

# Greenwood/Phinney Ridge Approval and Adoption Matrix

---

## Table of Contents

Introduction .....	2
A. Purpose, Structure, and Function of the Approval and Adoption Matrix.....	2
B. Activities Already Accomplished by the Greenwood/Phinney Ridge Neighborhood .....	
C. Acronyms & Definitions.....	4
I. Key Strategies.....	5
A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" Along Greenwood Ave. N. and a Redeveloped Town Center....	5
B. Connect the Developing Civic Places and the Commercial Corners with a "Main Street" Plan.....	12
C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge.....	17
D. Improve Mobility and Accessibility Regionally and Within the Community .....	25
E. Support Infrastructure Improvements in the Northeast and Northwest Quadrants .....	33
II. Additional Activities for Implementation .....	37
A. Land Use and Housing .....	37
B. Traffic and Transportation .....	38
C. Parks and Open Space .....	46
D. Public Safety .....	46
E. Commercial Development .....	48
F. Community and Capital Facilities and Utilities (Human Services).....	50

Prepared by the Greenwood/Phinney Ridge Neighborhood Planning Committee and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. Revised by the City Council and Council Central Staff.

October 26, 1999

## Introduction

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

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

The matrix is divided into two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

- II. *Additional Activities for Implementation*: activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

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

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

### B. ACTIVITIES ALREADY ACCOMPLISHED BY THE GREENWOOD/PHINNEY RIDGE NEIGHBORHOOD

#### Draft Design Guidelines

Design Guidelines were drafted in the late stages of the planning period and incorporated into the formal planning document. The neighborhood will discuss the draft design guidelines and how to incorporate them into the land use code with DCLU.

#### Opinion Survey

Neighborhood residents were surveyed on key issues in the plan. Participants were selected at random.

#### Purchase and Sale Agreement Signed for Greenhouse Park

The Greenwood Community Council has advocated the purchase of the greenhouse property at the corner of N. 90<sup>th</sup> Street and Fremont Avenue N. for park use for several years. In March 1999 the purchase and sale agreement was signed by the city.

#### Pipers Creek Watershed Improvements

The neighborhood and the Carkeek Watershed Community Action Team are working with SPU to find solutions for additional storm water detention to mitigate current wide fluctuations in stream flow during storm events. The goal is to make the main channel of



Pipers Creek a successful salmon breeding ground. Dialogue has begun with SPU to site a Millennium Demonstration Project within the planning area.

#### **Walkway Alternatives Prioritized**

The Opinion Survey asked for comments on alternative sidewalk designs. The results have been tallied. Relative costs and appropriateness of alternative funding mechanisms have also been studied.

#### **Public - Private Partnerships Initiated with Property Owners and Businesses**

Discussions between the neighborhood and the family trust that owns the majority of property in central Greenwood have begun over future master planning in the area. There is support in the Greenwood business community for improvements to the ecological health of Pipers Creek. The Greater Greenwood Chamber of Commerce has been active throughout the planning process as well.

#### **Options for Acquisition of City Light Substation at NW 76<sup>th</sup> Street and 6<sup>th</sup> Ave. NW**

Substation Organization for Open Space (SOS), a local community action group, has explored alternate methods for acquiring this underutilized public land.

#### **Redevelop PNA Site to Include Open Space**

The Phinney Neighborhood Association (PNA) initiated a brainstorming/charrette process to develop design concepts for a redeveloped PNA site that includes more parking and better open space qualities. Three site master plan options were developed. The community provided comment to the library board on the on the preferred scheme.

#### **Art for New Park at 59<sup>th</sup> Street & Phinney Ave. N.**

Working with artist Greg Zuhl and the Zoo, the Seattle Arts Commission is administering a % for Art project by artist Miles Pepper for a kinetic sculpture at this park.

## C. ACRONYMS AND DEFINITIONS

---

<b>ADA</b> American Disabilities Act	<b>RPZ</b> Restricted Parking Zone
<b>DCLU</b> Department of Design, Construction and Land Use (City of Seattle)	<b>SAC</b> Seattle Arts Commission (City of Seattle)
<b>DON</b> Department of Neighborhoods (City of Seattle)	<b>SCL</b> Seattle city Light (City of Seattle)
<b>DPR</b> Department of Parks and Recreation (City of Seattle)	<b>SEATRAN</b> Seattle Transportation Department (Formerly part of Seattle Engineering Department [SED]) (City of Seattle)
<b>EIF</b> Early Implementation Funds	<b>SFD</b> Seattle Fire Department
<b>ESD</b> Executive Services Department (City of Seattle)	<b>SHA</b> Seattle Housing Authority
<b>GCC</b> Greenwood Community Council	
<b>HSD</b> Human Services Department (City of Seattle)	<b>SOS</b> Substation Organization for Open Space (community organization)
<b>KC Metro</b> King County Metro Transit Division	<b>Sound Transit</b> (Formerly Regional Transit Authority [RTA])
<b>NMF</b> Neighborhood Matching Fund (Department of Neighborhoods)	<b>SPD</b> Seattle Police Department (City of Seattle)
<b>NPO</b> Neighborhood Planning Office (City of Seattle)	<b>SPL</b> Seattle Public Library (City of Seattle)
<b>NSF</b> Neighborhood Street Fund (SEATRAN)	<b>SPO</b> Strategic Planning Office (Formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle)
<b>OED</b> Office of Economic Development (City of Seattle)	<b>SPU</b> Seattle Public Utilities (City of Seattle)
<b>OFE</b> Office for Education (Strategic Planning Office)	<b>SSD</b> Seattle School District
<b>OH</b> Office of Housing (City of Seattle)	<b>TSP</b> Transportation Strategic Plan
<b>OIR</b> Office of Intergovernmental Relations (City of Seattle)	<b>WSDOT</b> Washington State Department of Transportation
<b>HPO</b> Historic Preservation Office (Department of Neighborhoods)	<b>Zoo</b> Woodland Park Zoo
<b>Phinney CC</b> Phinney Ridge Community Council	
<b>PNA</b> Phinney Neighborhood Association	
<b>ROW</b> Right-of-way	



## I. Key Strategies

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

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a Sector Implementation Plan which includes evaluation of Key Strategy elements. This may include developing rough

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

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

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

### A. CREATE A VITAL GREENWOOD THAT SUPPORTS AN ECONOMICALLY VIABLE "MAIN STREET" ALONG GREENWOOD AVE. N. AND A REDEVELOPED TOWN CENTER

#### Description

Creating a vital neighborhood that supports an economically viable "Main Street" and redeveloped Town Center is one of the key planning goals for maintaining and improving our quality of life. The central Greenwood commercial area is located on all four sides of the intersection of N. 85th St. and Greenwood Ave. N., extending 2 - 4 blocks in each direction along the arterials, with the greatest number of businesses located in the northwest section of this area. However, the neighborhood also includes strong commercial districts in the south along Greenwood Avenue N. The Neighborhood Plan seeks to build upon what exists, to support the existing businesses and preserve the strong existing mix of businesses, building character, and other positive qualities. Having a vital commercial core and "Main Street" that provides daily necessities minimizes the need to travel elsewhere. It not only supports the local economy, it helps residents to continue to develop a strong community and an identity.

#### Integrated City Response

This strategy is generally consistent with the Comprehensive Plan. It contains elements meant to foster the development of a "Main Street" that will support surrounding residential areas. The Executive supports Greenwood/Phinney Ridge's vision for creating a "Main Street" along Greenwood Ave. N and Phinney Ave. N. Major projects like the new library, the establishment of a conservation program, and transit and parking improvements will be important parts of this key strategy.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The NMF may provide funding for some of these less expensive items; other recommendations will require additional resources for further concept development and eventual implementation. The community has already

submitted requests to the Neighborhood Early Implementation Funding to implement parts of this strategy. Priorities will need to be identified through the City's sector implementation plans to focus City efforts once resources are identified and become available.

**Lead Department:** DON

**Participating Departments:** DCLU, SPU, SEATRAN, SPO, SPL, SAC

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

1. DCLU will address design guidelines proposed in all the neighborhood plans in three phases, in order to revise the city-wide design review program in the most



efficient manner. This work is underway and DCLU is scheduled to make their first set of recommendations to the City Council in the fourth quarter of 1999. DCLU will conduct a preliminary review of Greenwood/Phinney's design guidelines to determine in which phase of DCLU's review they will be placed.

2. OED will provide technical support to the planning group as they develop a master plan for the "town center" area within the Greenwood Commercial District.
3. The Executive will forward transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting

requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.

4. SPL will work with the neighborhood on the siting, design and program development for the new Greenwood branch library.
5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan. Identify next steps for continued implementation.

#### **A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" along Greenwood Ave. N. and Redeveloped Town Center**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>LAND USE</b>						
L1	Adopt the residential urban village to be the non-single-family zoning boundary as far north as 105th, south to N. 50th (the zoo), east to Fremont Ave. and west to 6th Ave, (see Proposed Residential Urban Village map). The community is adamant that no single family zoned areas should be included within the Residential Urban Village.	High	Immediate	\$0	City Council	<p>The Strategic Planning Office understands the neighborhood's proposal to be the area that is shown in the Executive's proposed boundaries for the residential urban village plus a linear corridor ½ block deep along Greenwood Ave N extending north to N. 105th Street and a linear corridor ½ block deep along Greenwood and Phinney Avenues extending south to N. 50th Street. The urban village boundaries as proposed are not consistent with the goals and policies of the Comprehensive Plan and are not consistent with the objective criteria for urban residential villages contained in City Council Resolution 29232. The Executive proposes boundaries that are consistent with the objective criteria (found in Attachment 5 of the Ordinance). Further, the Executive supports removing all single family zoned areas from the preliminary boundaries as currently found in the Comprehensive Plan appendices. The Executive's proposed boundaries can be found in Attachment 5 of the accompanying Comprehensive Plan Ordinance.</p> <p>The Executive supports many of the other related activities in this key strategy and believes that they can be achieved through a variety of strategies for areas within and outside the Executive's proposed boundaries. The strategies could include the development of a corridor plan for Greenwood and Phinney Avenues, master plan development for</p>



## A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" along Greenwood Ave. N. and Redeveloped Town Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						the "town center" area and an implementation plan for the improvement of sidewalks for Greenwood north of N. 85 <sup>th</sup> Street. The Executive supports the main tenets of the plan to support and strengthen the Greenwood/Phinney Avenue corridor as a pedestrian friendly main street and the concept of a "town center" for the Greenwood central commercial core near the intersection of N. 85 <sup>th</sup> Street and Greenwood Avenue.
L2	Institute a historic building/facade conservation program throughout the entire planning area, but primarily within commercial areas. a. Begin with an inventory. b. Define buildings and elements to be preserved. c. Determine mechanism for implementation.	High	Short		DON DCLU SPO	a. & b. HPO is available to assist the community in identifying the survey boundaries, and developing the survey methodology. This activity would be appropriate for NMF funding.  Pending a full survey, the neighborhood might choose to address this through specific design guidelines. DCLU will address neighborhood specific design guideline proposals starting in 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2 <sup>nd</sup> and 4 <sup>th</sup> quarters. DCLU will conduct a preliminary review of Greenwood/Phinney's design guidelines to determine which phase of DCLU's review they will be placed in.  c. DON, DCLU and SPO will assist the neighborhood in determining appropriate mechanisms for their neighborhood.
L3	Develop custom design guidelines for the historic buildings at the crossroads of N. 85 <sup>th</sup> St. and Greenwood Ave. N.: a. preserve the "4 corner facades", at a minimum, whole building conservation preferred. b. preserve existing scale and character.	High	Short		GCC, DCLU, DON, consultant	See response to L2. The work to prepare design guidelines has already been initiated by the community. Pending review of the preliminary guidelines by DCLU, the community may need to enlist the help of a consultant to refine/expand the preliminary guidelines developed as part of the neighborhood planning process. A NMF grant is a possible funding source.
L4	Develop a master plan for the Greenwood core Commercial area following these future redevelopment principles: a. Keep existing street grid & add internal through	High	Med		Property owner, Community, SPU,	The Office of Economic Development (OED) fully supports the development of neighborhood commercial districts and will assist the stewardship group with its efforts to develop a strategy which the group could propose to business owners and operators. It will be important for



