

Neighborhood Plan



Prepared for
Capitol Hill
Urban Center Village

Prepared by
Capitol Hill Neighborhood
Planning Committee

MAKERS architecture
and urban design

Sponsored by
City of Seattle
Neighborhood Planning
Office

December 1998

Thanks

This document is the product of a four-year effort and thousands of hours of time invested by more than 1200 Capitol Hill community members. Many thanks to all those who contributed their ideas and effort toward making Capitol Hill a beautiful, exciting place to live well into the next century. Thanks especially to the neighborhood Planning Committee members for their extraordinary dedication, leadership and integrity.

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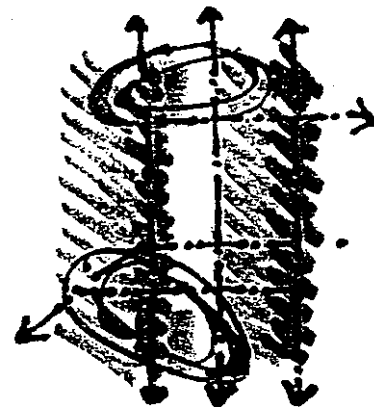
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Plan Foundations



A Vision for Our Future

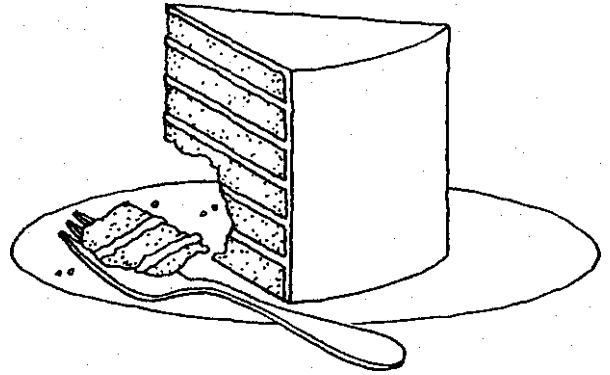
If vibrant business districts, attractive residential areas, accessible transportation and community services, strong institutions, and a diverse population make for a healthy neighborhood, then Capitol Hill must be among the region's most successful communities. Certainly Capitol Hill, with its robust architecture, pedestrian-oriented setting, and lively arts scene, is the Northwest's most urban and urbane community.

There remain, however, challenges in the neighborhood that require focused attention. The area's very desirability has driven up housing prices to the point where affordable housing is not possible on Capitol Hill for many people. Limited parking availability and inadequate sidewalks threaten the viability of Capitol Hill's business corridors. And, as the community grows, adequate transportation access, community services, and open space become increasingly critical.

At the same time, several exciting opportunities offer the potential to profoundly impact the neighborhood's future character. These opportunities include a new mixed-use cultural and commercial complex at the north end of Broadway (at the "Keystone" site at Broadway and E Roy Street), the new Sound Transit light rail line, new open space on the lid over the Lincoln Reservoir, new housing and retail development, and an emerging arts district in the nearby Pike-Pine neighborhood.

Effectively meeting these challenges and opportunities will require a common effort on the part of various community groups and interests. For example, a successful neighborhood parking program will depend on both businesses' and residents' needs being met. At the same time, individual actions will be much more effective if they are integrated into a strategy that **combines** several supporting activities into a coordinated program. For example, to foster positive redevelopment, design guidelines will help ensure that new buildings fit with their neighbors while improved streetscapes, parking management and **transit** services will provide development incentives and community **connections**. Similarly, the public benefit derived **from** park improvements will be greater if the park is **well-**connected to transit access and to the surrounding neighborhood and if it stimulates positive redevelopment with new housing.

*It is understood that implementation of many Neighborhood **Plan** recommendations will require further work by community members and **City staff**. All affected parties shall have the opportunity to be involved in processes that result from the Neighborhood Plan.*



Introduction

Capitol Hill Urban Center Village

The 397-acre neighborhood planning area, called the Capitol Hill Urban Center Village (Village), is a densely populated urban neighborhood made up of multiple-family residential areas and storefront commercial streets. The Village is only a portion of what is commonly referred to as “Capitol Hill.” The Village’s north and east boundaries follow existing borders between multiple-family and single-family housing zones (single-family zones lie outside of the Village). To the south, the Village borders the Pike-Pine neighborhood and, to the west, Interstate-5 separates Capitol Hill from downtown.

Capitol Hill can be characterized as a cluster of special districts that tend to run in north-south swaths, following the topography of the Kill. Cultural districts at the neighborhood’s North Anchor District and South Anchor District provide concentrations of cultural facilities, businesses, schools, open space, and transit. The neighborhood’s eclectic pedestrian-oriented *commercial* corridors—Broadway, 15th Avenue, and Olive Way—act as the pulse of Capitol Hill’s social scene. Two large residential neighborhoods—the West Slope and the East Core Districts—provide some of the highest concentrations of housing in the city. (Figure 1.)

Organization of the Plan

The Capitol Hill Urban Center Village Neighborhood Plan (Neighborhood Plan) is a set of principles and recommendations intended to guide City capital investment, private development, **public** policies, and community actions in the Village in ways that fulfill the community’s vision for its future. The Neighborhood Plan provides the context and rationale for these principles and recommendations. Building on the neighborhood’s unique assets, the Neighborhood Plan focuses on (1) Key Strategies, which describe integrated actions pertaining to the Village’s special districts and major issues, and (2) **Technical** Elements, which describe systemic issues pertaining to the entire Village.

The Neighborhood Plan actually consists of two pieces, of which this narrative document is one. The second document, the *Capitol Hill Urban Center Village Approval and Adoption Matrix*, **catalogs** all of the Neighborhood Plan’s recommendations and outlines the City’s strategies for carrying them forward.

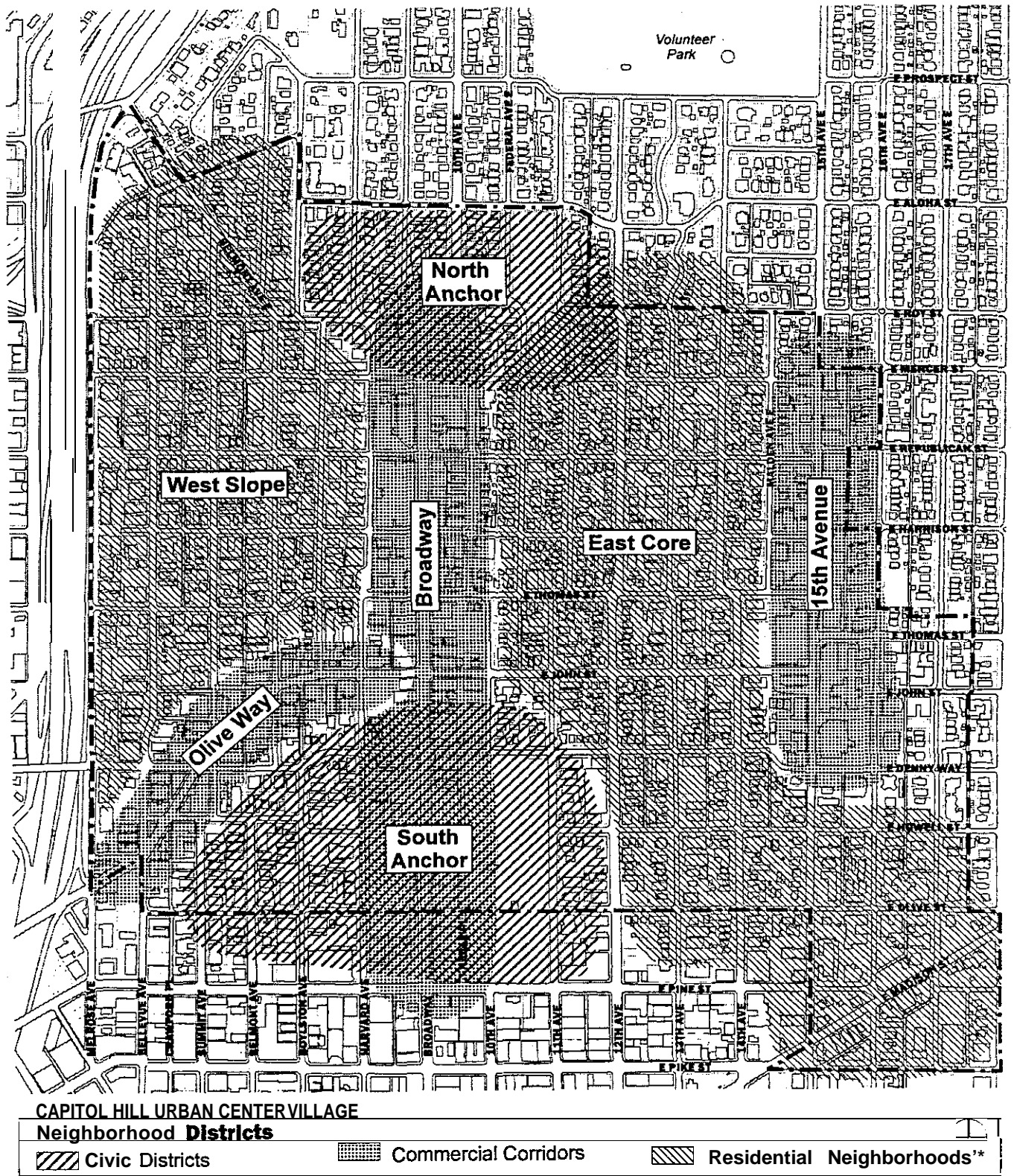
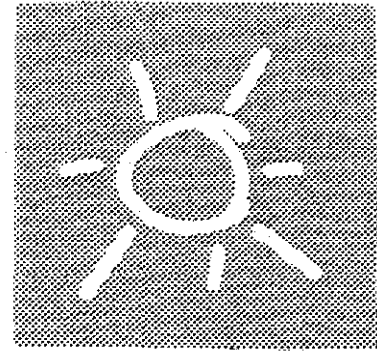


Figure 1. Building on the neighborhood's assets, Capitol Hill can be characterized as a cluster of special districts.



Planning for Growth

Seattle's Comprehensive Plan

Seattle's neighborhood planning program stemmed from the state's Growth Management Act (GMA) passed by the Washington State Legislature in 1990. The GMA required Washington communities to plan for their growth over the next twenty years. In response to this mandate, Seattle created Seattle's Comprehensive Plan: *Toward a Sustainable Seattle* (Comp Plan). Adopted by the Seattle City Council in 1994, the Comp Plan proposed to concentrate future growth within the city's existing neighborhoods and to support that growth with new housing, open space, transportation, and services. The Comp Plan established guidelines for each neighborhood to develop a blueprint for accommodating growth in ways that reflect its unique identity and needs. In accordance with these guidelines, thirty-seven Seattle neighborhoods, including Capitol Hill, received City funding and staff support to complete neighborhood plans.

CAPITOL HILL URBAN CENTER VILLAGE			
COMP PLAN GROWTH TARGETS			
	EXISTING	NEEDED	TOTAL BY 2014
Households	11,354 households	1,980 households	13,334 households
Jobs	5,284 jobs	3,000 jobs	8,284 jobs
Open Space	0.83 acres	12.5 acres	13.33 acres

Capitol Hill's Neighborhood Planning Effort

Capitol Hill's Neighborhood Plan provides a twenty-year vision for growth in the Village. Working with a \$100,000 City grant and assistance from consultants and City staff, volunteer Organizing and Planning Committees consisting of representatives of community groups, merchants, institutions, residents, and special issues conducted a four-year neighborhood planning process. These citizen committees were responsible for integrating and balancing multiple issues from various constituents to achieve a Neighborhood Plan that best represents the interests of the entire Capitol Hill community.

Phase 1: Community Outreach

In early 1995, the Capitol Hill Community Council initiated Capitol Hill's neighborhood planning process. An Organizing Committee conducted extensive community outreach to seek ideas and input from Capitol Hill residents and businesses. Comprehensive outreach "was a particular challenge in the Capitol Hill neighborhood with its large population and high turnover rate. (Approximately 10% of residents on Capitol Hill move every year.) However, hundreds of community members participated in surveys, interviews, information booths, public workshops, and discussion groups. The result was identification of the issues of greatest concern to the community and a vision for Capitol Hill's future, as documented in the *Capitol Hill Urban Center Village Neighborhood Plan: Phase I Summary Report*.

Phase II: Plan Preparation

In early 1997, the Organizing Committee appointed a Planning Committee to build on Phase I work and synthesize it into a plan for City and community action. The Planning Committee developed the Neighborhood Plan concepts while continuing to elicit comment and input on preliminary drafts from neighborhood organizations, businesses, and residents. Public involvement in developing the Neighborhood Plan included design charrettes, work sessions, public workshops, meetings with community organizations, and consultation with City staff. The result was this document and the associated *Capitol Hill Urban Center Village Approval and Adoption Matrix*.

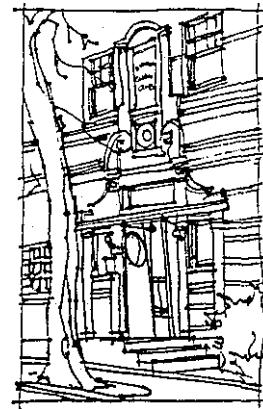
Phase III: Plan Implementation

A new community group will be formed to oversee long-term implementation of the Neighborhood Plan and to continue to update it. Steps that need to occur in early 1999 include establishing this implementation committee and determining how an initial \$50,000 implementation grant from the City will be spent.

A new Neighborhood Plan Stewardship Council will be formed under the auspices of the Department of Neighborhoods and will be an independent, adjunct committee to the longstanding Capitol Hill Community Council. The Stewardship Council will include representatives of community organizations, business groups, and institutions as well as at-large residents and experts on pertinent issues. Stewardship Council members may include current Neighborhood Planning Committee members, Community Council members, or any other interested local citizens.

The Stewardship Council is to consist of fifteen appointed members with staggered terms lasting one or two years. Initial appointments to the Stewardship Council will be made through a formal application and interview process, administered by an *ad hoc* selection panel consisting of Neighborhood Planning Committee members, Community Council members, and Seattle Department of Neighborhoods staff.

Key Strategies



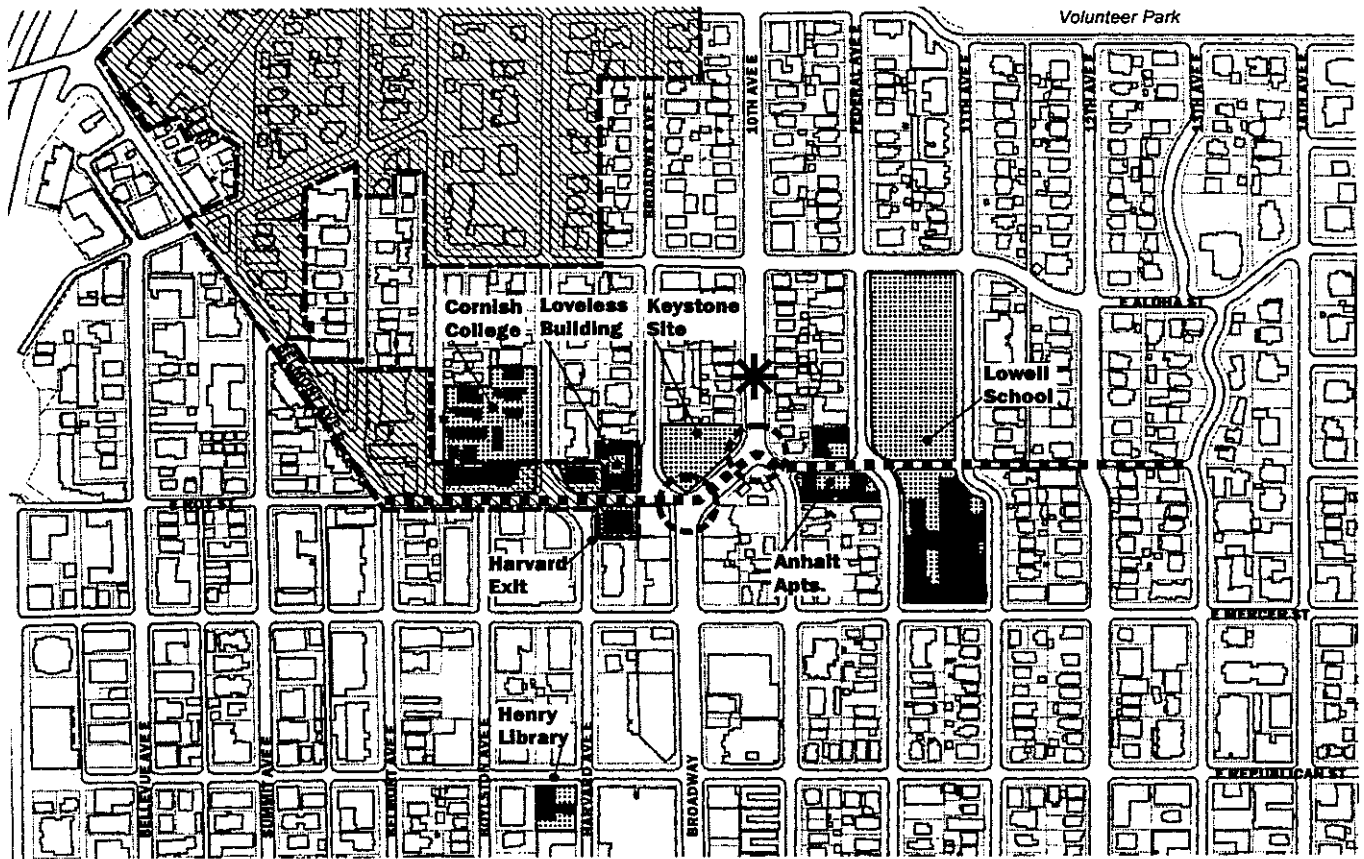
North Anchor District Plan

Vision

The North Anchor District refers to the area around the juncture of north Broadway and E Roy Street, which embodies Capitol Hill's **hallmark** historic character, small-scale charm, and lively cultural scene. The community envisions the North Anchor District as the arts, culture, and business hub of the neighborhood. A proposed new landmark building at the "Keystone" site (at Broadway and E Roy Street) will turn a fallow parcel into north Broadway's visual and activity focus, featuring a new Susan Henry Branch Library, small shops, underground parking, and upper-level residential units. Planned expansion of nearby **Cornish** College of the Arts' facilities will provide opportunities to increase arts activities. Renovation and possible new construction at the Lowell School site will complement the school's specialized programs and strengthen its connection with the community by providing additional arts and community facilities and enhanced open space. Attractive and safe pedestrian connections will link the area's theaters, library, schools, arts, and community facilities. A north Sound Transit light rail station will serve the area's large resident and student population as well as stimulate new development. (*Figure 2.*)

The North Anchor District plan builds on the area's cultural and commercial assets and creates a thriving arts, culture and business hub by:

- Filling the vacant site at the north end of Broadway with a mixed-use landmark building featuring a new **library**;
- Developing new public parking to serve north Broadway businesses
- Constructing a light rail station to serve **Cornish** students, Broadway businesses, and north Capitol Hill residents;
- Developing community uses at and enhancing open space around Lowell School;
- Supporting expansion of **Cornish** College of the Arts' facilities;
- Enhancing the key pedestrian route along E Roy Street to improve pedestrian safety and comfort.



Keystone Site Development

Support a contract rezone for the **Keystone** site only if a prominent Susan **Henry Library** and publicly accessible, street-level **open space** are provided in exchange for additional allowable building height, provided that the building's mass relates to its surroundings, especially the Loveless Building.

Henry Library Site Development

In the event that the Henry **Library** is relocated to the **Keystone** site, support development of affordable housing and related uses at the existing **Henry** library site.

Lowell School Site Development

Preserve the historic section of the Lowell School building. Encourage joint-use development that maintains special school **programs** and accommodates **community** uses, such as meeting rooms. Make the school's **open space** more **publicly** accessible and upgrade the children's play area.

Cornish Expansion

Support **Cornish's** continuation as a vital part of the neighborhood. Support **me college's** need to grow by **expanding its facilities** for arts education and performance on Capitol Hill.

Bullitt Life Estate Open Space

Plan for future transfer of the **Bullitt property** to public **park** uses. Ensure that the design and function of the **future** park relate to and respect the surrounding neighborhood. Consider housing a **neighborhood** historic archive in the **Bassetti** building.

Roy Pedestrian Priority Street



Upgrade the E Roy **streetscape** with **wider sidewalks**, improved crosswalks, pedestrian lights, and street trees. Improve sidewalks and landscaping adjacent to the **Keystone** site and to the **Anhalt** buildings. Make the **Woodland Trail** through the **Lowell** School site more publicly accessible and attractive.

North Sound Transit Station

Plan for a light rail station on Broadway between E Aloha Street and E Roy Street to serve **Cornish** College, north Broadway businesses and north **Capitol Hill** residents.

CAPITOL HILL URBAN CENTER VILLAGE

North Anchor District Plan

-  Harvard-Belmont Landmark District
-  Important Sites

-  Key Pedestrian Crossing
-  Pedestrian Priority Street


-  Sound Transit Station



Figure 2. The North Anchor District plan creates a cultural and business hub around the north end of Broadway.

Existing Conditions and Opportunities

Overlapping the southeastern portion of the Harvard-Belmont Landmark District, the North Anchor District encompasses a number of the neighborhood's prized **cultural** and **architectural** resources including: Comish College of the Arts (south campus); Daughters of the American Revolution (Rainier Chapter House); Loveless Studio **Building** (apartments and shops designed by Arthur Loveless in 1925); Harvard Exit movie theater (in the Woman's Century Club Building); **Susan** Henry Library **branch**; two **Anhalt** apartment buildings (designed by Fred **Anhalt** between 1929 and 1931); and Lowell Elementary School.

Current zoning designations support the North Anchor District's mixture of residential and commercial uses. Much of the area is zoned L3 for Lowrise apartments and townhouses. The Broadway District is zoned NC3-40 and **MR-RC** for **Midrise** neighborhood commercial and mixed-use structures.

Keystone Development

Commanding the north axis of Broadway, the Keystone site is a natural focal point of the neighborhood. The site, which was formerly occupied by a **Unocal** gas station, has been idle for years while it has undergone required environmental clean-up. Current NC3 zoning codes allows a building with a footprint of approximately 19,000 square feet and a height of 40 feet (four stories).

During the neighborhood planning process, the community identified a strong, consistent vision for the Keystone site. (*Figures 3.*) **This** vision includes five major elements:

1. An architecturally significant landmark that relates to the property's prominent site and historic **context**;
2. A new, prominently featured Susan Henry Library branch,
3. Publicly-accessible open space that can be privately **controlled**;
4. Affordable underground public parking;
5. Accommodation of a future Sound Transit station entry.

Through close collaboration with neighborhood Planning Committee members, Broadway Business Improvement Area merchants, and City officials, a private developer is currently planning to build a mixed-use complex that will address these community goals while also providing new storefront retail space and approximately 75 units of condominium housing on upper stories.

Henry Library Relocation

Relocation of the Susan Henry Library branch to the Keystone site has been identified by the community as a critical component of the North Anchor District. Currently, the Henry Library is located in a low-level building tucked behind the Broadway Market on E Harvard Street. The relocation will enable the Henry Library to expand its facilities, programs, and hours. If the Henry Library does relocate, the existing Henry Library site may become available for affordable housing, a community center, or educational uses.

