

# Pike/Pine

# Approval and Adoption Matrix

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Compiled by the Strategic Planning Office. Revised by Council and Council Central Staff

**March 5, 1999**

# Introduction

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

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

The matrix is divided into two sections:

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

very long range in anticipated timing.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive 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.

## ACTIVITIES ALREADY ACCOMPLISHED BY THE PIKE/PINE URBAN NEIGHBORHOOD COALITION

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### 1991 Pike/Pine Planning Study

The *Pike/Pine Planning Study* was the result of a two year community initiated planning process supported by Capitol Hill area community groups, volunteers from the community at large, and the City of Seattle's Neighborhood Matching Fund. The study was completed in 1991 and includes a wide range of information about existing conditions in the neighborhood, analysis of trends and directions, and recommendations for action by the City of Seattle and community organizations. The study included recommendations to address issues in the areas of land use, housing, commercial activity, crime and security, and parking. The Pike/Pine Urban Neighborhood Overlay was a significant outcome of the *1991 Pike/Pine Planning Study*.

### Arts Orbit

Arts Orbit was created in 1997 as a "hike through Urban Arts Culture" in the Capitol Hill and Pike/Pine neighborhoods. Participating galleries, shops and other venues have increased from 6 to 23 over the course of a year. A marketing plan for Arts Orbit has been developed by a public affairs consulting firm and media attention continues to increase. Arts Orbit

received a Neighborhood Matching Fund grant in October, 1998 to implement their marketing and outreach effort.

### **Merchants of Pike/Pine**

As a result of neighborhood planning, the Merchants of Pike/Pine (MOPP) was formed in January, 1998 in an effort to unify the business owners in the Pike/Pine district and to promote the neighborhood as a shopping and entertainment destination. The Merchants of Pike/Pine seeks to improve the business district's economic vitality and plan for its development while maintaining and enhancing the unique character of the neighborhood. Among its early accomplishments are the summer Swap-o-Rama, a cultural history brochure, and kiosk planning. The Merchants of Pike/Pine are actively partnering with other area community organizations on a variety of projects to benefit the neighborhood.

### **Pike/Pine Cultural History Brochure**

Neighborhood Matching Funds were granted for the creation of 2500 copies of the Pike/Pine Cultural History Brochure. The brochure will describe Pike/Pine's historical significance and also point out the current cultural aspects of the neighborhood. The brochure will be distributed in locations frequented by visitors to the Pike/Pine neighborhood and vicinity.

### **Pike/Pine Banners**

40 banner brackets were fabricated and installed in the neighborhood and 20 large banners with the Pike/Pine logo have been installed. Some of the brackets will also be available to identify arts and cultural events occurring in the neighborhood.

### **Neighborhood partnership with CHHIP: East-Precinct Housing Study**

With funding from a Community Enterprise Grant, the Capitol Hill Housing Improvement Program (CHHIP) is conducting a housing development feasibility study for the Seattle Police Department's East Precinct parking lot. The feasibility study is to be completed by Spring, 1999.

### **Villa Apartments Building**

The Villa Apartments Building at the corner of East Pike Street and Boren Avenue was purchased by the Capitol Hill Housing Improvement Program in 1997. CHHIP will be renovating the building as a mixed use development with ground floor retail and affordable housing units above.

### **Parking Study**

The *Pike/Pine Neighborhood Parking Study and Recommendations* was completed in October, 1998 as part of the neighborhood planning process. The study's recommendations were developed after evaluating the existing City policies related to parking and collecting data about the existing neighborhood parking supply and demand. The study's recommendations are incorporated in the Pike/Pine Neighborhood Plan and include on-street parking measures, off-street parking measures, land use code revisions, and programs to encourage non-automobile modes of travel.

### **Utility Undergrounding and Pike Street Sidewalk Improvements**

Undergrounding of utilities along East Pike and Pine Streets between Melrose and Broadway Avenues will take place by 2000. Curb bulbs should be in place at the intersections of Melrose Avenue at East Pike and Pine Streets by the end of 1998. The sidewalk on 10th and 11th Avenues between East Pike and Pine Streets has been expanded. Tree pits are marked out and lighting has been installed on 11th Avenue.

### **Human Development Plan**

During the neighborhood planning process, the Pike/Pine, Capitol Hill and First Hill neighborhoods produced a joint Human Development Plan with the help of consultants. A community based planning group was comprised of representatives from each of the urban village planning committees and at-large community members. The purpose of the plan was to bring the three neighborhoods together to address people needs and services, take a comprehensive look at the Urban Center people assets and needs, and develop asset based strategies to address these needs. The Human Development Plan was completed in June, 1998.

### Business District Plan

A Pike/Pine Business District Plan was developed that includes technical data and analysis that supports the economic development recommendations in the Neighborhood Plan. The report identifies local and regional conditions and trends that may affect future business development including population, housing, income and employment characteristics; housing affordability; local business characteristics and development trends; land use patterns and zoning requirements; and regional and local real estate market conditions. Past and ongoing planning and outreach efforts are summarized and key community issues and concerns are identified. The report then identifies opportunities and challenges for future development and presents recommendations and strategies for addressing these issues. The recommendations and strategies address business retention and recruitment, parking and traffic, pedestrian safety, and building and streetscape improvements. Key implementation activities are also identified.

### Arts Council

A Pike/Pine Arts Council was formed in 1998 and continues to meet periodically to address arts issues, programs and projects in the neighborhood.

### Washington State Trade and Convention Center Mitigation Funds

A mitigation fund for the Pike/Pine neighborhood totaling \$20,000 has been allocated through the City Council conditional use process. The fund is designated to be used for pedestrian improvements in the neighborhood including banners, planters over I-5, hanging baskets and siting of a WSTCC public art project in Pike/Pine.

### Street Tree Planting Program

**FORTY DONATED TREES WERE PLANTED THROUGHOUT THE NEIGHBORHOOD IN THE FALL OF 1997. NEIGHBORHOOD MATCHING FUNDS WERE USED FOR CONCRETE CUTTING AND PREPARATION OF THE TREE PLANTING PITS.**

## **ACRONYMS AND DEFINITIONS**

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**BIA** Broadway Business Improvement Association

**C-2** General Commercial 2 zone

**Chamber** Capitol Hill Chamber of Commerce

**CHHIP** Capitol Hill Housing Improvement Program

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

**OH** Office of Housing (City of Seattle)

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

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

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

**Groundswell** Groundswell Off Broadway

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

**Landmarks Board** Seattle Landmarks Preservation Board

**LUC** City of Seattle Land Use Code, Title 23 Seattle Municipal Code

**METRO** King County Metro Transit Division

**MIMP** Major Institution Master Plan

**MIO** Major Institution Overlay

**MOPP** Merchants of Pike/Pine

**NC-3** Neighborhood Commercial 3 zone

**NBC** Neighborhood Business Council

**NMF** Neighborhood Matching Fund (Neighborhood grants offered by the City of Seattle Department of Neighborhoods)

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

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

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

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

**OIR** Office of Intergovernmental Relations (City of Seattle)  
**OUC** Office of Urban Conservation (City of Seattle, Department of Neighborhoods)  
**Plan** Pike Pine Urban Center Village Neighborhood Plan  
**P/PUNC** Pike/Pine Urban Neighborhood Coalition  
**ROW** Right-of-way  
**SAC** Seattle Arts Commission (City of Seattle)  
**SCCC** Seattle Central Community College  
**SCL** Seattle City Light (City of Seattle)  
**SEATRAN** Seattle Transportation Department (Formerly Seattle Engineering Department [SED]) (City of Seattle)

**Sound Transit** (Formerly Regional Transit Authority [?RTA])  
**SPD** Seattle Police Department (City of Seattle)  
**SPL** Seattle Public Library (City of Seattle)  
**SPO** Strategic Planning Office (Formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle)  
**SPS** Seattle Public Schools  
**SPU** Seattle Public Utilities (City of Seattle)  
**TDR** Transfer of Development Rights  
**WSCTC** Washington State Convention and Trade Center  
**WSDOT** Washington State Department of Transportation

## I. Key Strategies

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

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create Sector work programs that will prioritize 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 Integrated City Response lists activities already underway, and other tasks that the Executive is committed to commence during 1999-2000.

### A. PRESERVE AND ENCOURAGE AFFORDABLE AND MARKET- RATE HOUSING

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#### Description

Strengthen the neighborhood's existing mixed-use character and identity by encouraging additional affordable and market-rate housing as well as preservation of existing housing

#### Integrated City Response

The City supports the efforts of the Pike/Pine neighborhood to preserve existing affordable and market rate housing and to encourage new affordable and market rate housing development. This Key Strategy is generally consistent with the Comprehensive Plan and the Mayor's Housing Action Agenda and will help to further important City-wide goals. DCLU will conduct an analysis of the proposed changes to the Pike-Pine Overlay in the first half of 1999. OH will work with a community housing group, once it is organized. Given that affordable housing is a City-wide issue, the City is reluctant to set aside scarce resources for a specific neighborhood.

**Lead Department:** DCLU

**Participating Departments:** OH, SPO, SPD, ESD

#### *Activities Already Underway*

1. The Pike/Pine Urban Center Village has been included in the multifamily tax exemption program.
2. A study is currently underway to determine the feasibility of building housing on the Police Department's East Precinct parking lot.

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

1. DCLU will work with the neighborhood to develop a set of proposed code amendments to implement this Key Strategy's zoning recommendations, including a number of text changes to the Pike-Pine Overlay and an analysis of the proposed expansion of the Pike-Pine Overlay. These recommendations will be completed by the first half of 1999 and presented to Council by the end of the third quarter of 1999.
2. DCLU will conduct a project in the first half of 1999 to examine expanding the types of projects subject to design review.
3. In the last quarter of 1999 and first quarter of 2000, DCLU, OH and SPO will conduct an analysis of using Transfer of Development Rights (TDR) programs in areas outside of Downtown Seattle and present their analysis and

recommendations to the Council by the end of the second quarter of 2000.

<b>A. Preserve and Encourage Affordable and Market-Rate Housing</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
<b><i>Land Use and Other Recommendations to Encourage Housing and Mixed-Use Development</i></b>						
HS 1.0	Extend the Pike/Pine Overlay to the C-2 zone for the purpose of allowing development of mixed-use structures, while retaining the automotive and manufacturing uses.	H	1-2		SPO, DCLU	DCLU will conduct an analysis of this recommendation using the Land Use Code (LUC) locational criteria and prepare recommendations for the City Council in conjunction with the code development project for the Pike/Pine Overlay District. The neighborhood may want to look at changing to NC3 zoning rather than using the Pike-Pine Overlay in this area. One concern about using the Pike/Pine Overlay in this area is a potential loss of employment capacity in the Urban Center. This analysis and recommendations will be presented to the City Council by the end of the 3 <sup>rd</sup> Quarter of 1999.
HS 1.1	The Design Review Board should not expect modulation in the MR (Midrise zone) as required by the Land Use Code, if building is articulated to the Board's satisfaction	H	1-2		SPO, DCLU	Currently, project proponents may seek a design departure through the Design Review Process for many development standards listed in the Land Use Code (23.41.012) including modulation requirements. The ability to seek a departure for a development standard affords project proponents the flexibility to design a building that is articulated without providing the modulation otherwise prescribed by the Midrise zone development standards, as proposed here by the neighborhood plan.  The ability to seek departures is available to all project proponents of new multifamily or commercial structures who are required to go through Design Review or who volunteer to go through Design Review. Volunteer design review applicants also have the option of using the administrative design review process. Development standard departures may be allowed if an applicant demonstrates that departures would result in a development which better meets the intent of the adopted citywide design guidelines.
HS	Option of seeking code departures through	H	1-2		SPO, DCLU	DCLU will conduct a project in the first half of 1999 to examine

## A. Preserve and Encourage Affordable and Market-Rate Housing

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
1.2	Design Review process for rehab or redevelopment projects.					expanding the types of projects subject to design review and will report their analysis and recommendations to the Council during the 3 <sup>rd</sup> Quarter of 1999. OH is reviewing the City's policies for rehabilitation of housing and will report its findings, analysis and recommendations to Council by June 1999. These recommendations will be included in this analysis.
HS 1.3	Modify Overlay to remove 1:400 density limit for single purpose residential structures on the North/South Streets.	H	1-2		SPO, DCLU	Working with the neighborhood, DCLU will analyze and determine whether to recommend to the City Council, code amendment changes to the Pike/Pine Overlay District and will prepare any supporting documentation/process that is needed, in the first half of 1999. These recommendations will be presented to Council by the end of the third quarter of 1999. This specific proposal will be included in the scope of code amendments examined.
HS 1.4	Modify the Pike/Pine Overlay to eliminate open space requirement.	H	1-2		SPO, DCLU	Working with the neighborhood, DCLU will analyze and determine whether to recommend to the City Council code amendment changes to the Pike/Pine Overlay District and prepare any supporting documentation/process that is needed, in the first half of 1999. These recommendations will be presented to Council by the end of the third quarter of 1999. This specific proposal will be included in the scope of code amendments examined. This analysis will include examining the impact removing the open space requirement would have on adjacent neighborhoods, and implications for City wide policies on open space as well as impacts on the Pike Pine neighborhood.
HS 1.5	Modify the Pike/Pine Overlay to reduce residential parking requirement to one space per unit and permit further reductions in number of spaces for existing buildings through Design Review.	H	1-2		SPO, DCLU	Working with the neighborhood, DCLU will analyze and determine whether to recommend to the City Council code amendment changes to the Pike/Pine Overlay District and will prepare any supporting documentation/process that is needed, in the first half of 1999. These recommendations will be presented to Council by the end of the third quarter of 1999. These specific proposals will be included in the scope of code amendments examined. DCLU's analysis will include examining any benefits or impacts reducing the residential parking requirement may have on adjacent neighborhoods as well as



