)

**Metro** King County Metro Transit Division

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

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

**OH** Office of Housing (Formerly part of DHHS) (City of Seattle)

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

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

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

**SEATRAN** Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)

**SJI** Seattle Jobs Initiative (City of Seattle)

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

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

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

**SPO** Strategic Planning Office (Formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle)

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

**THS** Therapeutic Health Services, a First Hill substance-abuse clinic

**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 1999-2000.

### A. MADISON STREET DISTRICT

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#### Description

Madison Street is at the heart of First Hill's commercial area and is the most direct route from downtown to Lake Washington. It is the place where residents, employees, visitors, students and other members of the First Hill community meet each other. The First Hill plan recommendations for Madison Street are to enhance the types of activities already occurring in the area, and to influence the location and design of the proposed light rail station and the adjacent land uses to create a critical mass of activity on Madison.

#### **Objectives:**

- Create a well-lit, pedestrian-friendly urban village in north First Hill.
- Create a "critical mass" of housing, transit and shops in the vicinity of the light rail station.
- Increase the variety and hours of businesses on Madison to appeal to residents as well as employees.

#### Integrated City Response

Establishing a thriving business and residential district that caters to residents, employees, and other members of the First Hill community will help meet the needs of the existing First Hill population and will be crucial to serve the future residential and employment growth in this urban village. The proposed light rail station will be an important transportation link for the community and will provide an opportunity to spur the kind of development the neighborhood has envisioned in this strategy.

The City strongly supports the concept of mixed-use transit-oriented development in this neighborhood; however some of the recommendations in this Key Strategy will need to be more closely examined as a part of the Station Area Planning process. Some of the specific roadway and traffic calming recommendations for Madison Street may not be feasible and may conflict with the City's objective of optimizing transit operations along Madison Street. Many other recommendations are community-based and identifying a community partner to undertake stewardship of the neighborhood plan will be crucial to the success of this strategy.

**Lead Department:** SPO

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

**Activities Already Underway**

- SEATRAN is working with Metro to determine an optimal design to move transit more swiftly through the Madison Street corridor. Proposed plans call for replacing on-street parking along Madison Street with two travel lanes. The City will meet with affected business owners along Madison Street in March 1999.

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

- Prior to implementing any transit improvements in the Madison Street corridor, the Executive will: a) work with the First Hill community, businesses and major institutions as it explores options for transit and pedestrian improvements; b) evaluate impacts of eliminating some or all curb-side parking (to provide additional lanes for traffic) on area businesses; and c) review proposed pedestrian improvements to determine whether any can be implemented at the same time as transit improvements and/or through station area planning and to

identify potential funding sources for such improvements. The Executive shall present recommendations for the Madison Street corridor improvements to the Council's Neighborhoods and Transportation Committees in Second Quarter 1999.

- The City will continue to work with the community, Metro, and Sound Transit on recommendations related to the proposed light rail station through the Station Area Planning process and Sound Transit Project Development/Design. Sound Transit is the lead on issues of rail alignment and station location. The City is the lead for Station Area Planning, covering the area ¼ to ½ mile beyond the station.
- SPD will initiate contact with THS to encourage interaction with the East Precinct and Block Watch and to help address the community's concerns.
- Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the East Sector Work Program.
- Identify next steps for continued implementation.

| <b>A. Madison Street District</b> |  |                 |                   |                      |  |  |
|-----------------------------------|--|-----------------|-------------------|----------------------|--|--|
| <b>#</b>                          | <b>Activity</b>  | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b>                                       | <b>Executive Comment</b>   |
| <b>ECONOMIC DEVELOPMENT</b>       |  |                 |                   |                      |  |  |
| I-A-1                             | <b>Create a center for the Madison Street District.</b><br>Focusing on the entries of the light rail station, extend the ground level retail uses "around the corner" one half block in either direction to create a concentration of street level interest for pedestrians. | High            | 2 years           |                      | <b>Sound Transit</b><br>DCLU<br><br><b>SPO</b><br>FH CSO | SPO, through the Station Area Planning process, will engage Sound Transit and the First Hill neighborhood in discussions of the design and surrounding land uses of the proposed light rail station. Station Area Planning will address zoning issues, parking requirements, pedestrian amenities, bicycle access and other issues.<br><br>Sound Transit is the lead on issues of rail alignment and station location. The City will work with Sound Transit and the community on these issues, including station entrance |

## A. Madison Street District

| #      | Activity  | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   |
|--------|---|----------|------------|---------------|---|---|
|        |   |          |            |               |   | location. The City is the lead for Station Area Planning, covering the area ¼ to ½ mile beyond the station.   |
| I-A-2  | <b>Create a Business Improvement Association</b> to unify the business community. This could be accomplished by expanding the role of the First Hill Improvement Association. Begin work with business community to create a petition to City Council to form the BIA.  | Medium   | 1-2 years  |               | OED<br>FH CSO<br><b>Madison Businesses</b><br>Major Employers<br>FIHA | This is a community-based activity.<br>The planning group will need to enlist the support of area business and property owners to move the BIA effort forward. OED can provide technical assistance to business districts in developing a BIA program.<br>The Neighborhood Matching Fund is a good source of funding for an initial feasibility study which could examine possible BIA funding schemes or conduct a survey to gauge neighborhood support for a BIA. |
| I-A-3  | <b>Implement a First Hill Marketing Strategy</b> to promote the Madison Street District as the central business district for First Hill including I-A-3a to I-A-3c below:   | Medium   | 1-2 years  |               | FH CSO<br>Major Employers<br>Madison Businesses                       | See individual recommendations I-A-3a through I-A-3c below.   |
| I-A-3a | <b>“What’s happening in First Hill”</b> kiosks at key locations such as the new light rail station, hospital campuses, Frye Art Museum, Town Hall, Harvard Market, Yesler Community Center, and St. James Cathedral. Kiosks should include information such as bus and transit schedules, maps of available customer parking, a cultural resources index and map, a human needs bulletin board with referral numbers, neighborhood-wide information and any other relevant information. | Medium   | 1-2 years  |               | OED<br>DON<br>Metro<br><b>FHIA</b>                                    | This is a community-based activity.<br>The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, design, and placement standards.<br>The Neighborhood Matching Fund has been used to fund similar activities in other neighborhoods.  |
| I-A-3b | <b>A Welcome Wagon</b> to advertise First Hill businesses. This was indicated as a strategy to pursue in both the Phase 1 business survey and the Parking Study recently completed by the City and Metro. The Welcome Wagon may include discount coupons for all  | Medium   | 1 year     |               | <b>FH CSO or FHIA or BIA</b><br>Madison Businesses<br>Metro           | This is a community-based activity.<br>A lead business district organization will need to enlist the participation of area business owners to successfully undertake this recommendation.   |

## A. Madison Street District

| #              | Activity   | Priority | Time Frame | Cost Estimate  | Implementor   | Executive Comment  |
|----------------|--|----------|------------|--|---|--|
|                | participating First Hill businesses, transit coupons, parking maps and neighborhood newsletters.   |          |            |  | OED<br>DON  |  |
| I-A-3c         | <b>Conduct a statistically valid survey as part of the light rail station area planning effort.</b> Determine the types of retail businesses desirable for residents, employees and visitors. Use survey information to attract businesses to the area and/or get existing businesses to remain open during evening hours. | Medium   | 1 years    | \$15,000 for statistically valid survey to be designed, run and reported | Sound Transit<br>FH CSO<br>SPO<br>OED                           | Funding for this particular recommendation is currently not available within the City. As a part of the Station Area Planning process, SPO has completed a market feasibility study around each proposed light rail station. While this study does not address the types of retail businesses desired by the community, it does provide employment and housing impact projections. Results of this study are available to the community through Station Area Planning in 1999.<br><br>A study of the type proposed by the community would be appropriate for a BIA or Chamber of Commerce to pursue, and may be eligible for the Neighborhood Matching Fund as a community-based activity. |
| I-A-4          | <b>Identify existing parking areas with signs and maps</b> distributed at Madison businesses, the major employers (medical centers and academic institutions) and the kiosks. Explore opportunities for shared parking with major employers.   | Medium   | 1-5 years  |  | FH CSO or FHIA or BIA<br>Madison Businesses<br>Metro<br>SEATRAN | This is a community-based activity.<br>The Neighborhood Matching Fund may be a good source of funding for this activity.<br>With regard to shared parking, DCLU and SPO have begun a project to look for ways to allow more flexibility for multifamily and commercial buildings to provide parking, whether required by the Land Use Code or not. The Executive will present recommendations to Council by the end of 1999.   |
| <b>HOUSING</b> |  |          |            |  |   |  |
| I-A-5          | <b>Increase housing and retail density along the north side of Madison Street</b> through a public/private joint   | High     | 1-20 years |  | FH CSO<br>Sound Transit   | This issue will be explored further as part of the Station Area Planning process. OH encourages  |