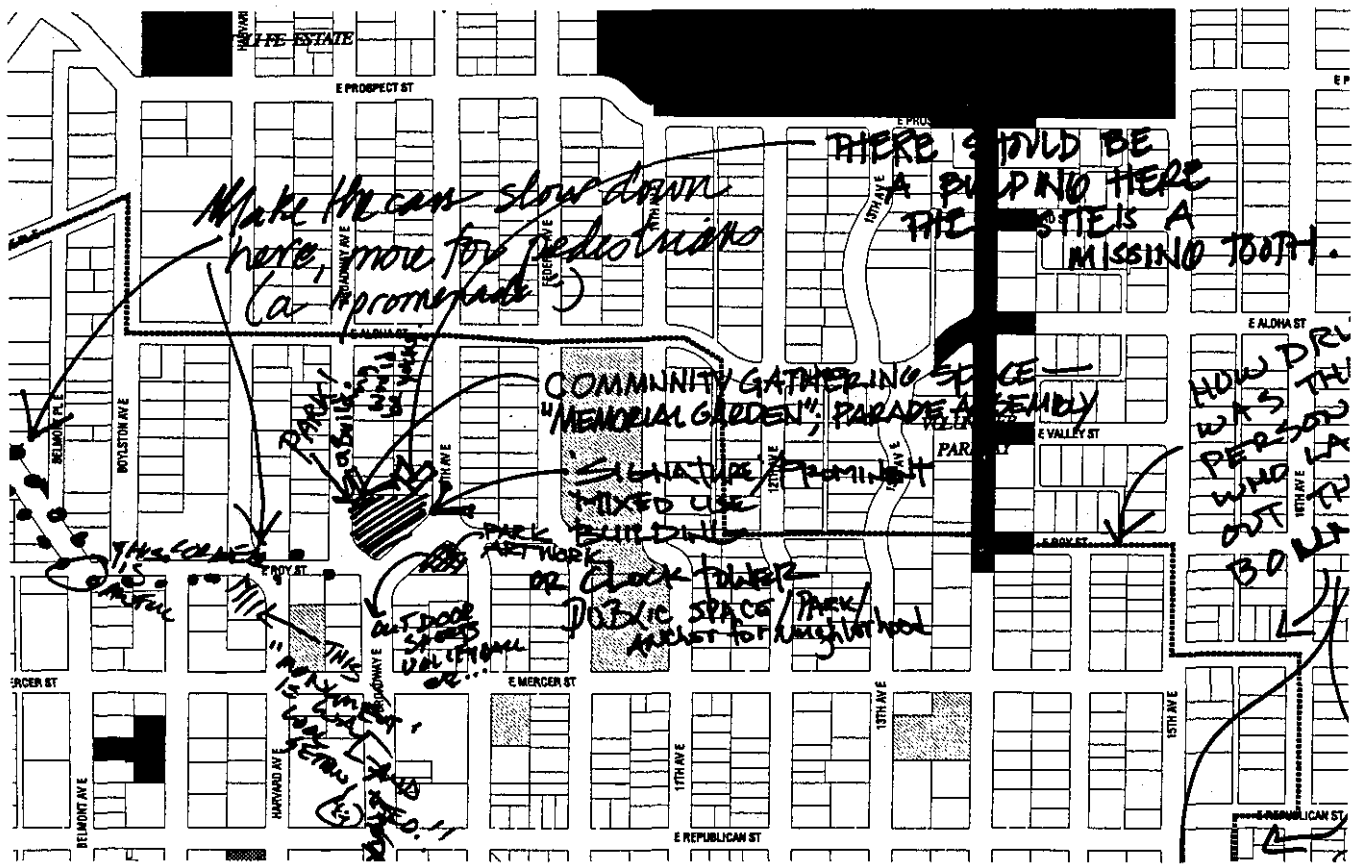


Figure 3. At the first neighborhood planning public workshop in 1996, community members recorded their aspirations for the Keystone site on a neighborhood map.

Lowell School Redevelopment

Lowell School has provided public, elementary education programs on Capitol Hill since 1915. In 1992, the Seattle School District performed a study to explore ideas for redeveloping Lowell School, which resulted in a proposal to demolish the existing building and build a new facility on the north end of the site. However, the Seattle School District abandoned the concept and currently has no plans to redevelop Lowell School. In 1997, the School District removed neighborhood elementary school functions from Lowell School and replaced them with both a special education program and an Accelerated Progress Program (APP), together drawing students from throughout the city. Yet, the Lowell School 3.92-acre site offers potential future redevelopment opportunities that could include a new structure at the north end of the site and rehabilitation of the existing structure for school and community programs and open space. (Figure 4.)

Cornish College Expansion

Cornish College of the Arts has been a cornerstone of the Capitol Hill neighborhood since the 1920s. The college has been an accredited institution of higher education for 20 years

Architecture could be a combination of traditional and contemporary elements. The historic E Mercer Street façade should be preserved.

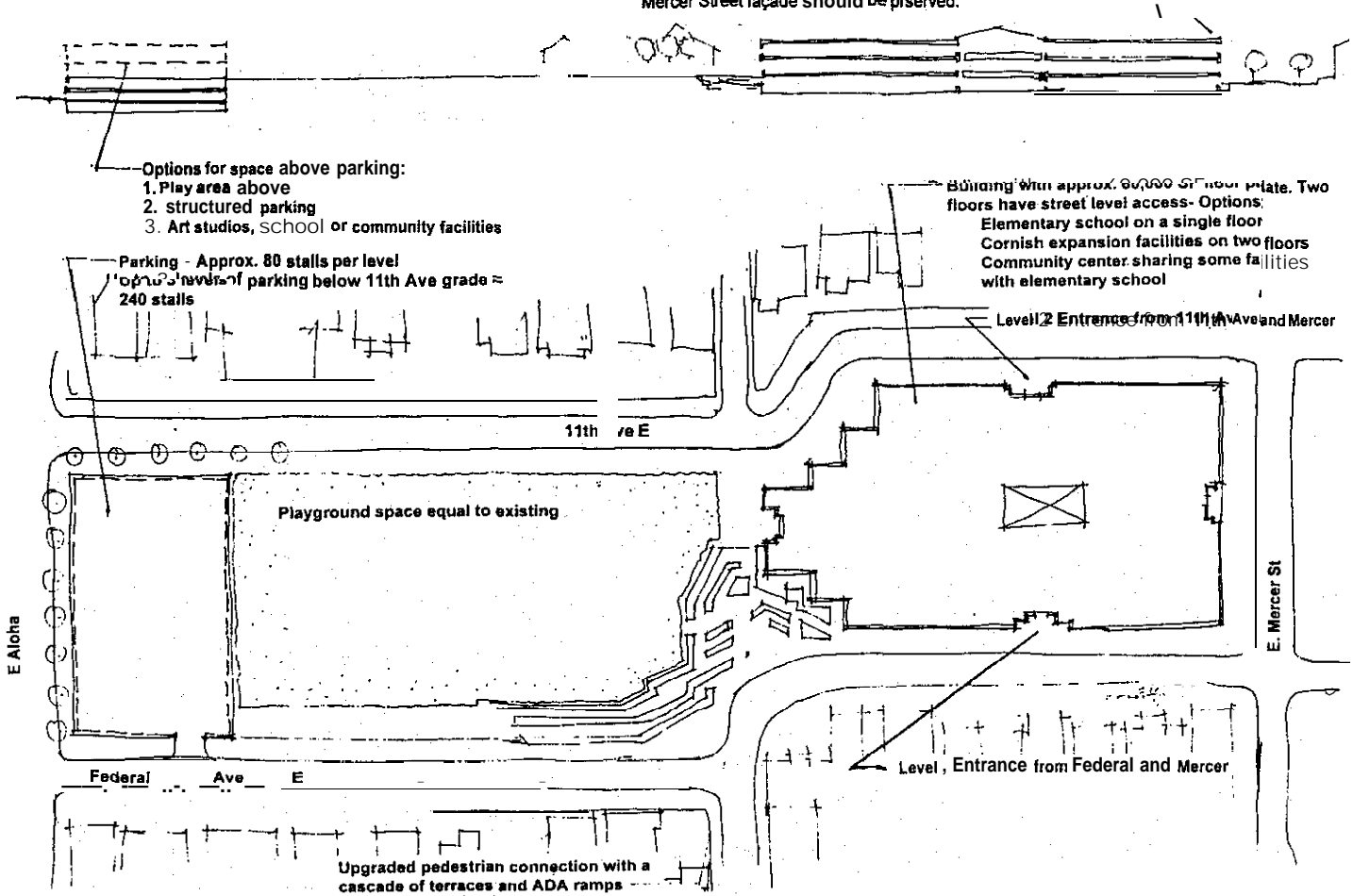


Figure 4. Lowell School site redevelopment concept.

and has a current enrollment of 628 full-time students, which is expected to increase to 800 students on Capitol Hill in the next twenty years. **Cornish** offers degree programs in fine art, design, dance, theater, theater production and music. The college has two campuses, **Cornish** South, located at Harvard Avenue E and E Roy Street and **Cornish** North, located on 10th Avenue E near E Galer Street.

Supporting the continued vitality of **Cornish** on Capitol Hill is a goal shared by the college and the community. In order to continue thriving, **Cornish** needs to expand its facilities. The college is currently evaluating the feasibility of growing in its present location. However, the scarcity and expense of developable land on Capitol Hill combined with limitations imposed by the campus' current zoning designation make expansion in the neighborhood difficult because, under current L3 zoning, only three-story residential structures are allowed. In 1996, **Cornish** completed a master plan to examine potential ways to meet **Cornish's** need for approximately 204,000 square feet of new classroom, studio, office and performance space. The master plan identified several alternate locations to accommodate the needed space. Among these alternatives is a proposal to redevelop portions of the existing **Cornish** South campus, namely the college's three Harvard Houses facing Harvard Avenue E and its houses facing Boylston Avenue E.

Bullitt Life Estate

The Bullitt Life Estate is a 1.5-acre estate nestled within the residential neighborhood of the Harvard-Belmont Landmark District. The property has been generously deeded to the City for future park purposes, effective upon vacation of the property by the owner, civic activist and park benefactor Kay Bullitt. The estate, which is Ms. Bullitt's home, covers twelve lots and includes a unique A-frame house designed by architect Fred Bassetti.

Streetscape Improvements

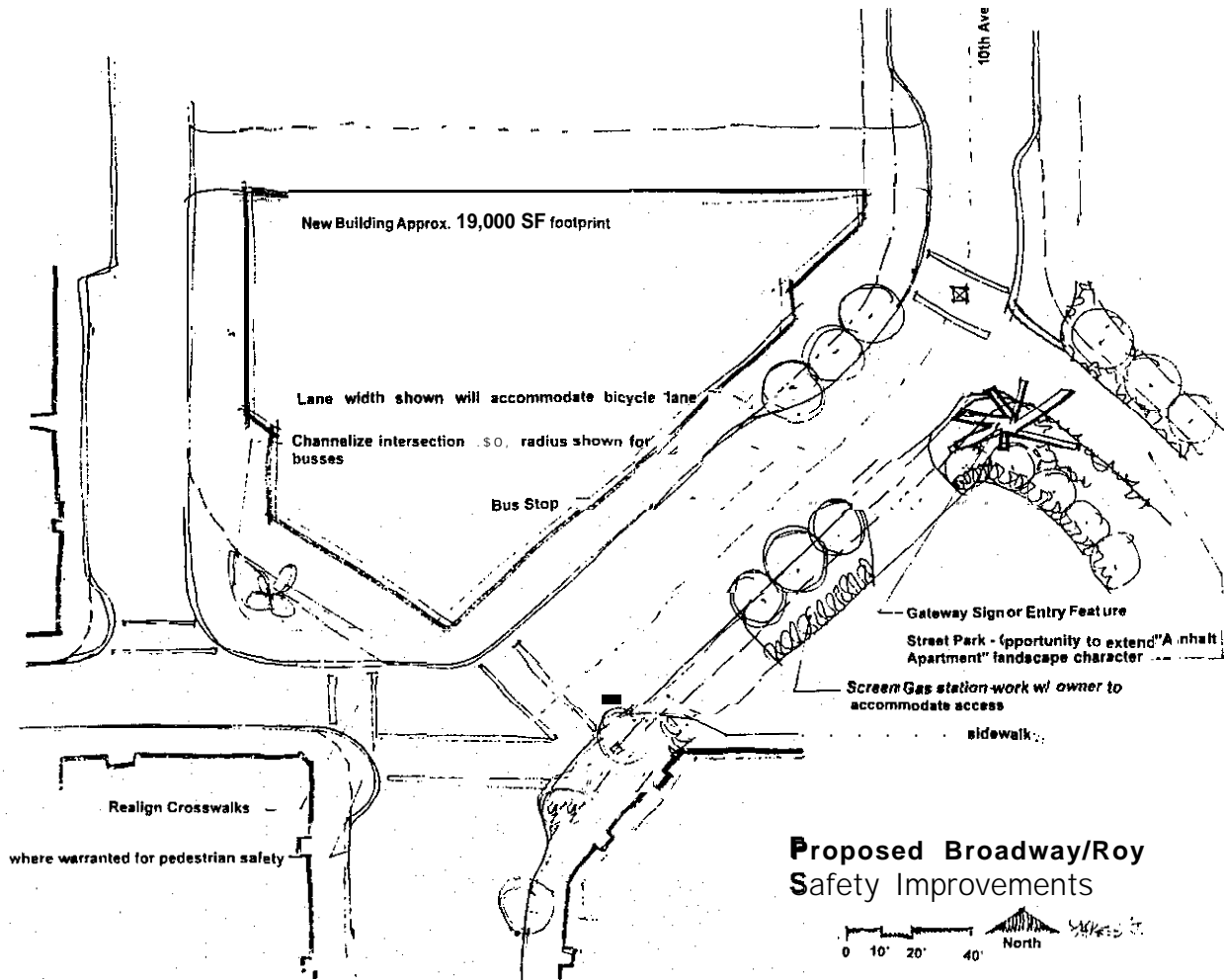
Streetscape improvements are essential to support the North Anchor District. The expected growth in the number of Cornish College students, Lowell School students, Broadway business customers, Henry Library users, Sound Transit passengers, and area residents will increase the demand for pedestrian-friendly streets. The most important pedestrian link in the North Anchor District is E Roy Street, which connects the West Slope District residential area, the Harvard-Belmont Landmark District, Cornish College of the Arts, the Harvard Exit Theater, the Keystone site, the north Sound Transit station, the Anhalt buildings, Lowell School, and the East Core District residential area. The Keystone site will especially need streetscape enhancements to provide safe, convenient pedestrian access to the new Henry Library, new businesses, and a possible Sound Transit station. Currently, diverging streets, overly wide lanes and excessive turning radii make for treacherous pedestrian crossings to the site.

Recommendations

- Develop a mixed-use landmark at the Keystone site. The concept of a high quality, multifaceted project benefiting both business and residential interests and focusing activity at Broadway's north terminus is a crucial element in the community's vision and a once in a generation opportunity. Therefore, the Neighborhood Plan endorses the developer's application for a contract rezone that will permit some flexibility in development requirements in exchange for certain public benefits. Specifically, the Neighborhood Plan supports a contract rezone for the site if, and only if, a highly visible Susan Henry Library and publicly accessible, street-level open space are provided in exchange for additional allowable building height, provided that the building envelope is configured to reduce its massing relative to its surroundings, especially the Loveless building.

Recognizing that there is genuine concern by local citizens regarding the impacts of this building's height, the relative amount of retail space to library space, public safety and parking, it is recommended that interested parties continue to work to resolve these issues and, if agreement can be reached, that that agreement be reflected in an amendment to the Neighborhood Plan.

- **Develop housing, community or educational uses at the Henry Library site.** In the event that the Henry Library moves to the Keystone site, the Neighborhood Plan supports development of affordable housing, a People Center (community center), or a Cornish College library on the existing library site. The development could also accommodate permanent office space for CHHIP, which would support the organization's work in its charter area.



- Provide community-oriented programs and open space at Lowell School. The Neighborhood Plan supports allowing community-oriented uses, such as community meeting rooms, classrooms, child care services, activities for seniors, office space for nonprofit groups, a Powerful Schools program and a Sound Schools program, to share facilities with existing special programs at Lowell School. In the event that the School District opts to redevelop the site, the Neighborhood Plan recommends creating a new **community** center and arts facilities on the site, perhaps including **Cornish** College facilities. Any future redevelopment scenario needs to preserve the original 1915 structure that faces E **Mercer** Street. The Neighborhood Plan also recommends publicly-accessible open space enhancements at Lowell School, including a new children's play area, a P-Patch, a sports field, improved perimeter vegetation and pedestrian lighting.
- Support **Cornish** College's expansion on Capitol Hill. In order to enable **Cornish's** continued presence on Capitol Hill, the Neighborhood Plan supports the college's exploration with the City and nearby neighbors of opportunities to modify land use codes in ways that will allow the college to expand at its present location. Any expansion of **Cornish** should be compatible with neighboring properties

and uses and should provide adequate on-site parking to avoid additional parking demand on neighborhood streets.

■ **Plan** for development of a park at the **Bullitt** Life Estate.

Because the **Bullitt** Life Estate lies within the Harvard-Belmont Landmark District, and because there is so much interest in the neighborhood's rich history, the Neighborhood Plan suggests that future park uses address this interest. Whatever the future uses of the site may be, they should reflect the wishes of Ms. **Bullitt** and her neighbors. The future park should not generate traffic or activity that adversely affects residents of **this** quiet neighborhood.

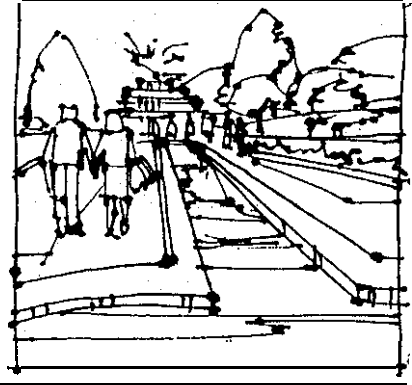
■ **Enhance** E Roy Street as a Pedestrian Priority Street.

The Neighborhood Plan recommends improving E Roy Street with improved sidewalks, crossing bulbs, painted crosswalks, in-pavement infrared-controlled flashing lights, pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. Streetparks adjacent to the Keystone site and the **Anhalt** apartment buildings and the Woodland Trail through the Lowell School site are recommended to provide special areas **dedicated** to pedestrians.

The Neighborhood Plan strongly recommends reconfiguring the sidewalks and crosswalks along Broadway, 10th Avenue E and E Roy Street to improve safe street crossings to the Keystone site. The southeast corner of Broadway Avenue E at E Roy Street will be squared off to provide more open space that complements the Loveless and Keystone buildings. **Anhalt** Streetpark will highlight two adjacent **Anhalt** buildings and mark Capitol **Hill's** north gateway. Widened sidewalks and increased vegetation will enhance the short segment of 10* Avenue E at E Roy Street while still allowing local traffic. It could also incorporate a Sound Transit station entry. (*Figure 5.*)

■ **Develop** a north Capitol Hill Sound Transit *station*

A north Capitol Hill Sound Transit station is needed in order to serve **Cornish** College students and north Capitol Hill residents. A station is being considered near the intersection of Broadway and E Aloha Street. The Neighborhood Plan recommends that one station **entry** be planned in conjunction with development of the Keystone site. The Neighborhood Plan also recommends creating two or three additional smaller station entries, one at 10th Avenue E and E Roy Street and one near E Aloha Street to serve north Capitol Hill residents.



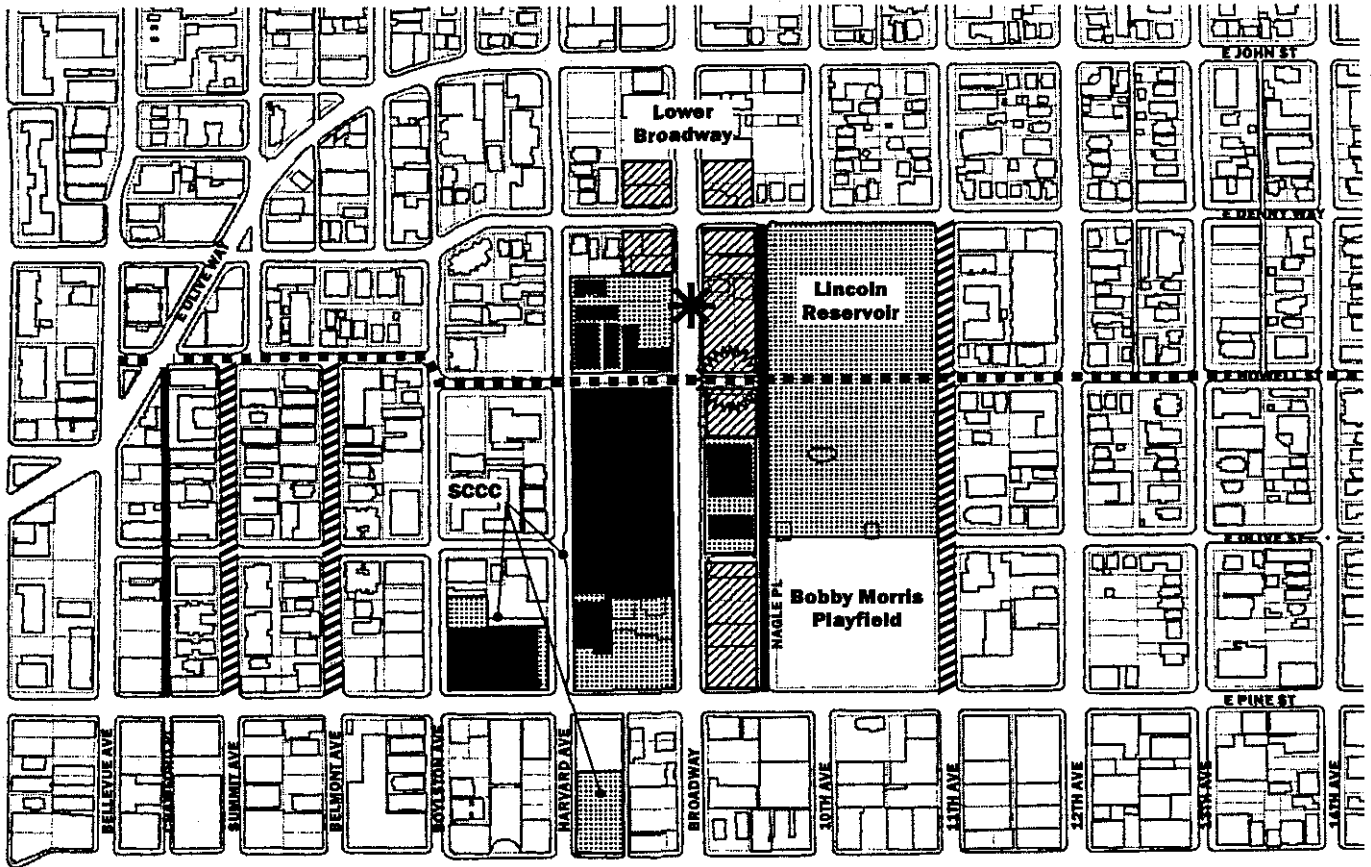
South Anchor District Plan

Vision

The South Anchor District encompasses the area south of E Olive Way/E? John Street and west of 13th Avenue E. The South Anchor District includes the Village's largest institution – Seattle Central Community College – and its largest open space – the Lincoln Reservoir and Bobby Morris Playfield. Two major **capital** projects, slated for completion in the next several years, will provide opportunities for intensified **commercial** and residential development in the vicinity of these major public amenities. Plans to lid the Lincoln Reservoir will result in an additional eight acres of park at the heart of the South Anchor District. The planned south Capitol Hill Sound Transit station will provide opportunities to revitalize pedestrian activity and connection with the Pike-Pine neighborhood on Broadway around Seattle Central Community College's campus. In addition, Seattle Central Community College plans to expand its facilities with a new library, a technology center, and an expanded parking garage. Improved pedestrian routes and bus service will connect the *area's public amenities* and facilities with downtown and with residential areas. (Figure 6.)

The South Anchor District plan focuses private development around a light rail station and a major urban park and revitalizes connections to south Broadway by

- Constructing a light rail station to serve SCCC students, Group Health users, area residents, and the Pike-Pine neighborhood;
- Implementing park improvements at the Lincoln Reservoir/Park;
- Studying the possible rezoning of areas around the transit station to concentrate new *housing* and commercial uses near major public facilities;
- Filling the activity gap along Broadway created by SCCC's institutional buildings and the Bonney-Watson parking lot;
- Supporting expansion of SCCC's facilities in ways that tit in with the neighborhood;
- Enhancing the key pedestrian route along E Howell Street to improve pedestrian safety and **comfort**.



Lincoln Reservoir/Park
Fund and construct Lincoln Reservoir/Park improvements, per the Lincoln Reservoir Park Site Master Plan, including a formal water system, children's play areas, a graded grass amphitheater, a multi-use Shelter House, running paths and walkways, pedestrian-scale lighting landscaping and enhanced park entrances.

SCCC Expansion
Encourage SCCC to apply for a modification of their Master Institution maximum height to decrease the campus' allowable building height from 105' to 75'.

Lower Broadway Rezone Analysis
When station area planning is conducted in this area, conduct further study and a public involvement process to clarify what the rezone options may be and what the community wants.

South Sound Transit Station
As a top priority, plan for a light rail station on Broadway between E John Street and E Howell Street to serve SCCC, lower Broadway businesses, Group Health, south Capitol Hill residents and the Pike-Pine neighborhood.

Howell Pedestrian Priority Street
Upgrade the E Howell streetscape with wider sidewalks, improved crosswalks, pedestrian lights, and street trees. Create special Green Streets for pedestrians off of Olive Way and next to Lincoln Reservoir/Park.

Summit and Belmont Parking Plan
Create angled parking on one side of the street to provide more parking spaces in the area. Upgrade the streetscapes with wider sidewalks, improved crosswalks, pedestrian-scale lights and street trees.

11th Avenue Parking Plan
Reconfigure the parking and add pedestrian lights to improve safety along the east side of Lincoln Park.

Alleyway Green Streets
Enhance the special small-scale character of Crawford Place and Nagle Place with improved sidewalks, pedestrian-scale lights and street trees.

CAPITOL HILL URBAN CENTER VILLAGE

South Anchor District Plan

 Important Sites

 Pedestrian Priority Street

 Parking Priority Street

 Alleyway Green Street



Green Street



Sound Transit Station



Figure 6. The South Anchor District plan focuses activity around a commons park and light rail station.