## A. Preserve and Encourage Affordable and Market-Rate Housing

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						impacts on the Pike Pine neighborhood. Analysis of the proposed changes to parking requirements will include an examination of any implications for City wide policies on parking. SPO's Station Area Planning process will be looking at parking around future Sound Transit Stations. The specific recommendations for Pike/Pine will be included in that analysis .
HS 1.6	Expand the Transfer of Development Rights (TDR) Program so that rights from Pike/Pine properties can be sold to developers of downtown commercial properties.	M	1-2		SPO, DCLU, OH	DCLU, OH and SPO will conduct a policy and code development project that will examine the policy and legal issues associated with the expansion of incentive zoning provisions to areas outside of Downtown. This work will begin in 1999 and will include many areas of the City where interest has been expressed, including Pike/Pine.
HS 1.7	Create a Pike/Pine Housing Task Force, or a housing subcommittee of P/PUNC.	M	1-2		CHHIP, P/PUNC, OH	Creation of a housing task force or housing subcommittee of P/PUNC is a community-based activity. OH supports this recommendation and looks forward to working with a neighborhood housing task force or committee.
HS 1.8	Create program for existing building owners with affordable rents, to obtain assistance with building improvements. City to provide funding opportunities & explore other options to preserve affordable housing - households earning between 50%-80% of median income.	H	1-2		CHHIP, OH	OH will explore funding possibilities for these recommendations either through current or potential funding sources. OH is reviewing the City's policies for rehabilitation of housing and will report its findings, analysis and recommendations to Council by June 1999. These recommendations will be included in this analysis.
HS 1.9	Include Pike/Pine as an eligible neighborhood for the 10-year tax abatement program.	M	1-2		SPO, OH	The Pike/Pine Urban Center Village is included in the voluntary multifamily tax exemption program. This program will allow projects that would result in the development of new multifamily housing or the rehabilitation of buildings that have been vacant for over a year to apply for a 10-year property tax abatement. There are income restrictions to encourage the development of affordable housing.
HS 2.0	Fund a study to determine the feasibility of developing an affordable mixed use project on the Seattle Police parking lot on 12 <sup>th</sup> Ave. E.	H	1	FUNDED	CHHIP, OH, SPD, ESD	A feasibility study is currently underway. Both SPD and ESD will be reviewing the study and commenting. The biggest concerns about joint development opportunities relate to fueling operation and security. The Executive will make sure the neighborhood also has the opportunity to review and comment on the study. Once the study is completed the Executive will make sure the results of the study are available to the community and work with

## A. Preserve and Encourage Affordable and Market-Rate Housing

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						the community to develop any identified next steps.
HS 2.1	Modify overall height to allow for 13 feet ceiling height requirement in the commercial spaces of mixed-use structures allowing an additional 4 feet of height to increase space for residential units.	H	1-2		DCLU, SPO	It appears that this allowance is already available in the Pike/Pine neighborhood. The Land Use Code (LUC) currently contains a provision for zones with 30 or 40 foot height limits, that allows an additional four feet of height where necessary to comply with the minimum ceiling height for non-residential uses. Since no minimum ceiling height is required for residential use in the LUC and the height limit in Pike/Pine is 65 feet which allows for a 13 foot first floor, no additional height for residential use appears warranted.
HS 2.2	Prioritize use of City funds for preservation / production of affordable housing in Pike/Pine area for neighborhood organizations when considered as part of the city's funding cycles.	M	1-2		CHHIP, OH	The City has established preservation of existing housing and projects that implement neighborhood plan strategies as two of several priority areas for allocation of City funds, including Federal Funding. OH will ensure the Pike Pine neighborhood is included in all notices of funding availability.

### ***Parking Recommendations that Encourage the Preservation and Development of Affordable Housing?***

HS 2.3	Implement recommendations from Pike/Pine Parking Study that promote affordable housing and relates to Parking Code/Policy Revisions, including activities HS 2.4-HS 2.9, below.	M	2-6		SPO, DCLU, OH	Working with the neighborhood, DCLU will analyze and determine whether to recommend to the City Council code amendment changes to the Pike/Pine Overlay District and will prepare any supporting documentation/process that is needed, in the first half of 1999. These recommendations will be presented to Council by the end of the third quarter of 1999. This specific proposal will be included in the scope of code amendments examined.
HS 2.4	Allow off-site parking for residential uses in Lowrise and Midrise Zones.	M	2-6		SPO, DCLU, OH	DCLU and SPO are currently analyzing ways to allow more flexibility for multifamily and commercial buildings to provide parking, whether or not the parking is required by the Land Use Code. This specific recommendation will be included in that analysis. The Executive will present their analysis and recommendations to Council by the end of 1999.
HS 2.5	Allow "shared parking" between residential buildings in Lowrise and Midrise zones.	M	2-6		SPO, DCLU, OH	DCLU and SPO are currently analyzing ways to allow more flexibility for multifamily and commercial buildings to provide parking, whether or not the parking is required by the Land Use Code. This specific recommendation will be included in that

## A. Preserve and Encourage Affordable and Market-Rate Housing

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						analysis. The Executive will present their analysis and recommendations to Council by the end of 1999.
HS 2.6	Increase the allowable distances between shared parking locations. The land use code allows two structures (in commercial zones) to share parking if they are within a certain distance of each other. The neighborhood is asking for that distance to be increased.	M	2-6		SPO, DCLU, OH	DCLU and SPO are currently analyzing ways to allow more flexibility for multifamily and commercial buildings to provide parking, whether or not the parking is required by the Land Use Code. This specific recommendation is included in that analysis. The Executive will present their analysis and recommendations to Council by the end of 1999.
HS 2.7	Establish parking ratio requirements that are appropriate for Pike/Pine.	M	2-6		SPO, DCLU, OH	Working with the neighborhood, DCLU will analyze and determine whether to recommend to the City Council code amendment changes to the Pike/Pine Overlay District and prepare any supporting documentation/process that is needed, in the first half of 1999. These recommendations will be presented to Council by the end of the third quarter of 1999. This specific proposal will be included in the scope of code amendments examined.
HS 2.8	Allow reduced parking for low-income housing where the developer can show lower parking demand by the proposed tenants.	M	2-6		SPO, DCLU, OH	As part of the work to implement the Transportation Strategic Plan, the Executive has begun developing the scope for a study that will look at the parking demand associated with a range of residential and nonresidential uses. Results from this study will be used to examine the amount of parking required by the Land Use Code. The residential component of the study will examine the parking demand of low income and market rate housing.  The Executive will report to Council in the second quarter 1999 on the scope of the study. At this time, DCLU will discuss next steps and a timeline relative to any amendments to Land Use Code parking requirements. In addition, OH is reviewing the City's policies for rehabilitation of housing and will report its findings, analysis and recommendations to Council by June 1999. This recommendation will be included in this analysis.

## A. Preserve and Encourage Affordable and Market-Rate Housing

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comment</i>
HS 2.9	Allow parking to be reduced in exchange for the developer's agreement to maintain a portion of the units at affordable rents.	M	2-6		SPO, DCLU, OH	This is tied to Activity HS 2.8. Part of the mechanism for allowing a reduced parking requirement would include a commitment as proposed here. In addition, OH is reviewing the City's policies for rehabilitation of housing and will report its findings, analysis and recommendations to Council by June 1999. This recommendation will be included in this analysis.

## B. SUSTAIN THE CHARACTER OF THE PIKE/PINE NEIGHBORHOOD THROUGH IMPLEMENTATION OF URBAN DESIGN RECOMMENDATIONS AND NEIGHBORHOOD-WIDE POLICY CHANGES

### Description

Sustain the character of the Pike/Pine neighborhood by development of Design Guidelines and Design Review process to preserve 'character' buildings. Implement urban design improvements that enhance the pedestrian environment.

### Integrated City Response

This City supports the goals of sustaining and enhancing the character of the Pike/Pine neighborhood. Many of these activities are long-term activities which will require further analysis before they can be implemented. Among those issues is the creation of a Conservation or Community Heritage district, a designation that the City does not currently use. A number of issues will need to be addressed before a Conservation District can be put in place. Activities related to Seattle Community College's Major Institution Master Plan should be addressed through the on-going master planning process. The City is currently looking at ways to implement Green Streets and the results of that work will be an important part of implementing this Key Strategy. Many of the transportation-related improvements in this Key Strategy can be accomplished.

Lead Department: DON

Participating Departments: DCLU, SEATRAN, SPO, OH, DPR, SAC

### Activities Already Underway

1. The Major Institution Master Planning process for Seattle Central Community College is currently under way and is the correct forum for addressing issues

related to the College's plan. The Pike Pine Neighborhood Plan and Matrix have been forwarded to Seattle Central Community College and to DON staff working on the Master Planning process.

2. Pedestrian connections across Pike and Pine to Bobby Morris Play Field have been significantly enhanced through a partnership between Seattle City Light and SEATRAN.
3. Through a partnership between SEATRAN and Seattle City Light, curb bulbs are currently being constructed at Pike and Melrose and Pike and Bellevue.

### Tasks to be Undertaken in 1999-2000

1. A curb bulb will be constructed at Pike/Melrose/Minor in design is complete, and it will be constructed in 1999..
2. Undergrounding of utilities will take place along Pike and Pine from Melrose to Broadway starting in 1999.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
4. Identify next steps for continued implementation.

<b>B. Sustain the Character of the Pike/Pine Neighborhood...</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
UD 1.0	Modify the Pike/Pine Overlay to include a Community Heritage District that would provide preservation incentives and design review for the rehabilitation and remodeling	H	2-6		SPO, DCLU, DON-Office of Urban Conservation,	Conservation Districts will be submitted for inclusion on the Policy Docket for discussion by City Council. The Executive will brief Council in April 1999 on the alternatives and options for addressing the community's

## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	of existing structures.				Pike-Pine Neighborhood	<p>goals. Before a conservation district can be implemented the following steps should be taken:</p> <ul style="list-style-type: none"> <li>analysis of the current special review district program and design review program to demonstrate how a conservation district would serve the neighborhood's goals better than the current design review program with some additional design guidelines specific to the area.</li> <li>discussion of what preservation incentives the recommendation is referring to, i.e., building code exemptions, tax incentives, etc. At the present time, adopted historic preservation incentives require local, state or National Register designation to be eligible as well as compliance with specific guidelines.</li> </ul> <p>Neighborhood Matching Funds are an option for related design, planning, development and implementation of this activity.</p>
UD 1.1	<p>Appoint a special review board to implement the Community Heritage District in the short term. The board should consist of members from established neighborhood committees and volunteer organizations including (1) member of the Arts Organization, (1) member of the Merchants of Pike/Pine, (1) member of the Union Arts Co-op, (1) member of the Pike/Pine Urban Neighborhood Coalition (P/PUNC), (1) Neighborhood Urban Planning Committee. The special review board should request additional members from established City of Seattle Review Boards and Departments including: (1) member of the Capitol Hill Design Review Board, (1) staff member from the Department of Neighborhoods and (1) member of the Landmarks Preservation</p>	H	1-2		SPO, DCLU, Community, DON-Office of Urban Conservation	<p>Conservation Districts will be submitted for inclusion on the Policy Docket for discussion by City Council. The Executive will brief Council in April 1999 on the alternatives and options for addressing the community's goals.</p> <p>This type of review board should be established as a result of a conservation district designation rather than before it. The establishment of such a review board could be extremely labor intensive (for community members and City staff) and would require the same amount of legislative authority that would be required for the establishment of a Conservation District overlay. Authorization of a Conservation District should include an allocation of staffing resources.</p>

## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	Board.					
UD 1.2	To reinforce the pedestrian scale, recommend that Seattle Central Community College apply for a contract rezone to change campus' zoning from MIO-105 to MIO-65 to make buildings more compatible with surrounding buildings	H	2-3		DCLU, SCCC	This recommendation is best addressed as part of the MIMP process that is currently underway. The Executive will forward this recommendation to Seattle Central Community College and DON staff working on the master plan for inclusion and consideration in that process.
UD 1.3	Identify, reinforce, and improve major pedestrian connections to adjacent neighborhoods that include: 1. E Pike & E Pine Street to downtown. 2. Broadway and E Pine Street to Capitol Hill. 3. First Hill Pedestrian Connections.	H	ON-GOING (REFER TO DESIGN AS IDENTIFIED IN MASTER PLAN.)		SEATRAN	The next step to implement these proposals is to identify funding and develop a preliminary engineering design. SEATRAN will have funding available to develop a few preliminary engineering designs. As City Light will be undergrounding utilities on Pike and Pine Streets from Melrose to Broadway beginning in early 1999, SEATRAN suggests that completing the preliminary engineering for these corridors be identified as a high priority activity.