## A. Madison Street District

| #                     | Activity  | Priority | Time Frame | Cost Estimate | Implementor                     | Executive Comment  |
|-----------------------|---|----------|------------|---------------|---------------------------------|--|
|                       | development. A desirable project would be a mixed use housing and retail building above the light rail station. Encourage conversion of one story retail properties on the north side of Madison to mixed use retail and housing.   |          |            |               | Developers<br>DCLU<br>OH<br>SPO | the neighborhood to consider partnering with existing housing developers for this activity.  |
| <b>TRANSPORTATION</b> |   |          |            |               |                                 |  |
| I-A-6                 | <b>Work with the City's station area planning team and Sound Transit</b> to locate and design the light rail station so that it supports the Madison Street District center. The station must be safe, secure, attractive, accessible, and reflect neighborhood character. Locate entrances to serve the retail and residential neighborhood, the medical centers and Seattle University.   | Medium   | 1-2 years  |               | Sound Transit<br>FH CSO<br>SPO  | This issue will be examined as a part of Station Area Planning and Sound Transit Project Development/Design.   |
| I-A-7                 | <b>Work with the City and Metro to improve pedestrian mobility at all cross streets on Madison;</b> improve crossings at unsignalized intersections and midblock through the use of painted crosswalks; curb bulbs at signalized intersections; median refuges at unsignalized intersections and midblock; and improve responsiveness at signalized intersections for pedestrians (provide pedestrian crossing phases every cycle, or provide response to pedestrian calls at pushbuttons as recommended by the KC/Metro Madison Street Corridor Study).<br>See II-B-7 for Key Pedestrian Streets designations. | High     | 1-5 years  |               | SEATRAN<br>Metro<br>FH CSO      | Pedestrian crossing phases along Madison will be determined for specific intersections as a part of the work to improve transit operations described in I-A-8 below. Some of the pedestrian improvements listed here may be inappropriate because of the traffic volume, left and right turning movements, and Madison's designation as a transit priority street. Specific problem locations will need to be identified with specific solutions for SEATRAN to comment fully on the improvements described in this recommendation. Providing curb bulbs across Madison would not be feasible as travel lanes are added to Madison (see I-A-8 below). Other improvements may be desirable to enhance pedestrian movement along and across Madison. Madison is currently designated a Key Pedestrian Street from Broadway to 8 <sup>th</sup> Ave which the community has proposed |

| <b>A. Madison Street District</b> |   |                 |                   |                      |   |   |
|-----------------------------------|---|-----------------|-------------------|----------------------|---|---|
| <b>#</b>                          | <b>Activity</b>   | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b>                        | <b>Executive Comment</b>  |
|                                   |   |                 |                   |                      |   | <p>extending to I-5 (see II-B-7).</p> <p>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 early 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this study and policy analysis.</p> <p>SEATRAN is testing its recently modified policy on pedestrian push buttons in the Central and Eastlake neighborhoods. SEATRAN will report to the Council's Transportation Committee by June 1999 on results of this study.</p> |
| I-A-8                             | <b>Encourage smoother bus operations</b> to and from First Hill as recommended by the Metro Madison Street Corridor Study. Reduce delays through use of bus bulbs, signal preemption, and bus stop relocation.  | Medium          | 1-5 years         |                      | SEATRAN<br>STI<br>Metro<br>FH CSO         | <p>As a result of the Metro Madison Street Corridor Study, SEATRAN is working with Metro to determine an optimal design to move transit more swiftly through the Madison Street corridor. Proposed plans call for replacing on-street parking along Madison Street with two travel lanes. The City will meet with affected business owners along Madison Street in March 1999.</p>  |
| <b>URBAN DESIGN</b>               |   |                 |                   |                      |   |   |
| I-A-9                             | <b>Improve sidewalks</b> in the vicinity of the light rail station to buffer pedestrians from traffic. The buffer area should include a planting strip with street trees, seating and retail activity such as a cafe or news stand. This is critical on the north side of Madison where existing parking will be removed in response to the KC/Metro Madison Street Corridor Study. | Medium          |                   |                      | SEATRAN<br>SPO<br>Sound Transit<br>FH CSO | <p>Opportunities provide buffer treatments such as planting strips in the vicinity of the light rail station will be explored through Station Area Planning.</p> <p>The full buffer treatment described here (including space for retail activity such as a café or news stand) may not be feasible on Madison as there is limited right-of-way in the corridor</p>   |

| <b>A. Madison Street District</b> |  |                 |                   |                      |  |  |
|-----------------------------------|--|-----------------|-------------------|----------------------|--|--|
| <b>#</b>                          | <b>Activity</b>  | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b>                             | <b>Executive Comment</b>   |
|                                   |  |                 |                   |                      |  | and additional travel lanes are proposed (see I-A-8 above).  |
| I-A-10                            | <b>Identify the Madison Street District center</b> with signature paving at the intersection near the light rail station. Textured or patterned crosswalks should be considered. New development that is part of the light rail station should include ground level retail that faces Madison and wraps around the corner to create the Madison Street District center.  | Medium          |                   |                      | SEATRAN<br>Sound Transit<br><b>SPO</b><br>DCLU | This recommendation will be explored further as part of the Station Area Planning process.   |
| I-A-11                            | <b>Design the First Hill Light Rail Station to reflect neighborhood character.</b> Work with the City and Sound Transit. The station area should include a gathering space, ground floor retail, housing, signage that incorporates public art, the First Hill Clock, landscaping that includes a water feature, a community policing station, awnings, pedestrian scale lighting, and a bus stop that is easily accessed from the light rail station. | Medium          |                   |                      | <b>SPO</b><br>SEATRAN<br>Sound Transit<br>DCLU | Issues of design and the surrounding land uses of the proposed light rail station will be explored further as part of the Station Area Planning process.   |
| <b>HUMAN NEEDS</b>                |  |                 |                   |                      |  |  |
| I-A-12                            | <b>Implement the recommendations outlined by the community and Therapeutic Health Services (THS) November 1997 focus group including I-A-12a and I-A-12b below.</b>  | Low             |                   |                      | <b>Block Watch</b><br><b>THS</b><br>SPD        | This is a community-based activity.<br>THS is a substance-addiction clinic which offers a methadone treatment program.<br>There is a very active Block Watch program in First Hill. SPD will initiate contact with THS to encourage interaction with the East Precinct and Block Watch.<br>All community organizations are encouraged to establish direct relationships with Police Precincts to work on community issues. |
| I-A-12a                           | <b>Create volunteer opportunities for community members at THS.</b>  | Low             | 1 year            |                      | <b>THS</b><br><b>Block Watch</b>               | See I-A-12 above.  |

| <b>A. Madison Street District</b> |   |                 |                   |                      |                               |   |
|-----------------------------------|---|-----------------|-------------------|----------------------|-------------------------------|---|
| <b>#</b>                          | <b>Activity</b>   | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b>            | <b>Executive Comment</b>  |
|                                   |   |                 |                   |                      | SPD                           |   |
| I-A-12b                           | Encourage THS staff to participate in the Block Watch program.  | Low             | Now               |                      | THS<br>Block Watch<br>SPD     | See I-A-12 above.   |
| <b>PUBLIC SAFETY</b>              |   |                 |                   |                      |                               |   |
| I-A-13                            | Locate pedestrian scale lighting along Key Pedestrian Streets to create a greater degree of safety for light rail passengers and evening shoppers. See II-B-7 on page 26 for Key Pedestrian Street designations.                      | High            |                   |                      | Block Watch<br>SEATRAN<br>SCL | The community is encouraged to work with SCL through the pedestrian lighting program to develop a "lighting plan" which details both locations and lighting fixtures to illuminate walkways for pedestrian traffic. The "lighting plan" will help determine project feasibility and cost estimates. For lighting on arterial streets, SEATRAN has jurisdiction and would have to be involved.<br><br>Lighting recommendations have raised implementation and policy issues in a number of neighborhood plans. The Executive will review lighting policies and report to the Neighborhoods, Growth Planning & Civic Engagement Committee in June 1999. |
| I-A-14                            | Arrange for regular communication between THS staff and Seattle Police Department (SPD) community policing officers to ensure that clients are meeting their requirements in the neighborhood; staff can be extra eyes on the street. | Low             | Now               |                      | THS<br>SPD                    | SPD will initiate contact between THS and the East Precinct and Crime Prevention (Block Watch) to develop a relationship and begin a discussion of these issues.<br><br>All community organizations are encouraged to establish direct relationships with Police Precincts to work on community issues.   |

## B. YESLER COMMUNITY CENTER

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### Description

First Hill needs a new community center. Playgrounds, basketball courts and places to ride a bike are scarce. The existing Yesler community center is too small and is very well used. Neighborhood House and other community spaces share extremely limited space for a range of programs including job training, ESL, youth tutoring, counseling, and after school activities. The Health Clinic across the street needs more space. Luckily, Yesler Community Center is on the City's short list for a much needed facility upgrade.

Street improvements in the vicinity of Yesler Terrace are also a high priority. Working together with the planning committees from the Central Area, International District, and 12th Avenue will hopefully yield a solution for the intersection of Yesler, Boren and 12th Ave. This area is of particular concern to Yesler Terrace residents as it is a school walk route to the Bailey Gatzert Elementary School.

### Objectives:

- Upgrade the existing Yesler Community Center, Neighborhood House and other community spaces.
- Increase and improve maintenance to existing parks and open space.
- Participate in the Central Gateway Project to improve the intersection at Boren and 12<sup>th</sup> Ave.

### Integrated City Response

The City recognizes that First Hill, together with surrounding neighborhoods including Chinatown/International District and Pioneer Square, is lacking in recreational facilities. Future siting for an additional facility would seek to address the lack of services throughout the larger area. Discussions regarding this strategy remain at a preliminary level. No funding is currently available for the development of a community center. Any resulting project may be appropriate for a future bond measure.

A number of neighborhood plans have requested community centers or other alternatives to full community centers, raising implementation and policy issues which will need further discussion. These issues will be included on the Policy Docket for

City Council discussion and may identify other opportunities to meet the needs of this community.

All of Yesler Terrace is located on SHA property, so SHA will need to be involved in discussions related to Yesler Terrace, such as the existing Yesler Terrace Community Center and maintenance of playgrounds (DPR is only responsible for the interior of the gymnasium in the existing Community Center, SHA is responsible for the rest of the facilities).

**Lead Department:** DPR

**Participating Departments:** OED, SJI, OH, HSD, SEATRAN, SCL, SPD, Planning Commission, DON

### Activities Already Underway

- The Planning Commission and SEATRAN are conducting a workshop process to address improvements to the Central Gateway which will include representatives from the Central, First Hill, and Chinatown/International District communities.