Existing Conditions and Opportunities

West of Broadway, a dense multi-family **Midrise** (MR) zone provides opportunities for **infill** residential development and for redeveloping housing structures that are nearing the end of their life cycles. At the east edge of the South **Anchor** District, there is a **small** cluster of commercial uses along 12th Avenue E that provide neighborhood services.

Lincoln Reservoir/Park Plan

The Lincoln Reservoir/Park is the centerpiece of the South Anchor District plan. The 11-acre site, designated as a City landmark in 1998, consists of the Lincoln Reservoir and Bobby Morns **Playfield**. The reservoir was built in 1900 and the park was designed by the **Olmsted** Brothers in 1904. Until very recently, the site had been neglected and underutilized for decades. In 1995, a grassroots community organization, Groundswell Off Broadway, formed to make park improvements and address the future of the reservoir site in light of state and federal water quality mandates to cover all open reservoirs. In 1996, Seattle Public Utilities (SPU) announced it would construct a new subsurface reservoir in the footprint of the existing Lincoln Reservoir. Thus, the community now has an unparalleled opportunity to reclaim nearly 8 acres of above-ground parkland in the midst of the region's most densely populated neighborhood.

Since fall 1997, Groundswell has collaborated with SPU and the Seattle Department of Parks and Recreation in conducting a public process to develop a plan for the new park. The result of their efforts is the *Lincoln Reservoir Park Site Master Plan* (Berger/Ryan, April 1998). This conceptual design plan features a formal water system, children's play areas, a graded grass amphitheater, a multi-use Shelter House, a series of running paths and walkways, gathering terraces, pedestrian-scale lighting, landscaping and seven enhanced park entrances. (Figure 7.)

Significant park improvements have already been accomplished by the community with the aid of two City Department of Neighborhood grants, volunteer labor, donated professional services and materials and fundraising. These improvements include formal entries and frontage landscaping on E Pine Street, perennial entry gardens on E Demy Way, installation of benches, litter containers and historic lamp fixtures, and replacement of the tennis court fencing. Community improvements, including leveraged funds, have a value in excess of \$250,000.

To date, SPU has committed \$11.1 million for construction of the subsurface reservoir and site restoration; expected completion is December 2001. An interdepartmental team of City staff convened by the Mayor's office has been charged with identifying and securing **funding** sources to complete the park project. Groundswell continues its fundraising efforts in the community. \$4.5 to \$5.5 million is still needed in order to make the new park a reality.

The community feels strongly that the new park should have a name that reflects the neighborhood's vitality and pride. The community has expressed a desire to name the new park Cal Anderson Park, in honor of a beloved Capitol Hill neighbor and Washington State senator who died in 1995.

10th Avenue E Crossing with special street paving and curb bulb extends 10th Avenue East axis

Northwest Entry at Nagle Place and E Denny Way with plaza, information kiosk and ornamental garden

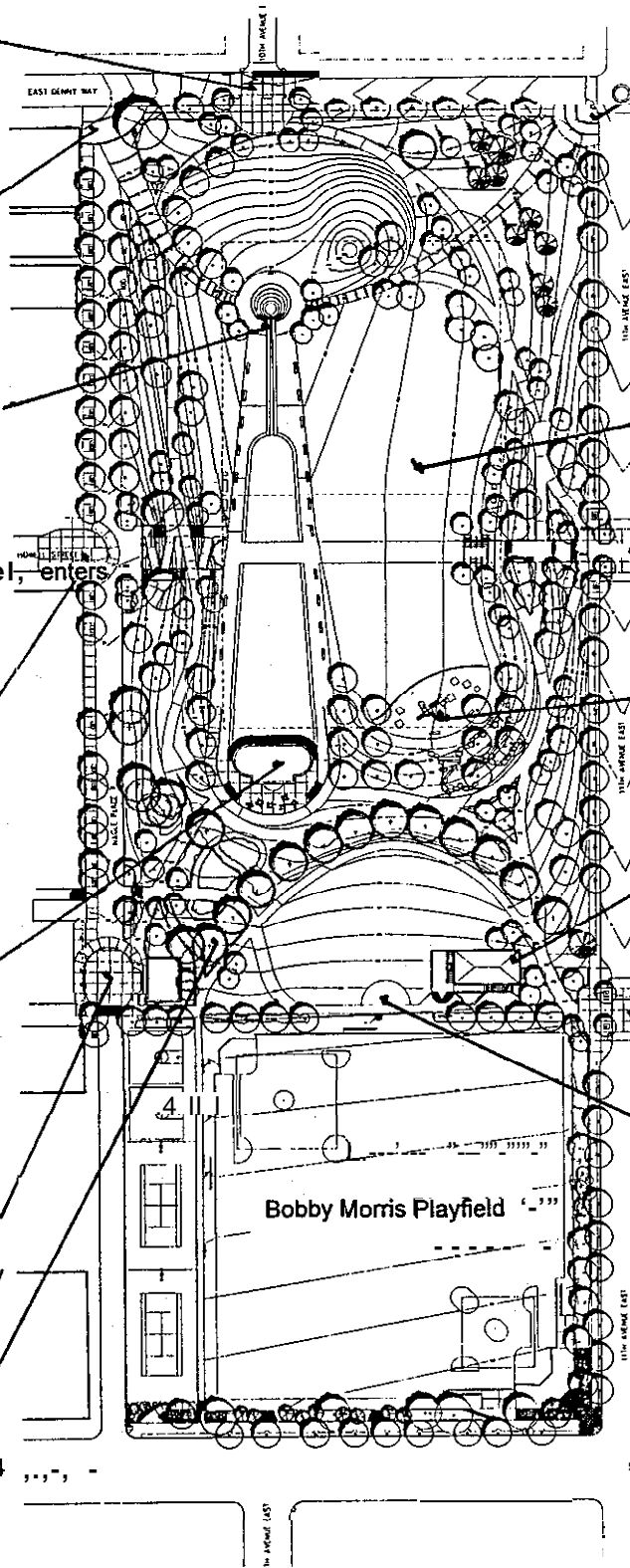
Water Feature a series of inter-active water elements begins with a water source sculpture atop the park's highest point, cascades down a raised flow channel, enters a water texture pool and culminates in a large lighted reflecting pool at the base of the Gatehouse

West Entry Plaza and Cascade Garden at Howell Street with ornamental gardens and overlook plaza provides both visual and pedestrian access to Broadway

Historic landmark Gatehouse exterior restored and lit; gathering terrace extension on south side

West Entry at Olive Street provides pedestrian link to Seattle Central Community College with special paving and plantings

Arch of hedge maples retains original 1904 Olmsted design



Northeast Entry at E Denny Way and 11th Avenue E with ornamental surrounding residential neighborhood

A hierarchy of path types and paving systems to accommodate all users

Grand Lawn

East Neighborhood Entry at Howell Street with special street paving, curb bulb, ornamental trees and arbor

Natural and Structured Play Areas for tots and children

Shelter House includes restrooms, summer youth program facility and park maintenance storage

East Entry at Olive Street with special street paving, curb bulbs and ornamental trees

Graded Sunbowl/Amphitheater with impromptu stage for small-scale performances

A hierarchy of lighting types and methods for safety and dynamic design

Figure 7. The Lincoln Reservoir/Park site master plan includes a water feature, paths and elements of the original Olmsted planting plan for the park. *Source: Groundswell Off Broadway.*

Seattle Central Community College Expansion

Seattle Central Community College (SCCC) is currently undertaking a master planning process for developing new college facilities on its existing campus. In June 1997, SCCC filed a notice of intent to prepare a Major Institution Master Plan (MIMP) with the Seattle Department of Construction and Land Use. A twelve-member Citizen Advisory Committee joined City and college representatives to begin the master planning process in January 1998. The master plan, scheduled for completion in Spring 1999, includes:

- **North Plaza Technical Center** The North Plaza area will be redeveloped to include a new **learning** resource and technology library that will be two or three stories and up to 90,000 square feet. Programs and activities located in existing North Plaza buildings will be relocated to the Broadway Edison Building. Underground parking maybe provided.
- **Parking Garage Expansion** SCCC'S existing parking garage (between Boylston and Harvard Avenues, facing E Pine Street) will be expanded by adding **two** floors.
- **Campus Expansion** SCCC is seeking to expand its campus boundaries to include recently acquired properties south of the existing campus, **including** the former Masonic Temple, the South **Annex** building, a building immediately east of the South Annex and its parking lot. The **buildings** are currently occupied by college uses except for the **street-level** retail and service businesses, which will remain per existing zoning requirements.
- . **Transportation Management Program** The college will review and update its Transportation Management Program to further encourage use of transit, **carpools** and other alternative transportation modes by SCCC students, faculty and staff.

Station Area Planning

The planned South Anchor District Sound Transit station offers opporhrnities to develop new housing and commercial uses that serve community and Comp Plan goals. Planning within ¼ mile of the Sound Transit station should:

- Encourage more people to use transit rather than drive cars by concentrating new housing and commercial development near the station
- . Stimulate development of needed housing, especially affordable housing
- Stimulate development of street-level commercial uses that will support **pedestrian-oriented** street life and revitalize businesses on Broadway
- . Relate to the existing adjacent NC3-65 zone and the scale of SCCC buildings
- Produce aesthetically pleasing buildings that compliment the area's historic character

Because the transit-oriented development area encompasses the Lincoln Reservoir/Park, station area planning should carefully consider opportunities and impacts related to **this** major public amenity, such as:

- Strengthen pedestrian connections through the park to the transit station
- Enable more residents to enjoy fronting the new park and reinforce public safety by intensifying resident activity and observation near the park
- Allow slightly taller buildings to create a more appropriately scaled enclosure to the park and mask the view of the existing **Shurgard Storage building** from the park
- . Minimize **potential** shade and shadow impacts of new buildings on the park

South Capitol Hill Sound Transit Station

The south Sound Transit station planned for Capitol Hill will be located under Broadway between E John Street and E Howell Street. Opportunities exist to create significant plaza spaces associated with the planned new library development at **SCCC**. The Sound Transit station should also connect with the E Howell Street pedestrian route and bicycle and bus connections on E Denny Way and E John Street.

Streetscape Improvements and Parking

Enhanced pedestrian and transit routes are key to knitting together the features of the South Anchor District. The most important east-west pedestrian connector in the South Anchor District is E Howell Street, which crosses the heart of the South Anchor District and provides clear views across the hill. E Howell Street connects downtown, E Olive Way, the lower Olive residential area, **SCCC**, Broadway, Lincoln Reservoir/Park, 12th Avenue shops, East Core District, and 15th Avenue E.

Lower **Belmont** and Summit Avenues are exceptionally wide streets with very low traffic volumes. Thus, they offer opportunities to increase on-street parking by **providing** angled parking and to create wider sidewalks and planting strips. An equitable parking plan is needed on 11th Avenue to serve park users and residents. Charming mews or pedestrian alleyways, on Crawford Place and Nagle Place provide opportunities to interesting ways to connect with the Pike-Pine neighborhood.

Recommendations

- Complete creation of a new Lincoln Reservoir/Park.
The Neighborhood Plan strongly recommends redevelopment of the Lincoln Reservoir site into a park, per the *Lincoln Reservoir Park Site Master Plan (Berger/Ryan, April 1998)*. The design of park improvements should be carefully coordinated with area **streetscape** upgrades and new development to assure that these adjoining uses complement one another. Also, because of the underground bulk required to create the new buried reservoir system, the finished grade of the new park (i.e., the grass level) will be approximately 10 feet higher than the level of the existing park. Thus, integration of park improvements and access with engineering of the underground reservoir system is also critical. The Neighborhood Plan endorses renaming the park Cal Anderson Park.
- Integrate new **SCCC** facilities with other South Anchor District features.
In order to assure that new college buildings are compatible with the scale of nearby buildings, the Neighborhood Plan strongly encourages **SCCC** to apply for a modification of their Master Institution Overlay (**MIO**) that will lower the campus' maximum allowable **building** height from 105 feet to 75 feet. The Neighborhood Plan also encourages the college to comply with Capitol Hill's customized design guidelines, including providing street level activity in **all new buildings**. The Neighborhood Plan endorses development of the technology center and coordination between new college construction and Sound transit station construction.

- Conduct a rezone analysis of the lower Broadway area.
Community input was mixed regarding studies to explore rezoning in the lower Broadway area. When station area planning is conducted in this area, the Neighborhood Plan recommends further study and a public involvement process to clarify what the rezone options may be and what the community wants.
- Develop a south Capitol Hill Sound Transit station
The Neighborhood Plan recommends integrating one station entry with SCCC's north plaza expansion, one with the E Howell Street pedestrian route, and one in the vicinity of E Jolm Street.
- Enhance E Howell Street as a Pedestrian Priority Street.
The Neighborhood Plan recommends that E Howell Street be improved as a key Pedestrian Priority Street that accommodates Sound Transit station area pedestrian traffic and connects Broadway to the Lincoln Reservoir/Park. The Neighborhood Plan recommends improved sidewalks, crossing bulbs, painted crosswalks, pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping. This concept also includes three Oreen Street segments – Olive/Howell Streetpark (at E Olive Way), College Plaza (at Broadway, west side) and Park Plaza (at Broadway, east side).
- Improve and increase on-street parking.
Summit and Belmont Avenues below E Denny way should be reconfigured to provide additional parking in this heavily populated residential area. A new street design should include angled parking on one side of the street and parallel parking on the other. It should also include comer and mid-block sidewalk bulbs and vegetation, especially street trees. If possible, sidewalks and planting strips should be widened.

11th Avenues along the east side of the Lincoln Reservoir/Park needs remedies that will maximize on-street parking while also providing a safe and pleasant edge to the park. Angled parking should be switched to front-in rather than back-in parking in order to discourage tailgate camping. Comer and mid-block sidewalk bulbs should be generous and their design and landscaping should be coordinated with park development.
- **Enhance** mews or alleyways.
Both Crawford and **Nagle** Places offer opportunities to strengthen connections to the Pike-Pine neighborhood and create special, small-scale pedestrian-oriented throughways. Crawford Place could be converted into a farmers' market, flea market or street fair venue. Improvement to **Nagle** Place, including new street trees, should be coordinated with Lincoln Reservoir/Park development. However, on-street parking and **through-traffic** must be retained..



Commercial Corridor Plans

Vision

The neighborhood's main commercial corridors – Broadway, 15th Avenue and Olive Way – comprise the neighborhood's economic base and the pulse of its social scene. The business districts each have their own unique personality and needs, yet they also share many common characteristics and issues. Capitol Hill's commercial **districts** are small-scale, **pedestrian-oriented** streets predominated by storefront buildings that provide an eclectic mix of shops, restaurants and services for residents and visitors. Because the commercial areas are sandwiched between residential neighborhoods, there is a need to address the impacts of commercial activities and architecture on nearby residents. Businesses require affordable parking, attractive streetscapes, and access to good local and regional transportation to thrive. Redeveloped public space, such as sidewalk cafes and street performance areas, will provide respite and stimulate pedestrian activity but will also require increased measures to ensure public safety and comfort for **all** patrons. The community would like all three commercial districts to provide more housing in upper stories.

Plans for the neighborhood's commercial corridors **reinforce** their pedestrian scale, unique character and economic vitality by:

- Upgrading the urban design character of commercial streets and improving key intersections to create more attractive, safe pedestrian environments;
- Providing more parking and better management of parking resources to **support** businesses;
- Instituting design guidelines that reinforce human-scaled building characteristics and architectural quality;
- Filling in gaps at the Keystone and Bonney-Watson parking lot with appropriate **development**;
- Providing services to street populations and enforcing civil public **behavior**;
- Improving public safety for business patrons and improving upkeep of public places.,

Existing Conditions and Opportunities

Broadway District

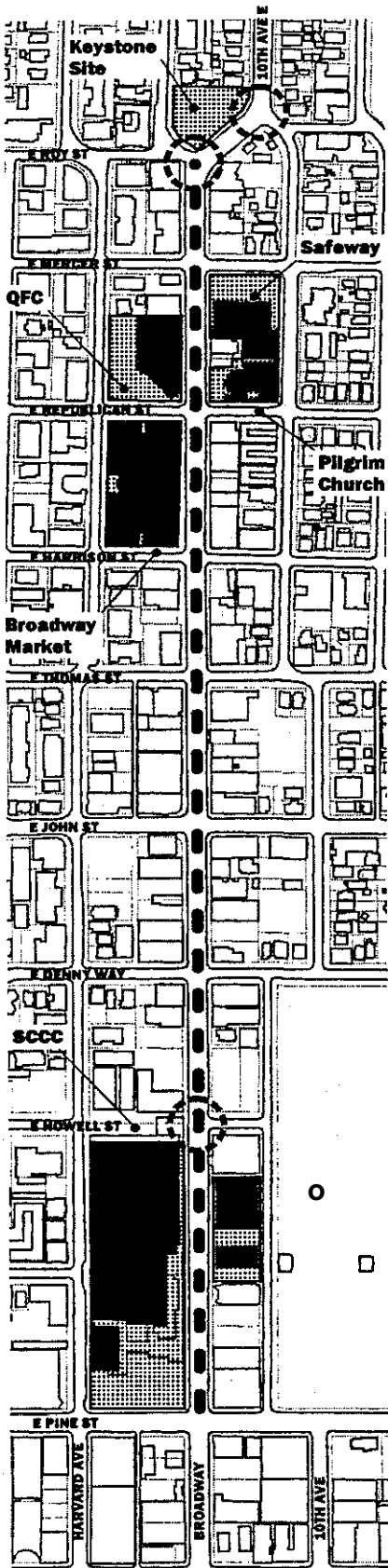
Broadway is arguably Seattle's most vibrant and interesting commercial street. Serving neighborhood residents as well as tourists, Broadway offers a mix of one-of-a-kind shops and services, regional and national specialty retailers, supermarkets, performance theaters (notably the Broadway Performance Hall), movie houses (notably the Harvard Exit), bookstores, coffee houses, clubs, and diverse restaurants. Broadway, active day and night, is the heart of Capitol Hill's social scene. It is a favorite people-watching street with prominent gay and street youth cultures. Broadway is famous for its "dance steps", a public art piece featuring a series of brass dance step patterns inlaid in the sidewalk paving. At 1.6 miles long, Broadway is the longest continuous pedestrian commercial street in Seattle. From its north terminus at E Roy Street, Broadway runs eight blocks within in the Village, connecting the neighborhood's North Anchor and South Anchor Districts, before traversing through Pike-Pine to the First Hill neighborhood, where it terminates at Yesler Way. (Figure 8.)

Currently, most of Broadway in the Village is zoned for Neighborhood Commercial (NC3-40) mixed-uses in buildings no higher than 40 feet. The SCCC campus is currently zoned with a Master Institutional Overlay (MIO-105), which allows buildings up to 105 feet tall. The Broadway corridor is overlaid by a Pedestrian Overlay 1 (P-1), which promotes pedestrian-oriented development. Existing zoning designations on the transition residential streets **directly behind** Broadway encourage residentially-oriented mixed-use structures.

Smaller storefronts at the north end of Broadway give way to **SCCC's** institutional buildings at the south end of the neighborhood. These large-scale **buildings** with no street level commercial uses interrupt Broadway's pedestrian-oriented character and break the corridor's connection to the Pike-Pine neighborhood. Most of Broadway's **architecture** is an eclectic mix of one-to three-story storefront buildings that range in style, age and architectural quality. The many attractive masonry and terra-cotta **buildings** are interspersed with lesser quality structures. The Broadway Market development is a popular newer mixed-use building that blends in well with its surroundings.

Broadway's 80-foot street right-of-way accommodates one traveling lane each direction, a center turning lane, parking on both sides of the street and 13-foot sidewalks. Broadway, classified as a minor arterial, has steady **vehicle** traffic as well as several bus routes and a designated bicycle route. Pedestrian volumes on Broadway are high. In fact, the blocks of Broadway that pass through the SCCC campus have the highest pedestrian volumes in the Village, with over 10,000 pedestrians per day. Although the Broadway **streetscape** was improved in 1980, there still does not seem to be adequate sidewalk space for the street's many pedestrians

A number of challenges face the Broadway district as the Village grows. Lack of on-street **parking** or affordable structured parking, especially **in the north Broadway area**, and panhandling threaten the district's economic herdth. The ability of Broadway to remain vital as it transitions from Capitol Hill to the Pike-Pine will also be important and will depend on coordination with SCCC's redevelopment.



Economic Redevelopment Analyst

Support the BIA's efforts to conduct an economic analysis of conditions and zoning on Broadway.

Broadway Upgrade

Upgrade the roadway streetscape from E Roy Street to Yesler Way. Improve sidewalks and street crossings, enhance the character of each district of Broadway, utilize a signature Broadway pedestrian-scale lighting fixture, and strengthen connections to the Pike-Pine and Central neighborhoods.

Pilgrim Church Open Space

Support Pilgrim Church's efforts to renovate a garden and outdoor performance venue in front of the church for public use.

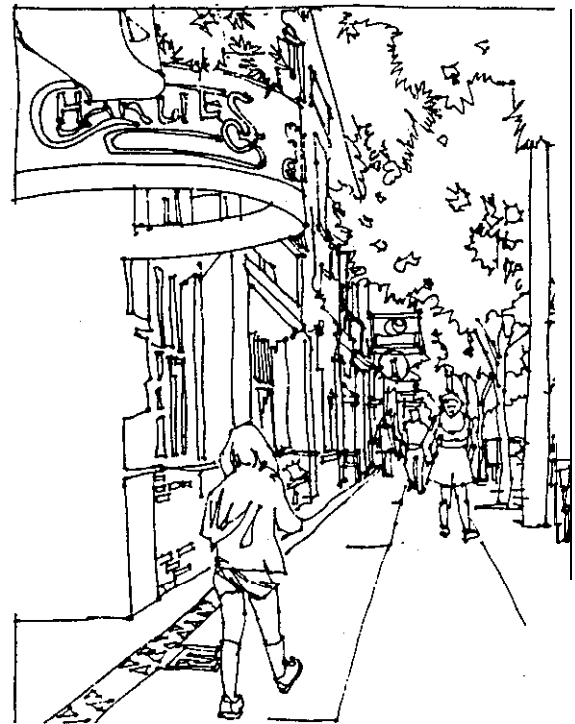
Commercial Design Guidelines

Public Space Standards

Community and City Policing

Public Behavior Standards

Work with local business organizations to address Broadway's needs regarding architectural, signage and urban design guidelines, sidewalk maintenance, public safety, and related issues.



CAPITOL HILL URBAN CENTER VILLAGE

Broadway District Plan

- - Improved Streetscape
- Key Pedestrian Crossing



Figure 8. The Broadway District plan focuses on redevelopment, physical improvements, and public safety.

15th Avenue District

In recent years, the 15th Avenue commercial corridor has continued to develop as a popular Capitol Hill shopping area. Located on Capitol Hill's quieter side, the 15th Avenue district is known for its **diverse** neighborhood-oriented retail services, pedestrian-scale storefront **buildings**, and lively mix of locally owned and operated businesses. (Figure 9.)

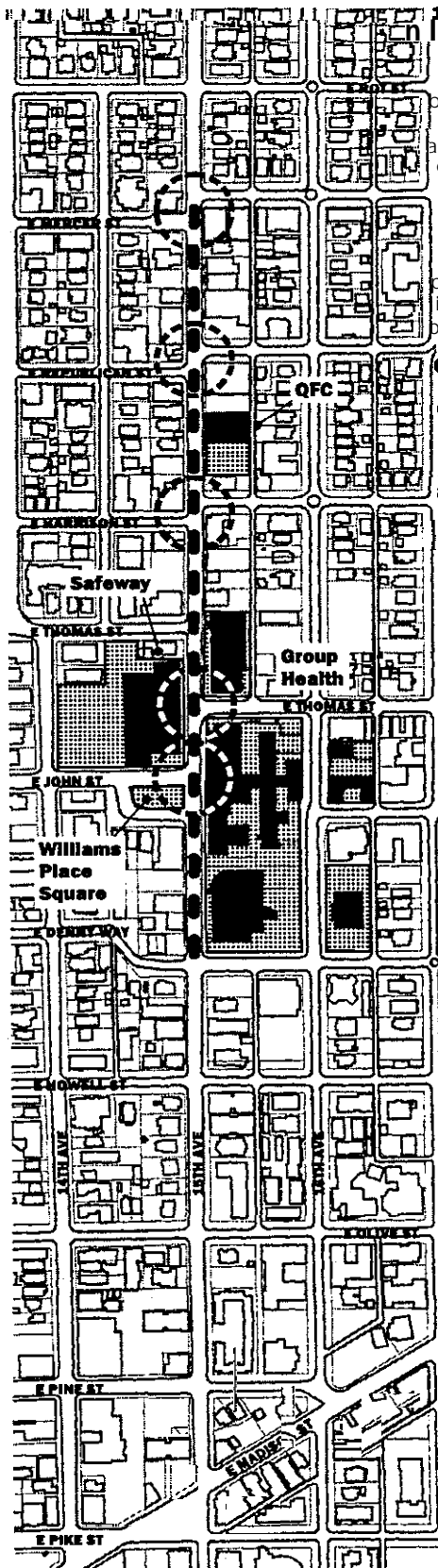
The 15th Avenue district is concentrated in a five-block corridor between E Mercer Street and E Denny Way. It is currently zoned Neighborhood Commercial (NC2-40), allowing buildings up to 40 feet high. Group Health Cooperative's campus is zoned with a Master Institutional Overlay (MIO-105), which allows buildings up to 105 feet high. The 15th Avenue corridor is overlaid by a Pedestrian Overlay 2 (P-2), which promotes pedestrian-oriented development.