### **Designate key pedestrian linkages as Green Streets:**

UD 1.4	Designate alley areas and streets as Green Streets Type II, and implement streetscape improvements. Streets to evaluate for this designation include: Broadway Court from Union Street to Madison Street, Crawford Court from Union Street to Olive Street, Minor Avenue from Pike to Pine Streets, and Seneca Court from Broadway Court to Madison Street.	M	2-6		SEATRAN, DCLU	<p>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>Before designating these as Green Streets in a neighborhood plan, additional information is needed to describe the proposal: 1) a sketch and/or written description of a proposed design, and 2) a description of how the proposed design will affect parking, access to adjacent property, and how much traffic the proposed design will divert onto neighboring streets.</p> <p>The designation of alleys was not contemplated in the current set-up for Green Streets. An evaluation of the implications of doing so will be conducted prior to making any formal designation of a Green Street. Such an evaluation will be prioritized with other neighborhood plan</p>
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## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						implementation projects.
UD 1.5	<p>Designate alley areas and streets as Green Streets Type III, and implement streetscape improvements:</p> <p>Streets to evaluate for this designation include: Summit, Belmont, Boylston, Harvard, 10th, 11th, and 14th Avenues. The green street designations would extend to and beyond the borders of the Pike/Pine neighborhood.</p>	M	2-6		SEATRAN, DCLU	<p>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.</p> <p>SEATRAN supports the designation of Summit, Belmont and Harvard as Green Streets. SEATRAN will also go forward with the 10<sup>th</sup> and 11<sup>th</sup> Avenues Green Streets.</p> <p>The next step toward implementation requires more analysis, preliminary engineering, and property owner approval. The community can pursue this next step by either designating these corridors as one of their top five priorities, by pursuing a Neighborhood Matching Fund grant through the Department of Neighborhoods, or by allocating Neighborhood Plan Implementation funds.</p> <p>More information is needed before 14th and Boylston can be designated. See UD 1.4.</p>
UD 1.6	<p>Designate street ends and alleys as Green Streets Type IV, and implement streetscape improvements:</p> <p>Streets to evaluate for this designation include the Yale Avenue street end west of Melrose Avenue.</p>	M	2-6		SEATRAN, DCLU	<p>Green Streets: This issue has been placed on the Policy Docket. The Executive will review its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again. SEATRAN supports the designation of the Yale Avenue Street End west of Melrose Avenue as a Green Street.</p> <p>The next step toward implementation requires more analysis, preliminary engineering, and property owner approval. The community can pursue this next step by either designating the corridor as one of its top five priorities, by pursuing a Neighborhood Matching Fund grant through the Department of Neighborhoods, or by allocating Neighborhood Plan Implementation funds.</p>
UD 1.7	Enhance pedestrian access across East Pine between the core area and Bobby	H	2-6		SEATRAN, DPR	In 1998, pedestrian connections to the Bobby Morris Playfield at Pike and Pine at 10th and 11th were



## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	Morris play fields and the proposed Lincoln Reservoir Park. (Green Street)					<p>significantly enhanced by SCL and SEATRAN through the City Light undergrounding project. DPR has recently completed work at the Bobby Morris Playfield.</p> <p>Since the City has made the neighborhood's recommended improvements, additional information is needed on what additional improvements are desired by the neighborhood before the City is able to make additional improvements in this area.</p> <p>The Executive does not support the designation of East Pine as a Green Street because it is an arterial. The Executive will designate East Pine Street between Broadway and Madison a Key Pedestrian Street. The Executive is currently exploring issues related to Key Pedestrian Streets and will include this designated Key Pedestrian Street in that analysis.</p>
UD 1.8	<p>E. PIKE STREET FROM MINOR AVENUE TO 15TH AVENUE : Re-stripe E. Pike Street to one lane in each direction plus a center, two-way left turn lane. (The street now has two eastbound lanes and one westbound lane.)</p> <p>Install crosswalks and curb bulbs at Melrose, Belmont, Boylston and Harvard.</p> <p>Remove center, left-turn lane between intersections to allow a wider sidewalk through these sections.</p>	H	1-2		SEATRAN, CITY LIGHT	<p>Through a partnership with City Light, curb bulbs are currently being constructed at Melrose and Bellevue. A two-way left turn lane appears feasible from Broadway to 15<sup>th</sup>. It may not be feasible to install a two-way left turn lane from Minor to Broadway based on expected future traffic volumes. The Executive will work with the community to identify appropriate alternatives. As City Light will be undergrounding utilities on Pike and Pine Streets from Melrose to Broadway beginning in early 1999, SEATRAN suggests that completing the preliminary engineering for these corridors be identified as a high priority activity.</p> <p>Crosswalks: The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in early 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this recent study and policy analysis.</p>
UD 1.9	Re-stripe Broadway from Pike Street south to at least Madison to be one lane in each direction with a center, left turn lane at	M	1-2		SEATRAN	SEATRAN believes that this concept deserves further exploration. The proposed change may or may not contribute to additional congestion as left turning motorists

## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	intersections. Parking on both sides of the street should be maintained. If space is available, include a southbound bike lane on Broadway between Pike Street and Madison Street to facilitate safer travel for bicyclists					and parking maneuvers may not obstruct through traffic. This proposal would require support from the community and adjacent businesses. This idea has been controversial in the past. The next steps are to begin a traffic analysis. Funding for this analysis would need to be identified. This recommendation should be prioritized by the neighborhood with other transportation recommendations in the Pike Pine neighborhood plan.
<b>Enhance the Pedestrian Environment through the following recommendations:</b>						
UD 2.0	Provide pedestrian-scale lighting. Currently there is too much ineffective lighting on Pike & Pine St. or light pollution created by undirected large ambient street lights. A lighting hierarchy is recommended for pedestrian lighting that highlights walkways, plazas, and parks.	H	2-6		SCL, SEATRAN, DPR	<p><u>Lighting:</u> This issue has been placed on the Policy Docket. The Executive shall review its policies on lighting streets, alleys, parks, etc. and provide the Council with a report, analysis and recommendations by June 1999. All policies should be in writing and should be shared with the neighborhood planning groups.</p> <p>The neighborhood is encouraged to develop a "lighting plan" for the Pike/Pine Urban Center Village by working with Seattle City Light's South Service Center. The plan should include the location and type of lighting fixtures that will be the basis of project feasibility and cost estimates. Because Pike and Pine Streets are arterials, SEATRAN has jurisdiction and should be involved. For lighting in parks, DPR should be involved.</p>
UD 2.1	Convention Center: Pedestrian scale lighting and artwork should extend from the Convention Center to the neighborhood	H	1-2		DCLU, SCL, SEATRAN	Mitigation required of the Convention Center is linked to impacts identified during the City Council's permitting and street vacation processes related to the Center's expansion. If mitigation is required for the items proposed here, then this proposal may be implemented through the permitting process. These recommendations will be forwarded to SEATRAN staff and Council's Transportation Committee. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
UD	Install kiosks, banners, and art that is	M	1-3		SEATRAN, SAC,	The Neighborhood Matching Fund can be a good source of

## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
2.2	reflective of the artists and character of the neighborhood.				Neighborhood Arts Group, DON	funding for programs like this. Individual projects require additional review and a street use permit. The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, design and placement standards.
UD 2.3	Increase green-space on the north/south residential streets west of Broadway.(See Green Streets)	M	2-4		SEATRAN	Recommendation is a goal or policy, it is not an activity for implementation. This goal or policy may be appropriate for inclusion in the neighborhood plan or as part of the Comprehensive Plan. This will be implemented through a number of other activities that are part of this Key Strategy (including UD 1.4, UD 1.5, UD and 1.6,).
UD 2.4	Install curb bulbs to reduce the distance pedestrians must cross neighborhood streets or arterials. Curb bulbs are recommended for Pike Street/Minor Avenue, and Madison Street/11th Avenue.	H	1-2		SEATRAN	Madison St. is a principal arterial and SEATRAN does not support reducing the capacity of principal arterials. Curb bulbs are feasible if a lane is not used for moving traffic and is not likely to be needed for left or right turns. The next step to implement these proposals to improve crossings at the intersections of Pike and Minor and Madison Street at 11th Avenue is to identify funding and develop a preliminary engineering design. As part of the preliminary engineering work SEATRAN will explore other options if curb bulbs are not feasible at these locations.
UD 2.5	Modify major intersections to provide pedestrian crosswalks on all legs of the intersection and to increase the sidewalk width and provide other pedestrian amenities. Intersections that should be evaluated include: Madison Street/Union Street/12th Avenue, Madison Street/13th Avenue, Madison Street /Pike Street/14th Avenue, Pine Street/15th Avenue, and Pike Street/Melrose Avenue/Minor Avenue.	M	1-4		SEATRAN	The curb bulb at Pike/Melrose/Minor will be constructed in 1999, once City Light has installed their vaults and conduit. SEATRAN does not support construction of widened sidewalks or other projects that would reduce the capacity of principal arterials such as Madison Street. The Executive will work with the community to identify appropriate alternatives. Crosswalks: The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in January 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this recent study and

## B. Sustain the Character of the Pike/Pine Neighborhood...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						policy analysis.
UD 2.6	Install better traffic control devices that promote pedestrian safe crossing at the intersections of Pike Street/Boylston Avenue and Pine Street/Belmont Avenue. Evaluate locations where flashing yellow signals have been installed (or are proposed to be installed) to determine if there are other measures that could be used instead of flashing signal.	H	1-2		SEATRAN	SEATRAN will evaluate the intersections of Pike/Boylston and Pine/Belmont and determine what traffic control devices need to be installed to promote pedestrian safe crossing. They will also evaluate intersections where flashing yellow lights have been installed to determine if additional or alternative traffic control devices should be installed. Crosswalks: The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in January 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this recent study and policy analysis.

## C. STRENGTHEN THE WEST END ENTRY THROUGH IMPLEMENTATION OF THE PIKE/PINE URBAN DESIGN PLAN AND BOREN PARK MASTER PLAN

### Description

Strengthen the recognition of East Pike and East Pine as entry points into a diverse neighborhood with unique opportunities for shopping, recreation and entertainment by enhancing the transitional connections between Pike/Pine and Downtown.

### Integrated City Response

The Boren Park Master Plan provides an exciting foundation for improvements to the West End of the Pike/Pine neighborhood. As with many major projects, funding will be a challenge. However, the City is committed to working with the Pike/Pine neighborhood to refine the Master Plan and seek funding for the proposed improvements.

Lead Department: DON

Participating Departments: DPR, SCL, SEATRAN

### Activities Already Underway

1. SEATRAN, working with SCL, installed curb bulbs at Melrose and Pine Street in 1998.

### Tasks to be Undertaken in 1999-2000

1. SEATRAN, working with SCL, will install curb bulbs at the intersection of Melrose at East Pike in 1999.
2. The City will actively pursue funding opportunities presented in the new Federal initiatives on urban sprawl and the preservation of open space.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
4. Identify next steps for continued implementation.

C. Strengthen the West Entry...						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
WE 1.0	Reconstruct Boren Park to create a safe and attractive open space for residents and visitors to the neighborhood (per Master Plan) replacing the lost vista down Pike Street.	H	2-6		DPR, WSCTC, WSDOT	Reconstructing the park is feasible with community input and proper funding. This property is owned by WSDOT and is maintained by the Department of Parks and Recreation (DPR). Landscape restoration in this park is currently included as an unfunded project in the major maintenance plan. However, the project here is significantly larger. CHHIP has been discussing possible improvements with DPR and WSDOT. The Parks Department supports renovation of this park, and will work with the community and WSDOT to refine the plan and begin to implement the recommendations as funding becomes available.

