

# QUEEN ANNE PLAN

PART 1

## PLAN SUMMARY



QUEEN ANNE NEIGHBORHOOD  
PLANNING COMMITTEE



# QUEEN ANNE PLAN

The Neighborhood Plan  
for the  
Community of Queen Anne

Prepared by

## QUEEN ANNE NEIGHBORHOOD PLANNING COMMITTEE

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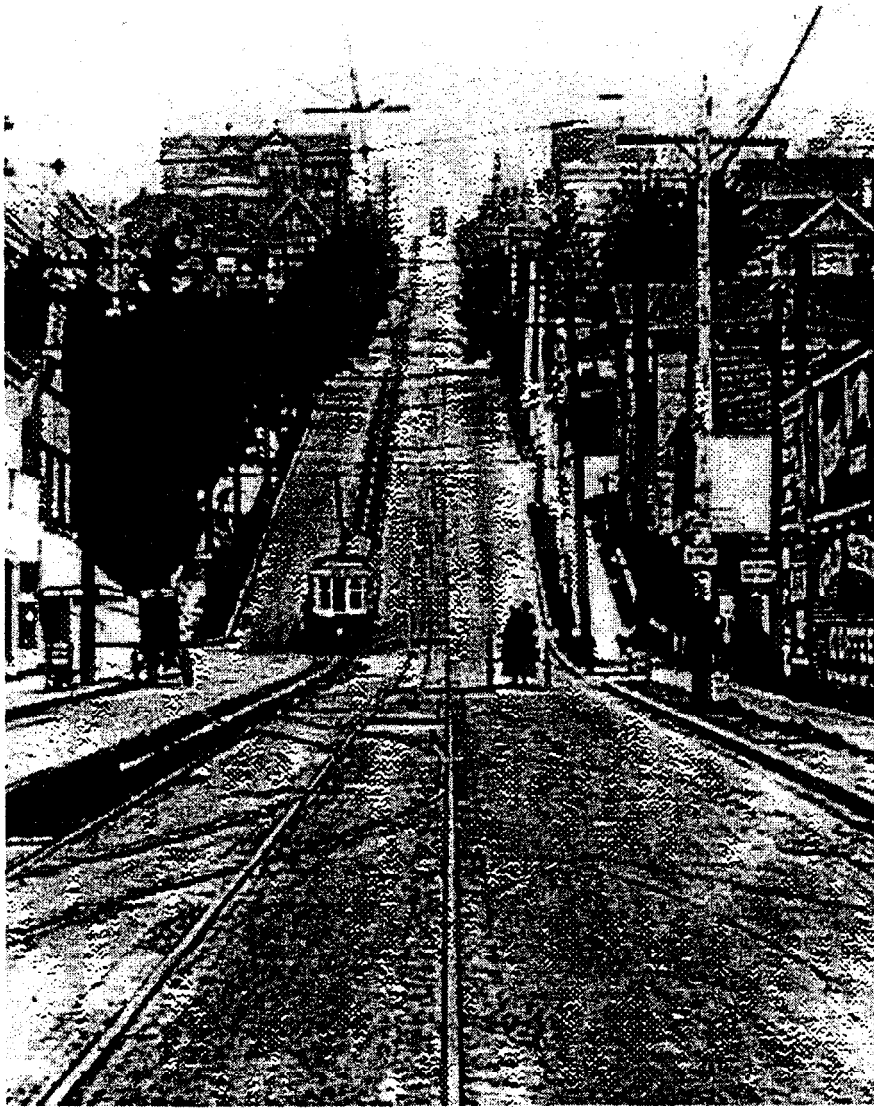
June 1998



# INTRODUCTION TO THE QUEEN ANNE PLAN

## QUEENANNE'S PLAN

Queen Anne's neighborhood plan has been years in the making. It represents the collective vision, goals, and specific plans and actions identified by the Queen Anne community through an intensive collaborative process. The Plan reflects the unprecedented efforts of hundreds of active community participants, thousands of hours of volunteer and professional labor, and countless decisions made in the interest of the Queen Anne community and the City of Seattle. The *Queen Anne Plan* is the work of an active community which has worked long hours shaping its collective future.



Looking Up the Counterbalance, ca. 1900

MOHAI

This "Queen Anne Plan Summary" is part of the *Queen Anne Plan* which is arranged in three parts. "Part 1 - Queen Anne Plan Summary" provides an overview of the plan and summarizes important plan features. The Summary briefly describes the planning process and summarizes Plan Goals, "Specific Plans" or integrated projects, and Planning Recommendations or actions. The Summary is intended to provide a quick reference to the *Queen Anne Plan* and serves as a handy communication tool. "Part 2 - Queen Anne Plan" describes in detail the Goals and Policies and Specific Plans (Key Integrated Strategies) and presents the Planning Recommendations in Matrix or tabular format. Part 2 also includes a discussion on Queen Anne's Character and a section of Parks and Open Space. Goals & Policies are provided for each major topic area, including Community Character, Human Services/Housing, Land Use, Parks & Open Space, Traffic & Transportation, and Business Districts. Seven Specific

Plans are described in detail as integrated projects, linking together individual Planning Recommendations which are referenced in the Matrix. "Part 3 - Appendices" presents various



technical and process-related materials and information which were used to develop the plan concepts and recommendations as well as the SEPA Checklist.

*The Queen Anne Plan* is based on three distinct, but interrelated components. The first element, "Goals & Policies," provides a framework of articulated values upon which the plan and its actions were conceived. These have been articulated for each of the major topic areas which were also the focus of the overall planning process. A second component, "Planning Recommendations," provides an extensive set of discreet actions identified during the process and recommended by the participants. These recommendations respond to the issues identified early in the process and constitute the individual building blocks of the plan. Each action is described in detail. The third component, the "Specific Plans," combines the individual recommendations into integrated projects or "Specific Plans." Each of the seven Specific Plans is conceptualized as a substantial stand-alone community improvement as well as an integral part of the overall *Queen Anne Plan*.

## QUEEN ANNE VISION

The Queen Anne Vision Statement was identified during Phase I of the community planning process. The Vision Statement articulates the community's chosen self-image and provides a direction or reference for subsequent planning processes.

The Queen Anne Vision is as follows:

*Queen Anne, a varied and exciting community in the heart of the city, is embarking on a planning process to achieve a future with:*

- *A unique community character, both physical and social, which expresses its history, extraordinary assets and talented people;*
- *A sense of community and cohesiveness, marked by friendliness, communication and caring for each another;*
- *A community of active and engaged people, striving to meet local recreational, social, educational and service needs;*
- *Varied housing opportunities for a diverse population, especially including strong single family neighborhoods and attractive multifamily neighborhoods;*
- *Pleasant and safe streets and paths that encourage walking and bicycling;*
- *A sense of stewardship toward and awareness of the natural environment;*
- *Convenient access by transit and car, both within the community and to other areas;*
- *Vital commercial areas meeting local needs and, where suitable, regional needs for goods, services, entertainment, recreation and jobs;*
- *Attractive parks and natural areas for active recreation and quiet enjoyment;*
- *A feeling that persons and property are safe; and*
- *A vibrant Seattle Center, as both a valuable community resource and a premier regional amenity.*

## PLANNING PROCESS

The Queen Anne neighborhood planning process was undertaken as part of the City of Seattle's Neighborhood Planning Program and has sought to build consensus around a community-defined





approach to Queen Anne's future. The *Queen Anne Plan* represents the culmination of the efforts of community volunteers who organized, identified an appropriate community process, envisioned Queen Anne's future, and worked to construct a blueprint for its realization. The process was open to all Queen Anne stakeholders - residents, property owners, business owners, and employees, and hundreds volunteered their time to meet and move the process forward. In addition, the process included an extensive community-outreach effort through which many more Queen Anners had opportunities to voice their opinions on issues and recommend solutions.

Three organizational entities were involved in the planning process - 1) the Queen Anne community; 2) the City of Seattle; and 3) a consultant planning team. Two sequential community planning organizations - the Queen Anne Planning Coalition and the Queen Anne Planning Committee (QANPC) directed the overall process through two distinct project phases. The City of Seattle's Neighborhood Planning Office guided the effort, providing continuous support through dedicated neighborhood planning project managers. A consultant planning team, selected by the QANPC and working closely with the organization, helped coordinate issues identification and outreach, provided technical planning support, and drafted the *Queen Anne Plan* document. All three of these groups participated fully and worked as a community planning team.

The process included three distinct stages. The "Pre-Planning Phase" (1995 - Summer 1996) focused on organizing interested community members into an organization dedicated to community planning and led to the creation of *the Queen Anne Neighborhood Planning Coalition*, an informal assembly of interested community organizations, institutions, and individuals.

With the formation of the Coalition, the process entered what the City's Neighborhood Planning Program termed "Phase I" (Summer 1996 - Summer 1997). The Neighborhood Planning Office (NPO) assigned a project manager to help coordinate the process, and the Coalition selected a Phase I consultant planning team to assist with technical matters. The focus of Phase I became community outreach - getting as many people involved as possible, issues identification, visioning, and "planning-to-plan" or setting up the structure to undertake a technical planning scope of work.

The third stage of the process, "Phase II," began under the guidance of the new planning organization - the *Queen Anne Planning Committee (QANPC)* which included a more formal committee structure and decision making process. A four-member Executive Committee was identified and seven Topical Committees were organized around each of the major issue topic areas identified - Community Character, Human Services/Housing, Land Use, Parks & Open Space, Traffic & Transportation, Business Districts, and Public Safety. In addition, three Geographic Committees were organized to ensure adequate outreach and representation throughout Queen Anne. These included the Urban Center Committee, the Urban Village Committee, and the Overall Queen Anne Committee (representing areas outside of the Urban Center and Urban Village).

The QANPC provided its own organization with assistance from the NPO project manager and the Phase I consultant team. The NPO project manager provided early direction during Phase II and helped the group move swiftly into the process. The same consultant team was chosen to continue with Phase II with the addition of specialists corresponding to the identified topical areas. The consultant planning team was managed by a project coordinator/administrator who worked closely with the QANPC and NPO. Planning specialists in transportation, land use, housing, historic preservation, parks planning, business districts, and urban design worked along with the QANPC during Phase II to help the QANPC and Topical Committees analyze issues and identify solutions. Each Topical Committee was assigned at least one planning consultant. With the QANPC structure in place and consultant planning team selected, Phase II moved quickly through the fall and winter of 1997-98.

## QUEEN ANNE'S PLANNING AREAS

Queen Anne is one of Seattle's oldest neighborhoods and includes the site of the 1962 Seattle World's Fair (Seattle Center). The community includes Uptown Queen Anne (Lower Queen Anne) and the Seattle Center complex as well as Queen Anne Hill (Upper Queen Anne). In 1994 the City of



Seattle designated Lower Queen Anne, including the Seattle Center, as the "Seattle Center Urban Center," consistent with King County's Countywide *Planning Policies and Comprehensive Plan* and regional planning efforts by the Puget Sound Regional Council (PSRC), and consistent with the Washington State Growth Management Act (GMA) (1990-91). The Seattle Center Urban Center was one of five urban centers designated within the City of Seattle. Each center was allocated growth targets for population, housing, and employment, depending upon its unique circumstances.

This planning process has redesignated the Seattle Center Urban Center as the Uptown Queen Anne Urban Center.

In addition, the City of Seattle tentatively designated the "Upper Queen Anne Residential Urban Village" in the City's Comprehensive Plan (1994). This Urban Village area was located in Upper Queen Anne and included the Queen Anne Avenue, W. Galer Street, and W. McGraw Street commercial areas as well as some additional multifamily and single-family residential areas. The Queen Anne Plan no longer includes this tentative designation, however.



Queen Anne Planning Area

## GOALS AND POLICIES

The Queen Anne Neighborhood Planning Committee facilitated the drafting of the *Queen Anne Plan* Goals and Policies. Queen Anne Goals and Policies were developed during Phase II concurrent with the identification of Specific Plans and Planning Recommendations. Goals and Policies are included for each of the six topic areas including Community Character, Human Services/Housing, Land Use, Parks and Open Space, Transportation, and Business Districts. The complete Goals and Policies are presented in Section 3.0 of Part 2 of the *Queen Anne Plan*.



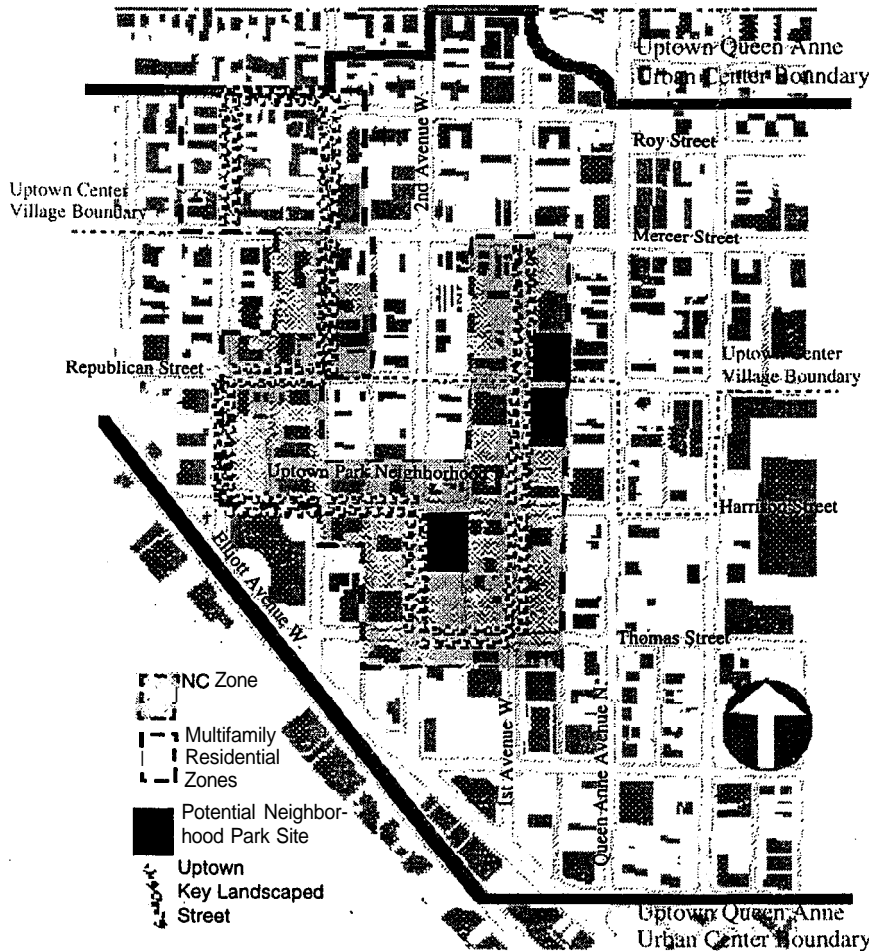
# QUEEN ANNE SPECIFIC PLANS

The Queen Anne plan is organized through a series of "Specific Plans" which integrate individual "Planning Recommendations" which the QANPC believes are essential for the implementation of the Specific Plans. These targeted plans or "key integrated strategies" combine individual planning recommendations to create unique, integrated projects. The Specific Plans address the larger aspirations of the Queen Anne community and target specific geographic, social, character, and mobility objectives.

Seven Specific Plans are presented in the *Queen Anne Plan*. These include "Uptown Park Neighborhood," "Uptown Center," "Counterbalance," "Queen Anne Bicycle Beltway," "Elliott Bay Access," "Crown of Queen Anne," and "Good Neighbor Seattle Center." While many of the features and effects of these Specific Plans overlap, each addresses a specific objective.

## UPTOWN PARK NEIGHBORHOOD - UPTOWN QUEEN ANNE'S RESIDENTIAL CORE

Figure 4.1



### Uptown Park Neighborhood

Uptown Park is an urbane and park-like residential neighborhood which winds its way through Uptown Center west of Seattle Center. Uptown Park Neighborhood is shown in the accompanying figure. This Specific Plan concentrates multifamily residential development, extensive streetscaping, a neighborhood park, and other amenities to create a coherent and high-quality residential neighborhood in the Urban Center. This neighborhood will provide a variety of urban housing options and include both new and historic residential buildings.

Uptown Park Neighborhood is defined within the existing Urban Center zoning (NC3), but would allow the development of "Single-Purpose Residential" housing along a series of designated "Key Landscaped Streets." This green neighborhood will provide a core residential district in Uptown Queen Anne and will provide a focus and incentive for redevelopment in this area.



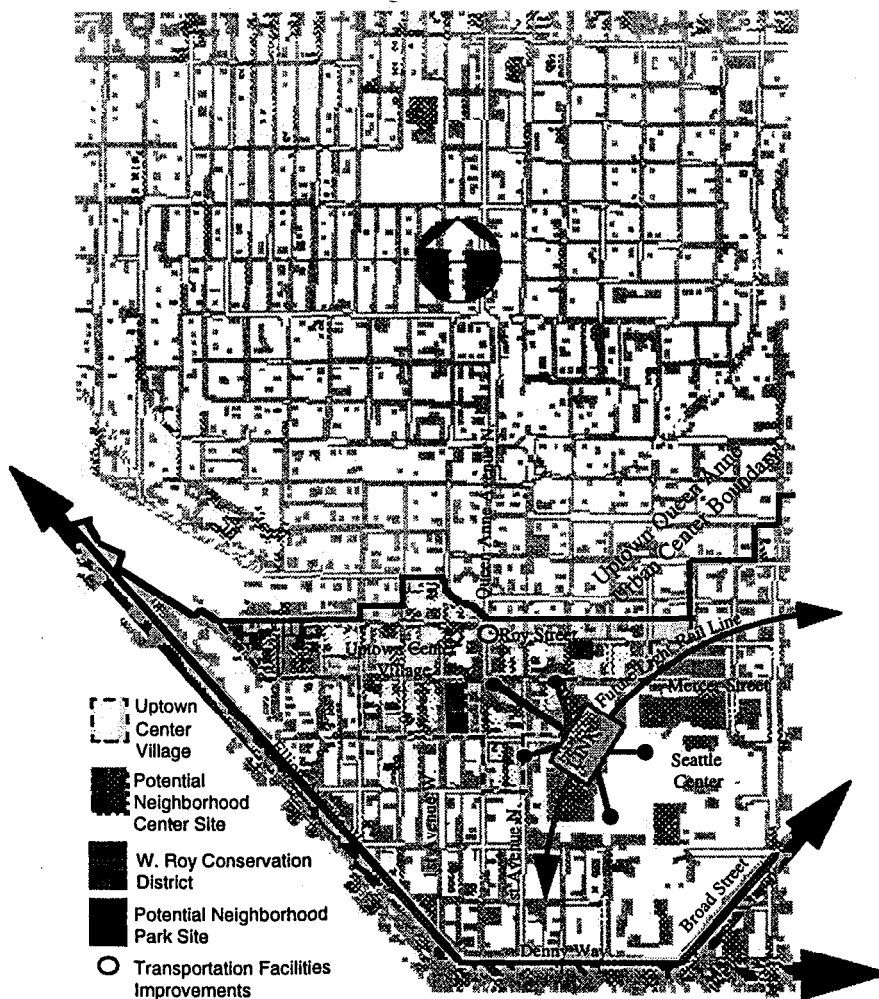
The Specific Plan also includes a neighborhood park which will reinforce the neighborhood concept and provide a focus for urban residential development.

Uptown Park Neighborhood will be characterized by its park-like streetscapes which will wind through Uptown Queen Anne west of Seattle Center. The neighborhood will be predominantly multifamily residential along this route intermixed with existing office and mixed-use activities. From above Uptown Park will be a consistent, beautiful green belt in contrast to the existing and future urban hardscape. Old and new multifamily residences will line this greenway, and these homes will be highly sought by all segments of the population.

**Objective**

Uptown Park Neighborhood will provide a unique high-quality residential neighborhood in the Uptown Queen Anne Urban Center which will promote appropriate redevelopment of the Urban Center and provide a safe and pleasant residential environment in the middle of the city.

Figure 4.2



Uptown Queen Anne Urban Center & Uptown Center Village

**UPTOWN CENTER - QUEEN ANNE'S CROSSROADS VILLAGE**

Centered on the junctions of Queen Anne Avenue at Mercer and Roy Streets, Uptown Center will be the recognized crossroads of Uptown Queen Anne. Uptown Center is envisioned as a thriving and active mixed-use urban center village - the heart of Uptown Queen Anne, where everything comes together, as shown in the accompanying figure. The existing Pedestrian Overlay Zone will provide the focus for the growth of this community. Commercial activities and multifamily residences already coexist in this area, and the



combination of these uses would intensify. Uptown Center will be a high-quality, pedestrian-oriented, mixed-use urban center village which will serve as Queen Anne's crossroads. Uptown Center will be a destination, but it will also be home to residents and businesses, alike.

This Specific Plan seeks to make this location into a unique urban neighborhood. "Uptown Center" is not a building strategy as much as a urban neighborhood character strategy. The *Queen Anne Plan* recognizes that this area will develop on its own under its existing NC3 zoning and current development regulations. The Uptown Center Specific Plan recommends several actions which will be essential for the creation of the unique village known as Uptown Center. An official change of name for the designated Seattle Center Urban Center to the **Uptown Queen Anne Urban Center** and the recognition that "**Uptown Center**" lies at the heart of Uptown Queen Anne is fundamental. The creation of a neighborhood center or community meeting facility is also essential to bind the developing community. Uptown Center will develop its own distinctive character, based on Uptown Center-specific design guidelines. Other recommendations will enhance the unique character of this area. The establishment of a new conservation district to preserve historic and affordable apartment buildings; improvements to identified intersections to enhance crossroads traffic flow; the reduction of heavy truck traffic to reduce pedestrian conflicts and promote safety; and the establishment of a neighborhood park to be shared with the Uptown Park Neighborhood Specific Plan.

Uptown Center will be developed in conjunction with the Uptown Park Neighborhood. These Specific Plans overlap in some areas where Uptown Park's character would predominate.

#### Objective

To create a viable, pleasant, and unique mixed use urban neighborhood in the Urban Center. The Specific Plan seeks to define the essential character of Uptown Center and recommends specific strategies which will catalyze the formation of this crossroads neighborhood.

## COUNTERBALANCE - THE HISTORIC LINK BETWEEN UPTOWN QUEEN ANNE AND UPPER QUEEN ANNE

The **Counterbalance** is the link between Uptown Queen Anne and Upper Queen Anne. The Counterbalance concept ensures a consistent, convenient, continuous, and frequent transportation option throughout Queen Anne. Originating in Uptown Center, the "Counterbalance" electric trolley bus will provide a unique means to climb Queen Anne Hill to access businesses and residences in a large area of Upper Queen Anne. The system will return to Uptown Queen Anne, proceed south and loop back to Seattle Center before returning to Uptown Center. The Counterbalance Specific Plan is shown in the accompanying figure.

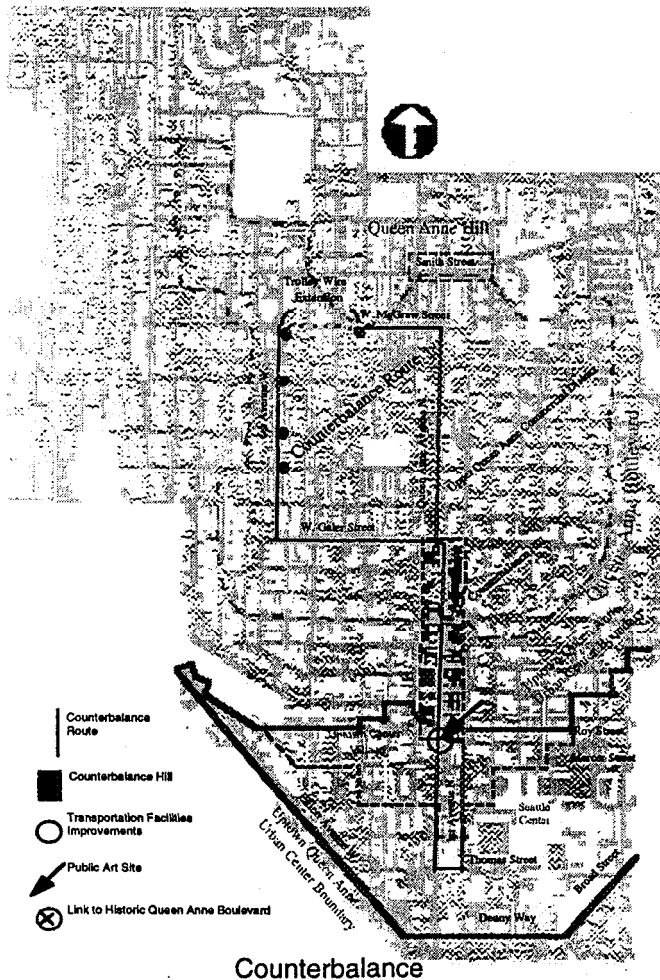
The original Counterbalance trolley system was one of Queen Anne's **most** distinctive and innovative features. Until the 1940s, electric trolleys on rails plied up and down Queen Anne Avenue on what came to be called the "Counterbalance." The Counterbalance was an underground weight mechanism which helped propel the trolleys up the steep hill as well as breaking their descent down the same route. Trolleys would hitch on to the Counterbalance weights under Queen Anne Avenue. The counterweight reduced the effects of gravity and allowed steady progress up and down the hill. The Counterbalance mechanism and weights are still in place under the Queen Anne Avenue, although it is no longer used. The Counterbalance approach was unique and is paid homage by this Specific Plan which recalls this original historic curiosity and provides greater mobility to today's Queen Anners.

The Counterbalance Specific Plan consists of several essential strategies or actions which will bring about significantly enhanced mobility in Queen Anne and provide a true alternative to automobile travel within the neighborhood. The idea is built around the implementation of a dedicated electric trolley bus which will circulate through both Uptown Queen Anne and Upper Queen Anne using the existing set of electric trolley wires. The trolley would operate on a figure-8 route, as shown in the figure, looping through Upper Queen Anne's retail/mixed-use district and residential areas. The trolley would return to Uptown Queen Anne and loop through Uptown Center and access Seattle



Center. The Counterbalance would augment the existing electric trolley bus system, which runs on a similar alignment, bringing **headways** along Queen Anne Avenue between Uptown Center and Upper Queen Anne to within **7 minutes**. The plan also calls for an **extension of the existing electric trolley wire** three blocks to complete the Upper Queen Anne circle route. In addition, a **unique character or "look"** would be established for Counterbalance vehicles.

Figure 4.3



The Counterbalance will provide convenient access to Upper Queen Anne amenities such as the Queen Anne Avenue, W. McGraw Street, and W. Galer Street retail/mixed-use districts for shopping; the historic Queen Anne Park Boulevard for recreation and scenic views (walking, jogging, and bicycling, etc.); and residential neighborhoods over a wide area of Upper Queen Anne. In Uptown Queen Anne, the Counterbalance will access the mixed-use Uptown Center, offices and businesses along Queen Anne Avenue and 1st Avenue N., Seattle Center, and will also provide a link to and from the proposed Uptown Park Neighborhood. The Counterbalance will solve a major hurdle toward establishing a truly integrated neighborhood - Queen Anne's Counterbalance Hill. This strategy has strong support, and it will go a long way toward making Queen Anne a unique and coherent community.

Achieving frequent service is the key to the Counterbalance concept, and 7-minute **headways** along Queen Anne Avenue will

provide this. The goal will be achieved by adding one or more trolley buses to the Metro existing transit service which traverse the steep Counterbalance Hill and the blocks along Queen Anne Avenue N. between Roy Street and McGraw Street. With the attainment of **7-minute headways** Queen Anners will perceive this transit service as being so frequent that knowledge of schedules will be irrelevant. This frequent service will make transit commutes an easy choice.

### Objective

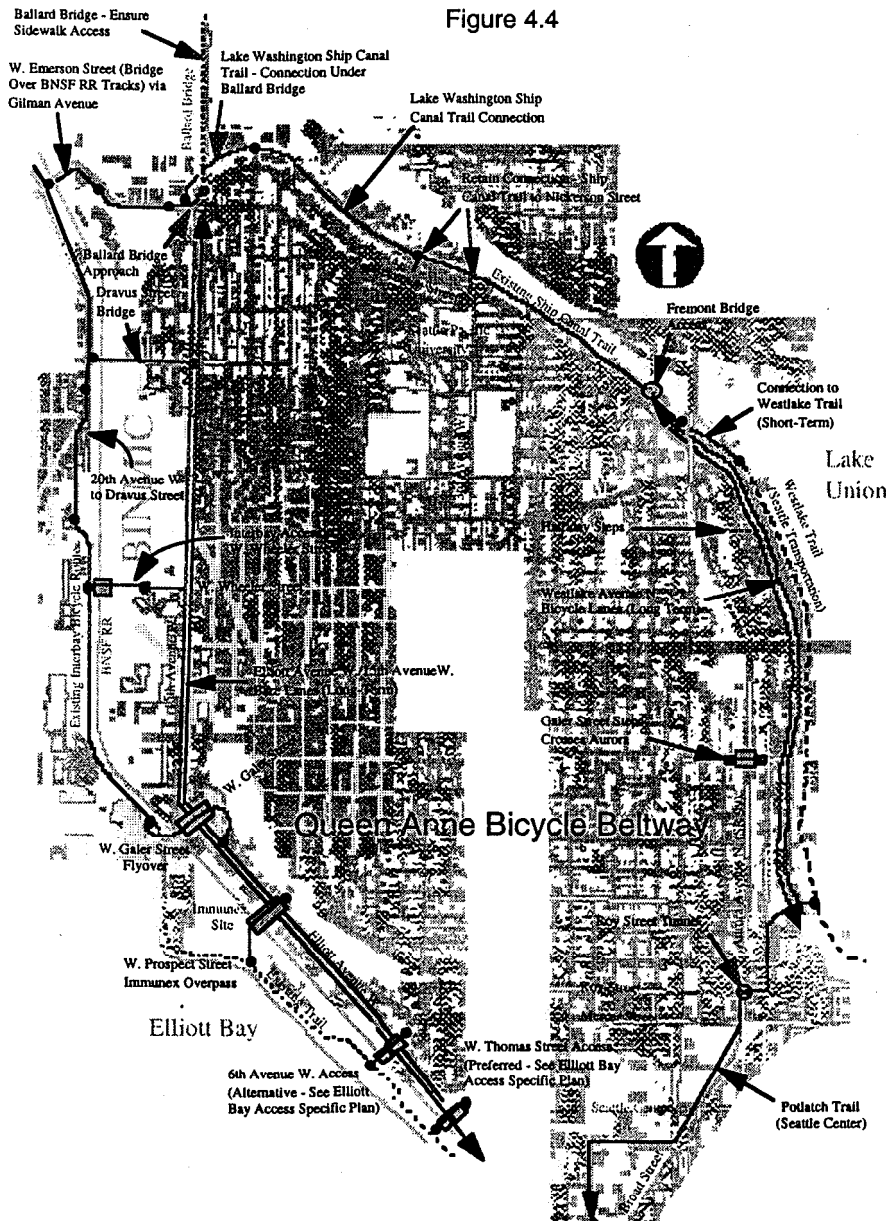
To provide a consistent, convenient, continuous, and frequent means for Queen Anners to access the important destinations within their community and to provide a strong transit link between Uptown Queen Anne and Upper Queen Anne. To provide a local mobility alternative to the automobile.

# QUEEN ANNE BICYCLE BELTWAY - AN ALTERNATIVE TO THE WORKDAY AUTO COMMUTE

The Queen Anne "Bicycle Beltway" will provide a true alternative to the workday auto commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill. This system of facilities will enhance opportunities for commuters to leave their cars at home and safely commute to work or play by bicycle. The system also provides ample opportunity for weekend or holiday recreation. The Bicycle Beltway is shown in the accompanying figure and

specifies a set of limited improvements which will create an unparalleled bicycle network and a regional amenity.

The Beltway will function in connection with other bicycle routes (e.g., downtown, Fremont, and Ballard) to help make bicycle commuting more safe and viable for more Queen Anners and others. The goal of the Bicycle Beltway is to provide a solid alternative to the automobile for commuters accessing jobs in Queen Anne and elsewhere and to complete the local components of the regional bicycle system. Safety is a fundamental, and the Beltway provides solutions which will ensure safe travel. Queen Anne believes it is important to effectively accommodate bicycles in our roadway rights-of-way first, while also providing specialized recreational trails. Where this is not yet feasible, specialized bicycle facilities can play an important interim role by completing the regional network of bicycle routes.



The Bicycle Beltway will connect with employment sites such as Immunex and other Elliott Bay and South Lake Union biomedical research centers, industrial sites in BINMIC, along the Nickerson Street corridor and Seattle Pacific University, and the Adobe Software complex at the Fremont Bridge as well as other neighborhoods - Befltown, South Lake Union, Magnolia, Ballard, Fremont, and others. The Beltway





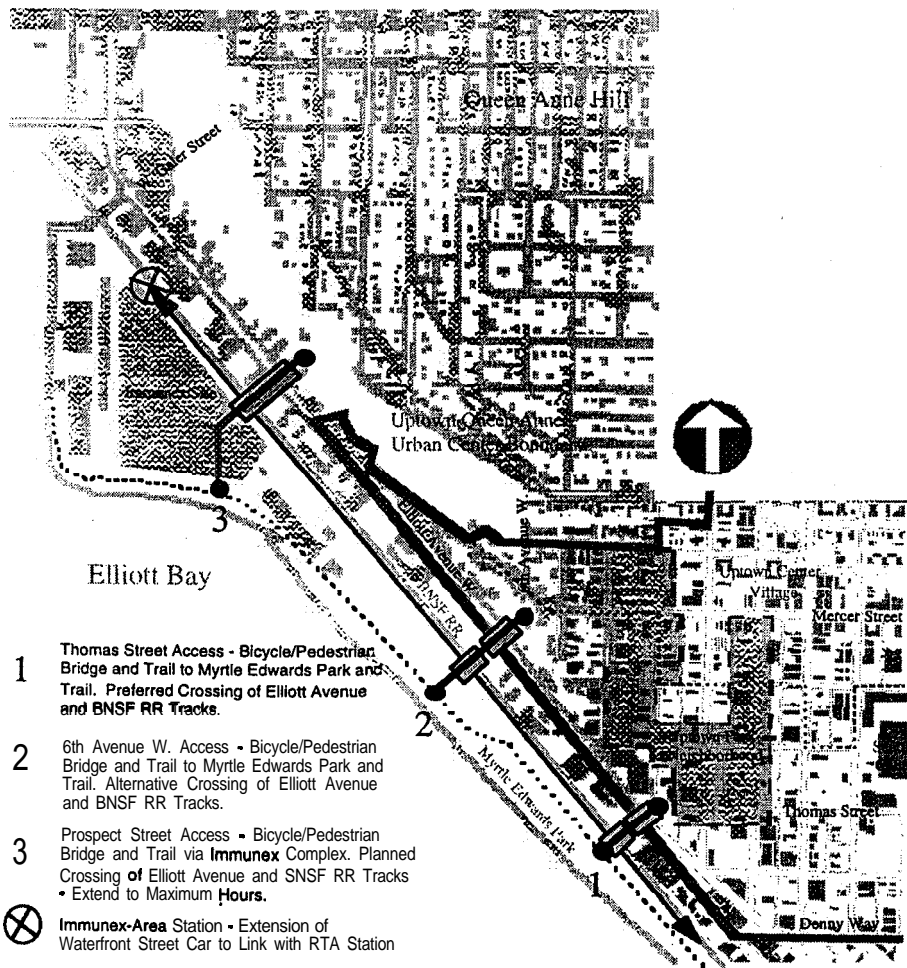
is intended to work in conjunction with the Counterbalance to ensure access to the top of Queen Anne Hill, as well. A key element of the Beltway is a system of connections between the existing bicycle facility in Myrtle Edwards and Elliott Bay Parks and Elliott Avenue (also see the Elliott Bay Access Specific Plan for additional information on these connections).

**Objective**

To provide a safe and convenient bicycle alternative to the workday automobile commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill.

**ELLIOTT BAY ACCESS - RECLAIMING ELLIOTT BAY, QUEEN ANNE'S LOST AMENITY**

Figure 4.5



**Elliott Bay Access**

provide access for the railroad, and later to construct Elliott Avenue and develop commercial and industrial facilities such as the Port of Seattle's Grain Terminal. A continuous shoreline park system, Myrtle Edwards Park (City of Seattle) and Elliott Bay Park (Port of Seattle) was subsequently constructed along Elliott Bay to mitigate this loss of shoreline access and provides important public recreational amenities such as trails and bicycle facilities. Access to the shoreline is incomplete, however, and the value of these parks is currently diminished because they remain separated from the

The Elliott Bay Access Specific Plan focuses on realizing Queen Anne's close proximity to Elliott Bay and the existing shoreline recessional amenities there which have been off-limits to Queen Anners with the construction of the railroad and development of industrial shore lands. This specific plan works in conjunction with the Queen Anne Bicycle Beltway Specific Plan. The goal of the Elliott Bay Access Specific Plan is to reclaim access to the Elliott Bay shoreline via Myrtle Edwards and Elliott Bay Parks. The Elliott Bay Access Specific Plan is shown in the accompanying figure.

Queen Anne has always enjoyed a close proximity to Elliott Bay and Puget Sound and historically defined the shoreline's edge. Throughout the 20th Century, however, the shoreline of Elliott Bay has been continually pushed westward, first to





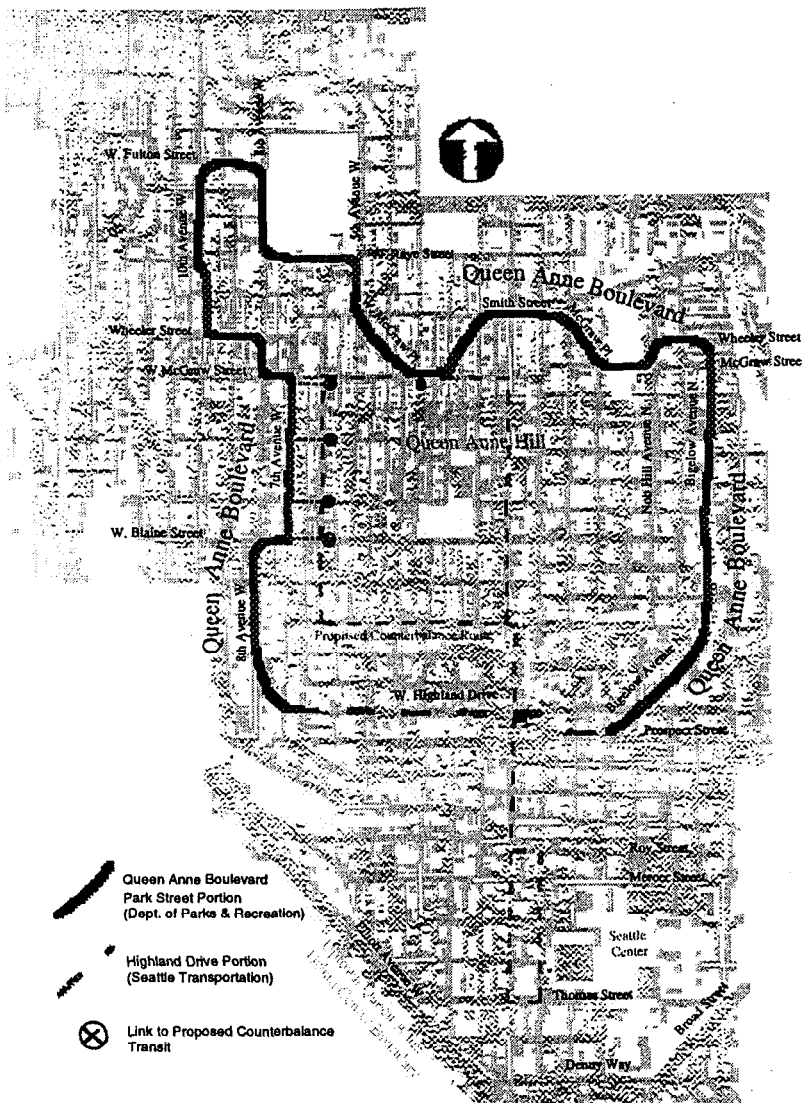
community which needs them the most, Queen Anne. Today the Uptown Queen Anne neighborhood overlooks not only the shoreline parks which should have been a part of their community, but also the barriers which separate them - Elliott Avenue and the BNSF RR tracks.