Storefront buildings in the upper half of the corridor are Lowrise, ranging from one to two stories high. Some of the street's buildings are **historic** houses that have been converted into shops and restaurants. Below E Thomas Street, the **architectural** scale changes dramatically, impacted by two, large uses: Group Health and Safeway.

15th Avenue E is one of the few neighborhood commercial streets in the city that has only one lane of traffic in each direction. In **addition** to the traveling lanes, the fairly narrow 60-foot street right-of-way accommodates parking on both sides of the street. Sidewalks are extremely narrow, especially on the east side of the street, where they are typically only 8 feet wide. Setbacks from the curb for utility poles and other street appurtenances squeeze the effective sidewalk width to only four feet in many areas. Sidewalks on the west side of the street are typically 12 feet wide, although widths vary with irregular building setbacks. 15th Avenue E is classified as a minor arterial, with steady but moderate local traffic and is served by the #10 and #12 busses. It is **also** a designated bicycle route and a well-traveled pedestrian route.

Coordinating with Group Health is essential for the 15th Avenue **district**. Group Health's large institutional buildings and its numerous surface **parking** lots intrude on the neighborhood's small-scale character. Enacting a Local Improvement District (LID) could provide a mechanism for helping to fund public improvements, especially since Group Health would bring substantial resources to an LID. An opportunity to enhance open space in the corridor is at Williams Place Square, which could be upgraded in partnership with Group Health.

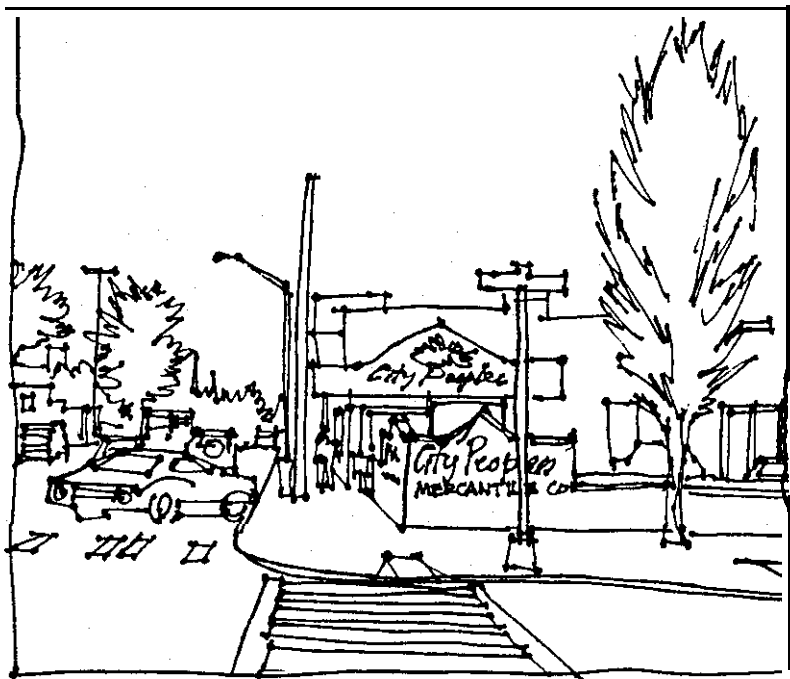
Although 15th Avenue is a thriving pedestrian-oriented street, pedestrian conditions are quite poor. The 15th Avenue Merchants Association has developed preliminary recommendations to guide a **streetscape** improvement plan for the district. **Streetscape** improvements will enhance the corridor's small-scale neighborhood charm by providing a more attractive and safe atmosphere for pedestrians and public social space for outdoor cafes, and other **street-oriented** activities associated with local shops. The pedestrian environment is especially poor at the busy intersection of 15th Avenue E and E John Street/E Thomas Street, where pedestrian crossings are difficult because of complex vehicle turning movements resulting from the offset street grid.



15th Avenue Pedestrian Overlay
 Upgrade the pedestrian overlay on 15th Avenue from a P-2 zone to a P-1 zone to prevent future parking lots from being located on the streetfront, to mitigate conflicts between pedestrians and cars, and to improve pedestrian entries and other features.

15th Avenue Upgrade
 Upgrade the 15th Avenue streetscape with improved sidewalks, safer pedestrian crossings, pedestrian-scale lighting, and by removing excess utility poles and other sidewalk obstructions.

Commercial Design Guidelines
Public Space Standards
Community and City Policing
Public Behavior Standards
 Work with local business organizations to address 15th Avenue's needs regarding architectural, signage and urban design guidelines, sidewalk maintenance, public safety, and related issues.



CAPITOL HILL URBAN CENTER VILLAGE
15th Avenue District Plan

	Improved Streetscape
	Key Pedestrian Crossing

Figure 9. The 15th Avenue District plan emphasizes pedestrian-oriented streetscape improvements.

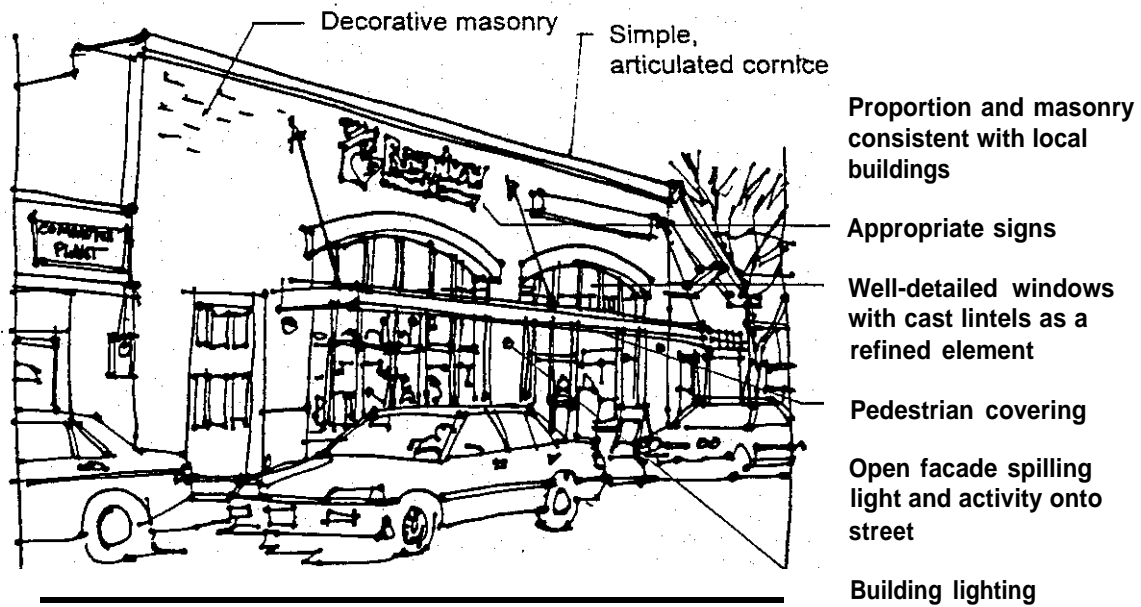


Figure 10. Design guideline for neighborhood commercial corridors build on existing character.

Olive Way District

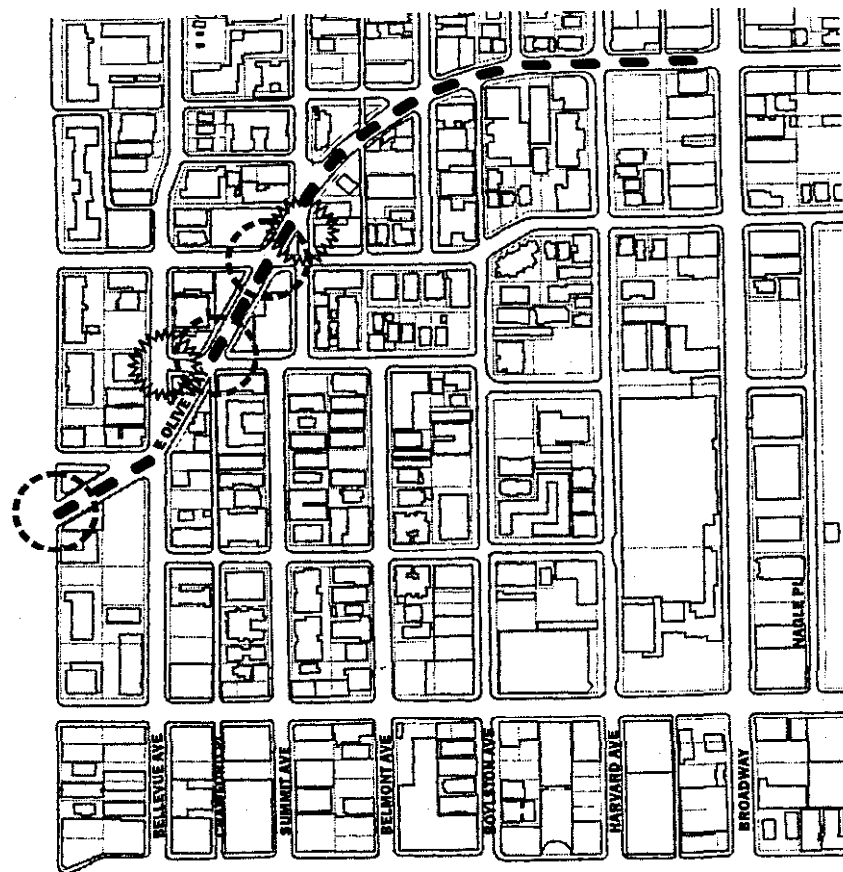
The Olive Way **commercial** corridor is a principal arterial that provides a vital link across Interstate-5 to downtown for both pedestrian and vehicle commuters. Olive Way is zoned Neighborhood Commercial (NC3-65). A Pedestrian Overlay 1 (P-1) promotes a continuous band of storefronts, which is important to Olive Way businesses. The street's diagonal orientation results in odd-shaped parcels that can be difficult to develop. (Figure 11.)

The Olive Way **streetscape** was substantially upgraded in 1997 through the efforts of City Light and SEATRAN. However, some pedestrian crossings along E Olive Way remain treacherous due to poor location and fast vehicle speeds. Pedestrian crossings at Interstate-5 are especially dangerous. The street's diagonal orientation results in acute corners that make it difficult for pedestrians to be seen by cars.

Commercial Design Guidelines

Design guidelines customized for Capitol Hill's commercial corridors will reinforce pedestrian-oriented character, help assure that new construction complements existing surroundings, and upgrade existing buildings and signage. (Figures 10) Capitol Hill's commercial design guidelines encourage:

- Distinctive entrances, windows and **façade** detailing (such as decorative materials or trellises) typical to the **area**;
- Signage, especially hand-crafted signage, that is in scale with the storefront buildings;
- Landscaping and pedestrian-oriented open space;
- Street level commercial uses, **streetfront** windows with clear glazing and upper story setbacks for institutional buildings (namely Group Health and SCCC);
- Improving compatibility between **commercial** and residential areas;
- Screening parking lots and prohibiting driveways on commercial streets.



Olive Way Upgrade

Upgrade the Olive Way streetscape with improved sidewalks, Safer pedestrian crossings, pedestrian-scale lighting, Green Street segments, and safer pedestrian crossings at I-5.

Commercial Design Guidelines

Public Space Standards

Community and City Policing

Public Behavior Standards

Work with local business organizations to address Olive Way's needs regarding architectural, signage and urban design guidelines, sidewalk Maintenance, public safety, and related issues.



CAPITOL HILL URSAN CENTER VILLAGE

Olive Way District Plan

— Improved Streetscape

⊙ Green Street

⊙ Key Pedestrian Crossing

Figure 11. The Olive Way District plan prioritizes safer pedestrian crossings and connections to downtown.

Recommendations

- Conduct an analysis of economic conditions and zoning on Broadway. The Broadway Business Improvement Association (BIA) has expressed an interest in conducting an in-depth analysis of opportunities to increase redevelopment potential on Broadway. The Neighborhood Plan supports this effort, particularly in the lower Broadway area (south of E Olive Way/E John Street) where higher density zones would be compatible with existing adjacent zones and would be appropriate to the transit-oriented development area around the south Capitol Hill Sound Transit station.
- Upgrade 15th Avenue's Pedestrian Overlay. The Neighborhood Plan recommends upgrading 15th Avenue's existing P-2 Pedestrian Overlay to a P-1 overlay in order to prohibit future parking lots and curb cuts on 15th Avenue (like at Chutney's, City People's Mercantile and 7-11). The P-1 overlay will encourage a continuous storefront **façade** and mitigate conflicts between pedestrians and vehicles and will thus generally upgrade the pedestrian environment.
- Institute commercial design guidelines customized for Capitol Hill. Design guidelines customized for the neighborhood's commercial zones were developed as part of the neighborhood planning process. The *Draft Capitol Hill Design Guidelines for Commercial Corridors* (MAKERS, 1998) resulted from numerous meetings with community members and City staff. In 1999, the City plans to assist neighborhoods in developing and adopting neighborhood-based design guidelines. The Neighborhood Plan supports this effort and recommends that the existing draft serve as the basis for final Capitol Hill Design Guidelines. The Neighborhood Plan also recommends that the City work closely with local business organizations and citizens to complete the guidelines.
- Maintain safe, clean and functional sidewalks and public spaces. The Neighborhood Plan suggests maintaining the safety, cleanliness, and functionality of public sidewalks, streets, alleys, parks, and open spaces by creating a non-profit, community-based public space maintenance service that combines a work training program with upkeep of the neighborhood's sidewalks, streets, alleys, parks, and open spaces. The Neighborhood Plan also recommends enforcing the minimum property maintenance standards currently required by the City and instituting a pedestrian lighting program for streets, parks, and other public places.
- Support open space development at Pilgrim Church. Facing Broadway, the Pilgrim Church owns one of the few open spaces in the commercial district – a spacious, shaded front lawn with a covered portico that could become an intimate outdoor performance venue and gathering place. The Neighborhood Plan encourages the church elders to renovate its open space.
- Improve the Broadway **streetscape**. The Neighborhood Plan recommends developing a comprehensive streetscape improvement plan for the entire length of Broadway – from E Roy Street to Yesler Way. Streetscape improvements should enhance the pedestrian-oriented character of the street and should take advantage of opportunities for joint, urban center planning and funding. Improvements should include:

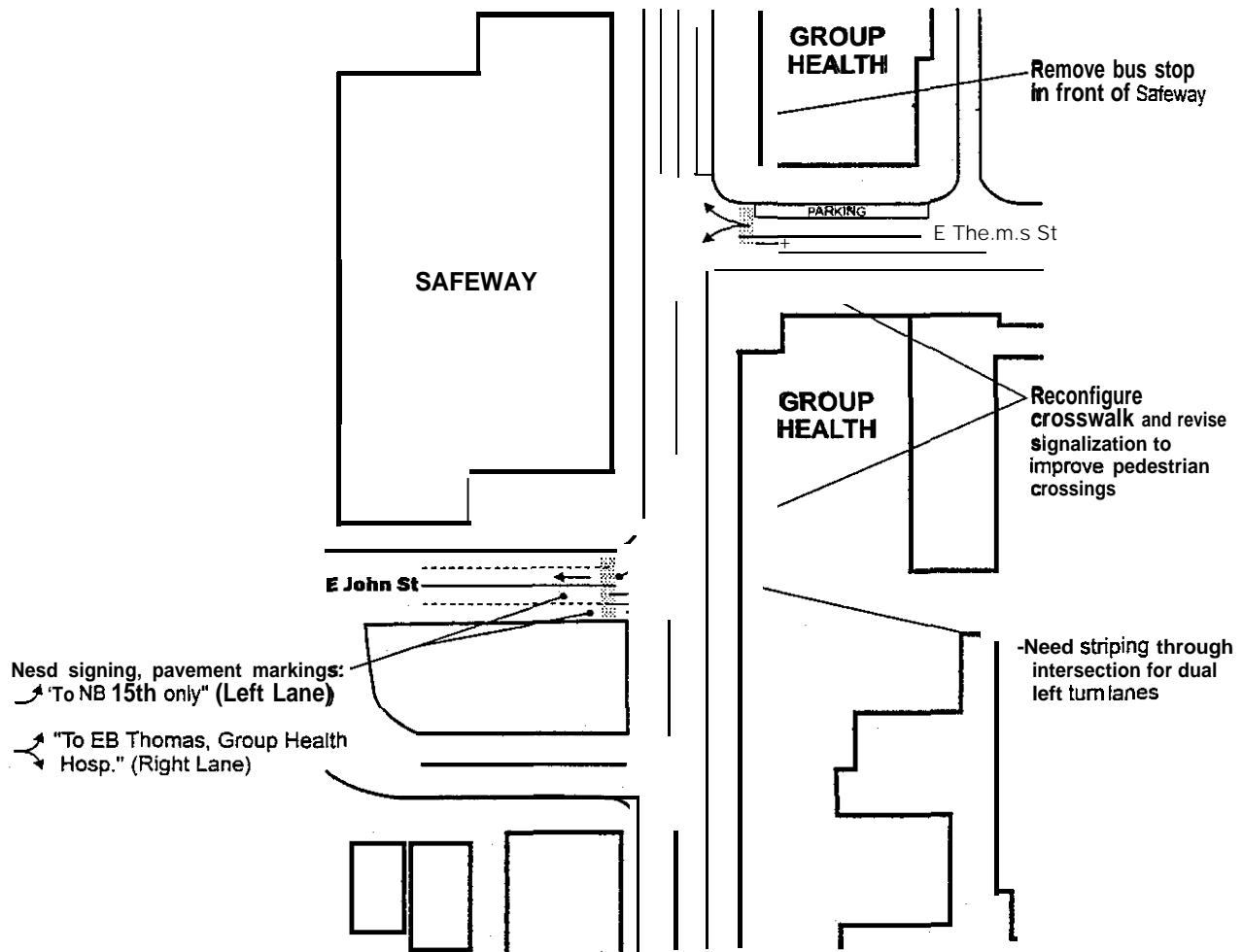
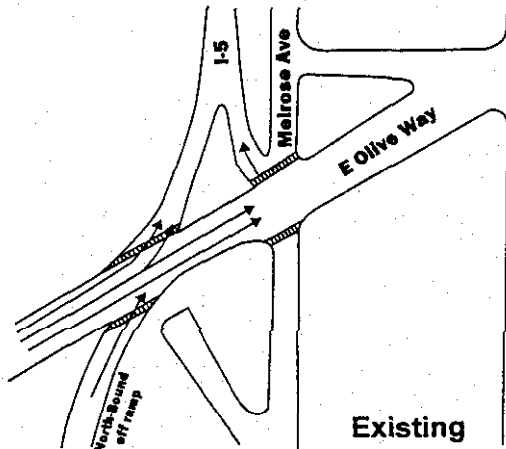


Figure 12. Preferred reconfiguration of the intersection of 15th Avenue E and E John Street/E Thomas Street.

- Urban **design** and public **art** elements (such as custom pedestrian light fixtures) that celebrate Broadway's vibrant urban social scene, night life and theater, and **entertainment** activities. Thematic elements should reflect the unique character of each district of Broadway;
 - Underground electrical utilities and consolidating and repainting **poles**;
 - Wider sidewalks and street **trees**.
- Improve the 15th Avenue streetscape. The Neighborhood **Plan** supports the efforts by the 15th Avenue Merchants Association to develop a **streetscape** improvement **plan** for the 15th Avenue Commercial Corridor. (Figure 12.) **Recommended** upgrades-for 15th Avenue include:
- Safer, more **streamlined** east-west pedestrian crossings with warning lights, etc.;
 - Wider sidewalks, especially on the east side of the street, pedestrian-scaled lighting, and street **trees**;
 - Upgraded on-street parking configuration, bus stop locations, and bus **facilities**;
 - Reduction of sidewalk **obstructions** such as multiple signalization and utility poles, newspaper dispensers, and excessive fixture setbacks from the curb. **Undergrounding** of electrical wires is desired, and bus trolley wires should be mounted off of buildings, not poles.

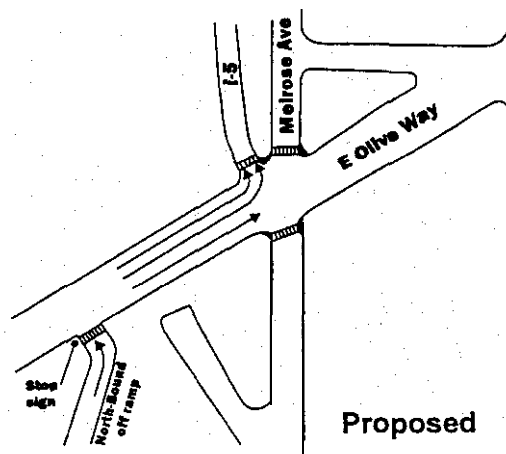
- Improve pedestrian crossings on Olive Way.
Upgrades recommended for Olive Way build on recent street improvements. The Neighborhood Plan recommends continuing improvements to the pedestrian conditions on Olive Way, **especially** creating safer **pedestrian** crossings. Crossings at E Denny Way, E Howell Street and Interstate-5 are particularly unsafe and need attention. (*Figure 13.*)
- Reinforce civil behavior and public safety.
The Neighborhood Plrm recommends reinforcing existing community and City policing efforts in the Village. The Neighborhood Plan also supports enforcing public behavior standards by addressing chronic public inebriation. Finally, the Neighborhood Plan recommends measures to maintain safe, clean public places, such as enforcing maintenance standards by property owners, employing a public space maintenance service, and providing adequate pedestrian lighting in public places.
- Increase public parking and improve parking management.
The Neighborhood Plan's parking management recommendations include measures to **maximize** use of **on-street** parking, to make parking lots available for joint use and to create merchant-sponsored marketing programs to promote better use of available parking opportunities.



Problems:

It is difficult for **pedestrians and other drivers** to know if vehicles in the eastbound center lane on E Olive Way will go straight or turn.

Vehicles in the I-S off-ramp travel at high speeds and only look west to watch for traffic gaps. They do not see pedestrians in the crosswalk.



solutions

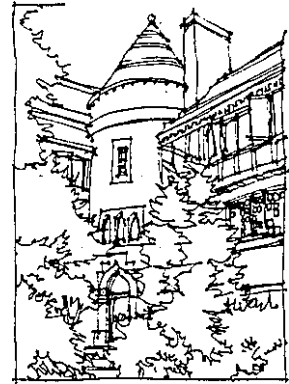
Eliminate the straight option for vehicles in the eastbound center lane.

consolidate northbound on-ramp entries into one ramp.

Add corner sidewalk bulbs and a pedestrian refuge.

Reconfigure corners of on- and off-ramps to 90° angles.

Figure 13. E Olive Way, a major walking route to downtown, needs traffic controls and lane reconfiguration to aid pedestrians in crossing interstate-5 safely and conveniently



Residential District Plans

Vision

The neighborhood's large residential area is divided into two districts. The West Slope District lies between Highway Interstate-5 and Broadway. The East Core District consists of the area between Broadway and 15th Avenue E. Three cornerstones of the community's **goals** are (1) increasing housing **affordability** for a broad spectrum of community members; (2) strengthening and enhancing the character of existing residential neighborhoods; and (3) providing a greater range of housing types. Achieving these goals will require an integrated program of housing strategies to reduce unnecessary obstacles to housing development while still **preserving** the historic, small-scale character of the existing housing stock. Revising zoning and making development regulations more flexible will affect these changes. At the same time, neighborhood residential design guidelines will help support the community's **historic**, small-scale character yet also allow development flexibility. Providing community services for Capitol Hill residents with special needs will also be important to preserving a healthy, stable community. New open space will be needed to serve residents with neighborhood pocket parks and P-patches. Streetscape improvements will provide safer, more attractive and walkable **residential** streets.

Plans for residential districts support high concentrations of housing while preserving neighborhood character by:

- Undertaking a multi-faceted, integrated program of housing initiatives;
- Rezoning areas in the East Core District to preserve small-scale housing;
- **Modifying** zoning and development regulations and instituting design guidelines to provide greater flexibility in housing development while enhancing the neighborhood's small-scale character and charm;
- **Calming traffic** and improving pedestrian safety in residential areas;
- Providing human services and open space to support neighborhood residents.