### C. Strengthen the West Entry...

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
WE 1.1	Extend public street art installations from the Washington State Convention and Trade Center (WSCTC) east on Pike Street to Minor Avenue.	H	1-2		WSCTC	Implementation is dependent on the WSCTC. These recommendations will be forwarded to SEATRAN staff and Council's Transportation Committee. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
WE 1.2	Light the four columns in Pike/Boren Park and improve park landscaping and furniture.	H	1-2		DPR, WSCTC	The Parks Department is interested in working on this activity with the community as funding becomes available.
WE 1.3	Improve the intersections of Melrose Avenue at East Pike and East Pine by the installation of curb bulbs, pavement features, public art and landscaping.	H	1-2	Curb bulbs funded, planned as part of utility undergrounding	SEATRAN, SCL, DON	The curb bulbs at Melrose and Pine were installed in 1998. The curb bulbs at Pike and Melrose and widened sidewalk on Melrose will be installed in 1999, after City Light has finished their undergrounding. The Neighborhood Matching Fund is a good source of funding for pavement features and public art.
WE 1.4	Study and improve the intersections of Pike Street/Boren Ave. and Pine Street/Boren Ave. to facilitate pedestrian use & safety. Design of intersection through use of materials should visually identify to the motorist that this is a major pedestrian crossing. Include a sidewalk on the north side of Pine.	H	1-3		SEATRAN, WSDOT	This concept is problematic due to the fact that this is a bridge structure.  Crosswalks at these intersections will be remarked with the more visible "ladder-style" crosswalks as weather permits in 1999. Other improvements will need preliminary engineering work before SEATRAN is able to comment.
WE 1.5	Wheelchair and other special need populations should be addressed through installation of wheelchair ramps. Adjust signal timing to support walking.	H	On-going		SEATRAN	In the first quarter of 1999, Seatran will work with the neighborhood to identify and prioritize locations where wheelchair ramps are needed.  SEATRAN will review the signal timing to provide adequate timing to support walking at locations specified by the community.
WE 1.6	Enhance the visual and direct pedestrian connection from downtown to the neighborhood on Pike Street and Pine Street by the installation of public art, pavement features, landscaping, special pedestrian lighting and intersection improvements to better accommodate pedestrians.	H	1-3		SEATRAN, SCL, WSCTC, MOPP, Arts Group	See UD 1.3.

## D. STRENGTHEN THE NEIGHBORHOOD CORE EAST OF BROADWAY

### Description

Consolidate the area bounded by Broadway, 12<sup>th</sup> Avenue East, East Pine Street and Madison as a cohesive core of mixed-use buildings and pedestrian friendly streets.

### Integrated City Response

The City strongly supports the goals of this Key Strategy. Strengthening the neighborhood core east of Broadway into a cohesive pedestrian-oriented neighborhood supports Comprehensive Plan goals of developing pedestrian-friendly mixed-use neighborhoods. However, given the level of traffic on many of the arterials in this area, additional study of the effects of these proposals on the transportation network will need to be made before the changes will be implemented.

Lead Department: SEATRAN

Participating Departments: DON, DPR, SPU, Landmarks Board

### Activities Already Underway

1. The Sidewalks have been expanded on 10<sup>th</sup> and 11<sup>th</sup> between Pike and Pine, tree pits are marked out and lighting has been added on 11<sup>th</sup>.
2. The Lincoln Reservoir Park planning process is currently under way and a Park Site Master Plan has been developed.

### Tasks to be Undertaken in 1999-2000

1. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the East Sector work program.
2. Identify next steps for continued implementation.

<b>D. Strengthen the Neighborhood Core East of Broadway</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
CE 1.0	Expand sidewalk width by four feet on 10 <sup>th</sup> Avenue East, 11 <sup>th</sup> Avenue East and the south side of East Pike Street as part of Green Street development.	H	2-6		SEATRAN	The sidewalks have recently been expanded on 10 <sup>th</sup> and 11 <sup>th</sup> between Pike and Pine, tree pits are marked out and lighting has been added on 11 <sup>th</sup> . Curb bulbs were also added to the south side of Pike. The sidewalk was not widened in order to retain parking.
CE 1.1	Revise traffic from two-way to one-way northbound on 10 <sup>th</sup> Avenue East from East Union Street to East Pine Street, and southbound on 11 <sup>th</sup> Avenue East from East Pine Street to Madison Street in clockwise (right turn) circulation.	H	2-6		SEATRAN	This is contrary to recommended traffic calming practice, as traffic volumes and speeds increase on one way streets. SEATRAN will discuss the advantages/disadvantages of the one-way streets with the community before this concept is taken further. SEATRAN would be happy to come to any community meeting that they are invited to. The majority of the abutting property owners must also approve the one-way street couplet.
CE 1.2	Provide diagonal parking on the revised one-way avenues and on East Union Street, from Broadway	H	2-6		SEATRAN	East Union is an arterial, and as such, there is generally too much traffic to allow diagonal parking.

## D. Strengthen the Neighborhood Core East of Broadway

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	to 12 <sup>th</sup> .					SEATRAN will work with the community to identify if specific locations are appropriate.
CE 1.3	Continue the installation of curb bulbs to include all intersections in the core area. Intersections needing bulbs include Union at Broadway/10 <sup>th</sup> /11 <sup>th</sup> ; Pike and Pine at Broadway.	H	2-6		SEATRAN	Once funding is available, SEATRAN will review specific curb bulb locations and complete the design. Generally, curb bulbs are acceptable if there is a full time parking lane and peak hour parking restrictions do not appear likely.

## E. Union Street between E Madison Street and 13th Avenue E:

CE 1.5	Close E Union Street between E. Madison Street and 13th Avenue E. to through traffic and create a pedestrian plaza.	M	2-6		SEATRAN, DPR	Additional studies will be required for SEATRAN to support this activity. The study would have to show that the impact to freight mobility is negligible, that impact to the minor arterial (Union) and principal arterial (Madison) traffic would be minimal, and that 100% of the adjacent property owners supported the proposal.
CE 1.6	12th Avenue E at Madison: Propose to limit traffic to buses and one-way westbound traffic on Union and direct eastbound Union Street traffic to travel one block further on Madison before turning on 13th to head east.				SEATRAN, METRO, DON	See CE 1.5. The Department of Neighborhoods is contracting with SEATRAN to upgrade 12 <sup>th</sup> Avenue from Marion to Columbia with widened sidewalks, bike lanes, improved landscaping, etc. by removing the two-way left turn lane. This is being funded with money from the sale of City-owned land in the general area. If the improvements are successful, the community plans to extend the improvements along 12 <sup>th</sup> in front of Seattle University. The suggested changes at the intersection of 12 <sup>th</sup> and Madison should be coordinated with the ongoing design of this overall development. These recommendations will be forwarded to DON and SEATRAN Staff working on the 12th Avenue Project.
CE 1.7	Reroute existing traffic on eastbound E Union Street through the E Madison Street/13th Avenue E intersection. This will also require relocating the existing eastbound trolley line from E Union Street	M			SEATRAN, METRO	See CE 1.5.



## D. Strengthen the Neighborhood Core East of Broadway

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	to 13th Avenue.					
CE 1.8	Reroute the small amount of westbound traffic through the E Madison Street / 13th Avenue E intersection. The westbound trolley line would not need to be relocated.	M			SEATRAN, METRO	See CE 1.5.
CE 1.9	E. Madison at 13th - A "Bowtie": Along the Madison Corridor where the diagonal street intersects with orthogonal street grid, traffic patterns can be simplified and open space can be created by combining a small almost unbuildable triangle.				SEATRAN, DPR	See CE 1.5.
CE 2.0	E. Union Street between 11th Avenue E and E Madison Street: 1. Close street to general purpose through traffic between E Madison Street and 11th Avenue E. (Only westbound traffic is currently allowed; eastbound traffic is local access.) 2. Maintain westbound bus traffic. 3. Maintain local access traffic. 4. Expand sidewalk areas and open space.	M	2-6		SEATRAN, METRO	See CE 1.5.
CE 2.1	Lincoln Reservoir Park Plan (in the Capitol Hill Neighborhood Plan): Support the importance of this major neighborhood park design and need to complete improvements of the Lincoln Reservoir Park Plan per the approved Master Plan.	H	(Coordinate with undergrounding of reservoir)		SPU, DPR, Landmarks Board, DON	The SPU project budget for rebuilding the reservoir underground includes funding for a public planning process, design consultation, publication of the Park Master Plan and construction of Phase I site improvements. At this time, DPR does not have funding for the development of the park elements beyond what SPU will contribute as site restoration. The elements that remain unfunded include: children's play area, water feature, and plaza. The elements that are partially unfunded include: entrances, pathways, landscaping and lighting. SPU is paying for the design work on the water feature; all of the other elements are not funded for design work. DPR does feel that there are elements in the plan that may be appropriate for funding through a bond or state grants. The maintenance of the park elements is expected to

**D. Strengthen the Neighborhood Core East of Broadway**

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Comment</i>
						<p>be taken over by DPR upon completion. Additional staffing may be required for this maintenance.</p> <p>The site and reservoir were nominated and designated a City of Seattle Landmark in 1998. Changes to any designated features will require review and approval of the Landmarks Preservation Board.</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) this activity will be considered as part of the Sector Work programs in the future as opportunities arise, 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

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

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
<b>Urban Design and Transportation Improvements</b>							
LT -UDT 1.0	Install pedestrian signal heads (walk/don't walk) at every signalized intersection.		Long Term		SEATRAN	This is SEATRAN's ongoing practice when signals are upgraded.	Activity is already underway.
LT-UDT 1.1	Streetscape Treatments: Surprises should be incorporated into the sidewalk design (not a sanitized look) like artworks that reflects past & present character of the neighborhood.		Long Term		SEATRAN, DON	This needs to be looked at individually and requires a street use permit.  The Neighborhood Matching Fund is a good source of funding for this activity.	The community should take the lead on this activity.
LT-UDT 1.2	Arterial - 14 <sup>th</sup> Avenue E. and 15 <sup>th</sup> Avenue E: Revise the parking configuration on 14th Avenue E. to diagonal parking to slow traffic.		Long Term		SEATRAN	This activity has been identified as a long term priority by the neighborhood.  This needs to be looked at individually and then a petition must be circulated.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
LT-UDT 1.3	Intersection - 14th Avenue E. and E. Madison Street: Propose a major traffic revision to end E. Pike Street and create a "bowtie" type plaza.		Long Term		SEATRAN	This activity has been identified as a long term priority by the neighborhood.  The next step is to develop a conceptual design.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
LT-UDT 1.4	Triangle Park Expansion at 15th Avenue E. and E. Madison Street: The existing triangular "half of the "bowtie" park at 15th Avenue E. and E. Madison Street is recommended to be increased by incorporating the adjacent E. Pike Street right-of-way.		Long Term		SEATRAN	This activity has been identified as a long term priority by the neighborhood.	. This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
LT-UDT 1.5	E Pike Street between E Madison Street and 15th Avenue E: Close street to enlarge the adjacent park and connect it to the neighborhood. Eastbound traffic would be diverted to other streets.		Long Term		SEATRAN, DPR	This activity has been identified as a long term priority by the neighborhood.  This can be done if there will be little or no impact to traffic and 100% of the affected property owners approve the concept (access for emergency and City Service vehicles will probably need to be maintained ). If traffic is diverted, SEATRAN will require a petition from affected property owners. DPR will work with the community to explore this idea if these conditions are met.	See response to LT-UDT 1.4.
LT - UDT 1.6	The Beginning of E Pine Street: Revise the parking configuration between 15th Avenue E and E Madison Street on E Pine Street to slow traffic and increase street parking for residents. The new angled parking allows E Madison Street to be narrowed for angled parking and a prime location for a new		Long Term		SEATRAN	This activity has been identified as a long term priority by the neighborhood.  The community should consider as an alternative design, parallel parking on both sides of the street. This should be the same amount	This activity will be considered as part of the Sector Work programs in the future as opportunities arise

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	corner park of landmark identity.					of parking to the residents as angle on side. Parked cars would insulate pedestrians from moving traffic.	
LT - UDT 1.7	Create new open spaces by taking advantage of the awkward angled street rights-of-way.		Long Term		SEATRAN	This activity has been identified as a long term priority by the neighborhood.  The next step is to begin preliminary engineering as funding becomes available.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
<b>IMPROVE SIDEWALK SYSTEM AND PEDESTRIAN CONNECTIONS:</b>							
LT - UDT 1.8	Create a sidewalk system across I-5 on both sides of Pine Street.		Long Term		SEATRAN, WSDOT	This activity has been identified as a long term priority by the neighborhood.  See WE 1.4..	See Response to WE 1.4.
LT - UDT 1.9	Improve the sidewalk at the off ramp of I-5 and Olive Way area and install a sidewalk on the south side of Olive Way over I-5.		Long Term		SEATRAN	This activity has been identified as a long term priority by the neighborhood.	. This activity will be considered as part of the Sector Work programs in the future as opportunities arise
LT - UDT 2.0	The streetscape features and materials of the major intersections should demonstrate their uniqueness or "Hub" location. Certain intersections of major pedestrian importance (For example, the intersection at Melrose and E. Pike) could incorporate traditional red brick to identify them as an entry point, a prime hub & adjacent to the Wintonia Apt.		Long Term		SEATRAN	This was identified as a long term activity by the neighborhood.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
LT - UDT 2.1	Institute Meter Revenue Sharing with Neighborhood: Since extending the meter hours by four hours per day would increase meter revenues by about 33%, one method		Long Term		SEATRAN, ESD, SPD	This is a policy issue for City discussion. It will be considered for the Policy Docket for consideration by the City Council.	Meter Revenue Sharing has been placed on the Policy Docket. The Executive will analyze the fiscal, legal and