Of importance is the close proximity of the Elliott Bay shoreline and the proposed access points to existing and future residents of the Uptown Park Neighborhood and Uptown Center. The access routes proposed will directly benefit these new urban neighborhoods and provide recreational and open space amenities to families and employees alike. Further north, connections will serve residents of Uptown Center and Queen Anne Hill. The improvements recommended in the Elliott Bay Access Specific Plan are modest, but the rewards of implementing these strategies will be profound for Queen Anne.

### Objective

To provide needed access to the Elliott Bay shoreline and shoreline parks and open space. The close proximity to shoreline facilities and the present and future need for recreation and open space amenities in the Urban Center mandate that access be provided.

Figure 4.6



## CROWN OF QUEEN ANNE - HISTORIC QUEEN ANNE BOULEVARD REVITALIZATION

The Crown of Queen Anne Specific Plan will revitalize historic Queen Anne Boulevard for the 21st Century and is shown in the accompanying figure. The Boulevard's value as an urban trail and needed recreational amenity is well-recognized. It is appreciated by many Queen Anners and visitors for a diverse variety of uses. The Boulevard not only provides automobile access to Upper Queen Anne neighborhoods, but it also provides a recreational and aesthetic amenity to Queen Anners and visitors alike. This historic park street is used at all hours by working adults for walking and jogging; it is a strolling path for families with small children; and it provides a place for seniors to exercise. The Boulevard offers shade in the summer, beautifully autumn color in the fall, and an open and sunny landscaped path in the winter. It circulate through all parts of Queen Anne Hill and crosses demographics. *The Queen Anne Plan* believes that a vital Queen Anne Boulevard will help Queen

Crown of Queen Anne

Anne retain its unique historic character into the 21st Century.

*The Seattle Comprehensive Plan* recognizes that cultural resources, such as Queen Anne Boulevard, will enhance a sustainable Seattle. The Cultural Resources Element and Action Plan addresses the place of such cultural resources thusly:

*Because of limited opportunities for developing large parks in densely-developed urban villages, expand the use of streets...as public gathering places....Foster public life throughout the city by providing open spaces that are well-integrated in to the neighborhoods they serve and function as "public living rooms" for informal gathering and recreation... P. II*

Historic Queen Anne Boulevard is composed of 14 separate street segments, some with typical street sections, others with more typical "boulevard" sections of varying width. Design and implementation occurred incrementally as has repair and modification over time. The Seattle Parks and Recreation-held portion of the Boulevard is 3.4 miles long. The entire circuit, including the Highland Drive segment which has not been considered "Boulevard" in the past and is not landmarked, is 4.1 miles. The *Queen Anne Plan* considers all segments of this "Crown of Queen Anne" important and refers to the entire length as **Historic Queen Anne Boulevard**.

A growing population, changing demographics, and a new awareness of the role of exercise in health and longevity are fueling a strong use of Seattle's streets for exercise and recreation, as envisioned by the authors of the Cultural Resources Element. The entire circular route has become Queen Anne's "living room." At any time of day and in any weather, people can be seen walking, jogging, bicycling, pushing strollers or walkers on all segments of the Boulevard and enjoying the views it provides. The Crown of Queen Anne has become the "Green Lake Trail" of this 31,000-resident Queen Anne neighborhood.

The Crown of Queen Anne is fairing poorly, however, and this is well-known among Queen Anners. The Boulevard's green park edges are poorly maintained, over-used, encroached upon, used for vehicle parking, neglected by its managers, the Seattle Parks and Recreation Department, and provides limited safety for the many pedestrians that use it. The Crown of Queen Anne is Queen Anne's largest park, but it is also Queen Anne's most abused park. The Crown of Queen Anne will require **revitalization** to ensure its integrity as a park, as a **boulevard** and a historic landmark, and as a safe recreational and aesthetic amenity.

#### Objective

To revitalize the historic Queen Anne Boulevard to serve as a vital Queen Anne transportation facility and as Queen Anne's largest urban park. To recognize the importance of the Boulevard to Queen Anne's history, character, and quality of life and to enhance and maintain this amenity into the 21st Century.

## GOOD NEIGHBOR SEATTLE CENTER - ENHANCING RELATIONS WITH THE COMMUNITY

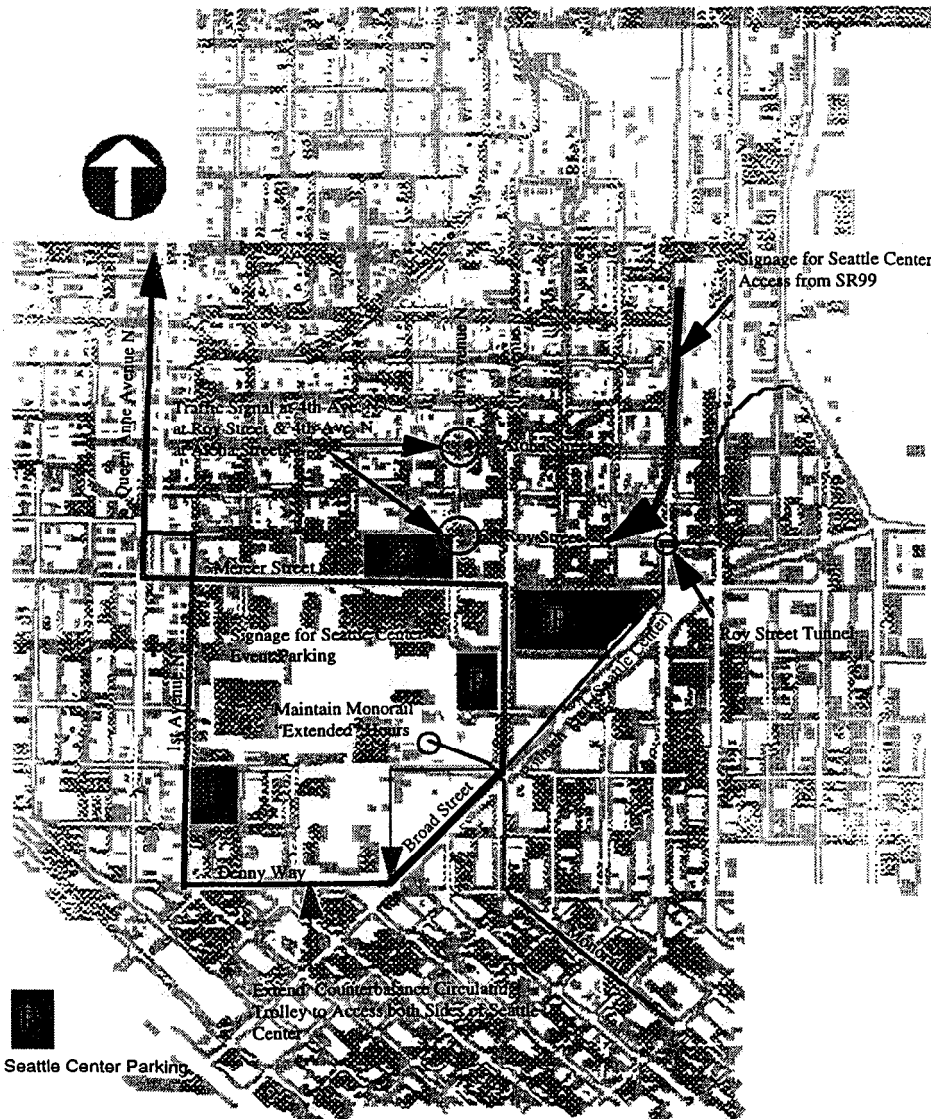
Seattle Center has been an important and influential feature of the Queen Anne community since the Century 21 Exposition, Seattle's World Fair, in the early 1960s. The very symbol of the City itself, the Space Needle, is located in Queen Anne and, not surprisingly, this is where Queen Anne's planning process first went to the community to solicit ideas. Seattle Center has been recognized as an important stakeholder throughout the planning process and was specifically referred to in the Queen Anne Vision:

*Queen Anne, a varied and exciting community in the heart of the city is embarking on a planning process to achieve a future with:*



.... a vibrant Seattle Center, as both a valuable community resource and a premier regional amenity.

Figure 4.7



As neighbors, the Queen Anne community and Seattle Center have worked together to identify common issues and to seek solutions. Representatives from Seattle Center have been active in the planning process and have helped shape the *Queen Anne Plan*. The Queen Anne Neighborhood Planning Committee recognized that it was essential to work closely with Seattle Center to ensure that the Seattle Center Departmental goals are aligned with the Queen Anne community's goals and that the Queen Anne Plan seeks to find a balance between the needs of the community and the needs of the Center. The Good Neighbor Seattle Center Specific Plan focuses on a series of mobility- and traffic-related strategies which will be included in the update of the *Seattle Center Master Plan* as well as in the *Queen Anne Plan*.

### . Good Neighbor Seattle Center

The essential strategies identified in this specific plan seek to promote alternative mobility choices in and around Seattle Center as well as to reduce the Center's traffic and parking impacts on the local community. The focus of these actions will be enhanced communication and guidance for incoming motorists and the provision of alternative transportation modes within and around the Center for visitors.

#### Objective

To promote more efficient mobility and enhanced access to and around Seattle Center and to reduce potential traffic/parking impacts on the Uptown Queen Anne community.

## QUEEN ANNE PLAN PLANNING RECOMMENDATIONS

The foundation of the *Queen Anne Plan* is its Planning Recommendations or identified “Planned Actions” which are individual strategies and projects which the Queen Anne Neighborhood Planning Committee identified during the Phase II. These recommendations are intended to address the issues raised during Phase I. A total of 154 recommendations or potential projects were identified.

The Queen Anne Planning Recommendations were developed by QANPC Topical Committees and reviewed and adopted by the entire QANPC. The full list of all 154 individual Planning Recommendations is presented in the *Queen Anne Plan*, Part 2 in “Matrix” or tabular format. Two separate Matrices are included:

**Full Matrix:** Includes all 154 Queen Anne Planning Recommendations for complete reference. This is a listing of all planned actions which the QANPC has identified and which are listed by topic.

**Essential Strategies Matrix** Includes only the Planning Recommendations or actions from the Full Matrix which are essential to the seven Specific Plans.

The Full Matrix provides a detailed description of each of the Planning Recommendations which may or may not be essential to the *Queen Anne Plan* Specific Plans. Each of these actions were identified as potential important projects which would enhance the Queen Anne community. Project priorities have been ranked as “High,” “Medium,” or “Low” according to the preferences of the QANPC. Other factors outside the immediate planning process (e.g., City budget, property-owner support, technical feasibility, etc.) may ultimately determine the implementability of each project.

The actions which are listed as essential to the implementation of the Specific Plans in the Essential Strategies Matrix are considered the highest priority for implementation. These have **been selected** from the Full Matrix.

Please refer to Section 5.0 of Part 2 of the *Queen Anne Plan* for individual Planning Recommendations.

## CONCLUSION

The Queen Anne neighborhood planning process has been an extensive collaborative 3-year project which has created a substantial body of work. The process was conducted in conjunction with the City of Seattle’s Neighborhood Planning program and was directed by the Queen Anne community with assistance from City staff and a professional planning consultant team. Public outreach was extensive and many community issues **and** ideas were identified. The Plan was created to address these issues and provide a 20-year framework for action.

The Queen Anne Plan consists of three important and interrelated components - Goals and Policies (to provide the framework), Specific Plans (integrated strategies to address issues), and Planning Recommendations (individual actions or projects to be accomplished and upon which the Specific Plans are built). The Goals and Policies provide policy statements which the QANPC believes best meet the current and future needs of the Queen Anne neighborhood. The Specific Plans provide a series of overarching concepts to implement the Plan. The Planning Recommendations provide the foundation for all action.

The Queen Anne neighborhood planning process is still underway. This Public Review Draft is intended to provide an opportunity to community participation and input. This draft will be used to conduct Queen Anne’s “Validation” process in which Queen Anne stakeholders and the City of Seattle review, comment, and further shape the planning process.



# QUEEN ANNE PLAN

PART 2



QUEEN ANNE NEIGHBORHOOD  
PLANNING COMMITTEE



# QUEEN ANNE PLAN

The Neighborhood Plan  
for the  
Community of Queen Anne

Prepared by

## QUEEN ANNE NEIGHBORHOOD PLANNING COMMITTEE

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June 1998







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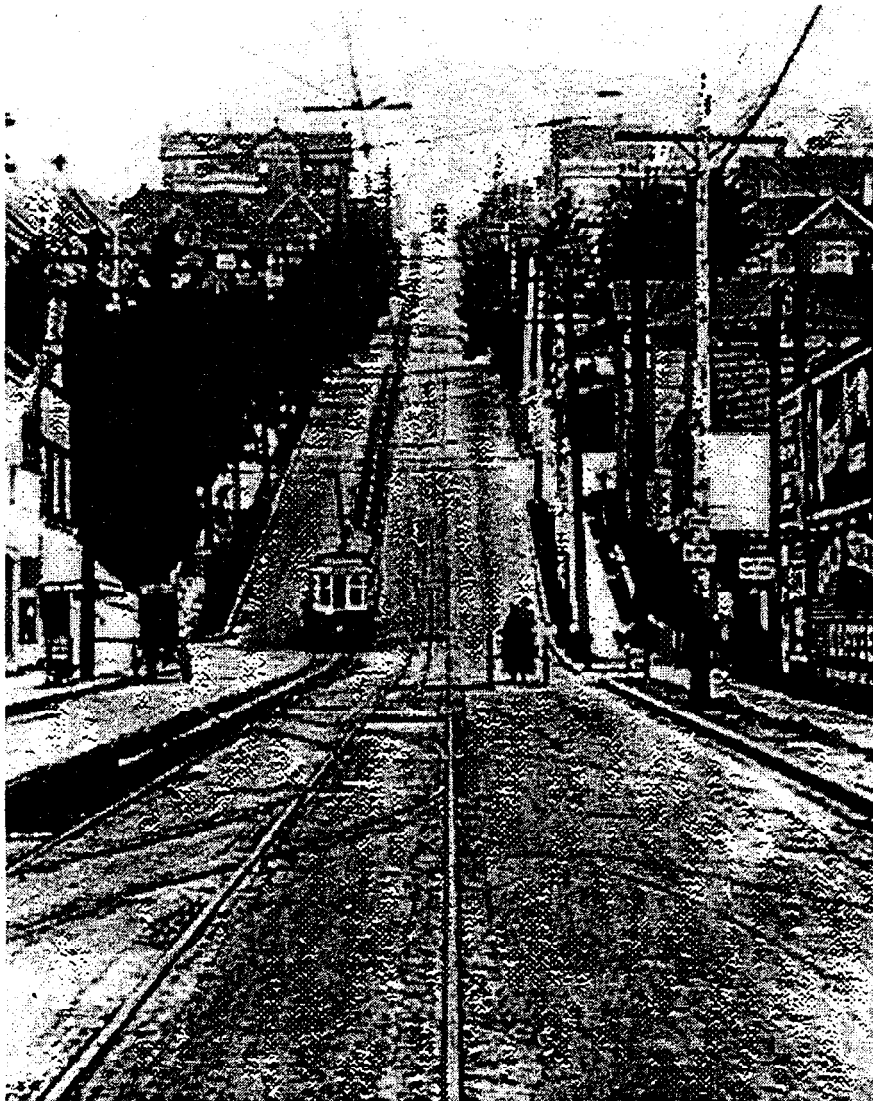
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# 1 .0 INTRODUCTION TO THE QUEEN ANNE PLAN

## 1.1 QUEEN ANNE'S PLAN

Queen Anne's neighborhood plan has been years in the making. It represents the collective vision, goals, and specific plans and actions identified by the Queen Anne community through an intensive collaborative process. This document reflects the unprecedented efforts of hundreds of active community participants, thousands of hours of volunteer and professional labor, and countless decisions made in the interest of the Queen Anne community and the City of Seattle. The *Queen Anne Plan* is the work of an active community which has worked long hours shaping its collective future.



Looking Up the Counterbalance, ca. 1900

MOHAI

The *Queen Anne Plan* is arranged in three parts. "Part 1 - Queen Anne Plan Summary" provides an overview of the plan and summarizes important plan features. The Summary briefly describes the planning process and summarizes Plan Goals, "Specific Plans" or integrated projects, and Planning Recommendations or actions. The Summary is intended to provide a quick reference to the *Queen Anne Plan* and serves as a handy communication tool. "Part 2 - Queen Anne Plan" describes in detail the Goals and Policies and Specific Plans (Key Integrated Strategies) and presents the Planning Recommendations in Matrix or tabular format. Part 2 also includes a discussion on Queen Anne's Character and a section of Parks and Open Space. Goals & Policies are provided for each major topic area, including Community Character, Human Services/Housing, Land Use, Parks & Open Space, Traffic & Transportation, and Business Districts. Seven Specific Plans are described in detail as integrated projects,

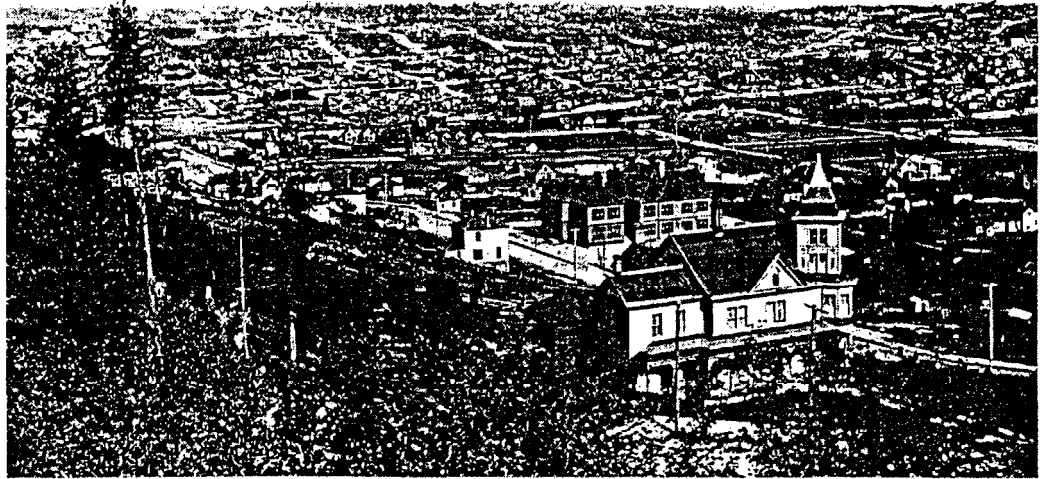
linking together individual Planning Recommendations which are referenced in the Matrix. "Part 3 - Appendices" presents various technical and process-related materials and information which were used to develop the plan concepts and recommendations as well as the SEPA Checklist.



The *Queen Anne Plan* is based on three distinct, but interrelated components. The first element, "Goals & Policies," provides a framework of articulated values upon which the plan and its actions were conceived. These have been articulated for each of the major topic areas which were also the focus of the overall planning process. A second component, "Planning Recommendations," provides an extensive set of discreet actions identified during the process and recommended by the participants. These recommendations respond to the issues identified early in the process and constitute the individual building blocks of the plan. Each action is described in detail. The third component, the "Specific Plans," combines the individual recommendations into integrated projects or "Specific Plans." Each of the 7 Specific Plans is conceptualized as a substantial stand-alone community improvement as well as an integral part of the overall *Queen Anne Plan*.

The *Queen Anne Plan* is intended to be a 20-year plan. Many of the actions

recommended are immediately implementable. Other actions or projects may require longer periods to implement. In some instances, additional study or analysis may be required before an action can be undertaken. No overarching timeline has been attached to the various plans and actions proposed,



View Southeast from Queen Anne Hill, ca. 1910

MOHAI

although the City of Seattle will be identifying Planning Recommendations as either "Near-Term" or "Long-Term" for their implementation planning. Many recommendations have been included to remedy a perceived existing backlog of necessary urban improvements, and these are considered top priority for early implementation. Some recommendations focus on community implementation and the subsequent participation of identified community organization and actions which will not require direct City of Seattle participation. Implementation of these community-oriented actions will be based on the availability of volunteer effort and the interest of community organizations. Many recommendations are perceived to be implementable (or potentially started) within a near-term timeframe, however, and this has been defined as within six years, consistent with a 6-year Capital Improvements Program (CIP).

The Queen Anne Plan has grown out of Queen Anne's history and present circumstances as well as the perceptions of today's Queen Anners. Queen Anne is one of Seattle's oldest and most established neighborhoods. It is characterized by its urban form and the influence of Seattle Center. Queen Anne Hill which provides its unique topography. The community has historically developed in many physical and cultural directions. Queen Anne Hill is home to many of Seattle's finest older houses, but it is also a place where turn-of-the century architecture sits side-by-side with 1950's duplexes. Views are coveted on Queen Anne's slopes, and these areas are densely developed into single-family and multifamily neighborhoods reflecting different aesthetics and periods of development regulation. The once sleepy Queen Anne Hill business district has recently become a trendy retail destination. Uptown Queen Anne (Lower Queen Anne) is known for mixed use and multifamily housing, mid-rise office buildings, small media-related businesses, and Seattle Center.



Major north-south avenues provide access through Uptown Queen Anne (e.g., Queen Anne Avenue, 1st Avenue North, and 5th Avenue North) and Seattle's most infamously congested roadway (Mercer Street) bisects the community west-to-east. Seattle Center and the world-famous Space Needle dominate the landscape of Queen Anne south of the hill. This regional complex of museums, cultural venues, sports, and entertainment draws large crowds as well as traffic and makes parking for local residents and businesses difficult. Different parts of Queen Anne are home to different populations, as well. Lifestyle and economic differences are pronounced. Uptown Queen Anners are largely single individuals with lower household incomes than residents of the hill. Residents are most often young adults and seniors. In contrast, residents of the hill tend to be middle-aged and many households enjoy higher incomes (i.e. double incomes). Community priorities and points of view can vary considerably. Collaborative community planning in Queen Anne required recognizing all of these differences.

The *Queen Anne Plan* is the result of many Queen Anners collaborating on a broad framework for the future of the community. The first phase of the process was initiated by community activists and community organizations. Many of the individuals involved early in the process had previously been involved in early planning efforts for projects such as the *Revised Goals and Policies and Limited Action Plan for Queen Anne Hill* (Queen Anne Goals & Policies, 1992) and *Picture Queen Anne* (1996). Institutional stakeholders soon became involved and participants formed a planning coalition. Some of the initial participants continued with the process via the coalition, and new members became involved either individually or as an organizational representative. The coalition organized a formal planning committee. New participants were again encouraged to take an active role, and they filled many positions. Throughout this ongoing effort, participants have labored toward the common goal of collectively defining their vision of Queen Anne and have sought to find the best means to have that vision become a reality. The strength of the effort is that it has continued forward despite changes in personality and process. *The Queen Anne Plan* represents the effort of everyone who has had a hand in creating it.

The plan provides a blueprint for action. It is not intended to detail every action sought over the 20-year plan horizon, although the Recommendations Matrix (Section IV) does provide a significant level of project specificity. The *Queen Anne Plan* was created from the "ground up." Initially, solutions were sought to remedy existing issues identified early in the process. These ideas soon began to coalesce into themes or larger projects which were then further elaborated. Discussion groups and group events helped these concepts gel into the "Specific Plans" described in Section 4.0. The individual solutions or Recommendations (Section 5.0) continue to stand on their own, however, and can be implemented on their own or with the Specific Plans in mind. Many Planning Recommendations are applicable to more than one Specific Plan. This document provides the universe of recommended actions for Queen Anne and is intended to provide an important resource for future community action.

## 1.2 QUEEN ANNE VISION

The Queen Anne Vision Statement was identified during Phase I of the community planning process. The **V**ision Statement articulates the community's chosen self-image and provides a direction or reference for subsequent planning processes.

The Queen Anne Vision is as follows:

*Queen Anne, a varied and exciting community in the heart of the city, is embarking on a planning process to achieve a future with:*

- *A unique community character, both **physical** and social, which expresses its history, extraordinary assets and talented people;*
- *A sense of community and cohesiveness, marked by friendliness, communication and caring **for** each another:*



- *A community of active and engaged people, striving to meet local recreational, social, educational and service needs;*
- *Varied housing opportunities for a diverse population, especially including strong single family neighborhoods and attractive multifamily **neighborhoods**;*
- *Pleasant and **safe** streets and paths that encourage walking and bicycling;*
- *A sense **of steward&p** toward and awareness **of** the natural environment;*
- *Convenient access by transit and car, both within the community and to other areas;*
- *Vital commercial areas meeting local needs and, where suitable, regional needs **for** goods, services, entertainment, **recreation and** jobs;*
- *Attractive parks and natural areas **for** active recreation and quiet enjoyment;*
- *A feeling that persons and property are safe; and*
- *A vibrant Seattle Center, as both a valuable community resource and a premier regional amenity.*

### 1.3 PLANNING PROCESS

The Queen Anne neighborhood planning process was undertaken as part of the City of Seattle's Neighborhood Planning Program and has sought to build consensus around a community-defined approach to Queen Anne's future. *The Queen Anne Plan* represents the culmination of the efforts of community volunteers who organized, identified an appropriate community process, envisioned Queen Anne's future, and worked to construct a blueprint for its realization. The process was open to all Queen Anne stakeholders - residents, property owners, business owners, and employees, and hundreds volunteered their time to meet and move the process forward. In addition, the process included an extensive **community-outreach** effort through which many more Queen Anners had opportunities to voice their **opinions** on issues and recommend solutions.



Queen Anne Hill South Slope, ca. 1890

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Three organizational entities were involved in the planning process - the Queen Anne community, the City of Seattle, and a consultant planning team. Two sequential community planning organizations - the Queen Anne Planning Coalition and the Queen Anne Planning Committee (QANPC) directed the overall process through two distinct project phases. The City of Seattle's Neighborhood Planning Office guided the effort, providing continuous support through dedicated

neighborhood planning project managers. A consultant planning team, selected by the QANPC and working closely with the organization, helped coordinate issues identification and outreach, provided



technical planning support, and drafted the *Queen Anne Plan* document. All three of these groups participated fully and worked as a community planning team.

The process included three distinct stages. The “Pre-Planning Phase” (1995 - Summer 1996) focused on organizing interested community members into an organization dedicated to community planning. Efforts at this stage were largely community-driven by residents, business owners, and institutions interested in working on a neighborhood plan. The City of Seattle’s Neighborhood Planning Program was getting underway at this time and various Queen Anne groups and individuals were exploring the potential for creating their own plan. Eventually, these efforts led to the creation of the Queen Anne Neighborhood Planning Coalition, an informal assembly of interested community organizations, institutions, and individuals.

With the formation of the Coalition, the process entered what the City’s Neighborhood Planning Program termed “Phase I” (Summer 1996 - Summer 1997). The Neighborhood Planning Office (NPO) assigned a project manager to help coordinate the process, and the Coalition selected a Phase I consultant planning team to assist with technical matters. The focus of Phase I became community outreach - getting as many people involved as possible, issues identification, visioning, and “planning-to-plan” or setting up the structure to undertake a technical planning scope of work. Many people participated during this stage, and the identification of important issues and the determination of the direction the process should take were major challenges. Another challenge involved the decision about whether different neighborhoods in Queen Anne should plan together or apart. Phase I culminated with the identification and prioritization of community issues, the drafting of a Queen Anne Vision Statement, the structure and assembly of a Planning Committee for the next phase of the process, and a preliminary planning work plan or scope of work. The Coalition completed all of these tasks and decided to plan as one Queen Anne neighborhood encompassing many subareas with both a designated Urban Center and an Urban Village.

Phase I included a considerable community outreach process which included regularly scheduled meetings at **Bayview** Manor on Queen Anne’s south slope, informal committee and focus group meetings, community-wide events at the Space Needle, McClure Middle School, and Seattle Center, a community survey/mailer to households in Queen Anne, and regular notices in the *Queen Anne News* and other venues. A more detailed recount of Phase I, the outreach efforts, and the issues identified can be found in the *Queen Anne Neighborhood Planning Program Phase I Outreach Report* (May 1997).

The third stage of the process, “Phase II,” began under the guidance of the new planning organization - the Queen Anne Planning Committee (QANPC) which included a more formal committee structure and decision making process. A four-member Executive Committee was identified to include a chair, vice chair-secretary, community relations coordinator, and treasurer. Seven Topical Committees were organized around each of the major issue topic areas identified - Community Character, Human Services/Housing, Land Use, Parks & Open Space, Traffic & Transportation, Business Districts, and Public Safety. In addition, three Geographic Committees were organized to ensure adequate outreach and representation throughout Queen Anne. These included the Urban Center Committee, the Urban Village Committee, and the Overall Queen Anne Committee (representing areas outside of the Urban Center and Urban Village). A chair was identified for each committee and committees actively sought participants.

The QANPC provided its own organization with assistance from the NPO project manager ‘and the Phase I consultant team. A facilitated “retreat” was held to acquaint new committee members with the process and one another. The NPO project manager provided early direction during Phase II and helped the group move swiftly into the process. The QANPC refined the work program prepared during Phase I and selected its Phase II consultant planning team. The same consultant team was chosen to continue with Phase II with the addition of specialists corresponding to the identified topical areas. The planning team was managed by a project coordinator/administrator who worked closely with the QANPC and NPO. Planning specialists in transportation, land use, housing, historic preservation, parks planning, business districts, and urban design worked along with the QANPC



during Phase II to help the QANPC and Topical Committees analyze issues and identify solutions. Each Topical Committee was assigned at least one planning consultant.

With the QANPC structure in place and consultant planning team selected, Phase II moved quickly through the fall and winter of 1997-98. The work program was refined and topical planning work was initiated. A Phase II outreach strategy included a community-wide event (January 1998) at McClure School. This was a well attended event which provided many opportunities for stakeholders to learn about the process and the issues and comment with their ideas about potential solutions. The most successful element of the event was a series of successive "roundtable" discussions on each topic, where groups of individuals shared knowledge and ideas on solutions to the issues identified. The event drew about two hundred participants overall, and many stayed for organized discussions and follow-up conversations. Each Topical Committee was responsible for its own community outreach under the belief that each topic would have its share of interested stakeholders. Most Topical Committees had good participation at scheduled meetings and most undertook additional outreach efforts, including tours and scheduled events. For example, the Transportation Committee held a major event during January 1998 to discuss bicycle and pedestrian issues and planning concepts. This was a day-long event held at Seattle Center on a Saturday and was well-attended. The Community Character and Human Services/Housing Topical Committees staged several tours of Queen Anne and other neighborhoods to discuss issues and ideas. These events were publicized in the Queen Anne News and elsewhere within the community.

Phase II was not without its share of challenges, however. Decision-making within such a large organizational structure required time and diligence. In addition, such an inclusive process required all the participants to exercise tolerance toward a range of closely-held points-of-view. For the most part, the organization was able to accept these challenges and find the appropriate balance to move forward. Unfortunately, not all early participants were able to work together under these circumstances, and some chose not to continue participating. Despite these downturns, the majority of community participants stayed with the process, met regularly and often, performed the tasks that they had set for themselves, and selected the recommendations they felt best addressed the community's issues or needs.

## 1.4 ISSUES IDENTIFIED

The following issues were identified during Phase I of the planning process and provided the direction for Phase II planning:

### *Character*

- *Potential loss of older buildings*
- *Threats to our unique historic character*
- *Unattractive parking lots*
- *Unattractive/incompatible buildings*
- *Changes to character of the Historic Boulevard*
- *Environmental deterioration, such as air pollution*
- *Unpleasant streets, lacking trees*
- *Too much litter/graffiti*
- *Threats to Seattle Center as a local resource for entertainment, recreation and open space*
- *Too little public/community art*
- *Poor integration of Seattle Center with the surrounding neighborhood*
- *Lack of community center/meeting place on Lower Queen Anne*

### *Human Services/Housing*

- *Increasing homeless population*
- *Lack of affordable housing*
- *Rapidly increasing rents*





- *Concerns about local schools*
- *Decreasing sense of community and caring*
- *Potential loss of characteristics that are attractive to families (in the broadest sense) with children*
- *Potential decrease in population diversity (age, income, lifestyle)*
- *Decreasing range of option in housing types*
- *Potential **gentrification***
- *Relatively little cultural diversity*
- *Lack of clear identity and sense of community, Lower Queen Anne*
- *Inadequate access to human services*
- *Too little cooperation and communication between Upper and Lower Queen Anne*

### **Lund Use**

- *Too-rapid growth*
- *Increasing building size and density*
- *Threats to single family neighborhoods*
- *Potential for re-zoning*
- *Blockage of views*
- *Urban village boundary uncertainty*

### **Parks**

- *Potential loss of open **space/natural/environmentally** critical areas*
- *Lack of public open space (especially in Lower Queen Anne)*
- *Too few **playfields**, playgrounds, P-patches and green spaces*
- *Poor park maintenance and safety*

### **Traffic - Transportation**

- *Extreme congestion during peak hours and Center events*
- *Excessive **traffic** on major streets*
- *Poor freeway access and **congestion/Mercer** Corridor*
- *Inadequate parking for shops/office*
- *Excessive **traffic/speeding** in residential areas*
- *Too much auto use*
- *Inadequate parking for multifamily and single family areas*
- *Poor pedestrian safety*
- *Inadequate parking for Seattle Center events/activities*
- *Unsafe sidewalks and crosswalks*
- *Decreased pedestrian friendliness/poor scale of streets*
- *Limited transit service except downtown*
- *Too few bicycle paths*
- *Too few transportation options in general*
- *Inadequate bicycle/pedestrian connections*
- *Poor connections between lower and upper Queen Anne*

### **Business**

- *Threats to the character of the streets*
- *Businesses inappropriate for the area*
- *Deteriorating condition and appearance of business areas*
- *Lack of local support for small businesses*
- *Need for specific types of new businesses*
- *Threats to the vitality of commercial areas*



### *Public Safety*

- *Too much crime and panhandling*
- *Too little police presence*
- *Too little crime prevention activity*
- *Inadequate street lighting*

These issues were listed in the *Queen Anne Neighborhood Planning Program Phase I Outreach Report* (May 1997). A similar listing with scoring from the Phase I Community Mailer was also included in the report.

## 1.5 GUIDING PRINCIPLES

The QANPC evolved an informal set of Guiding Principles as its experience with the collaborative process grew. These operating principles were based largely on the Queen Anne Vision.

The process should:

- Make every reasonable attempt to involve the many talents and interests of the people of Queen Anne and foster community and cohesiveness;
- Respect the ideas and opinions of all participants;
- Use Robert's Rules of Order in the decision-making process, but seek to achieve consensus by reasonable means;
- Seek to find reasonable solutions to address the issues that will face Queen Anne in the future;
- Respect Queen Anne's physical and social environments as well as its history;
- Plan to meet the existing and future needs of the people of Queen Anne;
- Recognize the needs of Queen Anne's existing single-family and multifamily neighborhoods while seeking to provide future housing opportunities;
- Promote environmental stewardship;
- Recognize the importance of access to and from and within the community;
- Recognize the importance of Queen Anne's business districts and the business community;
- Recognize the importance of Queen Anne's parks and natural areas for active recreation and quiet enjoyment;
- Promote public safety;
- Define a positive role for Seattle Center.

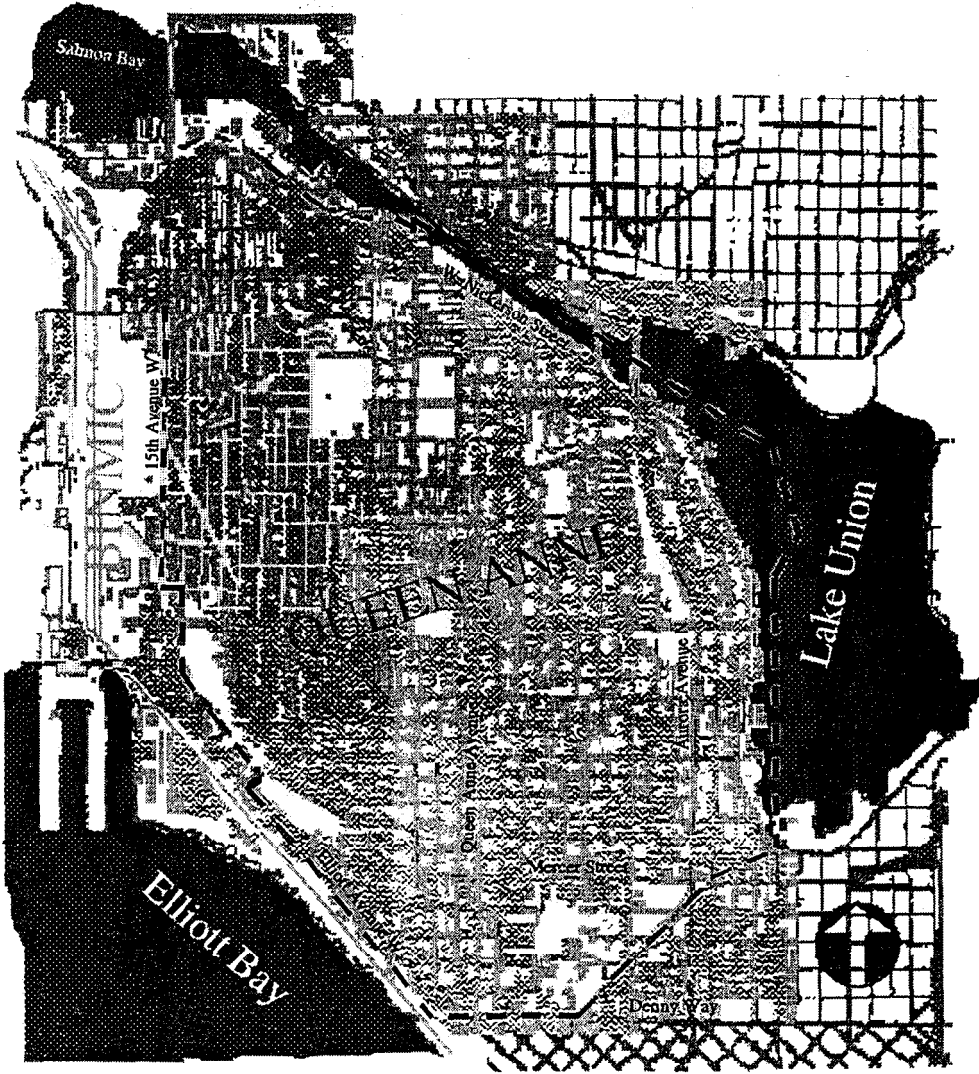


## 2.0 THE QUEEN ANNE ENVIRONMENT

### 2.1 QUEEN ANNE'S PLANNING AREAS

Queen Anne is one of Seattle's oldest neighborhoods and includes the site of the 1962 Seattle World's Fair (Seattle Center), The community includes Uptown Queen Anne (Lower Queen Anne) and the Seattle Center complex as well as Queen Anne Hill (Upper Queen Anne). The Queen Anne neighborhood is bounded to the south by Denny Way and Broad Street, separating it from the Denny

Figure 2.1



Queen Anne-Planning Area

Regrade and Denny Triangle Neighborhoods. To the north Queen Anne is bounded by the Lake Union Ship Canal, which separates it from the Fremont, Wallingford, and Ballard neighborhoods. West Nickerson Street provides access along this northern edge of the community. Queen Anne is defined to the west by 15th Avenue West and Elliott Avenue West, opposite the Ballard Interbay Northend Manufacturing & Industrial Center (BINMIC or Interbay) and Elliott Bay. Lake Union and the South Lake Union neighborhood (the Commons area) lies east of Queen Anne and is accessed by Westlake Avenue North. The Queen Anne Planning Area is shown in Figure 2.1.