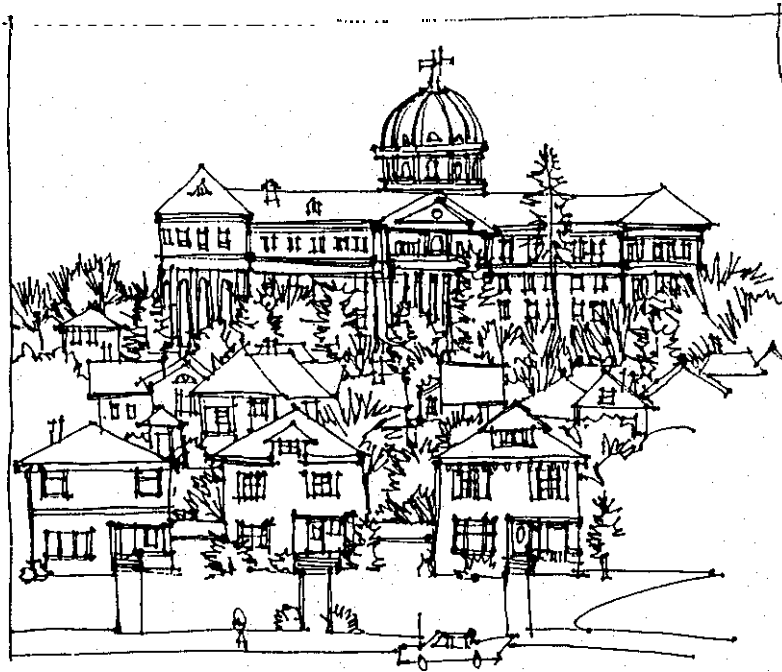


Figure 14. Capitol Hill's few remaining single-family houaea fill an important niche in the housing market.

Existing Conditions and Opportunities

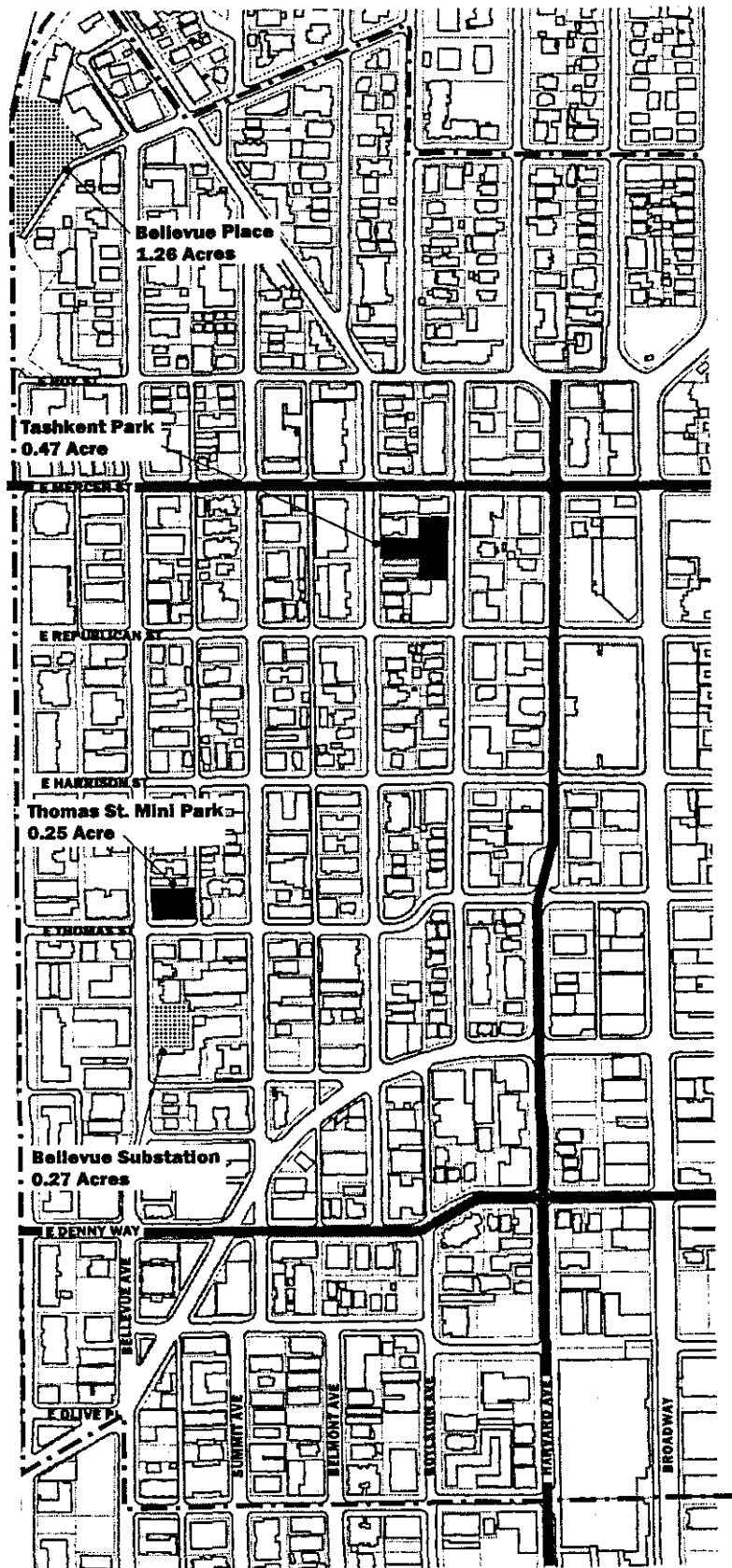
West Slope District

The large West Slope District **Midrise** (MR) zone is densely developed and, as a result, is fairly stable in terms of new development. Two small existing parks in the West Slope District—**Tashkent Park** and **Thomas Street Mini Park**—are well used but are **insufficient** to serve the area's many residents. **Traffic** on neighborhood streets is minimal but parking on the West Slope District is at a premium. At the intersection of Harvard Avenue E and E Thomas Street, there is a **large**, odd-shaped right-of-way that could be redesigned to accommodate additional parking or a large landscaped island. (*Figure 15.*)

East Core District

The East Core District is characterized by small, tightly knit lots that support finely-scaled houses, duplexes, and small apartment buildings that are valued by many Capitol Hill residents. Most of the East Core **District** is zoned **L3**; lots tend to be extremely small (4,600 **square** feet on **average**), and lack alleys. On many blocks, parcels line all **four** sides Of the block, with structures facing east-west streets as well as north-south avenues. There are currently 1,605 housing units in this area. The majority of Capitol **Hill's** few remaining single-family houses are found in the East Core District. (*Figures 14 and 16.*)

The community's primary objective for the East Core **District** is to find creative ways to preserve and increase detached, small-scale, multiple-family housing. Development under the current Lowrise 3 (**L3**) zoning **typically** necessitates assembly of numerous parcels and demolition of existing housing in order to build larger structures. The resulting structures are out of scale with the desired neighborhood character. Furthermore, speculative assembly of lots often leads to "bleeding" of properties, or allowing structures to deteriorate until their **value** is negligible while the owner's costs are amortized. Bleeding *tends to* result in a lack of building maintenance which, in torn, leads to **disinvestment** in the neighborhood.



Residential Design Guidelines
 Institute Capitol Hill specific neighborhood residential design guidelines that reinforce human scale, architectural quality, compatibility with surroundings and neighborhood character

Small Parks and P-Patches

Acquire and develop land for pocket parks, children-s play areas, and Community gardens in the West Slope and East Core Residential Districts. Design new public spaces and facilities according to Crime Prevention Through Environmental Design (CPTED) principles.

Bellevue Place Open Space

Transfer City ownership of Bellevue Place (the undeveloped slope facing interstate-5 at Bellevue Place E) to DPR and develop a terraced park with community gardens or re-vegetate the slope as an extension of the Saint Mark's Greenbelt.

Bellevue Substation Open Space

Transfer City ownership of the Bellevue Place substation (on Bellevue Avenue E between E Thomas Street and E John street) to DPR and develop a pocket park, children's play area and/or a community garden.

Residential Pedestrian Routes

Develop safe, attractive pedestrian environments on all residential streets, creating a contiguous network of walking streets and strengthening pedestrian connections to commercial corridors. Include improved sidewalks, signature Capitol Hill pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping.

Residential Neighborhood Safety

Encourage community-based measures for improving public safety.

**CAPITOL HILL URBAN CENTER VILLAGE
 West Sloos Residential District Plan**




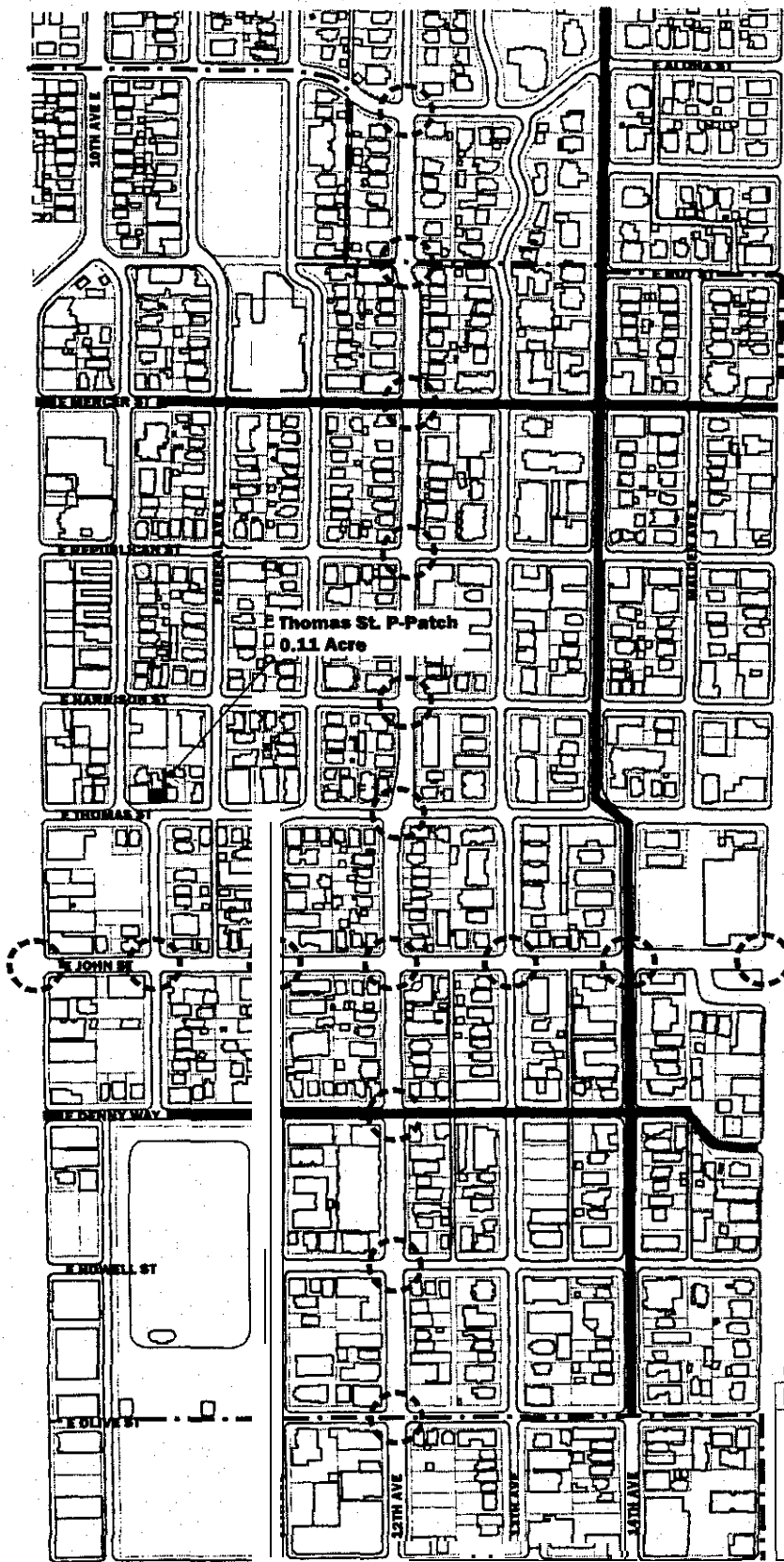
-  Residential Pedestrian Routes
-  Existing Open Space
-  Recommended Open Space

Figure 15. The densely populated, Midrise West Slope District needs open space and streetscape upgrades.



Small-Scale Residential Rezone Analysis
 Undertake a study to explore rezoning selected blocks in the East Core Residential District (between Broadway and 13th Avenue E and between E Mercer Street and E Denny Way) to preserve small lots and renew the housing stock with small-scale housing.

Residential Design Guidelines
 Institute Capitol Hill specific neighborhood residential design guidelines that reinforce human scale, architectural quality, compatibility with surroundings and neighborhood character

Small Parks and P-Patches
 Acquire and develop land for pocket park's, children's play areas, and community gardens in the West Slope and East Core Residential Districts. Design new public spat% and facilities according to Crime Prevention Through Environmental Design (CPTED) principles.

12th Avenue Crossing Plan
 Improve the safety of east-west pedestrian crossings and calm traffic, yet sustain existing traffic flow on 12th Avenue (E) (from E Aloha Street to E Pine Street).

John Street Reconfiguration
 improve the safety of north-south pedestrian crossings and upgrade the pedestrian environment, yet sustain existing traffic flow on E John Street (from Broadway to 15th Avenue E).

Residential Pedestrian Routes
 Develop safe, attractive pedestrian environments on all residential streets, creating a contiguous network of walking streets and strengthening pedestrian connections to commercial corridors. Include improved sidewalks, signature Capitol Hill pedestrian-scale lighting, street trees, vegetated planting strips and other landscaping.

Residential Neighborhood Safety
 Encourage community-based measures for improving public safety.

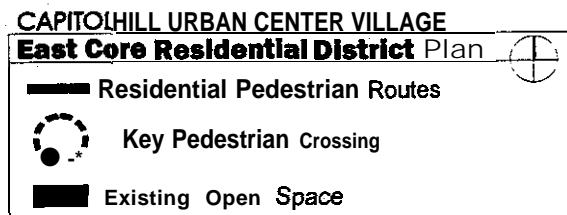


Figure 16. The East Core District plan preserves small-scale housing and prioritizes safer pedestrian crossings.

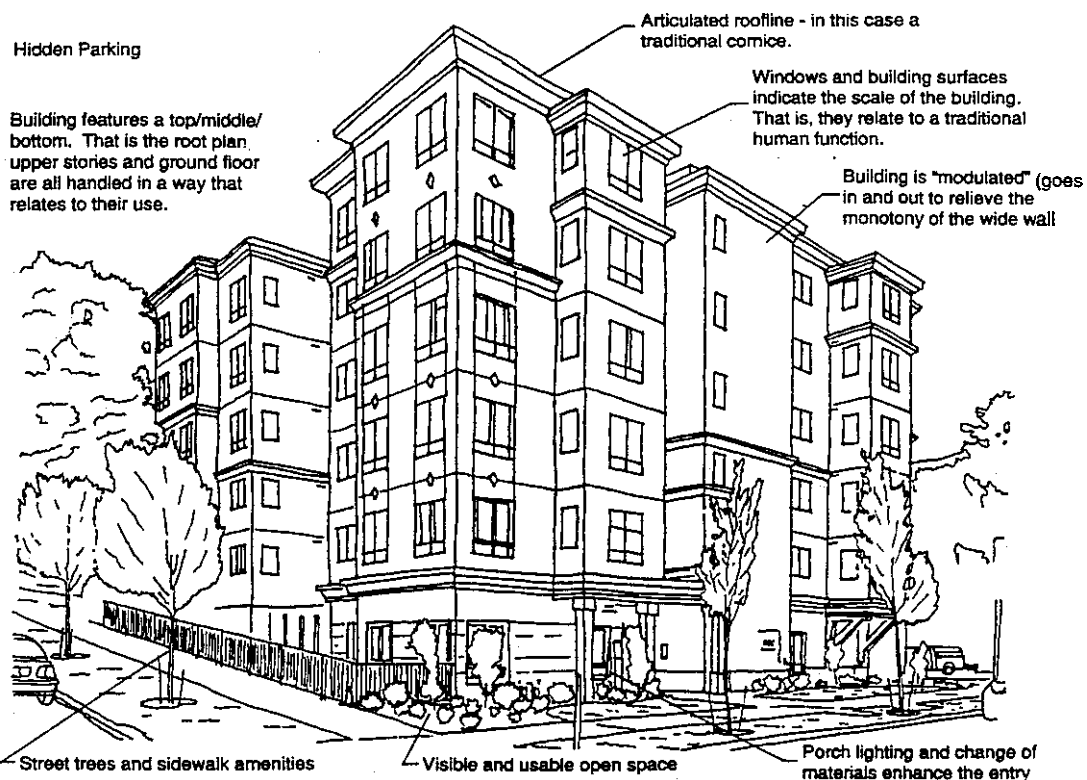


Figure 17. This contemporary "Decorated Block" midrise residential building illustrates positive design features.

Residential Design Guidelines

The Neighborhood Plan includes two sets of neighborhood residential design guidelines, one for small-scale multiple-family residential buildings (RSL, L2 and L3 zones) and another for moderate-scale multiple-family residential buildings (**L4 and MR**). Design guidelines will reinforce human scale, architectural quality, and compatibility with surroundings such as:

- Maintaining and encouraging buildings that have the look of single-family dwellings although the building may house more than one **unit**;
- Eliminating or reducing modulation requirements and specifying decorative facade elements;
- Eliminating or reducing setback requirements appropriate to the surrounding **character**;
- Allowing the height limit in the L3 zone to be raised to 40 feet (30 feet plus a 10-foot pitched roof) during the design review process in exchange for an increase in other site amenities, such as open **space**;
- Weighing the cost of an imposed design provision against its impact on housing costs.

By allowing greater flexibility for developers in the treatment of yard setbacks, building modulation and open space requirements, design guidelines will help achieve public benefits such as design value or open space bank contributions. The design guidelines will also provide **direction** to the neighborhood Design Review Board to help assure that community goals for streetscape quality, building character, open space design and use, residential privacy, building context and scale, and landscaping are met. The Neighborhood Plan recommends that all **building** proposals be allowed voluntary access to the design review process in order to achieve design departures. (*Figure 17 and 18.*)

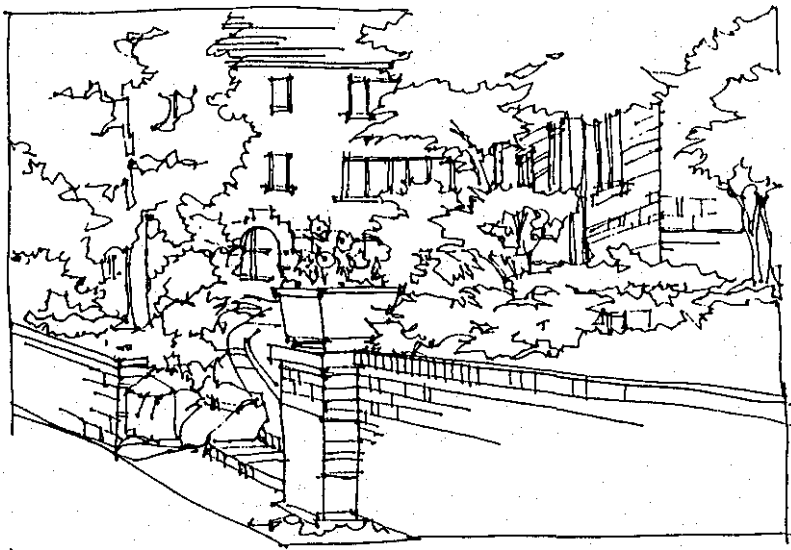


Figure 18. Neighborhood residential design guidelines describe how to develop contemporary versions of an archetypal Capitol Hill apartment building: the “Asymmetric Aaaembly”, brick, midrise Anhalt apartments.

Open Space in Residential Districts

Both the West Slope and East Core Districts need more **small** parks and community gardens to serve area residents. Two City-owned surplus properties offer opportunities to create new open space in the West Slope District. **Bellevue** Place is an 1.26-acre, steeply sloped site facing Highway Interstate-5. Located in an environmentally critical area with limited accessibility for both pedestrians and vehicles, the site would likely require considerable restoration to make it more usable. Another City surplus property is the **Bellevue** Electrical Substation, located between E Thomas Street and E John Street on **Bellevue** Avenue E. The 0.27-acre site is scheduled to be deactivated by City Light in 2003. (Figure 19.)

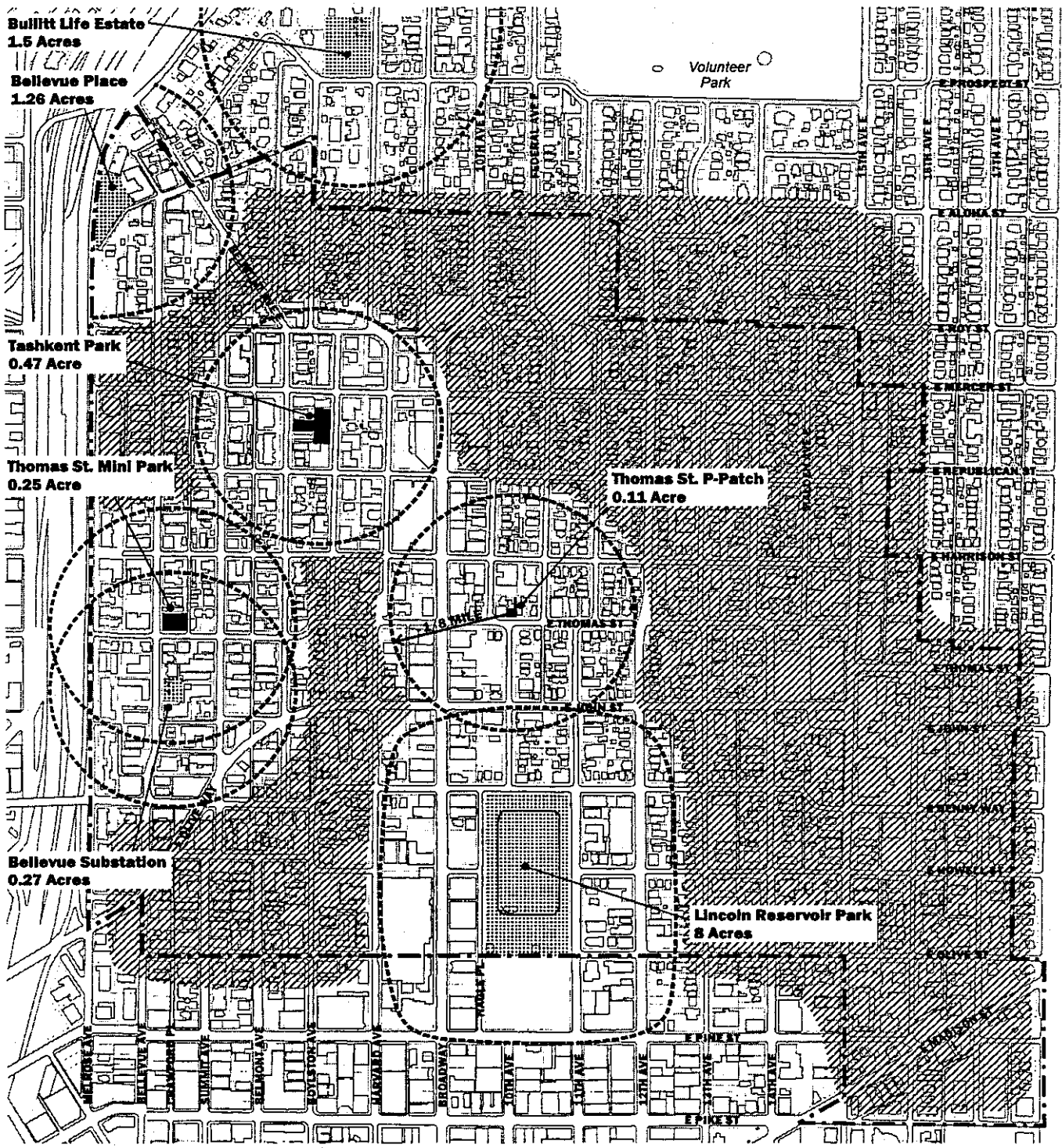
No immediate opportunities for open space acquisition in the East Core District have been identified, even though the area has virtually no open space. Potential sites are:

- Vacant lot north of 16th Avenue E and E Aloha Street (east side);
- Vacant lot north of 13th Avenue E and E Harrison Street (east side);
- Parking lot north of 16th Avenue E and E Thomas Street (east side);
- Parking lot south of 18* Avenue E and E Thornas Street.

Neighborhood Arterials

12th Avenue E and E John Street are busy **arterials** that bisects the East Core **District residential** area. While the community recognizes the need to maintain traffic flow on these streets, there is also a need to improve pedestrian safety and amenities.