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	to fund the marketing and meter studies is for the City of Seattle to share a portion of the meter revenues with a recognized neighborhood association such as a Business Improvement Association or other group.					Raising meter hours will raise enforcement costs.	equity issues related to targeting meter revenue to neighborhood specific projects and will present their analysis and recommendations to Council in June 2000.
LT - UDT 2.2	Establish differential parking fines that are appropriate for various neighborhoods: Parking fines that are appropriate in downtown Seattle may be too high for other neighborhoods. Fines that are too high discourage customers from visiting the neighborhood.		Long Term		SEATRAN, ESD, SPD	This is a policy issue for City discussion. It will be referred to the Policy Docket for consideration by the City Council.	Differential Parking Fines has been placed on the Policy Docket. The Executive will analyze the fiscal and legal issues related to establishing different parking fines for different neighborhoods and will present their analysis and recommendations to Council in June 2000.
<b>OTHER TRANSPORTATION RECOMMENDATIONS:</b>							
PT 1.0	Evaluate pedestrian crossing problems and make improvements along the entire corridors of key neighborhood streets and arterials. Corridors include Pike and Pine Streets from I-5 to 15th Avenue E, 12th Avenue from Madison to Olive Streets, Melrose Avenue at the I-5 interchange, and Boren Avenue at it crossing of I-5.	M	See Urban Design Master Plan		SEATRAN SCL, WSDOT	The next step is to begin preliminary engineering work as funding becomes available. SEATRAN suggests prioritizing Pike and Pine from Melrose to Broadway because of the City Light undergrounding project. Improvements will also be made by DOT at Melrose and I-5.	Crosswalks: The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in early 1999. This recommendation will be reviewed again by SEATRAN in 1999 in light of any policy changes made as a result of this recent study and policy analysis.
PT 1.1	Consider traffic calming treatments to slow traffic and reduce through traffic on the	M			SEATRAN	This seems to be contrary to the previous activity requesting one-	SEATRAN will work with the community to clarify what

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
	following streets: 10th and 11th Avenues between Union and Pine Streets, Minor Avenue between Pike and Pine Streets, Crawford Court, Seneca Court, and Broadway Court.					way couplets. See response to CE 1.1. SEATRAN may be able to help the community develop ideas if they understand what the goals and issues are that the community wants to address.	they would like to accomplish, what the options are and identify what the next steps are.
PT 1.2	Install traffic circles at the intersections of neighborhood streets when requested by the neighborhood when helpful in calming traffic.	L	2-6		SEATRAN	SEATRAN supports this recommendation.	The community must take the lead in identifying these locations.
PT 1.3	Work with SPU, DPR, and SEATRAN, and adjoining property owners on Nagle Place between Denny Way and Pine Street to make Nagle Place a local and emergency access only street from Olive to Denny Way. Install traffic calming devices, landscape improvements, and signage to promote the limited access use of the street.	M	2-6		SEATRAN , DPR, SPU, Groundswell, Capitol Hill Neighborhood Planning Committee	The SPU project budget for rebuilding the Lincoln Reservoir underground includes funding for pedestrian improvements to Nagle Place. Design details will be finalized as project planning proceeds.	The City will initiate the next steps for implementing this action and include the community as project planning and design proceeds.
PT 1.4	Monitor traffic speeds on arterials and make changes to the signal timing along corridors to reduce vehicular speeds, if necessary.	M	2-6		SEATRAN	SEATRAN can not support this activity. SEATRAN times the traffic signals to progress traffic for the direction with the heaviest volume, at or below the posted speed limit. It would be very difficult, if at all possible, to time a signal system so that it could be guaranteed that vehicles could not travel above the speed limit and make it through some signals within a system. Making changes to the signal system to reduce speeds in both directions would lead to very frustrated drivers, and increased delay to all vehicles, including transit and local traffic. This can result in an increase in violations of	The City will not implement this activity.

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						traffic control devices, increased collisions, and diversion of traffic to neighborhood streets.	
PT 1.5	Conduct regular traffic speed tests to evaluate traffic signalization changes, traffic control devices, or other measures to reduce speeds.	M	2-6		SEATRAN	SEATRAN will look at specific locations where concerns are expressed.	The neighborhood should take the next steps by identifying locations for speed tests.
PT 1.6	Request the Police to conduct more regular enforcement activities to discourage speeding.	H	ON-GOING		SPD	The Seattle Police Department does the best job that it can with existing staff assigned to the Traffic Unit. Increased enforcement on an ongoing basis in the Pike/Pine area can only be accomplished in two ways: 1) by reducing traffic enforcement efforts in other areas; or 2) by increasing the number of Traffic officers authorized in the budget. At this point in time, there are no plans to increase the number of Traffic officers.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
PT 1.7	Establish neighborhood adopt-a-street programs. Pike has been adopted by SAFECO Insurance.	M	On-going		SEATRAN, MOPP	The City supports this concept. The neighborhood is invited to join the Adopt-a-Street program.	SEATRAN will forward information on the Adopt-a-Street program to the neighborhood.
<b>PEDESTRIANS: Up-grade crossings to improve pedestrian safety</b>							
PT 1.8	Change timing of signals to enable more crossing time for pedestrians at any intersection that serves elderly, children, or people with disabilities. Intersections that are in current need of timing change include, but are not limited to, Boren Avenue/Pine Street and Madison Street/14th Avenue.	H	1-2		SEATRAN	SEATRAN will review the timing and make adjustments as required in the first quarter of 1999.	SEATRAN will pursue the next steps for this project in the first quarter of 1999.
PT 1.9	Remove or de-activate existing push buttons at signalized intersections, and include	H	1-2		SEATRAN	SEATRAN has put Broadway and Pike St., Broadway and Pine St.	SEATRAN will pursue the next steps for this project.



<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
	pedestrian phases with every cycle. This includes but is not limited to the traffic signals at : Broadway/Pike Street, Broadway/Pine Street and 11th Avenue/Pine Street. Do not allow additional pedestrian-actuated signals to be installed.					and 11 <sup>th</sup> Ave. and Pine St. in pedestrian recall in October and will study the effects in order to see if this should be made permanent. Although there are no new traffic signal locations planned at this time, SEATRAN will review any new traffic signal installations with fixed time operation in mind.	SEATRAN is testing its recently modified policy on pedestrian push buttons and will report to the Council's Transportation Committee by June 1999 on the results of this study. These intersections should be included in that analysis and report.
PT 2.0	Repair and improve existing sidewalks. This includes all of the sidewalks along Pine Street that have been damaged by tree plantings, sidewalks on the north side of Pine Street between 11th and 12th Avenues, on the west side of Harvard Avenue, and on Boylston Avenue at Pine St.	H	1-2		Responsibility of Adjacent Property Owner, <b>SEATRAN</b>	SEATRAN has limited funds for sidewalk rehabilitation. The locations along Pine have been reviewed and can not be prioritized over locations with more severe problems. SEATRAN will review the other locations for asphalt repair. Improvements to sidewalks are generally the responsibility of the adjacent property owner.	SEATRAN will take the next steps and install asphalt shims where appropriate.
PT 2.1	Stripe or re-stripe crosswalks on all legs of signalized intersections. Highest priority intersections are 13th Avenue/Union Street, and Pike Street from Bellevue Avenue to 14th Avenue.	M	1-2		<b>SEATRAN</b>	SEATRAN will remark all existing crosswalks with "ladder-style" crosswalks as weather permits in 1999. A traffic operations analysis will be required if a particular crossing is restricted at a signalized intersection.	In 1999, SEATRAN will remark all existing crosswalks with "ladder-style" crosswalks as weather permits in 1999. A traffic operations analysis will be required if a particular crossing is restricted at a signalized intersection.
PT 2.2	Identify solutions for sidewalks that limit or prevent wheelchair access due to utility poles, dumpsters, newspaper stands, oversized outdoor sitting areas. Conduct a study of difficult street crossings for wheelchairs and other special needs	H	1-2		<b>SEATRAN, SCL, SPU</b>	SEATRAN supports this recommendation. Specific locations should be reported to SEATRAN's Street Use division.	SEATRAN's Street Use Inspectors will work with the community to investigate any specific complaints related to large dumpsters on sidewalks in retail areas.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment	City Action
	populations						
PT 2.3	Remove large dumpsters from sidewalks in retail areas and enforce the city sidewalk obstruction/street-use laws.	M	ON-GOING		SPU	<p>The Washington Utilities and Transportation Commission is in charge of commercial waste haulers. The neighborhood should work with the commercial haulers directly in order to get these dumpsters moved. Alternative locations would need to be identified.</p> <p>The City is currently negotiating with the WUTC to gain management oversight of the commercial haulers. If SPU gains that oversight capability, they would look at the dumpsters.</p>	SEATRAN's Street Use Inspectors will work with the community to investigate any specific complaints related to large dumpsters on sidewalks in retail areas.
<b>BICYCLE</b>							
PT 2.4	Expand bicycle facilities along neighborhood and arterial streets to encourage the safe and efficient travel of bicycles for commuting, non-work trips, and recreational trips.					The City supports this general goal. See PT 2.5 through PT 2.9, below, for specific comments.	
PT 2.5	Maintain bicycle lane on Pine Street as the primary bicycle route to downtown Seattle. Install bike route signs along this street to promote this lane. Provide signs along both sides of 12th Avenue and along the following adjoining streets to connect bicyclists to the I-90 trail system on the south and the University District on the north. Additional signs would be needed in the central and south Seattle areas to designate the best bicycle route to link 12th Avenue with the I-90 trail system. Also, a sign indicating link to Melrose Trail to University District, along I-5.	H	1-2		SEATRAN	SEATRAN's practice is to install the minimum number of Bike Route signs necessary to direct bicyclists to established bike routes. SEATRAN will review the proposed locations to determine if signs are appropriate for these locations.	SEATRAN will take the next steps in implementing this recommendation.

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PT 2.6	Work with DCLU, SEATRAN, and developers to ensure that all major new developments are designed to encourage pedestrian and bicycle access.	M	On-going		DCLU	Application of the development standards and Design Guidelines applicable to the Pike/Pine Neighborhood will implement this proposal.	Activity is already underway.
PT 2.7	Make spot improvements to address street barriers such as potholes and drain grates.	H	On-going		SEATRAN, SPU	SEATRAN makes these improvements on an ongoing basis as funding allows.	Activity is already underway.
PT 2.8	Continue to promote the Seattle Transportation's free bicycle rack program and encourage merchants to support the installation of racks. Places where additional racks are needed include but are not limited to SCCC, all supermarkets, and all parking structures.	H	On-going		SEATRAN, MOPP	SEATRAN will install bike racks if requested by property owners and if the space is adequate on the public-right-of way.	Activity is already underway. SEATRAN will provide information on the bicycle rack program to the property owners at the locations identified by the neighborhood.
PT 2.9	Ensure that new and existing traffic signals are sensitive to bicycles.	M			SEATRAN	This is SEATRAN's current practice.	Activity is already underway.
<b>TRANSIT</b>							
PT 3.0	Install a left-turn signal on Pine Street at Broadway.	H	1-2		SEATRAN, METRO	SEATRAN is studying this location for left-turn phasing.	SEATRAN will initiate the next steps in implementing this recommendation.
PT 3.1	Install additional passing wires on Routes 7,9, and 43.	H	1-2		METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	The Exec. will forward this and related transit requests to King County Metro on the community's behalf. The Strategic Planning Office, SEATRAN and the Department of Neighborhoods shall review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work

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							being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Exec. will report to the City Council Transportation Comm. on its progress on Strategy T4 as part of its ongoing reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.
PT 3.2	Explore express bus options on a few key routes such as Routes 7 & 43.	M	1-2		METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1
PT 3.3	Improve the safety and comfort of transit stops by adding or improving bus shelters. Priority locations include the corner of Pike Street and Boren Avenue, plus most stops along Pine Street.	M	2-6		METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1
PT 3.4	Encourage transit shelter design that matches the surrounding architecture of the area.	M			METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 3.5	Install quality pedestrian lighting at all transit stops.	M			METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 3.6	Increase the maintenance program for transit shelters	H			METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 3.7	Improve bus service information by providing visual maps at all transit stops.	M			METRO, DON, SPO,	Metro will need to implement this recommendation	See response to PT 3.1.