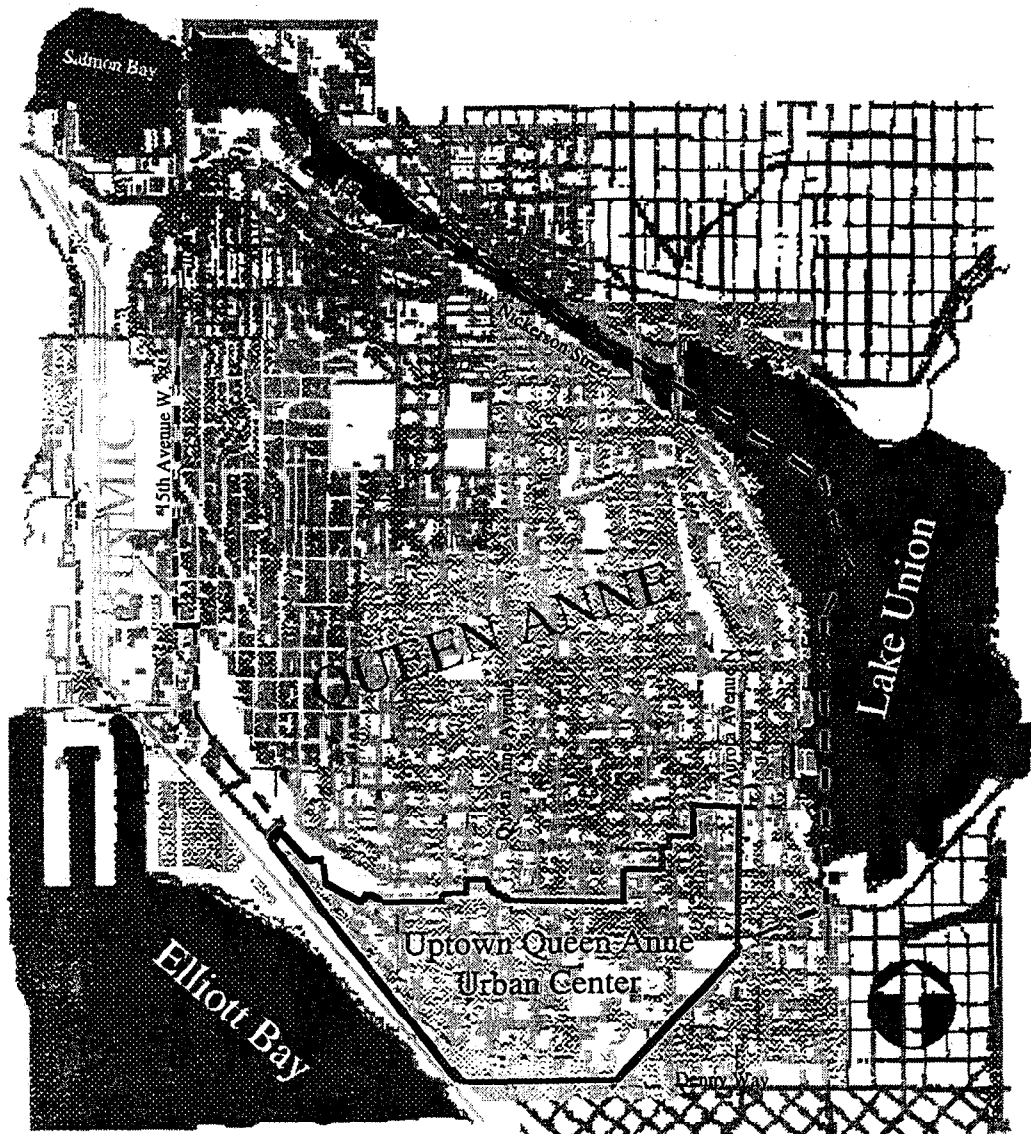


According to the 1990 Census, approximately 31,000 residents reside in Queen Anne. The Queen Anne Community Profile, provided by the City of Seattle, indicates that there are more than 17,000 households in the 2,020-acre neighborhood.

### Uptown Queen Anne Urban Center (Seattle Center Urban Center)

In 1994 the City of Seattle designated Lower Queen Anne, including the Seattle Center, as the "Seattle Center Urban Center," consistent with King County's **Countywide Planning Policies and Comprehensive Plan** and regional planning efforts by the Puget Sound Regional Council (PSRC), and consistent with the Washington State Growth Management Act (GMA) (1990-91). King County recognized certain areas within its boundaries where zoning, access to transportation facilities, and present land uses provided opportunities to growth. These areas were identified as "centers" for the channeling of a substantial portion of the additional new development in order to meet forecast future growth needs under the GMA. The Seattle Center Urban Center was one of five urban centers designated within the City of Seattle. Each center was allocated growth targets for population, housing, and employment, depending upon its unique circumstances.

Figure 2.2



The Urban Center includes an area of 297 acres, has a total of 3,276 households, and employs approximately 19,000 people. Seattle Center occupies about one-half of this area. Zoning is predominantly Neighborhood Commercial 3 (NC3) which encourages street-level pedestrian-oriented commercial development with multifamily residential housing overhead.

This planning process has redesignated the Seattle Center Urban Center as the Uptown Queen Anne Urban Center and this title will be used throughout this document. Uptown Queen Anne is shown in Figure 2.2.

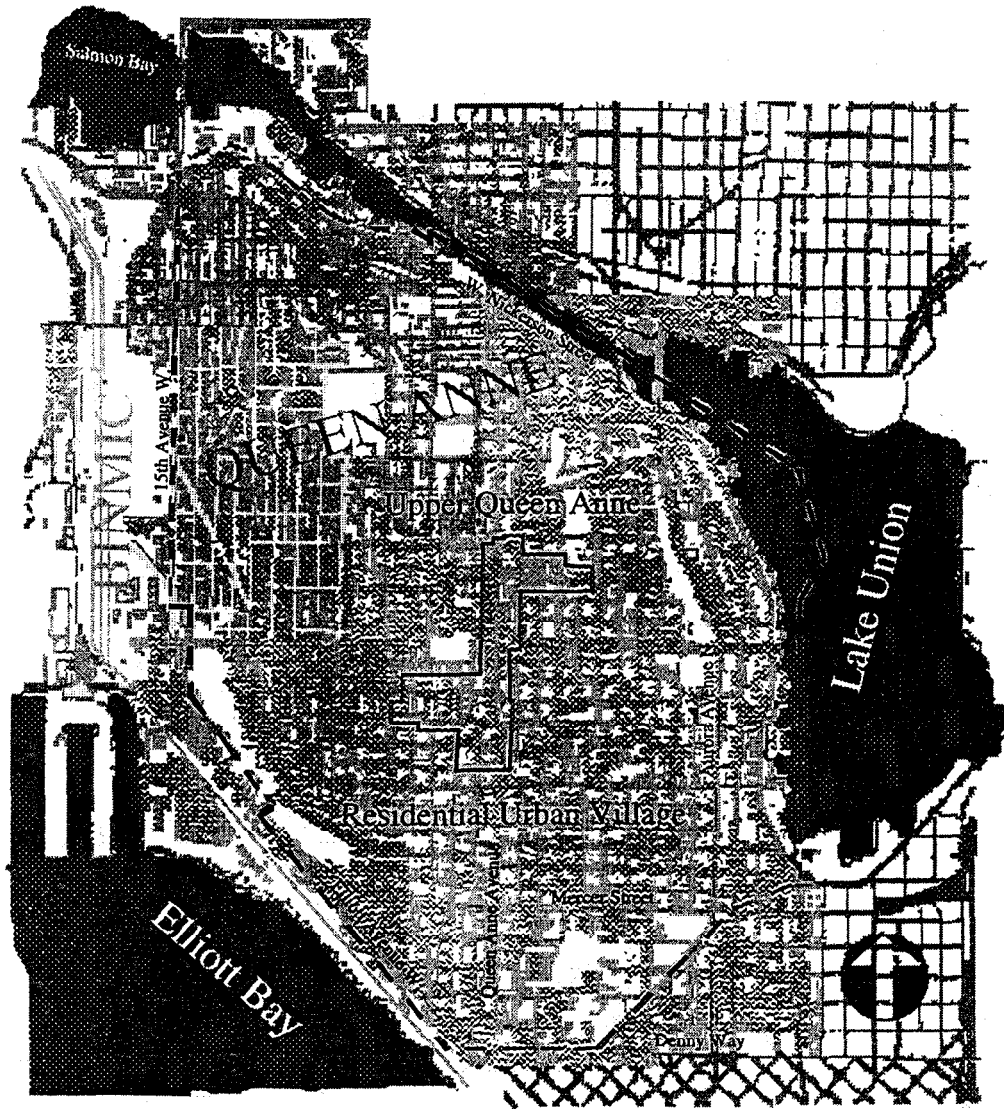
## Queen Anne Planning Area



### Upper Queen Anne Residential Urban Village (Tentative Designation by the City of Seattle)

The City of Seattle tentatively designated the Upper Queen Anne Residential Urban Village in the City's Comprehensive Plan (1994). The Queen Anne Plan no longer includes this tentative designation, however. It is shown in Figure 2.3 for reference purposes. The QANPC adopted the

Figure 2.3



Queen Anne Planning Area

recommendation of the QANPC's Urban Village Geographic Committee whose participants strongly opposed the original designation. The action pertains only to the Urban Village boundary, however. No changes have been recommended to zoning in this area. See Planning Recommendation QALU1 in the Matrix in Section 5.0.

The Upper Queen Anne Residential Urban Village was designated along an alignment of Queen Avenue and portions of West Galer Street, West McGraw Street, and West Boston and Boston Streets within an area of approximately 100 acres. The City of Seattle estimates that there are 1,063

households in this area. The area is dominated by small-scale, pedestrian-oriented commercial activities along Queen Anne Avenue, West Galer Street, West McGraw Street, and Boston Street. Most of this area is currently zoned Neighborhood Commercial (NC1 and NC2), Lowrise Multifamily (L1 and L2), and Single-Family (SF 5000).



## 2.2 HISTORIC TRENDS

A review of recent population and housing information was completed during the planning process to provide an overall context for the plan. U.S. Census Bureau data from the years 1970, 1980, and 1990 was reviewed for Census tracts corresponding to the Queen Anne Planning Area. In addition, historic employment characteristics for these same years was secured from the Puget Sound Regional Council (PSRC). Additional information was secured from the City of Seattle.

### Population Trends

The population of the entire Queen Anne Planning Area is currently estimated to be about 31,000 residents. A review of the data from Census tracts indicates that this population has not been steady, however, and that the area lost population over the 20-year period 1970 - 1990. The population decreased approximately 6 percent between 1970 and 1980, while the 1980s experienced only a 4 percent rebound in population.

### Households

There has been an upward trend in the number of households in Queen Anne. In 1970 there were about 15,000 households in the Queen Anne Planning Area. By 1990 households had risen about 13 percent to 17,171. A recent review of City of Seattle data suggests that approximately an additional 980 households have been created since the 1990 Census, bring the total to about 18,151 (1997). The greatest number of households have been created in areas outside of the City's designated Urban Center (Uptown Queen Anne) and Urban Village (Queen Anne Village District).

### Household Size

Household size decreased from 1970 to 1990 concurrent with the increase in the numbers of households. In 1970 there was an average of 2.10 persons/household. This number decreased 15 percent to a low of 1.82 persons per household in 1980. In 1990 the number had risen to 1.86 persons per household or about 2 percent. Over the 20-year period household size decreased approximately 15.4 percent. Household size has varied among different parts of Queen Anne. Uptown Queen Anne has had the lowest household size - 1.39 persons per household. The northwest part of Queen Anne was found to have the highest at 2.49 persons per household.

### Housing Units

The number of housing units continues to increase in Queen Anne. Total housing units exceeded households in Queen Anne by about 6 percent in 1990; 5 percent in 1980; and about 9 percent in 1970. The Census lists 17,052 units in 1990. This is up 9 percent from the 1980's 15,612 units and almost 11 percent from the 1970's total of 15,405 units. The change from 1970 to 1980 was just over 1 percent. The 1980s saw a significant increase in the number of net new housing units. Recent evaluation of City of Seattle data indicate that the number of housing units has increased to approximately 18,084 (1997).

### Value of Housing

The average of the median values of houses in Queen Anne increased dramatically over the 20-year period 1970 - 1990 and this has accelerated. In 1970 the average median price was \$23,457. By 1980 the average median value was \$82,386, a 351 percent increase. By 1990 the average median value was \$229,143, an increase of 278 percent from 1980 and a 977 percent increase from 1970. No median value was available for 1998, but research with local realtors indicates that homes on Queen Anne Hill within walking distance of the Village District now sell for between \$200,000 - \$500,000 while view homes on Queen Anne south slope fetch prices of up to \$1,000,000 and more.



## Vacancy Status

Vacancies of all types decreased over the 20-year period. The U.S. Census classifies vacancies according to “rental,” “sale,” and “other” or unspecified. Rental units provided the greatest number of vacancies with sale units providing the smallest. Vacancies for all types of units was 1,266 in 1970. By 1980 total vacancies had decreased to 1,024. In 1990 vacancies totaled 987. Estimates of vacancy rates for 1998 indicate that this downward trend is continuing with significantly fewer vacant units than in previous years.

Rental vacancies provide an indication as to the availability of basic housing in the community. In 1970 the U.S. Census found that there were a total of 1,067 rental vacancies. By 1980 the total had slipped to 601 rental vacancies. Rental vacancies continued to decline through the 1990 Census when these totaled 484 units and evidence suggests that this trend has continued in the late 1990s. Interestingly, the number of “other vacancies” has risen inversely proportional to the decrease in rental vacancies over this period.

## 2.3 EXISTING CONDITIONS IN QUEEN ANNE

The conditions upon *which* the **Seattle Comprehensive Plan** was based (baseline conditions) were derived from various sources including the 1990 U.S. Census, King County Assessor’s Office, and the Puget Sound Regional Council. The information used by the City of Seattle to monitor growth in the City’s Urban Centers and Urban Villages include:

- Number of Households
- Household Density
- Number of Jobs
- Employment Density

These parameters are considered broad planning-level indices.

### Greater Queen Anne Population and Households

According to the 1990 U.S. Census there were more than 31,100 persons living in the Queen Anne Planning Area, as the neighborhood is defined by the City of Seattle **ArcView DataViewer** Geographic Information System (GIS). This area includes both full Census tracts as well as some additional portions of Census tracts or Census blocks which lie within the defined Queen Anne Planning Area boundary. The total number of households in Queen Anne was 17,171 at the time of the 1990 Census. The Greater Queen Anne land area is approximately 2,020 acres. These data yield densities of 15.4 persons per acre and 8.5 households per acre.

### Uptown Queen Anne Urban Center Population and Households

Information regarding the Uptown Queen Anne Urban Center population and households was made available during the planning process as part of a “Community Profile” which was based on data from the Seattle. Neighborhood Planning Office. According to that information there were a total of 4,461 persons in Uptown Queen Anne in 1990. The number of households in this area totaled 1,063 with a planning area of 297 acres. The 1990 household density has been estimated to be 10.3 households/acre.

### Upper Queen Anne Residential Urban Village Population and Households

The population of the tentatively designated Upper Queen Anne Residential Urban Village has been estimated at 2,369 persons in 1990. This area includes 1,063 households over 103 acres. Household density has been estimated at 11 .0 households/acre. **The Queen Anne Plan** eliminates the official



Urban Village designation, but densities in this area will continue to be higher than surrounding single-family residential areas.

### Queen Anne Employment

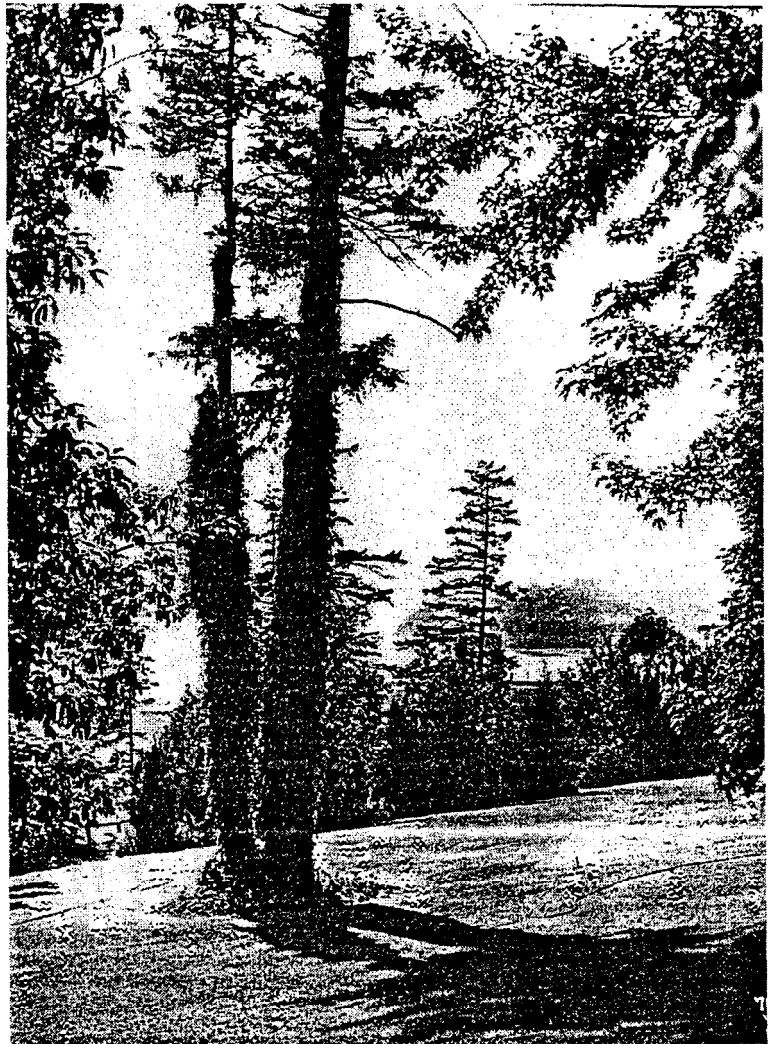
Employment forecasts were completed by the Puget Sound Regional Council (PSRC) in 1990. Total employment forecasts for the Queen Anne Planning Area are difficult to obtain, but an estimate of employment within this area may total more than 26,800 jobs not counting employment along Queen Anne's east slope, which could be substantial.

The City of Seattle has estimated employment for the Uptown Queen Anne Urban Center. The Urban Center Designation Package estimates that there were 19,000 jobs in the Urban Center in 1990.

## 2.4 QUEEN ANNE'S NATURAL ENVIRONMENT

The variation in Queen Anne's topography is well known. The Queen Anne community is most often known for Queen Anne Hill, a prominent hill rising above Elliott Bay and Lake Union. The neighborhood is also known for "Lower Queen Anne" at the foot of Queen Anne Hill and which slopes gently southward toward downtown Seattle and what used to be Denny Hill before the regrade. Lowlands are also found north of the hill where Lake Union drained to Elliott Bay and which is now the alignment of the Lake Washington Ship Canal, linking Lake Union with Puget Sound.

Queen Anne Hill is characterized by relatively level lands on top of the hill and side slopes of varying steepness. Landslides are not uncommon on Queen Anne's steeper slopes which are mapped by the City of Seattle as Critical Areas (Steep Slopes of 40 percent or more and Landslide Hazard Areas). A shoreline ridge defines Lower Queen Anne from the historic shore of Elliott Bay (along Elliott Avenue W.) One significant drainage is located along Queen Anne Hill's northeast ridge, and this has carved a deep ravine within the landscape.



Kinnear Park, ca.1897-1900

MOHAI

Surface waters associated with the planning area include Elliott Bay (Puget Sound) to the west; Lake Union to the east; the Lake Washington Ship Canal along the planning area's north boundary, and Salmon Bay to the northwest. A stream runs in the ravine along the hill's northeast ridge. This natural drainage enters the City's storm drain system before entering either the Ship Canal or Lake Union.

Queen Anne's steeper slopes support a variety of vegetative greenbelts and urban forests. Broad leaf deciduous tree species are most common in these areas which are concentrated along Queen Anne





Hill's southwest slopes and along the eastern ridges overlooking Lake Union. The ravine in the north side of the hill is also heavily wooded with riparian habitat and is mapped as such. Other limited forested uplands exist wherever slopes have been left undeveloped.

Despite significant areas of more natural vegetation, Queen Anne is largely urban in character. Steep slopes, existing riparian habitat, and other residual sensitive areas notwithstanding, the Queen Anne community is extensively developed and urban in character. This urban landscape contains numerous landscaped treatments and landscape opportunities are ample. These developed areas do not, however, provide significant natural habitat.



Elliott Avenue at West Mercer, 1921

Seattle Municipal Archives





## 3.0 GOALS AND POLICIES

The Queen Anne Neighborhood Planning Committee facilitated the drafting of the Queen **Anne Plan** Goals and Policies. Goals and policies were developed during Phase II of the planning process concurrent with the identification of Specific Plans and Planning Recommendations.

Drafting the Goals and Policies was a collaborative and iterative process. The first step in the drafting of the goals and policies was to revisit the Queen Anne Vision Statement and the issues identified during Phase I. Each Topical Committee, with input from representatives from the Geographic Committees, articulated topic-specific planning goals. Committees reviewed the Seattle **Comprehensive Plan** to assure overall consistency and built upon the Comprehensive Plan to create Queen Anne-specific goal statements. Policies were then articulated which provided a more specific level of definition and which were consistent with the Planning Recommendations still under development.

The draft Goals and Policies were developed by committee and forwarded to the planning team for refinement.. A consistent set of statements was created by the planning team from the draft Goals and Policies, and these were reviewed by the full QANPC and comments and revisions were made. The Goals and Policies which follow reflect this sequential process and have been adopted by the QANPC as the **Queen Anne Plan** Goals and Policies.

### 3.1 COMMUNITY CHARACTER

Goal 1: Create and enhance a strong sense of community on Queen Anne.

Policy **CH1.1** Create a unique identity for the Urban Center.

Goal 2: Enhance the physical and design characteristics of each area in Queen Anne.

Policy CH1.2 Enhance the unique character of each business district.

Policy CH2.2 Create and maintain attractive pedestrian-oriented streetscapes appropriate to each area.

Policy CH2.3 Preserve the individual characteristics of the single-family and mixed-use neighborhoods.

Policy CH2.4 Enhance community character through increased open space, street trees, and other vegetation.

Policy **CH2.5** Encourage development of an urban character in the Urban Center.

Policy CH2.6 Support the establishment of specific Queen Anne community design guidelines.

Goal 3: Strengthen the sense of community and the urban character of the Urban Center by encouraging the establishment of an identifiable residential community in the Urban Center.



Policy CH3.1 Encourage development of a system of specially-landscaped or “green” streets with associated multifamily housing to promote the establishment of a quality residential neighborhood core.

Goal 4: Preserve, restore, and re-use resources of cultural, architectural or social importance in order to maintain Queen Anne’s unique sense of place and to adapt to change gracefully.

Policy CH4.1 Identify and give recognition to Queen Anne’s historic buildings, sites, and other resources.

Policy CH4.2 Inform property owners and assist them in maintaining and restoring historic buildings.

Policy CH4.3 Educate the general Queen Anne community about the community’s historic legacy and resources and involve community members in their preservation.

Policy CH4.4 Actively encourage appropriate renovations and new uses of older buildings to retain both community character and economic viability.

Policy CH4.5 Encourage implementation and enhancement of tax credits and other incentives, financial and otherwise, for owners of historic buildings.

## 3.2 HUMAN SERVICES & HOUSING

Goal 1: Create and enhance a sense of community on Queen Anne.

Policy H1.1 Provide methods for information exchange and community building, and a facility for community activities.

Goal 2: Facilitate access to human services for those in need.

Policy H2.1 Provide information and referral for human services.

Goal 3: Assure that the continued growth and development in Queen Anne results in a balanced and compatible mix of housing types and densities, including affordable, subsidized, and special needs housing.

Policy H3.1 Encourage a range of housing types (single-family housing, ground-related multifamily, moderate-to-high density multifamily, accessory dwelling units) as appropriate for each area.

Policy H3.2 Create and maintain a mix of housing types that are attractive and affordable to a diversity of ages, incomes, household types, household sizes and cultural backgrounds.

Policy H3.3 Promote methods of assuring that existing housing stock will enable changing households to remain in the same home or neighborhood for many years.



- Policy H3.4 Identify “at risk” affordable housing and preserve existing low-income housing.
- Policy H3.5 Encourage the use of public subsidy funds and appropriate tax incentives for the production or preservation of low-income housing in the Queen Anne area.
- Policy H3.6 Promote availability and financing of options for affordable housing such as cooperatives, community land trusts and down payment/renter assistance.
- Policy H3.7 Support and promote programs that provide financial assistance to low-income homeowners to maintain their properties:
- Policy H3.8 Support and promote programs that provide information to property owners and tenants to assist them in maintaining their property.
- Policy H3.9 Support programs to provide information to developers to guide them in providing housing appropriate for the community, especially low-income and affordable housing.

### Human Services/Housing Goals and Policies Specific to the Urban Center

- Goal 4: Create a larger residential community in the Urban Center.
  - Policies H4.1 Modify city regulations to encourage multifamily construction in this area for a range of incomes, ages, and household types.
  - Policies H4.2 Encourage development of a distinct core residential neighborhood district in the Urban Center to promote residential development in this area.

## 3.3 LAND USE

### General Land Use Goals and Policies

- Goal 1: The Queen Anne community seeks to integrate diverse land uses within its planning boundary and recognizes the uniqueness of all parts of the neighborhood, including designated urban areas.
  - Policy LU1.1 Queen Anne recognizes the Urban Center designation and encourages the City of Seattle to implement actions which will create a unique urban center in this vital part of Queen Anne.
  - Policy LU1.2 Queen Anne recognizes the unique character and history of its existing residential neighborhoods and seeks to maintain these areas as quality residential areas.
  - Policy LU1.3 Queen Anne supports land uses and development patterns which promote the Queen Anne Vision.



## Urban Center Goals and Policies

Goals and policies directing future land use development in Queen Anne's Urban Center.

- Goal 2: Queen Anne encourages the development of a viable and attractive Urban Center.
- Policy LU2.1 Adopt the City of Seattle designated Seattle Center Urban Center boundary.
  - Policy LU2.2 Encourage the attainment of the City of Seattle Urban Center growth forecasts through current zoning and the implementation of Queen Anne Plan recommendations.
  - Policy LU2.3 The Urban Center is a vibrant mix of land uses, activities, and populations. Queen Anne encourages a diverse, but harmonious, mix of residential, business, and institutional activities and will promote land uses that maintain this Urban Center diversity.
  - Policy LU2.4 The Urban Center is a distinct Queen Anne neighborhood with a unique urban character. Maintain and enhance this character for the benefit of Urban Center stakeholders, all Queen Anners, and the City of Seattle.
  - Policy LU2.5 Create appropriate historical conservation areas which will better ensure the preservation of existing historic structures as well as **more-affordable** residential areas.
  - Policy LU2.6 Encourage the development of a unique urban residential neighborhood in the Urban Center by allowing Single-Purpose Residential buildings in designated existing Neighborhood Commercial 3 (NC3) zones, according to recommendations of the Queen Anne Plan.
  - Policy LU2.7 Encourage land uses and urban character development which will facilitate the establishment of a high-capacity transit/multi-modal node(s) in the Urban Center in locations consistent with Queen Anne Plan recommendations.
  - Policy LU2.8 Encourage the creation of quality residential, commercial, and institutional uses in the Urban Center.
  - Policy LU2.9 Development in Queen Anne's Urban Center should be **pedestrian-oriented** to the extent possible to ensure that this vital area retains its human scale.
  - Policy LU2.10 Business activities are an important use in the Urban Center and should be maintained. To the extent possible, encourage uses which will promote affordable locations for local businesses.
  - Policy LU2.11 Residential uses are important in the Urban Center and should be encouraged. To the extent possible, encourage uses which will promote a diversity of housing opportunities in the Urban Center, including opportunities for affordable housing.

## Greater Queen Anne Goals and Policies



Goals and policies directing future land uses in areas outside Queen Anne's Urban Center.

Goal 3: Promote the development of Queen Anne consistent with the Queen Anne Vision and which will retain the community's essential character.

Policy LU3.1 No increases in designated residential densities or increases in the allowable intensity of commercial uses beyond those specified in the existing Land Use Code shall be sought for the neighborhood under the Queen Anne Plan.

Policy LU3.2 Queen Anne shall identify the need for and the extent of additional designated urbanized areas throughout the neighborhood consistent with existing zoning (in addition to the designated Urban Center). The Queen **Anne Plan** reflects the community's long-standing opposition to the tentative Upper Queen Anne Residential Urban Village designation by recommending that it not be adopted as the most effective way to preserve the area's desirable character and quality of life. This action will not jeopardize adopted growth targets.

Policy LU3.3 Seek opportunities to retain the Queen Anne community's unique physical and social community which expresses its history, extraordinary assets, and talented people.

Policy LU3.4 Encourage varied housing opportunities for a diverse population, especially including strong single-family neighborhoods and attractive multifamily neighborhoods, by retaining the existing and designated mix of land uses throughout the neighborhood.

Policy LU3.5 Encourage land uses which preserve and protect the character of neighborhood commercial areas.

Policy LU3.6 Provide for an attractive and harmonious transition between different land uses, including commercial areas and single-family areas.

Policy LU3.7 Seek to provide a balance between various residential uses and commercial uses and their demands on parking and traffic.

Policy LU3.8 All future Queen Anne land use development decisions shall be based on sound concurrency principles consistent with the Washington State Growth Management Act.

Policy LU3.9 Allow limited amounts of development in areas outside of the Urban Center to maintain the general intensity of development that already characterizes the area.

Policy LU3.10 Land Use Code changes that take effect unless a neighborhood plan provides otherwise, shall not take effect in the Queen Anne planning area.

Goal 4: Protect the existing character of Queen Anne's single family neighborhoods.

Policy LU4.1 Maintain the character of areas which are predominantly developed with single-family structures, including the use, development and density characteristics of single-family areas.



- Policy LU4.2 Preserve current non-conforming uses in the single-family areas. These existing uses (including non-conforming residential uses) provide a compatible mix and balance of use types and housing densities referred to in Queen Anne's neighborhood planning document ***Revised Goals and Policies and Limited Action Plan for Queen Anne Hill*** (1992). New non-conforming uses shall not be permitted in these areas.
- Policy LU4.3 Accessory dwelling units (ADUs) in single-family zones should be limited to the principal residential structure and be subordinate in size and character in order to discourage the development of duplexes and other multifamily structures in these zones.

### Seattle Center Relationship

Goals and policies which address the relationship between the Queen Anne neighborhood and Seattle Center.

- Goal 5: Promote uses which enhance the relationship between the Queen Anne neighborhood and Seattle Center.
- Policy LU5.1 Encourage Seattle Center to plan and implement development which will enhance the quality of life in the Queen Anne neighborhood.
- Policy LU5.2 Seek ways to ensure that Seattle Center remains a vibrant and valuable community resource and a premier regional amenity.

## 3.4 PARKS AND OPEN SPACE

### General Parks and Open Space Goals and Policies

- Goal 1: Retain and maintain the existing inventory of parks and facilities in the Queen Anne neighborhood to support Queen Anne's diverse population and attract future residents, including family-oriented residents.
- Policy P1.1 In aggregate, permit no net loss of open space and park facilities in the Queen Anne planning area, including areas within the Urban Center.
- Policy P1.2 Replace aging facilities and equipment to maintain the existing mix of recreational activities and facilities for Queen Anne residents.
- Policy P1.3 Accommodate a range of uses in local parks which will meet the needs and interests of today's population and assist in attracting a diverse residential population in the future.
- Policy P1.4 Maintain the character of existing neighborhood park facilities to ensure continued local neighborhood use rather than regional use.
- Policy P1.5 Recognize and strive to meet the needs of emerging recreational interests in Queen Anne (e.g., off-lease areas and P-Patch gardening) by acquiring new recreational facilities and properties rather than redirecting existing parks for these new uses.





Policy P1.6 Conduct all park planning and design under a “master plan” process to ensure the adequacy of the planning process and public input, and to establish phased development for parks and facilities.

Goal 2: Meet Queen Anne’s existing and future parks and open space needs.

Policy P2.1 Identify and acquire new parks in underserved areas of the planning area to accommodate targeted growth.

Policy P2.2 Transfer existing city-owned properties currently used as parks by neighbors to increase parks and open space level of service in areas anticipating new growth.

Goal 3: Develop connections to neighboring areas and complete existing park and recreation projects in the Queen Anne Hill area.

Policy P3.1 Link upper and lower Queen Anne by developing an east-west pedestrian corridor over the hill and a north-south pedestrian corridor over the hill as well.

Policy P3.2 Support neighbors initiatives to participate in other city green-space programs such as Green Streets, Gray-to-Green Initiatives, etc.

Policy P3.3 Complete planning, design and construction of circulation projects that encourage pedestrian and bicycle uses such as the West Lake Union Trail and the Ship Canal Trail

#### Historic Boulevard Goals and Policies

Goal 4: Recognize and enhance the stature of Queen Anne’s Historic Boulevard.

Policy P4.1 Preserve, enhance, and develop Historic Queen Anne Boulevard as a major park/recreation/pedestrian trail element comprising the largest amount of city-owned land on Queen Anne Hill.

#### Urban Center Goals and Policies

Goals and policies directing parks and open space development in Queen Anne’s Urban Center.

Goal 5: Ensure that the Urban Center has adequate parks and open space to meet the existing and future needs of its residents and other stakeholders.

Policy P5.1 Provide for passive neighborhood park space in Urban Center to supply open space for future population increases and to attract a diverse residential population.

Policy P5.2 Provide park-like amenities or street landscaping in designated areas of the Urban Center to better ensure the development of an attractive core residential neighborhood in this area.

Policy P5.3 Transfer existing city-owned properties currently used as parks within or adjacent to the Urban Center to increase parks and open space availability to meet the needs of a growing population.

#### Open Space and Sensitive Areas Goals and Policies



Goal 6: Provide for open space and sensitive areas preservation to ensure Queen Anne retains its unique natural environment while providing a safe urban environment.

- Policy P6.1 Enhance the habitat value of the area's open spaces and future parks by preparing and implementing comprehensive habitat plans.
- Policy P6.2 Encourage habitat-supportive of wildlife of a variety of kinds through planning, plant selection, and ongoing selective maintenance activities.
- Policy P6.3 Protect the integrity of critical areas through habitat restoration planning and implementation.
- Policy P6.4 Support revisions to Drainage Code to ensure drainage improvements in open space are appropriate.

### Goals and Policies for Parks Stewardship

Goal 7: Exercise public stewardship and provide leadership in park and recreation resource for the benefit of residents and preservation of the park assets.

- Policy P7.1 Restore integrity of public park property for public use by removing encroachments to public lands.
- Policy P7.2 Ensure that major maintenance items are addressed in a timely manner to prevent erosion of public park facilities and ensure public safety.
- Policy P7.3 Prioritize tree maintenance to ensure continued viability of historic legacy and urban forest.
- Policy P7.4 Involve the public in a comprehensive evaluation of maintenance techniques and strategies.

## 3.5 TRANSPORTATION

### Addressing Identified Traffic/Transportation Issues

Goal 1: Maintain the quality of urban life in Queen Anne by addressing the traffic/transportation issues identified during the Queen Anne planning process.

- Policy T1.1 Take steps to diversify modes of transportation available to Queen Anne stakeholders emphasizing non-SOV modes.
- Policy T1.2 Support a solution beneficial to the Queen Anne neighborhood to address the physical condition of and the traffic congestion on the **Mercer/Roy/Broad** corridor connecting Queen Anne, Ballard, Magnolia, BMMIC, and other areas with Interstate 5.
- Policy T1.3 Restrict large truck use of **Mercer** Street, between Elliott Avenue, Dexter Avenue N., and other Urban Center routes to discourage industrial through-traffic and to retain the character of the Urban Center and assure safety.
- Policy T1.4 Promote mobility between Queen Anne's neighborhoods and between Queen Anne and other urban centers and recreation centers.



- Policy T1.5 Reduce the impacts of traffic from Seattle Center on Queen Anne neighborhoods.
- Policy T1.6 Provide transit modes and options which will allow Seattle Center and the Urban Center to develop with grace, civility, and which will enhance access for employment, tourism, and neighborhood life.
- Policy T1.7 Use streets and transportation modes in a manner which will retain and support Queen Anne's urban character.
- Policy T1.8 Maximize the efficient use of all arterials for diverse modes of transportation.
- Policy T1.9 Provide multi-modal access, including transit and bicycle access, to BINMIC and other employment areas adjacent to Queen Anne.

### Promoting a High-Quality Urban Environment

- Goal 2: Encourage and maximize the use of alternative modes of transportation.
- Goal 3: Seek to improve the timeliness and efficiency of the delivery of persons, goods, and services via the transportation environment.
- Goal 4: Create a transportation environment that will support Queen Anne's urban development.
- Goal 5: Reduce peak-hour traffic congestion in Queen Anne as well as congestion associated with Seattle Center.

- Policy T5.1 Support high-capacity transit initiatives to bring service to Seattle Center and the Urban Center.
- Policy T5.2 Support the establishment of transit connections between Sound Transit Commuter Rail and the Urban Center, and the Immunex area/BINMIC.
- Policy T5.3 Work with King County/Metro to maximize the utilization and service of the "Counterbalance" trolley route by implementing a local circulator service.
- Policy T5.4 Improve mobility at intersections along the "Counterbalance" route, especially at the top and bottom of the "Counterbalance" blocks of Queen Anne Avenue between Roy and Galer Streets, and provide opportunities to present the story of the historic "Counterbalance" via a monument or public art.
- Policy T5.5 Work with King County/Metro to improve bus service between Queen Anne's Urban Center and other urban centers.
- Policy T5.6 Assure that the **Urban** Center is adequately served by all forms of public transportation, including potential future light rail and monorail systems.
- Policy T5.7 Establish a system of **bicycle** facilities around Queen Anne to encourage safe and convenient regional bicycle commuting.



- Policy T5.8 Work with King County/Metro and Sound Transit to assure cyclists have convenient and continuous access to all forms of public transportation.
- Policy T5.9 Establish a system of bicycle routes throughout Queen Anne, including Queen Anne Hill.
- Policy T5.10 Establish access to the Elliott Bay waterfront for bicyclists and pedestrians.
- Policy T5.11 Support Seattle Center's efforts to establish the "Potlatch Trail."
- Policy T5.12 Provide urban character-enhancing improvements to Queen Anne's streets such sidewalk improvements, transit facilities, landscaping, and appropriate lighting.
- Policy T5.13 Maintain the existing system of streets, sidewalks, bridges, and stairs in Queen Anne to a professional standard.
- Policy T5.14 Maintain a high level of traffic and parking enforcement.
- Policy T5.15 Support Seattle Center's "Theater Street" concept for improvements to Mercer Street to enhance pedestrian access and facilitate improved vehicle traffic flow.
- Policy T5.16 Actively seek to alleviate parking problems in the Urban Center through the extension of Residential Parking Zones (RPZs), new parking structures, meter strategies, and other means available and supported by the community.
- Policy T5.17 Actively seek solutions to Mercer Street congestion.
- Policy T5.18 Plan and implement a "green street" or landscaped corridor street system in the Urban Center to enhance the urban character of Queen Anne.