### Tasks to be Undertaken in 1999-2000

1. A task force will be created by DPR to address issues related to the Yesler Community Center. This task force will include representatives of SHA, First Hill, Chinatown/International District, and Pioneer Square to discuss programming needs and explore the concept of a community center at Yesler Terrace or at another site to serve the larger area.
2. The City's child care and after school care expansion, Project Lift Off, is in the process of doing a thorough needs and resources assessment for child care and out of school time care in Seattle's neighborhoods, and an analysis of the cost of operating a program. Using Lift Off's findings, HSD will work with First Hill employers, Child Care Resources, SJI and the current child care providers for Virginia Mason and Harborview to further determine parents' needs and preferences and feasibility.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the East Sector Work Program.
4. Identify next steps for continued implementation.

## B. Yesler Community Center

| #                           | Activity   | Priority | Time Frame | Cost Estimate | Implementor  | Executive Comment   |
|-----------------------------|--|----------|------------|---------------|--|---|
| <b>ECONOMIC DEVELOPMENT</b> |  |          |            |               |  |   |
| I-B-1                       | <p>Locate the training center for Seattle Jobs Initiative Program (SJI) in the vicinity of Yesler Terrace and Jefferson Terrace or in the proposed Yesler Terrace Community Center. SJI is an established training and placement program and can locate a training center on First Hill to help increase job skills of local residents. Through partnerships with local employers, SJI can help create on-the-job training (OJT) opportunities for First Hill residents.</p> | High     |            |               | <p>SHA<br/>SJI<br/>Major Employer<br/>OED<br/>Yesler Terrace<br/>Community Council<br/>Jefferson Terrace</p> | <p>SHA is leading preliminary discussions with SJI about locating some job services for Yesler and Jefferson Terrace residents at, or near, Yesler Terrace.</p> <p>SJI contracts with a network of community-based organizations and service providers. The Central Area Motivation Program, the Center for Career Alternatives, and the Seattle Vocational Institute are direct placement providers that can serve residents in the First Hill area.</p> <p>The City will forward this recommendation to SHA and SJI on the community's behalf.</p>  |
| I-B-2                       | <p>Give First Hill residents priority for on-the-job training (OJT) positions. Work with SJI and local employers to give First Hill residents priority for OJT positions.</p>  | Medium   |            |               | <p>SJI<br/>Major Employer<br/>OED<br/>Yesler Terrace<br/>Community Council<br/>Jefferson Terrace</p>         | <p>Such programs are currently developed to provide job-sector specific training opportunities to low-income persons. Access to these programs is based on appropriate fit between SJI clients and the training providers, and should continue to be open to all residents on a city-wide basis. The Executive does not support this recommendation, however all qualifying First Hill residents are encouraged to participate in these programs.</p> <p>There are a number of programs which may be accessible to First Hill residents. SJI currently works with the Group Health Center on Capitol Hill to provide internships for SJI clients. The Center for Career Alternatives, Trac Associates, the Downtown Human Services Council and the YMCA also provide services to low-income residents interested in health care</p> |

## B. Yesler Community Center

| #                       | Activity  | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   |
|-------------------------|---|----------|------------|---------------|---|---|
|                         |   |          |            |               |   | job opportunities. SJI also administers a health care training program for Holly Park residents. Yesler Terrace residents can be included as part of this program.  |
| <b>PARKS/OPEN SPACE</b> |   |          |            |               |   |   |
| I-B-3                   | <b>Locate the new Yesler Community Center on First Hill.</b> Work with the City, Yesler Terrace and Jefferson Terrace residents and adjacent neighborhoods to determine the location and facilities to be included in a new Community Center.   | High     |            |               | City of Seattle<br>Yesler Terrace residents; FH CSO<br><b>DPR</b><br>Jefferson Terrace Residents<br>SHA | DPR and SHA will engage SHA residents, First Hill and neighboring communities in discussions about their programming needs. The location of a new Community Center will be largely driven by the programming needs of area neighborhoods and site availability and suitability. Funding for construction and programming of a new community center are not currently available and may be appropriate for a future neighborhood bond or levy.   |
| I-B-4                   | <b>Work with the Seattle Housing Authority to increase maintenance at existing Yesler Terrace playgrounds.</b> Enforce minimum maintenance standards for all existing playgrounds and open spaces including:<br><ul style="list-style-type: none"> <li>◆ Safe, well marked pedestrian access to all playground sites;</li> <li>◆ Pedestrian scale lighting at, and leading up to playgrounds;</li> <li>◆ Regular maintenance of grounds and play equipment (including litter removal);</li> </ul> | Medium   | Now        |               | SHA<br>SEATRAN<br>DON<br>City Light<br>Yesler Terrace<br>Community Council<br>DPR<br><b>Community</b>   | This recommendation will need to be discussed between the community and SHA. The City will forward this recommendation to SHA on the community's behalf.<br><br>SHA is responsible for most maintenance issues at Yesler Terrace. DPR currently maintains only the interior of the Community Center and provides a "spring ballfield prep" once a year. DPR would consider assuming additional maintenance responsibility through a service contract with SHA that included funding for these services. |
| I-B-5                   | <b>Participate in the Central Gateway Design Charrette</b> for the 12th Avenue and Boren Avenue gateway site. Coordinate with the Central and 12th Avenue Planning Committees.  | Medium   | 1 year     |               | International District<br>Central Area<br><b>Planning Commission</b>                                    | The Planning Commission and SEATRAN held an initial workshop with the community and other departments on February 6, 1999. A second workshop is scheduled for March 11, 1999. The Gateway design project has  |

## B. Yesler Community Center

| #                     | Activity  | Priority | Time Frame | Cost Estimate | Implementor                         | Executive Comment   |
|-----------------------|---|----------|------------|---------------|-------------------------------------|---|
|                       |   |          |            |               | SEATRAN<br>Yesler Terrace<br>FH CSO | received \$250,000 through the 1999-2000 budget.  |
| <b>TRANSPORTATION</b> |   |          |            |               |                                     |   |
| I-B-6                 | <p><b>Work with the City and Yesler Terrace residents to improve pedestrian crossing conditions for Boren Ave. and Yesler St.</b> Improve pedestrian crossings by installing the following devices, as appropriate, at bus stops, on school walk routes (Central Gateway, Yesler Terrace to Bailey Gatzert School), and at a spacing of no greater than two blocks: painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian activated signals.</p> <p>See II-B-7 on page 26 for Key Pedestrian Street designations.</p> |          |            |               | SEATRAN                             | <p>The next step is to develop a conceptual design for these corridors. This activity will be considered in the future as opportunities arise.</p> <p>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 early 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this study and policy analysis.</p> <p>SEATRAN is testing its recently modified policy on pedestrian push buttons in the Central and Eastlake neighborhoods. SEATRAN will report to the Council's Transportation Committee by June 1999 on results of this study.</p> <p>Boren Ave has some limitations as it is a principal arterial.</p> <p>In the Central Area, Yesler St. is being improved as the corridor for the Central Park Trail. Yesler St. may be an appropriate connection through First Hill to continue that trail to the downtown.</p> |
| I-B-7                 | <p><b>Improve paratransit service</b> from Yesler Terrace and Jefferson Terrace to major destinations on the north side of First Hill (e.g. Harvard Market, Shoprite, Town Hall, Light Rail Station).</p>   | Medium   |            |               | Metro<br>SPO (STI)                  | <p>The City will forward this and related transit requests to King County Metro on the community's behalf. The Strategic Planning Office, SEATRAN and the Department of</p>   |

## B. Yesler Community Center

| #     | Activity  | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   |
|-------|---|----------|------------|---------------|---|---|
|       |   |          |            |               |   | <p>Neighborhoods shall review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p>  |
| I-B-8 | <p><b>Work with Metro to extend the downtown Ride Free zone east to Terry Avenue.</b> Involve Harborview, Hilltop House, Jefferson Terrace and Yesler Terrace representatives in the process.</p> | High     |            |               | <p><b>Metro</b><br/>           Jefferson Terrace<br/>           Yesler Terrace<br/>           Harborview<br/>           Hilltop House<br/>           SPO (STI)<br/>           SEATRAN</p> | <p>The current Ride Free zone boundary provides operational benefits to Metro which help offset the cost of the Ride Free zone to the City. The cost of extending the Ride Free zone is likely to be extremely high and may prevent the City from pursuing this recommendation.</p> <p>The City will forward this and related transit requests to King County Metro on the community's behalf. The Strategic Planning Office, SEATRAN and the Department of Neighborhoods shall review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing</p> |

## B. Yesler Community Center

| #                  | Activity   | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   |
|--------------------|--|----------|------------|---------------|---|---|
|                    |  |          |            |               |   | reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.   |
| <b>HUMAN NEEDS</b> |  |          |            |               |   |   |
| I-B-9              | <p><b>Create 24 Hour Childcare programs.</b> Work with the Human Services Department (HSD), First Hill Employers and Neighborhood House to create 24 hour child care programs. Many of the SJI program participants are likely to need child care services and may be required to work swing shifts.</p> | Medium   |            |               | <p>SJI<br/>Major Employer<br/>OED<br/>Neighborhood House<br/>Yesler Terrace<br/>Community Council<br/>HSD</p> | <p>Although SJI currently lacks the capacity to lead this effort, SJI is willing to partner with the neighborhood and provide support on child care issues. SJI is also willing to provide information as to their client child care needs.</p> <p>SJI and HSD are working to increase access to child care for SJI participants. In addition, SJI has a contract with Virginia Mason Sick Child Care Program to provide daycare for sick children of SJI participants.</p> <p>The City's child care and after school care expansion, Project Lift Off, is in the process of doing a thorough needs and resources assessment for child care and out of school time care in Seattle's neighborhoods, and an analysis of the cost of operating a program. Using Lift Off's findings, HSD will work with First Hill employers, Child Care Resources, SJI and the current child care providers for Virginia Mason and Harborview to further determine parents' needs and preferences and feasibility.</p> |
| I-B-10             | <p><b>Include elements of a satellite People Center at the new Community Center.</b> Work with HSD and Yesler Terrace Community Council. Include translation services, ESL training courses, referral services for transportation, health, social services, entertainment,</p>                           | High     |            |               | <p>HSD<br/>Yesler Terrace<br/>Community Council<br/>FH CSO</p>  | <p>Possible services and programming needs will be included during DPR's discussions with First Hill and neighboring communities exploring the potential for a new community facility. Discussions will include exploring opportunities</p>   |