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					SEATRAN		
PT 3.8	Support continued research and the potential application of technology that enables real-time bus information at bus stops.	M			METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 3.9	Work with METRO to add low-floor buses to it's fleet.	M			METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 4.0	Continue to support and market the bikes on buses program.	H			METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
LT TRAN 2.3	Support transit priority at all signalized intersections in the area.				METRO, DON, SPO, SEATRAN	Metro funds transit prioritization projects across the city.	See response to PT 3.1.
LT TRAN 2.4	Work with surrounding neighborhoods and King County/METRO to explore a Queen Anne to Denny Way to Capitol Hill to First Hill to Jackson Street to Pioneer Square to the Ferry Terminal "ring" of service.				METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
<b>METRO TRANSIT ROUTES:</b>							
PT 4.1	Increase frequency of bus service along Broadway on Route 9.	H	1-2		METRO, DON, SPO, SEATRAN, OIR	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 4.2	Consider a new north-south service to connect Pike-Pine/Capitol Hill to the Central Area along 12th Avenue.	H	1-2		METRO, DON, SPO, SEATRAN, OIR	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 4.3	Expand the frequency of service along Denny Way on Route 8.	H	1-2		METRO, DON, SPO, SEATRAN, OIR	Metro will need to implement this recommendation.	See response to PT 3.1.

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PT 4.4	Explore a circulator/LINC-type service on east-west streets such as Aloha, John, and Pike Streets.	M	2-6		METRO, DON, SPO, SEATRAN, OIR	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 4.5	Partnership with Capitol Hill through Broadway BIA and/or Chamber of Commerce and proposed Arts Coalition to own and operate own shuttle. Expand use of vehicle to other community events and human resource businesses. Include local merchant advertising on shuttle. Explore possible vehicle donation from local dealerships. This may be mitigation for Convention Center Expansion Construction.	M	2-6			Mitigation required of the Convention Center is linked to impacts identified during the City Council's permitting and street vacation processes related to the Center's expansion. If mitigation is required for the item proposed here, then this proposal may be implemented through the permitting process.	Community should take the next steps to implement this activity. This recommendation may be considered as part of the Convention Center permitting process if specific impacts to be mitigated are identified.
PT 4.6	Improve cross-town service and service connections outside of downtown.	M	2-6		METRO, DON, SPO, SEATRAN OIR	Metro will need to implement this recommendation.	See response to PT 3.1.
PT 4.7	Extend the ride-free zone up to Broadway.	M	2-5		METRO, DON, SPO, SEATRAN	Metro will need to implement this recommendation.	See response to PT 3.1.
<b>Sound Transit - EXPAND TRANSIT OPTIONS:</b>							
PT 4.8a	Support the preferred alignment of the Sound Transit light rail system that includes a tunnel connecting First Hill, Capitol Hill, and the University District with one of the stations located near Pine Street: and Broadway. One entrance to the light rail station should be at Pine & Broadway.	H			Sound Transit, SPO, Community	Sound Transit will need to implement this recommendation. The City has consistently supported the Capitol Hill tunnel route with at least one station to serve Capitol Hill.	This recommendation will be forwarded to Sound Transit.
PT 4.8b	The station should be designed to serve walkers, bicyclists, and bus riders, and discourage access by passenger vehicle.	H			Sound Transit, SPO	Sound Transit will need to implement this recommendation. The City has consistently taken the position that access improvements will be a key component of each	This recommendation will be forwarded to Sound Transit.

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						light rail station. There is no park and ride facility planned for Capitol Hill.	
PT 4.9	The station should minimize the amount of above-ground space needed for a station entrance, and should be constructed without using cut-and-cover methods.	H			Sound Transit, SPO, DCLU, SEATRAN	Sound Transit will need to implement this recommendation.	This recommendation will be forwarded to Sound Transit.
PT 5.0	The Sound Transit should work closely with the MOPP & Broadway BIA to ensure its involvement in the Sound Transit planning efforts.	H			BIA, , MOPP	Sound Transit will need to implement this recommendation.	This recommendation will be forwarded to Sound Transit.
PT 5.1	The Sound Transit should take measures to minimize any disruption to businesses during construction and compensate for the disruption when unavoidable.	H			Sound Transit	Sound Transit will need to implement this recommendation.	This recommendation will be forwarded to Sound Transit.
PT 5.2	The streetscape for area adjoining a station entrance should be designed to promote vibrant businesses and/or active pedestrian movement in the area.	H			Sound Transit, SPO	This proposal will be considered as part of Station Area Planning.	Station Area Planning will take the next steps to implement this recommendation.
PT 5.3	Existing local businesses should be encouraged to become station amenities (e.g., food and other services).	H			Sound Transit, BIA, Chamber, SPO	More information is needed before this recommendation can be implemented. Is the community talking about services within the transit station or in the area around the station?	If the neighborhood is talking about services within the Station, this recommendation will be forwarded to Sound Transit. If this recommendation refers to areas around the station, this proposal will be considered as part of Station Area Planning. The Executive will work with the neighborhood to clarify this recommendation and the City's response.
PT 5.4	Park and ride facilities should not be provided near the SOUND TRANSIT Station	H			Sound Transit, DCLU, SPO	This proposal can be considered as part of the scope of station area planning. This is consistent with	Station Area Planning will take the next steps to implement this

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment	City Action
						the Transportation Strategic Plan. The City has consistently taken the position that access improvements will be a key component of each light rail station. There is no park and ride facility planned for Capitol Hill.	recommendation.
<b>FREIGHT MOBILITY AND ACCESS:</b>							
PT 5.5	Retain alleys for freight deliveries and garbage pick-up. Keep alleys clear of obstacles that would prohibit truck access.	H			SEATRAN	SEATRAN supports this recommendation. However, it appears to conflict with recommendation UD 1.4, which calls for Green Streets in some alleys.	The Executive will work with the community to clarify how the community wants alleys to be used as the next step to implement this recommendation.
<b>PARKING RECOMMENDATIONS: On and Off-Street Parking and Encourage Use of Non-Automobile Modes of Transportation</b>							
<b>On-Street Parking Recommendations</b>							
PK 1.0	Increase on-street parking capacity with angle parking on north-south streets.	M	2-6		SEATRAN	See PK 1.1.	See PK 1.1.
PK 1.1	Add on-street parking spaces where possible. Sections of Bellevue, Summit, Belmont and Harvard Avenues are 42 feet wide. This width would allow angle parking on one side of the street and parallel parking on the other side of the street. There are also many streets where parking is restricted on one side of the street to allow a wider driving lane. Some of the low volume streets could have parking on both sides of the street if they are at least 25 feet wide. This would retain one lane for through traffic, although vehicles approaching from opposite ends of the street may need to yield.	H	1-2		SEATRAN	SEATRAN supports this concept. The restrictions will be changed on a block-by-block basis once SEATRAN reviews the street in question and receives a petition signed by 60% of the abutting property residents.	This is a community-based activity. The community can receive petitions from SEATRAN.



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PK 1.2	Support Bus Zone Consolidations: King County/Metro is considering consolidating transit stops to improve transit speeds. Bus stop consolidation would free-up curb space for parking.	H	1-2		METRO, SEATRAN, OIR	SEATRAN supports this concept.	See response to PT 3.1.
PK 1.3	Reduce time limits for signed on-street parking within one-half block of commercial areas. Many of the streets have unrestricted (unsigned/unmetered) parking. Most of this unrestricted parking is located on the north-south streets west of Broadway and on 11th and 10 <sup>th</sup> Avenues south of Pike Street. Installing 2-hour parking limit signs between 9:00 am to 6:00 pm or installing meters would increase turnover.	H	1-2		SEATRAN	SEATRAN supports this concept. The restrictions will be changed on a block-by-block basis once SEATRAN reviews the street in question and receives a petition signed by 60% of the abutting property residents.	The community can receive petitions from SEATRAN.
PK 1.4	Add new parking meters: As additional higher-intensity commercial uses are developed in the area east of 10th Avenue E., parking meters should be considered.	M	1-2		SEATRAN	SEATRAN can install meters in locations that are adjacent to existing meters if they receive a petition. If the area is not adjacent to an area with existing meters, installation is more problematic.	The community can receive petitions from SEATRAN.
PK 1.5	Institute Residential Parking Zone (RPZ) on street west of Harvard Avenue. To prevent downtown commuters from parking, it is recommended that a 2-hour RPZ for many of the streets in the western section be implemented.	H	1-2		SEATRAN	The next step is for a community representative to contact SEATRAN to discuss the exact location of the proposed RPZ. An expansion of an existing RPZ requires only a petition from SEATRAN. A new RPZ requires an evaluation by SEATRAN before a petition is circulated. The restrictions will be changed once SEATRAN receives a petition signed by 60% of the abutting residents. An RPZ can not be placed in front of a business, but can be placed in front of	The Executive will work with the community identify the next steps and other options to accomplish this recommendation.

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
						residential-only structures.	
PK 1.6	Extend meter operating hours to 9:00 pm. Extending the meter hours (and enforcing the extended hours) would increase meter turnover between 6:00 and 9:00 pm.	L	2-6		SEATRAN, FINANCE	See LT-UDT 2.1. This is a Citywide issue and raises many issues.. As many neighborhood plans are recommending some type of change to meters, it is likely that the City will appoint a group to review this policy recommendation.	Extended Meter Hours will be placed on the Policy Docket. The Executive will analyze the fiscal, safety and public involvement impacts of extending meter hours through the evening and will present their analysis and recommendations to Council in June 2000.
PK 1.7	Increase enforcement.	H	ON-GOING		SPD	SPD does the best job that it can with existing resources assigned to the Parking Enforcement Unit. Increased parking enforcement on an ongoing basis in the Pike/Pine area can only be accomplished in two ways: 1) by reducing parking enforcement efforts in other areas; or 2) by increasing the number of Parking Enforcement Officers authorized in the budget. At this point in time there are no plans to increase the number of Parking Enforcement Officers.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise
PK 1.8	Consolidate and/or relocate loading zones to maximize the more efficient use of on-street parking.	H	3-5		SEATRAN	SEATRAN can change loading zones at the request of the abutting property owner.	The Community must take the next steps to implement this recommendation.
PK 1.9	Prepare information packet regarding various on-street parking options. The City of Seattle current policy is to obtain approval of property owners and /or tenants along a street frontage before changes to parking along the street are implemented. SEATRAN could create an information packet regarding the types of changes that	M	1-3		SEATRAN	SEATRAN has developed a two page information sheet on parking. An information sheet has been forwarded to P/PUNC.	Activity has already been accomplished.

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	are possible and the impact on the overall parking availability.						
PK 2.0	Develop informational materials and petition form to conduct outreach to owners/tenants regarding changes in on-street parking. Changes would include consolidation of loading/restricted-parking zones and adding angle parking in accordance with Pike/Pine Parking Study.	M	2-6		SEATRAN, Pike/Pine Community	SEATRAN has developed a two page information sheet on parking and has petitions available. However, the community should take the lead on outreach to property owners and tenants on proposed parking changes.	Some of the activity has already been accomplished. The Community must take the next steps to implement this recommendation.
<b>Off-Street Parking Recommendations</b>							
PK 2.1	Reduce parking rates for short-term parking. Current rate structures for short-term off-street parking lots are not competitive with on-street parking meters. Changing the rate structure to encourage short-term parking may increase utilization of the off-street parking lots and increase parking turnover.	M	1-2		PRIVATE	The City currently has no mechanism in place to regulate or encourage specific pricing structures in privately owned parking lots.	OED will contact the planning committee by the end of the second quarter of 1999 and help them develop ways to articulate and communicate the neighborhood's parking goals to private owners.
PK 2.2	Improve signage to off-street lots. Work with community to identify locations for additional signage and coordinate with Arts Committee.	M	2-6		PRIVATE PROPERTY OWNERS, MOPP, CHAMBER	Recommendation is a community-based activity.	The community should take the next steps to initiate this recommendation.
PK 2.3	Provide valet parking.	L	3-8		MOPP	Recommendation is a community-based activity.	The community should take the next steps to initiate this recommendation.
PK 2.4	Validate parking and tokens for off-street parking lots. A neighborhood-wide validation program could be established using existing off-street parking lots similar to the "Easy Streets" program in downtown Seattle.	M	2-6		MOPP	Recommendation is a community-based activity.	The community should take the next steps to initiate this recommendation. There are validation programs in other neighborhoods which may provide useful information. The Executive will assist the Pike Pine Neighborhood in

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							accessing that information.
PK 2.5	Expand the Seattle Central Community College (SCCC) parking garage.	H	2-3		SCCC, DCLU, DON	This is currently proposed by the College as part of the Major Institution Master Plan, and will be considered as part of that process. Community participation in the ongoing process for SCCC will be integral to achieving the community's goals.	Activity will be considered as part of the MIMP process. The Executive will forward this recommendation to Seattle Central Community College and DON staff working on the master plan for inclusion and consideration in this process.
PK 2.6	Promote public use of SCCC parking garage during school's off-peak hours. SCCC sells public parking during off-peak hours and sells residential parking passes for overnight.	H	1-2		SCCC, DCLU, DON	Seattle Central Community College is currently in the process of developing a new Major Institution Master Plan. This recommendation should be considered as part of that process. Community participation in the ongoing process for SCCC will be integral to achieving the community's goals.	Activity will be considered as part of the MIMP process. The Executive will forward this recommendation to Seattle Central Community College and DON staff working on the master plan for inclusion and consideration in this process.
PK 2.7	Encourage replacement of public parking spaces when surface parking lots are redeveloped. Development or financial incentives may be needed in areas where the revenue from this public parking would not cover the cost of constructing it.	M	ON-GOING		DCLU-Design Review, MOPP	Encouragement can be provided when consistent with City policy to promote transit use over Single Occupant Vehicle (SOV) use. This proposal can be implemented at various points of contact during the permit review process, including an important role to be played by the community during comment periods, public meetings and hearings.	Activity can be accommodated as part of the existing permit and design review processes.
PK 2.8	Share available parking in private parking facilities. Parking capacity may be available in private businesses or residential parking lots during certain hours of the day.	L	2-6		MOPP, DCLU	The Land Use Code currently permits shared parking in many instances where capacity exists. The Merchants of Pike Pine can play an important role in identifying	See Response to PK 2.1.