### 3.6 QUEEN ANNE BUSINESS DISTRICTS

- Goal 1: Grow and sustain a healthy Queen Anne business community.
  - Policy B1.1 Support an appropriate funding mechanism for business improvements and promotion of the Queen Anne's business districts.
- Goal 2: Promote safe commercial districts for patrons, visitors, employees, and business owners.
  - Policy B2.1 Ensure adequate facilities (e.g., lighting) for safety in pedestrian and parking areas.
  - Policy B2.2 Implement programs or activities (e.g., business block watch programs) to respond to safety-related issues in commercial districts and adjacent residential areas.
  - Policy B2.3 Ensure safety at all pedestrian crossings on Queen Anne business district streets.
- Goal 3: Increase business district accessibility for both Queen Anners and the rest of Seattle.



Policy B3.1 Promote public transportation options from other nearby Seattle neighborhoods to Queen Anne business districts.

Policy B3.2 Promote transit opportunities within the Queen Anne neighborhood linking business districts, especially between the Urban Center and other parts of Queen Anne, including the Counterbalance.

Policy B3.3 Ensure adequate parking capacity Queen Anne businesses.

Goal 4: Provide a diverse mix of stores and services to meet the needs of the community.

Policy B4.1 Seek to fill identified market gaps in Queen Anne. Work with commercial property owners and business organizations to attract desired businesses.

Goal 5: Encourage more locally-owned businesses in the Queen Anne community.

Policy B5.1 Help locally-owned business succeed.

Policy B5.2 Promote and campaign for patronage of local businesses by the community.





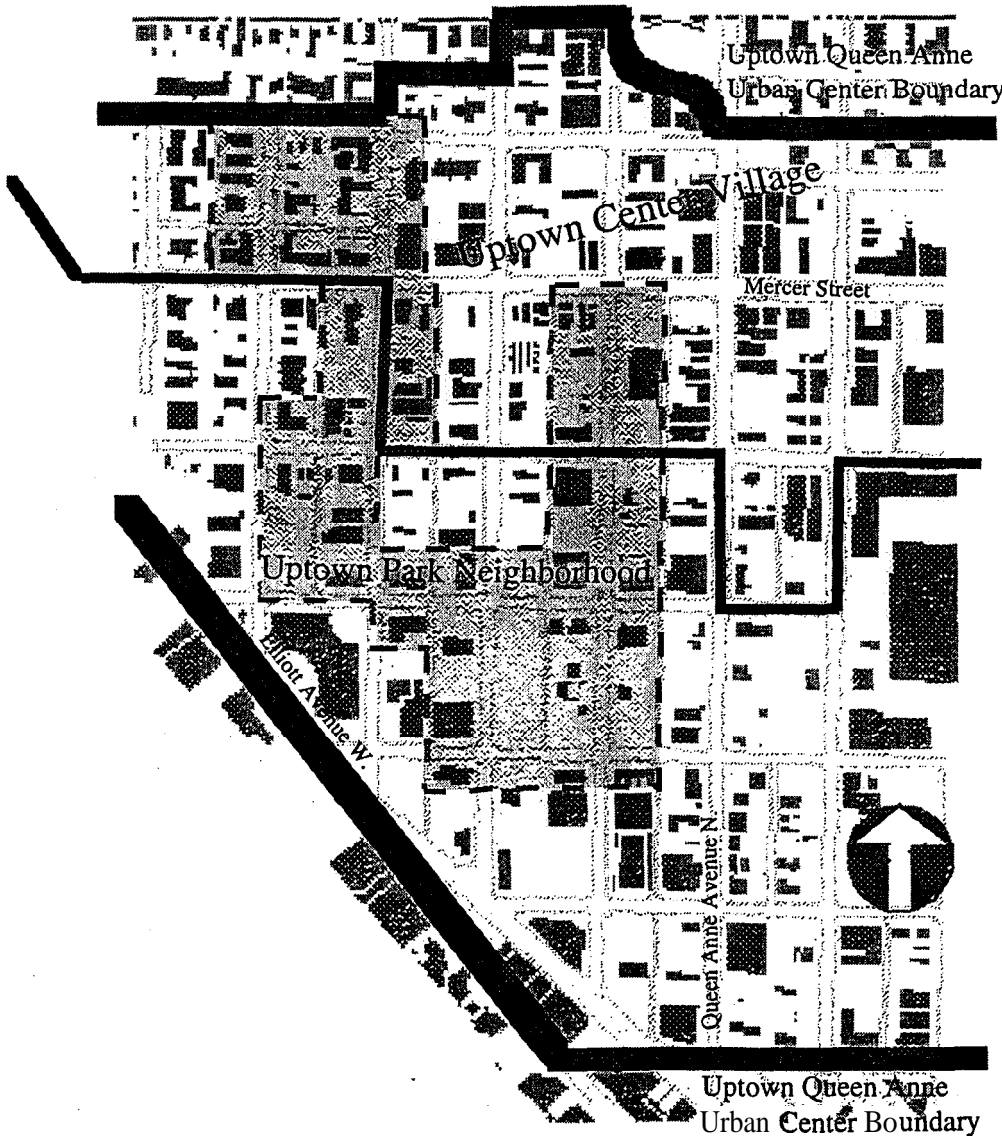
## 4.0 QUEEN ANNE SPECIFIC PLANS

The Queen Anne plan is organized through a series of "Specific Plans" which integrate individual "Planning Recommendations" (Section 5.0) which the QANPC believes are essential for the implementation of the Specific Plans. These targeted plans or key integrated strategies combine individual planning recommendations to create unique, integrated projects. The Specific Plans address the larger aspirations of the Queen Anne community and target specific geographic, social, character, and mobility objectives.

Seven Specific Plans are presented in the *Queen Anne Plan*. These include "Uptown Park Neighborhood," "Uptown Center," "Counterbalance," "Queen Anne Bicycle Beltway," "Elliott Bay Access," "Crown of Queen Anne," and "Good Neighbor Seattle Center." While many of the features and effects of these Specific Plans overlap, each addresses a specific objective.

The essential Planning Recommendations upon which each of the Specific Plans is constructed is referenced in the plan's description. Some Specific Plans include multi-topic recommendations (e.g., recommendations in character, housing, transportation, and land use, etc.); other plans may stress only one topic (e.g., transportation recommendations). Specific Plans may also include recommendations with a range of anticipated implementation schedules. Some essential

recommendations may be implemented immediately while others may be implemented over the mid-term or the long-term.



### THE "UPTOWN" CONCEPT

The Uptown appellation is applied to several important urban areas in Queen Anne, including the Urban Center, itself. "Uptown Queen Anne," "Uptown Park Neighborhood," and "Uptown Center" are all place names for various parts of the Urban Center. Each of these areas will be briefly described. The *Queen Anne Plan* redesignates



the “Seattle Center Urban Center” as the “*Uptown Queen Anne Urban Center.*” This area includes all of the area formerly designated as Urban Center in the *Seattle Comprehensive Plan*, including the Seattle Center area. “Uptown Queen Anne” is roughly bounded by Broad Street on the east, Denny Way to the south, Elliott Avenue W. to the west, and extends along an alignment one-half block north of Roy Street to the north. The Uptown Queen Anne Urban Center includes all of the area included in the *Comprehensive Plan* Urban Center and referred to in the *King County County-Wide Planning Policies*.

“*Uptown Park Neighborhood*” is a “specific plan” proposed by the *Queen Anne Plan* and a residential neighborhood unique to the Uptown Queen Anne Urban Center. This is Uptown Center’s residential core. The neighborhood is located along an alignment of “Key Landscaped Streets” within the Uptown Queen Anne Urban Center. See the “Uptown Park Neighborhood Specific Plan.”

“*Uptown Center*” is also a specific plan within the Queen Anne Plan and represents the Plan’s designated “Urban Center Village,” a mixed-use, pedestrian-oriented core within the Uptown Queen Anne Urban Center. The core of Uptown Center is the area surrounding the intersections of Queen Anne Avenue at Mercer and Roy Streets. This is the present focus of commerce and activity in the Urban Center, and this will continue under the *Queen Anne Plan*.

The Uptown Park Neighborhood and Uptown Center are co-located in some areas. In these locations, the Uptown Park Neighborhood concept takes precedence. See Specific Plans for details.

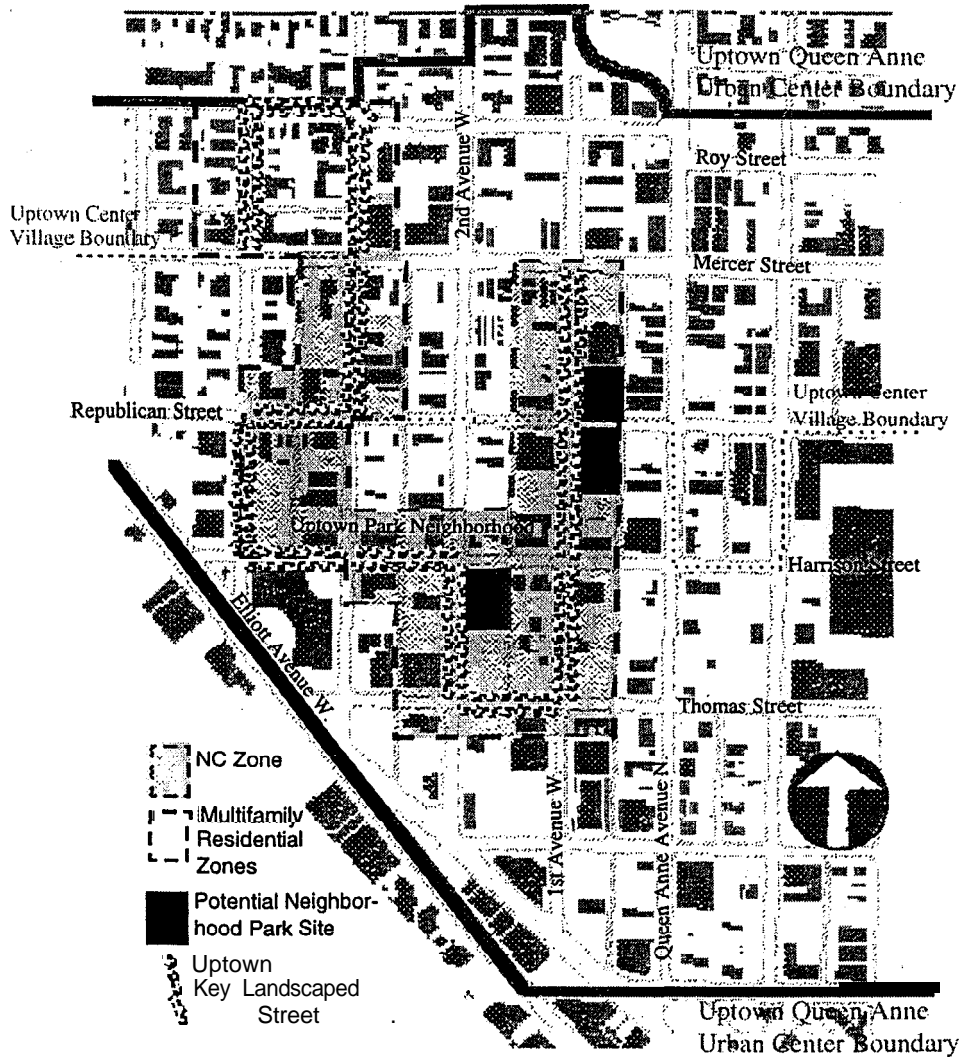




## 4.1 UPTOWN PARK NEIGHBORHOOD - UPTOWN QUEEN ANNE'S RESIDENTIAL CORE

Uptown Park is an urbane and park-like residential neighborhood which winds its way through Uptown Center west of Seattle Center. Uptown Park Neighborhood is shown in Figure 4.1 This Specific Plan concentrates multifamily residential development, extensive streetscaping, a neighborhood park, and other amenities to create a coherent and high-quality residential neighborhood in the Urban Center. This neighborhood will provide a variety of urban housing options and include both new and historic residential buildings.

Figure 4.1



Uptown Park Neighborhood is defined within the existing Urban Center zoning (NC3), but would allow the development of "Single-Purpose Residential" housing along a series of designated "Key Landscaped Streets." This green neighborhood will provide a core residential district in Uptown Queen Anne and will provide a focus and incentive for redevelopment in this area. The Specific Plan also includes a neighborhood park which will reinforce the neighborhood concept and provide a focus for urban residential development.

### Uptown Park Neighborhood

Uptown Park Neighborhood will be characterized by its park-like streetscapes which will wind through Uptown Queen Anne west of Seattle Center. The neighborhood will be predominantly multifamily residential along this route intermixed with existing office and mixed-use activities. From above Uptown Park will be a



consistent, beautiful green belt in contrast to the existing and future urban hardscape. Old and new multifamily residences will line this greenway, and these homes will be highly sought by all segments of the population.

## **Objective**

Uptown Park Neighborhood will provide a unique high-quality residential neighborhood in the Uptown Queen Anne Urban Center which will promote appropriate redevelopment of the Urban Center and provide a safe and pleasant residential environment in the middle of the city.

## **Uptown Park's Essential Strategies**

***Single-Purpose Residential Development (QAH4 & QALU3)*** - Most of the Uptown Park Neighborhood is zoned Neighborhood Commercial 3 (NC3). This is a mixed-use (street-level commercial and residential above) zone with a 40- to 65-foot height limit. The existing zone allows the construction of Single-Purpose Residential buildings (all multifamily without commercial) as a "conditional use" at the discretion of the City of Seattle. The Queen Anne Plan would allow the development Single-Purpose Residential multifamily buildings outright along a series of designated Key Landscaped Streets. No change of zone is required, because the designation is permissible via Seattle's Neighborhood Planning Program. The anticipated result will be the development of multifamily residential neighborhoods along Key Landscaped Streets. Single-purpose residential neighborhoods are recognized by the Queen Anne neighborhood as being more conducive to the growing of high-quality residential neighborhoods. This strategy also recognizes that sufficient mixed-use parcels exist outside the designated Uptown Park Neighborhood to meet future retail demand.

An overlay district based on the concept shown in Figure 4.1 will delineate the district. Single-purpose development under this designation is voluntary, and property owners will have the option to develop their property as mixed-use. Surrounding areas outside this designation would continue to develop as a mixed of commercial and residential uses.

***Key Landscaped Streets (QACH11 and QAT72)*** - Uptown Park's Key Landscaped Streets would be developed from street segments as they now exist, and there would be no loss of paved travel lanes and only small changes in parking availability. Streets in Uptown Park would function as they do now, but would include extensive streetscaping and landscaping to provide a consistent and high-quality urban forest landscape. Trees and landscaping are the essence of the Uptown Park's streets, and this is where its name is derived. Streetscaping will include such features as trees and vegetative landscaping, consistent and distinctive benches and pedestrian lighting as well as special pavement and sidewalk treatments. These streets will be places for strolling and meeting friends and provide the more intimate character of local small town streets within the city.

A set of streetscape design concepts and neighborhood design guidelines will be created as a next step. The community will identify the most appropriate means to implement the concept.

***Neighborhood Park (QAP1)*** - The Uptown Park Neighborhood would include a neighborhood park associated with one or more of the Key Landscaped Streets. The park would create a recreational and open space amenity for Uptown Park and surrounding neighborhoods as these area develop. This neighborhood park is understood to be a local resource for the surrounding community in contrast to the regional uses of Seattle Center. The neighborhood park will be extensively landscaped and provide a safe and pleasant neighborhood resource. The park is envisioned as a passive resource with such amenities as a play area for children,, picnic facilities, and benches. The neighborhood park would not be fenced and would be accessible to all residents.

The community will work with parks to identify an appropriate site and assist with planning and acquisition.



## Enhancements

The following strategies are considered enhancements to the Uptown Park Neighborhood Specific Plan,

Heavy truck traffic through the Uptown Park Neighborhood as a result of increased industrial activity in BINMIC and other areas will have a detrimental effect on the urban character and environment of the neighborhood and raises concerns about pedestrian safety. To reduce conflicts between large trucks and the neighborhood, the City is urged to improve the Elliott Avenue-Denny Way-Broad Street corridor for large truck through-traffic as an alternative to Mercer Place-Mercer Street route (**QAT20**).

Parking options to encourage affordability should be considered. Two strategies include allowing off-site parking in some buildings to promote affordability and flexibility (**QAHS and QAT6**).

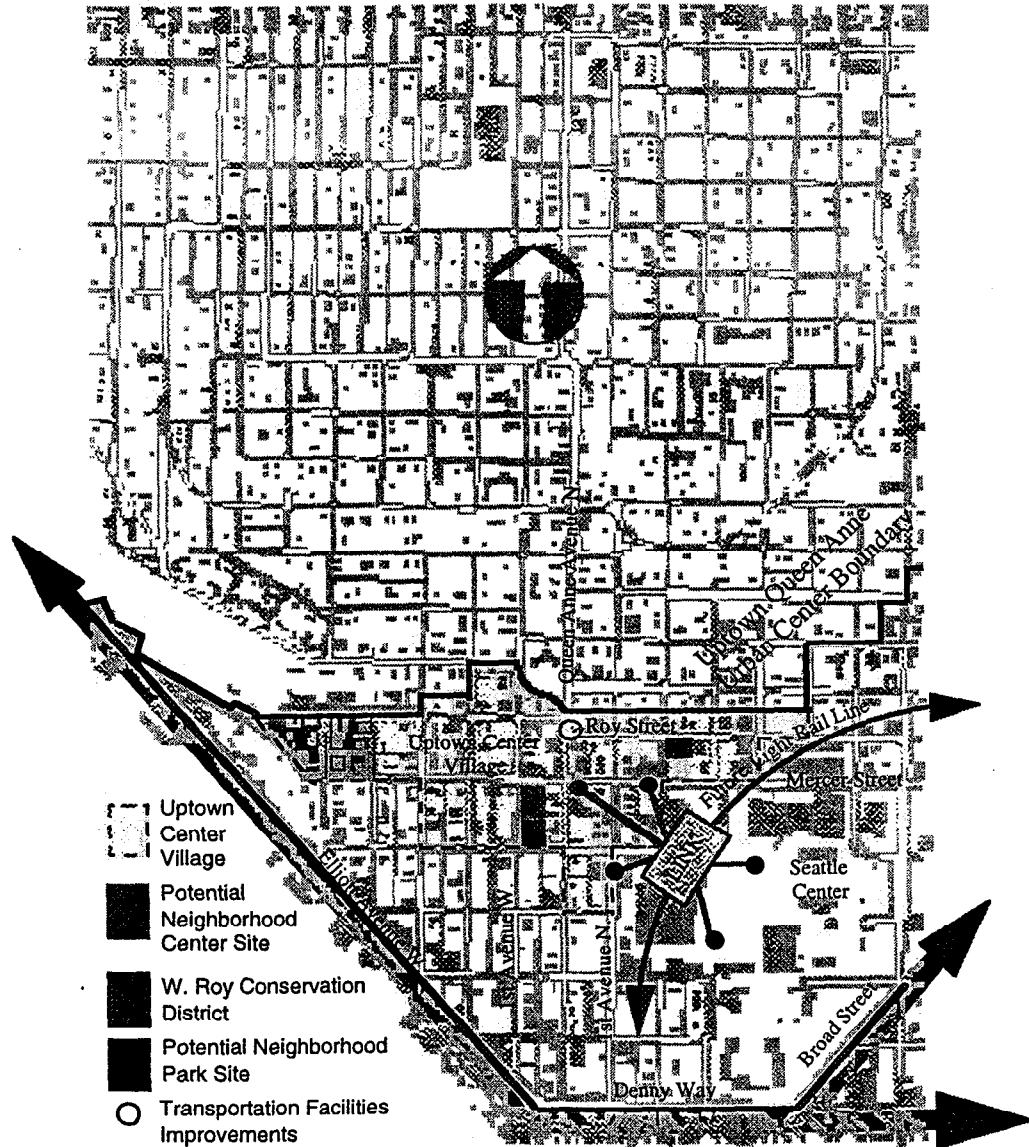
Increased public transportation opportunities within Uptown Queen Anne must be provided to reduce auto dependence and parking demand. Such strategies as the "Counterbalance" concept (**QAT1 - QAT4**), "extended" Monorail operating hours (**QAT42**), and improved local and regional Metro service to retail areas (**QAB2, QAB3, QAB4, and QAB5**) will enhance the viability of the Uptown Park Neighborhood.



## 4.2 UPTOWN CENTER - QUEEN ANNE'S CROSSROADS VILLAGE

Centered on the junctions of Queen Anne Avenue at Mercer and Roy Streets, Uptown Center will be the recognized crossroads of Uptown Queen Anne. Uptown Center is envisioned as a thriving and active mixed-use urban center village - the heart of Uptown Queen Anne, where everything comes together, as shown in Figure 4.2. The existing Pedestrian Overlay Zone will provide the focus for the growth of this community. Commercial activities and multifamily residences already coexist in this area, and the combination of these uses would intensify.

Figure 4.2



Uptown Queen Anne Urban Center  
& Uptown Center Village



Uptown Center will be a high-quality, pedestrian-oriented, mixed-use urban center village which will serve as Queen Anne's crossroads. Uptown Center will be a destination, but it will also be home to residents and businesses, alike.

This Specific Plan seeks to make this location into a unique urban neighborhood. "Uptown Center" is not a building strategy as much as a urban neighborhood character strategy. The *Queen Anne Plan* recognizes that this area will develop on its own under its existing NC3 zoning and current development regulations. The Uptown Center Specific Plan recommends several actions which will be essential for the creation of the unique village known as Uptown Center. An official change of name for the designated Seattle Center Urban Center to the **Uptown Queen Anne Urban Center** and the recognition that "**Uptown Center**" lies at the heart of Uptown Queen Anne is fundamental. The creation of a neighborhood center or community meeting facility is also essential to bind the developing community. Uptown Center will develop its own distinctive character, based on Uptown Center-specific design guidelines. Other recommendations will enhance the unique character of this area. The establishment of a new conservation district to preserve historic and affordable apartment buildings; improvements to identified intersections to enhance crossroads traffic flow; the reduction of heavy truck traffic to reduce pedestrian conflicts and promote safety; and the establishment of a neighborhood park to be shared with the Uptown Park Neighborhood Specific Plan. Each of these recommendations will be described in more detail.

Uptown Center will be developed in conjunction with the Uptown Park Neighborhood (Figure 4.1). These Specific Plans overlap in some areas where Uptown Park's character would predominate.

## O bjective .

To create a viable, pleasant, and unique mixed use urban neighborhood in the Urban Center. The Specific Plan seeks to define the essential character of Uptown Center and recommends specific strategies which will catalyze the formation of this crossroads neighborhood.

## Uptown Center's Essential Strategies

*Uptown Queen Anne Urban Center (QACH10)* - Throughout the planning process there has been a strong **desire** on the part of stakeholders in the Urban Center to define **their** neighborhood in terms of a unique local character apart from the institutional activities of the Seattle Center complex. The name Uptown Queen Anne was unanimously chosen to replace the existing official designated title of this area - Seattle Center Urban Center. An fundamental recommendation of the *Queen Anne Plan* is a change of official name for this area to the **Uptown Queen Anne Urban Center**. This Specific Plan goes one step further and informally designates the crossroads core of the Uptown Queen Anne Urban Center as **Uptown Center**, an urban center village. These new titles provide a distinctive and dignified name which reflects the area's history, but which also maintains the long-standing connection of this area with Queen Anne to an area often referred to as Lower Queen Anne. The new name was not chosen by chance. The term Uptown has been historically applied to this area.

*Uptown Queen Anne Neighborhood Center (QAH1)* - A second essential strategy for the neighborhood **establishment** is the development of the Uptown Queen Anne Neighborhood Center - a center for the gathering of the community, human service delivery, communications, and community resources. The Uptown Queen Anne Neighborhood Center would be located in Uptown Center at the crossroads of Queen Anne and will serve Uptown Center, Uptown Park Neighborhood, and the rest of the Uptown Queen Anne Urban Center. The neighborhood center would include such amenities as:

- A community bulletin board;
- Center for transit, housing, and community information;
- Space for organizations to meet, store materials, and have office space;
- Space for groups such as the Queen Anne **Helpline** to provide health/human services and referrals;



- Computer/library center with computers for public use and for library catalog access and delivery and return of books;
- Space for seniors activities such as aerobics/dance and various classes;
- Fitness room with restroom and shower facilities;
- Informal games rooms;
- Co-location with City of Seattle Neighborhood Service Center for the Queen Anne/Magnolia District.

The neighborhood center could be co-located with other facilities, such as housing, public parking, or daycare, etc., to provide flexibility or possible revenue generation.

The Uptown Queen Anne Neighborhood Center will be a focal point within the Uptown Center village - the "Center of the Center."

The final identification of an appropriate site has not taken place, although two potential locations have been identified within Uptown Center. These include the existing **Safeway** grocery store parcel at W. Mercer Street at 1st Avenue W. and an existing Seattle City Light building at the corner of Roy Street at 2nd Avenue N. The **Safeway** site or a parcel close to this location is preferred because of its central location, size, and close proximity to the Uptown Park Neighborhood.

This project was one of the most popular proposals to emerge from the planning process and is considered a high priority. The community is ready to start working to identify a final site, design for the facility, and program development.

***Uptown Character Improvement Plan (QACH8)*** - Uptown Center Village is one of the areas identified for character/design planning in the Queen Anne Plan. It is envisioned that this area will be the subject of character planning which will prescribe specific public improvements (streetscape, public property, etc.). The intent will be to create a unique and distinctive place called Uptown Center.

***Uptown Center Design Guidelines (QACH9)*** - To create a unique, dignified, and consistent character in Uptown Center, Uptown Center-specific urban design development concepts and guidelines will be created. When implemented these will direct future mixed-use development in the Uptown Center area. It is assumed that the guidelines will be developed via a brief analysis/design study process, possibly funded by the Department of Neighborhoods.

***Uptown Center - High Capacity Transit Center (QAT34)*** - Long-term strategy to fix Uptown Center Village on the regional high-capacity transit system, as directed by *the Countywide Planning Policies (CPPs)* and *PSRC's Vision 2020*. Uptown Center will be **Queen Anne's** Light Rail connection with one or more access locations near the intersections of Queen Anne Avenue at Mercer Street and Roy Street, Key Arena, etc. This facility will provide multimodal opportunities with the Counterbalance and other Metro service as well as the Monorail (at its present location nearby in Seattle Center) and will offer access throughout Queen Anne and Seattle Center. The eventual locating of a Sound Move transit center on either the current Link/Light Rail alignment or a second future line will be essential to growth and development of Uptown Center into a true mixed-use transit-oriented center.

## **Enhancements**

The following strategies are considered enhancements to the Uptown Center Specific Plan,

The West Roy Conservation District (QACH7) is proposed for an area bounded by 3rd Avenue W. to 5th Avenue W. between W. Mercer and W. Roy Streets to preserve the unique character of the 1920s-30s brick apartment buildings in this area. The purpose of this proposal is to provide a new approach to historic preservation, one that has been discussed for years but now implemented. The goal is to develop a preservation tool that is more flexible and less costly to administer. Some of the buildings include the **Seaview, Westroy, Iris, Lola, Marianne, Charmaine, Naomi, Roycreat, La Chat-me, Chelan, and Franconia**. The major objective would be to preserve the buildings in this area and their



key characteristics. New construction would follow the existing established style. This would be a long-term strategy.

Queen Anne Avenue at Roy Street Intersection Improvements (QAT25 and QAT66) are needed to improve traffic flow and pedestrian movements and reduce conflicts between these two competing uses. The existing intersection has poor geometry and existing signal phasing pits cars against pedestrians. These actions would improve the turning radius of the intersection and create an all-way pedestrian-only "scramble" phase. These improvements would significantly aid in transit and traffic operations and provide a pedestrian-safe way to cross.

Heavy truck traffic through the Uptown Center as a result of increased industrial activity in BINMIC and other areas will have a detrimental effect on the urban character and environment of the neighborhood and raises concerns about pedestrian safety. To reduce conflicts between large trucks and the neighborhood, the City is urged to improve the Elliott Avenue-Denny Way-Broad Street corridor for large truck through-traffic as an alternative to Mercer Place-Mercer Street route (QAT20). This same recommendation is made for the Uptown Park Neighborhood.

Neighborhood Park (QAP1) - The Uptown Center would benefit from the development of a neighborhood park (Uptown Park Neighborhood essential strategy). The park would provide an amenity for Uptown Center as well as the Uptown Park Neighborhood since these areas overlap in some locations. The park would create a recreational and open space amenity for Uptown Center and other areas. This neighborhood park is understood to be a local resource for the surrounding community in contrast to the regional uses of Seattle Center. The neighborhood park will be extensively landscaped and provide a safe and pleasant neighborhood resource. The park is envisioned as a passive resource with such amenities as a play area for children, picnic facilities, and benches. The neighborhood park would not be fenced and would be accessible to all residents. See Uptown Park Neighborhood Essential Strategies for more detail.

Provide Extended Services at Future Sound Move High-Capacity Transit Station(s) (QAT36) - Provide comfort facilities, food serve concessions, and other appropriate services at the future Uptown Center **Link/Light** Rail station.

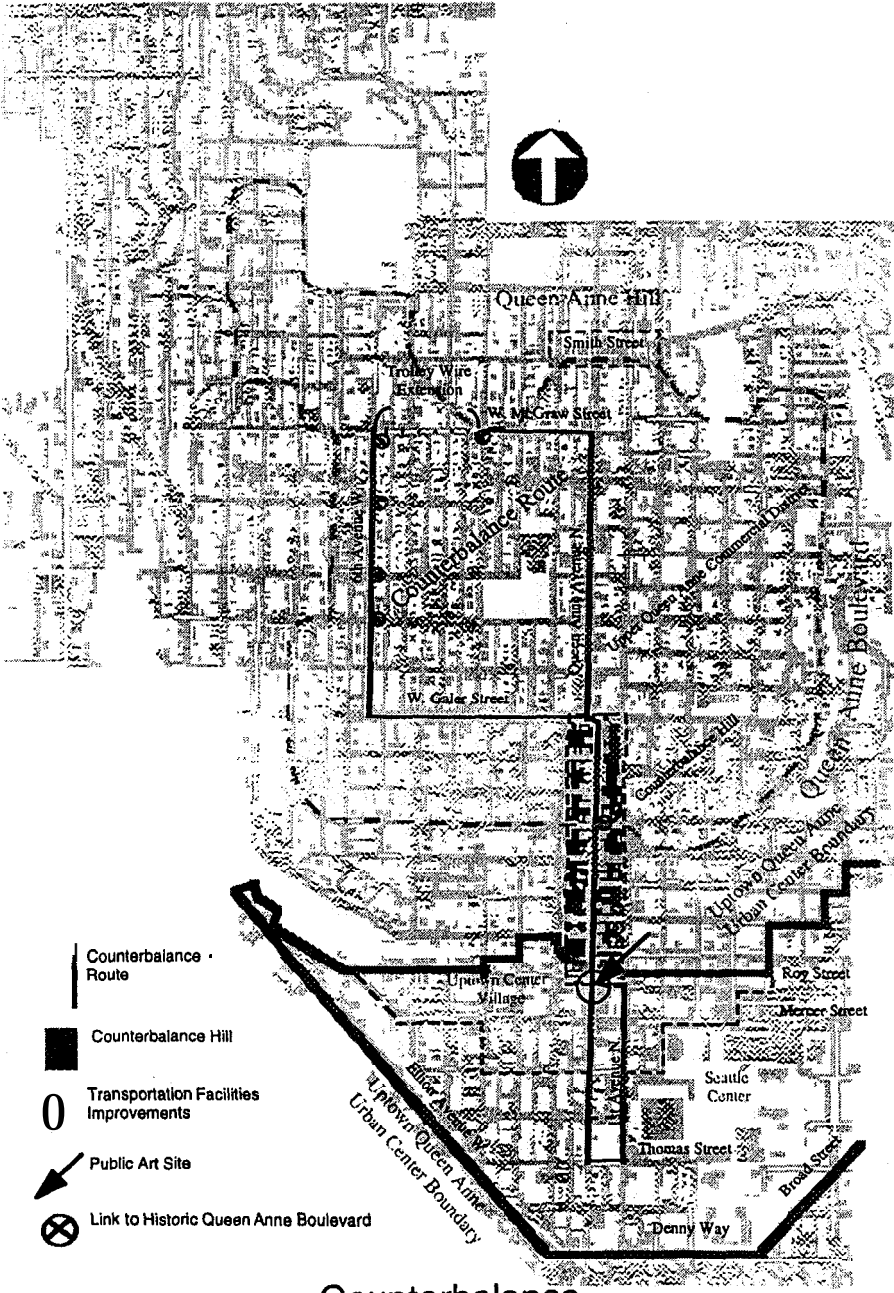
Transit Connection Between Uptown Link/Light Rail Station and Bell Street Sound Move Commuter Rail Station (QAT38) - Provide a public transportation connection between the waterfront Sound Move Commuter Rail station and the Uptown Center Light Rail station to create an efficient and seamless transportation system.



### 4.3 COUNTERBALANCE - THE HISTORIC LINK BETWEEN UPTOWN QUEEN ANNE AND UPPER QUEEN ANNE

The Counterbalance is the link between Uptown Queen Anne and Upper Queen Anne. The Counterbalance concept ensures a consistent, convenient, continuous, and frequent transportation option throughout Queen Anne. Originating in Uptown Center, the "Counterbalance" electric trolley bus will provide a unique means to climb Queen Anne Hill to access businesses and residences in a large area of Upper Queen Anne. The system will return to Uptown Queen Anne, proceed south and loop back to Seattle Center before returning to Uptown Center. The Counterbalance Specific Plan is shown in Figure 4.3.

Figure 4.3



Counterbalance

The original Counterbalance trolley system was one of Queen Anne's most distinctive and innovative features. Until the 1940s, electric trolleys on rails plied up and down Queen Anne Avenue on what came to be called the "Counterbalance." The Counterbalance was an underground weight mechanism which helped propel the trolleys up the steep hill as well as breaking their descent down the same route. Trolleys would hitch on to the Counterbalance weights under Queen Anne Avenue. The counterweight reduced the effects of gravity and allowed steady progress up and down the hill. The Counterbalance mechanism and weights are still in place under the Queen Anne Avenue, although it is no longer used. The Counterbalance approach was unique and is paid homage by this Specific Plan which recalls this original historic curiosity and provides greater mobility to today's Queen Anners.

The Counterbalance Specific Plan consists of several essential strategies or actions which will bring





about significantly enhanced mobility in Queen Anne and provide a true alternative to automobile travel within the neighborhood. The idea is built around the implementation of a dedicated electric trolley bus which will circulate through both Uptown Queen Anne and Upper Queen Anne using the existing set of electric trolley wires. The trolley would operate on a figure-8 route, as shown in Figure 4.3, looping through Upper Queen Anne's retail/mixed-use district and residential areas. The trolley would return to Uptown Queen Anne and loop through Uptown Center and access Seattle Center. The Counterbalance would augment the existing electric trolley bus system, which runs on a similar alignment, bringing **headways** along Queen Anne Avenue between Uptown Center and Upper Queen Anne to within 7 minutes. The plan also calls for an extension of the existing electric trolley wire three blocks to complete the Upper Queen Anne circle route. In addition, a unique character or "look" would be established for Counterbalance vehicles.

The Counterbalance will provide convenient access to Upper Queen Anne amenities such as the Queen Anne Avenue, W. McGraw Street, and W. Galer Street retail/mixed-use districts for shopping; the historic Queen Anne Park Boulevard for recreation and scenic views (walking, jogging, and bicycling, etc.); and residential neighborhoods over a wide area of Upper Queen Anne. In Uptown Queen Anne, the Counterbalance will access the mixed-use Uptown Center, offices and businesses along Queen Anne Avenue and 1st Avenue N., Seattle Center, and will also provide a link to and from the proposed Uptown Park Neighborhood. The Counterbalance will solve a major hurdle toward establishing a truly integrated neighborhood - Queen Anne's Counterbalance Hill. This strategy has strong support, and it will go a long way toward making Queen Anne a unique and coherent community.

Achieving frequent service is the key to the Counterbalance concept, and 7-minute **headways** along Queen Anne Avenue will provide this. The goal will be achieved by adding one or more trolley buses to the Metro existing transit service which traverse the steep Counterbalance Hill and the blocks along Queen Anne Avenue N. between Roy Street and McGraw Street. With the attainment of 7-minute **headways** Queen Anners will perceive this transit service as being so frequent that knowledge of schedules will be irrelevant. This frequent service will make transit commutes an easy choice,

## **Objective**

To provide a consistent, convenient, continuous, and frequent means for Queen Anners to access the important destinations within their community and to provide a strong transit link between Uptown Queen Anne and Upper Queen Anne. To provide a local mobility alternative to the automobile.

## **Counterbalance Essential Strategies**

Counterbalance Concept - Circulator Bus Operations (QAT1) - Develop and implement the "Counterbalance" to provide circulator trolley bus operations in Uptown Queen Anne and Upper Queen Anne, based on the historic Counterbalance route. Add electric trolley to enhance existing Metro services between Uptown Queen Anne and Upper Queen Anne and to provide a circulating local transit system.

Counterbalance - Establish 7-minute Headways (QAT2) - Establish **7-minute headways** between the Urban Center and the Upper Queen Anne along Queen Anne Avenue N. up and down the Counterbalance Hill. With this frequency of service the Counterbalance will provide a real alternative to the automobile.

Counterbalance - Expand Electric Trolley Route (QAT3) - Expand the existing trolley route by **extending electric trolley wire** along W. McGraw Street from 3rd Avenue W. to 6th Avenue W. The expansion of this line will allow the Counterbalance trolley to run in a loop in Upper Queen Anne via an alignment of Queen Anne Avenue N., - W. McGraw Street - 6th Avenue W. - W. Galer Street.

Counterbalance - Vehicle Design (QAT4) - Establish a unique design for the Counterbalance vehicle(s) to communicate its identity.



Character Improvement Plan and Implementation (QACH8) - Specific to the Counterbalance Hill and route. Prepare and implement a Character Improvements Plan for the Counterbalance to identify specific improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements will be located within public rights-of-way. May include streetscaping and/or landscaping treatments.

### **Enhancements**

Queen Anne Community Festival (QAH2) - Work with merchants, the city, and community organizations to establish a community festival to enhance community identity and link upper Queen Anne with Uptown Queen Anne.

Intersection Improvements at Queen Anne Avenue at ROY Street (QAT25) - Improve the turn radius at the NE Comer of mtersection to make trolley bus movements easier.

Pedestrian Crossing Improvements at Queen Anne Avenue at Roy Street (QAT66) - City should evaluate **this** mtersection for potential creation of a "scramble" crossing where a phase in the signal(s) is provided for pedestrians only to cross in any direction.

Public Art at Queen Anne Avenue at Roy Street (QAT67) - Create a public art space on Queen Anne Avenue at or near Roy Street to provide a sense of "place" and to document the historic Counterbalance.



## 4.4 QUEEN ANNE BICYCLE BELTWAY - AN ALTERNATIVE TO THE WORKDAY AUTO COMMUTE

The Queen Anne "Bicycle Beltway" will provide a true alternative to the workday auto commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill. This system of facilities will enhance opportunities for commuters to leave their cars at home and safely commute to work or play by bicycle. The system also provides ample opportunity for weekend or holiday recreation. The Bicycle Beltway is shown in Figure 4.4 and specifies a set of limited improvements which will create an unparalleled bicycle network and a regional amenity.

The Beltway will function in connection with other bicycle routes (e.g., downtown, Fremont, and Ballard) to help make bicycle commuting more safe and viable for more Queen Anners and others. The goal of the Bicycle Beltway is to provide a solid alternative to the automobile for commuters accessing jobs in Queen Anne and elsewhere and to complete the local components of the regional bicycle system. Safety is a fundamental, and the Beltway provides solutions which will ensure safe travel. Queen Anne believes it is important to effectively accommodate bicycles in our roadway rights-of-way first, while also providing specialized recreational trails. Where this is not yet feasible, specialized bicycle facilities can play an important interim role by completing the regional network of bicycle routes.