From its terminus at Volunteer Park, 12th Avenue E runs north-south, connecting the Village to the Pike-Pine and Central Area neighborhoods. 12th Avenue E right-of-way is a **60-foot-**wide between Volunteer Park and E Denny Way. South of E Denny Way, the right-of-way widens to 85 feet. There are no bus routes on 12th Avenue E in the Village. South of E Harrison Street, **12th** Avenue E is a designated bicycle route. Noise generated on 12th Avenue E by speeding vehicles and freight trucks disturb adjacent residents. Because of the



CAPITOL HILL URBAN CENTER VILLAGE

New Open Space

Existing Public Open Spats That Fullfills Comp Plan Criteria

Recommended New Open Space That Fullfills Comp Plan Criteria

Areas That Need Additional Open Space Beyond What the CHNP Identifies

Area of Influence (1/8 Mile)



Figure 19. Small parks and P-Patches are needed, especially in the East Core District residential neighborhood.

street's steady vehicular traffic, all east-west street crossings along 12th Avenue E are treacherous for pedestrians.

E John Street, which forms a contiguous arterial with E Olive Way and E Thomas Street, connects Capitol Hill with downtown and the Miller neighborhood. E John Street is Capitol Hill's main east-west commuter route. It connects all *three* of Capitol Hill's commercial districts (Olive Way, Broadway and 15th Avenue), SCCC (the neighborhood's largest generator of pedestrian activity), and Group Health (the Village's largest employer). E John Street's role as a key connector route for vehicles, busses and pedestrians is likely to intensify when the south Capitol Hill Sound Transit station is built near the intersection of Broadway and E John Street. Where E John Street crosses Broadway, 12th Avenue E, and 15th Avenue E, intersections are busy and **difficult** to cross. Currently, there is on-street parking allowed on both sides of the street during limited hours. Parking is restricted during morning and evening commutes. However, cars typically remain illegally parked on both sides of the street, even during commuter hours. Thus, the street **functions de facto** as a two-lane street, with one traveling lane in each **direction**. Independent analysis provided by a transportation consultant indicates that two traveling lanes are not needed to carry rush-hour traffic.

Residential Pedestrian Routes

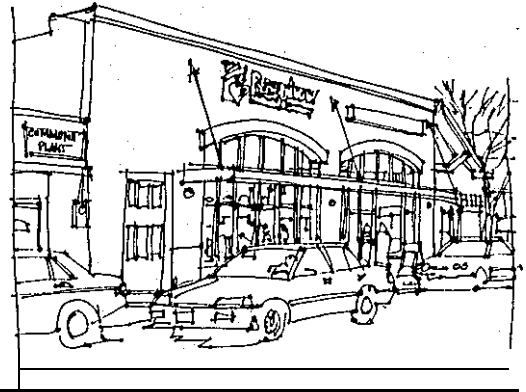
While community members want to improve pedestrian character and safety on all neighborhood streets, four residential streets offer special opportunities to enhance the urban design environment of walking routes. The **streetscape** along Harvard Avenue E has been eroded where inconsistent development has allowed parking to be constructed in the planting strip. The north end of 14th Avenue E is a grand vegetated parkway entry to Volunteer Park that ends **abruptly** in the East Core District. E **Mercer** Street is an important pedestrian connection between Broadway and the 15th Avenue district that also serves historic Lowell School. Currently, E Mercer is dilapidated, with broken curbs and defunct curb cuts. E Denny Way is also an important pedestrian connection, extending to E Olive Way and downtown, and -ng along the north edge of the Lincoln Reservoir/Park. West of Broadway, heavy **traffic** makes E Denny Way unpleasant and unsafe for pedestrians.

Recommendations

- Explore rezoning portions of the East Core District. The Neighborhood Plan recommends implementing a new zone that will preserve the neighborhood's few remaining small lots and house-scaled structures, that will prevent conglomeration of lots to build larger structures, and that will encourage the development and preservation of cottages, duplexes, triplexes and townhouses. The City should undertake a rezone analysis that explores the most appropriate zoning classification for achieving these community goals. The Neighborhood Plan suggests that the new zone limit maximum building width to 40 feet in order to discourage assembly of parcels.
- Institute residential design guidelines customized for Capitol Hill. Detailed design guidelines customized for the neighborhood's commercial zones were developed as **part** of the neighborhood planning **process**. Both the *Draft Capitol Hill Design Guidelines for Small-Scale Residential Zones* (MAKERS, 1998) and *Draft Capitol Hill Design Guidelines for LA and MR Residential Zones* (MAKERS, 1998)

resulted from numerous meetings with community members and City staff. In 1999, the City plans to assist neighborhoods in developing and adopting neighborhood-based design guidelines. The Neighborhood Plan supports this effort and recommends that the existing draft serve as the basis for final Capitol Hill design guidelines. The Neighborhood Plan also recommends that the City work closely with local citizens to complete the guidelines.

- Acquire sites in residential areas for small parks and P-patches.
The Neighborhood Plan recommends that the City actively seek opportunities to acquire sites for small parks and P-patches in the Village, particularly in the East Core District.
- Create small parks at **Bellevue** Place and the **Bellevue** Substation
The Neighborhood Plan recommends that the City transfer ownership of **Bellevue** Place and the **Bellevue** Substation to the City Department of Parks and Recreation Fund should be allocated to develop these sites for park uses.
- Develop a pedestrian crossing plan for 12th Avenue E.
While sustaining existing traffic flow, the Neighborhood Plan recommends creating a comprehensive **streetscape** plan for improving pedestrian street crossings and calming **traffic** on 12th Avenue E. Specifically, the Neighborhood Plan recommends constructing east-west crossing bulbs with painted crosswalks at all intersections, installing pedestrian-scale lighting, vegetated planting strips and street trees, and providing adequate pedestrian crossing phases at all signalized intersections for every cycle. Wider sidewalks should be implemented north of E Denny Way. South of E Demy Way, improvements should be coordinated with the Pike-Pine and Central neighborhoods.
- Reconfigure E John Street.
While sustaining existing traffic flow, the Neighborhood Plan recommends improving pedestrian street crossings and giving greater priority to bus and pedestrian uses on E John Street. Specifically, the Neighborhood Plan recommends allowing 24-hour parking on both sides of the street, creating north-south crossing bulbs with painted crosswalks at all intersections (except where turn lanes are needed at Broadway, 12th Avenue E and 15th Avenue E), widening sidewalks and installing pedestrian lighting, vegetated planting strips, and street trees.
- Improve key residential pedestrian routes.
Residentird streets can **benefit** from inexpensive City and community efforts such as restoring planting strips, planting street trees, installing pedestrian-scale lighting, and improving street crossings. The Neighborhood Plan recommends the following actions: (1) on Harvard Avenue E, coordinate with upcoming street reconstruction via the Capitol Hill Underground Ordinance Area 112590 project to realign the curb edge and add base wiring for pedestrian lighting fixtures, (2) on 14th Avenue E, add street trees to extend the historic parkway through the neighborhood and install pedestrian **scale** lighting to improve safety, (3) on E **Mercer** Street, restore the curb edge, eliminate unnecessary curb cuts, and plant hedges along parking lots to screen and define the sidewrdk area, and (4) on E Denny Way west of Broadway, widen sidewalks, improve street crossings, and plant vegetation to buffer pedestrians from the street's heavy vehicular **traffic**.



Parking Management Plan

Vision

All of the Neighborhood Plan's Key Strategies depend, at least in part, on effective parking management. The commercial corridors, especially the north Broadway area, require adequate, competitively priced parking for shoppers and visitors if they are to keep the special small businesses that make the community unique. At the same time, the neighborhood's many older apartment **buildings** do not provide parking, so residents must compete for scarce on-street parking spaces. Add to this the community's antipathy to visible parking structures and the long-term goal of reducing automobile dependence in urban centers and it is clear why the provision of parking is such a difficult **challenge**. Meeting this challenge will require more efficient use of on-street parking, development of joint-use parking, marketing and signing of parking assets, and adjusting residential parking requirements. Cooperative effort on the part of both residents and businesses will be necessary to reach agreement on parking management activities such as on-street space restrictions. Many proposed activities, such as parking meter adjustments and coin changers, should be tested for a trial period. Successful parking management on Capitol Hill, particularly in the Broadway Business District, will require an integrated strategy of several public and private actions to better utilize and increase on-street and off-street supplies, to equitably balance interests, and to reduce auto dependence. The recommended actions should be seen as a menu of steps that work in conjunction overtime. Such ongoing efforts would be facilitated by a parking task force or other organization that reviews conditions and makes adjustments as new challenges arise.

The parking management plan improves accessibility to businesses and residences while protecting neighborhood character by:

- Maximizing on-street parking opportunities;
- Instituting design guidelines that **minimize** the impacts of parking on pedestrians and assure that parking garages fit in with the neighborhood's **character**;
- Promoting joint-use of existing parking facilities;
- Improving advertising and accessibility of available parking resources;
- . Discouraging commuter and employee parking.

Existing Conditions and Opportunities

Parking can be viewed as an economic resource in which the supply (including on-street, single-use and public parking), demand (for businesses and residents) and price must be continually balanced. While residents and business customers compete for on-street parking, many spaces in commercial parking garages go unused. Lack of visibility of available parking (especially garages) combined with high fees lead to this imbalance.

Parking is a complex issue because it impacts nearly every facet of the way a neighborhood functions. For example, parking directly affects affordability of housing. According to developers, parking is the single biggest variable in housing development. Therefore, a developer is likely to develop market rate condominiums rather than affordable rental housing units if higher on-site parking requirements must be met; this is because the cost of constructing parking is so high. Some areas of the city where housing affordability is a major goal, such as downtown and the Cascade neighborhood, have eliminated parking requirements for new housing construction. Of course, this solution depends on strong public transit, good pedestrian environments, and close proximity of shopping and services to support the lifestyles of people who do not own cars. Yet, it is not just residents who rely on parking. Businesses require parking for customers and employees, many of whom come from outside the neighborhood.

Recommendations

- Maximize on-street parking opportunities.
The Neighborhood Plan recommends increasing the number of on-street parking spaces by eliminating unnecessary or redundant loading zones. The Neighborhood Plan also recommends striping for parallel parking on both sides of streets that are at least 25 feet wide, such as 10th and 11th Avenues E, and adding angled parking on one side of the street with parallel parking on the other side on streets that are at least 42 feet wide, such as Summit and Belmont Avenues.

The Neighborhood Plan supports a study to determine the best use of unrestricted parking spaces along 10th and Harvard Avenues E, adjacent to the Broadway commercial corridor. While short-term parking (2 hours or less) would increase the parking turnover available for customers of the Broadway businesses, parking changes need to be reviewed with adjacent residents.

- **Improve the effectiveness of meter parking.**
The Neighborhood Plan recommends extending meter hours (and increasing parking meter enforcement) in order to increase meter turnover between 6:00 p.m. and 10:00 p.m., resulting in an increase in the amount of parking available for customers of restaurants and other evening uses along Broadway. The Neighborhood Plan endorses combining this activity with meter revenue sharing with the Broadway BIA. A study may be needed to determine how extended meters function and to quantify their effectiveness on parking turnover after the enforcement extension is implemented. The Broadway BIA may wish to be responsible for the meter study.

- Optimize the use of surface and structured parking lots.
Privately-owned parking lots present untapped opportunities for joint use. The Neighborhood Plan recommends pursuing joint-use parking agreements with property owners, particularly at the planned Keystone development and at Group Health.

Currently, **SCCC** is proposing to **expand** its on-campus parking supply by approximately 250 spaces. The majority of these would likely be added to the main garage on the south side of the campus, although some spaces could be added elsewhere. With the expansion, more parking spaces would be provided for **carpools**. **This** parking lot expansion would reduce the number of cars parked on the surrounding streets, particularly if combined with measures to discourage students from parking on the streets. The Neighborhood Plan encourages **SCCC** to aggressively pursue a plan for meeting its parking needs with off-street **parking**.

- Modify development requirements to increase parking opportunities.
The Neighborhood Plan supports a study to explore reducing parking requirements for residential development in **Lowrise**, Midrise and Neighborhood Commercial zones by allowing off-site accessory parking for residential uses in order to reduce the “on-street parking impact of some residential developments. The Neighborhood Plan also recommends allowing shared parking for residential uses in Lowrise and Midrise zones in order to provide developers with greater flexibility in satisfying their parking requirements by combining resources to create off-site, off-street parking garages for two or more residential developments.

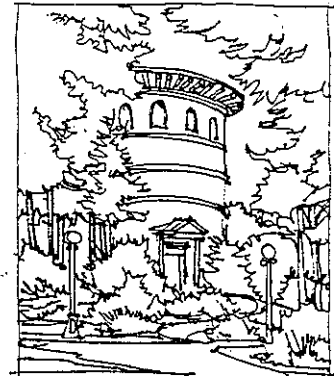
- Implement **programs** to reduce the demand for on-street parking.
The Neighborhood Plan strongly supports implementation a neighborhood car sharing program, a cooperative through which members have access to jointly-owned vehicles. Because of the neighborhood’s high density and low car ownership, Capitol Hill is an ideal location for a King County Metro-sponsored pilot car sharing program.

Many neighborhood employers and institutions have transportation demand management plans that have been effective in reducing travel by single-occupant vehicles. The Neighborhood Plan encourages continuation and expansion of these programs.

- Market parking availability and parking options.
Studies have shown that paid parking in lots is available on Capitol Hill but is largely underutilized due to (1) lack of visibility and (2) high cost. Marketing through publicity, signage and validation programs will help increase awareness of available parking resources. Reducing parking rates for short-term parking will also help to encourage use of off-street parking. The Neighborhood Plan supports both of these measures.

The Neighborhood Plan also supports preparation of a City information packet describing various on-street parking options, including how parking can be improved, the types of changes that are possible, the parameters (e.g., street and sidewalk width) that need to be met before changes will be made, and the process for initiating changes with the City.

Technical Elements



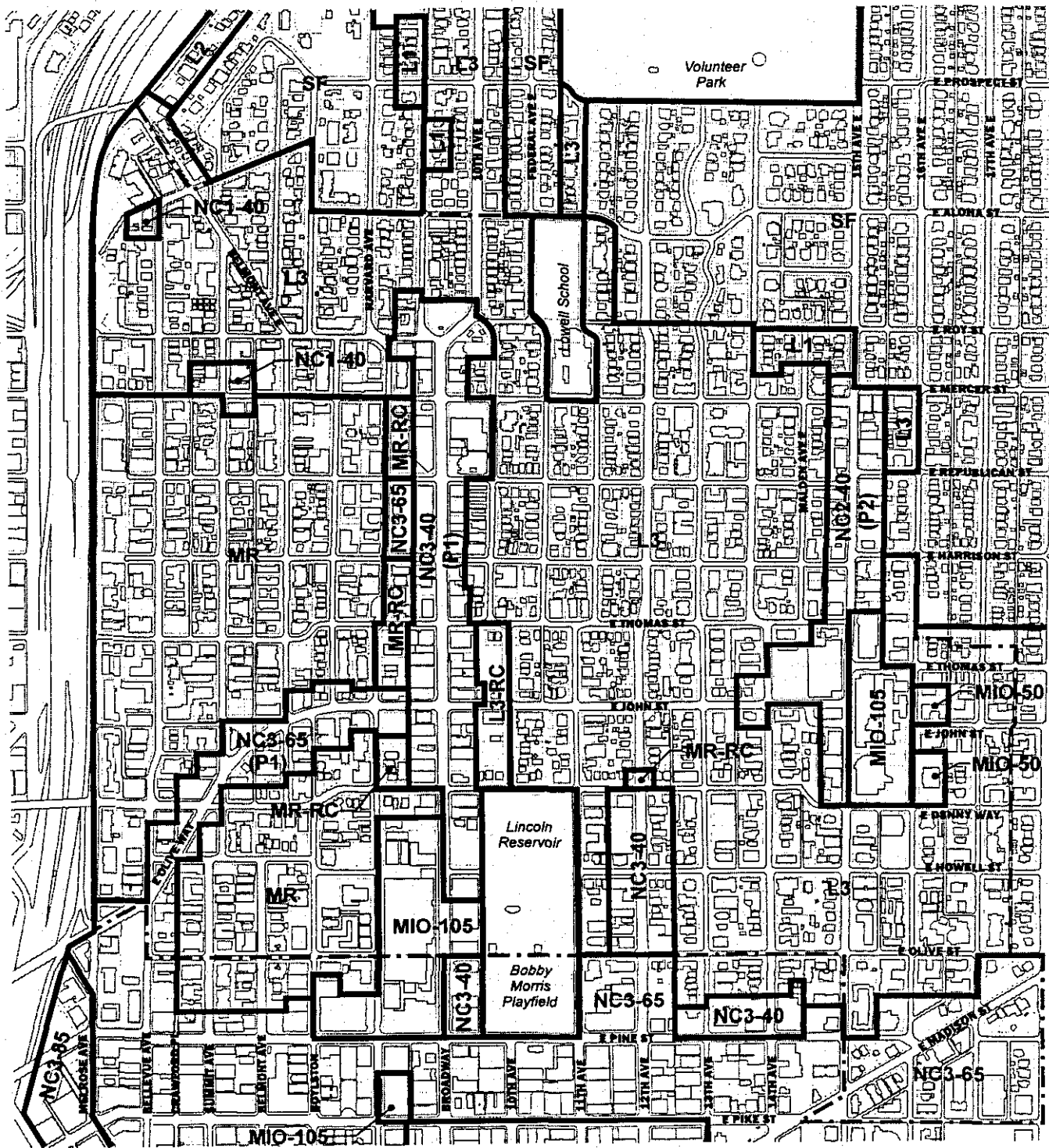
Land Use and Urban Design

Existing Conditions

Occupying one of the city's seven hills, the Capitol Hill Village possesses a blend of urban qualities and natural features that epitomizes Seattle's livable character. The Village is primarily a residential neighborhood, with eighty-four percent of its buildings devoted to housing. Although the Capitol Hill Village has the highest population concentration in the region, the close proximity of residential areas, shops, parks and employment make the neighborhood easily accessible on foot. Small-scale streets and architecture give the neighborhood a pedestrian feel. Historic architecture, unique housing, tree-lined streets, picturesque parks, and spectacular views frame a rare setting for gracious living in an urban environment.

Capitol Hill is home to a number of landmarks, institutions, and parks. Cornish College of the Arts, Lowell Elementary School, the *Susan Henry Branch Library*, Seattle Central Community College, and Group Herdth Cooperative serve the neighborhood and the region. Open spaces at Lowell School and the Lincoln Reservoir provide respite from the dense urban surroundings. At the crest of Capitol Hill, the historic Volunteer Park Water Tower is the highest point in central Seattle.

Zoning is a powerful administrative tool that regulates the types of land uses that are allowed in a particular area. Zoning determines the height and scale of new buildings and establishes open space and parking requirements for new construction. Three land use categories exist in Capitol Hill Village: Lowrise Residential (L3), Midrise Residential (MR) and Neighborhood Commercial (NC). In all, there are twelve zoning categories in the Village, which are mostly variations of these major categories. The majority of land in the Village is zoned for multiple-family housing (L3 and MR). Major portions of Broadway, 15th Avenue E, E Olive Way and a small portion of 12th Avenue are zoned for neighborhood commercial uses (NC). Pedestrian Overlays (P-1 and P-2) reinforce the pedestrian character of Broadway, 15th Avenue E and E Olive Way. The neighborhood also has two Major Institution Overlay (MIO) zones, one for Seattle Central Community College and one for Group Health Cooperative. There are no single-family or industrial zones within Capitol Hill Village. (*Figures 20 and 21.*)



CAPITOL HILL URBAN CENTER VILLAGE

Existing Zoning

Figure 20. Existing land use designations define a largely residential, multi-family neighborhood.

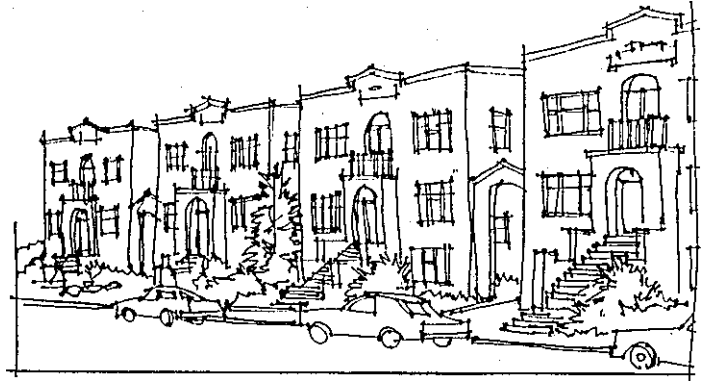
CAPITOL HILL URBAN CENTER VILLAGE	
ZONING DESIGNATIONS	
RSL/TC	Residential Small Lot Tandem or Cottage Smaller detached single-family houses on one lot. Allows a single house, one house with an accessory dwelling unit, 2 houses (tandem housing) or clusters of 4-12 houses (cottage housing).
LDT	Lowrise Duplex or Triplex. Lowrise duplexes or triplexes. Can be either conversions or new construction. 25-foot height limit, plus 10-foot pitched roof (3-stories.)
L1	Lowrise 1 Lowrise townhouses or cottages. 25-foot height limit, plus 10-foot pitched roof (3-stories.)
L3	Lowrise 3 Lowrise apartments or townhouses. 30-foot height limit, plus 5-foot pitched roof (3 stories),
L3-RC	Lowrise 3 Residential Commercial Same as L3, except allows a limited amount of commercial space at street level.
L4	Lowrise 4 Lowrise apartment or townhouses. 37-foot height limit, plus 5-foot pitched roof (4 stories),
MR	Midrise Midrise apartments. 60-foot height limit, plus 5-foot pitched roof (6 stories),
MR-RC	Midrise Residential Commercial Same as MR, except allows a limited amount of commercial space at street level and accessory parking for commercial uses in an abutting zone,
NC1 <i>NC1-40</i>	Neighborhood Commercial 1 Convenience stores, hair salons, professional offices, apartments, etc., with commercial use at street level. Allows limited single-purpose residential use (1 unit per 1600 sq. feet of land) only as a conditional use. 40-foot maximum height,
NC2 <i>NC2-40</i>	Neighborhood Commercial 2 Small grocery stores, coffee shops, video stores, apartments, etc., with commercial space at street level. Allows limited single-purpose residential use (1 unit per 1200 sq. feet of land). 40-foot maximum height.
NC3 <i>NC3-40, NC3-65</i>	Neighborhood Commercial 3 Supermarkets, restaurants, bars, clothing stores, apartments, etc., with commercial space at street level, Allows limited single-purpose residential use (1 unit per 800 sq. feet of land). 40-or 65-foot maximum height.
MIO <i>MIO-105</i>	Major Institutional Overlay Major institutions' master planned areas. Modifies underlying zoning with development standards set by the institution. 105-foot height limit.
PI	Pedestrian Overlay 1 Pedestrian-oriented shopping areas, Requires pedestrian-friendly development standards regarding site access and parking. Prohibits parking lots on the streetfront.
P2	Pedestrian Overlay 2 Pedestrian-oriented shopping areas. Requires pedestrian-friendly development standards regarding site access and parking. Allows limited parking lots on the streetfront.

Figure 21. These zones currently exist or are proposed in the Capitol Hill Urban Center Village.

Strategies and Recommendations

Preserving, enhancing, and connecting the neighborhood's existing attributes is one of the fundamental goals of the neighborhood plan. Residents want to protect and augment the neighborhood's architectural quality, historic character, pedestrian scale and natural features. Integrating transit and open space with new commercial and residential development is essential for making the most of these public and private assets. Maintaining the special character and pedestrian-orientation of the neighborhood's commercial corridors is important to their continued economic vitality. In residential areas, preserving existing housing structures and providing varied types of housing is important for encouraging long-term residency in the neighborhood. The Neighborhood Plan recommends achieving these land use and urban design goals in the following ways.

- Add and improve neighborhood public amenities.
Three sites – the Keystone site, the existing Henry Library site and the Lowell School site – offer development opportunities that have the potential to profoundly influence the future character of Capitol Hill. The Neighborhood Plan recommends joint public-private development projects at these sites to achieve the community's goals of increasing cultural, civic, housing, and retail uses as well as enhancing neighborhood public amenities.
- Plan for transit-oriented development at light rail station areas.
Because the implications of revising zoning are so complex, a complete zoning analysis is needed of the areas around the proposed Capitol Hill Sound Transit stations. Proposals to modify zoning in these areas merit further consideration because they provide opportunities to fulfill important community and Comp Plan goals of reducing dependency on automobiles by locating housing, employment, and shopping opportunities near transit stations.
- Institute design guidelines customized for Capitol Hill.
The Neighborhood Plan recommends adoption of customized design guidelines developed for Capitol Hill's commercial corridors and residential neighborhoods. Commercial design guidelines will reinforce the pedestrian orientation, architectural quality and special character of the neighborhood's business districts. Residential design guidelines will provide more flexible housing development regulations while enhancing the charming small-scale character of the neighborhood's residential areas.