## A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" along Greenwood Ave. N. and Redeveloped Town Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>circulation that reduces existing congestion at access points.</p> <p>b. Encourage residential development above street level in C1-40 zones.</p> <p>c. Support the restoration of a natural water feature that highlights and interprets the historic wetland (in conjunction with ongoing work at Carkeek wet weather plant by King County).</p> <p>d. Require a development master plan for the Cole property that aligns with the Greenwood/Phinney Ridge Neighborhood Planning Goals and mitigates negative impacts.</p> <p>f. Support surface water retention project near NW. 87th St. and First Ave. NW which functions as a marsh ecological restoration demonstration and explains the linkage to reducing combined sewer overflow events at the wet weather treatment plant.</p>				OED	<p>the planning group to establish a partnership with the business owners and operators and to work collaboratively to achieve the desired outcome.</p> <p>OED will provide technical assistance to the stewardship group as it undertakes efforts to develop a master plan for the Greenwood commercial district. The proposed master plan identifies mixed-use development as a key component of redevelopment efforts. OED may be able to assist the group in identifying potential financing mechanisms to support future development, especially if new development provides jobs to low and moderate income persons.</p> <p>The activities also identify a parking management program as a component of redevelopment efforts in the commercial district. OED will assist the planning group in contacting the following business districts which have undertaken efforts to address parking issues: Chinatown/International District Business Improvement Area, Broadway/Capitol Hill Business Improvement Area, and the Downtown Seattle Association.</p> <p>In addition, neighborhood business districts has been placed on the policy docket. The Executive will review the recommendations in all the neighborhood plans for creating and strengthening existing business districts and the current policies, tools, and resources available to the City to assist in those efforts. The Executive will provide their analysis and recommendations on how they can respond to these neighborhood requests, including any new options, opportunities and strategies that should be explored, to the Council by the end of the second quarter of 2000.</p>

### TRANSPORTATION

#### Transit

T1	<p>Identify a location for a transit hub in the heart of Greenwood that links transit elements to the regional transit system:</p> <ul style="list-style-type: none"> <li>between Palatine &amp; 3<sup>rd</sup> Ave. NW on 85<sup>th</sup> St.</li> <li>or use 1<sup>st</sup> Ave. NW between 85<sup>th</sup>-87<sup>th</sup> streets as</li> </ul>	Low	Long		GCC Chamber w/ assistance from SEATRAN and KC Metro	SEATRAN will work with Metro and the neighborhood on transportation issues related to a potential transit center site. The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and
----	---	-----	------	--	---	--



# **A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" along Greenwood Ave. N. and Redeveloped Town Center**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	a transit mall.					integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.
T2	Develop an East/West Greenwood local shuttle to expand the North/South service provided along Greenwood and Phinney Avenues. The shuttle could tie in with and complement the existing bus system to produce the 10-12 minute headways described in T3.	Low	Med		KC Metro, SEATLAN, GCC	Please see T1. Pending a decision on this shuttle by KC Metro, SEATLAN can work with KC Metro and the neighborhood on proposed route selection.
T3	Provide bus service with 10-12 minute headways along the Greenwood corridor & 85th in peak periods; at 15 min. intervals until 9 PM and at 30 min. intervals after 9 PM (Routes 5, 355,48,75).	Med	Short		KC Metro	Please see T1.
T4	Provide bus bulbs/turn-ins along NW 85th Street wherever practical to prevent traffic backups. Request Washington Mutual Bank to relocate cash machine to 85th street side or parking lot to reduce use of bus stop zone on Greenwood Ave. for short term parking. Study merge from two lanes to one lane to improve traffic flow and turning motions.	High	Short		SEATLAN KC Metro Property Owner	NW 85th St has two lanes in each direction with parking restrictions on both sides. While buses do stop traffic in the curb lane when they are stopped at bus zones, traffic can still move freely in the second lane. Bus pullouts would not be feasible on NW 85th Street, because the sidewalks are currently adjacent to the curb with little to no planting strip. With the limited existing right of way, there isn't sufficient space for a sidewalk and bus pull outs.  In response to the location of Washington Mutual's cash machine, if Metro is having difficulty accessing the bus stop due to illegally parked motorists, SEATLAN is willing to work with Metro and the community to identify potential solutions.  Please see T1.
<b>Parking</b>						
T5	Improve convenient parking opportunities that will encourage use of the local commercial area: a. Provide additional parking for business customers and acquire strategic central surface parking facilities so they don't get re-developed and disappear.	High	Short		SPO SEATLAN OED GCC GCC	a. OED will discuss with the stewardship group the possibility of setting up a Parking and Business Improvement Area (BIA) , a program under which assessments could be used to lease parking spaces or purchase property. Other alternatives could be pursued based on the results of a city-wide parking study.

## A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" along Greenwood Ave. N. and Redeveloped Town Center

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>b. Link parking facilities with pedestrian connections to commercial areas.</p> <p>c. Establish a merchant "Free" 2-hour parking program for customers in these lots.</p> <p>d. Open discussions with owners of McDonalds to move playground and create pedestrian plaza linking Greenwood Ave. to "Greenwood Shopping Center " future redevelopment.</p>				<p>Chamber Private Property Owners</p>	<p>b. SEATLAN will work with the community to review possible pedestrian linkages to commercial areas.</p> <p>c. This is a community based activity. The Chamber should be involved in any discussions for a merchant based parking program. Information can be obtained from other merchants parking associations such as those in the International District, etc. If the community would find it helpful, OED will assist the community in contacting other neighborhood parking and business improvement area associations.</p> <p>d. OED and the Northwest Sector Neighborhood Development Manager are available to meet with the community and property owners to discuss next steps for moving some of the concepts forward The stewardship group will need to demonstrate strong community support for the proposed pedestrian plaza and its advantages to businesses, i.e. how the proposed concept is good for the business district and the McDonalds operation.</p> <p>In addition, SEATLAN will make adjustments to on street parking in commercial areas in response to business owner requests.</p>

### CAPITAL IMPROVEMENTS

I1	<p>Locate and design a new library that meets the locational desires, service, and facility needs of the Greenwood and Phinney neighborhoods and the library system goals.</p> <p>a. Evaluate 1 site for the library which supports siting in a park-like setting.</p> <p>b. Assess the feasibility of using the old library space in combination with an adjacent parcel (north of 82<sup>nd</sup> St.) for the new library.</p> <p>c. Assess the feasibility and interest in other possible sites including the southeast and southwest corners</p>	High	Short		SPL SAC	<p>The Seattle Public Library has identified a number of libraries that need new buildings in the "Libraries for All Plan". This plan includes the Greenwood library. Currently, space and materials in this small library are considered inadequate to meet the needs of its growing patronage. The Washington Literacy Learning Center, housed in the Greenwood library's basement, is also cramped. The entire building suffers major system problems and has not been seismically retrofitted despite repairs made since 1985 at a cost of \$158,428.</p> <p>The new building, currently scheduled for completion in 2002, will provide: 15,000 square feet of total program space; additional seating and collection space; large children's, young adult and homework program</p>
----	---	------	-------	--	------------	---



**A. Create a Vital Greenwood that Supports an Economically Viable "Main Street" along Greenwood Ave. N. and Redeveloped Town Center**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>of 1st Ave. NW and NW. 85th St. d. Incorporate art display space into the new library.</p>					<p>areas; upgraded computer work stations and instructional spaces; an expanded book collection; multi-purpose meeting room; adult reference and reading areas; modern electrical, mechanical, and ventilation systems; additional and fully accessible parking; possible co-location with a community service agency; and expanded service at 60 hours per week.</p> <p>The Library has initiated site identification and will invite the neighborhood to participate in siting, design and service development discussions for the expanded library. Final decisions on siting and design will be made by the Library Board.</p>

## B. CONNECT THE DEVELOPING CIVIC PLACES AND THE COMMERCIAL CORNERS WITH A "MAIN STREET"

---

### Description

Connecting the civic centers and the commercial nodes with a "Main Street" plan will support the vitality and continuity of the public, commercial and civic places within the planning area. The "Main Streets" are Phinney Ave. N., Greenwood Ave. N. and N. 85th Street. Greenwood/Phinney Avenues have a history as the efficient route to move along the "Ridge", 85th was the northern boundary of the city during the trolley car era when the neighborhood was first developed. One of the main aspects of this concept is to create streets that enhance the quality of life in an urban area. They are streets that add much more to the urban and neighborhood fabric than just a route on which to travel. Some of the qualities of "Main Streets" that we are trying to create are:

- Creating a very desirable place to be.
- Being accessible to all people, easy to find and easy to get to.
- Providing a setting for activities that bring people together for activities such as working, shopping, playing, spending time together, taking public transportation etc.
- A physically comfortable and safe place to be.
- Places to stop and talk or maybe to sit and watch.
- A street that is remembered - leaving a strong and favorable impression.
- A comfortable and enjoyable walking environment.

### Integrated City Response

The Executive supports Greenwood/Phinney Ridge's vision for creating a Main Street along Greenwood Ave. N/Phinney Ave. N. The Executive also supports the importance that transit service is given in the plan. Recommendations relating to activities implemented by KC Metro will be forwarded to KC Metro for consideration during their six-year planning process.

As an extension of activity T6, the neighborhood is proposing to combine Early Implementation Funds (EIF) with NSF money to make improvements to the intersection at N. 67th and Phinney Ave. N. If feasible, SEATRAN will pool the available NSF money for this project with \$5,000 of Early Implementation Funds to design and construct changes to both the traffic island and the intersection. If SEATRAN determines that changes to the traffic island and intersection are not feasible, the \$5,000 of Early Implementation Funding allotted for this project will be used to landscape the existing asphalt island. This project is expected to be completed by December 2000.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The NMF may provide funding for some of these less expensive items, but other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector implementation plans to focus City efforts once resources are identified and become available.

**Lead Department:** DON

**Participating Departments:** DCLU, SEATRAN, SPO

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

1. DCLU will address design guidelines proposed by all neighborhoods in three phases, in order to revise the city-wide design review program in the most efficient manner. This work is underway and DCLU is scheduled to make their first set of recommendations to the City Council in the fourth quarter, 1999. DCLU will conduct a preliminary review of Greenwood/Phinney's design guidelines to determine in which phase of DCLU's review they belong.
2. As part of the Policy Docket, the Executive will review its policies on both Green Streets and Key Pedestrian Streets in late 1999. The Executive supports consideration of Greenwood Avenue N. as a Key Pedestrian Street to recognize its importance as a pedestrian commercial corridor.
3. SEATRAN will evaluate the feasibility of landscaped medians at specific identified locations pending supporting documentation from affected businesses and residents.
4. The neighborhood has requested \$20,000 of EIF to identify sites and install large hanging flower baskets along Greenwood Avenue N. from 67th Street N. to 97th Street N. and along 85th Street N. between Phinney Avenue N. and 3rd Avenue NW. The Greater Greenwood/Phinney Chamber of Commerce will ensure that property owners agree to the installation and maintenance of any flower baskets installed on their property. This project is scheduled for completion by July 2000.
5. If feasible, SEATRAN will pool available Neighborhood Street Fund money for improvements to the intersection at 67th and Phinney with \$5,000 of Early



Implementation Funds to design and construct changes to both the traffic island and the intersection. If SEATRAN determines that changes to the traffic island and intersection are not feasible, the \$5,000 of Early Implementation Funding allotted for this project will be used to landscape the existing asphalt island. This project is expected to be completed by December 2000.

6. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan
7. Identify next steps for continued implementation.