## B. Yesler Community Center

| # | Activity  | Priority | Time Frame | Cost Estimate | Implementor       | Executive Comment   |
|---|---|----------|------------|---------------|-------------------|---|
|   | community and interest group activities, senior and youth activity programs, and a coffee house with internet access. |          |            |               | OED<br>DPR<br>SPD | at the Town Hall location described in recommendation I-C-4. Additional funding and resources to pursue these services and activities would need to be identified.<br><br>Recommendations for Community Centers and similar facilities have raised implementation and policy issues in a number of neighborhood plans and will be submitted for consideration for inclusion on the Policy Docket for City Council discussion. |

### **PUBLIC SAFETY**

|        |   |      |  |  |                                       |  |
|--------|---|------|--|--|---------------------------------------|--|
| I-B-11 | <p><b>Add pedestrian scale lighting</b> on all Key Pedestrian Streets, and in locations leading to the community center, neighborhood house, the health clinic, all parks within Yesler Terrace, and bus stops.</p> <p>See II-B-7 for Key Pedestrian Street designations.</p> | High |  |  | SEATRAN<br>METRO<br>SHA<br>DPR<br>SCL | <p>The community is encouraged to work with SCL through the pedestrian lighting program to develop a "lighting plan" which details both locations and lighting fixtures to illuminate walkways for pedestrian traffic. The "lighting plan" will help determine project feasibility and cost estimates.</p> <p>For lighting on arterial streets, SEATRAN would have to be involved. Lighting in parks and park facilities would require DPR involvement. Lighting at bus stops is under Metro's jurisdiction. Lighting at Yesler Terrace would require SHA involvement if proposed lighting is not in the public right-of-way.</p> <p>Lighting recommendations have raised implementation and policy issues in a number of neighborhood plans. The Executive will review lighting policy and report to the Neighborhoods, Growth Planning &amp; Civic Engagement Committee in June 1999.</p> <p>Key Pedestrian Streets have raised policy and</p> |
|--------|---|------|--|--|---------------------------------------|--|

**B. Yesler Community Center**

| # | <i>Activity</i> | <i>Priority</i> | <i>Time Frame</i> | <i>Cost Estimate</i> | <i>Implementor</i> | <i>Executive Comment</i>   |
|---|-----------------|-----------------|-------------------|----------------------|--------------------|--|
|   |                 |                 |                   |                      |                    | <p>implementation issues in a number of neighborhood plans and will be included in the Policy Docket for City Council discussion. The City encourages the community to detail the kinds of pedestrian improvements desired for these streets to aid this discussion. The Executive will provide a progress report to the Neighborhoods, Growth Planning &amp; Civic Engagement Committee on this issue in the first quarter of 1999.</p> |

## C. DOWNTOWN CONNECTOR

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### Description

One benefit of living on First Hill is being within walking distance of downtown Seattle. This Key Strategy focuses on improving pedestrian links to downtown. Town Hall is the other focus of this strategy and will include a performance hall, additional rehearsal space, meeting rooms and a cafe that will be open into the evening. Town Hall will fill many of the needs expressed by First Hill residents and will add to the growing number of cultural resources on First Hill.

### Objectives

- Improve the connections between First Hill and Downtown neighborhoods.
- Improve the connections to Town Hall from First Hill and Downtown.
- Integrate the Town Hall project into the Neighborhood Plan.

### Integrated City Response

The City supports efforts to improve connections to the neighborhood. Many of the specific streetscape improvements listed in this Key Strategy need a conceptual design for SEATRAN to be able to evaluate the recommendations. The community recommends many of the streets listed in this Key Strategy for Key Pedestrian Street designation in activity II-B-7. The City encourages the community to detail the kinds of pedestrian improvements desired for these streets. Key Pedestrian Streets have raised policy and implementation issues in a number of neighborhood plans and will be included in the Policy Docket for City Council discussion. The Executive will provide a progress report to the Neighborhoods, Growth Planning & Civic Engagement Committee on this issue in the first quarter of 1999.

The City recognizes the potential for the Town Hall project to fulfill a number of important community needs and supports efforts to have senior services made available at this site. Appropriate City involvement in a project of this nature, however,

must be identified and evaluated together with projects proposed in other neighborhood plans through the East Sector Work Program. A funding source for any City involvement in the Town Hall development, such as a bond issue for cultural activities, would also need to be identified. Discussions of possible programming opportunities will be included in DPR's on-going discussions with First Hill regarding the Yesler Community Center (see I-B-10).

**Lead Department:** DON

**Participating Departments:** SEATRAN, DPR, OH, HSD, SPL

### Activities Already Underway

- SEATRAN has initiated improvements to the Harvard/Union/Seneca St intersection.

### Tasks to be Undertaken in 1999-2000

1. The Executive will be reviewing and addressing policy issues on topics including Key Pedestrian Streets, crosswalks, pedestrian push buttons, and community facilities. (See specific items below for more details.)
2. A task force will be created by DPR to address issues related to the Yesler Community Center. As a part of this work, programming opportunities at Town Hall will be explored. This task force will include representatives of SHA, First Hill, Chinatown/International District, and Pioneer Square to discuss programming needs and explore the concept of a community center at Yesler Terrace or at another site to serve the larger area.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the East Sector Work Program.
4. Identify next steps for continued implementation.

## C. Downtown Connector

| #                     | Activity   | Priority | Time Frame | Cost Estimate | Implementor                             | Executive Comment  |
|-----------------------|--|----------|------------|---------------|---|--|
| <b>TRANSPORTATION</b> |  |          |            |               |   |  |
| I-C-1                 | <p><b>Work with the City to implement Seneca Street Corridor Pedestrian Improvements.</b></p> <p>Improve pedestrian crossings by installing the following devices, as appropriate, at bus stops, on school walk routes, and at a spacing of no greater than two blocks elsewhere painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian activated signals. Recommended locations include:</p> <ul style="list-style-type: none"> <li>◆ 8th and Seneca (vicinity of Town Hall)</li> <li>◆ Summit (near Northwest School/Cascade Court)</li> <li>◆ Harvard/Union/Seneca St. intersection</li> </ul> | Medium   | 1-5 years  |               | SEATRAN                                 | <p>SEATRAN believes that the existing signal at 8<sup>th</sup> and Seneca provides a safe pedestrian crossing at this location and would need further description of the problems being seen to provide additional comment.</p> <p>SEATRAN has completed the redesign and construction of the intersection at Harvard/Union/Seneca to include landscaping, curb ramps, curb bulbs, and a marked crosswalk.</p> <p>SEATRAN has a program to install curb ramps where requested. The community should contact SEATRAN to identify specific locations for curb ramps.</p> <p>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 early 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this study and policy analysis.</p> <p>SEATRAN is testing its recently modified policy on pedestrian push buttons in the Central and Eastlake neighborhoods. SEATRAN will report to the Council's Transportation Committee by June 1999 on results of this study.</p> |
| I-C-2                 | <p><b>Create a Downtown/First Hill circulator shuttle.</b> Work with Metro and SEATRAN to determine the feasibility of a circulator shuttle with 5-7 minute daytime headways, good speed and reliability, optimized stop locations,</p>  | Medium   |            |               | <p><b>Metro</b><br/>SPO<br/>SEATRAN</p> | <p>The City will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON shall review the transit service requests</p>  |

**C. Downtown Connector**

| # | Activity  | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment   |
|---|---|----------|------------|---------------|-------------|---|
|   | easy to use route system, and reliable evening service. |          |            |               | DON         | <p>and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>Demonstrating demand for such a service is an excellent strategy for showing Metro how much a circulator shuttle is needed in the community. As an alternative to this recommendation, FHIA, BIA, or FHCSO may initiate either a demand based van or circulator van system as a demonstration activity. Monitoring of van usage will demonstrate whether such a program should be expanded and run by METRO. The initial demonstration activity may qualify for Neighborhood Matching Fund grants</p> |

**URBAN DESIGN**

|       |  |      |  |  |                             |   |
|-------|--|------|--|--|-----------------------------|---|
| I-C-3 | <p>Improve the streetscape at key locations between downtown and First Hill including I-C-3a and I-C-3b below.</p> | High |  |  | See I-C-3a and I-C-3b below | <p>The community recommends many of the streets listed in this Key Strategy for Key Pedestrian Street designation in activity II-B-7. Key Pedestrian Streets have raised policy and implementation issues in a number of neighborhood plans and will be included in the Policy Docket for City Council discussion. The City encourages the community to detail the kinds of pedestrian improvements desired for</p> |
|-------|--|------|--|--|-----------------------------|---|

## C. Downtown Connector

| #                  | Activity  | Priority | Time Frame | Cost Estimate | Implementor  | Executive Comment   |
|--------------------|---|----------|------------|---------------|--|---|
|                    |   |          |            |               |  | <p>these streets to aid this discussion. The Executive will provide a progress report to the Neighborhoods, Growth Planning &amp; Civic Engagement Committee on this issue in the first quarter of 1999.</p> <p>See individual recommendations I-C-3a and I-C-3b below.</p>         |
| I-C-3a             | <p><b>Seneca, Madison, 8th Ave., and Yesler Way bridges.</b> Create a protected pedestrian environment (e.g. minimize freeway exposure, wider sidewalks, lighting, plantings, railings).</p>  | High     | 1-10 years |               | <p>SEATRAN<br/>WSDOT</p>                                     | <p>See I-C-3 above.</p> <p>WSDOT, which has jurisdiction over the freeway, would need to lead any action on this recommendation. As these are structures, the ability to make these kinds of improvements may be limited.</p> <p>This recommendation will be referred to WSDOT.</p> |
| I-C-3b             | <p><b>Seneca, 8th, Madison and Minor.</b> Pedestrian scale lighting and crossing improvements.</p>  | High     |            |               | <p>SEATRAN<br/>SCL</p>                                       | <p>See I-C-3 above.</p> <p>For lighting issues, please see I-A-13. For the pedestrian improvements listed here, see I-C-1.</p>  |
| <b>HUMAN NEEDS</b> |   |          |            |               |  |   |
| I-C-4              | <p><b>Work with the City, Town Hall and the Capitol Hill Planning Committee to develop a satellite People Center for First Hill.</b> The Center will include elements of a senior center such as remote library services (computer terminal/book drop off), an office for a senior activities coordinator, meeting space, a kiosk or bulletin board for postings such as available low/no cost meeting space, referral services for transportation, health, social services, entertainment, and community group activities.</p> | High     |            |               | <p>Town Hall<br/>DPR<br/>DHHS<br/>FH CSO<br/>SPL<br/>DON</p> | <p>See I-B-3 and I-B-10 above.</p>  |