Housing

Existing Conditions

While many newcomers to Seattle initially settle in the Capitol Hill neighborhood, approximately 10% of the Village's residents move each year, many leaving Capitol Hill to live in other neighborhoods. Existing housing in the Village reflects the neighborhood's predominant population of single, young adults between the ages of 18 and 44 who earn incomes of less than \$35,000 per year. The vast majority of Capitol Hill residents are renters and most housing in the neighborhood consists of studio and one-bedroom apartments in some type of multi-unit structure. The Village's many gracious older apartment buildings (over 50% of residential structures were built before 1940) tend to have lower rents than newer buildings and thus provide much of the Village's affordable housing. Few single-family houses remain in the Village and most of these have been converted to multiple-unit buildings. Home ownership opportunities, which are scarce in the Village, occur mainly in attached, multiple-family structures, such as condominiums. Approximately 80% of the neighborhood's housing units have subsidized rents, mostly for elderly or disabled residents.

Like the rest of Seattle, Capitol Hill has seen steeply rising housing costs in the 1990s. Average rents on Capitol Hill rose by 24% between 1992 and 1997. Between July 1995 and June 1996 alone, the average purchase price of a single-family home in the Village rose by 39%. Yet, despite the high cost of rental housing, rental vacancy rates in the Village are extremely low, indicating a high demand for rental housing. Although the cost of purchasing a home is prohibitive to many people, home ownership opportunities on Capitol Hill are also in high demand.

Capitol Hill's popularity and the fact that the entire Village is zoned for higher densities would seem to encourage housing development. Indeed, some affordable housing development in the neighborhood is currently stimulated by the Capitol Hill Housing Improvement Program (CHHIP), a nonprofit public development authority that preserves and develops affordable housing in the neighborhood. However, high land and building prices, small lot sizes and strict parking and development requirements make it difficult to develop affordable housing in the Village. Also, vacant land in the Village is scarce. In 1977, the County Assessor classified as vacant only one Capitol Hill lot – the Keystone site.

Strategies and Recommendations

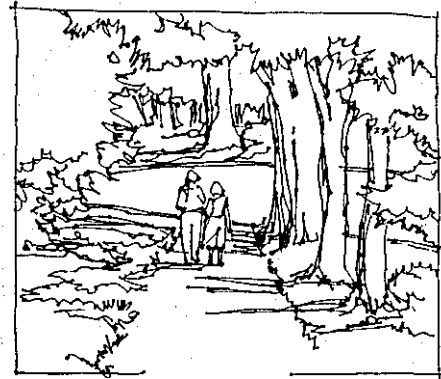
Capacity and market analyses indicate that the Comp Plan's goal of adding 1,980 new households (for a total of 13,334 households) in the Village by the year 2014 can be accommodated. However, residents want this density to be achieved while preserving existing housing structures, maintaining a residential architecture that echoes the scale, height, and style of the area's single-family houses and historic structures. Providing affordable housing, a variety of housing types, and home ownership opportunities is an important goal. This will attract long-term residents, nurturing a socially diverse and economically stable neighborhood. In order to achieve these housing objectives, the Neighborhood Plan recommends implementing a comprehensive program of housing strategies that includes the following actions.

- Increase affordable rental housing.
Increasing housing affordable to households with incomes under \$50,000 per year will help meet the high demand for affordable housing in the neighborhood. The Neighborhood Plan recommends supporting the efforts of CHHIP and other nonprofit housing organizations to develop and renovate affordable housing. The Neighborhood Plan encourages private developers to construct affordable housing by recommending development incentives, such as tax exemption programs, infrastructure construction subsidies and public bonus programs. In addition, the Neighborhood Plan encourages both public and private developers to pursue joint-use development projects that will produce affordable housing by public-private sharing of property ownership and development.
- Increase opportunities for home ownership.
In order to provide home ownership opportunities for households with a broad spectrum of incomes, the Neighborhood Plan recommends down payment assistance programs for first-time buyers. Supporting developments by CHHIP and others to produce owner-occupied cooperatives and cottages is also recommended. In addition, the Neighborhood Plan supports City legislation that will provide financial and technical resources to enable renters to match purchase offers made by investors in order to buy their buildings for conversion to cooperatives or condominiums.
- Encourage **preservation** and development of diverse housing types.
A variety of housing types will invite families and others to remain in the neighborhood as their status and needs change. The Neighborhood Plan's recommendations support development of a range of housing styles including small-scale dwellings, live-work units, mixed-use buildings with housing above commercial uses, warehouse lofts, accessory dwelling units and housing for people with special needs. The Neighborhood Plan also recommends creating a mechanism in the land use code to encourage development of some two- and three-bedroom units in new developments.
- Expand home improvement and historic preservation programs.
The Neighborhood Plan recommends advertising existing City home improvement programs and expanding them to include rental housing in order to improve property upkeep. The Neighborhood Plan also recommends creating historic preservation programs to guide property owners in renovating and protecting historically significant housing. The Neighborhood Plan's recommendation to allow voluntary access to the

design review process will aid property owners in performing quality renovations of existing housing structures.

■ **Modify** residential development requirements.

More flexible development standards will help stimulate development of affordable housing. For example, the Neighborhood Plan recommends allowing developers to reduce features such as roof gardens, which are expensive to build and do not provide much public benefit, in exchange for monetary contributions to a neighborhood open space bank that will fund acquisition of off-site, public open space.



Open Space, Recreation and Arts

Existing Conditions

The Village and its environs are graced with a variety of parks and an abundance of mature, large-canopied trees. Volunteer Park, the Volunteer Parkway (14th Avenue E), Lincoln Reservoir, and Bobby Morris Playfield are elements of the original Olmsted brothers' design for a citywide system of linked parks and boulevards developed in the early 1900s. Just outside the Village's boundaries, Volunteer Park is the centerpiece of north Capitol Hill, with expansive lawns, lush gardens, spectacular views, and an outdoor amphitheater for summer concerts and theater. Volunteer Park is also home to the Volunteer Park Conservatory, Seattle Asian Art Museum, Volunteer Park Reservoir, and Volunteer Park Watertower. North of the Village, the Saint Mark's Greenbelt is one of the few remaining wooded, sloped greenbelt areas in the City. The greenbelt buffers Capitol Hill from Interstate-5 and provides precious wildlife habitat, dense vegetation, and trails. The Lowell School site includes a large open space that it is primarily dedicated for school uses. Miller Playfield and the new 20,000-square-foot Miller Community Center lie just east of the Capitol Hill Village. At the Village's south end, the Lincoln Reservoir and Bobby Morris Playfield comprise an expansive park shared by the Capitol Hill and Pike-Pine neighborhoods. A few small parks nestled within the neighborhood – Tashkent Park, Thomas Street Mini-Park, and Williams Place Park – provide places for residents to read, sunbathe and socialize. Although the demand for P-Patches far outweighs the supply, the Thomas Street P-Patch is the Village's sole community garden. Children's play areas are also in short supply. There are no public indoor recreation facilities in the Village. Privately-owned neighborhood open spaces are located at Pilgrim Church, SCCC, and Group Health. Interlaken Trail and Melrose Trail are enjoyed by pedestrians and cyclists. (Figure 22.)

Recognizing the value of parks for providing relief from dense urban surroundings as well as places for people to gather and connect with nature, the Comp Plan aims to provide urban villages with sufficient accessible open space to support their dense populations. The value of the Village's existing open spaces notwithstanding, fewer than 40% of Village residents are actually served by open space that fulfills the Comp Plan's goals. According to the Comp Plan, Capitol Hill should have at least 13.33 acres of dedicated, accessible open space as well as a multiple-use indoor recreation facility by the year 2014 to serve its expected population of 13,334 households. Currently, the Village has less than 1 acre of open space that meets the Comp Plan's criteria. (Figure 23.)

Strategies and Recommendations

The community wants new public open spaces that serve all neighborhood residents, including children, youth, and seniors. Providing more privately-controlled open spaces, such as plazas and outdoor cafes in business districts, is also an important goal. In addition, Capitol Hill residents want to improve the neighborhood's environmental and aesthetic qualities, such as maintained parks, enhanced streetscapes and views, and cleaner air and water. Finally, supporting the arts as a vital part of community life and supporting the growth of local schools and cultural institutions in ways that fit in with the neighborhood are important to the community. The Neighborhood Plan recommends the following actions to achieve these goals.

- Develop new parks, open space and P-patches.
In order to develop new parks and open spaces, tiding and available land are needed, both of which are scarce. To generate funding, the Neighborhood Plan recommends establishing an open space bank that will allow developers to contribute funds earmarked for neighborhood open space acquisition in lieu of providing some of the on-site open space that is required for new developments. To expand available land, the Neighborhood Plan recommends: (1) developing new parks on land that is already publicly owned but is currently used for other purposes; (2) creating Green Streets or streetparks, in underutilized or vacant street right-of-ways and (3) working with property owners to make privately-owned open space more publicly accessible. Sites recommended for creating new open space will add approximately 10 acres of open space that meets the Comp Plan's criteria.

In addition, each Sound Transit station will have multiple street-level access points that will each require 800-to 1600-square-foot plazas to accommodate passengers entering and leaving the station. The Neighborhood Plan recommends creating plazas that serve business districts and transit sites. The Neighborhood Plan recommends a strong pedestrian connection between Broadway and the Lincoln Reservoir/Park at E Howell Street.

- Revise park maintenance and urban ecology practices.
Because the neighborhood's parks are so heavily used, the Neighborhood Plan recommends increasing City staff and programs to care for vegetation and park structures and to improve cleanliness and safety in the neighborhood's parks. The Neighborhood Plan also recommends establishing ecologically sustainable City policies and procedures pertaining to the design and upkeep of parks, streets, and other public places.
- Promote arts organizations and activities.
In order to support the growing number of exciting arts organizations and activities in the Capitol Hill and Pike-Pine neighborhoods, close collaboration between the two neighborhoods is needed. The Neighborhood Plan recommends organizing a joint volunteer Arts Council to serve as a resource for artists and to promote arts events and activities in the neighborhoods. The Neighborhood Plan also recommends looking for public and private development opportunities to create needed arts facilities, such as rehearsal and performance venues and artists' housing.

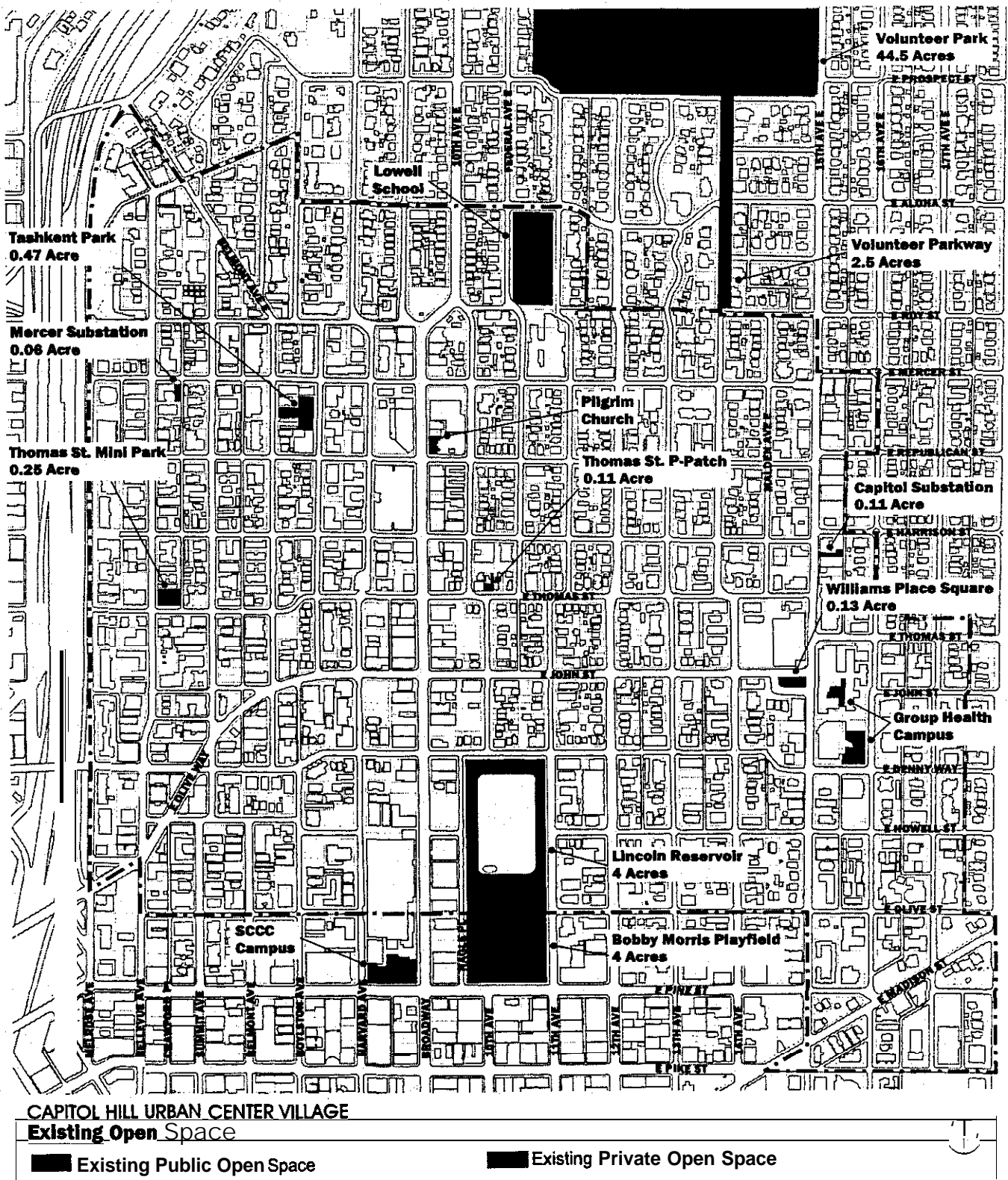


Figure 22. Most existing open space is small, far from residences or unavailable for unprogrammed uses.

CAPITOL HILL URBAN CENTER VILLAGE

COMP PLAN CRITERIA AND CAPITOL HILL OPEN SPACE

The Comp Plan calls for urban villages to have open space to support their high populations. According to the Comp Plan, Capitol Hill will need about 13.33 total acres of open to serve the 13,334 Village households expected by the year 2014. Open space should include six P-Patches, one Village Commons and multiple small parks. The Village also merits a public indoor multiple-use recreation facility.

In order to meet the Comp Plan's goals, open space must be:

- Population-based – 1 acre of open space per 1,000 households
- Dedicated – owned by the City for public use in perpetuity
- Sufficient in size – at least ¼ acre (10,000 square feet).
- Unprogrammed – available for multiple uses. (For example, ballfields do not qualify.)
- Accessible – located within 1/8 mile of households served. (For example, barriers such as major arterials or difficult topographic changes are considerations.)

Existing Capitol Hill open space that does not fulfill Comp Plan criteria:

• Volunteer Park	44.5 acres	over 1/8 mile outside of the Village
• Lowell School	3.92 acres	programmed for school uses
• Miller Park	7.44 acres	over 1/8 mile outside of the Village
• Williams Place Square	.12 acres	too small
• Lincoln Reservoir	6.8 acres	programmed for reservoir uses
• Bobby Morris Playfield	4.5 acres	programmed for ballfield and tennis court uses

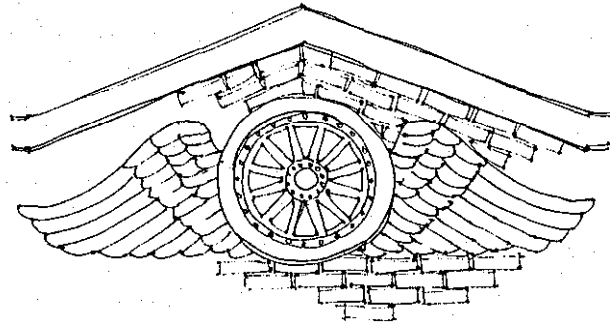
Existing Capitol Hill open space that fulfills Comp Plan criteria:

• Tashkent Park	.47 acres	
• Thomas Street Mini-Park	.25 acres	
• Thomas Street P-Patch	.11 acres	technically too small but operates effectively
• <u>Total</u>	<u>.83 acres</u>	
• Additional open space needed:	12.50 acres	

Recommended Capitol Hill open space that will fulfill Comp Plan criteria:

• Bullitt Life Estate	1.58 acres	outside of the Village but an opportunity
• Bellevue Place	1.26 acres	
• Bellevue Substation	.27 acres	
• <u>Lincoln Reservoir/Park</u>	<u>6.80 acres</u>	
• Total	9.91 acres	
• Net additional open space needed (undetermined sources):	2.59 acres	

Figure 23. According to Comp Plan criteria, the Village will need a total of 12.5 acres of new open space by 2014.



Transportation and Street Use

Existing Conditions

Capitol Hill's existing system of commercial streets, arterial through-streets, and quiet residential streets generally functions well to serve vehicle traffic in the neighborhood. Broadway, the neighborhood's main street, traces Capitol Hill's north-south spine and links the Capitol Hill, Pike-Pine and First Hill neighborhoods. Both Broadway and 15th Avenue E are slow-moving routes that mostly serve local business traffic. Faster moving north-south traffic is served by 12th Avenue E, which traverses Capitol Hill, Pike-Pine, First Hill, and the Central Area. The Village's main east-west arterial is actually composed of three contiguous streets – E Olive Way, E John Street and E Thomas Street – and serves faster moving traffic traveling between downtown and, the Miller neighborhood.

Many Capitol Hill residents (36.7%) do not own a car, 75% of Cornish College students, faculty, and staff ride the bus, and SCCC has more transit ridership than all of downtown Bellevue. Yet, even though many people rely on walking, riding bicycles, and using transit, there are a number of barriers to these travel modes. Streets are currently designed primarily to move automobile traffic quickly and efficiently, often at the expense of pedestrian safety and comfort. Although Green Streets can reinforce safe walking routes, they have seldom been employed in Capitol Hill. Existing bicycle routes are not well-connected to other neighborhoods; safety and convenience for bicyclists are compromised. Likewise, infrequent bus service and lack of bus routes that connect directly to other neighborhoods (without transferring *through downtown or the University District*) make it difficult for residents to rely exclusively on transit. Traffic congestion and lack of parking remain persistent problems on Capitol Hill.

Public participation in planning for Sound Transit station area development will begin in earnest in early 1999 and is expected to last through 2000. Construction of the light rail system is expected to begin in 2001 in order to open for operation in 2006. Currently, a south Capitol Hill station beneath Broadway between E John Street and E Howell Street is funded. A north Capitol Hill station, beneath Broadway between E Aloha Street and E Roy Street, is planned but not yet funded. Underground stations will be approximately 500-feet long, with access stairs and escalators emerging at street level. (Figure 24.)

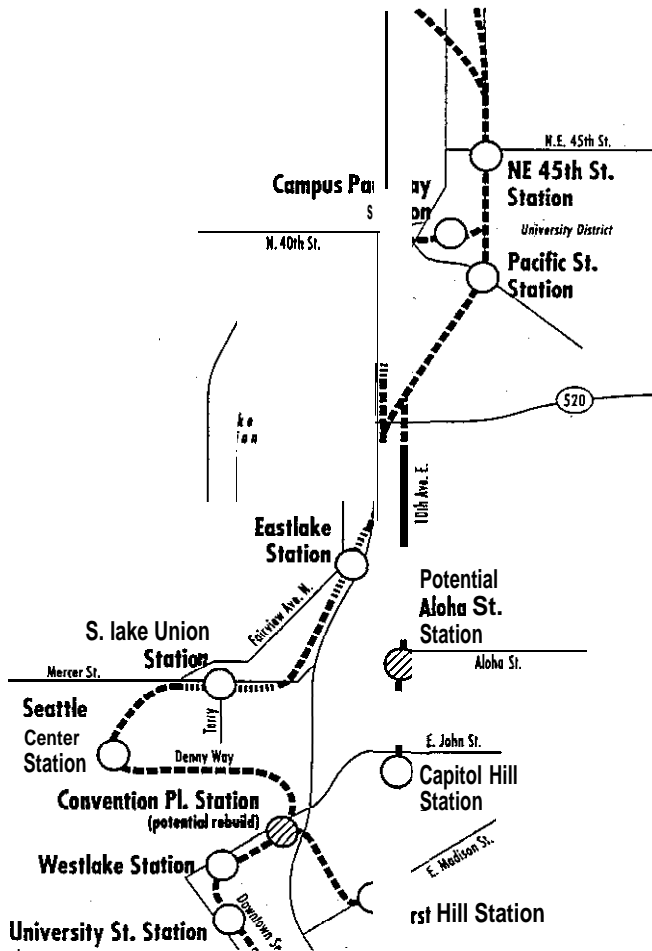


Figure 23. The preferred Sound Transit light rail alignment calls for a tunnel through Capitol Hill and First Hill.
 Source: *Sound Transit*.

GREEN STREETS DESIGNATIONS

Green Streets are enhanced with vegetation and pedestrian amenities that help prioritize pedestrian use of streets. The City has identified four types of Green Streets that vary the balance of pedestrian space and vehicle space in street right-of-ways.

- Type I Type I Green Streets prohibit vehicular traffic except for emergency vehicles and off-hour service delivery vehicles. They provide pedestrian amenities such as wider sidewalks and landscaping.
- Type II Type II Green Streets allow local vehicular access to sites abutting the street segment. They prohibit continuous vehicular traffic and provide pedestrian amenities such as wider sidewalks and landscaping.
- Type III Type III Green Streets allow continuous vehicular traffic. They provide pedestrian amenities such as wider sidewalks and landscaping.
- Type IV Type IV Green Streets or streetparks, prohibit vehicular traffic. They include street ends, pocket parks, foot trails, plazas, natural areas and stairways that are segments of a circulation path designated solely for pedestrians.

Strategies and Recommendations

Capitol Hill needs a *strong* multi-modal transportation network *that* balances all transportation modes, provides alternatives to using a car, prioritizes pedestrian uses, and strengthens connections to other parts of the city and the region. Providing safe, attractive pedestrian routes and enhancing the urban design character on all neighborhood streets is a top priority. The community strongly supports construction of the preferred Sound Transit route through Capitol Hill and First Hill. Integration of light rail stations with pedestrian, bicycle and bus routes is an important objective. Maintaining vehicle mobility and improving parking management to serve the both businesses and residents are also important goals. The following actions are recommended to meet these transportation goals.

(Figure 25.)

- Enhance pedestrian safety and comfort.

The Neighborhood Plan recommends tailoring City street design standards to better serve pedestrian mobility and to upgrade the urban design character of neighborhood streets. Pedestrian-oriented streetscape improvements such as wider sidewalks, pedestrian crossing bulbs, painted crosswalks, pedestrian-scale lighting, benches, street trees, and other vegetation and amenities are strongly recommended throughout the neighborhood. In addition, the Neighborhood Plan recommends further design development for key neighborhood streets according to specific goals and concepts identified by the community.

- Improve bicycle routes and facilities.