## B. Connect the Developing Civic Places and the Commercial Corners with a "Main Street" Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>LAND USE</b>						
L5	Develop and adopt Supplemental Design Guidelines for Greenwood and Phinney Ave. N. to conserve existing buildings which contribute to the historic character of the streetscape, and require new buildings to complement the historic character.	High	Short	\$25,000	DCLU	<p>Please see L2.</p> <p>The community is preparing design guidelines. Pending review of the preliminary guidelines by DCLU, the community may need to enlist the help of a consultant to refine/expand the preliminary guidelines developed as part of the neighborhood planning process.</p> <p>The neighborhood has requested \$15,000 from EIF to develop a unification theme for the Greenwood/Phinney neighborhood and to design a plan that will identify various streetscape components such as park benches, banners, kiosks and decorative trash receptacles that can be implemented at a future date. The project will include a landscaping plan for the 67<sup>th</sup> &amp; Phinney intersection. Pending the outcome of the intersection redesign plan, a portion of these funds may be allocated by the community to purchase landscape materials for the intersection at N. 67<sup>th</sup> Street and Phinney Ave.</p>
<b>CAPITAL IMPROVEMENTS</b>						
I2	Reconstruct the entrance to the PNA site/parking area from N. 67 <sup>th</sup> for ADA Compliance.	High	Short		DON, Community, PNA	The community should consider applying for NMF grants for entryway redesign and construction of the parking area entry from N. 67 <sup>th</sup> once the intersection and auto access are redesigned for the intersection at Phinney and 67 <sup>th</sup> .
I3	Maintain the exterior and repaint the Blue Building at Phinney Neighborhood Center.	High	Short		DON, Community, PNA	Approval has been recommended for a \$62,500 semi-annual NMF grant for painting the exterior of the PNA.
<b>TRANSPORTATION</b>						
T6	Develop a corridor plan for Greenwood Ave N. and	High	Short		SEATRAN,	The Executive supports the neighborhood's desire for a corridor plan for

## B. Connect the Developing Civic Places and the Commercial Corners with a "Main Street" Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Phinney Ave N. to enhance the "Main Street" and create a pedestrian friendly atmosphere:</p> <ul style="list-style-type: none"> <li>a. consistent identity along its length,</li> <li>b. designate it as a Key Pedestrian Street,</li> <li>c. designate it as a Principal Commercial Street,</li> <li>d. consider a P2, pedestrian zone designation,</li> <li>e. sidewalks as wide as R.O.W allows,</li> <li>f. street trees,</li> <li>g. street furniture,</li> <li>h. added pedestrian crossings with regular maintenance of crosswalks located at 1) 75<sup>th</sup> for Phinney Ridge Lutheran Church and day care; 2) new Greenwood Library; 3) post office; 4) flashing lights at existing 70<sup>th</sup> &amp; Phinney crosswalk; 5) on 80<sup>th</sup> between Greenwood and Linden</li> <li>i. open spaces and shielding from vehicles,</li> <li>j. develop a sidewalk and building façade improvement plan to create an improved/enhanced appearance and consistent identity,</li> <li>k. reduce area litter by adding trash receptacles, increasing community awareness through education and enlist the support of local businesses.</li> </ul>				<p>Greater Greenwood/Phinney Chamber of local businesses, DCLU</p>	<p>Greenwood and Phinney Avenues and will work with the community on the development of the plan. The next step is for the community to develop a conceptual plan for the street. The NMF would be a good resource for this type of work. Once a conceptual design is developed, SEATRAN can work with the community on strategies to implement elements of the design. SEATRAN looks for opportunities to make pedestrian improvements on all streets and a specific classification is not needed for a variety of design improvements. The neighborhood should identify specific improvements they would like to implement on the street. Individual comments to specific bulleted recommendations follow below:</p> <p>b. Key Pedestrian Streets have raised policy and implementation issues in a number of neighborhood plans and are included on the Policy Docket for City Council discussion. The Executive will review its policies on both Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>c. Review of this street for designation as a Principal Commercial Street should occur at the same time as the evaluation of this street for designation as a Key Pedestrian Street.</p> <p>d. A Pedestrian District 2 (P2) Overlay exists for the area surrounding 85<sup>th</sup> Street &amp; Greenwood Ave N. DCLU, working with the neighborhood, will analyze the proposed extension and if appropriate, will prepare the legislation. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.</p> <p>e. Issues regarding construction and maintenance of sidewalks have been referred to the Policy Docket. A report on the status of current studies and recommendations is expected in 1999. A report on options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them is expected in June 2000.</p> <p>f &amp; g. The neighborhood has requested \$20,000 in EIF funds to identify</p>



## B. Connect the Developing Civic Places and the Commercial Corners with a "Main Street" Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>sites and install large hanging flower baskets along Greenwood Avenue N. from 67<sup>th</sup> Street N. to 97<sup>th</sup> Street N. and along 85<sup>th</sup> Street N. between Phinney Avenue N. and 3<sup>rd</sup> Avenue NW. The Greater Greenwood/Phinney Chamber of Commerce will ensure that property owners agree to the installation and maintenance of any flower baskets installed on their property. This project is scheduled for completion by July 2000.</p> <p>For street tree recommendations, please see P8.1. Street furniture (as well as other improvements) will be considered as part of a future Greenwood/Phinney corridor plan see L5. SEATLAN can evaluate spot requests for added crosswalks. The community should identify specific priority locations in the corridor plan.</p> <p>k. Trash receptacles: Trash collection in public spaces along Greenwood and Phinney Avenues is currently provided by SEATLAN. SPU provides funds and acts as a liaison for this service. Some routes are at capacity, but SPU staff hope to address expansion needs via the commercial waste collection contract negotiations that are in progress. The Environmental Partnership Team in SPU will assist the community in organizing such efforts. SPU has developed litter reduction programs and will assist the community in developing their program. It has been SPU staff's experience that placing a greater number of cans will require organized community support to achieve the maximum result. If there is interest from within the community, SEATLAN staff could provide receptacles of the standard design. The neighborhood could paint the receptacles on their own.</p>
T7	Study a mixed use center lane design along Phinney Ave & Greenwood from N 50 <sup>th</sup> Street to N 105 <sup>th</sup> Street that would create landscaped medians where possible. Provide commercial delivery and off hour parking where needed, and allow left turns at all appropriate locations.	Low	Med		SEATLAN	<p>There is currently a center left turn lane along Phinney and Greenwood Avenue North (south of N 85<sup>th</sup> Street ) which assists turning movements along this corridor. Installing landscaped medians in segments of the center lane could reduce access to businesses. SEATLAN will evaluate the feasibility of landscaped medians at specific locations identified by the neighborhood if there is strong support by affected business and residents.</p> <p>SEATLAN does not allow parking in two way left turn lanes. Therefore, they can not be used for commercial delivery or off-hour parking.</p>

## B. Connect the Developing Civic Places and the Commercial Corners with a "Main Street" Plan

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>PARKS AND OPEN SPACE</b>						
P1	<p>Protect these viewsheds when creating ordinances governing development in the Greenwood and Phinney neighborhoods:</p> <ul style="list-style-type: none"> <li>a) Looking West from Phinney Ave at most intersections,</li> <li>b) 65th at Phinney in both East and West directions,</li> <li>c) Greenwood at 72nd &amp; other Easterly looking streets out over Green Lake &amp; west,</li> <li>d) Library-Greenwood at 81st looking east, but also north into bowl,</li> <li>e) 67th at PNA site looking East to Green Lake, ,</li> <li>f) 57th St. from overpass down along "Olmsted" Drive going West,</li> <li>g) 85th St. on East rise looking back West from high spot in roadway is potentially critical (a gateway</li> <li>h) 60th @ 3rd NW from P-patch looking West,</li> <li>i) 92nd &amp; Fremont looking West into the bowl and over towards the Sound,</li> <li>j) The area @ 97th off Phinney &amp; Greenwood where green space with a view might be created (see also open space items P8 &amp; P16),</li> <li>k) 55th at Greenwood behind Lutheran Church at Argyle and Phinney Ave.,</li> <li>l) other locations with views of Olympics, Cascades or Sound not yet identified.</li> </ul>	High	Short		DCLU SPO	DCLU supports the neighborhood's desire to protect public views in Greenwood/Phinney Ridge. DCLU will be re-evaluating all streets city-wide for SEPA Scenic Route designation in 2001.



## C. OPEN SPACE AND WALKWAYS: "PUT THE GREEN BACK IN GREENWOOD" AND PHINNEY RIDGE

### Description

Putting the "Green Back in Greenwood" and Phinney Ridge starts with every sidewalk, street, and parking strip that is public space. It means we begin a long, steady process of creating tree-lined streets to help make cooler summers, a more natural water system, and to enhance the visual quality of the neighborhood. Putting the Green Back also improves our air quality and creates a people-friendly space for walking, bicycling, or just sitting outdoors to enjoy the reasons why we like living in our neighborhood. We want a neighborhood of well drained, tree-lined streets that are easily accessible and safe. Community parks with children's play areas, trails, trees, places to sit, and open lawn areas for all ages should be equitably located to provide nearby open space to all sectors of the neighborhood. Bicycle and pedestrian oriented streets should contribute to the ability of our citizens to meet and move easily. Views from our ridges should be protected and taken advantage of at places where the topography and public spaces of Greenwood and Phinney Ridge make it possible. A prime example of unrealized view opportunities is the Seattle City Light powerline corridor and the opportunity for open spaces to connect with this spine.

### Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment by: expanding & improving open space opportunities throughout the planning area, developing a new community center, creating an attractive and safe pedestrian & bicycle network, and improving the ecological function and health of Pipers Creek.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The NMF may provide funding for some of these less expensive items, but other recommendations will require additional resources for further concept development and eventual implementation. The community has already submitted requests to use Early Implementation Funding (EIF) to implement parts of this strategy. Priorities will need to be identified through the City's sector implementation plans to focus City efforts once resources are identified and become available.

**Lead Department:** DON

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

#### **Activities Already Underway**

1. The neighborhood and the Carkeek Watershed Community Action Team are working with SPU to find solutions for additional storm water detention to mitigate current wide fluctuations in stream flow during storm events. The goal is to make the main channel of Pipers Creek a successful salmon breeding ground.

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

1. DPR will complete the update of the 1993 COMPLAN and develop recommendations for future community centers, including one in the Greenwood-Northgate area.

2. Requests for community centers and similar community spaces and community use of school facilities have raised implementation and policy issues in a number of neighborhood plans and the issues have been placed on the policy docket. An interdepartmental team report on options and recommendations is due to Council in 1999.
3. The neighborhood requested that \$10,000 of their EIF be used to initiate the design process for the new Greenwood Greenhouse park at N 87<sup>th</sup> Street and Evanston. The scope of the project is to provide a design, project timeline and identification of funding sources for completion of the park. The project is expected to be completed in August 2000.
4. DPR can work with the community on a NMF application to fund an inventory of vacant and undeveloped parcels for possible open space acquisition.
5. SEATRAN will work with the neighborhood to evaluate potential bicycle and pedestrian routes.
6. SEATRAN will add NW 77<sup>th</sup> St. to/from Greenlake Way N. to the Seattle Bicycling Guide Map, and will consider posting signs at key locations along the route.
7. As part of the Policy Docket, the Executive will review its policies on both Green Streets and Key Pedestrian Streets in late 1999.
8. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
9. Identify next steps for continued implementation.



### C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>PARKS AND OPEN SPACE</b>						
P2	Add new Community Recreation Center in conjunction with Boys & Girls Club property.	Med	Long		DPR	<p>The DPR 1993 COMPLAN currently lists the Greenwood-Northgate area as one lacking in DPR recreation facilities. DPR is in the process of updating its 1993 COMPLAN and expects this area to remain a priority. Because Community Recreation Centers do not serve one community but rather a service area, siting of community centers must involve all affected communities. Therefore, the department cannot commit to a specific location at this time. However, the City acquisition of the Greenwood Greenhouse site (see P3 below) will potentially add more program flexibility to the Boys and Girls Club.</p> <p>The renewal of the Seattle Center levy would provide \$8.2 million for a community center in the Northgate area. This center would serve both the Northgate and Greenwood areas. The department will discuss the goals the community intends to achieve with this recommendation to see if there are additional needs/issues that need to be addressed.</p> <p>Requests for community centers and similar community spaces and community use of school facilities have raised implementation and policy issues in a number of neighborhood plans and these issues have been placed on the policy docket. An interdepartmental team report on options and recommendations is due to Council in 1999.</p>
P3	Acquire, design, and build Greenhouse park at N 87th & Evanston Ave. N.	High	Short		DPR	<p>Acquisition of the Greenwood Greenhouse site was completed by DPR in March 1999. The next step is to work with the community on design of the space. The neighborhood requested that \$10,000 of their EIF be used to initiate the design process for the new Greenwood Greenhouse park at N 87th Street and Evanston. The scope of the project is to provide a design, project timeline and identification of funding sources for completion of the park. The project is expected to be completed in August 2000.</p>
P4	Extend the Interurban regional trail as far south as possible, using Fremont Ave. N / Woodlawn Place N. as a connection to the Woodland Park Zoo and Aurora bridge connection and to the "Woodland Greenway".	High	Short		DPR, SCL, SEATRAN	<p>DPR would be involved to the extent that this activity impacted DPR owned property.</p> <p>SEATRAN supports enhancements to Fremont Ave N. as a link to existing facilities. SEATRAN has funding to design and construct the</p>



