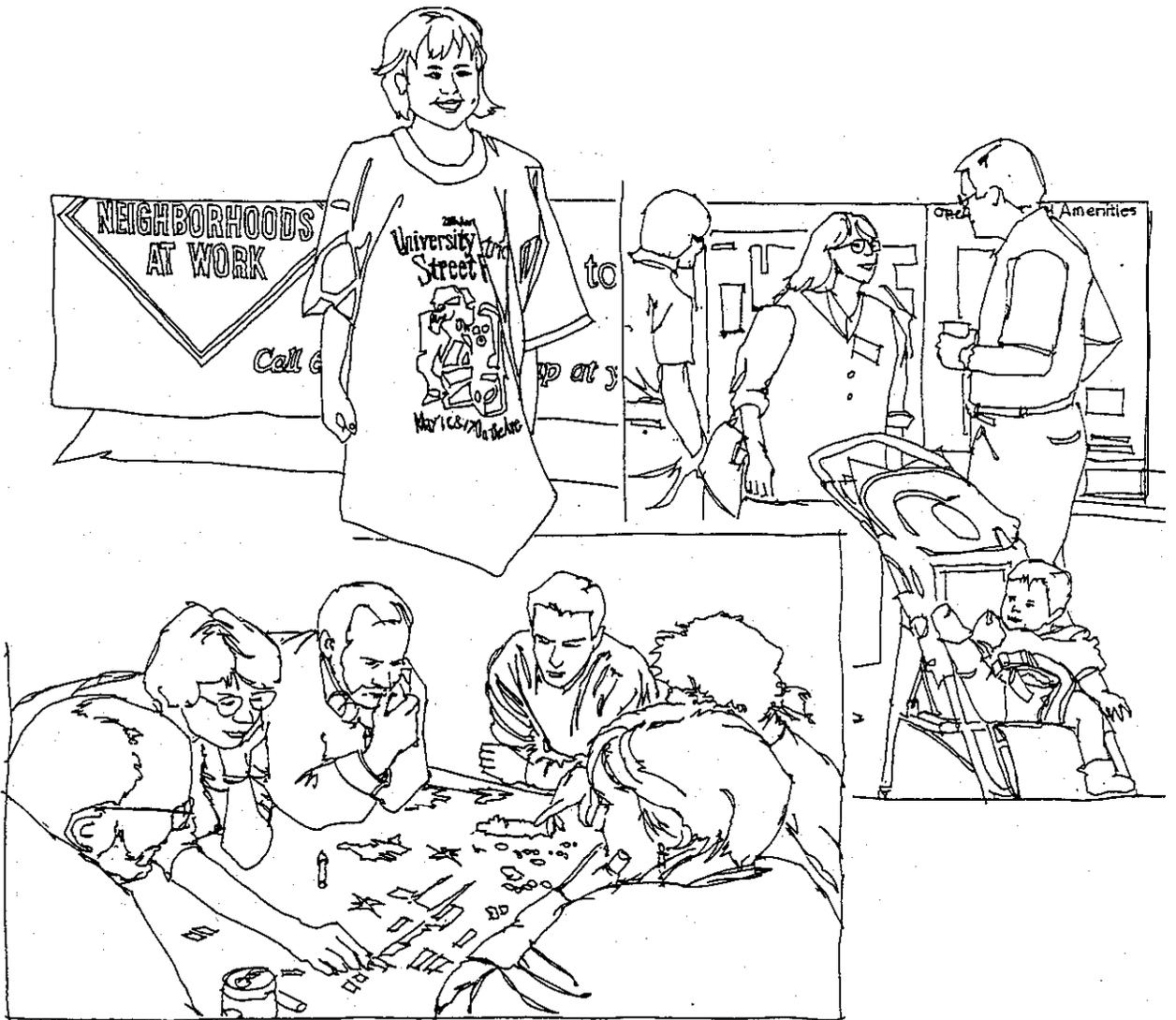


University Community Urban Center Plan



August 29, 1998

UNIVERSITY COMMUNITY URBAN CENTER PLAN

August 29, 1998

Prepared by the University Community Urban Center Association in conjunction with the Seattle Neighborhood Planning Office.

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The End (And The Beginning) of the UCUC Plan

After four years of work, we have a City Council adopted blueprint for growth and improvement in the community. This was a very significant effort that involved many, many people. While it's impossible to mention everybody who participated, the following incomplete list indicates those who contributed their time, energy, and brain-power to making this happen.

University Community Urban Center Association Planning Committee

Roger Wagoner and Jim Conlin (University District Chamber), Co-chairs; Sue Fleming past Co-chair, (University District Community Council), Housing Committee Chair; Patty Whisler (The Ave Group), Jobs and Economic Vitality Committee Chair; John Deeter, Transportation Committee Chair; Adele Bingham and Bill Talley (UW), Parks and Open Space Committee Chairs; Adele Bingham, Arts Committee Chair, Barbara Berry and Laura Dixon-Dybvad Ravenna Urban Village Committee Chairs.

John Anthes, Tom Croonquist and Jane Bayne (University Village), Bill Carey, Jan Arntz and Bridget Chandler (UW Administration), Steve Goldblatt (UW Faculty), Neil Heiman (Chamber), Duane Jonlin, Judy Osman, Julian Saucedo and Hans Aschenbach (Roosevelt Neighbors Alliance), Clayton Young, Keith and Valerie Monsey and Carolyn Siscoe. Members who retired from the committee or who were a part of Phase I include Christine Cassidy, Allan Davis, Matthew Fox, Bob Klug, Christine Knowles, Steve Murphy, Ken Scholes, and Mike Williams.

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.. and all those who attended meetings, responded to surveys and contributed in countless other ways. THANK YOU!

Table of Contents

1. INTRODUCTION I-1

A. BACKGROUND AND PURPOSE I-1

Growth Management and Neighborhood Planning I-1

Urban Villages and Urban Centers I-1

B. PROCESS I-3

The Neighborhood Planning Office I-3

Phase I I-3

Phase II I-3

II. PLAN SUMMARY - FUNDAMENTAL PRINCIPLES II-1

A. PLAN DIRECTIVES II-3

B. PHYSICAL CONCEPT MAP II-15

C. implementation STRATEGY II-15

Community Organization II-16

University Campus Master Plan and Redevelopment Near the Campus Edge II-17

RTA Light Rail Transit Stations and Intermodal Transfers II-18

Integrated Community Services Network Focused on the NE 50th Street Corridor II-19

Housing and Residential Neighborhoods II-20

University Gardens Mixed-Use Core Development II-20

Protect and Reconfigure the University Village Periphery II-21

A Coordinated Arts and Cultural Affairs Program II-21

III. NARRATIVE DESCRIPTION OF PLAN ELEMENTS III-1

A. SOUTHWEST QUADRANT III-2

B. LOWER BROOKLYN III-6

C. NORTHERN TIER III-12

D. UNIVERSITY GARDENS MIXED-USE CORE III-20

E. THE AVE/15TH AVENUE NE CORRIDOR III-25

F. RAVENNA URBAN VILLAGE III-31

Current Conditions III-31

Proposed Actions III-35

Open Space III-35

Transportation III-38

Housing Land Use III-39

Intended Results III-42

IV. GOALS AND POLICIES	IV-1
A. LAND USE AND ECONOMIC DEVELOPMENT	IV-2
<i>Goals, Policies, and Objectives</i>	<i>IV-2</i>
B. TRANSPORTATION	IV-6
<i>Goals, Policies, and Objectives</i>	<i>IV-6</i>
C. HOUSING	IV-9
<i>Implementation Strategy</i>	<i>IV-9</i>
<i>Goals, Policies, and Objectives</i>	<i>IV-12</i>
D. PARKS, RECREATION, OPEN SPACE, AND URBAN DESIGN FEATURES	IV-14
<i>Implementation Strategy</i>	<i>IV-14</i>
<i>Goals, Policies, and Objectives</i>	<i>IV-16</i>
E. ARTS AND CULTURAL ACTIVITIES	IV-19
<i>Goals, Policies, and Objectives</i>	<i>IV-19</i>
F. SOCIAL SERVICES	IV-21
<i>Implementation Strategy</i>	<i>IV-21</i>
<i>Goals, Policies, and Objectives</i>	<i>IV-21</i>
G. PUBLIC SAFETY	IV-23
<i>Implementation Strategy</i>	<i>IV-23</i>
<i>Goals, Policies, and Objectives</i>	<i>IV-23</i>
H. COMMUNITY COORDINATION, COMMUNICATION, AND PARTICIPATION IN DECISION MAKING FOR PLAN IMPLEMENTATION AND REDEVELOPMENT ACTIVITIES	IV-25
<i>Goals, Policies, and Objectives</i>	<i>IV-25</i>