## II. Additional Activities For Implementation

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 the activities within 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                               | Executive Comment   | City Action   |
|---|--|----------|------------|---------------|---|---|---|
| <b>A. Pike Pine Connector: TRANSPORTATION</b> |  |          |            |               |   |   |   |
| II-A-1  | <b>Improve the intersection geometry at the Union/Harvard/Seneca St. intersection</b> and create a gateway or entry to First Hill.   | Done     | 1-5 years  |               | SEATRAN                                   | SEATRAN has redesigned the intersection at Harvard/Union/Seneca as described in I-C-1.  | Recommendation has already been implemented through departmental initiative.  |
| II-A-2  | <b>Pursue Seneca street improvements</b> as detailed in the Seneca Street Corridor project.<br>See I-C-1 for additional information.   | Medium   |            |               | SEATRAN                                   | The Executive's comments are listed in I-C-1.   | See I-C-1. The Executive will need to ensure coordination with the Pike/Pine Neighborhood Plan.   |
| II-A-3  | <b>Streetscape improvements on Hubbell Place and Pike Street.</b> Work with the Pike/Pine Planning Committee, SEATRAN, and the Convention Center to mitigate the impacts of the Convention Center development on the adjacent neighborhoods. | Medium   |            |               | Convention Center<br>Community<br>SEATRAN | Mitigation required of the Convention Center is linked to impacts identified during the City Council's permitting and street vacation processes related to the Center's expansion. If mitigation is required for the items proposed here, they may be implemented through the permitting process. These recommendations will be forwarded to SEATRAN staff and the Council's Transportation | The community has already pursued and obtained some mitigation, including pedestrian scale lighting and marketing of First Hill businesses, as part of this development. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete. The Executive will need |

| #  | Activity   | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   | City Action   |
|--|--|----------|------------|---------------|---|---|---|
|  |  |          |            |               |   | Committee.  | to ensure coordination with the Pike/Pine Neighborhood Plan.  |
| <b>A. Pike Pine Connector: URBAN DESIGN</b>  |  |          |            |               |   |   |   |
| II-A-4                                       | Remove obstructions on sidewalks (e.g. dumpsters, misplaced poles).  | Medium   | Now        |               | Harvard Market<br>Community<br>SEATRAN<br>DCLU<br>SCL<br>SPU<br>KC Health Dept. | While SEATRAN permits construction dumpsters and SPU handles contracts for residential dumpsters, commercial dumpsters and hauling are currently the responsibility of the state. SPU is exploring gaining control of commercial dumpsters. If commercial dumpsters are the issue, the community will need to engage the hauling operator (listed on the dumpster) or should contact the Health Department with sanitation concerns.<br><br>Regarding utility poles, the community is encouraged to work with SCL's South Service Center on specific problem locations. Utility poles of concern to the community may be SCL, US WEST, or other agency's responsibility, and identifying ownership is the first step in addressing this recommendation. | SEATRAN's Street Use inspectors will work with the community to investigate any specific complaints related to large dumpsters on sidewalks in retail areas. The community can contact SCL regarding specific problem locations for poles. The Executive will need to ensure coordination with the Pike/Pine Neighborhood Plan. |
| II-A-5                                       | Work with the Harvard Market to locate a First Hill informational kiosk on Harvard Market property or directly adjacent to the Market.<br>See I-A-3a for additional information. | Medium   | 1-5 years  |               | Community<br>DON<br>Harvard Market<br>Metro                                     | This is a community-based activity. The Executive's comments regarding community kiosks are listed in I-A-3a.   | The community should take the lead on this recommendation. See I-A-3a. The Executive will need to ensure coordination with the Pike/Pine Neighborhood Plan.   |
| <b>A. Pike Pine Connector: PUBLIC SAFETY</b> |  |          |            |               |   |   |   |
| II-A-6                                       | Improve sight distances at entrance/exit of Harvard Market.  | Medium   | Now        |               | Harvard Market<br>SEATRAN   | SEATRAN will investigate the site to provide information and analysis of  | SEATRAN will investigate the site in the first quarter of 1999,   |

| #   | Activity  | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   | City Action  |
|---|---|----------|------------|---------------|---|---|--|
|   | Harvard Market attracts high volumes of pedestrians and cars. Currently, there is not adequate visibility between pedestrians and drivers at the entrances to the parking lot on Union Street and on Harvard Avenue. Work with Harvard Market and SEATRAN to improve sight lines at these locations.  |          |            |               |   | the location for the community and Harvard Market. There may be simple solutions to the problem, such as restricting parking to improve visibility. Implementation of identified solutions may be subject to further analysis and availability of resources.  | however implementation of solutions may require Harvard Market's cooperation and/or additional resources. The Executive will need to ensure coordination with the Pike/Pine Neighborhood Plan.   |
| II-A-7  | <b>Add pedestrian scale lighting on all Key Pedestrian Streets</b> , especially in the vicinity of the Harvard Market.<br>See II-B-7 for Key Pedestrian Street designations.  | High     | 1-5 years  |               | SEATRAN<br>SCL  | The community is encouraged to work with SCL through the pedestrian lighting program to develop a "lighting plan" which details both locations and lighting fixtures to illuminate walkways for pedestrian traffic. The "lighting plan" will help determine project feasibility and cost estimates. For lighting on arterials, SEATRAN would have to be involved. | The community should work with SCL's pedestrian lighting program to develop a "lighting plan."<br>Lighting recommendations and Key Pedestrian Streets have raised implementation and policy issues in a number of neighborhood plans. The Executive will review lighting policy and report to the Neighborhoods, Growth Planning & Civic Engagement Committee in June 1999. The Executive will need to ensure coordination with the Pike/Pine Neighborhood Plan. |
| <b>B. Neighborhood Wide Recommendations: ECONOMIC DEVELOPMENT</b> |   |          |            |               |   |   |  |
| II-B-1  | <b>Implement a Marketing Strategy</b> to promote First Hill resources. This will include " <b>What's Happening in First Hill</b> " kiosks throughout the neighborhood and a <b>Welcome Wagon</b> to advertise First Hill businesses (more detailed description in Madison Street Key Activity). The marketing strategy should include a list and map of First Hill's cultural resources.<br>See I-A-3 for more information. | Medium   |            |               | FHIA<br>FH CSO<br>OED<br>FH Businesses,<br>churches and<br>other cultural<br>organizations<br>DON<br>Metro<br>Major Employers | This is a community-based activity and is described in I-A-3.   | The community should take the lead on this recommendation.<br>See I-A-3.   |
| II-B-2  | <b>Create a First Hill Community</b>  | High     |            |               | FHIA  | The City strongly supports the  | The Executive shall submit   |

| # | <b>Activity</b>  | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b>   | <b>Executive Comment</b>   | <b>City Action</b>   |
|---|--|-----------------|-------------------|----------------------|--|--|--|
|   | <p><b>Stewardship Organization (FH CSO)</b> to work with the city and implement the recommendations of the neighborhood plan. The CSO will have the following characteristics:</p> <ul style="list-style-type: none"> <li>◆ Members will represent all neighborhood stakeholder groups (including major employers);</li> <li>◆ A staff person will be necessary to coordinate activities (a portion of this person's time must be dedicated to supporting human development goals for community connectedness and for developing the People Center).</li> <li>◆ May be part of a First Hill BIA (see I-A-2) or a separate entity.</li> </ul> <p><b>Activities will include:</b></p> <ul style="list-style-type: none"> <li>◆ Improving coordination of human development services for the neighborhood;</li> <li>◆ Participating on citizen advisory committees for the major employers;</li> <li>◆ Participating in the design review process for new development;</li> <li>◆ Preparing applications for matching funds;</li> <li>◆ Developing volunteer match hours for grants; and</li> <li>◆ Working with City, Sound Transit, Metro staff and the major employers to accomplish goals for housing, business development, open space acquisition/management, public safety, job training, and transportation.</li> </ul> |                 |                   |                      | <p>OED<br/>DON<br/>FH Businesses, churches and other cultural organizations<br/>Major Employers<br/><b>Community</b></p> | <p>neighborhood's efforts to take on stewardship of neighborhood planning activities. DON, through the Neighborhood Development Managers, and OED can provide assistance in exploring various organizational structures and community capacity building.</p> | <p>recommendations for ongoing stewardship of all neighborhood plans and continuing planning efforts for neighborhoods by June 1999. The Executive shall work with each of the neighborhood planning groups on the recommendations.</p> <p>The community will need to take an active role in organizing to take on stewardship of the First Hill Plan.</p> |