## C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						proposed Interurban Trail between N 110 <sup>th</sup> and N 128 <sup>th</sup> Streets and has started a public outreach process. When the Interurban Trail is completed, SEATLAN will work with the community to evaluate enhancements to Fremont Ave N. to link this facility with other bike routes. Possible enhancements that may encourage bicycle use include traffic calming measures to discourage cut through vehicular traffic, and improvements at arterial crossings. Improvements to the pedestrian crossing at N105 <sup>th</sup> St. would be considered a critical part of improvements to Fremont Ave N.
P5	Designate and develop a bicycle and pedestrian trail and linear park along the Seattle City Light power right-of-way corridor from N 105th St. south to N 90th St.	High	Short		SEATLAN, SCL	<p>SEATLAN has evaluated this segment of SCL right of way and determined that it is not a viable route for either a separated or shared bicycle and pedestrian trail. The right of way is narrower along this portion of the corridor compared to the segment north of N 110<sup>th</sup> Street. With the narrow right of way and placement of the large utility poles, there does not appear to be sufficient space for a combined bike/pedestrian trail which would also allow continued SCL access. A trail along this section would be much closer to the homes that abut the property giving the appearance of going through their backyards.</p> <p>SCL operates this property as an <u>active</u> transmission and distribution line right of way. SCL's top priority is the integrity, safe operation and maintenance of the electric system that serves all Seattle neighborhoods. As the only electric utility right of way in the northwest part of the City, additional lines will be added to it to meet future electrical growth in the area. At 40-feet wide, this is SCL's narrowest corridor. Coupled with electrical code clearance requirements, this leaves SCL with no flexibility for electrical facility design.</p> <p>The extension would also create a series of mid-block crossings along the route. This raises safety issues because motorists are less likely to expect bicycles and pedestrians to be crossing at these locations. SEATLAN firmly believes that Fremont Ave N would be a more appropriate extension of the trail to the north of 90<sup>th</sup> Street. Fremont is identified as a bike route on the bike map from N 81<sup>st</sup> to N 128<sup>th</sup> Street. When the Interurban Trail between N. 110<sup>th</sup> and N 128<sup>th</sup> Street is completed SEATLAN will work with the community to evaluate enhancements to Fremont Ave N. to link this facility with other bike routes. Possible enhancements that may encourage bicycle use include</p>



### C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						traffic calming measures to discourage cut through vehicular traffic, and improvements at arterial crossings. Improvements to the pedestrian crossing at N105 <sup>th</sup> St. would be considered a critical part of improvements to Fremont Ave N.
P6	Create mid-block pedestrian crossings along Powerline Corridor. Acquisition of property or easements assumed to be challenging.	Low	Long		SEATLAN	See response to P5.
P7	Acquire, design, and build a park at the City Light substation at NW 76th & 6th NW.	High	Short		ESD, DON, DPR, SCL, SHA, SOS neighborhood group	<p>Following the prescribed City property disposal process, SCL has already informed ESD that the Whittier substation is no longer needed. The Seattle Housing Authority (SHA) has expressed interest in the substation site for housing. The City will work with SHA, city departments and interested neighborhood groups to evaluate and make recommendations on the disposition of this property while trying to fulfill neighborhood goals as a priority.</p> <p>If it is determined through a public process that this site is most appropriate for park use, acquisition of the site would probably have to be funded through a future bond as DPR does not have funding for acquisition. This priority should be weighed with other planning priorities in this neighborhood and throughout the City. If this property becomes available for purchase, is appropriate for park space, and funding is secured, DPR would work with the community on potential design and programming</p>
P8	Fund an inventory of vacant and undeveloped parcels and assess the feasibility of acquiring them for potential open space/park use: a. N. 67th St. & Fremont Ave N, b. N. 95th St. & Fremont Ave. N. (NE & NW corner), c. N. 85th St. & Evanston Ave N., d. Closed street end at Greenwood Ave. N. & N. 97th St., e. NW 65th & 5 <sup>th</sup> Ave N, f. 6th Ave NW at Woodland Elementary School, g. N 73rd St. & Fremont Ave. N.	Med	Short		DON DPR ESD SEATLAN Local Community Action Group	<p>As opportunities arise, DPR will work with the community to identify funding sources for acquisition and development. DPR does not have funding for acquisition of new properties. There may be grant sources (such as the Conservation Futures Tax and other funding sources) which could provide the funding for purchase. Many grants require a match and funding is extremely limited. DPR's Open Space program funding is already committed. Acquiring locations for park space could be accomplished by the community through an NMF grant. DPR is available to work with the community on the NMF application and to complete the necessary activities for an appropriate assessment of these properties.</p> <p>DPR was able to complete an initial assessment of these properties for potential pocket parks. The majority of the proposed sites are located</p>



## C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>on busy streets or have existing development on them. DPR does not consider sites C through G appropriate locations for pocket parks. The most promising site for a pocket park out of this list is close to site B and is on the southeast corner of 96<sup>th</sup> &amp; Fremont. Another potential site is location on the NE corner of N. 67<sup>th</sup> St. and Fremont Ave N., however, this site currently is developed with a single family home.</p> <p>P-Patch staff also did an initial assessment on the proposed locations to determine whether the sites are appropriate for a P-Patch. P-Patch staff determined that Site A is appropriate for a small sized P-Patch and that Site B, on the southeast corner of 96<sup>th</sup> &amp; Fremont is appropriate for a medium sized P-Patch. Sites C through Site G are either developed, too steep, have too much shade, or are along streets that are too busy.</p> <p>DON can offer technical support in developing P-Patches. This activity could be implemented through a Neighborhood Matching Fund grant.</p>
P8.1	Implement an aggressive street tree program throughout the planning area, identify and prioritize the most visible locations with arterials/commercial centers as a high priority. Should also include efforts to find a way to plant street trees on streets without curbs or defined street edges.	High	Short		SCL (Urban Tree Replacement Program), Local Community Action Group, SEATRAN DON	<p>The Executive supports community efforts to provide street trees throughout the planning area. Several City programs can support this activity.</p> <p>SEATRAN's Arborist Office is willing to join with other departments and the community in a discussion about developing a master planting and maintenance plan for the neighborhood's street trees. The focus of SEATRAN tree programs is on tree plantings and maintenance along arterial streets.</p> <p>SCL offers a community tree planting program (also known as the Urban Tree Replacement Program) that provides communities with a minimum of 100 trees. SCL works with communities to assess project sites, provide trees, prepare planting sites, and provide limited care for open space or street side plantings. Community volunteers and residents plant the trees and the adjacent property owners assume ownership and maintenance. All projects are reviewed by the City Arborist for permit approval.</p> <p>The neighborhood can also apply to DON's existing "tree grant" program. The northwest sector neighborhood development manager</p>



### C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						can assist the neighborhood in 1) contacting these departments to determine appropriate tree locations and 2) completing the necessary applications to each program.
P10	Mark the bicycle and pedestrian network on the bicycle map and with a green street painted stripe and signage.	Med	Med		SEATRAN	SEATRAN continues to revise the bike map as appropriate routes are identified. SEATRAN will work with the neighborhood to evaluate potential routes. SEATRAN will also consider posting signs at key junctions along designated bike routes. However, SEATRAN does not support marking the street with a green stripe to designate a bike route. This is not a commonly recognized marking for bike routes and SEATRAN has limited funds for maintaining street markings.
P11	Add and improve bike routes along NW 77 <sup>th</sup> Street to Greenlake Way with signage and green street stripe.	Low	Med		SEATRAN	SEATRAN will add NW 77 <sup>th</sup> Street to the bike route map, and will consider posting signs along the route at key junctions. Please see P10 regarding striping.
P12	Add landscaped medians to 8th Ave NW north of 85th Street.	Low	Long		SEATRAN, SFD	SEATRAN would support this provided it received strong support from affected residents and SFD and funding could be identified. The next step would be to develop a conceptual design to illustrate the impacts of the median. This would then be used to help determine support from Seattle Fire Department and adjacent residents. The Neighborhood Matching Fund may be a potential funding source for this work.
P13	Provide a pedestrian oriented Type III green street link, possibly along 1st Avenue NW, linking schools, park, cultural centers & commercial areas from NW 78th & NW 92nd streets.	Med	Med		SEATRAN, DCLU	The next step would be to develop a conceptual design for the street to identify specific improvements that would implement this activity. The NMF is a good funding source for this type of activity. Also see response to T6. The Executive will review its policies on both Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.
P14	Fund a Green Street Corridor Design Study of 1st Ave. The resulting plan should unite Greenwood and Phinney with a 1st Ave. NW, Type III "Green Street", working as a parallel pedestrian and cultural corridor to the Greenwood Ave. N commercial "Main Street". a. Create a pedestrian/bicycle friendly corridor along 1st Ave NW from approximately NW 80th Street to Sandel Park, then N/NW to connect at Carkeek Park	Med	Med		DON, DCLU, SEATRAN	See response to P13. The Department of Neighborhoods' NMF program would be a good funding source for developing a Green Street Design Study. SEATRAN will work with the community to help identify enhancements on this route which would encourage bike and pedestrian use. Also see response to T6.



### C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Trailhead behind the "ARTS" (QFC) Shopping center. b. Extend 1st Ave. NW. route to connect with future Substation Park (@76 <sup>th</sup> & 6 <sup>th</sup> ) along NW 77th street bike route .					
P16	Designate the following as "Green Streets": <u>Type II</u> : N 97th St. between Fremont & Greenwood, 103rd between Fremont & Evanston; <u>Type III</u> : Fremont Ave N, 87th between Evanston & Fremont, 92nd between Fremont & Evanston; <u>Type IV</u> : N 97th between Greenwood & Phinney.	Med	Long		SPO SEATRAN	Please see P 13. The next step would be to develop a conceptual design for the street. The NMF program is a good funding source for this type of activity. Also see response to T6.
P17	Preserve and add identifying signage to the Olmsted Route at Woodland Park heading west to 3rd Ave. NW.	Low	Short		DPR SEATRAN	DPR supports the preservation and identification of Olmsted routes. DPR recommends the Department of Neighborhoods' NMF as a good source of funds for this type of activity. DPR will work with the neighborhood, Friends of Seattle's Olmsted Parks and SEATRAN to help implement this proposal. As part of this work, SEATRAN will need more information regarding the number and desired placement of signs. Once a funding source is identified SEATRAN can produce and install the signs.
P18	Improve the ecological function and health of Pipers Creek: a. Develop a demonstration project using surface water retention. Pursue Urban Creek Legacy Millennium Project funds for this project, b. Identify and implement opportunities for increasing storm water infiltration tied with sidewalks/ and swales. c. Develop an open channel treatment/demonstration project, that builds upon the existing system.	High	Short (Long to restore ecological health to creek)		SPU SEATRAN DPR	SEATRAN will work with SPU to develop a pilot project that addresses these issues.  The neighborhood, and the Carkeek Watershed Community Action Team are working with SPU to find solutions for additional storm water detention to mitigate current wide fluctuations in stream flow during storm events. The goal is to make the main channel of Pipers Creek a successful salmon breeding ground.  Projects already underway to mitigate stormwater surges by increasing stormwater detention include 1) a detention facility to be constructed at the Becker property, 777 NW Carkeek Park Road in 2001, and 2) the Street Edge Alternatives (SEA Streets) pilot project to be constructed in 2000 at 2nd Ave. NW and NW 117th St. that will yield techniques that can be used throughout the watershed. The Street Edge Alternative (SEA) Streets is an SPU demonstration project which will rebuild the 11700 block of Second Avenue Northwest. When finished a year from

### C. Open Space and Walkways: "Put the Green Back in Greenwood" and Phinney Ridge

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>now, the street should produce less runoff by catching stormwater in swales along the street edge. This will slow down the stormwater, promoting infiltration to groundwater and controlled discharge into drainage pipes.</p> <p>In addition, the street will be given a curving, traffic-calming path, a new walking path, and new trees and shrubs. The project is intended to showcase the protection of creek ecosystems through alternative residential street design. In this instance, the creek is Pipers Creek, which enters Puget Sound at Carkeek Park. Also see I 7.</p>
P19	<p>Redevelop the Phinney Neighborhood Association site to include park/green space:</p> <p>a. Support the results of the current PNA design study for implementation.</p>	High	Short	Some aspects could be NMF but entire project will exceed the \$100K NMF limit	DON DPR PNA	<p>A DON NMF small and simple grant funded a charrette which created the PNA grounds design referred to in this activity. DPR is interested in working with the community to further refine and implement this activity; however, actual implementation is a community-based activity. This would include both funding and implementation. DPR will continue to offer technical support in this endeavor.</p> <p>To begin implementation of the design plan, the neighborhood is proposing intersection improvements at the intersection at 67th and Phinney near the PNA entry using EIF. Please see the Integrated Executive Response to Key Strategy B for additional information regarding this activity.</p>



## D. IMPROVE MOBILITY AND ACCESSIBILITY REGIONALLY AND WITHIN THE COMMUNITY

### Description

The Greenwood/Phinney Ridge planning area, like many of the other neighborhoods throughout the city, has numerous traffic problems including congestion, cut-through traffic, speeding etc. Transit and parking issues are also high on the list of concerns for all residents. Addressing traffic issues means envisioning a new future and better management of our streets and improved transit systems today. The long range community vision includes a Greenwood transit hub and a future light rail connection near N. 63rd and Aurora; improved transit access to future. Sound Transit stations to the east and west; and centralized commercial parking in the "Greater Greenwood" shopping district. The vision also includes more traffic-calmed streets which do not exclude cars, but which are designed for pedestrians, bikes, strollers and cars traveling at slower speeds. The vision includes a time when you never need a bus schedule because a mainline or shuttle bus will be along every 10 minutes without fail, or you will have the option to share a second car which meets the needs of several families on your block, thus reducing the total number of parked cars on your street and the cost of ownership.