List of Figures

FIGURE 1-1:	UNIVERSITY COMMUNITY URBAN CENTER BOUNDARIES	I-2
FIGURE 1-2:	PLANNING COMMITTEE MEMBERS STUDY THE RELATIONSHIP BETWEEN GROWTH PROJECTIONS, DEVELOPABLE LAND CAPACITY, AND COMMUNITY VISION	I-4
FIGURE 1-3:	COMMUNITY MEMBERS EXPRESSING THEMSELVES AT PUBLIC OPEN HOUSE	I-5
FIGURE II-1:	ORGANIZATION OF REPORT AND METHOD OF TRANSLATING VISION INTO SPECIFIC IMPLEMENTATION RECOMMENDATIONS	II-2
FIGURE II-2:	PRINCIPAL COMMUNITY COMPONENTS AND SUPPORTING DIRECTIVES	II-3
FIGURE II-3:	SCHEMATIC MAP OF RESIDENTIAL NEIGHBORHOODS	114
FIGURE II-4:	SCHEMATIC MAP OF THE COMMUNITY'S COMMERCIAL AREAS	II-5
FIGURE II-5:	SCHEMATIC MAP OF TRANSPORTATION ELEMENTS	II-6
FIGURE II-6:	DIAGRAM SHOWING ARRAY OF HOUSING TYPES AND POPULATIONS SERVED	II-7
FIGURE II-7:	SCHEMATIC MAP ILLUSTRATING PRIMARY PARK, OPEN SPACE, AND COMMUNITY SERVICE INITIATIVE	II-8
FIGURE II-8:	SCHEMATIC MAP ILLUSTRATING PRIMARY VISUAL IMPROVEMENT INITIATIVES	II-9
FIGURE II-9:	THE COMMODORE APARTMENTS, A JOINT UW-PRIVATE DEVELOPER RESIDENTIAL PROJECT	II-10
FIGURE II-10:	THE UNIVERSITY DISTRICT SATURDAY MARKET BRINGS COMMUNITY MEMBERS TOGETHER, ATTRACTS VISITORS, AND INCLUDES A WIDE VARIETY OF PRESENTATIONS, CLASSES, AND ACTIVITIES	II-11
FIGURE H-I 1:	SERVICE NEEDS AND PROVIDERS	II-12
FIGURE II-12:	SOME "GREEK ROW" RESIDENCES NORTH OF THE UNIVERSITY	II-13
FIGURE II-13:	PHYSICAL CONCEPT MAP	II-14
FIGURE II-14:	SUMMARY OF IMPLEMENTATION SCHEDULING AND PRIORITIES	II-22
FIGURE III-1:	PLANNING AREAS DESCRIBED IN CHAPTER III	III-1
FIGURE III-2:	MAP OF THE SOUTHWEST QUADRANT	III-3
FIGURE III-3:	BEFORE AND AFTER VIEWS OF STREETSAPES ON 8TH AVENUE NE	1114

FIGURE III-4:	BEFORE AND AFTER ILLUSTRATIONS OF 7TH AVENUE NE STREET Improvements	III-5
FIGURE III-5:	PROPOSED 7TH AVENUE STREET END	III-6
FIGURE III-6:	MAP OF LOWER BROOKLYN	III-7
FIGURE III-7:	EXAMPLE OF THE TYPE OF DEVELOPMENT DESCRIBED FOR THE MR AREA	III-8
FIGURE III-8:	EXAMPLE OF IMPROVEMENTS RECOMMENDED FOR THE 1 ITH AVENUE NE GATEWAY	III-10
FIGURE III-9:	TWO OPTIONS FOR UPGRADING CAMPUS PARKWAY	III-11
FIGURE III-10:	MAP OF THE NORTHERN TIER (WESTERN PORTION)	III-13
FIGURE III-11:	SOLID SINGLE-FAMILY HOUSING STOCK IN THE NORTHERN TIER IS AN IMPORTANT AND RELATIVELY AFFORDABLE HOUSING RESOURCE	III-14
FIGURE III-12:	DETACHED AUXILIARY DWELLING UNITS (DADUs) AREAWAY A FAMILY COULD OBTAIN ADDITIONAL INCOME TO SUPPORT MORTGAGE PAYMENTS AND ALSO PROVIDE RENTAL UNITS	III-14
FIGURE III-13:	UNIVERSITY HEIGHTS CENTER – IMPROVEMENTS TO GROUNDS AND GATEWAYS ARE PART OF THE RECOMMENDED ACTIVITIES	III-16
FIGURE III-14:	EXAMPLE OF A GATEWAY FEATURE AT ROOSEVELT AVENUE NE AND NE 50TH STREET	III-19
FIGURE III-15:	UNIVERSITY GARDENS MIXED-USE CORE MAP	III-21
FIGURE III-16:	NE 47TH STREET STREETScape BEFORE AND AFTER	III-22
FIGURE III-17:	PARKING STRUCTURE DESIGN PROPOSED AS PART OF UW DESIGN CHARRETTE	III-23
FIGURE III-18:	ILLUSTRATION OF THE MIXED USE CONCEPT	III-24
FIGURE III-19:	THE AVE 15TH AVENUE NE CORRIDOR	III-26
FIGURE III-20:	ILLUSTRATION OF PROPOSED STREET IMPROVEMENTS TO THE AVE	III-27
FIGURE III-21:	ILLUSTRATION OF DESIGN GUIDELINES CONCEPTS PROPOSED FOR THE AVE	III-28
FIGURE III-22:	CROSS SECTION THROUGH 15TH AVENUE NE ILLUSTRATING LIGHT RAIL STATION ALIGNMENT	III-29
FIGURE III-23:	RAVENNA URBAN VILLAGE	III-32
FIGURE III-24:	CURRENT BUILDING VOLUME	III-33
FIGURE III-25:	BUILDING VOLUME ALLOWED BY CODE	III-33
FIGURE III-26:	DAYLIGHTING OF RAVENNA CREEK IS AN IMPORTANT PRIORITY THAT WOULD UPGRADE THE NEIGHBORHOOD	III-37
FIGURE III-27:	RAVENNA WOODS LIES JUST TO THE WEST OF THE BURKE GILMAN TRAIL	III-37

FIGURE III-28: PROPOSED ZONING CHANGES IN RAVENNA URBAN VILLAGE III-40

FIGURE 1[1-29: THE DAYLIGHTING OF RAVENNA CREEK COULD TAKE A VARIETY OF CONFIGURATIONS, DEPENDING ON ITS LOCATION AND RELATIONSHIP TO SURROUNDINGS III-42

FIGURE IV-1: LAND USE ELEMENT ACTIVITIES IV-3

FIGURE IV-2: TRANSPORTATION ELEMENT ACTIVITIES IV-7

FIGURE IV-3: UCUC HOUSING NEEDS ANALYSIS AND PROPOSED ACTION STRATEGY IV-10

FIGURE IV-4: PARK, RECREATION, OPEN SPACE AND URBAN DESIGN ACTIVITIES IV-15

1. Introduction

A. Background and Purpose

Growth Management and Neighborhood Planning

Since early 1995, neighborhoods throughout Seattle have been engaged in efforts to plan for their communities' growth *over the* next twenty years. These neighborhood planning efforts represent an innovative, grass-roots approach to growth management that supports neighborhood residents, business owners, and other community members in planning for their own future.

Seattle's neighborhood planning program stemmed from the state's Growth Management Act (GMA), passed by the state legislature in 1990. The GMA required Washington communities *to* prepare twenty-year comprehensive plans for their growth. In response to this mandate, the City created *Seattle's Comprehensive Plan: Toward a Sustainable Seattle*, commonly referred to as the Comp Plan. Adopted by the Seattle City Council in 1994, the citywide Comp Plan proposed to concentrate future growth within the city's existing neighborhoods. The Comp Plan established guidelines for neighborhoods to develop their own plans to allow growth in ways that provide for a neighborhood's unique character, needs, and livability.

Urban Villages and Urban Centers

A basic tenet of the Comp Plan is a proposal to concentrate future growth in areas of Seattle designated as either "urban villages" or "urban centers." Urban villages are the commercial and residential cores of historically distinct neighborhoods. Wallingford, Columbia City, and West Seattle Junction are examples of urban villages.

Urban centers are larger districts that sometimes encompass several urban villages. There are five urban centers in Seattle (1) First Hill/Capitol Hill, (2) Downtown Seattle, (3) Seattle Center, (4) University Community, and (5) Northgate. The Comp Plan calls for urban centers to develop as the densest areas of the city. It proposes growth targets for urban centers in the areas of housing, employment, and open space. Urban centers are intended to be pedestrian-oriented communities with direct access to regional high-capacity transit.

The University Community Urban Center (UCUC) includes two urban villages—the University District NW Urban Village and the Ravenna Urban Village—as well as the University of Washington (UW).