| #   | Activity  | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment  | City Action  |
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| <b>B. Neighborhood Wide Recommendations: URBAN DESIGN</b> |   |          |            |               |   |  |  |
| II-B-3  | <p><b>Participate in the Design Review process for all new developments.</b> Work within the existing City of Seattle design guidelines to ensure that new development addresses the following issues:</p> <ul style="list-style-type: none"> <li>◆ No blank walls at street level (openings, landscaping, pedestrian oriented retail).</li> <li>◆ Ground floor uses encourage pedestrian activity (e.g. retail stores, transit, community policing station) Design buildings using Crime Prevention through Environmental Design Techniques (CPTED) so that passive surveillance is possible.</li> <li>◆ Buildings at neighborhood entry points emphasize First Hill identity.</li> <li>◆ Use appropriate materials for new construction that reflect First Hill's historic character (e.g. brick).</li> </ul> | Medium   |            |               | FH CSO<br>DCLU<br>SPO<br>SPD (CPTED)<br>SEATLAN<br>Metro<br>FH Major Institutions | <p>Blank walls and ground floor use are issues addressed by existing city-wide design guidelines and development standards in the Land Use Code.</p> <p>DCLU will continue existing public notice procedures, which include publishing a bulletin, posting signs, and mailing a notice to meeting attendees. Interested community groups can be placed on the mailing list for DCLU's General Mailed Release if requested.</p> <p>Neighborhood specific design guidelines may be a useful tool for emphasizing First Hill identity at the entry points.</p> <p>Major Institutions have Citizen Advisory Committees to provide community review and comment on institution projects and Major Institution Master Plans.</p> | <p>The community must take the initiative in participating in the design review process for specific projects.</p> <p>In 1999-2000, DCLU will be re-examining the City's design review process to address neighborhood specific design guidelines and will work with this and other communities.</p> |
| II-B-3a   | <p><b>Street furniture, lighting and transit shelters on Key Pedestrian Streets</b> are should be designed to address goals for key pedestrian streets.</p>   | High     |            |               | SEATLAN<br>KC/Metro   | <p>Implementing the improvements listed here will generally require a strong community role in obtaining funding and developing the design for the improvement. The Neighborhood Matching Fund may be an appropriate funding source for the community to pursue this recommendation.</p> <p>Design of transit shelters will need to be discussed with KC/Metro. will be referred to the Policy Docket.</p>   | <p>The issue of Key Pedestrian Streets will be referred to the Policy Docket for City Council discussion. The community is encouraged to detail the improvements desired to aid this discussion.</p>   |

| #       | Activity  | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   | City Action   |
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| II-B-3b | <b>Design the light rail station as part of a mixed use development</b> with security station, ground floor shops and other pedestrian generators.  | Medium   |            |               | SPO<br>SOUND<br>TRANSIT   | See the Integrated City Response for the Madison Street District Key Strategy.  | This issue will be explored further as a part of the Station Area Planning process.   |
| II-B-4  | <b>Create a coordinated design plan for First Hill's entry points.</b> Establishing a more cohesive identity for First Hill by marking the entry points to the neighborhood in a deliberate way. Opportunities sites include:               | High     |            |               | FHIA<br>FH CSO<br>SEATRAN<br><b>FH Businesses, churches and other cultural organizations</b><br>Major Employers<br>Northwest School | While SEATRAN supports the idea of a coordinated design plan, a conceptual design for these entry points is needed for further evaluation.<br><br>If this design plan is to effect private development, DCLU should be involved.<br><br>The Neighborhood Matching Fund may be a good source of funding for this activity. | See individual recommendations I-B-4a through I-B-4d below.   |
| II-B-4a | <b>South entry:</b> the Central Gateway Project at the confluence of Yesler Way, Boren Ave. and 12 <sup>th</sup> Ave.<br>See I-B-5 for additional information.  | High     |            |               | See above   | SEATRAN and the Planning Commission are coordinating a design workshop with the community and other departments.<br>See I-B-5.  | This recommendation is already being pursued through a design workshop.<br>See I-B-5.   |
| II-B-4b | <b>East entries:</b> Landscape the triangular parcels on Broadway where it intersects with Marion and Boylston, Minor and James, and Boren and Terrace. This will create a series of unified neighborhood entryways.                        | High     |            |               | See above   | The next step is to develop a conceptual design.<br><br>The Neighborhood Matching Fund may be a good source of funding for this activity.   | The community will need to take the next step to develop this recommendation before appropriate City departments can comment. |
| II-B-4c | <b>West entries:</b> Lighting, railings, signage, painting and other treatments are proposed for the freeway bridges to mark the entries to First Hill from Downtown at Seneca, Madison, Cherry (underpass), James (underpass), and Yesler. | High     |            |               | See above   | The next step is to develop a conceptual design.<br><br>WSDOT would have to be involved in relation to freeway treatments.<br><br>The Neighborhood Matching Fund may be a good source of funding for this activity.   | The community will need to take the next step to develop this recommendation before appropriate City departments can comment. |
| II-B-4d | <b>North entries:</b> plant traffic circles at Summit and Union (Northwest School) and  | High     |            |               | See above   | As Union is a designated arterial, it may not be possible to implement a  | The community will need to work with SEATRAN to determine   |

| #      | Activity  | Priority | Time Frame | Cost Estimate | Implementor      | Executive Comment  | City Action  |
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|        | at the Seneca/Harvard/Union intersection consistent with those on the east entries.                                 |          |            |               |                  | <p>traffic circle at Summit and Union. The Seneca/Harvard/Union intersection was recently redesigned (see I-C-1) with landscaping and other improvements. A traffic circle may not be appropriate for this site. Other gateway treatments will need a conceptual design for further review. The Neighborhood Matching Fund may be a good source of funding for such an activity.</p>   | whether traffic circles are appropriate at these locations.  |
| II-B-5 | <b>Underground existing utility wires</b> throughout First Hill east of Boren Avenue to retain mature street trees. | Medium   |            |               | SCL<br>Community | <p>Undergrounding utility wires is accomplished through SCL's Voluntary Underground Projects program. The community should submit a preliminary site drawing of the proposed area to enable SCL to develop initial engineering cost estimates for the needed utility work. The City's 1999-2000 budget includes funds to enable City Light to conduct feasibility analysis and cost estimates for proposed undergrounding of utilities in some communities. The implementation costs of the undergrounding project would have to be paid by the participating community. The community will need to develop support and funding within the community to successfully implement this recommendation. Undergrounding utility wires may conflict with the goal of retaining mature street trees as construction work may interfere with tree root systems. The community may want</p> | The community should work with SCL's Voluntary Underground Projects program to determine the next steps. |

| #      | Activity   | Priority | Time Frame | Cost Estimate | Implementor                                | Executive Comment   | City Action   |
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|        |  |          |            |               |  | to contact the City Arborist for strategies to retain street trees and could pursue the Tree Steward program.   |   |
| II-B-6 | <b>Work with the Parks Department to locate a park and/or P-Patch garden on First Hill when a suitable site becomes available.</b> | High     | 1-5 years  |               | <b>DPR<br/>DON (P-Patch)<br/>Community</b> | <p>DPR will work with the community on developing additional park and open space. Given the density of the population in the area, DPR and the community should discuss locations and programming as new opportunities arise.</p> <p>The P-Patch Program strongly endorses this goal and is willing to help in any way possible to secure a P-Patch in this underserved and densely populated area of the city. Specifically, DON can give a community group access to the waiting list for the area and can analyze any site that becomes available for the garden requirements of sun and soil.</p> | <p>DPR has committed funding for improvements at First Hill Park, including installation of a security light, replacing the fountain/birdbath, and landscaping. These improvements will be completed by Fall 1999.</p> <p>DPR will be meeting with the First Hill community in March or April of 1999 to discuss updating the Parks CompPlan to assist with implementation of the neighborhood plan.</p> <p>DPR and DON are currently working with a representative of the Philippine Trade Commission to explore potential use of the vacant property at 620 Terry for open space and/or P-Patches.</p> <p>The City will continue to work with First Hill on opportunities to develop additional parks, open space and p-patch sites in the neighborhood. City departments that own vacant parcels within the planning area should work together with the community to identify parcels that might be usable, on a temporary or permanent basis, for open space purposes identified by the community, and should include</p> |

| #       | Activity   | Priority | Time Frame | Cost Estimate | Implementor   | Executive Comment   | City Action   |
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|         |  |          |            |               |   |   | Parks and DON as implementors.  |
| II-B-7  | <p><b>Improve all Key Pedestrian Streets</b> with pedestrian scale lighting, sidewalk improvements, landscaping, crossing improvements (crosswalks, signage and lighting) and curb bulbs where appropriate.</p> <p><b>Designate the following as Key Pedestrian Streets:</b></p> <ul style="list-style-type: none"> <li>◆ University between Boylston and Freeway Park;</li> <li>◆ Union between Boylston and Broadway;</li> <li>◆ Seneca between Harvard and I-5;</li> <li>◆ Madison between Broadway and I-5;</li> <li>◆ Cherry between Broadway and I-5;</li> <li>◆ Yesler between Boren and I-5;</li> <li>◆ Alder between 9<sup>th</sup> and Terry;</li> <li>◆ Minor between University and Madison;</li> <li>◆ Terry between Madison and Broadway;</li> <li>◆ Broadway between Terry and Yesler;</li> <li>◆ 9<sup>th</sup> between Alder and Seneca.</li> </ul> <p>Key Pedestrian Streets are indicated on the First Hill Master Plan map located in the Neighborhood Plan document.</p> <p><b>Priority location for improvements to Key Pedestrian Streets include those listed in Activities II-B-7a through II-B-7k below.</b></p> | High     |            |               | SEATRAN<br>City Light<br>FH CSO<br>SPD<br>DCLU<br>SPO | <p>Some of the streets listed here have already been designated as Key Pedestrian Streets. SEATRAN will look for funding/construction opportunities to implement specific pedestrian improvements on these streets.</p> <p>Specific improvement recommendations desired by the community can be examined and evaluated through existing SEATRAN programs if a conceptual design is provided. For streets identified as a top priority by the community, limited implementation funds may be available for SEATRAN to do conceptual design work.</p> | Key Pedestrian Streets have raised policy and implementation issues in a number of neighborhood plans and will be included in the Policy Docket for City Council discussion. The City encourages the community to detail the kinds of pedestrian improvements desired for these streets to aid this discussion. The Executive will provide a progress report to the Neighborhoods, Growth Planning & Civic Engagement Committee on this issue in the first quarter of 1999. |
| II-B-7a | <p><b>University Street</b> between Boylston and Freeway Park</p> <p>Priority locations for improvements: Hubbell Place/Freeway Park (lighting).</p>   | High     |            |               | See above   | University Street is currently designated a Key Pedestrian Street from Boylston to 9 <sup>th</sup> Ave. This recommendation would extend the  | See II-B-7 above.   |