In the near term there are other traffic management solutions that have been identified. These include synchronizing the traffic signals along 85th and reducing the number of parking lot entrances on the north side of the street between Greenwood and 3rd NW. Other solutions include connecting 8th NW to Holman Road, improving the flow of cars on Aurora Avenue N, and reinforcing safe speeds on heavily used streets with speed tables, landscaped medians and raised pedestrian crossings.

### Integrated City Response

This Key Strategy consists of a number of transportation recommendations and streetscape improvements to promote pedestrian and bicycle access and to facilitate vehicular travel. The City supports the neighborhood's efforts to improve mobility throughout the planning area. This strategy is consistent with the Comprehensive Plan, which calls for improvements to all transportation modes. The neighborhood's proposals will help to develop an integrated network of transportation systems, which will help to create a safer, easier and more pleasant multi-modal transportation network. The City has some activities currently underway, including a study of alternative walkway designs and the evaluation of traffic calming devices which will help to implement this strategy. The next step for many of these activities will be to prioritize these improvements and begin design for improvements as funding becomes available. Resources within the City to develop these kinds of transportation improvements are limited.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The NMF may provide funding for some of these less expensive items, other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector implementation plans to focus City efforts once resources are identified and become available.

**Lead Department:** SEATRAN

**Participating Departments:** SPU, DON

### Activities Already Underway

1. SEATRAN has evaluated a possible test of speed hump installations along 3rd Avenue NW south of NW 65th Street as part of the 1999/2000 Neighborhood Street Fund process. SEATRAN is willing allow the installation of three speed humps on 3rd Av NW, provided the affected residents and the Seattle Fire Department approve of the project. The Ballard District Council has allocated Neighborhood Street Funds for the installation of the speed humps. SEATRAN is currently working with community representatives on identifying specific locations for the speed humps.

### Tasks to be Undertaken in 1999-2000

1. SEATRAN will work with the community to evaluate specific improvements to enhance pedestrian safety on arterial streets.
2. If supported by the abutting residents, SEATRAN will revise N. 65th to accommodate alternating parking.
3. The Executive will forward transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.



4. A signal progression study including Greenwood Avenue North and segments of N. 85<sup>th</sup> Street will be conducted in 2000.
5. SEATLAN will conduct a test of transit prioritization on Aurora Avenue N. and Rainier Avenue S. in 2000. The results of this test could be applied to Greenwood/Phinney in the future.
6. As part of the Policy Docket, a report on both the crosswalk safety study and pedestrian push button study is due to Council in 1999. Crosswalk and pedestrian push button recommendations will be re-evaluated after these policy docket discussions.

7. SEATLAN will evaluate the specific areas surrounding the zoo identified by the community to determine if they meet the criteria for establishing a Restricted Parking Zone.
8. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
9. Identify next steps for continued implementation.

#### D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>TRANSPORTATION</b>						
T8	<p>Add traffic calming devices and pedestrian amenities to streets with high traffic volume to enhance pedestrian safety, promote safe and reduced auto speed at cross walks, and improve aesthetics of streetscape without formally re-designating any streets to any arterial classification</p> <p>Validate and implement traffic calming and cut through traffic reduction mechanisms in the 1995 GAIN Traffic Calming Plan and the 1995 Phinney Ridge Traffic Calming Plan.</p> <p>a. Reduce speed and noise of traffic on N. 65<sup>th</sup> St. by repaving street with sound deadening material when needed again and redesign for alternating parking to slow down westbound traffic.</p>	High	Short		SEATLAN	<p>SEATLAN will work with the community and evaluate specific improvements to enhance pedestrian safety on high volume streets. The community should identify specific improvements and locations for SEATLAN to evaluate.</p> <p>SEATLAN supports several of the recommendations listed in the 1995 GAIN Traffic Calming Plan and the 1995 Phinney Ridge Traffic Calming Plan. While there is limited funding for construction of traffic calming devices, SEATLAN will work with the community to develop a strategy for funding and implementing some of the recommendations listed in these plans.</p> <p>SEATLAN has evaluated the community's proposal for remarking the centerline on N. 65<sup>th</sup> Street to accommodate alternating parking. While this is feasible, it would result in a loss of parking near the intersections along this route to allow for the transition of the travel lanes. When the centerline needs remarking, SEATLAN will revise it for alternating parking, provided the community shows that this change is strongly supported by the abutting residents.</p> <p>Currently, a "sound deadening" repaving material is not available for reducing traffic noise. However, a standard asphalt overlay will cover existing cracks which may be the</p>



## D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						source of the noise. Other street maintenance problems, such as potholes, are repaired by SEATRAN. N. 65th St. is not currently on the 3-Year Paving List, which means that the soonest it has the potential to be resurfaced, is 2002. The neighborhood can form a Local Improvement District (LID) and have a private contractor overlay the street.
T9	<p>Improve site distance and merging lane at 50th and Aurora.</p> <p>a. Improve intersection at 50th and Fremont (entrance to Zoo) to separate left turn motions.</p> <p>Improve signage to direct cars to access Aurora at 50th Street. Coordinate with Woodland Park Zoo Parking Study Phase II.</p> <p>b. Use curb bulbs to create northbound turn restrictions from 65th to Greenwood Ave. to prevent cars from cutting the light at N. 65th St. to make a left turn there.</p>	High	Short		WSDOT SEATRAN Woodland Park Zoo	<p>a. The street markings at this location were remarked as part of the recent repaving project along Aurora Avenue North. Additional improvements specified by the community can be evaluated as part of the Aurora Multi-Modal study. SPO has already forwarded these recommendations to WSDOT for consideration in the Aurora Multi-Modal study. SEATRAN will continue to work with WSDOT on this study.</p> <p>b. The proposed turn restriction at Greenwood Avenue N and N 65th Street could impact traffic patterns on adjacent streets. SEATRAN would require a study of the effects the closure would have on nearby non-arterial streets, and a showing of strong support from residents on those streets prior to implementing this activity. This type of study could be completed by the neighborhood using an NMF grant to hire a traffic consultant.</p>
T10	Improve access to Aurora southbound at 50th Street to reduce commuter usage of residential streets. (relates to T-9)	High	Short		WSDOT SEATRAN	See the response to T9, item "a".
T12	Move buses and pedestrian circulation traveling east-west from 85th St. to a mid block alignment between N. 85th St. and N. 87th St. The goal is to lengthen the bus stop zone and avoid bus congestion at the corner of 85th and Greenwood. Linkages to north-south buses on Greenwood Ave. shall be studied to facilitate efficient transfers for transit riders.	High (Remedy buses blocking traffic on 85th)	Med		SEATRAN KC Metro	<p>Please see T1.</p> <p>There currently is a signalized pedestrian crossing at this location.</p> <p>If Metro approves this request, SEATRAN will implement the change provided the new location is safe and abutting property owners approve.</p>
T13	Improve traffic signal coordination throughout planning area. Priority is east-west traffic on 85th street, 80th street, and 105th street and streamlining turning motions at 85th and Greenwood. Experiment with 4-phase cycle timing and/or eliminating	High	Short		SEATRAN	SEATRAN will conduct a signal progression study in 2000. The study will include Greenwood Avenue North and segments of N 85th Street. The results of this study could influence signal coordination throughout



## D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	separate turning phase for low demand turn during peak hours. The community favors solutions which balance the needs for vehicles and pedestrians.					Greenwood/Phinney Ridge's planning area. Currently the signal at Greenwood Avenue North and North 85 <sup>th</sup> Street is under a four phase cycle timing. SEATLAN does not support eliminating the separate turning phase during off peak periods, due to safety concerns.
T 14	Prepare a traffic model that includes the Greenwood and Phinney neighborhoods and report on the expected impact of installing a traffic signal at 3 <sup>rd</sup> NW & Leary Way. Investigate the cumulative and individual effects of traffic items T15, T16, T17.	High	Short		SEATLAN	The purpose of the study is unclear. SEATLAN is not considering installation of a signal at this intersection as a result of previous community input.
T 15	Create 4-way stop and channelization at 90 <sup>th</sup> St. and 3 <sup>rd</sup> NW to reduce collisions and create speed "break" .	High	Short		SEATLAN	SEATLAN does not support the installation of an all-way stop at this location. SEATLAN follows nationally set guidelines for the installation of all-way stops. This intersection does not meet the necessary warrants specified in those guidelines. Stop signs installed at unwarranted locations are more likely to have a lower rate of motorist compliance with traffic laws. In addition, stop signs have not been found to significantly reduce mid-block speeds.  SEATLAN is also concerned that an all-way stop at this location may increase traffic on N. 90 <sup>th</sup> Street which is a non-arterial street.  SEATLAN will work with the community to further define the community's concerns and to identify options that might address those concerns.
T 16	Before installing a signal at 3 <sup>rd</sup> NW and Leary, install speed humps in a coordinated pattern along 3 <sup>rd</sup> NW between Leary Way and 145 <sup>th</sup> St.	High	Short		SEATLAN	SEATLAN is currently evaluating a possible test of speed hump installations along 3 <sup>rd</sup> Avenue NW south of NW 65 <sup>th</sup> Street as part of the 1999 / 2000 Neighborhood Street Fund process. However, speed humps can not be installed on minor or principal arterials. Consequently, SEATLAN would not approve the installation of speed humps on 3 <sup>rd</sup> Avenue NW between NW 85 <sup>th</sup> and NW 130 <sup>th</sup> Street because of its designation as an arterial.  Also see response to T14 regarding the signal.