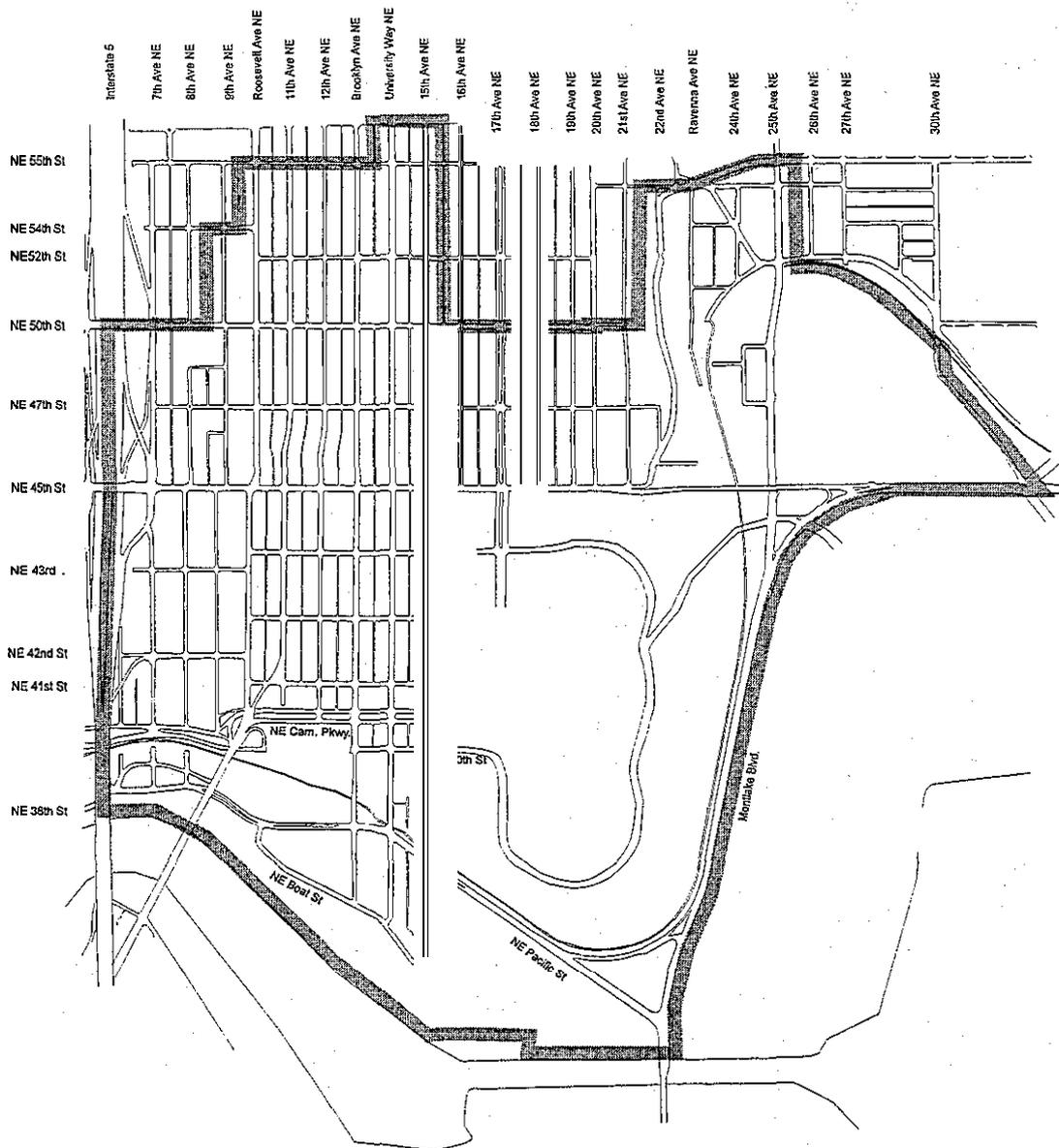


Figure I-1: University Community Urban Center Boundaries

According to growth targets predicted by *Seattle's Comprehensive Plan*, the UCUC is expected to gain 2,110 housing units and 8,500 new jobs by the year 2014. This document represents the community's objectives and priorities for meeting those growth targets while enhancing the UCUC's unique character and livability. Beyond meeting growth management and Comp Phm objectives, the Urban Center Plan presents an exceptional opportunity for the community to define its vision for the future and actions to carry itself forward into the 21st Century.

This UCUC neighborhood plan will be submitted to the City Council for adoption in September 1998. The adopted neighborhood plan will guide future city policies and the allocation of resources for capital improvements in the UCUC neighborhood.

B. Process

The Neighborhood Planning Office

In 1995, the Seattle Neighborhood Planning Office (NPO) was established as a temporary executive office of the City charged with assisting 37 individual neighborhoods with conducting neighborhood planning processes that satisfy the requirements of the Comp Plan. The UCUC neighborhood planning project was the pilot project of the NPO program. Over a three-year period (spring 1995 through spring 1998), the UCUC planning process involved over 1,000 residents, business owners, and other community members in planning for the community's growth over the next twenty years. Working with a \$35,000 Phase 11 planning grant from the City, UCUC community members directed a two-phase neighborhood planning process with assistance from consultants and NPO staff.

Phase I

During Phase I of the project, a volunteer Organizing Committee guided outreach efforts within the community. Phase I began in 1995 with a series of community-wide events and small group conversations. Community members organized themselves into the University Community Urban Center Association (UCUCA) and drafted a vision statement in December 1995. Phase I culminated in a lively town meeting, which was attended by over 125 people. Outreach was aimed at:

- . Educating community members about neighborhood planning and growth management
- Involving community members in the UCUC'S neighborhood planning process
- . Airing people's concerns and issues
- . Beginning to build a consensus of support for the neighborhood plan

From this work, the UCUCA distilled a set of issues and initiatives to be developed in Phase II.

Phase II

Phase II of the planning effort, which focused on technical planning as well as continued outreach efforts, was directed by an appointed citizen Planning Committee. Some members of the Planning Committee were representatives of various organizations and some were elected at large. While the Planning Committee served as the main review and decision-making body, five Satellite Committees, comprised of volunteers assisted by consultants, formed to develop elements of the neighborhood plan. These elements included:

- . Jobs and Economic Vitality
- . Transportation
- Housing and Neighborhoods
- . Open Space and Public Amenities
- Public Safety and Social Services.



Figure 1-2: Planning Committee Members Study the Relationship Between Growth Projections, Developable Land Capacity, and Community Vision.

During Phase II, the UCUCA invited residents, property owners, businesses and institutions to eight major public discussions of future possibilities for this neighborhood., UCUCA rdsd held more than 60 committee discussions on specific interest areas open to anyone who wished to attend, as were the regularly monthly meetings of the Planning Committee and the Coordinating Committee. These” events and meetings were publicized in regular editions of the UCUCA *Neighborhood Planning News*, which was mailed to residents, property owners, and businesses in the community. Newsletters were also distributed via libraries, community centers, and NPO staff. Lawrence McGuire in the Office of Neighborhood Planning posted regular meeting dates in the NPO Monthly Calendar and announced future special events in a variety of publications. Ongoing efforts to inform and attract citizens rdsd have included a telephone hot line, a booth at the annual Street Fair, a web page, individual invitations delivered door-to-door, flyers distributed and posted at neighborhood locations as well as press, radio, and cable television announcements. Typical events during this period included:

- **UW Conversations:** President **Richard J. McCormick** met with 60+ people at **University Heights** in March 1997. His remarks emphasized the University’s support for efforts to improve **The Ave**. He also expressed interest in future discussions of how **UW planning** will affect the community in terms of housing and potential locations for **University-related** research. Subsequently, Planning Committee representatives met with the Faculty Council on University Relations on several occasions to pursue these questions.
- **Alternatives Workshop:** The challenges of planning became concrete and specific at a community workshop in April 1997. The task for the evening—distributing game pieces representing new housing, **offices**, and **amenities** on a map of the area—was difficult. Some groups were able *to* agree on places where they would like to see specific kinds of development. Others found the challenge overwhelming. The **need** to clarify alternatives became apparent.

- **Economic Forum:** A half-day workshop in May, featured economist Ben Frerichs, who had analyzed jobs and economic vitality in the University Community. Other viewpoints on future possibilities were provided by Weldon Ihrig, UW Executive Vice President; Bob Filley, Director of the Center for Community Development and Real Estate; Maria Barrientos, Bruce Lorig Inc., Project Manager for the Commodore Duchess renovation Janet Bayne, University Village Manager; and Fred Hart, LaTienda owner. Roundtable discussions followed.



Figure 1-3: Community Members Expressing Themselves at Public Open House

- **Neighborhood Updates:** This effort was integrated with scheduled meetings of the University District Community Council, University Park, and Roosevelt Neighbors Alliance. The discussions focused on the choices that lie ahead with the help of detailed maps showing areas with potential for redevelopment. Questions from people who attended included: “What is the height limit on Roosevelt?” “How much new housing will be for families?” and, “what’s the incentive for developers to follow design guidelines?”
- **Business Update:** This morning discussion drew more than 40 representatives of the University District Chamber of Commerce, the Business Improvement Association, property owners, and the University of Washington. Topics of concern included the

long-range health of The Ave, questions about development options in the area, recommendations for encouraging family and market rate housing, and suggestions for strengthening economic vitality.

- **Spring Community Forum:** Publicity focused attention on this community-wide meeting that attracted more than 90 participants. The purpose was to show what committees have been working on and collect recommendations for topics to be studied further. The first half allowed individuals the opportunity to review displays on specific topics and ask questions. Next, committee members explained the possibilities in each topic area in more detail. Finally, everyone was invited to provide comments on the proposals and to register their priorities.
- **Ravenna Urban Village Workshops:** During late spring 1997 and throughout the summer, area-specific workshops were planned and conducted by citizens in the Ravenna Urban Village. These well-attended meetings produced agreements about the priorities for this community. The topics for discussion were based on the results of detailed written surveys distributed to all residents and businesses within this area.
- **Fall Community Forum:** A lively mailer designed to inform all 30,000 households and businesses about neighborhood planning and the importance of attending the Fall Community Forum was mailed in late September. The publication focused on the need for people to contribute their ideas and recommendations to the Planning Committee regarding specific directions and alternatives. A poster advertising the event was posted in businesses and public gathering spots throughout the district. Articles describing the work to date appeared in *University Week* and other local publications.

From 9 a.m. on October 21 until 10 p.m. that evening, the University Branch of the Seattle Public Library was the site of a series of meetings focused on defining the future for this community. A series of detailed displays depicted the progress of planning to date. Well-attended interest group discussions of 1.5 to 1 hours each were held throughout the day. Each focused on a topic of concern to a particular audience, including arts and cultural affairs, nonprofit, seniors, business and major employers. More than 125 people attended the evening session and participated in the discussion which followed a slide presentation illustrating the major recommendations developed to date. Participants voted on their preferences, and the results were used to rank and prioritize specific recommendations. A summary of the evening's results was prepared and distributed via the University Community Urban Center's newsletter. The mailing was sent to more than 1,000 recipients.

- **Zoning Workshop:** A special opportunity for local residents and interested citizens to review and comment on proposed zoning changes. The workshop was advertised by a targeted mailer to all property owners within 300 feet of any rezone. The workshop, held on June 14, 1998, was attended by 47 participants, who were presented a brief explanation of proposed changes and given the opportunity to comment as individuals and discuss proposals in small groups.
- **Validation Workshop:** The culmination of the public participation process. On June 18, 1998, the Planning Committee presented the plan proposals to the community for final comments. The event was publicized by a mailer sent to all members of the community and was attended by 83 persons. Comments were compiled for Planning Committee consideration during the final decision making.