| <b>#</b> | <b>Activity</b>  | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b> | <b>Executive Comment</b>  | <b>City Action</b> |
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|          |  |                 |                   |                      |                    | designation from 9 <sup>th</sup> to I-5.<br>See II-B-7 above.   |                    |
| II-B-7b  | <b>Union Street</b> between Boylston and Broadway<br>Priority locations for improvements:<br>Between Boylston and Broadway (lighting and crossing improvements).   | High            |                   |                      | See above          | See II-B-7 above.   | See II-B-7 above.  |
| II-B-7c  | <b>Seneca Street</b> between Harvard and I-5<br>Priority locations for improvements:<br>8 <sup>th</sup> Avenue intersection (lighting and crossing improvements).<br>Summit intersection (crossing improvements).<br>Harvard/Union intersection (crossing and lighting improvements).  | High            |                   |                      | See above          | Seneca Street is currently designated a Key Pedestrian Street from Harvard to 8 <sup>th</sup> Ave. This recommendation would extend the designation from 8 <sup>th</sup> to I-5.<br>Crosswalk, curb ramp, curb bulb, and landscaping improvements have already been made to the Harvard/Union/Seneca intersection.<br>See II-B-7 above. | See II-B-7 above.  |
| II-B-7d  | <b>Madison Street</b> between Broadway and I-5<br>Priority Locations for improvements:<br>At all intersections: cars advance through the light and block crosswalks (enforcement and stop bars are recommended).<br>8 <sup>th</sup> Avenue intersection (lighting improvements and sidewalk maintenance).<br>Vicinity of light rail station (sidewalk improvements, street trees, and lighting). | High            |                   |                      | See above          | Madison Street is currently designated a Key Pedestrian Street from Broadway to 8 <sup>th</sup> Ave. This recommendation would extend the designation from 8 <sup>th</sup> to I-5.<br>See II-B-7 above.   | See II-B-7 above.  |
| II-B-7e  | <b>Cherry Street</b> between Broadway and I-5<br>Priority locations for improvements:<br>West of 9 <sup>th</sup> Avenue (crossing and lighting improvements).<br>7 <sup>th</sup> Avenue and Freeway underpass (crossing and lighting improvements).<br>8 <sup>th</sup> Avenue intersection (crossing, lighting   | High            |                   |                      | See above          | See II-B-7 above.   | See II-B-7 above.  |

| <b>#</b> | <b>Activity</b>  | <b>Priority</b> | <b>Time Frame</b> | <b>Cost Estimate</b> | <b>Implementor</b> | <b>Executive Comment</b>   | <b>City Action</b> |
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|          | and sidewalk maintenance).   |                 |                   |                      |                    |  |                    |
| II-B-7f  | <b>Yesler Way</b> between Boren and I-5<br>Priority locations for improvements:<br>Boren intersection (crossing and lighting improvements).<br>10 <sup>th</sup> Avenue intersection (lighting).<br>Freeway bridge. | High            |                   |                      | See above          | Some of the Boren and Yesler improvements will be looked at with the Central Area Gateway Design Workshop.<br>See II-B-7 above.  | See II-B-7 above.  |
| II-B-7g  | <b>Alder Street</b> between 9 <sup>th</sup> and Terry<br>Priority locations for improvements:<br>9 <sup>th</sup> Avenue intersection (crossing and lighting improvements).   | High            |                   |                      | See above          | This segment was added to the matrix by the community and corrects an error in the plan document.<br>See II-B-7 above.   | See II-B-7 above.  |
| II-B-7h  | <b>Minor Avenue</b> between University and Madison (lighting).   | High            |                   |                      | See above          | Minor Ave is currently designated a Key Pedestrian Street from University to Columbia.<br>See II-B-7 above.  | See II-B-7 above.  |
| II-B-7i  | <b>Terry Avenue</b> between Madison and Broadway (lighting).   | High            |                   |                      | See above          | Terry Ave is currently designated a Key Pedestrian Street from University to Marion. This recommendation would extend the designation from Marion to Broadway.<br>See II-B-7 above.            | See II-B-7 above.  |
| II-B-7j  | <b>Broadway</b> between Terry and Yesler (lighting).   | High            |                   |                      | See above          | Broadway is currently designated a Key Pedestrian Street from Madison to Jefferson. This recommendation would designate a new section from Terry to Yesler.<br>See II-B-7 above.               | See II-B-7 above.  |
| II-B-7k  | <b>9<sup>th</sup> Avenue</b> between Seneca and Alder<br>Priority locations for improvements:<br>Marion Street intersection (crossing improvements).   | High            |                   |                      | See above          | 9 <sup>th</sup> Ave is currently designated a Key Pedestrian Street from University to Marion. This recommendation would extend the designation from Marion to Alder. This segment was changed | See II-B-7 above.  |

| #   | Activity   | Priority | Time Frame | Cost Estimate | Implementor  | Executive Comment   | City Action  |
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|   | James Street intersection (crossing improvements).<br>Between Madison and James (lighting improvements).   |          |            |               |  | in the matrix by the community and corrects an error in the plan document.<br>Tree pits were expanded to retain mature street trees on 9 <sup>th</sup> and Columbia.<br>See II-B-7 above.   |  |
| <b>B. Neighborhood Wide Recommendations: TRANSPORTATION</b> |  |          |            |               |  |   |  |
| II-B-8  | <b>Implement the SEATRAN First Hill parking study recommendations.</b><br>Recommendations include: <ol style="list-style-type: none"> <li>1. Improving parking enforcement.</li> <li>2. Regulating on-street parking.</li> <li>3. Improving the restricted parking zone (RPZ 7).</li> <li>4. Pursuing transportation demand management strategies.</li> <li>5. Pursuing shared parking opportunities.</li> <li>6. Pursuing car sharing.</li> <li>7. Implementing a parking tax.</li> </ol> | High     |            |               | FHIA<br>FH CSO<br><b>SEATRAN</b><br>SPO<br>Metro<br>FH Businesses, churches and other cultural organizations<br>Major Employers<br>Residents | The community requested a parking study for First Hill which SEATRAN recently completed. Executive comments to the specific recommendations are listed below. <ol style="list-style-type: none"> <li>1. Staffing levels remain a barrier to increased parking enforcement.</li> <li>2. Abutting property owners may pursue specific on-street parking regulation changes with SEATRAN.</li> <li>3. Improving the RPZ to better serve the dense residential and employment populations of First Hill would require further analysis. SEATRAN currently lacks the staff and resources to pursue this work.</li> <li>4. The major institutions on First Hill have Citizen Advisory Committees that review and comment on the institutions' Transportation Management Programs. Involvement in these committees provides an opportunity for the community to pursue transportation demand management strategies with major area employers.</li> <li>5. Developing a shared parking</li> </ol> | City action on the specific recommendations are listed below. <ol style="list-style-type: none"> <li>1. Parking enforcement recommendations have raised policy and implementation issues in a number of neighborhood plans and will be included in the Policy Docket for City Council discussion. This recommendation will be considered in the long-term as staffing availability and opportunities arise.</li> <li>2. The community will need to take the lead on this recommendation. SEATRAN can provide technical assistance.</li> <li>3. This recommendation will need to be prioritized through the East Sector Work Program.</li> <li>4. The community will need to take the lead on this recommendation.</li> <li>5. This recommendation will be reviewed and may be implemented as the City works on parking issues in 1999-2000.</li> </ol> |

| #  | Activity   | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment   | City Action  |
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|  |  |          |            |               |             | <p>program would represent a large work item or task for the City, which the City will be undertaking in 1999-2000 through SPO's work on parking issues.</p> <p>6. The City and Metro are implementing a car sharing program in early 1999 which will include First Hill. Two priorities for this program are developing a membership base and identifying parking locations for car sharing vehicles.</p> <p>7. The City's Transportation Strategic Plan recommends developing and analyzing a commuter parking tax. If a commuter tax proves feasible, the City will pursue this strategy to help fund its transportation maintenance and improvements.</p> | <p>6. This recommendation is already being implemented through City initiative. SEATRAN and SPO are active participants in the car sharing project team. The City is responsible for providing car share vehicles, promoting car sharing as part of the neighborhood outreach efforts and integrating car sharing into the City's development process.</p> <p>7. This recommendation will be reviewed through the implementation of the Transportation Strategic Plan.</p> |
| <b>B. Neighborhood Wide Recommendations: PUBLIC SAFETY</b> |  |          |            |               |             |   |  |
| II-B-9   | Enforce the City noise ordinance to prevent unnecessary occurrences of noise between 7 p.m. and 8 a.m. | Medium   |            |               | DCLU<br>SPD | Noise issues are investigated on a complaint-basis. DCLU handles the investigation and enforcement of environmental noise which, typically, are stationary sources. Section 25.08 SMC specifies the number of decibels allowed and where noise measurements are to be taken. If a site is determined to be in violation, DCLU would generally require screening and buffering, and in some cases, moving equipment back or away from neighboring property. In addition, there is a "use type" in the Land Use Code, called major noise  | The City will continue to enforce the noise ordinance, and has increased funding through 1999-2000.  |