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						locations where capacity exists and matching those lots with potential users.	
PK 2.9	Work with area parking lot managers to better advertise existing lots and develop promotional opportunities (e.g. tokens) associated with local events.	M	2-4		MOPP, Chamber, Office of Economic Development (OED)	The Neighborhood Business Council (NBC), through its contract with OED, can assist the Pike-Pine neighborhood with parking options. In addition, the group should contact the Downtown Seattle Association and the International District BIA which have effective of parking validation programs.	See Response to PK 2.1.
PK 3.0	Obtain funding to assist in the implementation of "On and Off-Street" Parking Recommendations of the Pike/Pine Parking Study.	H	1-2		SEATRAN OED, MOPP	Except for increased enforcement and longer meter hours (see PK 1.6 and PK 1.7, page 32), many of the on-street recommendations do not need new funding. The Neighborhood Matching Fund may be a good source of funding for off-street recommendations.	Some of the activity can be accommodated through existing funding sources. SEATRAN has funding for preliminary analysis of on-street parking changes; the development of petitions to survey residents and businesses and implementation of those changes, i.e. installing new signs, or parking meters. Funding must still be identified for surveying residents and businesses, expanding the parking meter hours and increasing parking enforcement. Off-street parking changes are generally community based activities. The Neighborhood Matching Fund may be appropriate for some of those activities.

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<b>Options to Encourage Non-Automobile Modes of Transportation</b>							
PK 3.1	Implement "Car Sharing" program that are cooperatives through which members have access to jointly-owned vehicles.	M	1-3 (PILOT)		METRO SEATRAN, SPO	The City and Metro intend to implement a pilot car sharing program starting in early 1999. The current expectation is for the program to include the Pike/Pine neighborhood.	This activity is already under way. <del>SEATRAN and SPO are active participants in the car sharing project team. The City is responsible for providing parking for car share vehicles, promoting car sharing as part of the City's neighborhood outreach efforts and integrating car sharing into the City's development process.</del>
PK 3.2	Improve access to rental cars. Residents have stated they would live without a car if renting a car was more convenient (rental car agency located in the neighborhood).	M	2-6		METRO SEATRAN, SPO, MOPP, BIA	The Car Sharing program may include discounts with a car rental agency for car sharing members.	Recommendation is a community based activity.
<b>ARTS AND CULTURE</b>							
ART 1.0	Establish a permanent Arts Organization to promote arts activities and facilities.	H	ON-GOING		Community Arts Group, SAC, DON	The Seattle Arts Commission can provide some technical assistance to neighborhood arts councils. The Neighborhood Matching Fund may be a good source of funding for this activity.	The community should take the next steps to implement this recommendation.
ART 1.1	Collaborate with businesses and institutions to provide more art and arts awareness.	M	1-2		MOPP, BIA, SAC	The Public Art Program is currently involved with Groundswell off Broadway and Seattle Public Utilities on the Master Plan and design of a water feature for the Lincoln Reservoir Park.	Activity is already underway.
ART 1.2	Advocate the retention and development of artist housing, especially live/work spaces.	H	ON-GOING		DCLU, Community	The Seattle Arts Commission, along with the Mayor's Office and	<del>The City will take the next steps to implement this</del>

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					Arts Group, SAC, OED, OH	OED is currently exploring additional ways to support artist live/work housing in the City.	<del>activity and will insure that artists, arts advocates and community groups and members are included in the discussion on artist live/work housing in the city.</del>
ART 1.3	Establish a permanent Arts Center.	M	2-6		Arts Group, SAC	The Seattle Arts Commission is involved in on-going cultural resources planning related to the Comprehensive Plan.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
ART 1.4	Establish Art programs available to street youth, days and evenings.	M	2-6		HSD, SAC, MOPP		The community should take the next steps to implement this activity.
ART 1.5	Pursue the development of a public authority or private development organization for the purpose of enabling ownership of neighborhood buildings for art and art-related uses, including housing.	H	1-2		DON, MOPP, OED, SPO	<p>While neighborhoods may elect to pursue whatever resources needed to establish new neighborhood-based nonprofit, and the City supports the goal of such a nonprofit in Pike/Pine, the City of Seattle has, historically, focused its limited Federal Community Development Block grant funds to non-profit organizations with the geographical concentrations of low and moderate income persons in Seattle: the Central Area, Southeast Seattle, Delridge, Pioneer Square and the International District.</p> <p>At this time, the City is best suited to provided technical assistance. OED and SPO would be happy to discuss PDAs and non-profit development organizations in more detail with Pike-Pine community</p>	OED and SPO will meet with the community to talk about the possibility of setting up a new non-profit or PDA. The City is currently reviewing and analyzing requests for CDCs and PDAs coming from the various neighborhood plans and will provide a report and recommendations to Council by June 1999. This recommendations will be included in that review and analysis.

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						representatives, and set up a meeting with staff and directors from other PDAs or organizations to discuss the challenges and opportunities associated with forming a non-profit development organization.	
ART 1.6	Organize and promote a "Night Lights" event during the Fringe Festival in March 1999.	L	2-6		Arts Group, MOPP		The community should take the next steps to implement this recommendation.
ART 1.7	Install art-topped kiosks on sidewalks, for handbills and posters.	H	1-2		Arts Group, MOPP, SEATRAN, DON	See UD 2.2, and MP 2.7.	
ART 1.8	Use neighborhood trash can and containers as a venue for local artist projects.	H	1-2		Arts Group, SEATRAN, SAC	SEATRAN supports this concept and will provide new trash cans for art.	SEATRAN will provide trash cans to the community.
ART 1.9	Organize and promote an arts festival during the summer of 1999, including an "arts exchange".	M	1		Community, SAC, MOPP, Arts Group, DON	Recommendation is a community-based activity. The Neighborhood Matching Fund may be a source of funding for this activity.	The community should take the next steps to implement this activity.
ART 2.0	Extend "Arts Orbit" to include alternative venues and activities for arts, such as cafes, theaters and music.	H	1-2		Community, SAC, MOPP, Arts Group	Recommendation is a community based activity.	The community should take the next steps to implement this activity.
ART 2.1	Provide funding to install artist-designed tile detailing in curb bulbs at 10 <sup>th</sup> and 11 <sup>th</sup> Avenues E and E Pike Street.	H	1	(NEIGH. MATCHING GRANT IN EFFECT)	SAC, DON, Arts Group	A Neighborhood Matching Fund grant has been earmarked for this project.	The Community has received a Neighborhood Matching Fund Grant to implement this activity.

**HUMAN DEVELOPMENT (Note: Similar Human Development Recommendations are also part of the Capitol Hill and First Hill Neighborhood Plans and is consistent with the Pike/Pine Neighborhood Plan)**

HD 1.0	<b>Human Development Council:</b> Organize	H	1-2		HSD,	HSD supports this	The Executive does not
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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment	City Action
	an urban center-based, volunteer Human Development Council consisting of service providers, at-large residents and business representatives to serve as a resource and support for human development services and activities and to better integrate service providers with other neighborhood businesses and residents.				Community Health/Human Services Groups	recommendation. HSD will work with an urban-center based human development council when it is established.	have funding to provide ongoing staff support. However, the Executive will meet with the community and assist in identifying next steps needed to implement this activity.
HD 1.1	<b>Human Development Council Staff:</b> Fund and hire a full-time staff person to serve as an Asset Developer for the Human Development Council. Include in the Asset Developer's responsibilities developing a Referral Center, coordinating volunteers, providing support for community connectedness activities and assisting in the development of the People Center. Establish a permanent office for the Asset Developer, preferably at the People Center.	H	1-2		HSD, DON, Human Development Council	Hiring a person for the Human Development Council and establishing an office is similar to a few other neighborhood plans. This organizational structure is still untested and HSD will work with the community to develop a pilot program. However, HSD does not have funding to support this position. They recommend that both technical assistance be provided early on and that a review be made to evaluate the success of this method of communication within the first year.	The community should take the next steps to implement this activity. The Executive does not have funding to provide ongoing staff support. However, the Executive will meet with the community and assist in identifying next steps needed to implement this activity.
HD 1.2	<b>Human Development Information Resources.</b> Develop and utilize public information-sharing outlets such as newsletters, community newspapers, websites, kiosks, and community bulletin boards (at transit stations, grocery stores, etc.) to provide information about human development services and activities.	M	1-3		HSD, Human Development Council, Human Service & Health Providers, Libraries	HSD supports this recommendation and is willing to participate in such an endeavor, but are unable to provide staff.	The community should take the next steps to implement this activity. The Executive will assist the community by identifying the Executive's current methods of providing public information. The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, design and placement standards.

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HD 1.3	<b>Human Development Support Organizations:</b> Promote neighborhood interest groups and organizations, such as libraries, schools, businesses and the Neighborhood Service Center, that provide services and activities that support community connectiveness.	H	ON-GOING		Community Groups, DON, MOPP, Libraries	Other neighborhoods have used the Neighborhood Matching Fund to develop guides to resources available in the Community.	The community should take the next steps to implement this activity. The Executive will assist the community by identifying what resource guides already exist.
HD 1.4	<b>Human Development Ambassadors:</b> Assist volunteers in becoming roving street ambassadors who provide accessible, person-to-person outreach to those in need on the street, at neighborhood grocery stores, and at other public locations.	M	2-6			The neighborhood is within the service area of the Miller Community Center. The neighborhood is encouraged to use Miller Community Center as a gathering place for some activities.	The community should take the next steps to implement this activity.
HD 1.5	<b>Human Development Fair:</b> Sponsor a neighborhood human development fair to keep community stakeholders (groups and individuals) informed and involved in human development activities, to celebrate accomplishments, and to strengthen ties with businesses and neighborhood associations.	M	1-2		MOPP, Arts Group, Human Development Council, HSD, DON	This appears to be a community-based activity. The Neighborhood Matching Fund may be a good source of funding for this event. City departments would be willing to participate in the event by providing information on City programs and by having staff resource people present.	The community should take the next steps in implementing this recommendation. The Executive will assist the community by identifying what resources may exist and help them contact the Human Services Roundtable.
HD 1.6	<b>People Center:</b> Develop a permanent facility to serve as a community gathering place for residents and human development organizations to meet, connect, and support the neighborliness of the community. Secure convenient, transit-accessible physical space (5,000-20,000 sq. ft.) in the Pike/Pine corridor core. Locate meeting space and offices for the Human Development Council and it's staff at the People Center. Serve diverse needs and interest groups including gays, lesbians, handicapped people, seniors, widows and widowers.	H	1-2		HSD, OED, MOPP, Human Development Advisory Group	Neighborhoods across the City are looking for new neighborhood meeting spaces. This may be put on the Policy Docket for consideration by the City Council.  The Department of Parks and Recreation would encourage the community to look at opportunities to partner with other community-based agencies to provide these services, including the Miller and Garfield Community Centers.	This recommendation will be submitted for consideration for inclusion on the Policy Docket for City Council discussion. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide Council with a summary of options and

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	<p>Location: Consider locating the People Center at such locations as the Pilgrim Church or at the Oddfellows Hall. Consider developing the People Center as part of a broader community center or collocating with the Neighborhood Service Center</p> <p>Referral Center: Work with the Neighborhood Service Center, the existing neighborhood referral agencies, and the Crisis Line to improve information and referral services in the neighborhood. Create and maintain an inventory of human development services and activities. Provide information about transportation, health, and social services, entertainment, and community and interest group activities. Maintain a listing of local meeting rooms available for no or low cost for use by groups providing community services and activities.</p> <p>Volunteer Coordination: Develop and coordinate a network of volunteers to serve as street ambassadors, listening posts, or referral resources to facilitate outreach and engagement for those in need.</p> <p>Facilities: Provide support for community connectedness activities with facilities for meetings, informal socializing, programmed activities, support groups drop-in assistance, and Internet access.</p>					<p>OED might see a role in this activity as a way to educate low-income individuals in the Pike-Pine neighborhood about the Seattle Jobs Initiative.</p>	<p>opportunities in July of 1999. This recommendation will be considered as part of that review.</p>
HD 1.7	<p>Work with non-profit organizations in the community to identify opportunities for the collocation of their facilities. Such organizations could include non-profit housing groups, Merchants of Pike/Pine and other business groups, arts and culture organizations, human and social services</p>	H	ON-GOING		CHHIP, MOPP, Arts Group, Human Development Council, DON, HSD, OED, OH	<p>This appears to be a community-based activity. More information will need to be provided to determine how the City can assist.</p>	<p>The community should take the next steps to implement this recommendation. The Executive will meet with the community to clarify how the City can assist in this effort.</p>