The Bicycle Beltway will connect with employment sites such as Immunex and other Elliott Bay and South Lake Union biomedical research centers, industrial sites in BINMIC, along the Nickerson Street corridor and Seattle Pacific University, and the Adobe Software complex at the Fremont Bridge as well as other neighborhoods - Belltown, South Lake Union, Magnolia, Ballard, Fremont, and others. The Beltway is intended to work in conjunction with the Counterbalance to ensure access to the top of Queen Anne Hill, as well. A key element of the Beltway is a system of connections between the existing bicycle facility in Myrtle Edwards and Elliott Bay Parks and Elliott Avenue (also see the Elliott Bay Access Specific Plan for additional information on these connections).

### **Objective**

To provide a safe and convenient bicycle alternative to the workday automobile commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill.

### **Queen Anne Bicycle Beltway Essential Strategies**

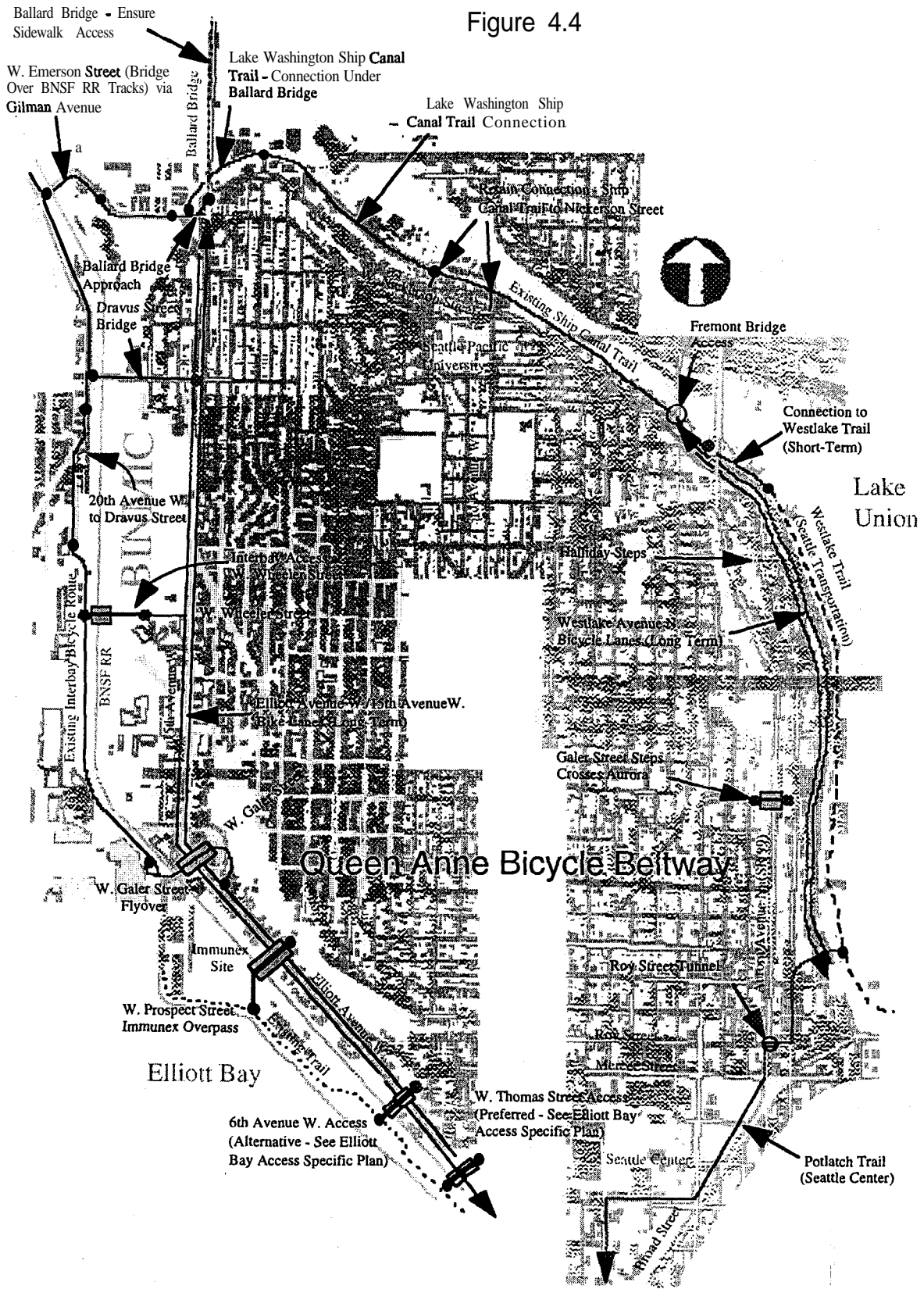
*Galer Street Flyover (QAT42)* - Ensure adequate bicycle facilities on this new bridge over the BNSF RR tracks at W. Galer Street as part of the Immunex project. The bridge now has pedestrian facilities but this may not be sufficient for a continuous bicycle connection.

*Crossing Elliott Avenue & BNSF RR Tracks at W. Thomas Street - Preferred Location (QAT44)* - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks at W. Thomas Street. This is the preferred location for a crossing to Myrtle Edwards Park and the existing bicycle facility. This will ensure that regional commuters using the existing bicycle facility on Myrtle Edwards can access Uptown Queen Anne and the Denny Way corridor - a must for workday commuting.

*Crossing Elliott Avenue & BNSF RR Tracks at 6th Avenue W. - Alternative Location (QAT43)* - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks. This is an alternative location for a crossing to Myrtle Edwards Park and the existing bicycle facility (see previous).



Figure 4.4



20th Avenue W. Connection (QATSO) - Complete the bicycle lane designation on 20th Avenue W. from Thomdyke to W. Dravus Street to fill in a missing segment of the regional bicycle route around the BINMIC. The site is located within Magnolia and BINMIC, but, because there are no facilities on 15th Avenue W., this connection is essential to provide a continuous bicycle commute system around the BINMIC.

W. Emerson Street - Gilman Avenue Connection (QAT47) - extend bicycle lane/trail system to link W. Emerson Street with Gilman via the existing bridge over the BNSF RR tracks. The site is located within Magnolia and BINMIC, but, because there are no facilities on 15th Avenue W., this connection is essential to provide a continuous bicycle commute system around the BINMIC.

Ballard Bridge Approach (QAT48) - Provide an bicycle approach to the Ballard bridge to provide access on and off the bridge to use existing bridge bike/pedestrian lane. The new approach will allow regional commuters crossing the Ballard Bridge to exit the bridge at Emerson to follow the regional bicycle trail instead of using 15th Avenue W. which has no bicycle facilities and is presently unsafe.

Lake Washington Ship Canal Trail Connection Under Ballard Bridge (QAT49) - Complete this segment of the bicycle/pedestrian facility under the Ballard Bndge to connect to W. Emerson Street and regional bicycle route. This will fill in an important missing segment of the Bicycle Beltway.

Lake Washington Ship Canal Bicycle Lanes (QAT55) - Complete the connection between the existing bicycle lanes along the Ship Canal between the Ballard Bridge (see previous) and 6th Avenue W. (near Seattle Pacific University). New facility will follow alignment of Blewett Way/W. Ewing/existing RR tracks.

Fremont Bridge Access (QAT56) - Construct bicycle access to the Fremont Bridge from the Lake Washington Ship Canal Trail. The existing trail crosses under the bridge approach via a tunnel. The bridge approach will be reconstructed as part of the city-wide seismic retrofitting effort. This strategy incorporates bicycle facilities into the new bridge approaches.

Connection to Westlake Bicycle/Pedestrian Facility (QAT57) - Complete the bicycle trail system to link the existing Lake Washington Ship Canal Trail, which ends near the Aurora Bridge, to the planned Westlake Bicycle/Pedestrian trail that will run through the commercial lands along Lake Union. This connection will provide a continuous link from Westlake to the Ship Canal and beyond.

Bicycle Trail Connections at Nickerson Street and 3rd Avenue W. and 6th Avenue W. (QAT58 and QAT59) - Maintain and enhance the existing bicycle access from Nickerson Street to the Lake Washington Ship Canal Trail to ensure maximum use.

Improve Halliday Street Steps Route (QAT61) - Improve this route which connects Dexter Avenue N. with Westlake Avenue N. for bicycle travel. The route is currently blocked by a landslide.

Galer Street Steps (QAT62) - Construct the planned Galer Street Steps/Bridge project bridging Aurora Avenue from Upper Queen Anne. There are currently no crossings of Aurora Avenue along the entire length of Queen Anne Hill which presents a major impediment to bicycle travel in and out of Queen Anne's east side. This project will help correct these circumstances.

Roy Street Tunnel (QAT64) - Construct a tunnel under Aurora Avenue at Roy Street to provide bicycle and pedestrian access and to connect the Westlake Avenue corridor with Seattle Center. The existing undercrossing of Mercer Street and Broad Street are inadequate and possibly unsafe for bicyclists. This tunnel will provide a dedicated non-motorized crossing, would help mitigate the impacts of Aurora Avenue on Queen Anne, and be an important feature of the Bicycle Beltway as well as the proposed "Potlatch Trail."

Bicycle Route via the "Potlatch Trail" (QAT63 and QAT65) - Incorporate bicycle facilities in the alignment of the "Potlatch Trail" from the Westlake Avenue corridor to Elliott Avenue through



Seattle Center. Complete the Bicycle Beltway via the **Potlatch** Trail route using the Roy Street Tunnel and crossing through Seattle Center to 2nd Avenue N. to Broad Street and then to Elliott Avenue to complete the circle around Queen Anne.

These are the strategies that essential define the Queen Anne Bicycle Beltway and which will provide a continuous bicycle link.

## **Enhancements**

The following actions will also enhance the Bicycle Beltway. Many are longer-term actions.

W. Prospect/Immunex Crossing Extended Access (QAT45) - Maximize the daily use schedule for this new facility to ensure public access for bicycle use.

Bike Lanes on Elliott Avenue W. and 15th Avenue W. (QAT46) - Long-term strategy to place bicycle lanes on these regional arterials to create bicycle commuting option. Incorporate bicycle lanes when these roadways are improved.

Bicycle Lanes on W. Dravus Street Through Interbay (QAT 51) - Complete the bicycle facilities network by designating bicycle lanes through **Interbay** via W. Dravus Street and the Dravus Street Bridge.

Maintain Existing Ballard Bridge Bicycle/Pedestrian Route (QAT52) - Because maintenance on the Ballard Bridge often uses the existing **bicycle/pedestrian** walkway for storage, this important route may be blocked. An alternative means to store maintenance equipment should be found to make certain. that this route is maintained for local and regional non-motorized travel.

Wheeler Street Crossing (QAT53) - construct a bridge crossing of the BNSF RR tracks at Wheeler Street in the BINMIC. This would enhance the network of bicycle facilities and provide an alternative crossing from the existing bicycle route to Queen Anne Hill.

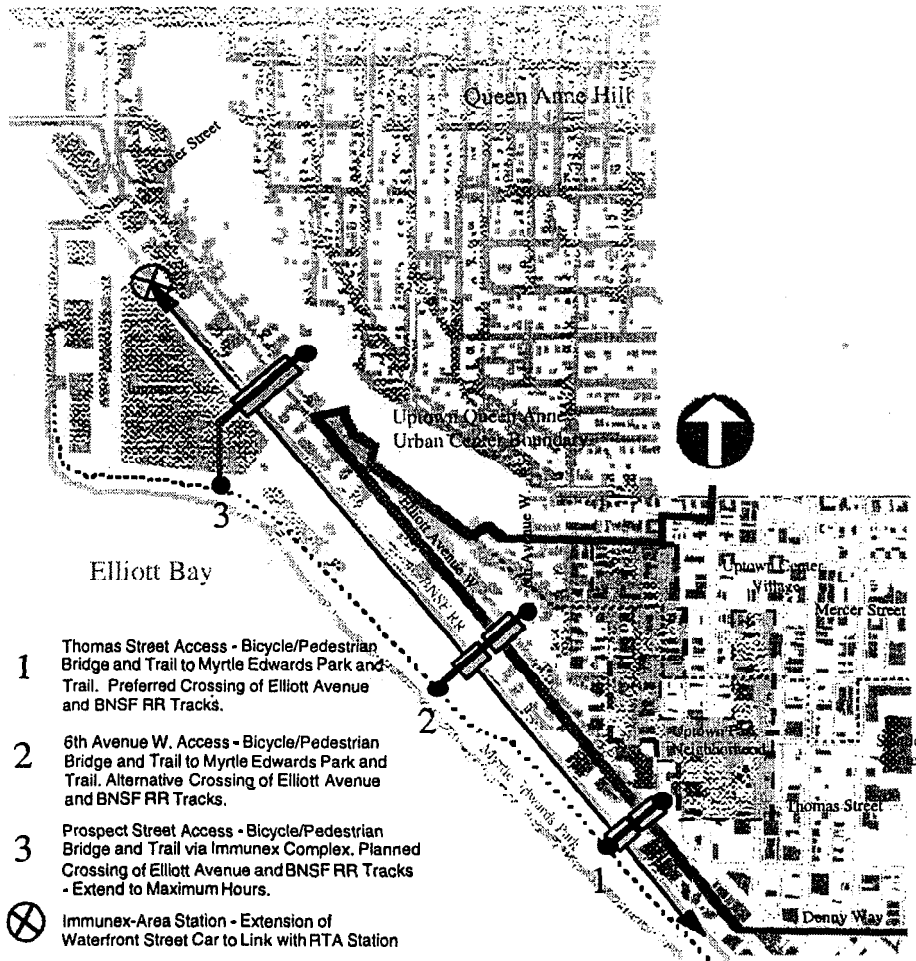
Westlake Avenue N. Bicycle Lanes (QAT60) - Long-term strategy to incorporate bicycle lanes into **Westlake Avenue N.** when it is widened to better facilitate bicycle commuting. These facilities will provide an improved level of service for bicycle commuters above the shared **Westlake** Trail bicycle/pedestrian facility.



## 4.5 ELLIOTT BAY ACCESS - RECLAIMING ELLIOTT BAY, QUEEN ANNE'S LOST AMENITY

The Elliott Bay Access Specific Plan focuses on realizing Queen Anne's close proximity to Elliott Bay and the existing shoreline recession amenities there which have been off-limits to Queen Anners with the construction of the railroad and development of industrial shore lands. This specific plan works in conjunction with the Queen Anne Bicycle Beltway Specific Plan. The goal of the Elliott Bay Access Specific Plan is to reclaim access to the Elliott Bay shoreline via Myrtle Edwards and Elliott Bay Parks. The Elliott Bay Access Specific Plan is shown in Figure 4.5.

Figure 4.5



### Elliott Bay Access

them the most, Queen Anne. Today the Uptown Queen Anne neighborhood overlooks not only the shoreline parks which should have been a part of their community, but also the barriers which separate them - Elliott Avenue and the BNSF RR tracks.

Of importance is the close proximity of the Elliott Bay shoreline and the proposed access points to existing and future residents of the Uptown Park Neighborhood and Uptown Center. The access routes proposed will directly benefit these new urban neighborhoods and provide

Queen Anne has always enjoyed a close proximity to Elliott Bay and Puget Sound and historically defined the shoreline's edge. Throughout the 20th Century, however, the shoreline of Elliott Bay has been continually pushed westward, first to provide access for the railroad, and later to construct Elliott Avenue and develop commercial and industrial facilities such as the Port of Seattle's Grain Terminal. A continuous shoreline park system, Myrtle Edwards Park (City of Seattle) and Elliott Bay Park (Port of Seattle) was subsequently constructed along Elliott Bay to mitigate this loss of shoreline access and provides important public recreational amenities such as trails and bicycle facilities. Access to the shoreline is incomplete, however, and the value of these parks is currently diminished because they remain separated from the community which needs



recreational and open space amenities to families and employees alike. Further north, connections will serve residents of Uptown Center and Queen Anne Hill. The improvements recommended in the Elliott Bay Access Specific Plan are modest, but the rewards of implementing these strategies will be profound for Queen Anne.

## Objective

To provide needed access to the Elliott Bay shoreline and shoreline parks and open space. The close proximity to shoreline facilities and the present and future need for recreation and open space amenities in the Urban Center mandate that access be provided.

## Elliott Bay Access Essential Strategies

Crossing Elliott Avenue & BNSF RR Tracks at W. Thomas Street - Preferred Location (QAT44) - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks at W. Thomas Street. This is the preferred location for a crossing to Myrtle Edwards Park, the Elliott Bay shoreline, and recreation amenities. This strategy is consistent with the Queen Anne Bicycle Beltway Specific Plan and would provide regional non-motorized access. It is envisioned that this facility would accommodate local pedestrians, recreational cyclists, and regional bicycle commuters.

This crossing will originate near the proposed Uptown Park Neighborhood and would provide a close recreational/open-space amenity for the southern portion of that neighborhood as well as surrounding offices buildings, hotels, businesses. With its close proximity to Elliott Bay, the Thomas Street crossing could provide a focus for future mixed-use development.

Crossing Elliott Avenue & BNSF RR Tracks at 6th Avenue W. - Alternative Location (QAT43) - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks. This is an alternative location for a crossing to Myrtle Edwards Park and the existing bicycle facility (see previous). This site will not provide as direct a connection to the Uptown Park Neighborhood, but it is the best alternative to Thomas Street. It could also be constructed in conjunction with the CSO project in this area.

W. Prospect/Immunex Crossing Extended Access (QAT45) - This strategy is considered an enhancement to the Bicycle Beltway Specific Plan, but it is essential for Elliott Bay Access. This new bridge crossing Elliott Avenue and the BNSF RR tracks will be constructed via the phasing of the Immunex research complex and will serve the public as well as Immunex employees. Public access to this crossing should be extended to the longest hours practicable to ensure shoreline access to the Queen Anne neighborhood via Kinneer Park.

## Enhancements

Waterfront Trolley Extension to W. Galer Street (QAT37) - Extend the existing waterfront streetcar line northwest from Broad Street to W. Galer Street near the Immunex research campus within the BNSF RR corridor. This will provide an efficient transit linkage from the Seattle waterfront/Washington State Ferries and the proposed Bell Street RTA station to BINMIC/Immunex and shoreline park sites. This action will encourage non-motorized use of shoreline parks and trail facilities and reduce localized traffic congestion along Elliott Avenue.





## 4.6 CROWN OF QUEEN ANNE - HISTORIC QUEEN ANNE BOULEVARD REVITALIZATION

The Crown of Queen Anne Specific Plan will revitalize historic Queen Anne Boulevard for the 21st Century. The Boulevard's value as an urban trail and needed recreational amenity is well-recognized. It is appreciated by many Queen Anners and visitors for a diverse variety of uses. The Boulevard not only provides automobile access to Upper Queen Anne neighborhoods, but it also provides a recreational and aesthetic amenity to Queen Anners and visitors alike. This historic park street is used at all hours by working adults for walking and jogging; it is a strolling path for families with small children; and it provides a place for seniors to exercise. The Boulevard offers shade in the summer, beautifully autumn color in the fall, and an open and sunny landscaped path in the winter. It circulate through all parts of Queen Anne Hill and crosses demographics. The *Queen Anne Plan* believes that a vital Queen Anne Boulevard will help Queen Anne retain its unique historic character into the 21st Century.

The *Seattle Comprehensive Plan* recognizes that cultural resources, such as Queen Anne Boulevard, will enhance a sustainable Seattle. The Cultural Resources Element and Action Plan addresses the place of such cultural resources thusly:

*Because of limited opportunities for developing large parks in densely-developed urban villages, expand the use of streets...as public gathering places....Foster public life throughout the city by providing open spaces that are well-integrated in to the neighborhoods they serve and function as "public living rooms" for informal gathering and recreation... P. 11*

Historic Queen Anne Boulevard is composed of 14 separate street segments, some with typical street sections, others with more typical "boulevard" sections of varying width and is shown in Figure 4.6. Design and implementation occurred incrementally as has repair and modification over time. The Seattle Parks and Recreation-held portion of the Boulevard is 3.4 miles long. The entire circuit, including the Highland Drive segment which has not been considered "Boulevard" in the past and is not landmarked, is 4.1 miles. *The Queen Anne Plan* considers all segments of this "Crown of Queen Anne" important and refers to the entire length as **Historic Queen Anne Boulevard**.

A growing population, changing demographics, and a new awareness of the role of exercise in health and longevity are fueling a strong use of Seattle's streets for exercise and recreation, as envisioned by the authors of the Cultural Resources Element. The entire circular route has become Queen Anne's "living room." At any time of day and in any weather, people can be seen walking, jogging, bicycling, pushing strollers or walkers on all segments of the Boulevard and enjoying the views it provides. The Crown of Queen Anne has become the "Green Lake Trail" of this **31,000-resident** Queen Anne neighborhood.

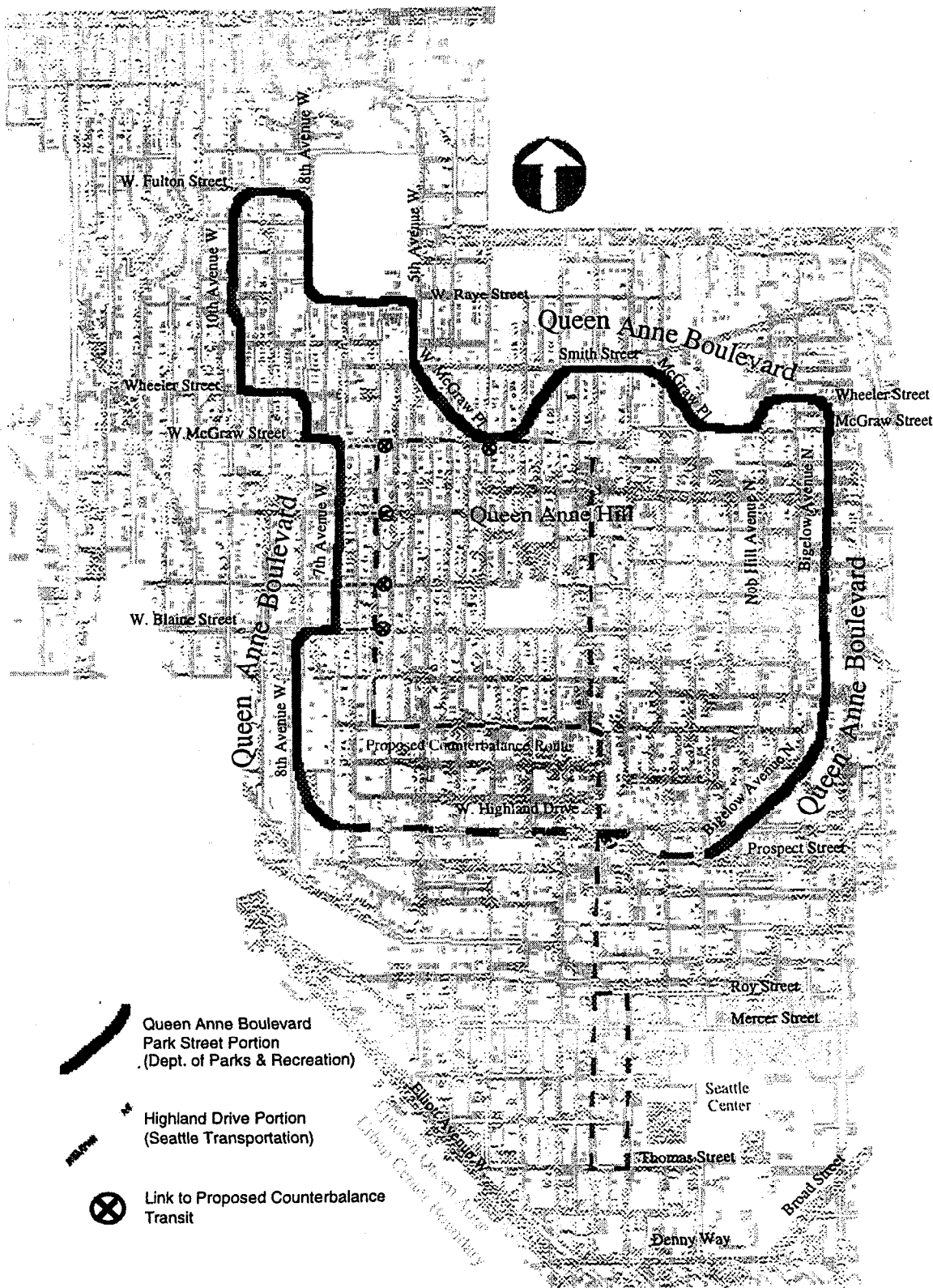
The Crown of Queen Anne is fairing poorly, however, and this is well-known among Queen Anners. The Boulevard's green park edges are poorly maintained, over-used, encroached upon, used for vehicle parking, neglected by its managers, the Seattle Parks and Recreation Department, and provides limited safety for the many pedestrians that use it. The Crown of Queen Anne is Queen Anne's largest park, but it is also Queen Anne's most abused park. The Crown of Queen Anne will require revitalization to ensure its integrity as a park, as a boulevard and a historic landmark, and as a safe recreational and aesthetic amenity.

### Objective

To revitalize the historic Queen Anne Boulevard to serve as a vital Queen Anne transportation facility and as Queen Anne's largest urban park. To recognize the importance of the Boulevard to Queen Anne's history, character, and quality of life and to enhance and maintain this amenity into the 21st Century.



Figure 4.6



### Crown of Queen Anne

## Crown Of Queen Anne Essential Strategies

Upgrade the Historic Queen Anne Boulevard Pedestrian System (QACHS, QAP2, QAP15, QAT69, and QAT70) - To ensure appropriate development and maintenance of the historic Boulevard, provide a comprehensive analysis and improvement program for pedestrian and vehicle facilities. Specific actions will include:

- Conduct a comprehensive, interdisciplinary analysis of the Boulevard and needed improvements;
- Remove encroachments that impede pedestrian use or that “claim” the Boulevard as private property;
- Provide continuous sidewalks on at least one side of the Boulevard;
- Add pedestrian-scale, historic-style lighting in poorly-lit, unsafe segments;
- Create user-friendly crossings at major and commonly-used points to encourage walking;
- Sign the pedestrian trail as well as the historic Boulevard for safety of all users;
- Manage trees consistently and comprehensively for longevity and health as a city legacy;
- Enforce parking regulations to stop residents from parking on the Boulevard landscaped rights-of-way and pedestrian paths;
- Remove paving outside the street section;
- Remove unnecessary paving within the street section (where traffic revisions were once paved over);
- Install Landmarks Board-approved curbing and drainage improvements to reestablish the street edge and ensure that it remains intact; and
- Remove encroaching vegetation or prune back overhanging vegetation.



## 4.7 GOOD NEIGHBOR SEATTLE CENTER - ENHANCING RELATIONS WITH THE COMMUNITY

Seattle Center has been an important and influential feature of the Queen Anne community since the Century 21 Exposition, Seattle's World Fair, in the early 1960s. The very symbol of the City itself, the Space Needle, is located in Queen Anne and, not surprisingly, this is where Queen Anne's planning process first went to the community to solicit ideas. Seattle Center has been recognized as an important stakeholder throughout the planning process and was specifically referred to in the Queen Anne Vision:

*Queen Anne, a varied and exciting community in the heart of the city is embarking on a planning process to achieve a future with:*

*.... a vibrant Seattle Center, as both a valuable community resource and a premier regional amenity.*

As neighbors, the Queen Anne community and Seattle Center have worked together to identify common issues and to seek solutions. Representatives from Seattle Center have been active in the planning process and have helped shape the *Queen Anne Plan*. The Queen Anne Neighborhood Planning Committee recognized that it was essential to work closely with Seattle Center to ensure that the Seattle Center Departmental goals are aligned with the Queen Anne community's goals and that the Queen Anne Plan seeks to find a balance between the needs of the community and the needs of the Center. The Good Neighbor Seattle Center Specific Plan focuses on a series of mobility- and traffic-related strategies which will be included in the update of the *Seattle Center Master Plan* as well as in the *Queen Anne Plan*.

The essential strategies identified in this specific plan seek to promote alternative mobility choices in and around Seattle Center as well as to reduce the Center's traffic and parking impacts on the local community. The focus of these actions will be enhanced communication and guidance for incoming motorists and the provision of alternative transportation modes within and around the Center for visitors.

### **Objective**

To promote more efficient mobility and enhanced access to and around Seattle Center and to reduce potential traffic/parking impacts on the Uptown Queen Anne community.

### **Good Neighbor Seattle Center Essential Strategies**

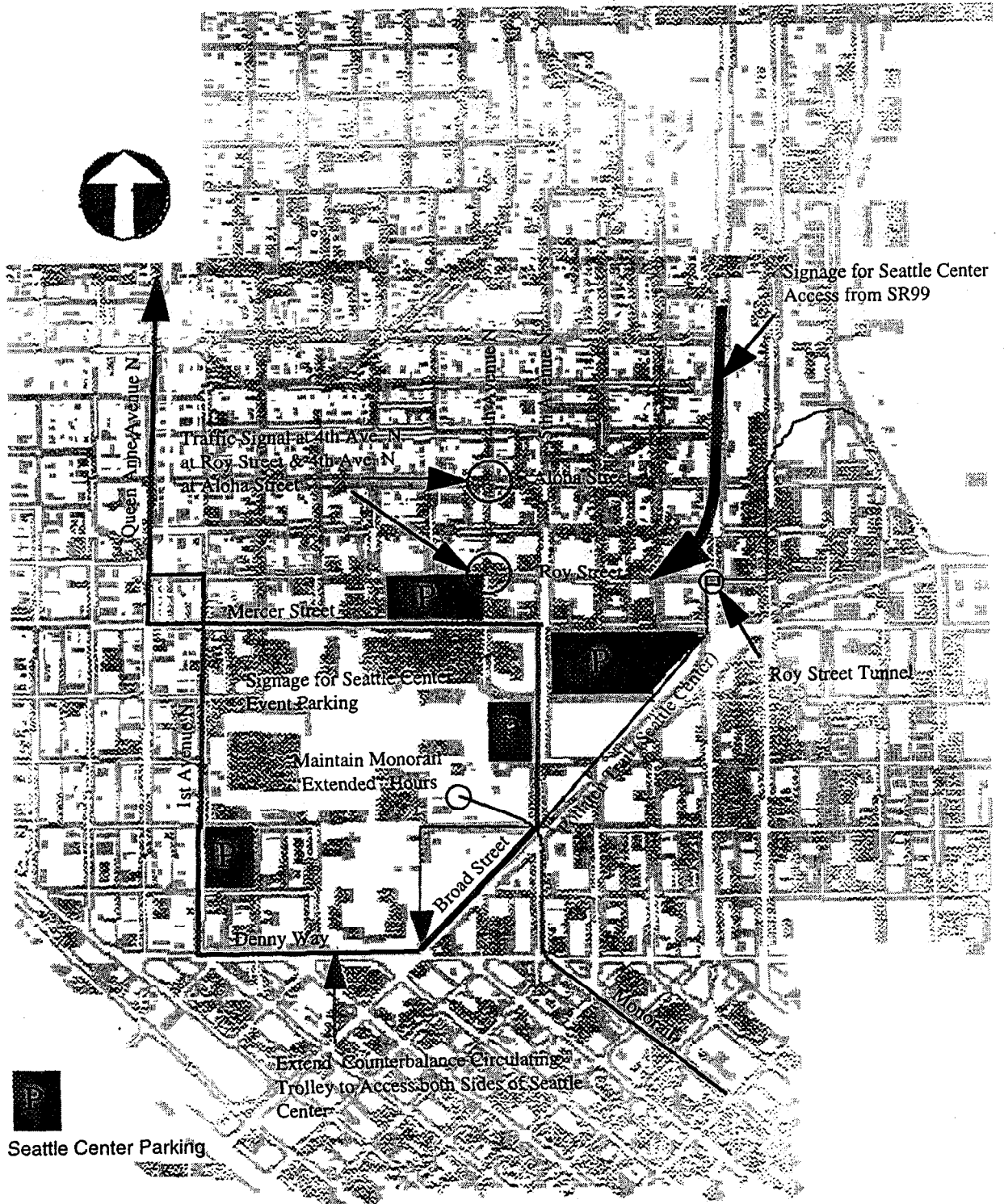
*Improved Pedestrian Access in the Mercer Corridor - Roy Street Tunnel (QAP13 and QAT64)* - In order to facilitate improved pedestrian access to Seattle Center this strategy will create an improved pedestrian route/facility in conjunction with the proposed "Potlatch Trail" system from Lake Union to Elliott Bay via Seattle Center. Improved access under Aurora Avenue N. will be provided by a proposed pedestrian/bicycle tunnel at Roy Street. This action is consistent with actions proposed by the Queen Anne Bicycle Beltway Specific Plan which promotes bicycle facilities in conjunction with pedestrian facilities. The Roy Street facility will provide safer passage than current sidewalk facilities on Mercer or Broad Streets.

*Signage for Seattle Center Event Parking (QAT7)* - In order to reduce traffic congestion and on-street parking conflicts with local residents and businesses, signage will be employed by Seattle Center for special events which are anticipated to generate greater parking demand. With improved signage and guidance, visitors to the Center will have less need to drive around the immediate neighborhood looking for parking opportunities.





Figure 4.7



# Good Neighbor Seattle Center

*Install Traffic Signals at 4th Avenue N. at Roy and Aloha Streets (QAT13 and QAT16)* - In order to improve access to Seattle Center from SR99 via Aloha Street and 4th Avenue N., two intersections are proposed for signalization - 4th Avenue N./Roy Street and 4th Avenue N./Aloha Street. These intersections will be signalization in order to enhance this route for Center access and to meet the future operational needs.

*Transit Circulator East-West Sides of Seattle Center (QAT33)* - In order to provide the maximum integration of community and Center **transportation** options, this action would extend the proposed Counterbalance concept to include circulation through or around Seattle Center so that visitors could access parking facilities around the Center with access to the Counterbalance throughout Queen Anne and to various shopping districts, etc. This extension may be made by extending the proposed Counterbalance trolley system (as illustrated in Figure 4.7) or by implementing a Center-specific shuttle which would integrate schedules and overall "look" with the Counterbalance. The intent of this action is to reduce the need for visitors to drive into Uptown Queen Anne while continuing to offer them convenient access.

*Maintain Existing Monorail Extended Hours (QAT41)* - In order to provide the maximum benefit from the **existing** public transportatron system, the present "extended" hours for the Monorail should be continued. This will help ensure that more people are able to use this existing option rather than driving and parking in Uptown Queen Anne.

Each of these essential strategies will improve mobility in Uptown Queen Anne while helping to reduce traffic and parking-related impacts to the community.



## 5.0 QUEEN ANNE PLAN PLANNING RECOMMENDATIONS

The foundation of the *Queen Anne Plan* is its Planning Recommendations or identified “Planned Actions” which are individual strategies and projects which the Queen Anne Neighborhood Planning Committee identified during the Phase II. These recommendations are intended to address the issues raised during Phase I. The *Queen Anne Plan* uses the terms “planning recommendations,” “recommended actions,” “strategies,” and “projects” interchangeably.

The Queen Anne Planning Recommendations were developed by QANPC Topical Committees and reviewed and adopted by the entire QANPC. Recommendations are listed by topics which include Community Character (QACH), Human Services/Housing (QAH), Land Use (QALU), Parks and Open Space (QAP), Traffic and Transportation (QAT), and Business Districts (QAB). Each topic may contain several (or many) individual recommendations. In some instances, recommendations overlap between two or more topical areas. Where this occurs, each recommendation is intended to complement the other.

Queen Anne planning recommendations are presented here in two separate “Matrices” or tables. These include:

**Full Matrix:** Includes all Queen Anne Planning Recommendations for complete reference. This is a listing of all planned actions which the QANPC has identified and which are listed by topic.

**Essential Strategies Matrix** Includes only the Planning Recommendations or actions from the Full Matrix which are essential to the seven Specific Plans.

The Full Matrix provides a detailed description of each of the Planning Recommendations which may or may not be essential to the *Queen Anne Plan* Specific Plans. Each of these actions were identified as potential important projects which would enhance the Queen Anne community. Project priorities have been ranked as “High,” “Medium,” or “Low” according to the preferences of the QANPC. Other factors outside the immediate planning process (e.g., City budget, property-owner support, technical feasibility, etc.) may ultimately determine the implementability of each project.