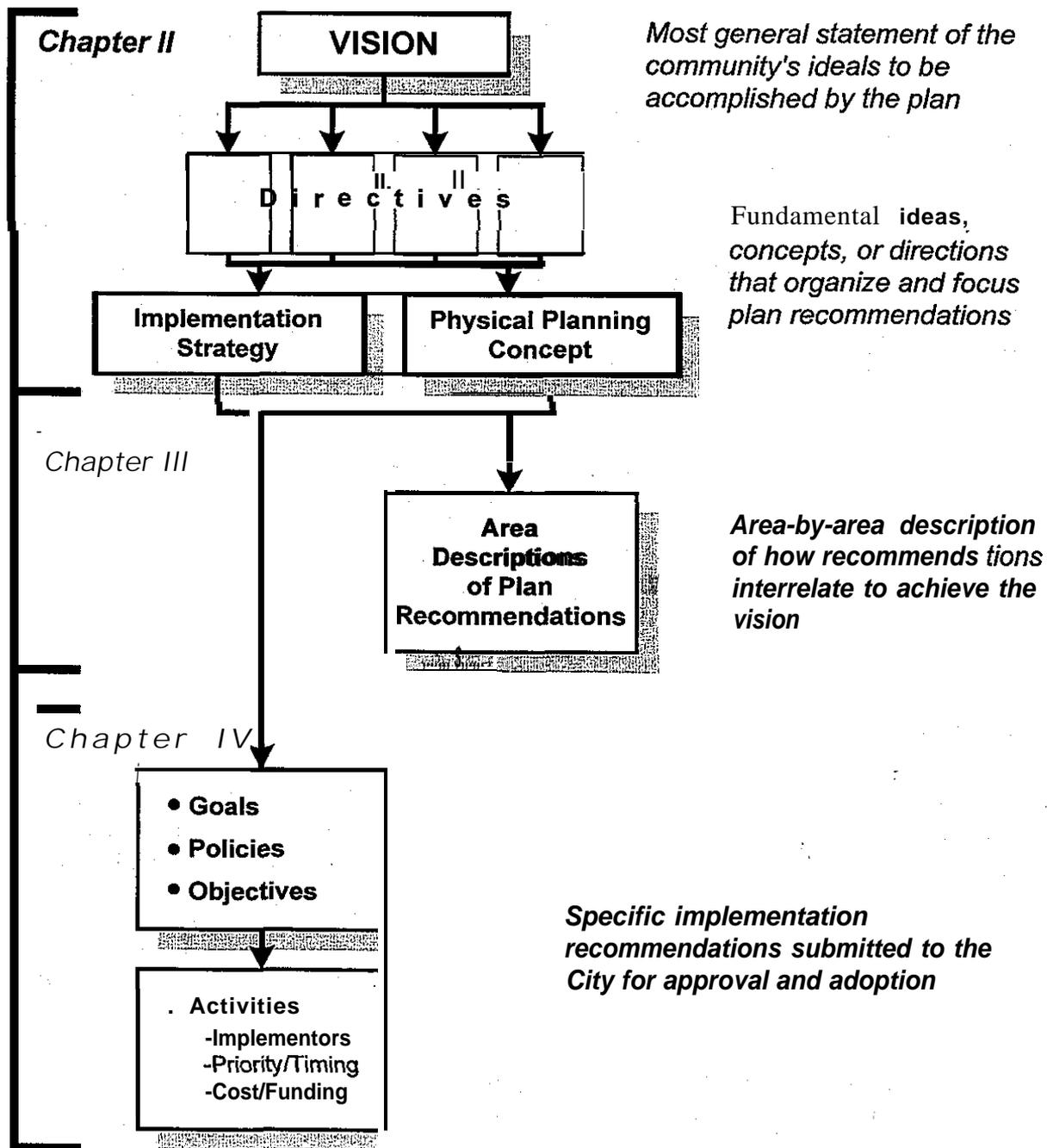
II. Plan Summary – Fundamental Principles

The University Community Urban Center Vision Statement

- The University Community will be an **inviting** and welcoming, **people-oriented** urban **community** meeting the social, educational, residential, and commercial needs of a diverse array of people in an environmentally pleasing setting. The University Community will build on its current strengths and assets **and** proceed in new directions to accomplish its vision of the future.
- The University Community will offer a wide range of quality housing options to meet the needs of its diverse and growing population while retaining a sense of neighborhood and community.
- The University Community will be a **vital** and progressive economic **area**, an integral part of the city and the region, acknowledging the role of the University of Washington in our regional economy and recognizing the Community's diverse needs as well as those of the City.
- The University Community will be a hub of efficient, environmentally sound multi-modal transportation serving the needs of residents, students, customers, and visitors.
- The University Community will seek **an** active partnership with the University of Washington as a catalyst for positive change involved in both residential and business concerns.

The "vision statement above, formulated by University Community Urban Center Association members in 1996, summarizes the founding principles on which this plan is based. The plan itself translates the ideals expressed in the vision statement into a set of implementable goals, policies, objectives, and (most specifically) actions that the City, community, and other participants will take to achieve the vision. In translating their very general vision into specific recommendations for action, planning participants identified several overarching strategies, or "directives," which serve to direct and organize the individual actions. Figure II- 1 diagrams the steps **leading** from vision to implementation recommendations and notes where the pieces are located in the report.

This chapter outlines the directives with a general implementation strategy and physical plan concept and, in doing so, summarizes the plan itself.



Figure//I: Organization of Report and Method of Translating Vision into Specific Implementation Recommendations

A. Plan Directives

The vision statement above embraces the community’s diversity and promotes each of its three principal components: residential neighborhoods, business and commercial activities, and the University of Washington. During the planning process, it became clear that to achieve the community’s vision, these three components must be integrated for mutual support and provided with the necessary transportation and other physical services. These themes of “integration” and “support” of the community’s three components appear throughout the plan. They are fundamental to the directives outlined below and are reflected in the partnerships and service provision aspects of the implementation strategy. Figure II-2 illustrates how the directives listed below support the components named in the vision statement.

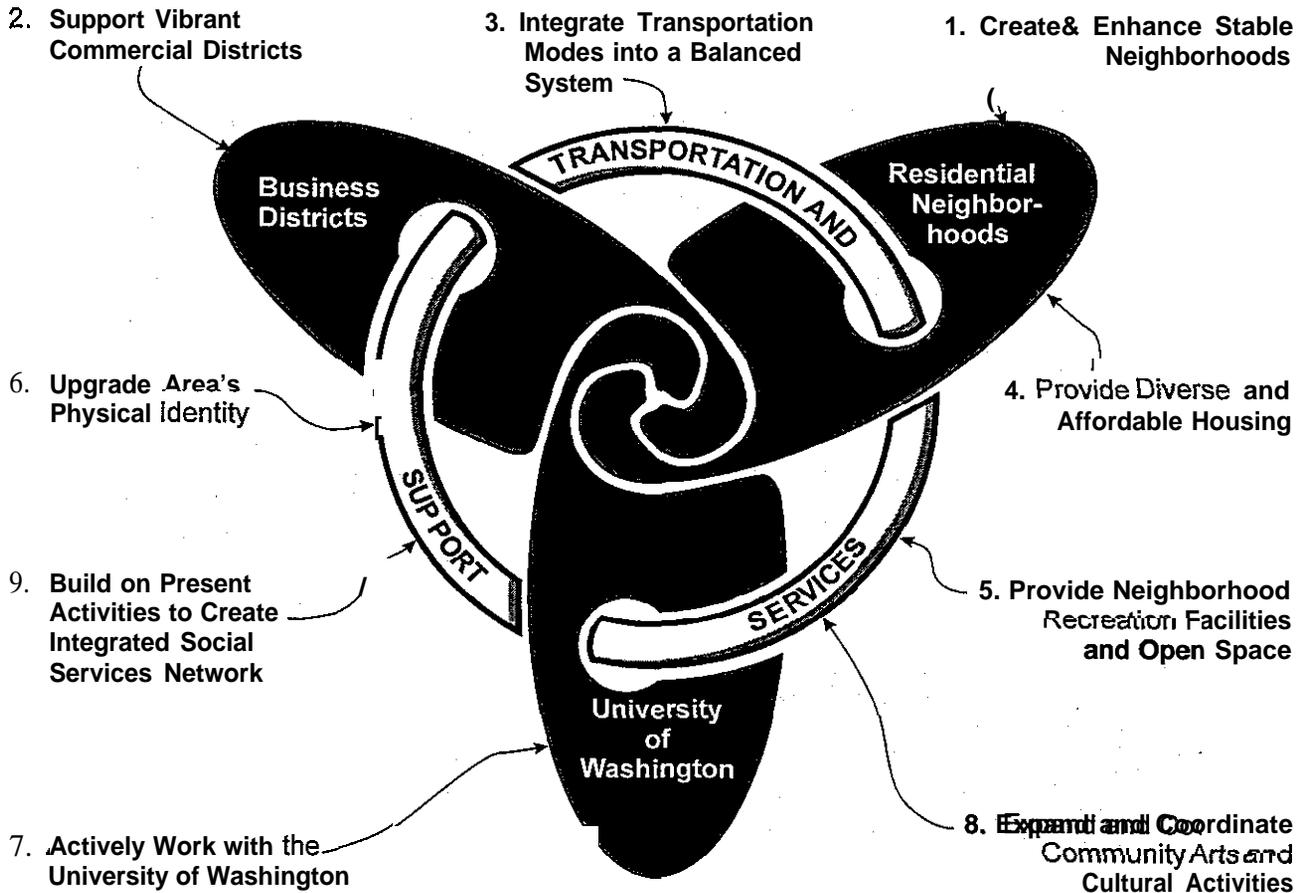
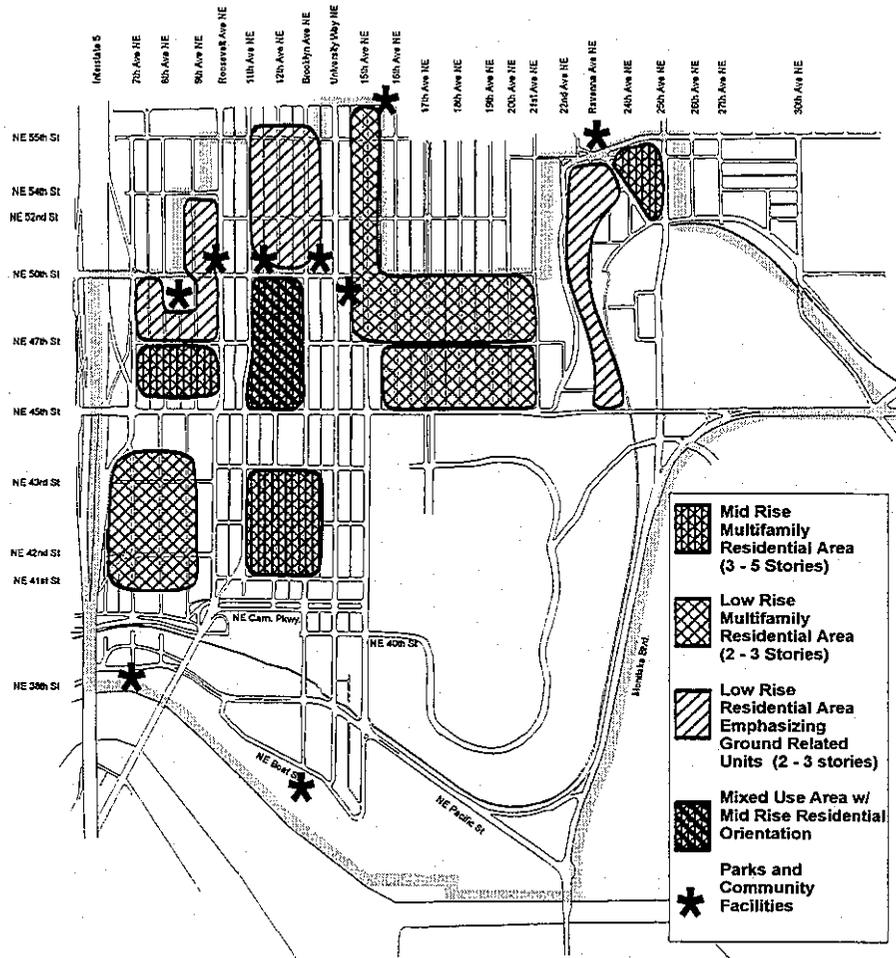