## D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
T 17	Force turns onto Holman & Greenwood at 105 <sup>th</sup> to provide disincentive to use 3 <sup>rd</sup> NW as major arterial from city limits to Leary Way.	High	Short		SEATRAN	3rd Ave NW is a designated arterial. This activity is contrary to SEATRAN policy. Such an activity would encourage cut-through traffic on non-arterial streets. SEATRAN will continue its work with the community to identify and implement traffic calming measures on collector arterial segments of 3rd Ave NW. This work may help to encourage some motorists to use alternative arterial routes.
T18	Distribute N-S commuter traffic equitably between major, minor and collector arterials and reduce average speed to legal limit on all arterials.	High	Short		SEATRAN SPD	SEATRAN and SPD will work with the community on specific proposals for specific streets. However, this recommendation to distribute traffic equitably between various types of arterials conflicts with numerous transportation policies in the Comprehensive Plan and the Seattle Comprehensive Transportation Program. Street functions and uses, as conferred by the various City classification systems, govern traffic operations rather than right-of-way width or existing carrying capacity.
T 19	Enforce posted speed limits on collector/minor arterials NOT 10 mph above the posted limit.	High	Short		SPD	SPD does monitor traffic on arterials on an ongoing basis and is looking at ways to do this on a more consistent basis. SPD is currently reviewing its Traffic Enforcement strategies to find ways to monitor traffic that is more consistent, frequent and responsive to neighborhood concerns. Since this is an issue in many of the neighborhood plans, any long term resolutions may require additional traffic enforcement resources.
T20	Implement a regional transportation study for the northwest quadrant of Seattle (north of the Ship Canal and west of I-5) to work with other neighborhoods, BINMIC, the City and the Chambers of Commerce. <ul style="list-style-type: none"> <li>Address issues of impact on limited E-W corridors when regional transit has a N-S focus.</li> <li>Do new screenline studies to measure total traffic; focus on weekend traffic patterns which are taxing street capacity year round.</li> <li>Evaluate corridor signalization coordination.</li> </ul>	Med	Med		SEATRAN	There are several other areas where a corridor or subarea transportation plan has been requested. They are State Route 99, Fremont, Madison, South Ballard, the Duwamish, Wallingford and West Seattle. Where there is an ongoing transportation study in the area such as WSDOT's SR 99 multi modal study, the City has worked to ensure the neighborhood recommendations are included and addressed in that study. Where transportation studies have been done, as in West Seattle, the neighborhoods have used a combination of resources including neighborhood planning funds. Fremont will be using their early



## D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<ul style="list-style-type: none"> <li>Identify routes for industrial traffic.</li> </ul>					implementation funds. SEATLAN will continue to look for ways to assist the neighborhoods and to identify resources for subarea or corridor transportation plans however City funding to do these studies has not been identified. The NMF would be a good funding source for this type of study. The next step would be for the community to identify specific objectives of the study. SEATLAN may be able to assist the community in developing a scope and selecting a consultant, depending on available resources.
<b>Transit Improvements</b>						
T21	Establish an east and west Greenwood shuttle that provides access along the main street, complements the existing transit system, connects to other key neighborhood commercial and transit areas, and eventually Sound Transit.	Med	Med		KC Metro Community	Please see T1 and T2.
T22	Provide signal prioritization for buses on 85 <sup>th</sup> & Greenwood/Phinney. Coordinate system with synchronized system of traffic signals (transportation item T13). Implement a combination of solutions which provides balanced improvement for all modes of transportation.	High	Short		SEATLAN KC Metro	SEATLAN will conduct a test of transit prioritization on Aurora Avenue N and Rainier Avenue S. in 2000. The results of the test will determine future applications. Please see T1.
<b>Ped &amp; Bike Crossings</b>						
T23	Paint bold cross-walks at all bus stops & shelters. All bus stops are equally important to encourage transit use.	High	Short		SEATLAN	<p>SEATLAN carefully considers where crosswalks are installed. SEATLAN will evaluate requests for new crosswalks at specific locations that are prioritized by the neighborhood.</p> <p>As existing crosswalks need remarking, SEATLAN will upgrade them to the more visible ladder type crosswalk. The community can contact SEATLAN to identify specific crosswalks that need remarking.</p> <p>As part of the Policy Docket, a report on the crosswalk safety study is due to Council Committee in 1999. Crosswalk recommendations will be re-evaluated pending policy docket discussions.</p>
T 24	Prepare design study on creating entrance to North Zoo Parking lot on Phinney Avenue to reduce impacts on residential	High	Short		DPR, SEATLAN,	Creating another park entrance on Phinney is an issue that will be considered as part of the Zoo's Master Plan update



## D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	North 59 <sup>th</sup> . (The Zoo is currently working on a revised site Master Plan).				Zoo	that is currently underway. The location of this additional entrance remains an issue as there are conflicts with the existing underpass. DPR representatives currently are working and will continue to work with the community on this issue during the Master Plan revision process.  If the neighborhood wants to conduct their own traffic study relating to a new entrance, the NMF would be a good funding source for this type of study. The next step would be for the community to identify specific objectives of the study. SEATRAN may be able to assist the community in developing a scope and selecting a consultant.
T 25	Implement new parking policies at Zoo lots to reduce overflow parking on neighborhood streets during concerts and peak season. Conduct RPZ analysis in blocks near Zoo.	High	Short		SEATRAN, DPR, Zoo and Phinney CC	The update of the Zoo Master Plan will look at parking issues. DPR representatives are currently working and will continue to work with the community on this issue during the Master Plan revision process.  SEATRAN will evaluate this area to determine if it meets the necessary criteria for establishing a Restricted Parking Zone. The community council can take the first steps to pursue an RPZ by submitting a letter to SEATRAN describing the parking problem and delineating the boundary of the problem.
T26	Provide a safe pedestrian and bike crossing of Aurora Ave N. for access to the Green Lake area from Phinney Ridge, at the 63rd St. underpass.	High	Short		SEATRAN	SEATRAN has reviewed this recommendation for bicycle access. Currently bicyclists travel in the street, sharing the lane with motor vehicles. The existing underpass is a concrete structure. To create more space for bicyclists the lanes could be widened in one of two ways: 1) the sidewalks could be narrowed which would make it more difficult for pedestrians or 2) the bridge structure could be rebuilt to widen the entire opening under Aurora Ave N. Unfortunately neither of these are feasible options. If the request is for a new pedestrian crosswalk to access the existing sidewalk, the community should identify the specific location and SEATRAN will evaluate it.
T27	Reduce pedestrian wait times at 85th/Greenwood crossing. (See T 13 discussion of changing 4-phase signal timing).	Med	Med		SEATRAN	Greenwood and N. 85 <sup>th</sup> will be included in a progression study that SEATRAN will conduct in 2000. Changes to

## D. Improve Mobility and Accessibility Regionally and within the Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						signal timing can be evaluated at that time. (See response to T13).
T28	Conduct a study to assess the feasibility and benefits of developing a connection from 8th Ave. N to Holman in order to allow auto and pedestrian access onto Holman Rd.	Med	Short		SEATRAN	It is unlikely that the benefits of connecting 8 <sup>th</sup> Ave N to Holman would justify the high cost of this project as it would require grade separations. If the community would like to have a study done in the immediate future, a NMF grant should be pursued to hire a consultant to conduct a feasibility study.
T43	Provide a bicyclist/pedestrian activated signal at Fremont Ave. N. and N. 105 <sup>th</sup> St. A safe crossing is required at this intersection in order to extend the Interurban Regional Trail further south. (See also item P4).	High	Short		SEATRAN	SEATRAN is currently working on public outreach for the portion of the trail between N 110 <sup>th</sup> to N 128 <sup>th</sup> Street. The timeline for construction of the trail is dependent on the completion of the public process. At this time it is anticipated that construction would start in 2001. As this portion of the trail is completed, SEATRAN will evaluate Fremont Ave N, which includes the intersection at N 105 <sup>th</sup> , for additional bike and pedestrian improvements. See also P4.



## E. SUPPORT INFRASTRUCTURE IMPROVEMENTS IN THE NORTHEAST AND NORTHWEST QUADRANTS

---

### Description

Infrastructure improvements in the northeast and northwest quadrants have been a concern for a very long time. Residents experience problems with flooding, and with access and safety from vehicular traffic. This strategy is focused on not only addressing the infrastructure needs in this area, but also tying them into other improvements in the neighborhood.

### Integrated City Response

Seattle Public Utilities has a number of activities already underway in other parts of the City which could help to implement this Key Strategy in the future. These activities include: 1) developing new alternatives to concrete sidewalk development that could reduce surface water run-off, 2) a study of in-flow and infiltration into the City's sewer lines in the Carkeek drainage basin, and 3) providing additional staff review and inspection of stormwater, drainage and grading impacts of site development proposals. In addition, both the Department of Neighborhoods and the Department of Design, Construction and Land Use are increasing their efforts to provide information to the public about neighborhood plan implementation, development in critical areas and watersheds, and drainage improvements required of new development.

The City looks forward to working with the community in the coming years to explore methods to implement these activities. While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. The NMF may provide funding for some of these less expensive items, while other recommendations will require additional resources for further concept development and eventual implementation. Priorities will need to be identified through the City's sector implementation plans to focus City efforts once resources are identified and become available.

**Lead Department:** DON

**Participating Departments:** SPU, SEATRAN

#### **Activities Already Underway**

1. SEATRAN has recently installed concrete curbs, gutters and sidewalks along portions of Greenwood Avenue N and has additional improvements planned for the west side of Greenwood between N 95<sup>th</sup> and 92<sup>nd</sup> Street. SEATRAN will continue to look for funding opportunities for street improvements along this corridor.

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

1. Issues regarding construction and maintenance of sidewalks have been referred to the Policy Docket. A report on the status of current studies and recommendations is expected in 1999. A report on options for providing sidewalks for designated walking areas, such as urban villages and areas that have pedestrian access to them, is expected in June 2000.
2. SEATRAN and SPU staff are preparing a sidewalk pilot project for 1999 to construct and test residential street construction options. The low cost sidewalk pilot project is currently considering two locations within the Greenwood/Phinney Ridge planning area. SEATRAN is in the process of completing concept design work and cost estimates to determine feasibility. Depending on feasibility, SEATRAN estimates construction will begin before the end of 2000.
3. The results of this project may lead to adding options to the Seattle Street Improvement Manual that are less expensive and more in keeping with an informal character on residential streets.
4. SPO will review building activity in Greenwood/Phinney to see if it exceeds thresholds established to monitor the growth rate consistent with Comprehensive Plan Policy L61.
5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
6. Identify next steps for continued implementation.



## E. Support Infrastructure Improvements in the Northeast & Northwest Quadrants.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<b>Capital Improvements</b>						
14	Construct full standard sidewalks and complete street improvements on both sides of Greenwood Ave. N. between N 85th and N 105th St. Improvements should include concrete sidewalks, curbs, gutters, drainage, and street trees at a minimum to match existing improvements. Priority shall also be given to maintaining traffic lane width since this is a truck route within the city.	High	Short		SEATRAN, SPU	The Executive supports this activity and is actively working to implement it. SEATRAN has recently installed concrete curbs, gutters and sidewalks along portions of Greenwood Avenue N and has additional improvements planned for the west side of Greenwood between N 95 <sup>th</sup> and 92 <sup>nd</sup> Street. SEATRAN will continue to look for funding opportunities to complete identified street improvements along this corridor. SPU will work with SEATRAN to provide drainage development support in conjunction with future street improvements.
15	<p>Review and implement the City's Final Staff Report on Sidewalk and Related Storm Drainage Improvements, dated June 16, 1997.</p> <p>a. Adopt a policy, for the planning area, to create no less than one mile per year of new all weather, ADA accessible, paved sidewalk, and/or walkway on public right -of-way , starting in 1999. This could include a variety of funding sources.</p> <p>b. Conduct a survey in the portion of the community without sidewalks to prioritize sidewalks and public walkway improvements.</p> <p>c. Review the city's established priorities for prioritizing walkways and storm drainage improvements around schools, libraries, youth clubs, other public facilities, etc.</p> <p>d. Put in complete systems at the same time. Front fund to complete system then assess late comer fees to make it fair. Look at blocks with identified hazards for pedestrians as a first priority.</p>	High	Short		SEATRAN, SPU	<p>SEATRAN and SPU staff are preparing a sidewalk pilot project for 1999 to construct and test residential street construction options. The low cost sidewalk pilot project is currently considering two locations within the Greenwood/Phinney Ridge planning area. SEATRAN is in the process of completing concept design work and cost estimates to determine feasibility. Depending on feasibility, SEATRAN estimates construction will begin before the end of 2000. The results of this project may lead to adding options to the Seattle Street Improvement Manual that are less expensive and more in keeping with an informal character on residential streets.</p> <p>The neighborhood may also want to consider forming local improvement districts (LIDs) to build sidewalks in their immediate areas. Forming an LID could get the sidewalks the community desires constructed more quickly than the City's programs. SEATRAN can provide additional information to the neighborhood regarding the formation of neighborhood LIDs.</p> <p>Recommendations for sidewalk maintenance and construction have been raised in a number of neighborhood plans and this issue has been placed on the policy docket for further discussion. SEATRAN will provide an update on this work to City Council in 1999, and this recommendation will be reconsidered in light of this work. In addition, the City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how drainage improvements should be paid for, as policy docket issues. SPU is currently working with SEATRAN to pilot low cost sidewalk options that could be more affordable to</p>