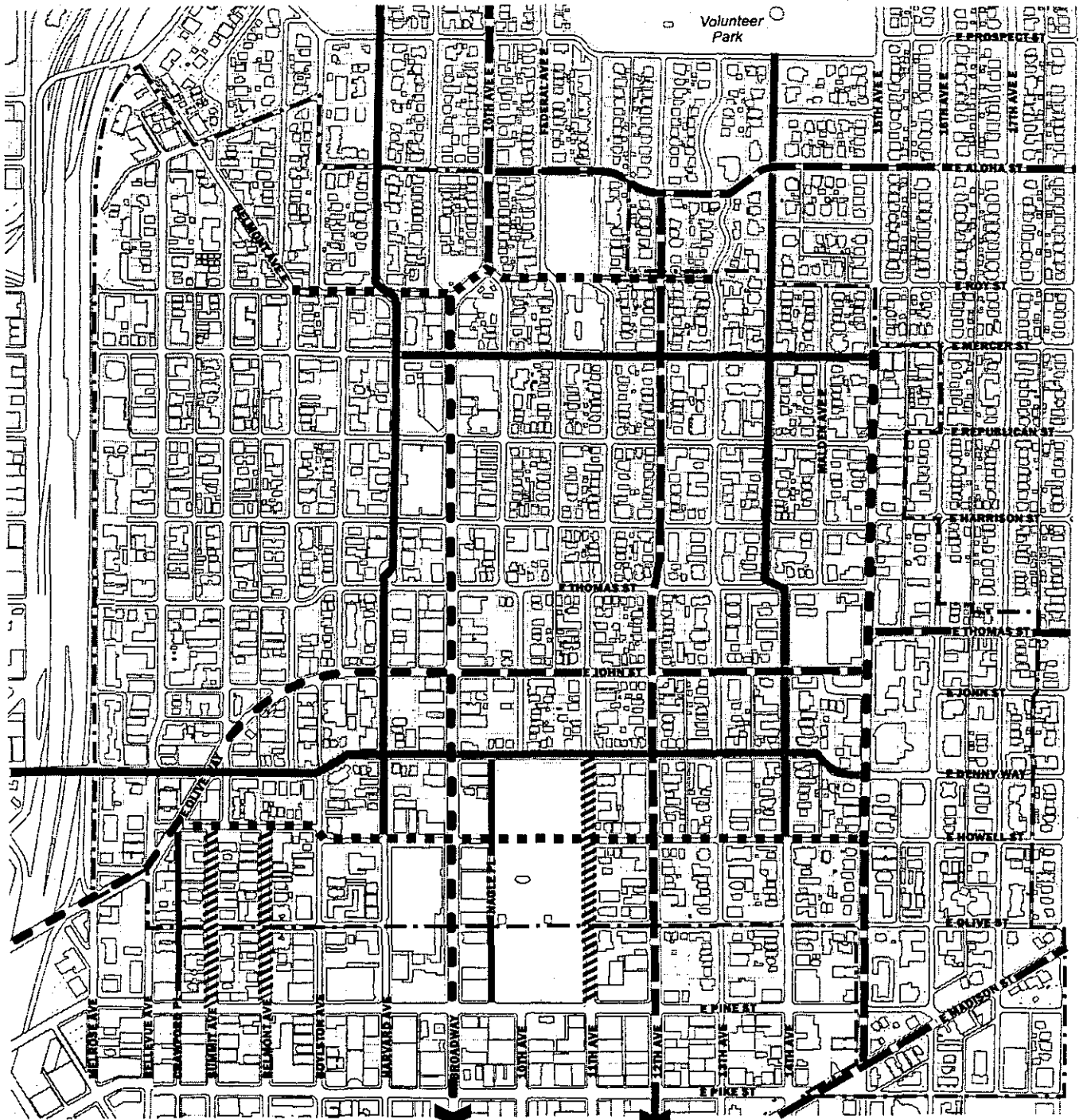
The Neighborhood Plan recommends improving bicycle routes, adding bicycle signage, and providing more bicycle racks throughout the neighborhood. The Neighborhood Plan prioritizes north-south bicycle route improvements on Bellevue Avenue E, 10th Avenue E-Broadway, Federal-12th Avenue, and 19th Avenue E. East-west bicycle route improvements should be on E Aloha Street and E Denny Way.

- Improve bus service and facilities.

The Neighborhood Plan recommends expanding service on existing bus routes and adding new bus routes that connect directly to other neighborhoods. Use of transit priority mechanisms, such as bus-responsive traffic signals and bus stop bulbs (i.e., wider sidewalks at bus stops), is also recommended. In addition, the Neighborhood Plan recommends reviewing all bus stop locations, relocating and consolidating bus stops as needed, and improving bus shelters and other facilities.

- provide Sound Transit light rail service.

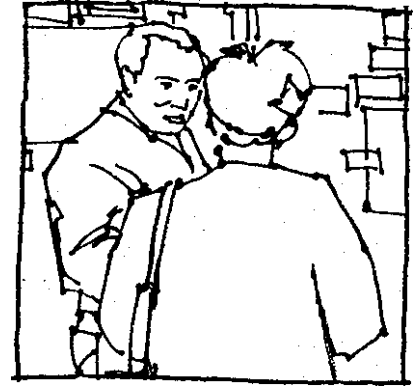
In the North Anchor District, a light rail station is needed to serve Cornish College students, Broadway business patrons and north Capitol Hill residents. A South Anchor District station is needed to serve SCCC students, faculty, and staff, Group Health employees and patients, Broadway business patrons, the West Slope District's many residents, and the Pike-Pine neighborhood. Thus, the Neighborhood Plan strongly recommends developing both north and south Sound Transit stations on Capitol Hill in the first phase of Sound Transit implementation. The Neighborhood Plan also recommends that station area planning be conducted with participation by resident and business interests.



CAPITOL HILL URBAN CENTER VILLAGE
Neighborhood Streetscape Types

- Neighborhood Arterials**
 Maintain commuter traffic flow but slow traffic and make safer pedestrian crossings on 12th Avenue E and E John Street
- Commercial Streets**
 Upgrade pedestrian-oriented urban design qualities and strengthen link, to the Pike-Pine neighborhood on Broadway, 15th Avenue E, and E Olive Way
- Pedestrian Priority Streets**
 Prioritize pedestrian use, strengthen east-west links through the m.w.c. feed and create special streetparks on E Roy Street and E Howell Street
- Residential Pedestrian Routes**
 Improve safety and aesthetics on residential streets, especially Harvard Avenue E, 14th Avenue E, E Mercer Street, and E Danny Way
- Parking Priority Streets**
 Create angled parking on lower Summit Avenue and lower Belmont Avenue, and improve angled parking on 11th Avenue
- Mews (Enhanced Alleyways)**
 Upgrade pedestrian-oriented design qualities and strengthen links to the Pike-Pine neighborhood - Crawford Place and Nagle Place

Figure 25, A hierarchy of streetscape treatments will accommodate vehicle traffic and parking while improving pedestrian conditions;



Human Development

Existing Conditions

There are 106 agencies that formally provide human services in the Capitol Hill/Pike-Pine/First Hill Urban Center. The vast majority of these agencies provide specialized services, with only four local agencies providing broad, comprehensive services. Most of these agencies provide direct services to clients, while approximately 23 agencies focus on advocacy and public education programs. Half of the urban center's agencies respond primarily to local needs, while the other half provide services of a more regional nature. There is a tremendous range in size among agencies, from large hospitals to very small volunteer-based efforts that are only open a few hours a week.

Currently, lack of coordination among service providers in the urban center often results in duplication of efforts. The lack of information about what is available also hinders the ability of agencies to effectively refer people in need to nearby services. Also, the increasing cost of renting commercial space is impacting the area's social service agencies. Some agencies are unable to expand their services at their current locations while others are simply relocating outside the neighborhood.

Capitol Hill's particular population indicates the types of human services that are needed in the neighborhood. Compared to the citywide poverty level of 12%, a high percentage (20%) of urban center residents live in poverty. A much higher proportion of urban center children (39%) live in poverty, relative to the city average (15%). Most of the neighborhood's population is Caucasian and a significant number of area residents are gay and lesbian. Sexual minorities share a range of unique human support needs, yet the urban center currently lacks many services that are culturally appropriate for gay and lesbian clientele. Rising housing costs are significantly affecting people's need for supportive human services. High housing costs are particularly threatening young residents, ethnic minorities, and senior citizens, who generally earn lower incomes. For people with special needs, the combination of high-cost housing and lack of accessible support services is impacting their ability to live independently. The Village rdso lacks a gathering place, such as a community center.

Strategies and Recommendations

While many policies addressing social needs are established and funded at national, state, county, and city levels, the community wants to improve the capacity of neighborhood social services to respond to residents' needs. Capitol Hill residents want to nurture a diverse community by supporting people with a range of incomes, family structures, ethnicities, and needs. Promoting a sense of community and neighborly care while strengthening connections among community members is also important to the neighborhood's livability. Residents want to help all residents participate in the community, without making a distinction between "people with needs" and "people with something to offer," since all of us are both. Homeless people (including street youth and homeless mentally ill people), families with children, seniors, people with multiple needs, and immigrants are groups that need particular care.

- **Establish a Human Development Council.**
The Capitol Hill, Pike-Pine, and First Hill neighborhoods worked together to produce a neighborhood human development plan. In order to continue coordination among the three neighborhoods, the Neighborhood Plan recommends establishing an urban center-based Human Development Council to facilitate communication and cooperation about human services and human development activities and improve formal assistance for those in need. Another function of the Council will be to strengthen the connection between formal social service providers and residents. The Council will be composed of service providers and at-large resident and business representatives and will be assisted by a full-time staff person, a Community Asset Developer.
- **Strengthen informal sources of support and socialization.**
Reinforcing a sense of community connectedness and neighborliness is essential for reducing isolation and alienation as well as improving community safety. The Neighborhood Plan recommends developing information resources and activities that connect neighborhood groups, thus advancing community connectedness (e.g., Block Watch groups). The Neighborhood Plan also recommends developing a volunteer corps to provide accessible person-to-person assistance and sponsoring a street fair to celebrate accomplishments and so strengthen community ties.
- **Develop a community gathering places and information centers.**
The Neighborhood Plan recommends developing a People Center or perhaps multiple centers, where residents and community organizations can meet, connect, and support the neighborliness of the community. This community center will be market-driven and will provide unprogrammed space for use by human development service organizations and others.
- **Support youth and seniors.**
Providing support services for youth and seniors is important for a healthy neighborhood. The Neighborhood Plan recommends creating job programs and support services such as youth shelters, hygiene centers, and medical assistance facilities for at-risk youth, who make up a substantial part of Capitol Hill's street population. The Neighborhood Plan also recommends expanding the senior program at Lowell School and collaborating with the First Hill neighborhood to develop a seniors program at Town Hall (at 8th Avenue and Seneca Street), a performance hall and meeting place in the First Hill neighborhood.



Public Safety

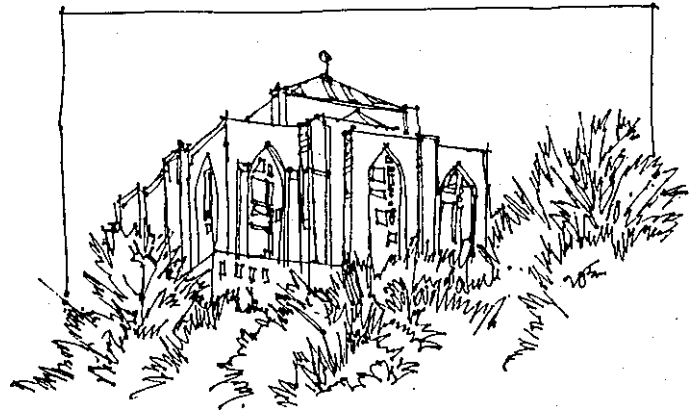
Existing Conditions

Neighborhood residents depend on safe and civilized environments in Capitol Hill's commercial corridors, residential areas, parks, and other public places. Coordinated effort is needed by City police and community volunteers to assure that Capitol Hill remains a comfortable, clean place for all. Local business organizations, especially the Broadway Business Improvement Association, are in a strong position to help lead these efforts. Community volunteer brigades can effectively augment City policing.

Strategies and Recommendations

- Intensify policing in commercial corridors and residential districts. The Neighborhood Plan recommends increasing City policing efforts, such as Beat Cops and Bike Patrols, and adding staff for additional officers for community policing teams. The Neighborhood Plan also supports expanding community policing efforts, such as the Q-Patrol and Block Watch programs, establishing a neighborhood-based hotline, and supporting an incentive program that encourages Seattle Police Department officers to purchase or rent housing in the neighborhood.
- Promote civil public behavior standards. The Neighborhood Plan endorses efforts to address chronic public inebriation by supporting (1) King County's initiative to limit the sale of fortified wines to intoxicated chronic public inebriates; (2) a Good Neighbor Agreement program between businesses organizations and social service providers; and (3) a nuisance abatement law.
- Improve safety in parks and public open spaces. The Neighborhood Plan recommends increasing City patrols and security measures for all new and existing neighborhood parks and open spaces. This effort will need to be heightened as neighborhood growth results in additional park land serving a growing population. The Neighborhood Plan supports local efforts to augment the parks security services provided by the City.

Appendix



Acknowledgments

The neighborhood Planning Committee, an official body consisting of appointed volunteers, was charged with producing a neighborhood plan on behalf of the entire Capitol Hill community.

Executive Committee:

- . Bill Vandeventer, Chair
Transportation Committee
- Dan Foltz
Architecture and Urban Design Committee
- . Susan Freccia, Secretary
Housing Committee
- Merv Gorasht
Broadway Business Improvement Association
- . TJ McDonald
Housing Committee
- . Paula Minton-Foltz, Treasurer
Human Development Committee
- . Michael Woodland
Architecture and Urban Design Committee

Committee:

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Capitol Hill Community Council
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15th Avenue Merchants Association
- . Rae Charlton
Susan Henry Branch Library
- . Barbara Dahl
Historic Preservation

- Liz Ellis
Open Space, Recreation & Culture Committee
- . Anne Gienapp
Communications
- . Kevin Guertin
Broadway Business Improvement Association
- . Bob Hester
Seattle Central Community College
- . Bill Hopf
Capitol Hill Chamber of Commerce
- . Doug Hobkirk
Human Development Committee
- Rich Lang
Capitol Hill Community Council
- Gary Molyneaux
Cornish College of the Arts
- . Sallie Nellie
Group Health Cooperative
- Alice Quaintance, Fiscal Agent
Human Development Committee
- Deborah Ritter
Open Space, Recreation & Culture Committee
- Scott Starr
Housing Committee

A team of consultants provided technical expertise to assist the Planning Committee in developing the neighborhood plan. City of Seattle staff provided administrative and strategic support as well as review of the neighborhood plan during its development.

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- Special thanks to the following City staff who dedicated exceptional time and effort to the Capitol Hill neighborhood planning project.
- **Jose Cervantes**
Capitol Hill Neighborhood Service Center
 - **Ellen Kisman**
Strategic Planning Office
 - . **Dennis Meier**
Strategic Planning Office
 - . **Jennifer Pettyjohn**
Strategic Planning Office
 - **Mike Podowski**
Department of Construction & Land Use
 - **Sharma Wrdgren**
Seattle Transportation Department
 - **Lish Whitson**
Strategic Planning Office

The following **community** members and advisors contributed exceptional research, authorship, *input* and leadership to Capitol Hill's neighborhood planning effort.

- **Michael Andrew**
- **Hilde Applebaum**
- **Jon Bartholomew**
- **Jim Beasley**
- **Kathy Becker**
Chair, Transportation Task Group
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- **Vivian Bowden**
- **Glenda Bradshaw**
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- Jeff Daubenmire
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Merchants of Pike-Pine
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- Andrew Kunz
Capitol Hill Community Council
- Joan Lawson
Capitol Hill Chamber of Commerce
- Ron Lien
L&N Properties
- Drew Lienau
- Gene Lipitz
- Jean Mabry
- Glen MacGilvra
P-Patch Program
- Marguerite Maguire
- Carol Marquess
- Iene Mogol
- John Morel
- Marky Morel
- Ron Murphy
Stickney Murphy Romine Architects
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Weber & Thompson Architects
- Chuck Weinstock
Executive Director, Capitol Hill Housing Improvement Program
- Gregory Wharton
Chair, Architecture & Urban Design Committee
- Greg Wilson

Public Involvement

Phase I Outreach Activities

May 1996- Preliminary Survey

Organizing Committee members interviewed approximately 325 Capitol Hill residents at the Saturday Capitol Hill Street Market and the Broadway Book Fair. Participants were asked what they liked and disliked about Capitol Hill

Spring 1996- Citywide Survey

City staff conducted a citywide telephone survey, including approximately 100 Capitol Hill residents. Participants were asked about City services and **quality-of-life** issues.

Summer 1996- Community Interviews

Organizing Committee members conducted telephone and personal interviews with approximately **72 community** leaders and other Capitol Hill residents. **Participants** were asked about Capitol Hill issues and were informed about the neighborhood planning effort.

July 1996- Flyer and Workshop Invitation

Organizing Committee members distributed flyers summarizing the neighborhood planning process and inviting residents to a public workshop. Flyers were distributed by hand in residential and commercial areas.

July 1996- Workshop 1: Community Mirror and Issues Identification

A public open house was held at the Seattle Asian Art Museum. Approximately 100 residents were presented information about existing conditions and goals on Capitol Hill. Participants were asked about their ideas and concerns regarding Capitol Hill's future.

Summer 1996- Round-Table Discussions: Issues Development

Five small-group discussions were held at various locations in the neighborhood. Approximately 36 residents participated in dialogues about special issues.

Autumn 1996 – Business Survey

A professional survey consultant was retained to conduct a statistically valid survey of Capitol Hill business owners, Approximately 352 local merchants were asked about their priorities, needs, and concerns.

Autumn 1996- Residents Survey

A statistically valid survey conducted of approximately 628 Capitol Hill residents provided input about interests and issues they wanted the neighborhood plan to address.

January 1997 – Flyer and Workshop Invitation

A flyer summarizing Capitol Hill's draft neighborhood vision and inviting community members to a public workshop was mailed to every address in the CHUCV.

January 1997- Information Booth

Organizing Committee members staffed a booth at the Broadway Market to distribute flyers and promote the Capitol Hill neighborhood planning effort.

January 1997 – Workshop II: Vision and Priorities

A public workshop was held at Lowell School. Approximately 220 participants evaluated, prioritized, and refined the community's neighborhood planning objectives.

February 1997 – Summary Report

The Capitol Hill Neighborhood Plan: Phase I Summary Report was published and distributed to neighborhood organizations, the public library, the Neighborhood Service Center, and other locations.

Outreach

- **Newspaper Articles:** The *Capitol Hill Times* ran approximately nine articles featuring the Capitol Hill neighborhood planning effort.
- **Meetings with Community Organizations:** Organizing Committee members and City staff attended numerous community meetings to involve neighborhood organizations and incorporate their issues in the neighborhood planning effort.
- **Community Partnerships:** City staff kept in close contact with leaders of various neighborhood institutions and activist groups to involve them and incorporate their issues into the ongoing neighborhood planning effort.
- **Organizing Committee Meetings:** The Capitol Hill Organizing Committee met regularly on an average of twice per month. All meetings were open to the public.
- **Neighborhood Planning Hotline:** A 24-hour information line posted schedules for neighborhood planning meetings and events.
- **Documents Available to the Public:** Documents were available for review at the Susan Henry Branch Library and the Capitol Hill Neighborhood Service Center.

Phase II Outreach Activities

March-December 1997- Scope Development

Five Issues Committees held weekly meetings to study existing conditions and develop scopes of work for the neighborhood plan. Committees published “Issues Brochures” describing existing conditions, goals and issues, and preliminary proposed solutions for the neighborhood plan.

September 1997- Information Booth

City staff distributed Issues Brochures and other neighborhood planning information and answered questions at the Pike-Pine Street Fair.

September 1997- CHUCV Planning Congress

The Planning Committee and Issues Committee members hosted a work session at SCCC to refine the scope of the neighborhood plan and to plan for the upcoming workshop.

September 1997-June 1998- Housing Committee

Members of a Housing Committee consisting of Planning Committee members, interested citizens and their consultants met **regularly** to focus on housing issues in the Village. They produced a background report on housing and a draft program of housing recommendations.

October 1997- E John Street Design Charette

Planning Committee members participated in a design **charrette** held at the University of Washington entitled “Creating Transportation Choices” to study E John Street.

October-November 1997- Information Booth

Planning Committee members distributed Issues Brochures and answered questions at an information booth at the Broadway Market.

November 1997 – Workshop: Options Development Fair

Planning Committee and Issues Committee members hosted a public workshop at Lowell School to get input on priorities and optional recommendations for achieving the community’s vision.

January-March 1998- Work Sessions

The Planning Committee hosted five public work sessions at SCCC to review and refine options for various plan elements.

January-August 1998- Design Guidelines Task Group

Planning Committee members were joined by interested neighborhood volunteers in developing design guidelines customized for Capitol Hill’s commercial and residential zones.

February-April 1998- Transportation Task Group

A group of interested citizens led by members of the Capitol Hill Community Council’s transportation committee met regularly to develop **draft** recommendations for the transportation element if the Neighborhood Plan..

February 1998 – Architects Forum on Housing

Architects and developers who have produced projects on Capitol Hill met with Planning Committee members and consultants at CHHIP to discuss strategies for limiting obstacles and promoting incentives to achieve the development that is desired by the community.

April 1998- First Hill/Capitol Hill Urban Center Planning Congress

Members of all three urban center Planning Committees and their consultants met with interested citizens and representatives of local organizations at SCCC to discuss strategies for coordinating neighborhood plan recommendations and implementation activities.

April 1998 – Sound Transit Design Charrette

Sound Transit sponsored a design charrette at Lowell School to explore station locations and urban design issues related to two planned Capitol Hill Sound Transit stations. Invitees included members of all three urban center Planning Committees, area residents, business owners and representatives of neighborhood groups.

April 1998- Pike-Pine-Capitol Hill Arts and Culture Forum

The Capitol Hill Planning Committee co-sponsored a forum organized by the Pike-Pine Planning Committee at Moe's Café to discuss strategies for enriching the arts in the urban center.

April 1998- Information Booth

The NPO project manager staffed an information booth at the opening of the Miller Community Center to distribute copies of the first draft of the neighborhood plan and to answer questions and promote the planning effort.

April-July 1998- Public Comment Period on Draft 1

Letters and comments were solicited from the community at large. Planning Committee members and their consultants and NPO staff attended community meetings to discuss the Plan and reviewed all public comments.

April-November 1998 – Keystone Project Task Group

Members of the Planning Committee and their consultants joined with interested business owners, business organizations, residents, and mayoral staff to work with the developer of the Keystone site and help further community goals for the Keystone site.

May 1998- Mayor's Housing Action Agenda

Planning Committee and Housing Committee members and their consultants were among the interested Seattle citizens who participated in the Mayor's citywide conference on housing.

October 1998 – Validation Mailer

An eight-page summary of the Neighborhood Plan was mailed to every household and business in the Village. The mailer included a survey.

October-December 1998- Public Comment Period on Draft 2

Letters and comments were solicited from the community at large. Planning Committee members and their consultants and NPO staff attended community meetings to discuss the Plan and reviewed all public comments.

November 1998- Workshop: Validation of the Neighborhood Plan

Approximately 250 people attended the final public workshop at Lowell School. Participants reviewed all of the draft Neighborhood Plan recommendations and indicated approval, disapproval, comments, and priority for each proposed recommendation.

Outreach

- . . **Newspaper Articles:** The Capitol *Hill Times* ran approximately twelve articles featuring the Capitol Hill neighborhood planning effort.
- **Meetings with Community Organizations:** Planning Committee members and City staff attended numerous community meetings to involve neighborhood organizations and incorporate their issues in the neighborhood planning effort.
- **Community Partnerships:** City staff kept in close contact with leaders of various neighborhood institutions and activist groups to involve them and incorporate their issues into the ongoing neighborhood planning effort.
- **Planning Committee Meetings:** The Capitol Hill Neighborhood Planning Committee met regularly on an average of three times per month. All meetings were open to the public.
- **Neighborhood Planning Hotline:** A 24-hour information line posted schedules for neighborhood planning meetings and events.
- **Documents Available to the Public:** Documents were available for review at the Susan Henry Branch Library and the Capitol Hill Neighborhood Service Center, and numerous local cafes and community gathering places.
- . **Coordination With Community Groups:** Discussions were held and presentations were made at meetings of: the 15th Avenue Merchants Association, Broadway BIA, Capitol Hill Chamber of Commerce, Capitol Hill Community Council, Groundswell Off Broadway, CHHIP, and Seattle Historic Preservation.
- . **Coordination with City Agencies and Others:** Discussions regarding technical elements and special projects were held with the following groups: Neighborhood Planning Office, Strategic Planning Office, Department of Construction and Land Use, SEATRAN, Seattle City Light, Seattle Public Library, Seattle Public Schools, King County Arts Commission, Seattle Public Utilities, Department of Neighborhoods, Department of Housing and Human Services, Sound Transit, Metro, University of Washington professors, CHHIP, developers, architects, local experts, Seattle City Council, and the Mayor's Office

Community Connections

15th Avenue Merchants Association

The 15th Avenue Merchants Association is a fairly young organization of merchants on 15th Avenue who formed to discuss issues of common concern. The Association is currently focusing on planning **streetscape** improvements for 15th Avenue E.

Broadway Business Improvement Association (BIA)

The Broadway **BIA** is an organization of merchants who oversee the spending of funds collected from businesses in the Capitol Hill Business Improvement Area, a city taxing zone. The BIA arranges for services that support Broadway merchants..

Capitol Hill Chamber of Commerce

The Chamber is an alliance of businesses, organizations, and concerned citizens interested in protecting and enhancing Capitol Hill. The Chamber is active in influencing neighborhood parking, zoning, land-use, safety, **diversity**, and economic health.

Capitol Hill Community Council

The Community Council promotes awareness of neighborhood issues to Capitol Hill residents and represents the neighborhood to City Hall.

Capitol Hill Housing Improvement Program (**CHHIP**)

CHHIP is a non-profit developer of affordable housing whose charter area includes the Capitol Hill Village.

Capitol Hill Neighborhood Service Center

The Neighborhood Service Center is an adjunct **office** of the Department of Neighborhoods that provides information and referral to Capitol **Hill** residents on City government issues.

Groundswell Off Broadway

Groundswell is a grassroots organization committed to refurbishing Lincoln Reservoir/Park in conjunction with the lidding of Lincoln Reservoir.

Merchants of Pike-Pine (**MOPP**)

MOPP represents the Pike-Pine business district and is committed to improving economic vitality and **planning** for development while enhancing the neighborhood's unique character.

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