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	organizations.						
<b>ECONOMIC DEVELOPMENT</b>							
ED 1.0	Assist in the organization and support of the Merchants of Pike/Pine (MOPP) as a legal entity established to organize marketing and promotions, funding opportunities and serve as a fiscal agent within the Pike/Pine district.	H	ON-GOING		MOPP, DON, OED, NBC	The Neighborhood Business Council (NBC) through its contract with OED, can assist the Pike-Pine neighborhood. NBC recently helped the South Park Business Association become a legal entity.	OED will work with MOPP to implement this recommendation and will contact them by the end of the second quarter of 1999.
ED 1.1	Establish a Business Improvement Association (BIA) with MOPP as the lead organization that serves as a network for communication and support within the business district.	H	1-3		DON, OED, MOPP, NBC	OED fully supports business district efforts to use a Business Improvement Area Program as a mechanism to address long-term business district issues. The Neighborhood Business Council can provide MOPP with technical assistance as it works to determine if a BIA is the appropriate organizational structure to address long-term business district efforts. The Neighborhood Matching Fund is a good source of funding for an initial feasibility study.	OED will contact MOPP by the end of the second quarter of 1999 and work with them to determine if a BIA is appropriate.
ED 1.2	MOPP would need office space (possibly with the Human Development "People Center").	M	2-6		MOPP, Human Development Group, DON	This appears to be a community-based activity.	The community should take the next steps to implement this recommendation.
ED 1.3	Work to promote the Pike/Pine business district through ongoing projects and in cooperation with other groups (BIA, Chamber)	H	1-2		MOPP, Chamber, BIA	This appears to be a community-based activity.	The community has taken the next steps to implement this recommendation. By the end of the second quarter of 1999, the NBC will contact the Pike Pine neighborhood and inform them of projects undertaken

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							in other neighborhoods to promote their business district and assist them in contacting other project coordinators.
ED 1.4	Develop a quarterly MOPP newsletter to inform local merchants of ongoing activities and upcoming events.	H	1-2		DON, MOPP	This appears to be a community-based activity.	The community has taken the next steps to implement this recommendation.
ED 1.5	Develop a Directory of Pike/Pine Businesses that would include a fold-out map, directory of businesses and restaurant guide.	H	1-2		DON, MOPP	A number of Seattle area neighborhood business districts have developed a map and directory of their district. Business districts have used the Neighborhood Matching Fund to produce a map. The Downtown Seattle Association and Pioneer Square Business Improvement Area can provide information on recent projects they have completed.	The community has received a Neighborhood Matching Fund grant to implement this recommendation.
ED 1.6	Explore ways to keep rents affordable to support small, independent business through development of strategies with City of Seattle Office of Economic Development, Strategic Planning Office, Capitol Hill Housing Improvement Program and others.	H	1-2		OED, SPO, CHHIP, MOPP	This is most likely a community-based activity that will have to be coordinated with Pike/Pine property owners.	The community should provide the next steps to implement this recommendation. The Executive will meet with the Pike Pine community and help them identify strategies to address this issue by the end of the second quarter of 1999.
ED 1.7	Examine the possibility of forming a Public Development Authority, Community Development Corporation, Community Land Trust, or other organizations to achieve rent affordability and business ownership.	M	2-6		OED, SPO, MOPP	See ART 1.5.	The City is currently reviewing and analyzing requests for CDCs and PDAs coming from the various neighborhood plans and will provide a report and

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comment	City Action
							recommendations to Council by June 1999. This recommendations will be included in that review and analysis.
<b>Work with the Washington State Convention &amp; Trade Center (WSCTC)</b>							
WS 1.0	Promote the Pike/Pine Neighborhood by undertaking activities such as distribution of informational material about the Pike/Pine Neighborhood and directing of conventioners toward the shopping/entertainment opportunities in the area.	H	ON-GOING		Community Groups, Planning Committee	Recommendation is a community-based activity.	This community has taken the next steps to implement this recommendation. These recommendations have been forwarded to SEATRAN staff. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
WS 1.1	Seek immediate support for the neighborhood for mitigation as a result of the Convention Center's Expansion Project.	H	ON-GOING		DCLU, WSCTC, SEATRAN	Mitigation required of the Convention Center is linked to impacts identified during the City Council's permitting and street vacation processes. If mitigation is required for the items proposed here then this proposal may be implemented.	Activity will be considered as part of the City Council's permitting and street vacation processes. These recommendations have been forwarded to SEATRAN staff. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
WS 1.2	Explore partnership with Convention Center to promote Pike/Pine.	H	ON-GOING		WSCTC, MOPP	Recommendation is a community-based activity.	The community should take the next steps to implement this recommendation. These recommendations have been forwarded to SEATRAN staff. The Executive will

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							review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
WS 1.3	Seek better coordination during construction and mitigation for businesses related to parking, noise, and dust, and access such as a bus shuttle, support of parking restrictions and provision of visual amenities.	H	ON-GOING		WSCTC, DCLU, SEATRAN	Mitigation required of the Convention Center is linked to impacts identified during the City Council's permitting and street vacation processes. If mitigation is required for the items proposed here, then this proposal may be implemented. DCLU will work with the affected community as part of any likely construction impact mitigation.	Activity will be considered as part of the City Council's permitting and street vacation processes. These recommendations have been forwarded to SEATRAN staff. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
WS 1.4	As part of a long-term relationship with Convention Center discuss the possibilities of a concierge service, tours, and walking guide.	H	ON-GOING		WSCTC, MOPP	Recommendation is a community based activity.	The community has taken the next steps to implement this recommendation. These recommendations have been forwarded to SEATRAN staff. The Executive will review this matrix item again after the street vacation and permitting process for the Convention Center expansion is complete.
<b>Marketing and Promotion:</b>							
MP 1.0	Need to fund banners for the Fringe Festival 1998. Develop other banners for other events.(applied for Small and Simple Grant proposal).	H	1-3		MOPP, OED, DON, Arts Group	The Neighborhood Business Council (NBC), through its contract with OED, can assist the Pike-Pine neighborhood with marketing and promotion. The Neighborhood Matching Fund	This will be considered as part of the Neighborhood Matching Fund process.

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						is a good source of funding for this activity.	
MP 1.1	Develop Business District logo for use on banners, letterhead and other media as a marketing tool.	H	1		MOPP	Recommendation is a community-based activity.	The community should take the next steps to implement this recommendation.
MP 1.2	Establish opportunities with area merchants for joint advertising as part of events.	H	1-2		MOPP, DON, OED	More information will be needed before the City is able to respond to this recommendation.	The community should take the next steps to implement this recommendation.
MP 1.4	Work with area merchants to get commitment for one night per week late hours (9 pm Thursday). Work with area parking lot owners to coordinate and provide parking.	H	1-2		MOPP	Recommendation is a community-based activity.	The community has taken the next steps to implement this recommendation.
MP 1.5	Provide for a design and installation of permanent kiosks with design support from the Arts community.	M	2-6		SEATRAN	See UD 2.2. .	See UD 2.2
MP 1.6	Continue to provide and expand unique events throughout the neighborhood that helps to define the neighborhood.	H			MOPP	Recommendation is a community-based activity.	The community should take the next steps to implement this recommendation.
MP 1.7	Promote the balance of day and night-time activities that promotes a 24-hour environment; encourage owners to be consistently open to 9:00 pm.	M			MOPP, Arts Groups, P/PUNC	Recommendation is a community-based activity.	The community should take the next steps to implement this activity.
MP 1.8	Develop a comprehensive Business "Basic Kit" that would include area map, parking locations, business articles, web page and MOPP newsletter.	H	1-2		MOPP, OED, DON	See ED 1.5..	See ED 1.5
MP 1.9	Market to outside businesses to locate in the Pike/Pine neighborhood through professional graphics, building and space availability, current building improvements, and parking resources.	M	2-6		OED, MOPP	See MP 1.0.	See MP 1.0
MP 2.0	Develop fold-out map and directory of merchants and restaurant guide with coupon book to advertise and fund directory.	H	1-2		MOPP, DON, OED	See ED 1.5..	See ED 1.5



<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
MP 2.1	Work with the Broadway BIA to coordinate SCCC staff to attend merchant's association meetings and help coordinate activities with SCCC and merchants.	M			SCCC, BIA, MOPP	Recommendation is a community-based activity.	The community should take the next steps to implement this activity.
MP 2.2	Work with Broadway BIA and SCCC to institute program that would support student curriculum and provide assistance to the business community.	M			SCCC, BIA, MOPP	Recommendation is a community-based activity.	The community should take the next steps to implement this activity.
<b><i>Pedestrian Environment Recommendations to Improve and Complement the Pike/Pine Business District:</i></b>							
MP 2.3	Incorporate more flowers in the business district to enhance the attractiveness of the shopping environment.	M	2-6		SEATRAN-STREET USE, Community	This is a community-based activity. Depending on the recommendation, a street use permit may or may not be required.	The community should take the next steps to implement this activity.
MP 2.4	Get additional trash cans and pick-up from city and METRO (transit shelters containers). Solicit local artists and students to design exteriors.	H	1-2		METRO, MOPP, SEATRAN, Arts Groups	See Art 1.8.	See Art 1.8
MP 2.5	The need for a strong commitment by the City for ongoing maintenance and upkeep of streets and alleys.	H	ON-GOING		SEATRAN	SEATRAN maintains the streets to the extent that their funding allows. The neighborhood may want to explore the Adopt-a-Street program. Alley maintenance is the responsibility of the abutting property owner. SEATRAN does not have funding to maintain alleys.	SPU will forward information on the Adopt-a-Street program to the neighborhood.
MP 2.6	Coordinate with Urban Design Committee to address the intersections at Pike/Boylston, Harvard/Pike, Pine/Boylston, Harvard/Pine and Pike/Melrose. Repair, replace, and widen existing sidewalks in the Business District and provide benches in locations throughout the business district as new	M	2-4		MOPP, SEATRAN	The next step in implementing this recommendation is to identify funding and begin preliminary engineering.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>Executive Comment</b>	<b>City Action</b>
	development occurs.						
MP 2.7	Public Art: Incorporate public art into the business district. Local artists would be asked to participate. Re-use existing telephone poles as kiosks with art feature on top of the pole.	M	1-4		Arts Groups, MOPP, SEATRAN, SCL	See UD 2.2. City Light has 'used' poles in salvage that could be used for kiosks. However, 'existing' utility poles with electric service can not be used for kiosks.	See UD 2.2
MP 2.8	Promote and encourage clean street programs sponsored by merchants .	M			MOPP, SEATRAN	SEATRAN supports this concept.	The community should take the next steps to implement this recommendation.
<b>PUBLIC SAFETY</b>							
PS 1.0	Add permanent year-round beat cops and/or bike patrols for the Pike/Pine business core and the adjacent residential areas.	H	1-2		SPD, MOPP	SPD does the best job that it can with existing staff assigned to the East Precinct. Increased enforcement on an ongoing basis in the Pike/Pine area can only be accomplished in two ways: 1) by reducing patrol efforts in other areas; or, 2) by adding new patrol officers to the Department's list of authorized positions. At this point in time there are no plans to add new officers to the East Precinct.	This Activity will be considered as part of the Sector Work programs in the future as opportunities arise.
PS 1.1	Work with the City (Police & DHHS) and State in addressing the highly concentrated re-location of sexual offenders in the Pike/Pine Neighborhood. Work with the Police in neighborhood notification of new sexual offenders.	H	1-3		State, SPD, OIR, MOPP	The Police Department, through the Sexual Offender Detail, will continue to work with the Pike/Pine Neighborhood, the State and other City agencies while fulfilling the Detail's mission of confirming registered offender addresses, aggressively investigating and seeking charges on offenders who fail to register, and conducting community notifications relating to offenders.	Activity already underway.

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PS 1.2	Work with Washington State Liquor Control Board and City to designate a local Pike/Pine neighborhood authority to comment and review all new and renewal liquor license applications prior to rendering a decision.	H	1-2		WSLCB, Finance Dept.- Licensing, DON, OIR	The Capitol Hill Neighborhood Service Center is working with the community to implement this activity.	Activity already underway.
PS 1.3	Work with the Seattle Police Department, security agencies and business to increase awareness of ways to reduce shoplifting and other crimes against businesses.	H	1-2		SPD, MOPP	The Department's Community Crime Prevention Section has a Crime Prevention Coordinator assigned to work with the business communities within this community. Businesses can contact Crime Prevention directly or take advantage of the existing outreach currently being provided in this community.	Activity already underway

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