Figure II-2: Principal Community Components and Supporting Directives

1. Create/enhance/protect stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.

- Encourage ground-level housing in some northern and eastern portions of the community.
- Encourage high-quality mid-rise (up to 60 feet, or about five stories) multifamily in the mixed-use core and south of NE 43rd Street and west of Brooklyn.



HOUSING PRODUCTION TARGETS, BY HOUSING TYPE, BY DEVELOPMENT AREA : 1997-2030

Development Area	Rehab Units		New Owner Units						New Renter Units					TOTAL
	Detached Dwelling Conversion (Combo unit)**	Single Family Rehab	Midrise Condo	Low Rise Condo	Townhouse / Rowhouse	Cottage	Ground Related	Midrise Apartment	Lowrise Apartment	Ground Related Apartment	Loft / Studio	Auxiliary Unit		
TOTAL UNITS	68	12	450	870	530	110	143	50	250	285	120	500	12	3,400
Lower Roosevelt-Brooklyn			150							100		200		450
Brooklyn Center	8		250	870	400	30	50		140	85		250		2,083
Northern Tier	20		50			50				50	70	50		290
Greek Row	40	12				30			65	50	50			259
Ravenna					130		143		45				12	318

Note target shifts: Low-priced Owner shifts to Townhouse, Cottage; Shared rental apt. shifts to Rental Apartment

Figure II-3: Schematic Map of Residential Neighborhoods

2. Support vibrant commercial districts serving local needs and offering regional specialties.

- Strengthen unique pedestrian-oriented retail on The Ave and in Ravenna Urban Village through street and private improvements.
- Strengthen a diverse mix of retail and commercial activities on NE 45th Street and Roosevelt.
- Support the development of retail businesses that serve local needs on 25th Avenue NE.
- Ensure multimodal access and parking to support retail activities.
- Pursue a master plan for University Village, through a process with meaningful community participation, that speaks to the needs of all parties and addresses parking, transportation, off-site impacts, and mitigation.

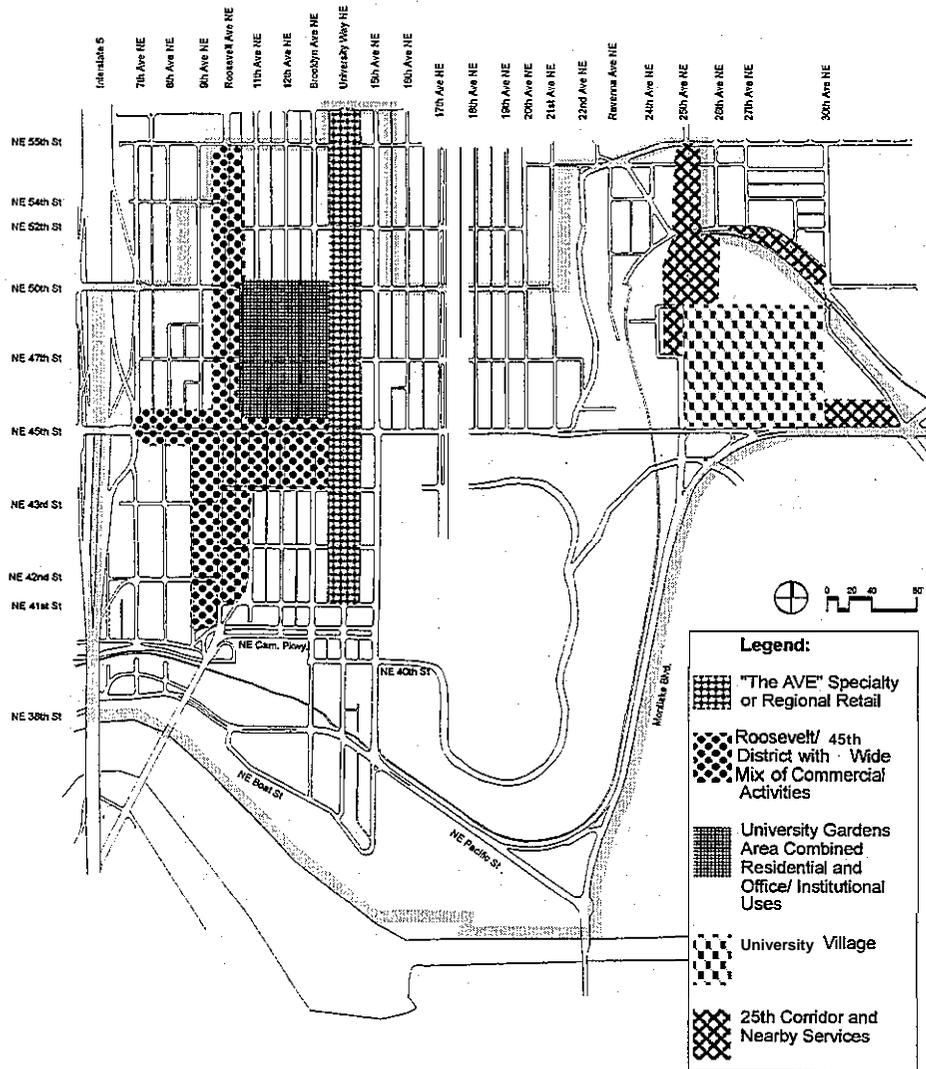


Figure //4: Schematic Map of the Community's Commercial Areas

3. Integrate transportation modes into an efficient, balanced system.

- Emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center.
- Facilitate increased bus service while minimizing negative impacts.
- Take advantage of RTA connections and facilitate **intermodal** connections, such as bus and monorail, and **surface** traffic.
- Work with King County Metro to create **efficient**, minimal-impact bus circulation.
- Conduct an urban center-wide arterial corridor analysis to assess capacity, establish priorities, and determine funding for an integrated multimodal UCUC transportation plan.
- Explore **local** shuttle transportation options.
- Carefully manage parking to ensure adequate supply to support uses while working to limit dependence on parking and the impacts of large parking

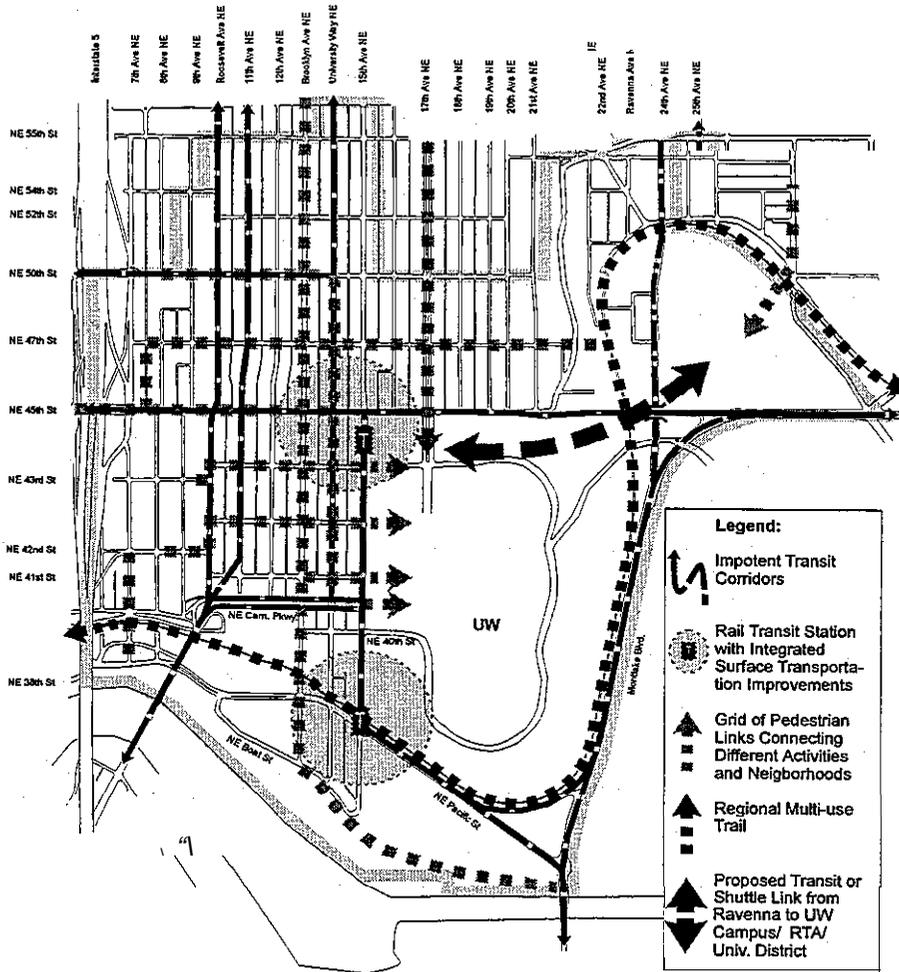


Figure //5: Schematic Map of Transportation Elements

4. Provide housing to serve a broad spectrum of life styles and affordability levels.

- Work to meet housing needs and affordability levels of major demographic groups in the community, including students, young adults, families with children, empty nesters, and seniors,
- Employ a variety of housing types and development strategies to effectively provide for identified needs, including existing housing preservation, code enforcement, auxiliary units, new ground-related housing, and mixed-use mid-rise residential development.
- Employ a variety of strategies to bring housing development to desired affordability levels, including development partnerships, zoning modifications, and subsidies.