The actions which are listed as essential to the implementation of the Specific Plans in the Essential Strategies Matrix are considered the highest priority for implementation. These have been selected







# 5.1 Queen Anne Plan Planning Recommendations Full Matrix (June 1998)

Robert Foxworthy, AICP File: QAPlan4

FORMAL									
Planning Recommendation (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
<p>Planning recommendations are individual actions which the Queen Anne Neighborhood Planning Committee (QANPC) has recommended to implementation. Some of these actions are considered "essential" to Queen Anne Plan "Specific Plans" or Key Integrated Strategies.</p>	<p>Additional detail about the recommendation.</p>	<p>Priority assigned to the recommendation by QANPC</p>	<p>Short-Term (Three Budget Cycles or 6 yrs)                      Mid-Term (7-10 yr)                      Long-Term (10-20+ yr)</p>	<p>City of Seattle estimate of the cost of implementing the action.</p>	<p>Implementing Organization</p>	<p>Comments and/or notes about the recommendation by the QANPC.</p>	<p>This column is for City response.</p>	<p>This column is for City response.</p>	<p>This column is for City response.</p>
COMMUNITY CHARACTER (QACH)									
COMMUNITY CHARACTER Recommendations (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
<p><b>QACH1 Complete Historical Resources Survey</b></p> <p>Intent: To identify and evaluate historic resources on QA to raise public awareness of them and to work with property owners to take appropriate action to preserve them.</p>	<p>Complete the historic resources survey, identifying buildings and other resources of importance to the community either for their contributions to local character or because of their architectural or historical importance.</p> <p>a. Maintain the completed inventory database in an accessible location (e.g., library &amp; the Urban Conservation Division); retain photos at the QA Historical Society (QAHS) archives and Urban Conservation available upon request.</p> <p>b. Develop an education program to let the public and owners of identified resources know the</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>QA Hist. Society                      Does not require City action except coordination with Urban Conservation Division and potential small grants.</p>	<p>Survey is now underway and being coordinated by Mimi Sheridan, AICP.                      All Areas.</p>			

<p><b>QACH2 Signage Program for Historical Features</b></p> <p>Intent: To raise public awareness of QA's historic resources. Raising awareness is important to an active historic preservation program.</p>	<p>importance of their property to the community with recognition such as a local "Community Landmark" list with news articles.</p> <p>c. Identify key buildings and other features that should be officially designated as historic landmarks and, in the long-term, work w/property owners for designation.</p> <p>Implement a signage program to recognize important historical features of the community, including historic Queen Anne Boulevard.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>QA Hist. Society</p> <p>Will require coordination w/ DOPAR</p>	<p>Signage for Historic Blvd.</p> <p>QAHA has written a Small &amp; Simple Grant request.</p> <p>All Areas.</p>			
<p><b>QACH3 Develop Historic Resources Library</b></p> <p>Intent: To assist property owners in preserving the original character of their buildings.</p>	<p>Develop (or facilitate access to) a resources library to assist property owners in maintaining their property and retaining its historic character.</p>	<p>Medium Priority</p>	<p>Mid</p>	<p>None</p>	<p>QA Hist. Society</p> <p>Housing Advocacy Group</p>	<p>Doesn't require City action except small grant.</p> <p>All Areas.</p>			
<p><b>QACH4 Workshops and On-Site Assistance to Maintain Historic Character</b></p> <p>Intent: To assist property owners in preserving the original character of their buildings.</p>	<p>Provide (or facilitate) workshops and on-site assistance for property owners to assist them in maintaining their property and retaining its historic character (consider coordination with Historic Seattle and Phinney Neighborhood Association to avoid duplication).</p>	<p>High Priority</p>	<p>Mid</p>	<p>None</p>	<p>QA Hist. Society</p> <p>Housing Advocacy Group</p>	<p>Does not require actions except for small grants.</p> <p>All Areas.</p>			
<p><b>QACH5 Enhance Historic Queen Anne Boulevard</b></p> <p>Intent: To enhance the appropriate use of Queen Anne Blvd. while preserving its traditional character.</p>	<p>Work with community and Seattle Parks to enhance the Historic Boulevard while preserving the traditional character of each segment. Potential improvements include appropriate walkways and signage, pedestrian safety improvements at key intersections and improved plantings.</p> <p>Consistent with QAP2, QAP7, and QAP15. This is a component of the "Crown of Queen Anne"</p>	<p>High Priority</p>	<p>Short-Term</p> <p>1999-2000 Budget</p>		<p>City of Seattle,</p> <p>DOPAR</p> <p>Input from Plan Impl. Organization, QACC, QAHS, and Others</p>	<p>Complete the circle.</p> <p>Queen Anne Hill.</p>			

<p><b>QACH6 Historic Home Ownership Assistance</b></p> <p>King County provides a financial assistance program in which the City participates. City does not now actively follow or lobby for state or federal legislation that could significantly benefit the character of our neighborhoods.</p>	<p>Encourage the City to lobby for financial assistance and tax credits, such as the federal Historic Homeownership Assistance Act, and to participate in King County's revolving loan fund for rehabilitation.</p>	<p>High Priority</p>	<p>Short-Term 1999-2000 Budget</p>	<p>City of Seattle Input from QA Hist. Society, QACC, and Other Organizations</p>	<p>maximize effectiveness of existing programs and lobby for new ones. All Areas.</p>		
<p><b>QACH7 Develop Historic Conservation District - W. Roy Conservation District</b></p> <p>Intent: To preserve the character of this unique building grouping which reflects an important period in Seattle's development.</p> <p>The strong sense of place and neighborhood character produced by these different, but compatible, apartment buildings is apparent. It is an excellent location to explore possibilities of a historic conservation district, a designation which is currently undefined.</p> <p>Consistent with QALU4. See Figure 4.2.</p>	<p>Work with City, property owners, and community members to develop an historic conservation district to preserve the unique character of the 1920-30s brick apartment buildings in the W. Roy Street area (roughly 3<sup>rd</sup> W. to 5<sup>th</sup> W. and W. Mercer to W. Roy; include the Seaview, Westroy, Iris, Lola, Marianne, Charmaine, Naomi, Roycrest, La Charme, Chelan, and Franconia buildings</p> <p>The main objective will be to preserve these buildings and their key characteristics. New construction should also reflect existing style.</p> <p>The point of this proposal is that it is not a designation under the City's current provisions. This is a new approach to historic preservation and one that has been discussed for years but never implemented. The goal is to develop a preservation tool that is more flexible and less costly to administer.</p>	<p>High Priority</p>	<p>Long</p>	<p>QA Hist. Society Housing Advocacy Groups Urban Conservation Division QACC Uptown Action Team City Recognition</p>	<p>Additional research may be undertaken to determine whether areas around district should get zone change. This is a long-term process which will require new legislation. The Department of Urban Conservation has expressed a willingness to meet with us when we are ready. Urban Center.</p>		
<p><b>QACH8 Prepare a Queen Anne Community Character Improvements Plan</b></p> <p>Intent: To provide a list of specific improvements that will enhance the character of the Queen Anne community and its subareas.</p>	<p>Prepare a Community Character Improvements Plan to identify specific improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements require funding and are generally located within public property and ROWs. After prioritization, this list would be forwarded to the City for incorporation in an</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>New QA Character Support Group or QA Plan Impl. Org. QACC Chamber</p>	<p>The areas/projects listed were identified as those which would benefit from the Character Improvements Plan.</p>		

<p>Plan(s) would apply to the six areas/projects described and would not pertain to the proposed Uptown Park Neighborhood Specific Plan which has its own recommendation.</p> <p>Work on the Plan could begin soon and be completed in conjunction with the proposed Design Guidelines (QACH9) and the Key Landscaped Streets proposal (QACH11).</p> <p>Consistent with QAP26.</p>	<p>Iterated work program. Project would require additional funding and/or assistance. Project would prepare Character/design/improvement plans for the following areas:</p> <p>a) Uptown Center b) Historic Queen Anne Blvd. c) Counterbalance Hill - Streetscape &amp; Public Art Site</p> <p>These areas are all proposed as "Specific Plans" under the QA Plan. Other potential areas/projects include:</p> <p>d) Bicycle Beltway e) Public staircases f) Street tree plantings throughout Queen Anne</p>	<p>High Priority</p>	<p>Short-Term</p>	<p></p>	<p>via Matching Fund (DON)</p>	<p>can would build on QA Plan effort and other planning projects such as Picture Queen Anne. Plan(s) would initially focus on the first 3 areas and would be based on research and discussions with stakeholders, property owners, etc.</p> <p>All Areas.</p>	<p></p>	<p></p>	<p></p>
<p><b>QACH9 Prepare Queen Anne Neighborhood Design Guidelines to Supplement the City's Design Review for Multifamily and Commercial Properties</b></p> <p>Intent: To provide additional official guidance to property owners and other developing multifamily and commercial projects to maintain the special character of Queen Anne's distinct subareas.</p>	<p>Prepare guidelines that broaden the scope of the City's Design Guidelines. The City's Guidelines generally pertain to privately-owned property in multifamily and commercial zones and do not cover signage. The Queen Anne Design Guidelines may include guidance on signage, adjacent public ROWs, and cover zones outside of multifamily and commercial zones [Historic] Boulevard. They may also establish new districts - Uptown Center (w/special review), Uptown Park Neighborhood, and W. Roy Street Conservation District. For example, Land Use action QALU12 references the need for guidelines for Low-Rise developments.</p> <p>Work on the Guidelines could begin soon and be completed in conjunction with the proposed Character Improvements Plan(s) (QACH8) and the Key Landscaped Streets proposal (QACH11).</p>	<p>High Priority</p>	<p>Short-Term</p>	<p></p>	<p>QA Plan Impl. Org. Character Support Group QACC Uptown Action Team via Matching Fund (DON)</p>	<p>Guidelines are envisioned as more specific than City's, citing actual existing conditions within the neighborhood, and material and design preferences. May extend to new uses.</p> <p>This recommendation recognizes that 12 distinct subareas were identified during the QA Plan effort and that new Specific Plans are also proposed. The QA Plan work recognized the good work of the City's existing Design Review process.</p>	<p></p>	<p></p>	<p></p>

<p><b>QACH10 Change official title of Seattle Center Urban Center to "Uptown Urban Center"</b></p> <p>Intent: To provide a distinctive and dignified title to the Urban Center area which reflects the area's history but which also maintains the long-standing connection of this area to Queen Anne. Title also replaces title "Lower Queen Anne" which is felt to be a less dignified.</p>	<p>Recommendation is to change the official title of the Seattle Center Urban Center to the "Uptown Urban Center" consistent with the wishes of QANPC stakeholders.</p> <p>Two of the proposed Queen Anne Plan Specific Plans use the "Uptown." These include the Uptown Park Neighborhood Specific Plan and Uptown Center. Both of these areas lie within Uptown Queen Anne.</p> <p>Additional outreach/validation with the local business community and other stakeholders will ensure the new name has popular support.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>City of Seattle, SPO</p>	<p>One of the most popular recommendations to come out of the planning process.</p> <p>"Uptown Queen Anne" - this area has been referred to as "Uptown" for many years. The QANPC Urban Center Committee unanimously forwarded this recommendation.</p> <p>Urban Center.</p>		
<p><b>QACH11 Key Landscaped Street(s) Creation in "Uptown Park Neighborhood" Specific Plan - ROW Improvements/ Streetscape Plan and Implementation Consistent with Proposed Overlay (Related Land Use Action)</b></p> <p>Intent: Provide a design focus and incentive to develop a Single-Purpose Residential neighborhood in Uptown QA. This action works in conjunction with proposed Housing, Land Use, and Transportation actions.</p> <p>Action works in conjunction with Housing (QAH4), Land Use (QALU3), and Transportation (QAT72) to implement the "Uptown Park Neighborhood" concept. See Figure 4.1.</p>	<p>Recommendation proposes the "Key Landscape Street" alignment which will coincide with residential development in Uptown Queen Anne and would include such features as:</p> <ul style="list-style-type: none"> <li>• Designation of final alignment;</li> <li>• Delineation with distinctive design features such as decorative pavers, pebble concrete, etc.);</li> <li>• Special and extensive plantings in City ROW;</li> <li>• Benches (e.g., with table/chair designs);</li> <li>• Renaming of Key Landscaped Street route street segments consistent character of streets;</li> <li>• High-quality and consistent streetscaping/landscaping.</li> </ul> <p>The Key Landscaped Streets alignment has been identified, but may require refinement during the design phase.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>New Character Support Group or QA Plan Impl. Org.</p> <p>Uptown Action Team</p> <p>City of Seattle, SPO, DCLU, DON</p> <p>Design Plan grant via DON (Matching Fund, etc.)</p>	<p>This is a concept that works with housing, land use, and transportation to create a new multifamily neighborhood in Uptown QA.</p> <p>Project-specific design plan will be undertaken immediately followed by regulatory component and City-sponsored improvements.</p> <p>Design Plan can be funded via DON grant/Matching Fund or other appropriate funding.</p> <p>Improvements</p>			



HUMAN SERVICES/HOUSING(QAH)									
HUMAN SERVICES/HOUSING Recommendations (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Action Recommended (City)	Council Action Taken (City)
<p>The concept will be designed by a design professional in conjunction with stakeholders. Improvements will be made by the City of Seattle and as a condition of development approval (action works in tandem with Single-Purpose Residential recommendation.</p> <p>Action proposes a) Character/Design Plan for Key Landscaped Streets; and b) Implementation of Plan in conjunction with QAT72.</p> <p><b>QAH1 Uptown Queen Anne Neighborhood Center Development</b></p> <p>Intent: To provide a desired multi-purpose neighborhood community center in Uptown Queen Anne; provide a focus and incentive for mixed-use and residential development in the "Uptown Center". See Figure 4.2.</p> <p>This project is considered one of the essential projects of the proposed "Uptown Center" village Specific Plan in the heart of Uptown QA.</p>	<p>Fund the acquisition, planning, and development of a neighborhood center (facility) in the Urban Center that would act as a gathering place and communication center, providing needed services and activities. The facility would include:</p> <ul style="list-style-type: none"> <li>• Space for community organizations to meet, store materials, and have office space;</li> <li>• Space for a group such as the QA Helpline to provide health/human services &amp; referrals;</li> <li>• Community bulletin board;</li> <li>• Center for transit and housing information; community info</li> <li>• Computer/library center with computers for general use and for library catalog access, and delivery &amp; return of books;</li> <li>• Space for programming for senior activities, aerobics/dance and various classes;</li> <li>• Fitness room with restroom and shower facilities;</li> <li>• Rooms for informal meetings/reading and for games (cards, ping pong).</li> </ul>	High Priority	Mid		<p>QA Plan Impl. Org. Uptown Action Team QACC City of Seattle, DON Other Interested Organizations</p>	<p>Neighborhood facility should be located in "Uptown Center" Specific Plan area near the intersections of Queen Anne Avenue at Mercer and/or Roy Streets. The most desirable location is the Safeway site; a second possible site is the existing City Light property on Roy e/o 2<sup>nd</sup> Ave. N.</p> <p>The Uptown Neighborhood Center facility concept was one of the most often-voiced proposals from Urban Center stakeholders and others at planning events. Area has been</p>			



<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>	<p>etc.) with an espresso stand nearby  <ul style="list-style-type: none"> <li>May include neighborhood service center, if sought by the City of Seattle</li> </ul> <p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> </p>
<p><b>QA#2 Establish a Queen Anne Community Festival</b>                  Intent: To develop an annual community festival to enhance community identity and awareness; to link Urban Center with Upper Queen Anne.</p>	<p>Work w/ merchants, the City, and community organizations to develop an annual community festival to enhance community identity and awareness.                  Halloween Parade on the Counterbalance (Upper QA and Urban Center) has been suggested and has received support, but ideas are still being sought for theme and schedule.</p>	<p>Medium Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>Chamber                  QA Plan                  Impl. Org.                  Uptown                  Action                  Team                  QACC                  Other                  Business                  and                  Community                  Groups                  DON could                  be involved</p>	<p>Queen Anne stakeholders voiced a strong interest in establishing an annual festival of some kind that would be uniquely QA and that would link QA Hill with Urban Center. The most popular revolved around a Halloween celebration and parade.                  Urban Center, Queen Anne Hill</p>	<p>CAUTIOUSLY surveyed for potential sites. Proposal responds to requests during both Phase I and Phase II.                  Urban Center.</p>	
<p><b>QA#3 Web site Development</b>                  Intent: To establish an official QA Communications link.</p>	<p>Continue to maintain and expand the Queen Anne Community Web Site</p>	<p>Medium Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>QA Plan                  Impl. Org.                  Local                  Community                  Groups or                  Businesses</p>	<p>Daniel O'Brian started the QA Plan website and maintains it on a regular basis.                  All Areas.</p>	<p>CAUTIOUSLY surveyed for potential sites. Proposal responds to requests during both Phase I and Phase II.                  Urban Center.</p>	
<p><b>QA#4 Housing - Allow Single-Purpose Multifamily Residential Development in Portions of the Urban Center</b>                  Intent: To help establish a viable residential . . . . .</p>	<p>Allow single-purpose multifamily development (w/o ground-floor commercial uses) in those sections of Lower Queen Anne where there is little potential for retail - for example, an area along 3rd Ave. W. and 4th Avenue W. between Denny Way and Mercer Street</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>City of Seattle, DCLU                  QA Plan Impl. Org.                  Uptown Action Team</p>	<p>To help establish a viable residential neighborhood in the Urban Center in identified areas where retail is not as important</p>	<p>CAUTIOUSLY surveyed for potential sites. Proposal responds to requests during both Phase I and Phase II.                  Urban Center.</p>	



<p>CHIEF OF DESIGNATED AREAS (see the Uptown Park Neighborhood Specific Plan) and promote a wider range of housing options. To create a urban neighborhood with character different than the surrounding mixed-use areas and to vary the texture of the Urban Center.</p>			<p>CHIEF OF DESIGNATED AREAS identified. This action is consistent with other proposals which support the "Uptown Park Neighborhood" concept (QACH11, QALU3, and QAT72)</p>	<p>Housing Advocacy Group</p>			<p>Mid</p>	<p>High Priority</p>	<p>QA5 Housing - Allow Off-Site Parking in Exchange for more Affordable Housing in the Urban Center.  Intent: To provide greater flexibility for providers of affordable housing.</p>
			<p>Urban Center. This action would help uncouple housing and site-specific parking when other, nearby dedicated parking opportunities are provided. This would help provide greater logistical flexibility to those who provide affordable housing.</p>	<p>QA Plan Impl. Org. Housing Advocacy Group Uptown QA Action Team DCLU</p>			<p>Mid</p>	<p>High Priority</p>	<p>Allow off-site parking at Seattle Center or in structures at other designated places in the Urban Center to decrease housing costs while still providing parking to those who need it. This would focus on buildings for people with 50-80 percent of median income. An arrangement would be made with interested developers to provide mitigation banking for centralized parking (or other acceptable method). Any new parking structures resulting for this proposal would be subject to a design review process. Such an arrangement would also promote and educate residents about available parking.  Administration has not been identified.</p>
			<p>Urban Center. This action would help uncouple housing and site-specific parking when other, nearby dedicated parking opportunities are provided. This would help provide greater logistical flexibility to those who provide affordable housing.</p>	<p>Housing Advocacy Group</p>		<p>Short-Term</p>	<p>Medium Priority</p>	<p>QA6 Housing - Develop a Queen Anne Neighborhood Housing Pattern Book  Intent: To provide specific guidance on suitable housing designs to promote lower development costs and thereby enhance affordability</p>	

<p><b>QAH7 Housing - Encourage Accessory Dwelling Units</b> Intent: Support the City's efforts to provide a range of housing opportunities but ensure that the existing character of current single-family neighborhoods are maintained.</p>	<p>Encourage Accessory Dwelling units (Single-Family zones) through City efforts at education and publicity, if the single-family character of the neighborhood is maintained. See Land Use recommendations for additional proposals.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, DCLU QA Plan Impl. Org. QAACC</p>	<p>QANPC supports efforts to promote a range of housing options, including ADUs, as long as these do not impact the character of existing neighborhoods. Queen Anne Hill.</p>			
<p><b>QAH8 Housing Finance - Identify "At Risk" Housing to Provide Advance Notice Regarding Changes to Affordable Residential Buildings</b> Intent: Develop control over community information about housing costs and to provide advanced notice to that actions to mitigate increased cost can be undertaken by the community and those affected.</p>	<p>Work with the City to identify "at risk" affordable housing. Develop a database on existing affordable housing to identify potential threats to affordability such as development pressure. This would involve collecting rent information for key buildings and maintaining contact with knowledgeable people so that there could be advance notice of pending changes in the building.</p>	<p>Medium</p>	<p>Mid</p>		<p>New Housing Advocacy Group w/City of Seattle</p>	<p>Recommendation came as a result of research and discussions with stakeholders and among QANPC. All Areas.</p>			
<p><b>QAH9 Housing Finance - Investigate the Possibilities for Subsidized Housing, Especially in the Urban Center</b> Intent: To ensure that some affordable housing exists in Queen Anne, especially for those in need. To enrich the community with a diversity of housing opportunities.</p>	<p>Investigate possibilities for subsidized housing, especially in the Urban Center. This would include developing relationships with non-profit developers of low-income housing and working with them to acquire appropriate properties</p>	<p>Medium</p>	<p>Short-Term</p>		<p>New Housing Advocacy Group w/City of Seattle QA Plan Impl. Org.</p>	<p>QANPC recognized that subsidies will be an important tool to promote a range of housing opportunities. All Areas.</p>			
<p><b>QAH10 Housing Finance - Encourage the Development of Cooperatives and Purchase of Buildings by Cooperatives</b> Intent: To ensure the provision of housing</p>	<p>Encourage the development of cooperatives and purchase of buildings by cooperatives which allow ownership at more affordable cost.</p>	<p>Medium</p>	<p>Short-Term</p>		<p>New Housing Advocacy Group w/City of Seattle</p>	<p>Work with City to promote. Recommendation came as a result of research and</p>			

alternatives and a range of costs.					Impl. Org	stakeholders and among QANPC. All Areas.			
<p><b>QAHI1 Housing Finance - Source of Financing for Coop and Condo Conversion</b></p> <p>Intent: To ensure the provision of housing alternatives and a range of costs.</p>	<p>Work with the City to establish a source of financing for those wishing to purchase cooperatives or for those wishing to purchase apartments being converted to condominiums</p>	Medium	Short-Term		New Housing Advocacy Group QA Plan Impl. Org	<p>Work with City to promote. Recommendation came as a result of research and discussions with stakeholders and among QANPC. All Areas.</p>			
<p><b>QAHI2 Housing Finance - Publicize and Encourage the Use of Community Land Trusts</b></p> <p>Intent: To ensure the provision of housing alternatives and a range of costs.</p>	<p>Publicize and encourage the use of community land trusts, which provide housing that is more permanently affordable.  Price of land has been the most important cost consideration in urban housing and is rising due to low supply and high demand. Land Trust concept will help mitigate these effects by banking land in trusts outside the market.</p>	Medium	Short-Term		New Housing Advocacy Group QA Plan Impl. Org	<p>Work with the City and other organizations. Recommendation came as a result of research and discussions with stakeholders and among QANPC. All Areas.</p>			
<p><b>QAHI3 Housing Finance - Expand and Promote Programs That Encourage Home Ownership and Provide Down-Payment Assistance</b></p> <p>Intent: To maintain access to home ownership by residents with lower incomes.</p>	<p>Work with the City to expand and promote programs sponsored by the City and others to encourage home ownership and provide down payment assistance</p>	Medium	Short-Term		New Housing Advocacy Group QA Plan Impl. Org	<p>All Areas. Recommendation came as a result of research and discussions with stakeholders and among QANPC. All Areas.</p>			
<p><b>QAHI4 Housing Finance - Pursue state Legislation which would Allow Affordable Housing to be Taxed Based on "Current Use" Rather Than "Highest Use"</b></p>	<p>Work with the City to pursue state legislation which would allow affordable housing to be taxed based on "current use" rather than "highest and best use"</p>	Medium	Mid		New Housing Advocacy Group QA Plan	<p>Recommendation is restricted to properties which would meet established criteria for</p>			

<p><b>and Best Use"</b></p> <p>Intent: Promote affordable housing and better ensure that existing, more affordable units are not forced into replacement by the existing tax law. Better ensure retention of community's historic character.</p>	<p>Existing law taxes property not on its current use but on its "highest and best use." This encourages redevelopment and urban growth and renewal. It may also result in loss of existing, more affordable units and their replacement with more units, but which are less affordable. This can result in the gradual loss of affordable housing and community's historic character. This proposal will slow this trend.</p>			<p>Impl. Org. City of Seattle</p>	<p>provision of "affordable" units. All Areas.</p>		
<p><b>QAH15 Homeowner Assistance - Brochure that Explains and Promotes Programs that Increase the Potential to Remain a Home Owner</b></p> <p>Intent: To allow people to stay in their existing homes longer and to help better maintain the current QA housing stock. Important for seniors who wish to remain in their homes.</p>	<p>Develop a brochure explaining and promoting existing programs that increase the potential for people to remain in their homes. These might include such programs as utility assistance programs, property tax deferrals, shared housing programs, and reverse mortgages. Information for this brochure has been compiled by this neighborhood planning effort. Production of the brochure could be done by the City to meet citywide needs or could be completed through a neighborhood matching grant</p>	<p>Short-Term</p>		<p>New Housing Advocacy Group QA Plan Impl. Org. City of Seattle</p>	<p>Allowing seniors and others to stay in their existing homes on fixed incomes and rising maintenance costs is another means to promote community and affordability overall.  Recommendation based on discussion with stakeholders, analysis of issues, and discussion w/QANPC. Action could be part of a City-wide initiative.  All areas.</p>		
<p><b>QAH16 Rental Assistance - Explore Revolving Loan Fund</b></p> <p>Intent: To help keep low-and moderate-income residents in the community by providing assistance when needed. Also, to mitigate the disturbance to long-term renters caused by forced</p>	<p>Work with the City of Seattle to explore a revolving loan fund to meet renter needs such as assistance with moving costs and rental deposits in particular circumstances.</p>	<p>Mid</p>		<p>City of Seattle New Housing Advocacy Group</p>	<p>Recommendation based on discussion with stakeholders, analysis of issues, and discussion w/QANPC. Action could be part of a City-wide initiative.</p>		

					Short-Term	None	QACC QA Hist. Soc. New Housing Advocacy Group QA Plan Impl. Org. Phinney Neighborhood Association	All areas. Find a way to support the expansion of the existing programs to QA. Recommendation based on discussions with stakeholders, analysis of housing issues, and discussions among QANPC. All Areas.
<p><b>QAH17 Homeowner Assistance - Expand Existing Home Maintenance and Repair Classes, a Tool Bank, and On-Site Assistance for Home Remodelers</b> Intent: Assist residents maintain and upgrade their homes. Seeks to make repairs and remodeling more accessible and affordable and provides assistance with remodels to promote quality and maintain character.</p>	<p>Work with Phinney Neighborhood Association to expand home maintenance and repair classes, a tool bank, and on-site assistance for home remodelers</p>	Medium Priority						
<p><b>QAH18 Homeowner Assistance - Expand and Publicize the REACH Program</b> Intent: So that people can better afford to stay in their homes and maintain them.</p>	<p>Work with the City to expand and publicize the REACH program to provide low-interest loans for home repairs so that people can better afford to stay in their homes</p>	Medium Priority			Short-Term		<p>New Housing Advocacy Group QA Plan Impl. Org. City of Seattle, DON</p>	<p>Recommendation based on discussions with stakeholders, analysis of housing issues, and discussions among QANPC. All Areas.</p>
<p><b>QAH19 Home Owner Assistance - Participation in King County's Revolving Loan Fund for Historic Homes.</b> Intent: Promote retention of historic homes in Queen Anne to maintain the community's existing historic character.</p>	<p>Work with the City to establish Seattle participation in King County's revolving loan fund for historic homes.</p>	High Priority			Short-Term		<p>New Housing Advocacy Group QA Plan Impl. Org. City of Seattle, DON</p>	<p>All Areas. All Areas.</p>
<p><b>QAH20 Establish a New Queen Anne Housing Advocacy Group</b> Intent: To establish an ongoing advocacy group for housing in Queen Anne which is integral to the successful implementation of</p>	<p>Establish a committee or organization to guide housing advocacy in Queen Anne</p>	High Priority			Short-Term		<p>QACC QANPC Other Comm. Group</p>	<p>Group would follow-up as advocacy for housing in QA including affordable housing</p>

Service/Housing recommendations in this plan.	LAND USE (QALU)									
	LAND USE Recommendations (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
<p><b>QALU1</b> Elimination of the Upper Queen Anne Residential Urban Village Designation</p> <p>Intent: Recommendation seeks to remove the previous tentative Urban Village designation but proposes no changes to existing zoning. Majority of QANPC members believe designation is inappropriate.</p> <p>This action will not jeopardize adopted growth targets, but will reassure the community that the area will not be targeted for additional development than is currently allowed.</p>	<p>QANPC recommends the removal of the tentative Urban Village designation in Upper Queen Anne, as identified on the current City of Seattle neighborhood planning Designation Package map, dated November 11, 1996. No zone changes are proposed.</p> <p>The Queen Anne Plan reflects the community's long-standing opposition to the tentative Upper Queen Anne Residential Urban Village designation by recommending it not be adopted as an effective way to preserve the area's desirable character and quality of life.</p>	High Priority	Short-Term	None	City of Seattle SPO	<p>Debate has focused on the pros and cons associated with the designation.</p> <p>QANPC recognizes that underlying zoning will not change due to this recommendation.</p> <p>Queen Anne Hill.</p>				
<p><b>QALU2</b> Opposition to Boundary Change Near Location of 15th Ave. W. at W. Boston Street</p> <p>Intent: To retain the historical zoning within the historical boundary of the Queen Anne neighborhood.</p>	<p>QANPC opposes the proposed boundary changes of the Queen Anne Planning Area and the rezoning of property at 15th Ave. W. at W. Boston Street (BINMIC Plan, Land Use Recommended Implementation Actions L2 and L4). Pursue actions to ensure changes are not implemented</p>	High Priority	Short-Term	None	City of Seattle, SPO	<p>This is a policy recommendation with reference to the BINMIC Plan. Recommendation proposed as a result of a review of the BINMIC Plan</p>				
<p><b>QALU3</b> Single Purpose Residential Overlay Designation in Portions of Urban Center</p> <p>Intent: To provide the land use component of the establishment of a Single Purpose Residential neighborhood in the NC3 zone in the Urban Center (Uptown-Queen-Anne).</p>	<p>Would designate an area in which a change in the Land Use Code, consistent with the neighborhood planning process and conditions uses in the NC3 zone, would allow for Single-Purpose Residential development at the discretion of the developer in existing NC3 zones. Ground-level floors would be required to meet existing height regulations for commercial development</p>	High Priority	Short-Term	None	City of Seattle, DCLU	<p>QALU3 is integral to the creation of a Specific Plan in Uptown QA and is proposed in conjunction with QACH11 (Key Landscaped Streets), QAH4, and QAT72.</p> <p>This action will</p>				



<p>Provides for an Overlay for the proposed "Uptown Park Neighborhood" Specific Plan. See Figure 4.1.</p>	<p>regardless of whether the ground floor is used for residential purposes. Recommendation proposes the establishment of an Overlay which conditions development according to the above description. The area is in Uptown Queen Anne and will be known as the "Uptown Park Neighborhood." The Uptown Park Neighborhood Specific Plan illustrates location and areas affected. Specific streets are listed in QAT72.</p>					<p>which will provide the option for Single-Purpose Residential development in the predominantly mixed-use Urban Center.</p>		
<p><b>QALU4 Establishment of the W. Roy Street Historic Conservation District Overlay</b> Intent: Provides a land use action to establish the "W. Roy Conservation District" consistent with QACH7.</p>	<p>Designation of a Historic Conservation District Overlay, consistent with Character recommendation for W. Roy Street Historic Conservation District. This recommendation would establish the District on the map. The District would be mapped in detail as part of the establishment of the Conservation District consistent with (QACH7). The area includes parcels generally between W. Mercer and W. Roy Streets and 3rd Avenue W. and 5th Avenue W. and is shown on the "Uptown Center" Specific Plan (Figure 4.2).</p>	<p>High Priority</p>	<p>Long</p>	<p>City of Seattle, DCLU</p>	<p>This is the Land Use component for the establishment of the Conservation District. Recommendation is based on Historic Resources Survey, research, discussions with QA stakeholders, and discussions among QANPC.</p>			
<p><b>QALU5 Neighbors Should be Notified Concerning ADU Adaptations on their Block and Related Parking Waiver.</b> Intent: To provide neighborhood notification regarding ADUs and ADU parking waivers so that the community can review and comment on these actions.</p>	<p>Neighborhood notification should be given by DCLU for ADU permit applications and related parking waivers prior to granting of permits and/or waivers.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DCLU</p>				
<p><b>QALU6 Policy Recommendation - No Changes to Single-Family Zoning</b></p>	<p>No changes shall be made to Single-Family (SF) zoning over the life of the plan.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DCLU</p>	<p>This is a policy recommendation. QANPC is opposed to</p>			

<p>intent: To assure that no future changes in Land Use Code occur with respect to Single-Family zones; to reinforce the neighborhood's desire to retain the existing character of single-family areas.</p>					<p>allowing for alternative forms of development that will change the perceived character of single-family neighborhoods. Queen Anne Hill.</p>		
<p><b>QALU7 Changes to Accessory Dwelling Unit Regulations - Reduction of Allowable Size</b> Intent: To ensure that the character of the single-family neighborhood is retained. The permitted floor area of ADUs was recently increased from 600 square feet to 1,000 square feet (SF). QANPC believes that when the size of the ADU approaches or equals the size of the resulting single-family residential unit, the structure becomes a de facto duplex in a single-family zone. For example, a 2,000 SF house could be converted to a 1,000 SF house with a 1,000 SF ADU, which would effectively be a duplex. A reduction in the allowable size of the ADU will change these circumstances.</p>	<p>While Accessory Dwelling Units (SF) zones, these shall be located within the building envelope of the single-family unit and shall be limited in size to a maximum of 600 square feet (from the current City-wide maximum of 1,000 SF). In no instance shall an ADU be located within a structure separate from the single-family unit. No more than one ADU shall be permitted per single-family lot. Alley housing, located as a separate structure or within the garage, on a single-family lot shall be prohibited. This will require a code revision.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DCLU</p>	<p>Allowing ADUs that are within the single-family dwelling unit will provide a wide range of ADU types as well as reinforce the existing neighborhood character and residential housing pattern. ADUs in separate structures will significantly alter and detract from the residential quality of the already small lots. Queen Anne Hill.</p>		
<p><b>QALU8 ADU Parking Waiver Requirements Shall be Reset at the Standards Current Prior to Changes Adopted 1996 changes</b> Intent: To return waiver requirements to previous requirements to better ensure</p>	<p>The parking waiver requirements for ADUs shall be returned to the requirements prior to 1996.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DCLU</p>	<p>ADU parking requirements were changed in 1996. This will make the previous standard current and would require a</p>		





	regulations. Queen Anne Hill.							regulations. Queen Anne Hill.																										
<p><b>QALU9 Policy Recommendation - Existing Low Rise Zone Around the Perimeter of Queen Anne and in the Urban Center shall not be converted to more intensive Uses Such as Mid-Rise or High-Rise.</b></p> <p>Intent: To retain the existing character of QA by retaining the existing Low-Rise multifamily zoning where it presently exists.</p>	<p>Recommendation to retain the Low-Rise zones where they exist around the perimeter of Queen Anne Hill and within the Urban Center. These existing zones are not to be converted to Mid-Rise or High-Rise or any higher density use.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>City of Seattle, DCLU</p>	<p>L-Zones existing in various places throughout QA, and these shall not be converted to Mid-Rise or High-Rise uses. All Areas.</p>		<p>regulations. Queen Anne Hill.</p>																										
<p><b>QALU10 Policy Recommendation - Low Rise zone - More Stringent Design Review Shall be Undertaken on New Proposals to Upgrade the Design Quality of New Multifamily Residential Projects</b></p> <p>Intent: To ensure that Low-Rise developments undergo suitable design review process consistent with new developed neighborhood guidelines.</p>	<p>Consistent with other character-related recommendations; to ensure that Low Rise zones undergo City's design review process.</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle DCLU Design Review Board New QA Character Support Group or QA Plan Impl. Org.</p>	<p>QACH9 may provide guidance when completed. Action assumes that subsequent QA design guideline effort will include this land use.</p>																												
PARKS & OPEN SPACE Recommendations (Activity)										PARKS & OPEN SPACE (QAP)																								
Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)																										
<p><b>QAP1 Acquire Site for Neighborhood Park in the Urban Center for the Use of Residents in the Area; Develop Master Plan; and Construct Park</b></p> <p>Intent: Provide adequate neighborhood park space for residents of Uptown Queen</p>	<p>Fund a master plan with activities such as a play area for children, sitting/viewing for adults, a picnic shelter for small group use, an open area for casual interaction. Park is envisioned as an extension of the Key Landscaped Street concept and would be open at all times and not fenced.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, DOPAR QA Plan Impl. Org. Uptown Action Team</p>	<p>This proposal is part of the Uptown Park Neighborhood Specific Plan and would be located adjacent to one of the Key Landscaped</p>																												

<p>Anne. This area is rapidly expanding in multifamily households and targeted to receive much more growth. Distribution Guidelines enumerated in the <i>Comprehensive Plan</i> specify one park within 1/2-mile of households in areas with 100-200 children or several preschools/daycare centers (p. 11). An area providing local, controllable play for children and their parents is badly needed in this area. Elderly will also frequent park.</p> <p><b>QAP2 Upgrade the Historic Queen Anne Boulevard Pedestrian System</b></p> <p>Intent: Ensure appropriate development and maintenance of Boulevard.</p> <p>Action is consistent with QACH6, QAP7, and QAP15 and other recommendations which will revitalize the Boulevard. Action is part of "Crown of Queen Anne" Specific Plan.</p> <p><b>Comprehensive Plan Notes: ACQUISITION &amp; DEVELOPMENT/ROLES AND RESPONSIBILITIES</b></p> <p><i>3.e. Recognize the open space functions of boulevards trails and green streets in meeting open space needs (p.22);</i></p> <p><i>7. Provide special landscaping, signage or other design elements that reflect the importance of the boulevards and trails as a major link in the city's</i></p>	<p>Possible locations are shown in the Uptown Park Neighborhood Specific Plan map (Figure 4.1). Other locations may also be appropriate.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>QACC</p>	<p>Streets (see Figure 4.1). Also, this could also be located near the proposed Uptown Neighborhood Center facility.</p> <p>Another possible site has been identified at 308 Queen Anne Ave. N. &amp; adjacent properties.</p> <p>Urban Center.</p>		
<p>To ensure appropriate development and maintenance of the historic Boulevard, provide a comprehensive analysis and improvement program for pedestrian facilities. Specific actions will include:</p> <ul style="list-style-type: none"> <li>a) Conduct a comprehensive, interdisciplinary analysis of the Boulevard and needed improvements;</li> <li>b) Ensure that there are sidewalks on at least one side of the Boulevard;</li> <li>c) Add pedestrian-scale, historic-style lighting in poorly-lit, unsafe segments (see QAP7);</li> <li>d) Create user-friendly crossings at major and commonly-used points to encourage walking;</li> <li>e) Sign the pedestrian trail as well as the historic Boulevard for safety of all users;</li> <li>f) Manage trees consistently and comprehensively for longevity and health as a city legacy;</li> <li>g) Enforce parking regulations to stop residents from parking on the Boulevard landscaped rights-of-way and pedestrian paths;</li> <li>h) Remove paving outside the street section;</li> <li>i) Remove unnecessary paving</li> </ul>			<p>City of Seattle, DOPAR</p>	<p>This is park land and used for park purposes without adequate park improvements to accommodate the use.</p>			

<p><i>comprehensive open space system.</i></p> <p><b>PARK MANAGEMENT AND MAINTENANCE</b></p> <p>6. <i>Existing boulevard rights of way will be protected against significant adverse encroachment by private uses and development.</i></p> <p><b>TRANSPORTATION ELEMENT (p.71)</b></p> <p><i>Recognize the importance of walking in the City and the contribution walking makes to achieve personal mobility and environmental objectives.</i></p>	<p>within the street section (where traffic revisions were once paved over);</p> <p>j) Install Landmarks Board-approved curbing and drainage improvements to reestablish the street edge and ensure that it remains intact; and</p> <p>k) Remove encroaching vegetation or prune back overhanging vegetation.</p> <p>See Figure 4.6.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR</p>	<p>Immediate action required to preserve scarce open space. This level play area is already used for games and exercise. Park or P-Patch development is also needed in this area. See Comprehensive Plan p. F10 map.</p> <p>Urban Center</p>									
<p><b>QAP3 Transfer ownership of 4<sup>th</sup> and Ward Property to Seattle Parks, Fund a Master Plan, and Develop</b></p> <p>Intent: To ensure adequate parks and open space.</p>	<p>Property now in Executive Services. Property now used as a park. Could be a park and p-patch combined or other family place.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR</p>	<p>Immediate action required to preserve scarce open space. This level play area is already used for games and exercise. Park or P-Patch development is also needed in this area. See Comprehensive Plan p. F10 map.</p> <p>Urban Center</p>									
<p><b>QAP4 Transfer Ownership of the Dexter Pit Property to Seattle Parks, Fund a Master Plan, and Develop.</b></p> <p>Intent: To ensure adequate parks and open space.</p>	<p>Dexter Pit is in City ownership. Surrounded by multifamily housing and elderly, a great opportunity to create exercise area and p-patch plot and paths for walking with pool/habitat at bottom.</p> <p>Action to acquire as diverse and developable and very near elderly.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR</p>	<p>Immediate action required to preserve scarce open space. Comprehensive Plan identified east Queen Anne as one lacking neighborhood park (useable) space (p. F10).</p>									



<p><b>QAP6 Fund and Prepare Master Plan for 5th and Blaine Parks; Develop According to Plan</b> Intent: To ensure adequate parks and open space</p>	<p>This is already Park's property. Fund a master plan to guide development of the park and fund Phase I of the Master Plan.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR DON</p>	<p>Neighborhood group effort under way now. Seize the moment. Queen Anne Hill.</p>		
<p><b>QAP6 Develop Open Space at CSO Outfall at Mercer/Elliott, Near 6th Ave W. at Mercer</b> Intent: Use historic opportunity presented by CSO project to ensure access and associated park.</p>	<p>Create accessible park, stair, viewing areas on ROW to replace stair access to Elliott from upper Mercer Street.  This could be constructed in conjunction with the crossing of Elliott Ave. and BNSF RR as proposed in QAT44 and described as an alternative to the W. Thomas Street crossing in the "Elliott Bay Access" Specific Plan.  As previous stairs are demolished, replace with useable open space to take advantage of views and access on this redeveloping site. A vertical circulation corridor is needed. Bly Krake Park is a desirable model for this site.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>King County/Metro City of Seattle</p>	<p>Immediate action. Design is under way. SEPA has already been completed on CSO project, however, so park as environmental (SEPA) mitigation may not be an option. Urban Center.</p>		
<p><b>QAP7 Lighting for Historic Queen Anne Boulevard</b> Intent: Improve safety along the Boulevard.  Park of the "Crown of Queen Anne" Specific Plan. See Figure 4.6.</p>	<p>Add lighting to segments of the Blvd. presently with unsafe lighting levels for pedestrian use and jogging. Keep lighting consistent with design character established on the Wilcox Wall to enhance identity and recognition of the Blvd.  Wilcox Wall lighting is period sensitive and pedestrian scale and would provide safe access while not reducing views and visibility.  This action is consistent with QAP2 which provides for the upgrading of the Boulevard to meet present and future demands.</p>	<p>High Priority</p>	<p>Mid</p>	<p>City of Seattle, DOPAR</p>	<p>Several sections of the Boulevard are unsafe due to irregular paving, tree roots, lack of sidewalk, etc. These areas are heavily used for jogging and walking at dusk and at night.  Action in conjunction with QAP2 overall upgrade of Boulevard.</p>		



Hill.	Regional linkage for greater population is very important to Seattle as a recreational city.	There are many high-volume trail crossing solutions throughout King County to use as examples.	North Queen Anne	City of Seattle, SEATRAN	Short-Term	High Priority	Ship Canal Trail continuation is currently funded. This action recommends that the trail be completed to provide both bicycle travel (consistent with QAT50, QAT56, and QAT57) and pedestrians.	QAD8 Complete Development of Ship Canal Trail Intent: Provide regional trail linkage for non-motorized uses. Consistent with Traffic & Transportation recommendations in this plan (QAT50, QAT56, and QAT57) and consistent with the "Queen Anne Bicycle Beltway" Specific Plan. See Figure 4.4. See <i>Comprehensive Plan p. F17</i> , Regional Linkage System.
				City of Seattle, SEATRAN	Short-Term	High Priority	Ship Canal Trail continuation is currently funded. This action recommends that the trail be completed to provide both bicycle travel (consistent with QAT50, QAT56, and QAT57) and pedestrians. Aggressively sort through crossing issues with Foss and others to complete the regional trail to Fishermen's Terminal and Discovery Park.	QAD8 Complete Development of Ship Canal Trail Intent: Provide regional trail linkage for non-motorized uses. Consistent with Traffic & Transportation recommendations in this plan (QAT50, QAT56, and QAT57) and consistent with the "Queen Anne Bicycle Beltway" Specific Plan. See Figure 4.4. See <i>Comprehensive Plan p. F17</i> , Regional Linkage System.
	Regional linkage for greater population is very important to Seattle as a recreational city.		East Queen Anne.	City of Seattle, SEATRAN	Short-Term	High Priority	West Lake Trail continuation is currently funded. This action recommends that the trail be completed to provide both bicycle travel (consistent with QAT64) and pedestrians. See Figure 4.4. Aggressively sort through issues with adjacent property owners that will allow the completion of a regional trail along Lake Union. Trail should not be forced back to street to accommodate parking. Parking can accommodate park uses.	QAP9 Complete Development of West Lake Trail Project Intent: Provide regional trail linkage for non-motorized uses. See <i>Comprehensive Plan p. F17</i> , Regional Linkage System.
	This west park of the Urban Center is very poorly served by parks, especially useable parks space.	Although Myrtle Edwards and Elliott Bay Parks are adjacent to this areas, they are inaccessible from the neighborhood. These parks do		City of Seattle, DOPAR SEATRAN	Short-Term	High Priority	Develop a pedestrian access to Myrtle Edwards from the Urban Center. Crossing will be constructed to bridge Elliott Avenue W. and the BNSF RR tracks to access existing shoreline parks. Action will restore ability for Queen Anners, especially from the Urban Center to use shoreline and enjoy needed park amenities. Route will be constructed for bicycle and pedestrian uses. Preferred route is via alignment of W. Thomas Street because this	QAP10 Develop Pedestrian Bridge to Myrtle Edwards/Elliott Bay Park from Urban Center Intent: Combine new open space/linkages concurrent with the CSO project to ensure that the community is adequately served and that access to Myrtle Edwards and Elliott Bay is restored. Recommendation is similar to QAT45 which proposes a crossing of Elliott Avenue W. and BNSF RR tracks at W.