| #       | Activity   | Priority | Time Frame | Cost Estimate | Implementor | Executive Comment  | City Action  |
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|         |  |          |            |               |             | <p>generators, for which DCLU can require mitigation in issuing a Master Use Permit to plan in advance for the noise impacts. DCLU received funding for a second noise inspector to increase enforcement of the noise ordinance through the 1999-2000 budget.</p> <p>SPD responds to public nuisance noise disturbances. Sounds created by emergency equipment and emergency work necessary in the interests of law enforcement or of the health, safety or welfare of the community are exempt from the noise ordinance at all times.</p> |  |
| II-B-10 | <p><b>Enforce the City litter and graffiti ordinance</b> or implement an anti-graffiti program.</p>  | Medium   |            |               | SPU         | <p>The community should report problem locations on the Litter, Illegal Dumping &amp; Graffiti Hotline (684-7587) to alert inspectors.</p> <p>SPU currently coordinates a number of anti-graffiti and litter-removal programs including coordinating volunteers to conduct regular "paint-outs" when private property owners fail to remove graffiti, the Graffiti Rangers who respond to graffiti on public property, the Litter &amp; Graffiti Matching Fund, and the Business Improvement Association Supplemental Cleaning Fund.</p>   | <p>The City will continue to enforce the litter and graffiti ordinance. Additional resources to pursue this recommendation are available through existing City programs.</p>         |
| II-B-11 | <p><b>Work with the Seattle Police Department and residents to increase on street patrols</b> in problem locations. See Public Safety Hot Spots map in the plan for preliminary locations.</p> | Medium   |            |               | SPD         | <p>The East Precinct will continue to work with community members to identify problem locations. One avenue that the community can use to bring areas of concern to the Precinct would be becoming active</p>  | <p>This activity will be considered in the long-term as staffing and availability opportunities arise.</p> <p>The community should continue to partner with the East Precinct to</p> |

| #  | Activity  | Priority | Time Frame | Cost Estimate | Implementor                   | Executive Comment   | City Action  |
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|  |   |          |            |               |                               | on the East Precinct Crime Prevention Coalition which meets with the commanders of the Precinct on a monthly basis.   | address public safety issues. The City's Neighborhood Action Team Seattle (NATS) may also be available to assist with specific problem buildings.  |
| II-B-12  | <b>Improve surveillance of the bus stops in First Hill.</b> Work with the Police Department and adjacent business owners or major employers.  | Medium   |            |               | <b>SPD<br/>METRO</b>          | The East Precinct will continue to work with community members to identify problem locations. One avenue that the community can use to bring areas of concern to the Precinct would be by becoming active on the East Precinct Crime Prevention Coalition which meets with the commanders of the Precinct on a monthly basis. | This activity will be considered in the long-term as staffing and availability opportunities arise. The community should continue to partner with the East Precinct to address public safety issues. The City will forward this recommendation to Metro on the community's behalf. |
| <b>C. Terry &amp; James Center: ECONOMIC DEVELOPMENT</b> |   |          |            |               |                               |   |  |
| II-C-1   | <b>Participate in the Citizen Advisory Committee for the development of the Harborview Medical Center Master Plan.</b> Work with Harborview as they develop their master plan and consider revitalizing the properties at Terry and James. Neighborhood goals include adding ground floor retail and urban design elements that promote pedestrian activity in the vicinity of James and Terry. | Medium   | On-going   |               | <b>FH CSO<br/>OED<br/>DON</b> | This is a community-based activity. OED and DON can provide major institution CAC contacts to the community.  | The community will need to take the lead on this recommendation with support from OED and DON as necessary.  |
| <b>C. Terry &amp; James Center: TRANSPORTATION</b>       |   |          |            |               |                               |   |  |
| II-C-2   | <b>Arterial Corridor Pedestrian Improvements</b> at Terry Ave. intersections with James and Madison as described in the Yesler Community Center Key Activity.   |          | 1-2 years  |               | <b>SEATRAN</b>                | This recommendation is not fully described in the Yesler Community Center Key Activity. The community has nominated Terry from Madison to Broadway as a Key Pedestrian Street in II-B-7d on page 28.  | This recommendation will be addressed as part of the recommendations for Key Pedestrian Street, see II-B-7.  |
| II-C-3   | <b>Improved paratransit service</b> between the   |          |            |               | <b>Metro</b>                  | This recommendation will need to be   | The City will refer this   |

| #  | Activity  | Priority | Time Frame | Cost Estimate | Implementor  | Executive Comment  | City Action  |
|--|---|----------|------------|---------------|--|--|--|
|  | south end of First Hill and major destinations on the north side of First Hill (Harvard Market, Shoprite, Town Hall, Light Rail Station, Seattle University). |          |            |               |  | discussed with Metro.  | recommendation to Metro for consideration in their six year planning process.  |
| <b>C. Terry &amp; James Center: URBAN DESIGN</b> |   |          |            |               |  |  |  |
| II-C-4   | Participate in the design review process for all new development projects, as appropriate.<br>See II-B-3 for more information.                                |          | On-going   |               | DCLU<br>Private Developers<br>FH CSO                       | See II-B-3.  | See II-B-3.  |
| II-C-5   | Locate a "What's Happening in First Hill" informational kiosk at the Frye Art Museum and at St. James Cathedral.<br>See I-A-3a for more information.          |          | 1-5 years  |               | Frye Art Museum<br>DON<br>St. James Cathedral<br>Community | This is a community-based activity.<br>The Neighborhood Matching Fund may be an appropriate funding source for this activity.<br>See I-A-3a.   | The community must take the lead on this recommendation.   |
| <b>C. Terry &amp; James Center: OPEN SPACE</b>   |   |          |            |               |  |  |  |
| II-C-6   | Designate Harborview Park Parking Garage open space as passive open space in the Comprehensive Plan Amendment package.  | Medium   | 1-2 years  |               | SPO<br>DPR   | The Executive understands the community's concern that this listing will lessen the City's efforts to meet open space goals for the Urban Village; however, the City's intent is to have an accurate inventory. The Executive acknowledges that First Hill is currently lacking in parks and open space, and that meeting the Comp Plan goals is difficult because existing open space and parks also serve surrounding neighborhoods and potential new sites are extremely limited. DPR will work with the community to secure opportunities in the future as resources and sites are available.<br>The open space known as | The Capital Facilities Inventory (Attachment 4 of the Comprehensive Plan Amendment ordinance) does not distinguish between active and passive open space, but lists the capacity of Harborview Park as "3.6 ac: lawns, walks, viewpoint (Harborview Property)" to reflect the character and ownership of the site.<br>DPR will continue to work with the community to secure opportunities for parks and open space in the future as resources and sites are available. City departments that own vacant parcels within the planning area should work together with the community to |

| #  | Activity  | Priority | Time Frame | Cost Estimate | Implementor             | Executive Comment   | City Action  |
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|  |   |          |            |               |                         | <p>Harborview Park is the roof of a parking garage and allows passive recreational uses on private property. Harborview's Major Institution Master Plan approved the temporary relocation of the existing helipad to this site during the construction of a new helipad. Access to the site will be restricted during the operation of the temporary helipad, but the site will be restored to allow passive recreational uses once the new helipad is operational. Harborview is now in the process of renaming the park to clarify the ownership and character of the site.</p> | <p>identify parcels that might be usable, on a temporary or permanent basis, for open space purposes identified by the community, and should include Parks and DON as implementors.</p>  |
| <b>D. 8<sup>th</sup> Avenue Residential District: HOUSING</b>      |   |          |            |               |                         |   |  |
| II-D-1   | <p><b>Promote new housing development on sites adjacent to 8th.</b> Continue to identify, evaluate, and promote potential redevelopment sites south of Madison Street.</p>  | High     | 1-20 years |               | FH CSO Developers       | <p>This is a community-based activity. The recommendation designates a residential development emphasis area within the Urban Village that is consistent with policy L23 of the Comprehensive Plan.</p>   | <p>The community will need to take the lead on this recommendation. This recommendation has been noted in the Comprehensive Plan Consistency Checklist , Attachment 3 of the Executive Report on the First Hill Plan, as follows: "Plan targets 8<sup>th</sup> Avenue for additional residential development."</p> |
| <b>D. 8<sup>th</sup> Avenue Residential District: URBAN DESIGN</b> |   |          |            |               |                         |   |  |
| II-D-2   | <p><b>Improve 8th Avenue streetscape conditions.</b> Work with SEATRAN and developers to improve 8th Avenue south of Madison:</p> <ul style="list-style-type: none"> <li>◆ Repair heaved sidewalks and broken curbs.</li> </ul> |          | 1-20 years |               | SEATRAN Developers DCLU | <p>The sidewalk on 8<sup>th</sup> Ave from James to Cherry will be reconstructed this year. City funding for sidewalk improvement is very limited. While SEATRAN does have some funding</p>   | <p>Part of this recommendation, the sidewalk repairs to 8<sup>th</sup> Ave between James and Cherry, is already being implemented. The remainder of the sidewalk improvements will be considered</p>   |

| #      | Activity  | Priority | Time Frame | Cost Estimate | Implementor    | Executive Comment   | City Action  |
|--------|---|----------|------------|---------------|----------------|---|--|
|        | <p>◆ Add curb ramps where they do not exist.</p>  |          |            |               |                | <p>for sidewalk improvement, the amount of this funding is very small relative to the need for sidewalk maintenance and repair citywide.</p> <p>DCLU would be the lead in coordinating streetscape improvements with private developers as implied in this recommendation.</p> <p>SEATRAN will install curb ramps where requested. If funding is tight, priority is based on need (potential use of ramps by those in wheelchairs).</p> | <p>in the long-term.</p> <p>Sidewalk maintenance recommendations have raised implementation and policy issues in a number of neighborhood plans and will be included on the Policy Docket for City Council discussion. The Executive will report to the Transportation Committee and Utilities &amp; Environmental Management Committee in June 1999 on these issues.</p> <p>The community should contact SEATRAN about specific locations for curb ramps.</p> |
| II-D-3 | <p><b>Participate in design review process for all development projects along 8th Avenue.</b></p> <p>See II-B-3 for more information.</p> |          | On-going   |               | FH CSO<br>DCLU | See II-B-3.   | See II-B-3.  |

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