HOUSING SUBMARKETS, BY PROJECTED HOUSEHOLDS DISTRIBUTED ACROSS CONGRUENT DWELLING UNIT TYPES - 2030

MARKET	SEGMENT	Projected Households 2030	Projected Distribution Across Congruent Dwelling Types														
			% Detached (4-5 occ.)	Townhouses	Ground Related	Condo / Co-op	Self-Help Owner	Apartment	Rooming / Lodging	Accessory Unit	Studio Apt	Homeshare	Subsidized Project	Assisted Gr Living	Loft / Studio	SRO	Transitional Housing
Families with children		425		210	200		15										
Working couples		1,030			80		520	430									
Married students		600			335			265									
Single students		1,620						420	150		1,000					50	
Young adult combos		1,095	220					515	300								
Swinging singles		450				450											
Empty nesters		925				450		475									
Elderly low income		500										300			200		
Single parent low income		130			125		5										
Moderate inc. self-empl. artisans	7 2 5							305							420		
Low inc. single working adults	7 5 0							200			175					375	
TOTAL		8,250	220	210	740	1,420	20	2,670	450	1,175	300	470	575				
SPECIAL NEEDS POPULATION																	
Persons with disabilities		180										180					
Homeless youth		80													40	40	



Figure II-6: Diagram Showing Array of Housing Types and Populations Served

5. Provide neighborhood recreation facilities and open space.

- Organize a services spine roughly along NE 50th Street, including University Heights (community and education focus), YMCA (recreation and service focus), library, and Youth Learning Center (shelter and youth services focus), plus churches, **playfields**, and other facilities.
- Employ a variety of strategies to increase open space, **including** park acquisition, improvements of and better access to existing assets, and creation of small spaces with new development. The community will continue to work with the City Department of Parks Space and Recreation (DOPAR) to ensure that the community receives appropriate levels of parks funding and that the current deficit is made up, but creative alternative strategies will be needed to acquire **sufficient** open space in the interim.
- Daylight Raverma Creek through Raverma Urban Village, providing environmental restoration, preservation, and education.

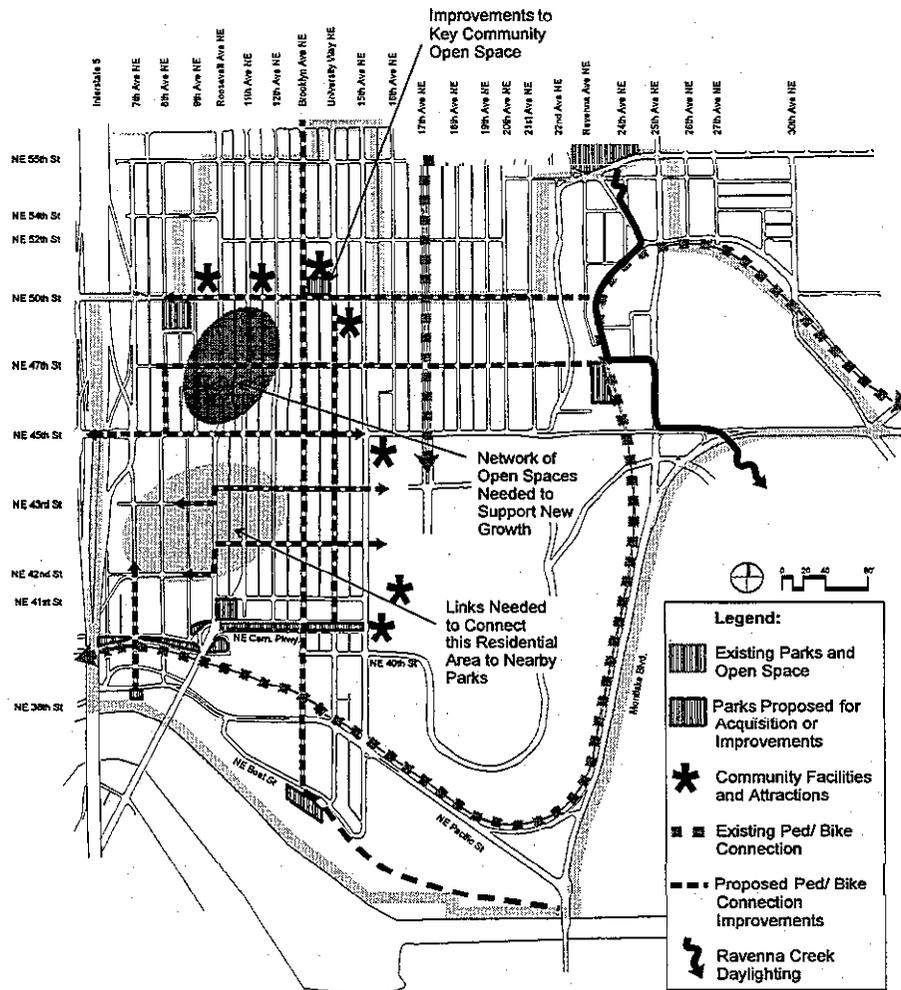


Figure //7: Schematic Map Illustrating Primary Park, Open Space, and Community Service initiatives

7. Actively work with the UW on areas of mutual interest.

- Allow UW-related uses off campus that affect the community positively.
- Connect and integrate the campus and the community visually and physically.
- Undertake joint community-university projects, such as housing development and RTA station area planning.

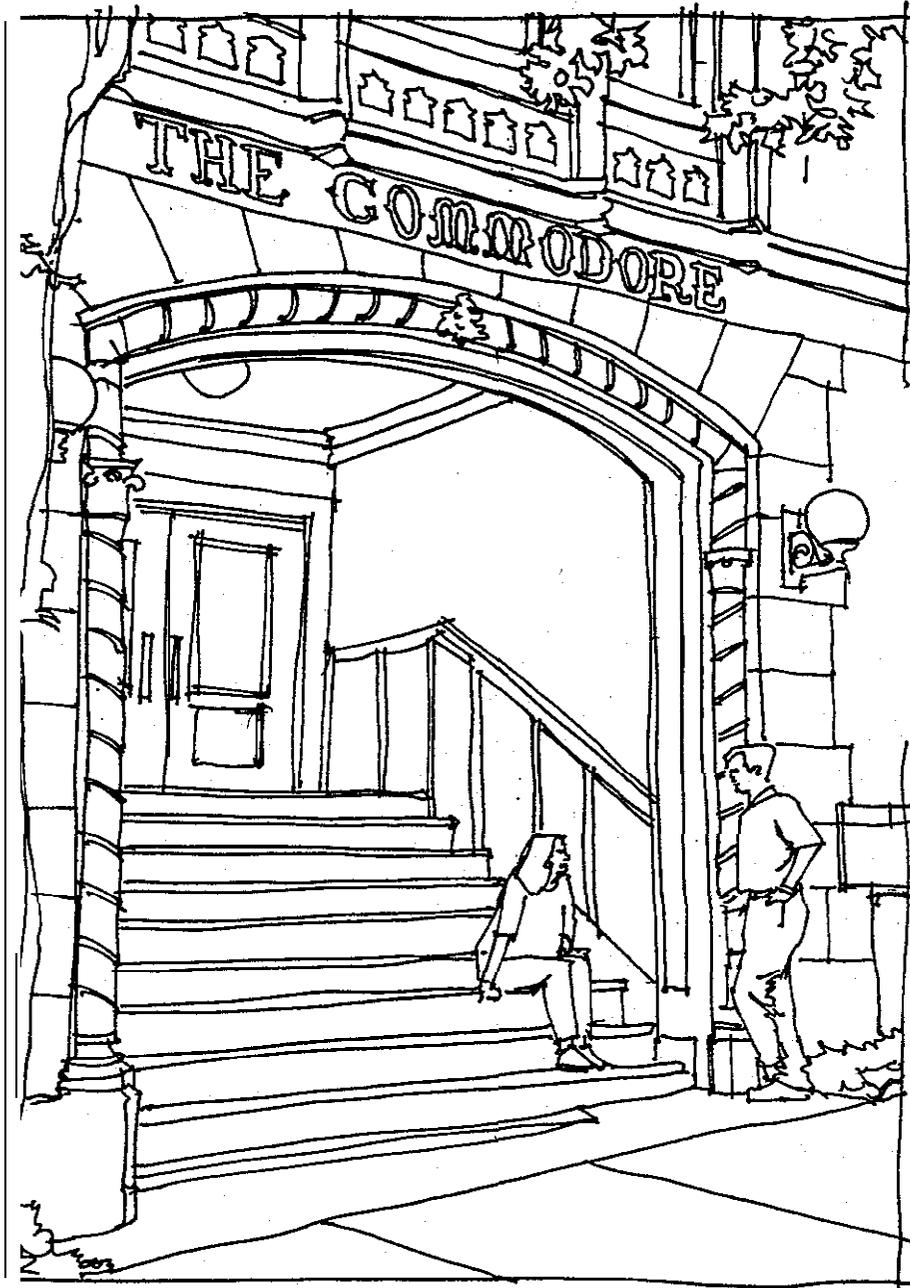


Figure II-9: The Commodore Apartments, a Joint UW-Private Developer Residential Project

8. Coordinate and expand the community's arts and cultural activities to be an important aspect of the community's identity.