<p>Thomas Street. This is a component of the "Elliott Bay Access" and "Queen Anne Bicycle Beltway" Specific Plans. See Figures 4.5 and 4.4.</p> <p>An alternative alignment would start at the end of 6th Avenue W, which will be closer to the proposed CSO work, but less suitable as a crossing.</p>	<p>provides the closest proximity to the Urban Center and shortest route to Myrtle Edwards Park. This will help Queen Anne meet minimum distribution guidelines.</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle, SEATLAN WSDOT</p>	<p>not now help Queen Anne meet minimum distribution guidelines for park access as there is no way to now reach these parks within 1/2 mile. Urban Center.</p>			
<p><b>QAP11 Develop Pedestrian Crossing of Highway 99 at Galer</b></p> <p>Intent: To provide consistent access to regional recreational amenities and provide non-motorized linkages across SR99.</p> <p>Component of the Queen Anne "Bicycle Beltway" Specific Plan. See Figure 4.4.</p>	<p>Partial funding is in place for this project w/DOF. Make funding available to complete project.</p> <p>This is a major mid-hill crossing point to get from QA Hill to the regional trail system and Lake Union without using a car. The trail continues over the hill and down to W. Galer on the west side to link with the Interbay Trail. This action will fill a missing link.</p> <p>Action is similar to QAT63 but stresses the importance of recreational uses.</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle, SEATLAN WSDOT</p>	<p>Funding is in place but the existing planned facility does not meet ADA requirements. See <i>Comprehensive Plan</i> p. 67. Queen Anne Hill, East Queen Anne.</p>			
<p><b>QAP12 Design and Maintain for Wildlife</b></p> <p>Intent: Retain and enhance urban wildlife heritage.</p> <p><i>Comprehensive Plan FUNDAMENTAL RESPONSIBILITIES:</i> Strengthen our city's unique relationship with the natural environment (p. 5).</p>	<p>Design and maintain all park and open space landscapes to be friendly to wildlife. Employ all efforts to strengthen the connection between Queen Anne and the natural environment.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, DOPAR</p>	<p>Policy Recommendation. Seattle's close connection with the natural environment is one of its greatest attributes. Important to many Queen Anners in community meetings. All Areas.</p>			

<p><b>QAP13</b> Under Aurora Avenue as Part of the "Potlatch Trail" System Sponsored by the Seattle Transportation Department and Seattle Center</p> <p>Intent: Improve non-motorized linkages/facilities within the Mercer corridor.</p> <p><i>Comprehensive Plan F-17</i> Trail Plan shows this linkage.</p>	<p>pedestrian access route as part of the Potlatch Trail system.</p> <p>Crossing via a new tunnel at Roy Street at Aurora Avenue N. (SR99) has been identified as the best solution. Tunnel would include pedestrian and bicycle facilities. Work collaboratively to assure that new tunnel crossing is viable. Other crossing(s) alternatives may also be explored.</p> <p>This is consistent with QAT64 and QAT65 and is a component of the "Queen Anne Bicycle Beltway" and "Good Neighbor Seattle Center" Specific Plans. See Figures 4.4 and 4.7.</p>	<p>High Priority</p>			<p>City of Seattle, SEATLAN Seattle Center</p>	<p>opportunity to combine efforts with other agencies to develop and enhance pedestrian circulation. Aurora Ave. has been a stumbling block to bicycle/pedestrian circulation.</p> <p>Urban Center.</p>			
<p><b>QAP14</b> Maintain Stairways</p> <p>Intent: Adequately maintain the facilities that now exist within Queen Anne.</p>	<p>Develop regular maintenance program for stairways in the ROW. Include tree pruning and lighting for safety.</p> <p>Many people in QA use stairs. Most of these stairs are in ROW but are not maintained for safety.</p> <p>Similar to QAT72.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, SEATLAN</p>	<p>Assist adjacent homeowners to maintain vegetation along sides of stairways; clean-up stairways regularly.</p> <p>All Areas.</p>			
<p><b>QAP15</b> Prioritize the Removal of Encroachments on the Historic Boulevard and Queen Anne Parks</p> <p>Intent: Take action on the encroachment issue.</p>	<p>Prioritize the removal of encroachments on Queen Anne Boulevard and Queen Anne Parks. Implement the removal of encroachments in a timely manner.</p> <p>Consistent with QAP2 and a component of the "Crown of Queen Anne" Specific Plan. See Figure 4.6.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, DOPAR</p>	<p>Encroachment issue has been studied to death. The property belongs to the City and a strong approach to encroachment will be strongly supported.</p> <p>QANPC strong encourages removal of encroachments if property owners will not do it.</p> <p>Queen Anne</p>			

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





TRANSFORMATION Recommendations (Activity)	Activity	Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
<b>QAP27</b> Add a sign on Bigelow Avenue N. (QA Blvd.) to Bhy Kracke Park Intent: Develop this existing park resource.	Install sign to the top of Bhy Kracke Park from the Boulevard (Bigelow Avenue N.) for vertical circulation to lower QA. Provide landscaping, signage, or other design elements that reflect the importance of the Boulevard and trails as a major link in the City's comprehensive open space system (p. 21).	High Priority	Short Term		Seattle, DOPAR	existing resources according to the Comprehensive Plan. Queen Anne Hill			
<b>QAP28</b> Upgrade Facilities at East Howe Intent: Adequately maintain existing parks and recreation amenities.	Upgrade facilities at East Howe paint building, add slide back.	High Priority	Short Term		City of Seattle, DOPAR	Queen Anne Hill.			
<b>TRAFFIC &amp; TRANSPORTATION (CAT)</b>									
<b>TRANSPORTATION Recommendations (Activity)</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate (City)</b>	<b>IO</b>	<b>QANPC Comment</b>	<b>Executive Response (City)</b>	<b>Executive Recommended Action (City)</b>	<b>Council Action Taken (City)</b>
<b>QAT1</b> "Counterbalance" Concept - Circulator Bus Operations Intent: To link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile. Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.	Develop and implement "Counterbalance" concept to provide electrified circulator trolley bus operations in Urban Center (Uptown Queen Anne) and Upper Queen Anne; based on historic Counterbalance route. This will be a loop system with possible interconnection with Seattle Center circulator.	High Priority	Mid		Metro City of Seattle, SEATRAIN	"Counterbalance" concept as a special circulator trolley, based on the historic Queen Anne Counterbalance; to enhance mobility to the Urban Center by providing convenient access to top of hill. Urban Center, Queen Anne Hill.			
<b>QAT2</b> "Counterbalance" Concept - Establish Seven (7) Minute Headways Along Queen Anne Avenue. Intent: To link the Urban Center and Upper Queen Anne business districts;	Establish seven (7) minute headways along the Counterbalance route between Uptown Center (Uptown QA) and W. McGraw Street (Upper QA). "Counterbalance" trolley will supplement existing Metro trolley	High Priority	Mid		Metro City of Seattle, SEATRAIN	"Counterbalance" concept; to enhance mobility in the Urban Center and the Upper Queen Anne.			



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

<p><b>QA15 Parking - Residential Parking Zone Enforcement in Lower Queen Anne</b></p> <p>Intent: To reduce residential parking conflicts in the Urban Center.</p> <p>The Urban Center now has a RPZ which includes:</p> <ol style="list-style-type: none"> <li>1) 2-hour parking - daytime;</li> <li>2) Permit-only parking in evening;</li> <li>3) Within RPZ approximately 230 on-street spaces are available;</li> <li>4) Parking occupancy is greater than 100% which indicates significant violations;</li> <li>5) Permit cost is \$27 for 2-year permit w/a transferable free guest permit;</li> <li>6) Current estimate of permits issued/active is about 450.</li> </ol>	<p>City should enforce existing RPZs in the Urban Center.</p> <p>The RPZ is established in a neighborhood to discourage long-term parking by non-residents on residential streets. Establishment is based on determination that:</p> <ol style="list-style-type: none"> <li>a) A parking problem exists on at least 5 contiguous blocks;</li> <li>b) 75% or more of parking spaces are used;</li> <li>c) An identifiable parking generator exists;</li> <li>d) 60% of residents approve via petition;</li> <li>e) Expansion of an existing RPZ on contiguous blocks can be granted if 60% approval by residents is secured.</li> </ol>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, SPD</p>	<p>The existing RPZ serves its purpose but is not adequate to solve the problem. Long-term solution should provide increased availability of non-auto modes and paid parking within Uptown QA for visitors.</p> <p>Urban Center.</p>		
<p><b>QA16 Parking - Additional Neighborhood Parking at Seattle Center</b></p> <p>Intent: To reduce residential parking conflicts in the Urban Center.</p>	<p>Work with Seattle Center to provide additional neighborhood parking at a reasonable rate. If feasible, promote information of parking availability for residents.</p>	<p>Medium Priority</p>	<p>Short-Term</p>		<p>City of Seattle Seattle Center QA Plan Impl. Org. Uptown Action Team</p>	<p>Seattle Center may be used as a source of additional parking for residents of Lower Queen Anne.</p> <p>Urban Center.</p>		
<p><b>QA17 Parking - Signage for Seattle Center Event Parking</b></p> <p>Intent: To reduce residential parking conflicts in the Urban Center.</p> <p>Essential recommendation under the "Good Neighbor Seattle Center" Specific Plan. See Figure 4.7.</p>	<p>City should provide signage for parking associated with Seattle Center events to reduce parking conflicts within the adjacent neighborhood.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, SEATRAN Seattle Center</p>	<p>Support efforts of Seattle Center. Seattle Center is now updating the Seattle Center Master Plan which will include proposed transportation management solution and improvements.</p>		

<p><b>QAT8 Traffic - Close 4th Ave. N. n/o Queen Anne Drive</b></p> <p>Intent: To improve traffic operations along routes crossing 4th Avenue N. n/o Queen Anne Drive.</p> <p>Based on traffic count (pm peak) and general observation of the intersection of Queen Anne Drive at 4th Avenue N. the following circumstances were found:</p> <ol style="list-style-type: none"> <li>1) Congestion due to excess traffic volumes;</li> <li>2) Congestion was due to long turning movement and confusion;</li> <li>3) Although not a high accident location, the number of conflict points was high;</li> <li>4) Several extremely low volume turns caused the same delay as high volume turns;</li> <li>5) Sight distance and grade break inhibit the effectiveness of 4th Ave. N. intersection.</li> </ol>	<p>SEATLAN should close 4th Avenue N. to improve operations:</p> <ul style="list-style-type: none"> <li>• Close Queen Anne Drive/4th Ave. N. intersection north leg. This will eliminate a severe sight-distance/grade problem. This will require additional traffic control for diverted traffic;</li> <li>• Close Raye Street/4th Ave. N. intersection;</li> <li>• Extend curb on 4th Ave. N. across Raye which will shorten the time required to make turns.</li> </ul> <p>Could be part of a 2-phase project (See QAT9). Will seek input from neighbors.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATLAN</p>	<p>Urban Center.</p> <p>Improve traffic flow at congested intersection. Alternatives include improving intersection access to SR99 to eliminate weaving conflicts at interchange; improve traffic operations by moving weave to the west, close selected intersections to reduce conflict points and shorten turning maneuvers.</p> <p>Queen Anne Hill.</p>				
<p><b>QAT9 Traffic - Close Queen Anne Drive/ Ray e Street Intersection</b></p> <p>Intent: To improve traffic operations along routes crossing 4th Avenue N. n/o Queen Anne Drive.</p>	<p>SEATLAN should close to improve operations. See QAT8 above for description.</p> <p>Could be part of a 2-phase project (See QAT8). Will seek input from neighbors.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATLAN</p>	<p>Improve traffic flow at congested intersection.</p> <p>Queen Anne Hill.</p>				
<p><b>QAT10 Traffic - Car Cooperative</b></p> <p>Intent: Lessen overall impacts of parking and need for SOV.</p>	<p>Establish car cooperative to share vehicle(s) and reduce necessary cost, neighborhood traffic, and parking impact.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>Public/Private Partnership King County SEATLAN</p>	<p>King County is initiating a pilot program in which Queen Anne could participate.</p> <p>All Areas.</p>				



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

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

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



<p>intent. To improve operations on this route especially with Immunex project.</p>		High Priority	Long		City of Seattle, SEATRAN	<p>and West Queen Anne</p> <p>As development plans proceed, should be part of potential development mitigation.</p> <p>All Areas.</p>		
<p><b>QAT24 Transportation Management Association</b> Intent: Additional means to reduce SOV travel.</p>	<p>Fund the establishment and ongoing operation of a TMA for Queen Anne.</p>	High Priority	Long		City of Seattle, SEATRAN	<p>Field observations found that the radius on the northeast corner is too short for existing transit vehicles turning to Queen Anne Avenue from Roy Street. Corner also inhibits auto movements.</p> <p>Urban Center</p>		
<p><b>QAT25 Improve Intersection of Queen Anne Ave. at Roy Street</b> Intent: To improve operations and improve safety at this important intersection. Essential action under "Uptown Center" Specific Plan. See Figure 4.2.</p>	<p>City should evaluate improvements to this important intersection:</p> <ul style="list-style-type: none"> <li>• Increase radius of NE corner of intersection to improve turn moves, esp. for transit;</li> <li>• Provide phasing and improvements for a "scatter" pedestrian crossing at this intersection.</li> </ul> <p>Consistent with QAT68 (pedestrian action).</p>	High Priority	Short-Term		City of Seattle, SEATRAN	<p>City's ongoing process should continue.</p> <p>All Areas.</p>		
<p><b>QAT26 Neighborhood Traffic Control - Traffic Circles</b> Intent: To reduce neighborhood traffic speeds.</p>	<p>Neighborhood Action, City should continue to identify and construct neighborhood traffic circles to reduce speeds on local facilities and improve safety; unify multiple funding sources.</p>	High Priority	Short-Term		City of Seattle, SEATRAN	<p>To enhance the entry to Upper Queen Anne and shift Galer Street pedestrian crosswalk away from Galer Gardens garage entrance. Also, possible public art site would be made available.</p> <p>Upper Queen Anne.</p>		
<p><b>QAT27 Improvements to Intersection of Queen Ave N. at W. Galer - Pedestrian Crossing</b> Intent: To improve safety and design of this important intersection. QANPC strongly favors relocating existing crossing of W. Galer Street to a safer location.</p>	<p>Move the existing crosswalk across Galer Street at the intersection of W. Galer Street at Queen Anne Avenue N. so that it aligns with the new Galer Gardens building and does not conflict with the Galer Gardens garage/driveway.</p>	High Priority	Short-Term		City of Seattle, SEATRAN			



<p><b>QA128 Install Textured Concrete Crossings on Queen Anne Avenue N. at Intersections Between W. Galer Street and W. McGraw Street.</b> Intent: To enhance the pedestrian environment in Upper Queen Anne, to calm traffic, and improve safety.</p>	<p>Install textured concrete crosswalks (or other appropriate decorative treatments) on Queen Anne Avenue at each intersection between and including W. Galer Street and W. McGraw Street. This would be in conformance with SEATRAN guidelines as published in <i>Making Streets That Work</i>.</p>	High Priority	Short-Term	City of Seattle, SEATRAN	Safety for pedestrian traffic in Upper QA and to provide a more conducive pedestrian environment. Upper Queen Anne.			
<p><b>QA129 Sidewalk/Roadway Lighting</b> Intent: To make walking in Queen Anne a safe and comfortable experience to encourage non-motorized mobility.</p>	<p>Make certain all Queen Anne arterials have adequate sidewalk/roadway lighting for pedestrian comfort and safety. Field observations have shown that lighting on many QA arterials is inadequate to promote comfortable and safe walking.</p>	High Priority	Mid	City of Seattle, SEATRAN Public Utilities	Roadways need to be appropriately lit for pedestrians to encourage walking instead of driving and for safety. All Areas.			
<p><b>QA130 Bicycle Route Designation - Nob Hill from Newton Street to Garfield Street</b> Intent: Provide a safe and enjoyable bike route across Queen Anne Hill and to the business district.</p>	<p>Designate a bike route over Queen Anne Hill to access the business district.</p>	Low Priority	Short-Term	City of Seattle, SEATRAN	Component of bike route alignment in Upper QA. Upper Queen Anne.			
<p><b>QA131 Bicycle Route Designation - Garfield Street from Nob Hill to Second Ave.</b> Intent: Provide a safe and enjoyable bike route across Queen Anne Hill and to the business district.</p>	<p>Designate a bike route over Queen Anne Hill to access the business district.</p>	Low Priority	Short-Term	City of Seattle, SEATRAN	Component of bike route alignment in Upper QA. Upper Queen Anne.			
<p><b>QA132 Bicycle Route Designation - 2<sup>nd</sup> Ave. N. from Garfield Street to Blaine Street</b> Intent: Provide a safe and enjoyable bike route across Queen Anne Hill and to the business district.</p>	<p>Designate a bike route over Queen Anne Hill to access the business district.</p>	Low Priority	Short-Term	City of Seattle, SEATRAN	Component of bike route alignment in Upper QA. Upper Queen Anne.			



<p><b>QAT33 Transit Circulator East-West Sides of Seattle Center - Extend Counterbalance Circulator Trolley Concept to Provide Connections to Seattle Center</b></p> <p>Intent: Reduce traffic congestion associated with Seattle Center bound auto traffic.</p> <p>Essential component of Good "Neighbor Seattle Center" Specific Plan. See Figure 4.7.</p>	<p>In order to provide the maximum integration of community and Center transportation options, this action would extend the proposed Counterbalance concept to include circulation through or around Seattle Center so that visitors could access parking facilities around the Center with access to the Counterbalance throughout Queen Anne and to various shopping districts, etc. This extension may be made by extending the proposed Counterbalance trolley system or by implementing a Center-specific shuttle which would integrate schedules and overall "look" with the Counterbalance. The intent of this action is to reduce the need for visitors to drive into Uptown Queen Anne while continuing to offer them convenient access.</p>	<p>Medium Priority</p>	<p>Mid</p>	<p>Seattle Center Metro</p>	<p>Connect parking areas to attractions to avoid circulating traffic. Urban Center.</p>	
<p><b>QAT34 High Capacity Transit (Sound Transit (RTA) and Monorail)</b></p> <p>Intent: To serve designated Urban Center with high-capacity transit, as directed by the Countywide Planning Policies (CPPs) and as envisioned in PSRC's Vision 2020.</p>	<p>The Urban Center is to be served by high-capacity public transportation services according to the CPPs and Vision 2020. This recommendation expresses the QANPC's strong interest in having the proposed Uptown Center Village as a node for high-capacity transit in the future. QANPC envisions the eventual development of a Sound Move Link/Light Rail station to serve</p>	<p>High Priority</p>	<p>Long</p>	<p>Sound Transit (RTA) City of Seattle Station Planning</p>	<p>Sound Move Link/Light Rail station at or near Uptown Center is essential to the long-term development of Uptown Center and the Uptown Queen Anne Urban Center.</p>	

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

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



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



<p>connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Consistent with QAP10.</p>			<p>stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. Urban Center</p>			
<p><b>QA T45 Myrtle-Edwards Trail to Elliott Ave. - W. Prospect Street - Extend Schedule of the Bridge at W. Prospect Street</b> Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Bridge is planned component of the Immunex project and will be open the public to provide access between Queen Anne and Elliott Bay shoreline. Access hours for this bridge should be extended to the maximum.</p>	<p>Medium Priority</p>	<p>Mid</p>	<p>City of Seattle, Immunex Corp. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.</p>			
<p><b>QA T46 Bike lanes on Elliott Ave. W. and 15th Avenue W.</b> Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle</p>	<p>When these arterials are widened incorporate bicycle lanes in each direction.</p>	<p>High Priority</p>	<p>Long</p>	<p>City of Seattle, SEATRAN Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.</p>			



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



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



<p>Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>						<p>projects propose connections to make commuting around QA realistic. West Queen Anne.</p>		
<p><b>QAT51 Bicycle Lanes on Dravus Street Bridge to 15<sup>th</sup> Avenue W.</b> Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Complete the regional bicycle network when and if the bridge is widened.</p>	<p>Low Priority</p>	<p>Long</p>		<p>City of Seattle, SEATRAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. West Queen Anne.</p>		
<p><b>QAT52 Maintain Ballard Bridge Bicycle/Pedestrian Facilities</b> Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne. This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Make certain that the existing 4 foot-wide bicycle/pedestrian facility on the Ballard Bridge are clear for these uses. Maintenance equipment has blocked these facilities in the past A means to provide access must be found while maintenance continues.</p>	<p>High Priority</p>	<p>Long</p>		<p>City of Seattle, SEATRAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make</p>		



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



<p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>					<p>stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>North Queen Anne.</p>		
<p><b>QAT56 WA Ship Canal Trail Connection - Improve access to Fremont Bridge</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>When the approaches to the Fremont Bridge are reconstructed incorporate bicycle facilities to access this important facility from the L. Washington Ship Canal Trail system.</p> <p>Existing Ship Canal Trail uses tunnel under existing bridge approach. Fremont Bridge approaches are slated for reconstruction for seismic reasons within the next few years. Complete the project according to that schedule.</p>	<p>Medium</p>	<p>Mid</p>	<p>City of Seattle, SEATLAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters.</p> <p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>North Queen Anne, Fremont Hub Urban Village</p>		
<p><b>QAT57 WA Ship Canal Trail Connection - to Westlake Trail</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of</p>	<p>Existing the Ship Canal Trail connect with the planned new Westlake Trail which will run near existing businesses and facilities along Lake Union. This must be a 2-way bicycle facility which will link the Fremont Bridge and Ship Canal to Westlake system.</p> <p>QANPC accepts this as an interim solution to provide bicycle</p>	<p>High Priority</p>	<p>Short Term</p>	<p>City of Seattle, SEATLAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters.</p> <p>Based on field observations, presentations, and discussions with bike</p>		



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



<p>Figure 4.4.</p> <p><b>QAT60 Westlake Ave. N. Between Fremont Bridge and Aloha - Bicycle Lanes on Westlake Avenue.</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Long-range project to incorporate bicycle lanes on Westlake Avenue when and if this roadway is widened.</p> <p>This is the long-term solution to bicycle commuting around this side of Queen Anne. The short-term solution is the use of Westlake Trail.</p>	<p>High Priority</p>	<p>Long</p>	<p>City of Seattle, SEATLAN</p>	<p>“Bicycle Beltway” component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>East Queen Anne.</p>	<p>projects propose connections to make commuting around QA realistic.</p> <p>North Queen Anne.</p>		<p><b>QAT61 Westlake Ave. N. Between Fremont Bridge and Aloha Street - Improve Halliday Steps Route</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Improve this link between Dexter Avenue N. and Westlake Avenue/Westlake Trail to provide access to and from Queen Anne Hill.</p> <p>The route is currently blocked by a landslide.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATLAN</p>	<p>“Bicycle Beltway” component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to</p>		
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<p><b>QAT62 Westlake Ave. N. Between Fremont Bridge and Aloha - Connect Galer Street Steps Across Aurora Avenue (SR99)</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>High Priority</p>	<p>Mid</p>	<p>Construct the planned Galer Street Bridge over Aurora to provide Bicycle and pedestrian access. This will provide a very important mid-hill link in the regional non-motorized system which is now blocked by SR99. This project has strong support within the Queen Anne community and the QANPC. Project is already partially funded but must have additional support to include ADA requirements. This site could also provide a potential location for a Monorail station.</p>	<p>City of Seattle, SEATRAIN</p>	<p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic.</p>	<p>East Queen Anne.</p>			
<p><b>QAT63 Westlake Ave. N. Between Fremont Bridge and Aloha - Potlatch Trail Crossing Aurora Ave. at Roy; Connect South Lake Union Park to Seattle Center</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>High Priority</p>	<p>Long</p>	<p>Develop the proposed "Potlatch Trail" system between South Lake Union (Westlake Trail) and Seattle Center. The trail will cross Aurora Avenue N. at Roy Street and continue on streets to Seattle Center. Make certain the bicycle facilities are provided for bicycle commuting.</p>	<p>City of Seattle, SEATRAIN Seattle Center</p>	<p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic.</p>	<p>East Queen Anne.</p>			



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



	City should evaluate this intersection for potential creation of a "Scramble" crossing where a phase in the signal(s) is provided for pedestrians only to cross in any direction. Consistent with QAT25 (increase radius of NE corner)	High Priority	Short-Term		City of Seattle, SEATRAN	This is a problem intersection that could be significantly improved with some changes to geometry and phasing.			
<p><b>QA160 Pedestrian Crossing Improvement at Queen Anne Ave/Roy Street Intersection</b></p> <p>Intent: To improve the operations and safety of the intersection for pedestrians.</p> <p>The is an essential strategy under the "Uptown Center" Specific Plan. See Figure 4.2.</p>	<p>City should evaluate this intersection for potential creation of a "Scramble" crossing where a phase in the signal(s) is provided for pedestrians only to cross in any direction.</p> <p>Consistent with QAT25 (increase radius of NE corner)</p>	High Priority	Short-Term		City of Seattle, SEATRAN	This is a problem intersection that could be significantly improved with some changes to geometry and phasing.			
<p><b>QA167 Mercer/Roy Corridor - Public Art Space at Queen Anne Ave/Roy Street - Counterbalance</b></p> <p>Intent: Improve aesthetics of intersection and provide a focus in this location on the "Counterbalance" Hill/Route</p>	<p>Create a public art space at the intersection of Queen Anne at Roy Street to create a sense of place in the center of Uptown Center and the Counterbalance.</p> <p>NE corner of Roy Street at Queen Anne Avenue may be the most suitable location.</p>	High Priority	Short-Term		City of Seattle, SEATRAN Chamber of Commerce Upper QA Merchants QACC	Field observation indicates that this important intersection needs to be improved concurrent with new development in the area. Improvements can work on several levels, including an operational level and an aesthetic level.	Upper Queen Anne.		
<p><b>QA169 Maintenance - Sidewalks</b></p> <p>Intent: Appropriately maintain existing facilities.</p>	<p>City should provide improved maintenance of sidewalks in all areas of Queen Anne.</p>	High Priority	Short-Term		City of Seattle				



<p><b>QAT70 Maintenance - Steps</b> Intent: Appropriately maintain existing facilities.</p>	<p>City should provide improved maintenance of steps in all areas of Queen Anne.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle</p>				
<p><b>QAT71 Maintenance - Lighting</b> Intent: Appropriately maintain existing facilities.</p>	<p>City should provide improved maintenance of street lighting in all areas of Queen Anne.</p>	<p>Medium</p>	<p>Mid</p>		<p>Seattle City Light, SEATRAN</p>				
<p><b>QAT72 Designate "Key Landscaped Street(s)" and Construct Identified Improvements in Designated Rights-of-Way</b> Intent: To identify the alignment of the "Key Landscaped Streets" in the Urban Center consistent with QACH11 and QALU3 for the establishment of the "Uptown Park Neighborhood" Specific Plan. To create a distinct series of streets in the Urban Center to promote residential development in this location.  The proposed alignment was selected because it provides the best opportunity to develop the Uptown Park Neighborhood concept and provide a series of Key Landscaped Streets essential to that concept. The winding street system will provide a unique urban landscape which will create a strong sense of place and a quality pedestrian environment without sacrificing vehicle access.</p>	<p>Designate the "Key Landscaped Street(s)" proposed for the Uptown Park Neighborhood Specific Plan to promote residential development in the Urban Center. Upon designation, construct desired improvements in public rights-of-way consistent with the Key Landscape Streets character/design plan. These may include curb bulbs at non-arterial crossings, crosswalks, mid-block crossings and associate vegetative/tree plantings (as specified in the proposed character/design plan).  Ensure that property owners support through character planning process (QACH11). The route for the Key Landscaped Street has been identified as follows and will be refined via the character plan:  The preliminary route is as follows; the Character/Design Plan (QACH11) will determine the final alignment:  Clockwise in a curricular direction - 1st Ave. W (W. Mercer to W. Thomas); W. Thomas Street (1st Ave. W to 2nd Ave. W.); 2nd Ave. W (W. Thomas to W. Harrison); W. Harrison Street (W. 2nd Ave. W. to 4th Ave. W.); 4th Ave. W. (W. Harrison to W. Republican); W. Republican (4th Ave. W. to 3rd</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, SEATRAN DON</p>	<p>This action will be implemented in conjunction with other proposed actions to create the Uptown Park Neighborhood. This is the transportation action component.  Offers a very unique way to create a new neighborhood in the Urban Center. The winding alignment was chosen specifically to produce a park-way feel for this series of street segments. While the actual area of the Uptown Park Neighborhood will be small, it winds its way through the Urban Center in such a way as to have a maximum positive effect</p>			

BUSINESS DISTRICTS Recommendations (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
<p><b>QAT73 Traffic Calming - Stripe Narrow Lanes, Curb Revisions, All-Way Stop Control</b> Intent: To promote livability in Queen Anne.</p>	<p>Ave. W.); 5th Ave. W. (W. Republican to W. Roy); W. Roy Street (3rd Ave. W. to 4th Ave. W.); 4th Ave. W. (W. Roy to W. Mercer). City should install traffic calming strategies and improvements where appropriate.</p>	High Priority	Short-Term		City of Seattle, SEATRAIN QACC	All Areas.			
<b>SS DISTRICTS (QAB)</b>									
<p><b>QAB1 Improved Metro Service - Queen Anne to/from Capitol Hill</b> Intent: To alleviate traffic and parking congestion in Urban Center and to attract more visitors to business district.</p>	<p>Improve transit service/ connection to and from Capitol Hill and Uptown Center Village.</p>	Medium Priority	Mid		Metro	<p>Survey(s) found highest use of Queen Anne businesses by out of neighborhood people from Capitol Hill. Service could interconnect with proposed Counterbalance. Urban Center.</p>			
<p><b>QAB2 Improved Metro Service - Queen Anne to/from Ballard</b> Intent: To alleviate traffic and parking congestion in Urban Center and to attract more visitors to business district.</p>	<p>Improve transit service/ connection to and from Ballard and Uptown Center.</p>	Medium Priority	Mid		Metro	<p>Survey(s) found second highest use of Queen Anne businesses by out of neighborhood people from Ballard Urban Center.</p>			
<p><b>QAB3 Improved Metro Service - Queen Anne to/from Fremont</b> Intent: To alleviate traffic and parking congestion in</p>	<p>Improve transit service/ connection to and from Fremont</p>	Medium Priority	Mid		Metro	<p>Survey(s) found third highest use of Queen Anne businesses by out of neighborhood</p>			



more visitors to business district.							Urban Center			
<b>QAB4 Develop Employer Ride Share Programs</b> Intent: To reduce dependency on SOV and reduce congestion in Queen Anne overall.	Build coalition of Queen Anne employers such as Larry's, Safeway, and SeaFirst to develop a joint ride-share program for their employees.	Medium	Short-Term			Chamber Upper Queen Anne Merchants Assoc. Metro	All Areas.			
<b>QAB5 Explore Potential for Cooperative Grocery Store Delivery Service</b> Intent: To alleviate traffic and parking congestion in the Urban Center.	Conduct market analysis for cooperative grocery delivery service for major area grocery stores; implement if feasible.	Medium Priority	Short-Term			Chamber Upper Queen Anne Merchants Assoc.	Based on information from the neighborhood survey. Larry's Thriftway Safeway; requires market analysis.			
<b>QAB6 Conduct Business Feasibility Study - Pharmacy/Drugstore</b> Intent: To meet the needs of the neighborhood and to foster economic growth.	Prepare a business feasibility study to determine whether the market exists for a pharmacy/drugstore in Upper Queen Anne	Medium Priority	Mid			Chamber Upper Queen Anne Merchants Assoc.	All Areas. Drugstore noted as desirable by neighborhood, but last drugstore closed recently. Safeway also has pharmacy. HMO issues. Upper Queen Anne.			
<b>QAB7 Conduct Business Feasibility Study - Copy Center in Upper Queen Anne</b> Intent: To meet the needs of the neighborhood and to foster economic growth.	Prepare a business feasibility study to determine whether the market exists for a copy center in Upper Queen Anne. This would be a production-oriented copy center like Alphagraphics or Kinkos.	Medium Priority	Short-Term			Chamber Upper Queen Anne Merchants Assoc.	Copy center could support growing home business base. Upper Queen Anne.			
<b>QAB8 Traffic Control at Queen Anne Ave. N. at Boston Street During Peak Traffic Periods - Identify</b>	Identify appropriate solution to traffic control at the signalized intersection of Queen Anne Ave. at Boston Street; make changes to	Medium Priority	Mid			City of Seattle, SEATRAIN	Debate should eventually identify a best solution.			