## E. Support Infrastructure Improvements in the Northeast & Northwest Quadrants.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						property owners and the City. This pilot project will be discussed during this policy discussion. A second and related policy docket item is exploring placing special emphasis on funding opportunities for designated walking areas, such as urban villages and areas that have pedestrian access to them. Recommendations on funding options will be presented to the Council in January 2000.
16	Future development should be tied to the City's Residential Growth Targets. Strategic Planning Office and DCLU review, as described in Comprehensive Plan policy LU61, should be triggered when development reaches 125% of the target. A building permit moratorium should be instituted when permits exceed 150% of the target. Permission to occupy would be withheld until community infrastructure including drainage and sidewalks are concurrently developed. Renovation / redevelopment projects which do not increase neighborhood population or traffic would be exempted from moratorium restrictions.	High	Med		SPO, DCLU, SPU	<p>Beginning in 2000, SPO will review building activity in this area to see if it exceeds thresholds established to monitor the growth rate, consistent with Policy L61 in the Comprehensive Plan. Thresholds are as follows: more than 50% of the 20 year growth target household growth target is met after 5 years or less than 10% of household growth target is met after 5 years. If the threshold is triggered, SPO will work with the community to conduct a more detailed review of circumstances in the area and to identify actions that could either reduce the pace of future development or offset the impact of the development that has occurred. Options could include various zoning tools or additional investment in community facilities to provide services to the growing population.</p> <p>The Strategic Planning Office also monitors growth in urban villages and issues a monitoring report every two years. The most recent report was published in the summer of 1998. One purpose of this monitoring is to identify those areas where growth is occurring too quickly or slowly so that measures can be identified to either slow growth or encourage it.</p>
17	Mitigate storm overflow surges into Pipers Creek watershed via a Comprehensive Surface Water Management Plan.	High	Short		SPU	<p>SPU's Stormwater Management Plan outlines the requirements for Seattle's Federal stormwater discharge permits. Management of stormwater flow, or flashiness, in Pipers Creek will be addressed through the Comprehensive Drainage Plan that will be updated in 2000 and will include opportunities for community input.</p> <p>Projects already underway to mitigate stormwater surges by increasing stormwater detention include 1) a detention facility to be constructed at the Becker property, 777 NW Carkeek Park Road in 2001, and 2) the Street Edge Alternatives (SEA Streets) pilot project to be constructed in 2000 at 2nd Ave. NW and NW 117th St. that will yield techniques that can be used throughout the watershed.</p>



**E. Support Infrastructure Improvements in the Northeast & Northwest Quadrants.**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Sewage overflows into Venema (Pipers) Creek triggered by storms will be addressed by the Broadview sewer bypass currently under construction. Also, a Metro study begun in 1999 will identify sources, impacts and possible strategies needed to address stormwater inflow and infiltration that might contribute to sewer overflows elsewhere in the Pipers Creek watershed.</p> <p>Also see P 18.</p>



## II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) activities to be placed on the agenda for prioritization in the Sector Implementation Plan; 4) activities for City consideration in the long-term future, but which the City will not immediately prioritize; 5) activities for which the community must take the lead (may be supported by City departments or existing programs); 6) issues to be submitted for inclusion on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 7) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years. All activities with the exception of those in category 7 above will remain as items for further consideration and will be the subject of tracking and reports back to the Council and community.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
<b>LAND USE AND HOUSING</b>							
<b>Housing</b>							
L7	Support additional Accessory Dwelling Units (ADU's) and conversions of existing structures into duplexes in specific areas within the community. These areas are to be identified as part of an ADU study of the community following recognition of the plan.	High	Short		DCLU	The Land Use Code permits and regulates ADUs. DCLU is investigating the options for more flexibility in permitting ADUs. Council has allowed DCLU to permit a very small number of detached ADUs over the next year as part of a demonstration project.	DCLU is taking the next steps to implement this activity.
L8	The neighborhoods believe the most effective method for providing affordable housing is to maintain existing dwelling units. Financial assistance should be made available to support this goal: a. Cover interest on loans to make money available for cleanup and not be exclusionary. b. Start rotating capital, local low interest housing improvement loan program (comparable to University District Urban Center and the Central Area Programs). c. Neighborhood Improvement Loans and Fannie Mae Location Efficient	High	Short		OH	OH does not support the establishment of separate housing programs in different neighborhoods. There are existing City-wide programs that could help the neighborhood achieve the goals of this recommendation.  a. OH just completed a review and evaluation of the current home repair and weatherization program (know as REACH). In October OH will present to the City Council a plan to restructure all of the current housing rehab programs into one that better meets the needs of homeowners and renters in all neighborhoods in Seattle. A part of the	OH is taking the next steps to implement a portion of this recommendation. The community can also take action to implement elements of this activity. OH can provide technical support.  This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>restructure well be a plan for effective marketing of the rehab services available citywide.</p> <p>b. OH makes available down-payment assistance funds for first-time buyers. OH does not have other funds available to support most of the market rate housing</p> <p>c. OH is in final negotiations with Fannie Mae and Continental Bank for a Location Efficient Mortgage product for areas of Seattle where residents can either walk to their place of employment, or walk to transit to get to their job</p>	

#### TRAFFIC AND TRANSPORTATION

##### Traffic Flow

T 27	Upgrade signals and timing between Aurora Ave and 15th Avenue NW along N. 85 <sup>th</sup> Street.	High	Short		SEATRAN	SEATRAN will conduct a progression study along NW 85 <sup>th</sup> Street in 2000. Signal timing improvements between Aurora Ave N and 15th Ave NW will be evaluated at that time.	SEATRAN will take the next steps towards implementing this activity. The signal progression study will determine if this activity will be fully implemented.
T 28	Consolidate and eliminate driveways along N. 85 <sup>th</sup> Street between Greenwood and 3rd Avenue NW.	High	Med		SEATRAN, DCLU	The standards in the Land Use Code for driveways balance the need for access to property and public safety. DCLU may consider changes to the current driveways as redevelopment occurs, depending on the conclusions of transportation studies which may be required of the applicants. Also, funding sources would need to be identified as well as approval by abutting property owners SEATRAN provides technical support to DCLU when there are questions about the operation of a	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						proposed driveway.	
T 29	Provide longer N-S through movement through Phinney at 65th during peak demand to facilitate turns OR install left turn signal.	High	Short		SEATLAN	SEATLAN has evaluated this intersection for possible left turn signal installation. At this time, the intersection does not meet necessary warrants. SEATLAN does not support increasing the North-South phase. The signals along the Phinney / Greenwood corridor are connected. Increasing the north-south movement at this intersection would affect other signals along this corridor which would increase the wait time for pedestrians trying to cross Phinney / Greenwood.	The City does not support this recommendation at this time.
<b>Alternative Transportation</b>							
T 30	Create a Greenwood-Phinney based carpool program. The program could be located and coordinated by PNA with funds from KC Metro/SEATLAN.	Med	Med		SEATLAN KC Metro	<p>The Executive supports Greenwood/Phinney Ridge's work to establish a carpool program in their neighborhood.</p> <p>KC Metro operates a ride-matching services program, where they match carpool partners from a large group of people (typically a company's employees). The PNA could provide this ride-matching service to building users. Contact KC Metro's Carpool/Vanpool Service Department for additional information.</p> <p>SEATLAN provides carpool parking spaces on-street, in return for designated carpool spaces in a private development (buildings conditioned with Transportation Management Programs or TMPs). This Public Carpool Program generally sells permits for parking</p>	The community needs to take the first steps to implement this activity with the support of the NW Sector Manager.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						spaces in downtown Seattle (for instance, Spring St. east of 6th Ave. over I-5). There are also some spaces in Eastlake. The City registers qualified carpools of two or more for the discounted spaces in garages. Permit costs are significantly less than monthly single occupancy vehicle parking in downtown Seattle parking garages. Higher-occupancy vehicles receive reduced prices and a higher priority on waiting lists. Contact SEATRAN for more information about the City's Public Carpool Program and for technical assistance to set up a carpool program at PNA. For instance, the City may be able to sign on-street carpool spaces if PNA can match these with on-site off-street spaces.	
T 31	Develop a Greenwood-Phinney pilot program for car-sharing. This could potentially function as a new PNA program.	Low	Med		SEATRAN SPO Kc Metro	<p>The City and KC Metro are working to start a car sharing program for five pilot neighborhoods (Capitol Hill, Pike-Pine, First Hill, Queen Anne, and Belltown) from 1999 through 2001. SEATRAN and SPO are active participants in the car sharing project team. The City is responsible for providing parking for car share vehicles, promoting car sharing as part of the City's neighborhood outreach efforts and integrating car sharing into the City's development review process.</p> <p>King County Metro has recently signed a contract with Mobility, Inc. (a private vendor set up to operate the car sharing program). The City, County and Mobility are working to start the car sharing program in November 1999. The</p>	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>program will start in Capitol Hill and expand into the other pilot neighborhoods through 2000-2001.</p> <p>City, KC Metro, and Mobility are actively discussing how to expand car sharing into other neighborhoods beyond the initial pilot group. As our discussions proceed, we will certainly consider setting up a car sharing program in Greenwood-Phinney. Individuals interested in the program should contact King County Metro Market Development for additional information. Information is available on the King County Metro web site at <a href="http://transit.metrokc.gov/travel_options/carshare.html">http://transit.metrokc.gov/travel_options/carshare.html</a></p>	
T 32	Encourage merchant-based walking/ride sharing/shopping promotion.	Med	Med		Greenwood/Phinney Ridge Chamber of Commerce	<p>OED can discuss with the planning group and Chamber of Commerce the possibility of setting up a Business Improvement Area (BIA). A merchant validation program could be established and operated by a neighborhood BIA</p> <p>See response in T42 for a further description of the SPO parking study. One parking study task is to develop marketing, validation, and other related parking management programs for neighborhood business districts (focusing on the light rail station areas). While Greenwood-Phinney is not specifically included in the SPO parking study, City staff will be able to apply what we learn about marketing and validation programs to areas such as Greenwood/Phinney.</p>	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
T 33	Encourage more visible bike lanes to shopping and park destinations. Encourage more units of bike parking than required by zoning.	High	Short		SEATRAN	SEATRAN continually looks for opportunities to install additional bike lanes, which offer good bike route connections, on arterials with adequate street width and good arterial crossings. SEATRAN does not install channelization, including bike lanes, on non-arterial streets. SEATRAN will install additional bike racks at spot locations at the request of the adjacent business owner.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.
<b>Pedestrian Improvements</b>							
T32	Place crosswalks on 80th St. at Fremont and Dayton Avenues N to connect residential areas on both sides of this busy, hard to cross arterial.	high	Short		SEATRAN	SEATRAN carefully considers where crosswalks are installed. As part of the Policy Docket, a report on both pedestrian signals and the crosswalk safety study will be presented to Council in 1999. Crosswalk recommendations will be re-evaluated pending policy docket discussions.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.  A report on both pedestrian signals and the crosswalk safety study will be presented to Council in 1999.
T 34	Place pedestrian activated crosswalk signals at N.105th Street at Greenwood, Fremont Ave. N and Holman to provide all ways crossing flexibility. Identify other high demand crossings without ped signals.	High	Short		SEATRAN	SEATRAN is currently reviewing both pedestrian signals and crosswalk policy and may recommend policy changes to the development pedestrian activated SEATRAN will evaluate this request after this policy analysis is completed. The neighborhood would need to identify other high demand crossings in order for SEATRAN to evaluate those additional locations.	Pedestrian signal issues have been referred to the Policy Docket for consideration by Council. SEATRAN has recently modified their policy on placing pedestrian push buttons at crosswalks and is testing its recently modified policy. The results of this study and how the new policy responds to the range of neighborhood recommendations will be reported to Council in 1999. A report on the crosswalk safety study will be given at the same time.
T 35	Improve timing of pedestrian signals at N. 60th St. & Phinney Ave. N. and N. 68th St. & Aurora Ave N. so they react more promptly to ped action.	High	Short		SEATRAN	SEATRAN conducted a progression study along Phinney Ave N in 1996. At that time the signals were upgraded and interconnected. The signals would have	SEATRAN will evaluate an alternate method to achieve the goal of this recommendation. This activity will be considered as part of the Northwest