- Create a local arts council to address common issues, such as advertising, access to facilities and programs, scheduling, etc.
- Ensure that the full range of cultural activities and backgrounds is represented in arts projects and **community** efforts.
- Incorporate art and cultural activities as a unifying, character-defining element in integrating the community's areas and interests.

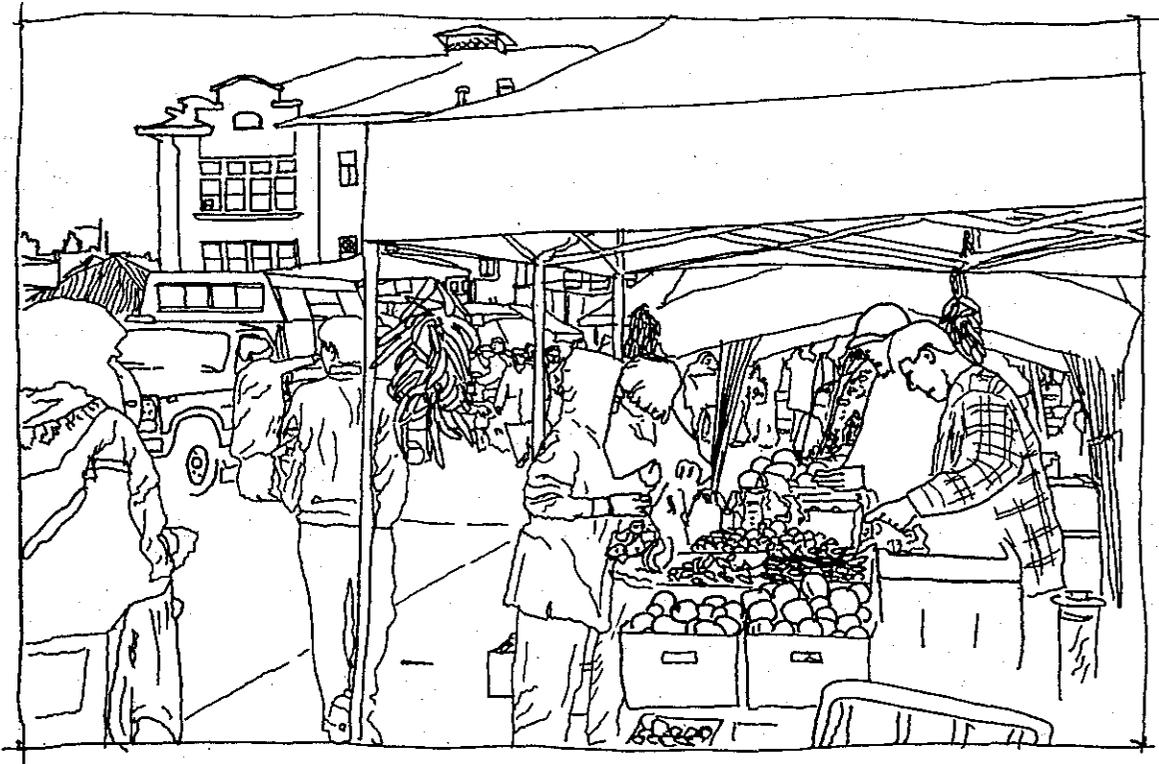


Figure II- 10: The University District Saturday Market Brings Community Members Together, Attracts Visitors, and Includes a Wide Variety of Presentations, Classes, and Activities,

9. Build on present youth-oriented activities and organizations to provide an integrated social service delivery network that serves the entire community.

- Work with social service providers, UW, and other interested parties to better define service needs.
- Form effective partnerships between service providers and integrate these efforts into other community improvement activities.
- Work over the long term to provide needed educational services for all segments of the population.

SERVICE OR FACILITY NEED	Seattle Service Center	EXISTING							NEW	
		University Heights	Library	Partnership for Youth	Local Churches	Parks Department	YMCA	Seattle School District	University of Washington	Learning Center
City Administrative Services	●		○							
Referral Center for People in Need	*A	*A								
Youth Shelter (Learning Center)		●			●				*	
Long-Term Youth Shelter									●	*
Youth Skills Education		*							*	
Family and Individual Education		●	●						*	
Semi-Active Recreation (dances, etc.)		●					●			
Active Recreation (gym)							*			
Active Outdoor Play		●				●				
Continuing Education		●	●					●		
Community Meetings and Events		●	○		○			○		

● = Existing primary service
 ○ = Existing complementing or supporting service

* = Proposed primary service; (A) indicates alternative facility
 ● = Proposed supporting or funding

Figure // - 11: Service Needs and Providers

10. Increase public security and lower the crime rate as both a necessary ingredient and an outgrowth of a high quality of life in the **community**.
 - Improve security in retail areas by encouraging pedestrian activity.
 - Encourage legitimate uses and a sense of ownership in parks and public spaces.
 - Control drug activity and car prowls.

11. Enforce existing **building** and housing codes and regulations to promote the health, welfare, and quality of life of **all community members** and increase the level of public civility.
 - Minimize residential and rental practices that are of concern to local neighborhoods.
 - Accelerate code enforcement and abatement of unsafe and **unhealthy** conditions.

12. Conserve the historic resources and other elements that add to the **community's** sense of history and unique character.
 - Identify and designate key historic landmarks and architectural resources.
 - Identify and conserve areas of special design character, such as Cheek Row residences.
 - Identify and conserve **historic**, cultural, and anthropological characteristics of the Ravenna Creek area.

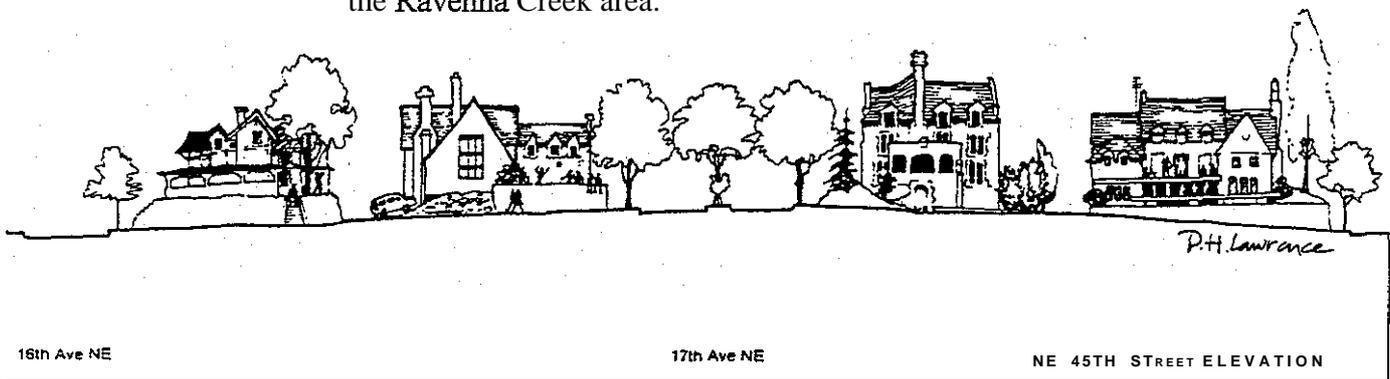


Figure 11-12: Some ‘Greek Row’ Residences North of the University

13. Increase public education resources in the community.
 - Over the long term, work with Seattle Public Schools to locate a public school in the community, capitalizing on the area’s excellent accessibility and proximity to the University.
 - Ensure that local children receive their “fair share” of school resources, including after-school activities and facilities and safe and convenient transportation to their schools.

B. Physical Concept Map

The concept map on the following page illustrates how the geographical elements of the plan work together. Seen at this schematic level, the community is characterized by a number of small neighborhoods and specialized districts crisscrossed by important through transportation corridors. In order to maintain the community's diversity and sustainability, actions must be taken to assure the viability and positive characteristics of the individual districts. In order to create a more cohesive community, the compatibility and connections between neighborhoods and districts must be strengthened. While the through traffic makes the community a transportation crossroads and feeds its local organizational activities, coordinating and directing transportation improvements to fit the community's objectives will be critical to the plan's success.

C. Implementation Strategy

A basic purpose of this plan is to identify and define City- and community-sponsored actions (projects, programs, and regulatory changes) to further the community's goals. One of the Seattle Neighborhood Planning Office's charges to communities undertaking urban center planning is to set priorities, based on specific criteria, for these actions so that the City can incorporate community objectives in its capital improvement, regulatory, and service provision activities.

Three factors complicate a straightforward prioritization of community recommendations and, ultimately, the implementation of community goods. The first is that the issues of many of the recommended actions depend upon other actions being accomplished. Thus, many of its recommendations are interdependent with one another, and the timing and priority of many actions is effected by these interrelationships. For example, the implementation of The Ave/5th Street community services corridor depends upon the University Heights Center lease negotiations.

The second factor is that many of the implementation actions require partnerships. For example, deriving maximum benefit from redevelopment opportunities around the UW campus edges will require effective university, community, and developer teamwork within the context of the university campus master plan update to be undertaken in 1998. Likewise, effective rail transit station area planning will require a cooperative effort between RTA, Metro, the City, the University, the community, and property owners.

Thirdly, there are several complex, long-range planning activities currently under way which could affect how individual plan recommendations will be implemented. For example, the design and planning of Campus Parkway improvements will depend on the university's campus master plan, King County Metro's bus layover

needs, and, potentially, the RTA station area design. Important **planning** efforts and redevelopment proposals dealing with unresolved issues include:

- . The University campus master plan, scheduled for 1998-2000
- . The RTA light rail station **planning** and design, scheduled for 1998-1999
- . Metro bus layover plan, 1998
- . The Burke Museum relocation study, 1998
- . University Heights Center facilities planning and School District lease negotiations, 1998
- . YMCA expansion plans and fund raising, 1998-1999
- . Ravenna Creek **daylighting**, 1999-2003

Because of these complicating factors (which are **also rich opportunities** for positive change), the plan's implementation strategy is not a laundry list of priority actions recommended in the plan. Rather, it is a smaller set of comprehensive efforts that each coordinate several interrelated actions. Listed below are the most important comprehensive implementation efforts that will effect fundamental change in the community and affect the timing, priority, and/or funding of the referenced activities recommended in the plan. The bracketed numbers, e.g., (A-15), refer to the recommended activities in Chapter III.