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



## 5.2 Queen Anne Plan Planning Recommendations Essential Strategies Matrix

(June 1998)

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

Robert Foxworthy, AICP

Planning Recommendation (Activity)	Description of Activity	Comm. Priority	Time Frame	Cost Estimate (City)	IO	QANPC Comment	Executive Response (City)	Executive Recommended Action (City)	Council Action Taken (City)
Planning recommendations are individual actions which the Queen Anne Neighborhood Planning Committee (QANPC) has recommended to implementation. Some of these actions are considered "essential" to Queen Anne Plan "Specific Plans" or Key Integrated Strategies.	Additional detail about the recommendation.	Priority assigned to the recommendation by QANPC	Short-Term (Three Budget Cycles or 6 yrs) Mid-Term (7-10 yr) Long-Term (10-20+ yr)	City of Seattle estimate of the cost of implementing the action	Implementing Organization	Comments and/or notes about the recommendation by the QANPC.	This column is for City response.	This column is for City response.	This column is for City response.
<b>4.1 UPTOWN PARK NEIGHBORHOOD</b>									
<b>QA4 Housing - Allow Single-Purpose Multifamily Residential Development in Portions of the Urban Center</b>	Allow single-purpose multifamily development (w/o ground-floor commercial uses) in those sections of Lower Queen Anne where there is little potential for retail - for example, an area along 3rd Ave. W. and 4th Avenue W. between Denny Way and Mercer Street	High Priority	Short-Term	None	City of Seattle, DCLU QA Plan Impl. Org. Uptown Action Team Housing Advocacy Group	To help establish a viable residential neighborhood in the Urban Center in identified areas where retail is not as important. Area has been identified.			
Intent: To help establish a viable residential neighborhood in the Urban Center in									



<p>designated areas (see the Uptown Park Neighborhood Specific Plan) and promote a wider range of housing options. To create a urban neighborhood with character different than the surrounding mixed-use areas and to vary the texture of the Urban Center.</p>		<p>High Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>City of Seattle, DCLU</p>	<p>This action is consistent with other proposals which support the "Uptown Park Neighborhood" concept (QACH11, QALU3, and QAT72) Urban Center.</p>		
<p><b>QALU3 Single Purpose Residential Overlay Designation in Portions of Urban Center</b></p> <p>Intent: To provide the land use component for the establishment of a Single-Purpose Residential neighborhood in the NC3 zone in the Urban Center (Uptown Queen Anne). Provides for an Overlay for the proposed "Uptown Park Neighborhood" Specific Plan. See Figure 4.1.</p>	<p>Would designate an area in which a change in the Land Use Code, consistent with the neighborhood planning process and conditions uses in the NC3 zone, would occur in Uptown Queen Anne to allow for Single-Purpose Residential development at the discretion of the developer in existing NC3 zones. Ground-level floors would be required to meet existing height regulations for commercial development regardless of whether the ground floor is used for residential purposes.</p> <p>Recommendation proposes the establishment of an</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>None</p>	<p>City of Seattle, DCLU</p>	<p>QALU3 is integral to the creation of a Specific Plan in Uptown QA and is proposed in conjunction with QACH11 (Key Landscaped Streets), QAH4, and QAT72. This action will define the area which will provide the option for Single-</p>		



<p><b>QACH11 Key Landscaped Street(s) Creation in "Uptown Park Neighborhood" Specific Plan - ROW Improvements/ Streetscape Plan and Implementation Consistent with Proposed Overlay (Related Land Use Action)</b></p> <p>Intent: Provide a design focus and incentive to develop a Single-Purpose Residential neighborhood in Uptown QA. This action works in conjunction with proposed HOV Land Use, and Transportation actions.</p>	<p>Overlay which conditions development according to the above description. The area is in Uptown Queen Anne and will be known as the "Uptown Park Neighborhood."</p> <p>The Uptown Park Neighborhood Specific Plan illustrates location and areas affected. Specific streets are listed in QAT72.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>New Character Support Group or QA Plan Impl. Org.</p> <p>Uptown Action Team</p> <p>City of Seattle, SPO, DCLU, DON</p> <p>Design Plan via DON grant (Matching Fund, etc.)</p>	<p>Purpose: Residential development in the predominantly mixed-use Urban Center.</p>			
<p>Recommendation proposes the planning and implementation of a "Key Landscape Street" alignment which will coincide with residential development in Uptown Queen Anne and would include such features as:</p> <ul style="list-style-type: none"> <li>• Designation of final alignment;</li> <li>• Delineation with distinctive design features such as decorative pavers, pebble concrete, etc.);</li> <li>• Special and extensive plantings in City ROW;</li> <li>• Benches (e.g., with table/chair designs);</li> <li>• Renaming of Key Landscaped Street route street segments consistent character of</li> </ul>					<p>This is a concept that works with housing, land use, and transportation to create a new multifamily neighborhood in Uptown QA.</p> <p>Project-specific design plan will be undertaken immediately followed by regulatory component and City-sponsored implementation.</p>				



<p>Action works in conjunction with Housing (QAH4), Land Use (QALU3), and Transportation (QAT72) to implement the "Uptown Park Neighborhood" concept. See Figure 4.1.</p>	<p>streets;</p> <ul style="list-style-type: none"> <li>High-quality and consistent streetscaping/landscaping.</li> </ul> <p>The Key Landscaped Streets alignment has been identified, but may require refinement during the design phase.</p> <p>The concept will be designed by a design professional in conjunction with stakeholders. Improvements will be made by the City of Seattle and as a condition of development approval (action works in tandem with Single-Purpose Residential recommendation.</p> <p>Action proposes a) Character/Design Plan for Key Landscaped Streets; and b) Implementation of Plan in conjunction with QAT72.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATRAN DON</p>	<p>s. Design Plan can be funded via DON grant/Matching Fund or other appropriate funding. Improvements will require more substantial funding source. Urban Center.</p>			
<p><b>QAT72 Designate "Key Landscaped Street(s)" and Construct Identified Improvements in Designated Rights-</b></p>	<p>Designate the "Key Landscaped Street(s)" proposed for the Uptown Park Neighborhood Specific Plan to promote residential development in the Urban Center. Upon designation,</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATRAN DON</p>	<p>This action will be implemented in conjunction with other proposed</p>			





<p><b>of-Way</b></p> <p>Intent: To identify the alignment of the "Key Landscaped Streets" in the Urban Center consistent with QACH11 and QALU3 for the establishment of the "Uptown Park Neighborhood" Specific Plan. To create a distinct series of streets in the Urban Center to promote residential development in this location.</p> <p>The proposed alignment was selected because it provides the best opportunity to develop the Uptown Park Neighborhood concept and provide a series of Key Landscaped Streets essential to that concept. The winding street system will provide a unique urban landscape which will create a strong sense of place and a quality pedestrian environment without sacrificing vehicle access.</p>	<p>construct desired improvements in public rights-of-way consistent with the Key Landscape Streets character/design plan. These may include curb bulbs at non-arterial crossings, crosswalks, mid-block crossings and associate vegetative/tree plantings (as specified in the proposed character/design plan).</p> <p>Ensure that property owners support through character planning process (QACH11). The route for the Key Landscaped Street has been identified as follows and will be refined via the character plan:</p> <p>The preliminary route is as follows; the Character/Design Plan (QACH11) will determine the final alignment:</p> <p>Clockwise in a curricular direction - 1st Ave. W (W. Mercer to W. Thomas); W. Thomas Street (1st Ave. W to 2nd Ave. W.); 2nd Ave. W.(W. Thomas to W. Harrison); W. Harrison Street (W. 2nd Ave. W. to 4th Ave. W.); 4th Ave. W. (W. Harrison to W. Republican); W. Republican</p>		<p>actions to create the Uptown Park Neighborhood. This is the transportation action component.</p> <p>Offers a very unique way to create a new neighborhood in the Urban Center. The winding alignment was chosen specifically to produce a park-way feel for this series of street segments. While the actual area of the Uptown Park Neighborhood will be small, it winds its way through the Urban Center in such a way as to have a maximum</p>		
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	<p>(4th Ave. W. to 3rd Ave. W.); 3rd Ave. W. (W. Republican to W. Roy); W. Roy Street (3rd Ave. W. to 4th Ave. W.); 4th Ave. W. (W. Roy to W. Mercer).</p>				<p>positive effect on this area. The winding alignment is essential.</p>			
<p><b>QAP1 Acquire Site for Neighborhood Park in the Urban Center for the Use of Residents in the Area; Develop Master Plan; and Construct Park</b></p> <p>Intent: Provide adequate neighborhood park space for residents of Uptown Queen Anne. This area is rapidly expanding in multifamily households and targeted to receive much more growth. Distribution Guidelines enumerated in the <i>Comprehensive Plan</i> specify one park within 1/2-mile of households in areas with 100-200 children or several preschool/daycare centers (p. 11). An area providing local, controllable play for children and their parents is badly needed</p>	<p>Fund a master plan with activities such as a play area for children, sitting/viewing for adults, a picnic shelter for small group use, an open area for casual interaction. Park is envisioned as an extension of the Key Landscaped Street concept and would be open at all times and not fenced.</p> <p>Possible locations are shown in the Uptown Park Neighborhood Specific Plan map (Figure 4.1). Other locations may also be appropriate.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR QA Plan Impl. Org. Uptown Action Team QAOC</p>	<p>Urban Center This proposal is part of the Uptown Park Neighborhood Specific Plan and would be located adjacent to one of the Key Landscaped Streets (see Figure 4.1). Also, this could also be located near the proposed Uptown Neighborhood Center facility. Another possible site has been identified at 308 Queen Anne Ave. N. &amp; adjacent properties.</p>			

4.2 UPTOWN CENTER									
in this area. Elderly will also frequent park.									
<p><b>QA CH10</b> Change official title of Seattle Center Urban Center to "Uptown Urban Center"</p> <p>Intent: To provide a distinctive and dignified title to the Urban Center area which reflects the area's history but which also maintains the long-standing connection of this area to Queen Anne. Title also replaces title "Lower Queen Anne" which is felt to be a less dignified.</p>	<p>Recommendation is to change the official title of the Seattle Center Urban Center to the "Uptown Urban Center" consistent with the wishes of QANPC stakeholders.</p> <p>Two of the proposed Queen Anne Plan Specific Plans use the "Uptown." These include the Uptown Park Neighborhood Specific Plan and Uptown Center. Both of these areas lie within Uptown Queen Anne.</p> <p>Additional outreach/validation with the local business community and other stakeholders will ensure the new name has popular support.</p>	High Priority	Short-Term	None	City of Seattle, SPO	<p>Urban Center.</p> <p>One of the most popular recommendations to come out of the planning process.</p> <p>"Uptown Queen Anne" - this area has been referred to as "Uptown" for many years. The QANPC Urban Center Committee unanimously forwarded this recommendation.</p> <p>Urban Center.</p>			
<p><b>QA H1</b> Uptown Queen Anne Neighborhood Center Development</p> <p>Intent: To provide a</p>	<p>Fund the acquisition, planning, and development of a neighborhood center (facility) in the Urban Center that would act as a gathering place and communication center,</p>	High Priority	Mid		QA Plan Impl. Org. Uptown Action Team	<p>Neighborhood facility should be located in "Uptown Center" Specific Plan</p>			



<p>desired multi-purpose neighborhood community center in Uptown Queen Anne; provide a focus and incentive for mixed-use and residential development in the "Uptown Center" Specific Plan area. See Figure 4.2.</p> <p>This project is considered one of the essential projects of the proposed "Uptown Center" village Specific Plan in the heart of Uptown QA.</p>	<p>providing needed services and activities. The facility would include:</p> <ul style="list-style-type: none"> <li>• Space for community organizations to meet, store materials, and have office space;</li> <li>• Space for a group such as the QA Helpline to provide health/human services &amp; referrals;</li> <li>• Community bulletin board;</li> <li>• Center for transit and housing information;</li> <li>• community info Computer/library center with computers for general use and for library catalog access, and delivery &amp; return of books;</li> <li>• Space for programming for senior activities, aerobics/dance and various classes;</li> <li>• Fitness room with restroom and shower facilities;</li> <li>• Rooms for informal meetings/reading and for games (cards, ping pong, etc.) with an espresso stand nearby</li> <li>• May include neighborhood service center, if sought by the City of Seattle</li> </ul>	<p>QACC City of Seattle, DON Other Interested Organizations</p>	<p>area near the intersections of Queen Anne Avenue at Mercer and/or Roy Streets. The most desirable location is the Safeway site; a second possible site is the existing City Light property on Roy e/o 2<sup>nd</sup> Ave. N.</p> <p>The Uptown Neighborhood Center facility concept was one of the most often-voiced proposals from Urban Center stakeholders and others at planning events. Area has been extensively surveyed for</p>		
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<p><b>QACH8 Prepare a Queen Anne Community Character Improvements Plan</b></p> <p>Intent: To provide a list of specific improvements that will enhance the character of the Queen Anne community and its subareas.</p> <p>Plan(s) would apply to the six areas/projects described and would not pertain to the proposed Uptown Park Neighborhood Specific Plan which has its own recommendation.</p> <p>Work on the Plan could begin soon and be completed in conjunction with the</p>	<p>Possible co-locate the neighborhood center facility with other uses (e.g., housing, parking, daycare, etc.) to enhance land use and provide additional revenue.</p> <p>Prepare a Community Character Improvements Plan to identify specific improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements require funding and are generally located within public property and ROWs. After prioritization, this list would be forwarded to the City for incorporation in an itemized work program. Project would require additional funding and/or assistance. Project would prepare Character/design/improvement plans for the following areas:</p> <ul style="list-style-type: none"> <li>a) Uptown Center</li> <li>b) Historic Queen Anne Blvd.</li> <li>c) Counterbalance Hill - Streetscape &amp; Public Art Site</li> </ul>	<p>High Priority</p>	<p>Short-Term</p>			<p>potential sites. Proposal responds to requests during both Phase I and Phase II.</p> <p>Urban Center.</p>			
					<p>New QA Character Support Group or QA Plan Impl. Org. QACC Chamber via Matching Fund (DON)</p>	<p>The areas/project s listed were identified as those which would benefit from the Character Improvement s Plan. Plan would build on QA Plan effort and other planning projects such as Picture Queen Anne. Plan(s) would initially focus on the first 3 areas and would be based on research and discussions with stakeholders</p>			



<p>Guidelines (QACH9) and the Key Landscaped Streets proposal (QACH11). Consistent with QAP26</p>	<p>These areas are all proposed as "Specific Plans" under the QA Plan. Other potential areas/projects include: d) Bicycle Beltway e) Public staircases f) Street tree plantings throughout Queen Anne</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>QA Plan Impl. Org. or Character Support Group QACC Uptown Action Team via Matching Fund (DON)</p>	<p>Guidelines are envisioned as more specific than City's, citing actual existing conditions within the neighborhood, and material and design preferences. May extend to new uses. This recommendation recognizes that 12 distinct subareas were identified during the QA Plan</p>			
<p><b>QACH9 Prepare Queen Anne Neighborhood Design Guidelines to Supplement the City's Design Review for Multifamily and Commercial Properties</b>  Intent: To provide additional official guidance to property owners and other developing multifamily and commercial projects to maintain the special character of Queen Anne's distinct subareas.</p>	<p>Prepare guidelines that broaden the scope of the City's Design Guidelines. The City's Guidelines generally pertain to privately-owned property in multifamily and commercial zones and do not cover signage. The Queen Anne Design Guidelines may include guidance on signage, adjacent public ROWs, and cover zones outside of multifamily and commercial zones [Historic] Boulevard. They may also establish new districts - Uptown Center (w/special review), Uptown Park Neighborhood, and W. Roy Street Conservation District. For example, Land Use action QALU12 references the need for guidelines for Low-Rise developments.  Work on the Guidelines</p>								



<p><b>QAT34 High Capacity Transit (Sound Transit (RTA) and Monorail)</b></p> <p>Intent: To serve designated Urban Center with high-capacity transit, as directed by the Countywide Planning Policies (CPPs) and as envisioned in PSRC's <i>Vision 2020</i>.</p> <p>Essential strategy under the "Uptown Center" Specific Plan. See Figure 4.2.</p>	<p>could begin soon and be completed in conjunction with the proposed Character Improvements Plan(s) (QAC18) and the Key Landscaped Streets proposal (QAC11).</p>	<p>High Priority</p>	<p>High</p>			<p>Sound Transit (RTA) City of Seattle Station Planning</p>	<p>Sound Move Link/Light Rail station at or near Uptown Center is essential to the long-term development of Uptown Center and the Uptown Queen Anne Urban Center.</p>												
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<p>This would be a multimodal facility with Counterbalance and Metro service.</p>	<p>QANPC reviewed and supported the alternative routing of the light rail system to Queen Anne and would support a secondary line to access Uptown Center Village and Seattle Center.</p>								
4.3 COUNTERBALANCE									
<p><b>QAT1</b> "Counterbalance" Concept - Circulator Bus Operations  Intent: To link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile.  Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.</p>	<p>Develop and implement "Counterbalance" concept to provide electrified circulator trolley bus operations in Urban Center (Uptown Queen Anne Urban Center) and Upper Queen Anne; based on historic Counterbalance route.  This will be a loop system with possible interconnection with Seattle Center circulator.</p>	<p>High Priority</p>	<p>Mid</p>		<p>Metro City of Seattle, SEATLAN</p>	<p>"Counter-balance" concept as a special circulator trolley, based on the historic Queen Anne Counterbalance; to enhance mobility to the Urban Center by providing convenient access to top of hill.  Urban Center, Queen Anne Hill.</p>			
<p><b>QAT2</b> "Counterbalance" Concept - Establish Seven (7) Minute Headways Along</p>	<p>Establish seven (7) minute headways along the Counterbalance route between Uptown Center (Uptown OA) and W.</p>	<p>High Priority</p>	<p>Mid</p>		<p>Metro City of Seattle, SEATLAN</p>	<p>"Counter-balance" concept; to enhance mobility in</p>			



<p><b>Queen Anne Avenue.</b></p> <p>Intent: To link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile</p> <p>Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.</p>	<p>McGraw Street (Upper QA).</p> <p>"Counterbalance" trolley will supplement existing Metro trolley bus service along Queen Anne Avenue between Uptown Center and W. McGraw Street to achieve 7 minute headway; will be dedicated circulator in other parts of the route through Urban Center and Upper QA and headways on these segments will vary.</p> <p>To compete with auto use, the following calculation was used:</p> <p>1/2-mile - Bottom to Top 70 Sec. Walking to Parked Car 200 Sec. Circulating in Traffic 150 Sec.</p> <p>Recomm. Headway: 7 Min.</p> <p>Grade on Queen Anne Avenue is 9.7% and no new technology is needed.</p>				<p>Metro City of Seattle, SEATTRAN</p>	<p>the Urban Center and the Upper Queen Anne.</p> <p>Makes the most from existing public transportation system.</p> <p>"Counterbalance" only needs to supplement existing service on direct link between Uptown Center and Upper QA.</p> <p>Urban Center, Queen Anne Hill.</p>			
<p><b>QAT3</b></p> <p><b>"Counterbalance"</b></p> <p><b>Concept - Expand Electric Trolley Route</b></p>	<p>Expand trolley electric wire from 3rd Ave. W at W. McGraw Street to 6th Ave. W. at McGraw Street</p>	<p>High Priority</p>	<p>Mid</p>		<p>Metro City of Seattle, SEATTRAN</p>	<p>This will allow the trolley to circulate back via existing wires</p>			

<p>Intent: To link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile</p> <p>Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.</p>	<p>Upper Queen Anne loop and allow the "Counterbalance" to circulate.</p>				<p>route. Urban Center, Upper Queen Anne.</p>		
<p><b>QAT4</b> <b>"Counterbalance" Concept - Establish Unique Design for "Counterbalance" Vehicles</b></p> <p>Intent: To start planning for "Counterbalance" system; to link the Urban Center and Upper Queen Anne business districts; provide service competitive with the automobile</p> <p>Essential recommendation for "Counterbalance" Specific Plan. See Figure 4.3.</p>	<p>Establish unique design for "Counterbalance" vehicles. Identify an appropriate "look" for the "Counterbalance."  Design can be identified in conjunction with Counterbalance Character Improvements Plan (QAT8).</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>Non</p>	<p>QA Hist Society Metro City of Seattle, SEATRA<sup>N</sup>  Urban Center, Upper Queen Anne.</p>		
<p><b>QACH8 Prepare a Queen Anne Community</b></p>	<p>Prepare a Community Character Improvements Plan to identify specific</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>New QA Character Support</p>	<p>The areas/project are listed here.</p>		

Character Improvements Plan	Improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements require funding and are generally located within public property and ROWs. After prioritization, this list would be forwarded to the City for incorporation in an itemized work program. Project would require additional funding and/or assistance. Project would prepare Character/design/improvement plans for the following areas: a) Uptown Center b) Historic Queen Anne Blvd. c) Counterbalance Hill - Streetscape & Public Art Site These areas are all proposed as "Specific Plans" under the QA Plan. Other potential areas/projects include: d) Bicycle Beltway e) Public staircases f) Street tree plantings throughout Queen Anne	High	Mid	4.4 QUEEN ANNE BICYCLE BELTWAY	City of	identified as those which would benefit from the Character Improvements Plan.			
<p>Intent: To provide a list of specific improvements that will enhance the character of the Queen Anne community and its subareas.</p> <p>Plan(s) would apply to the six areas/projects described and would not pertain to the proposed Uptown Park Neighborhood Specific Plan which has its own recommendation.</p> <p>Work on the Plan could begin soon and be completed in conjunction with the proposed Design Guidelines (QACH9) and the Key Landscaped Streets proposal (QACH11).</p> <p>Consistent with QAP26.</p>	<p>Improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements require funding and are generally located within public property and ROWs. After prioritization, this list would be forwarded to the City for incorporation in an itemized work program. Project would require additional funding and/or assistance. Project would prepare Character/design/improvement plans for the following areas: a) Uptown Center b) Historic Queen Anne Blvd. c) Counterbalance Hill - Streetscape &amp; Public Art Site These areas are all proposed as "Specific Plans" under the QA Plan. Other potential areas/projects include: d) Bicycle Beltway e) Public staircases f) Street tree plantings throughout Queen Anne</p>	High	Mid	4.4 QUEEN ANNE BICYCLE BELTWAY	City of	identified as those which would benefit from the Character Improvements Plan.			
<b>QAT42 Galer</b>	Ensure that the "Galer	High	Mid	4.4 QUEEN ANNE BICYCLE BELTWAY	City of	"Bicycle			

<p><b>Ensure Adequate Bicycle Facilities on New Bridge over Elliott Avenue W.</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>sufficient width to include continuous bicycle path/lane for local bicycle commuting.</p> <p>Existing bridge design includes insufficient width for safe bicycle lane and north approach does not facilitate bicycle riding.</p>				<p>SEATRAN</p>	<p>Component for serious bicycle commuters.</p> <p>Based on field observations presentations, and discussions with bike specialists and QA stakeholders</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic</p> <p>West Queen Anne.</p>			
<p><b>QAT44 Myrtle Edwards Trail to Elliott Ave. - W. Thomas Street - W. Thomas Street Bridge Crossing</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative</p>	<p>Preferred Route - Bicycle/pedestrian connection - create a bike/ped crossing of Elliott Avenue W. and the BNSF RR tracks to link the Urban Center to Elliott Bay shoreline and regional bicycle trails.</p> <p>Important link to proposed Uptown Park Neighborhood; will link Urban Center to</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, SEATRAN</p>	<p>"Bicycle Beltway" component for serious bicycle commuters.</p> <p>Based on field observations presentations, and</p>			



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

<p><b>QAT50 Bicycle Lane(s) Connection on 20th Avenue W. Between the Interbay Bicycle Trail and W. Dravus Street.</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Extend the bicycle lane(s) along 20th Avenue W. from the Interbay (Pier 91) Bicycle Trail in BINMIC to W. Dravus Street to complete the connection around BINMIC.</p> <p>The project is in Magnolia and BINMIC but provides an essential connection around BINMIC.</p>	<p>Low</p>	<p>Mid</p>		<p>City of Seattle, SE TRAN</p>	<p>Urban Center</p> <p>Bicycle Beltway™ component; for serious bicycle commuters</p> <p>Based on field observations presentations, and discussions with bike specialists and QA stakeholders.</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>West Queen Anne.</p>		
<p><b>QAT47 W Emers Street via Millman Avenue - stall</b></p>	<p>Bicycle lane connection over the short bridge from</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle, SEATRAN</p>	<p>Bicycle Beltway™ component;</p>		



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



<p>commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>						<p>discussions with bike specialists and QA stakeholders Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>West Queen Anne.</p>		
<p><b>QAT49 Lake Washington Ship Canal Trail</b> - Link Bicycle Lane(s) Under Ballard Bridge</p> <p>Intent. To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific</p>	<p>Construct missing link in Ship Canal Trail under the Ballard Bridge using an alignment of Blewett Street or RR tracks. Funding is available for this project.</p> <p>Consistent with QAP8.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATRA</p>	<p>"Bicycle Beltway" component for serious bicycle commuters</p> <p>Base on field observations, presentations, and discussions with bike specialists and QA stakeholders Bicycle Beltway projects propose</p>			





<p>can see Figure 4.4.</p> <p><b>QAT55 Lake Washington Ship Canal Trail Connection - Complete Within RR ROW or Other Appropriate Alignment Between Ballard Bridge and W. Ewing Street</b></p> <p><b>Intent:</b> To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Construct the extension of the L. Washington Ship Canal Trail within an appropriate ROW (RR ROW or other) to connect the existing Ship Canal Trail at W. Ewing Street with the Ballard Bridge (QAT49).</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATRA<sup>N</sup></p>	<p>"Bicycle Beltway component; for serious bicycle commuters. Based on field observations presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. North Queen</p>			
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		Medium	Mid	City of Seattle, SEATRAIN	Anne. "Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. North Queen Anne, Fremont Hub Urban Village			
<p><b>QAT56 WA Ship Canal Trail Connection - Improve access to Fremont Bridge</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>When the approaches to the Fremont Bridge are reconstructed incorporate bicycle facilities to access this important facility from the L. Washington Ship Canal Trail system.</p> <p>Existing Ship Canal Trail uses tunnel under existing bridge approach. Fremont Bridge approaches are slated for reconstruction for seismic reasons within the next few years. Complete the project according to that schedule.</p>							
<p><b>QAT57 WA Ship Canal Trail Connection - to Westlake Trail</b></p>	<p>Extend the Ship Canal Trail to connect with the planned new Westlake Trail which will run near existing</p>	High Priority	Short-Term	City of Seattle, SEATRAIN	"Bicycle Beltway" component; for serious commuters.			



<p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>along Lake Union. This must be a 2-way bicycle facility which will link the Fremont Bridge and Ship Canal to Westlake system.</p> <p>QANPC accepts this as an interim solution to provide bicycle commuting facilities along the Westlake Avenue corridor. Long-term solution should be to use Westlake Avenue (see below).</p>				<p>City of Seattle, SEATTRAN</p>	<p>commuters.</p> <p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>Northeast Queen Anne.</p>			
<p>QA, 58 WA Ship Canal Trail Connection - connect to Nickerson 3rd Avenue.</p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide an alternative around and through Queen Anne.</p>	<p>Maintain bicycle access to 3rd Avenue W. when the Ship Canal Trail is extended to ensure access to Nickerson Street and Seattle Pacific University.</p>	<p>High Priority</p>	<p>Mild</p>		<p>City of Seattle, SEATTRAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters.</p> <p>Based on field observations, presentations, and discussions with bike</p>			

<p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>						<p>specialists and QA stakeholders Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>North Queen Anne.</p>			
<p><b>QAT59 WA Ship Canal Trail Connection - Connect to Nickerson at 6<sup>th</sup> Ave. W.</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Maintain bicycle access to 6th Avenue W. when the Ship Canal Trail is extended to ensure access to Nickerson Street and Seattle Pacific University.</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle, SEATRAIN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters.</p> <p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.</p> <p>Bicycle Beltway projects propose connections to make</p>			

<p><b>QAT61 Westlake Ave. N. Between Fremont Bridge and Aloha Street - Improve Hailiday Steps Route</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Improve this link between Dexter Avenue N. and Westlake Avenue/Westlake Trail to provide access to and from Queen Anne Hill.</p> <p>The route is currently blocked by a landslide.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, SEATLAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters. Based on field observations, presentations, and discussions with bike specialists and QA stakeholders. Bicycle Beltway projects propose connections to make commuting around QA realistic. East Queen Anne.</p>	<p>around QA realistic. North Queen Anne.</p>				
<p><b>QAT62 Westlake Ave. N. Between Fremont Bridge and</b></p>	<p>Construct the planned Galer Street Bridge over Aurora to provide Bicycle and</p>	<p>High Priority</p>	<p>Mid</p>	<p>City of Seattle, SEATLAN</p>	<p>"Bicycle Beltway" component;</p>					



<p><b>Aloha - Connect Galer Street Steps Across Aurora Avenue (SR99)</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>pedestrian access. This will provide a very important mid-hill link in the regional non-motorized system which is now blocked by SR99. This project has strong support within the Queen Anne community and the QANPC.</p> <p>Project is already partially funded but must have additional support to include ADA requirements.</p> <p>This site could also provide a potential location for a Monorail station.</p>	<p>High Priority</p>	<p>Mid</p>			<p>for serious bicycle commuters</p> <p>Based on field observations, presentations, and discussions with bicycle specialist and QAA stakeholders.</p> <p>Bicycle Beltway projects propose connections to make commuting around QAA realistic.</p> <p>East Queen Anne.</p>		
<p><b>GAT64 Roy Street Tunnel - Pottlatch Trail</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p>	<p>Construct a pedestrian and bicycle tunnel under Aurora Avenue (SR99) at Roy Street to link non-motorized facilities on the Pottlatch Trail on the east side of Aurora to those on the west.</p> <p>Existing pedestrian facilities on Mercer Street and Broad Street are inadequate.</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle, SEATLAN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters</p> <p>Based on field observations presentations, and</p>		

<p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>especially for bicycles. The Roy Street Tunnel will provide a safe route that can be used by the proposed Potlatch Trail (see previous).</p>					<p>discussions with bike specialists and QA stakeholders Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>East Queen Anne.</p>	
<p><b>QAT63 Westlake Ave. N. Between Fremont Bridge and Aloha - Potlatch Trail Crossing Aurora Ave. at Roy; Connect South Lake Union Park to Seattle Center</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make</p>	<p>Develop the proposed "Potlatch Trail" system between South Lake Union (Westlake Trail) and Seattle Center. The trail will cross Aurora Avenue N. at Roy Street and continue on streets to Seattle Center. Make certain the bicycle facilities are provided for bicycle commuting.</p>	<p>High priority</p>	<p>Long</p>		<p>City of Seattle, SEATRA, Seattle Center</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters</p> <p>Based on field observations, presentations, and discussions with bicycle specialists and QA stakeholders. Bicycle Beltway projects propose</p>	

<p>up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>						<p>connections to make commuting around QA realistic. East Queen Anne.</p>			
<p><b>QAT65</b> Interconnect between Potlatch Trail at Seattle Center and Unocal Property near Elliott Bay via 2nd Avenue N. and Broad Street Route</p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>Complete the Potlatch Trail system through Seattle Center to exit at 2nd Avenue N. to Broad Street to waterfront at Broad Street to meet the regional bicycle system near Myrtle Edwards Park.</p> <p>This completes the Bicycle Beltway loop around Queen Anne</p>	<p>High Priority</p>	<p>Long</p>			<p>"Bicycle Beltway" component; for serious bicycle commuters</p> <p>Based on field observations presentations, and discussions with bike specialists and QA stakeholders</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>East Queen Anne.</p>			





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



<p>commuters, to provide a true alternative around and through Queen Anne</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>shoreline and regional bicycle trails</p> <p>Consistent with QAP10.</p>					<p>observations, presentations, and discussions with bike specialists and QA stakeholders</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>Urban Center</p>		
<p><b>QAT45 Myrtle Edwards Trail to Elliott Ave. - W. Prospect Street - Extend Schedule of the Bridge at W. Prospect Street</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make</p>	<p>Bridge is planned component of the Immunex project and will be open the public to provide access between Queen Anne and Elliott Bay shoreline. Access hours for this bridge should be extended to the maximum.</p>	<p>Medium Priority</p>	<p>Mid</p>		<p>City of Seattle, Immunex Corp</p>	<p>"Bicycle Beltway" component for serious bicycle commuters</p> <p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.</p> <p>Bicycle Beltway</p>		



<p>up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>						<p>projects propose connections to make commuting around QA realistic. West Queen Anne.</p>			
<p>4.6 CROWN OF QUEEN ANNE</p>									
<p><b>QACH5 Enhance Historic Queen Anne Boulevard</b>  Intent: To enhance the appropriate use of Queen Anne Blvd. while preserving its traditional character.</p>	<p>Work with community and Seattle Parks to enhance the Historic Boulevard while preserving the traditional character of each segment. Potential improvements include appropriate walkways and signage, pedestrian safety improvements at key intersections and improved plantings.  Consistent with QAP2, QAP7, and QAP15. This is a component of the "Crown of Queen Anne" Specific Plan, See Figure 4.6.</p>	<p>High Priority</p>	<p>Short-Term 1999-2000 Budget</p>		<p>City of Seattle, DOPAR  Input from Plan Impl. Organization, QACC, QAHS, and Others</p>	<p>Complete the circle.  Queen Anne Hill.</p>			
<p><b>QAP2 Upgrade the Historic Queen Anne Boulevard Pedestrian System</b>  Intent: Ensure appropriate development and maintenance of</p>	<p>To ensure appropriate development and maintenance of the historic Boulevard, provide a comprehensive analysis and improvement program for pedestrian facilities. Specific actions will include:</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, DOPAR</p>	<p>This is park land and used for park purposes without adequate park improvement s to</p>			



<p><b>Boulevard.</b></p> <p>Action is consistent with QACH6, QAP7, and QAP15 and other recommendations which will revitalize the Boulevard. Action is part of "Crown of Queen Anne" Specific Plan.</p> <p><i>Comprehensive Plan</i>  <b>Notes: ACQUISITION &amp; DEVELOPMENT/ROLES AND RESPONSIBILITIES</b></p> <p>3.e. <i>Recognize the open space functions of boulevards trails in green streets in meeting open space needs (p.22);</i></p> <p>7. <i>Provide special landscaping, signage or other design elements that reflect the importance of the boulevards and trails as a major link in the city's comprehensive open space system.</i></p> <p><b>PARK MANAGEMENT AND MAINTENANCE</b></p> <p>6. <i>Existing boulevard rights of way will be protected against</i></p>	<p>a) Conduct a comprehensive, interdisciplinary analysis of the Boulevard and needed improvements;</p> <p>b) Ensure that there are sidewalks on at least one side of the Boulevard;</p> <p>c) Add pedestrian-scale, historic-style lighting in poorly-lit, unsafe segments (see QAP7);</p> <p>d) Create user-friendly crossings at major and commonly-used points to encourage walking;</p> <p>e) Sign the pedestrian trail as well as the historic Boulevard for safety of all users;</p> <p>f) Manage trees consistently and comprehensively for longevity and health as a city legacy;</p> <p>g) Enforce parking regulations to stop residents from parking on the Boulevard landscaped rights-of-way and pedestrian paths;</p> <p>h) Remove paving outside the street section;</p> <p>i) Remove unnecessary paving within the street section (where traffic revisions were once paved over);</p> <p>j) Install Landmarks Board-approved curbing and</p>		<p>accommodate the use.</p>		
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<p><i>significant adverse encroachment by private uses and development.</i></p> <p><b>TRANSPORTATION ELEMENT (p.71)</b></p> <p><i>Recognize the importance of walking in the City and the contribution walking makes to achieve personal mobility and environmental objectives.</i></p>	<p>drainage improvements to reestablish the street edge and ensure that it remains intact; and</p> <p>k) Remove encroaching vegetation or prune back overhanging vegetation.</p> <p>See Figure 4.6.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR</p>	<p>Encroachment issue has been studied to death. The property belongs to the City and a strong approach to encroachments will be strongly supported.</p> <p>QANPC strong encourages removal of encroachments if property owners will not do it.</p>			
<p><b>QAP15 Prioritize the Removal of Encroachments on the Historic Boulevard and Queen Anne Parks</b></p> <p>Intent: Take action on the encroachment issue.</p>	<p>Prioritize the removal of encroachments on Queen Anne Boulevard and Queen Anne Parks. Implement the removal of encroachments in a timely manner.</p> <p>Consistent with QAP2 and a component of the "Crown of Queen Anne" Specific Plan. See Figure 4.6.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle, DOPAR</p>	<p>Encroachment issue has been studied to death. The property belongs to the City and a strong approach to encroachments will be strongly supported.</p> <p>QANPC strong encourages removal of encroachments if property owners will not do it.</p>			



<p><b>QAT69</b> Maintenance - Sidewalks Intent: Appropriately maintain existing facilities.</p>	<p>City should provide improved maintenance of sidewalks in all areas of Queen Anne.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle</p>	<p>Queen Anne Hill.</p>					
<p><b>QAT70</b> Maintenance - Steps Intent: Appropriately maintain existing facilities.</p>	<p>City should provide improved maintenance of steps in all areas of Queen Anne.</p>	<p>High Priority</p>	<p>Short-Term</p>	<p>City of Seattle</p>						
<b>NEIGHBOR SEATTLE CENTER</b>										
<p><b>QAP13</b> Improve Access Under Aurora Avenue as Part of the "Potlatch Trail" System Sponsored by the Seattle Department and Seattle Center Intent: Improve non-motorized linkages/facilities within the Mercer corridor. <i>Comprehensive Plan F-17</i> Trail Plan shows this</p>	<p>Design and construct an improved pedestrian access route as part of the Potlatch Trail system. Crossing via a new tunnel at Roy Street at Aurora Avenue N. (SR99) has been identified as the best solution. Tunnel would include pedestrian and bicycle facilities. Work collaboratively to assure that new tunnel crossing is viable. Other crossing(s) alternatives may also be explored.</p>	<p>High Priority</p>	<p>Mid</p>	<p>City of Seattle, SEATLAN Seattle Center</p>						



<p><b>QAT64 Roy Street Tunnel - Potlatch Trail</b></p> <p>Intent: To provide a continuous bicycle system for bicycle commuters; to provide a true alternative around and through Queen Anne.</p> <p>This one of a series of commute bicycle route connections that make up the Queen Anne Bicycle Beltway Specific Plan. See Figure 4.4.</p>	<p>QAT64 and QAT65 and is a component of the "Queen Anne Bicycle Beltway" and "Good Neighbor Seattle Center" Specific Plans. See Figures 4.4 and 4.7.</p> <p>Construct a pedestrian and bicycle tunnel under Aurora Avenue (SR99) at Roy Street to link non-motorized facilities on the Potlatch Trail on the east side of Aurora to those on the west.</p> <p>Existing pedestrian facilities on Mercer Street and Broad Street are inadequate, especially for bicycles. The Roy Street Tunnel will provide a safe route that can be used by the proposed Potlatch Trail (see previous).</p>	<p>High Priority</p>	<p>Mid</p>		<p>City of Seattle, SEATRAIN</p>	<p>"Bicycle Beltway" component; for serious bicycle commuters</p> <p>Based on field observations, presentations, and discussions with bike specialists and QA stakeholders.</p> <p>Bicycle Beltway projects propose connections to make commuting around QA realistic.</p> <p>East Queen Anne.</p>			
<p><b>QAT7 Parking Signage for Seattle Center Event</b></p>	<p>City should provide signage for parking associated with Seattle Center events.</p>	<p>High Priority</p>	<p>Short-Term</p>		<p>City of Seattle, SEATRAIN</p>	<p>Support efforts of Seattle</p>			



<p><b>Parking</b></p> <p>Intent: To reduce residential parking conflicts in the Urban Center.</p> <p>Essential recommendation under the "Good Neighbor Seattle Center" Specific Plan.</p> <p>See Figure 4.7.</p>	<p>reduce parking conflicts within the adjacent neighborhood.</p>	<p>Medium</p>	<p>Short-Term</p>	<p>Seattle Center</p>	<p>Seattle Center is now updating the Seattle Center Master Plan which will include proposed transportation management solution and improvements.</p> <p>Urban Center.</p>		
<p><b>QAT13 Traffic - Communication of Traffic Issues by Seattle Center</b></p> <p>Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center.</p> <p>Essential strategy under the "Good Neighbor Seattle Center" Specific Plan</p> <p>See Figure 4.7.</p>	<p>Support Seattle Center communication on transportation issues:</p> <ul style="list-style-type: none"> <li>a) increased signage for congestion and parking availability;</li> <li>b) Enhance existing access through signing on SR99 n/o Aloha Street;</li> <li>c) Install traffic signals on 4th Avenue N. to provide increased access to Seattle Center from southbound SR99. Signalization of 4th Ave. N. at Roy Street and Aloha Street.</li> </ul> <p>Consistent with QAT11.</p>	<p>Medium</p>	<p>Short-Term</p>	<p>City of Seattle, SEATLAN  Seattle Center</p>	<p>Support efforts of Seattle Center Master Plan Update and Traffic Improvement Plan.</p> <p>Urban Center.</p>		



<p><b>QAT16 Traffic - Install Traffic Signals at 4th Ave. N./Roy Street and 4th Ave. N./Aloha Street</b></p> <p>Intent: Promote more efficient and safe traffic operations and parking to and from Seattle Center</p> <p>Essential strategy under the "Good Neighbor Seattle Center" Specific Plan. See Figure 4.7.</p>	<p>City should install signals to improve operations. This is consistent with QAT13.</p>	<p>Medium</p>	<p>Short-Term</p>		<p>City of Seattle, SEATRAIN  Seattle Center</p>	<p>Increase ease of access to Seattle Center. Support Seattle Center traffic flow improvement plans.  Urban Center.</p>		
<p><b>QAT33 Transit Circulator East-West Sides of Seattle Center - Extend Counterbalance Circulator Trolley Concept to Provide Connections to Seattle Center</b></p> <p>Intent: Reduce traffic congestion associated with Seattle Center bound auto traffic.</p> <p>Essential component of Good "Neighbor Seattle Center" Specific Plan. See Figure 4.7.</p>	<p>In order to provide the maximum integration of community and Center transportation options, this action would extend the proposed Counterbalance concept to include circulation through or around Seattle Center so that visitors could access parking facilities around the Center with access to the Counterbalance throughout Queen Anne and to various shopping districts, etc. This extension may be made by extending the proposed Counterbalance trolley system or by implementing a Center-</p>	<p>Medium Priority</p>	<p>Mid</p>		<p>Seattle Center Metro</p>	<p>Connect parking areas to attractions to avoid circulating traffic.  Urban Center.</p>		



<p><b>QAT41 Maintain Existing Monorail "Extended" Hours</b></p> <p>Intent: Ensure maximum use.</p> <p>Essential strategy under "Good Neighbor Seattle Center" Specific Plan.</p>	<p>specific shuttle which would integrate schedules and overall "look" with the Counterbalance. The intent of this action is to reduce the need for visitors to drive into Uptown Queen Anne while continuing to offer them convenient access.</p>	<p>High Priority</p>	<p>Long</p>		<p>City of Seattle Seattle Center Monorail Operator</p>	<p>Urban Center.</p>			
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