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>to run free (no longer be connected with other signals) in order to reduce the wait time for pedestrians. This would impact the progression of traffic along Phinney Ave N.</p> <p>The signal at 68<sup>th</sup> and Aurora Ave N is technically a State signal since Aurora Ave N is a State route. However, SEATLAN operates the signal and performs minor maintenance. The signal is activated by a pedestrian push button, but it is connected with the other signals on Aurora Ave N. What this means is that the signal will only turn red if a pedestrian pushes the button. Once they push the button the light will turn red in coordination with other signals on Aurora Ave N. When SEATLAN conducts the signal progression study for Aurora Ave N, we will look to see if we can cut the cycle length of the signal while still coordinating with the other signals.</p> <p>In an attempt to improve the existing pedestrian crossing at N 68<sup>th</sup> Street SEATLAN will evaluate reducing the cycle length of the existing signal as part of their signal progression study later this year. Reducing the cycle length would reduce the wait time for pedestrians crossing at the signal.</p>	Sector Implementation Plan in the future as opportunities arise.
T 36	Plan for local transit center(s) in central Greenwood (co-located with central commercial parking ) and Phinney (at 66th & Aurora, current site of car repair shop and traffic islands, parallel to Aurora. Purchase property now and lease	High	Short		KC Metro DON, SEATLAN, SPO	Please see T1.	The Executive will forward this and related transit requests to KC Metro for consideration during their six year planning process.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	back to operator so that land is held for future SR99 transit station).						
<b>Traffic Calming</b>							
T 38	Establish an integrated pattern of circles, speed tables, chicanes, pinch points or other devices along first 2 residential streets adjacent to all arterials, as identified in the Phinney Ridge Traffic Calming and GAIN Traffic Calming Plans dated 1995.	Low	Med		SEATRAN	SEATRAN has limited funding for this type of work. NMF and Neighborhood Street Fund are good resources for this activity. Community must submit petition showing strong support from affected residents. SEATRAN's Neighborhood Traffic Engineering Section will work with the community on spot requests for specific locations to help identify appropriate devices and funding opportunities.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.
T 39	Redesign, to improve effectiveness of current speed tables, along Fremont north of 85th.	Low	Long		SEATRAN	The speed humps on Fremont Ave N are consistent with current SEATRAN design standards. This design is commonly used by other cities across the United States. A more severe design could have an adverse impact to some motorists traveling at appropriate speeds. Consequently, SEATRAN does not support redesign of these humps.	The City does not support this recommendation at this time.
<b>Parking</b>							
T 40	Review parking restrictions on E-W streets entering Greenwood Ave. N. and Phinney Ave. N. south of N. 85th St. where such actions would not create any extraordinary hazards or driveway conflicts. a. allow parking on both sides of streets. b. experiment with one-way streets.	High	Med		SEATRAN	SEATRAN will work with community and abutting property owners to adjust parking restrictions at specific locations that are identified and prioritized by the neighborhood. Because of the impact that one-way streets have on neighborhood circulation, a more in depth study is needed before SEATRAN would support converting streets to one-way configurations. The study would look at existing conditions, expected change in circulation and identify affected residents. SEATRAN would	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						require the support from these residents. The Neighborhood Matching Fund is a potential funding source for this type of study. SEATRAN can provide technical assistance and guidance for this work.	
T 41	Create 2-4 hour commercial parking zones along Phinney and Greenwood to limit commuter parking there during daytime.	High	Short		SEATRAN, SPD	SEATRAN will work with community and abutting property owners to adjust parking restrictions at specific locations that are identified and prioritized by the neighborhood.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.
T 42	Require all new commercial and residential development to provide required parking space on-site.	Med	Med		DCLU	<p>This recommendation would require a change in current policy. The Land Use Code allows for some commercial parking to be provided off-site, at times in shared lots.</p> <p>As part of policy docket work, the Executive is currently reviewing City policies relating to on and off-street parking. The Executive has several parking projects underway which may address this parking issue. These include:</p> <p>1. SPO is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" around Sound Transit stations. The SPO study methodology will allow the City to apply the recommendations particular to the Sound Transit light rail station areas to</p>	This activity will be re-evaluated upon completion of the on and off street parking policy docket issue. Until then, this activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>other neighborhoods as appropriate.</p> <p>2. DCLU, as part of an interdepartmental effort, has begun to look for ways to allow flexibility in the Land Use Code to provide off-street parking. The scope for this project will include: allowing new development to provide additional parking (principal use parking), creating more opportunity for shared parking, and revising development standards such as those for allowed distance between uses and their off-site parking and appropriate street-level treatment for parking structures. DCLU is scheduled to present recommendations to Council by the end of 1999.</p>	
<b>PARKS AND OPEN SPACE</b>							
<b>Develop Additional Pedestrian Routes</b>							
P20	Develop additional signs, benches etc. to allow neighbors to learn about and enjoy existing open space like Pipers Creek tributaries.	Med	Med		DPR	DPR supports of this concept; however, more specific information as to location and intent is necessary to respond to specific implementation ideas. This is likely a community-based activity.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.
<b>PUBLIC SAFETY</b>							
S1	Institute daytime patrols, police drive-bys; broaden Block Watch program.	Med	Short		SPD	<p>SPD supports this activity. However, present staffing is not sufficient to provide additional staffing beyond that already provided by the department. SPD is working to increase staffing throughout the City.</p> <p>SPD staff will contact neighborhood representatives to initiate the next steps on expanding the block watch program.</p>	SPD will contact neighborhood representatives to initiate the next steps, and will provide technical and program support. This community will need to take the lead to further implement this activity through existing programs.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						Ultimately, this activity is community based. Once the concept is better developed, it may be appropriate for the neighborhood to apply for Neighborhood Matching Fund grants to support their work.	
S2	Institute patrols during evenings, particularly Fri & Sat.	Med	short		SPD	SPD supports this activity. The Seattle Police Department provides patrol services to this community 24 hours a day, seven days a week, 365 days a year. However, present staffing is not sufficient to increase the number of Patrol Officers working in the community beyond that already provided by the department. SPD is working to increase staffing throughout the City.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.
S3	Increase public awareness to call in suspicious activities.	Med	Med		Community, SPD	The Seattle Police Department supports this activity and would encourage community members to become active in the various educational programs it provides which all include the importance of reporting suspicious activities. Included in these programs are the organizing of neighbors into Block Watches, Personal Safety education, and specific programs designed for the business community.	The community needs to take the initial steps to implement this activity.
S4	Create permitted parking on both sides of designated streets; chicanes on street ends; speed "bumps"; and "slow, children at play" signs posted to slow speeding cars.	Med	Med		SEATRAN,	SEATRAN will work with the community to help identify potential traffic calming devices and strategies for specific locations. The community should contact the Neighborhood Traffic Engineering Section with specific locations.	The community needs to take the initial steps to implement this activity.
S5	Encourage team and individual participation by block residents to deter graffiti by immediately cleaning/painting out graffiti.	High	Short		Community SPU KcMetro	Graffiti violations can be reported to the SPU Illegal Dumping/Graffiti Hot Line, SPU will remove graffiti from city property. Metro will remove graffiti from	The community needs to take the initial steps to implement this activity.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						Metro property and should be notified of graffiti on Metro property. SPU also provides support for ongoing community organized graffiti removal activities, Adopt-a-street organizing, and Spring Clean Community Clean-ups (March-May annually). There is a pressure washer available for check-out at the Phinney Tool Bank, Phinney Neighborhood Association. Brochures regarding SPU Environmental Partnership Programs (Adopt-a-street, illegal dumping, graffiti removal, litter clean-up) are currently available at the Neighborhood Service Center.	
S6	Identify and install (nicer) lighting where it's needed.	High	Short		SCL, DPR; KcMetro	<p>Issues regarding lighting have been referred to the Policy Docket for consideration by Council. The neighborhood is encouraged to develop a "lighting plan" by working with SCL staff. The plan should include the specific locations and type of lighting fixtures that will be the basis of project feasibility and cost estimates. SCL staff works closely with SPD staff to address security issues.</p> <p>Please note the following jurisdictional issues. SCL does not own or install all streetlights.  <u>Parks:</u> Any lighting in parks should involve the Parks Department.  <u>Metro:</u> Lighting at Metro bus stops is Metro's jurisdiction.</p>	Issues regarding lighting have been referred to the Policy Docket for consideration by Council. A review of existing City policies, analysis and recommendations are complete and will be submitted to Council in late 1999.

#### COMMERCIAL DEVELOPMENT

Street Character

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
C1	Adopt tree policies as part of any design guidelines for the "Main Street" concept along the sides of the avenue.	Low	Long		DCLU, DON, Community, SEATRAN	DCLU will address neighborhood specific design guideline proposals starting in 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2 <sup>nd</sup> and 4 <sup>th</sup> quarters. DCLU will conduct a preliminary review of Greenwood/Phinney's design guidelines to determine which phase of DCLU's review they will be placed in. Tree guidelines should be included in the packet of preliminary guidelines submitted to DCLU.  Also see the response to P8.1 relating to general procedures regarding street trees.	The community needs to take the next steps to implement this activity. DCLU and SEATRAN will review the proposed guidelines upon receipt from the neighborhood.
<b>Pedestrian Access</b>							
C2	Open a mid-block pedestrian access route from the parking lot behind Washington Mutual to Greenwood Avenue. This will provide a pedestrian link to the new town center.	Med	Med		DCLU	This may be considered during Design Review if in the future this parcel is redeveloped.	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.
<b>Parking And Bonus Delivery</b>							
C3	Have City help acquire existing parking lot on the east side of Greenwood Avenue between 85th &	Med	Med		OED, ESD, SPO,	OED can discuss with the planning group the possibility of setting up a	The community needs to take the first steps to implement this activity. OED



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	87th behind Washington Mutual.				Community	<p>Parking and Business Improvement Area (BIA) , a program under which assessments could be used to lease parking spaces or purchase property.</p> <p>Issues relating to parking facilities have been referred to the policy docket for discussion. A report on the existing and planned study efforts as well as the opportunities for further study to address these issues is due to Council in 1999.</p>	and SPO can provide technical support.
C4	Have City help acquire the small parking lot between N. 84 <sup>th</sup> & N. 87 <sup>th</sup> Streets behind Buddy's Café.	Med	Med		OED, ESD, SPO	See response to C3.	The community needs to take the first steps to implement this activity. OED and SPO can provide technical support.
C5	Ensure a no-net loss in street parking along commercial arterials.	Med	Med		DCLU SPO	Please see T 42.	This activity will be re-evaluated upon completion of the on and off street parking policy docket issue.
<b>Traffic Calming</b>							
C6	Slow traffic on Palatine Ave North between 85th & 87th with angle-in parking.	Med	Med		SEATRAN, Community	SEATRAN can install angle parking provided there is 40' of street width curb to curb, and abutting property owners submit a petition.	The community needs to take the next steps to implement this activity by submitting a petition to SEATRAN.
<b>COMMUNITY AND CAPITAL FACILITIES AND UTILITIES (HUMAN SERVICE)</b>							
I8	Support community arts events and venues such as the Art Walk.	High	Short		DON SAC, Community	<p>The Executive supports the efforts of the community to conduct Arts events and other art activities. The ArtWalk event referred to in this activity is a successful community-supported event that was started with support from NMF grants.</p> <p>The Arts Support program of the Seattle Arts Commission may be able to provide assistance in the development of local arts councils. The Public Art Program can provide fee-based technical</p>	The community needs to take the next steps to implement this activity. SAC can offer technical assistance.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						assistance in the artist selection for, and implementation of, community-based art projects. If these efforts include DON funds, then it would be appropriate for SAC to be involved. SAC has also produced an artplan, ArtsPATH, and is involved in on-going cultural resource planning related to the Comprehensive Plan.	
I 9	Establish the kiosk project, and consider adding additional kiosks in the future at key community facilities or gathering places, such as the new library.	High	Short		DON Community SEATRAN	The neighborhood's past work on kiosk design could be further implemented by locating kiosks at the key locations specified in the plan. An NMF semi-annual grant is a potential funding source for this activity	The community needs to take the next steps to implement this activity.
I 10	Replace and expand the Greenwood Senior Facility and develop a separate adult daycare facility.	Med	Med		HSD, ESD	<p>HSD will work with the community to explore options to respond to this recommendation. The Greenwood Senior Center is a City-owned building, leased to Senior Services of Seattle (a non-profit which manages many senior centers). The Senior Center pays rent through a combination of cash and provision of services, as provided for under the City's Mutual and Offsetting Benefits (MOB) Lease policy.</p> <p>The current building has not been seismically retrofitted. Because the site is zoned NC 2-40', there is unused development capacity. However, due to parking requirements, expansion may not be feasible without the acquisition of additional property. The current building use requires almost all of the remaining site be used to meet the parking requirement. ESD may be able to do a feasibility study including options to</p>	This activity will be considered as part of the Northwest Sector Implementation Plan in the future as opportunities arise.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>acquire adjacent property, use the parcel to its maximum permitted height limit, perhaps some type of joint use arrangement with housing above the senior center. It is not clear without further analysis whether any joint use development would be cost effective and whether the rent of the senior center can be kept down if the site is redeveloped. A funding source for a feasibility study needs to be identified.</p> <p>The only City fund source which has historically been available for renovation and rehab of the senior centers and other MOB facilities is the Community Development Block Grant (CDBG) program. CDBG funds were used to remodel the Greenwood Senior Center some years back. However, this funding is limited, and current proposed appropriations for CDBG are way down.</p>	

filename: gwpmtx15.doc