Community Organization

The UCUCA Plan contains a broad set of recommendations, many of which will require community initiative and new, innovative partnerships between community groups, the UW, businesses, and private citizens. In some cases, the recommendations will require further analysis by the City and community before specific implementation strategies can be identified. Therefore, successful plan implementation depends on a community organization that can undertake complex, interconnected tasks, participate in decision making on behalf of the **community-at-large**, and form active partnerships to direct change towards the community's vision. The City is working on means by which neighborhood planning stewardship and implementation can be maintained in coming years. Recognizing the complexity and scope of the UCUC Plan and the diversity of community "stakeholder" organizations, it is important that a coalition of these organizations be created and empowered to determine how the continuation of neighborhood planning, participation in related public decisions, and implementation of adopted activities can be monitored, including the need for sting and technical assistance. Nominal fnnding for communications and administrative support of the coalition will be necessary for this process.

The following organizational structure is one suggested method to **fulfill** this need.

The University Community Urban Center Association or successor organization. Under this proposal, the UCUCA will become the eyes and ears of the larger community within the urban center. The UCUCA will be governed by a board of directors representing residents, major property owners, business, the UW and other institutions, social service coalitions, and other stakeholders. Every effort will be made to ensure “one person-one vote” equity. Each of the stakeholder organizations (community councils, Chamber, etc.) will be responsible for assuring the UCUCA that its representative is speaking for the organization. The UCUCA will be charged with setting policy, coordinating further plan development, and determining priorities as the urban center plan is amended and enhanced. The UCUCA can also serve as the coordinator, clearing house, and/or umbrella for a wide number of specialized activities and groups—such as a local arts council, social services consortiums, or open space advocacy groups—that will be undertaking specific tasks.

A strong relationship between the UCUCA and the City should be maintained to monitor progress in plan implementation for those elements under direct City responsibility. The UCUCA will be funded nominally (\$10,000 to \$20,000 per year) to provide for regular community communications and related outreach expenses. (See H-1.)

Nonprofit Community Development Organizations. Nonprofit Community Development Organizations (CDOs) can be significant contributors to neighborhood redevelopment and economic stimulation in complex or sensitive contexts. CDOs can take greater risks and spend more time working with community groups than can for-profit developers. CDOs can also utilize funding sources unavailable to for-profit developers. The UCUC Plan recommends that stakeholders such as major land owners, community groups, businesses, and the UW determine the need for CDO management of complex mixed-use development projects envisioned in areas like the University Gardens.

University Campus Master Plan and Redevelopment Near the Campus Edge

The University of Washington will undertake a two-year campus master plan update starting in 1998. It is vitally important that, prior to the planning activities, the University and the community determine an appropriate and effective means to participate. (*Activity H-3 recommends that a liaison task force of the UCUCA or its successor organization advise and assist the UW in interpreting the Urban Center Plan as necessary to expedite the UW master plan process.*) The campus master plan will address many of the issues raised in this plan, including:

- . A-19 — Determination of most appropriate locations and conditions for off-campus leases
- . B-14 and D-13 — shoreline trail construction
- . B-15 — Montlake underpass

- B-18 — Shuttle transit service
- D-5 — 15th Avenue NE and campus edge improvements
- D-9 — Improvements to Sakuma Park
- D-12 — Campus Parkway upgrade
- D-28 — Northwest campus gateway at NE 45th Street
- D-33 — Development of area near NE 40th to NE 41st Streets between Brooklyn and 15th Avenues NE
- E-11 — Location of public-oriented facilities along the campus edge

RTA Light Rail Transit Stations and Intermodal Transfers

Whale automobile and bus traffic traveling *through* rather than *to the* community currently dominates transportation issues, the best opportunity to deal comprehensively with it will be a variety of transportation improvements associated with the light rail transit (LRT) station development and station area planning, beginning in spring 1998. The design and operation of the stations on 15th Avenue NE at NE Pacific Street and at NE 45th Street will have a dramatic impact on surface circulation and land uses in general and specifically on:

- University of Washington campus planning
- Pedestrian circulation
- Transit circulation, transfer, and layover
- Redevelopment impacts to private property
- Automobile drop-off and parking

The UCUCA's Transportation Committee has responded to this prospect by preparing a list of planning assumptions, station design criteria, and EIS scoping issues to guide them in working with RTA. However, effective station and station area planning will require a coordinated effort by the community, the University, SeaTran, and King County Metro. Once the RTA design team begins its work, rapid and coordinated response to their proposals will be necessary, and in many ways, the land use and surface transportation issues will be more complex in terms of coordination than the subsurface engineering and design. Bus operation issues related to increased volumes and transfers promise to be especially challenging. The committee has written a letter to the King County Council requesting that they assign a staff task force to address long-range bus planning in the University Community. It is of highest priority that the community and other agencies responsible for and affected by the light rail stations organize immediately to address the issues related to their interests. This plan has identified a number of activities that are affected by the LRT stations and should be addressed as part of the coordination/design effort, including:

- H-3 — University of Washington campus master plan
- B-1 — Evaluation of transit corridors
- B-4 — Signal timing
- B-5 — University Way improvements

- B-6 – NE 43rd Street improvements
- B-7– NE 42nd and 41 st Street improvements
- B-9– NE 45th Street improvements
- B-16 – **Intermodal** transit facilities
- B-17 – Transit staging
- B-18 – Localized transit improvements
- ∨ B-19 – **Transit** shuttle **service** study
- ∨ B-21 – Parking planning
- ∨ B-22 – RPZ expansion
- ∨ B-23 – Bicycle parking and access
- ∨ B-24 – **Areawide** transportation programs
- ∨ B-25 – **Ride-free** zone
- ∨ D-28 – Gateway at NE 45th Street and 15th Avenue NE
- ∨ D-33 – Improvements to the NE 40th Street/1 5th Avenue NE vicinity
- E-11 – Public-oriented activities on the campus west edge

Design of the University Way (The Ave) street improvements (*B-5*) is *also* currently under way, **beginning** with a test of proposed in-lane bus stops being **carried** out in 1998. The Ave improvements should not **necessarily** wait for the RTA station construction, since their being in place would ease construction phasing.

Integrated Community Services Network Focused on the NE 50th Street Corridor

As described in the Northern Tier section of Chapter III and Sections D and F of Chapter IV, the establishment of **an integrated** network of community services and facilities **around** NE 50th Street is a lynch pin of **this** plan. By its very nature, such a concept relies on coordination among different organizations with overlapping missions,

In order to begin this effort, it is critical to undertake three time-sensitive activities **immediately**. The first **activity** is securing public **ownership** or a long-term lease of the former University Heights School building. As noted in Chapter III, the School District **currently** owns the building but is unwilling to give the structure “community and family center” **status** and grant the **University** Heights Center Association the long-term lease necessary for them to maintain the building shell. The plan **recommends** the City assign a staff person to assist the community in formulating an equitable agreement with the School District (*D-1*). Once property ownership is established, the Association **can undertake fund raising** for building and grounds improvements (D-2) and develop a use **program** to accommodate the **variety** of activities needing space.

The second related and ongoing effort that must be addressed is the **YMCA’s** expansion. If the **YMCA** **can** provide active recreation facilities, it **would fulfill an**

important community need. The YMCA requires a zoning modification to expand, and parking for expanded use will be an issue (A-2). Because the YMCA will begin its capital fund raising campaign in 1998, the plan recommends the community, DOPAR, DCLU, and the YMCA begin communication immediately to move this effort forward (D-30).

The third immediately necessary task has already started as **part** of this planning process. Social and community service providers have identified gaps in services and prioritized community needs. This group **should** continue its efforts to implement the recommended activities (*F-1 through F-6*).

Housing and Residential Neighborhoods

The provision of housing has become an important issue throughout the central Puget Sound area. The City of Seattle has committed to undertaking creative and substantial steps toward increasing the housing supply. Having undertaken an extensive housing demand, supply, and affordability analysis and proposed substantive financial and regulatory strategies, the University Community is uniquely poised to take part in City-sponsored activities. For example, the community might be an ideal place to test an employer-assisted, shared-equity, or land trust housing program. Housing advocates in the community should remain alert for opportunities to participate in City programs (*C-1 through C-7*). The Housing section of Chapter IV discusses housing analysis and strategies in greater detail.

This plan also recommends zoning changes and design guideline refinements to better align current regulations to the community's economic opportunities and physical context (*A-1 through A-12*). These should be instituted immediately as part of plan adoption.

University Gardens Mixed-Use Core Development

This **general** strategy focuses on enticing private and institutional investment. At a minimum, recommended zoning and design guidelines should be adopted (*A-2 through A-6 and A-8*) and necessary infrastructure built. Pedestrian improvements to NE 47th Street are particularly important in creating a better development setting.

If the community wishes to increase the chances for achieving its vision, it must take a more pro active role in encouraging and directing desirable development. For example, the **Greater** University Chamber of Commerce (Chamber) might actively seek out potential developers and tenants, and the University District Parking Association (UDPA) could explore redevelopment and parking garage options. Since good streetscape quality and open space design is essential for this area's success, a community parks and open space committee should be established

(perhaps through the Chamber) to work with DOPAR in developing an open space fund to purchase small parcels for parks or plazas (D-31).

A more aggressive option for encouraging and directing redevelopment in the University Gardens Core is for the City to become actively involved in property acquisition and development through a community development corporation. This would be the most direct way to achieve public objectives related to affordable housing and compact, integrated development if the City is willing to commit the resources. (H-2,)

Protect and Reconfigure the University Village Periphery

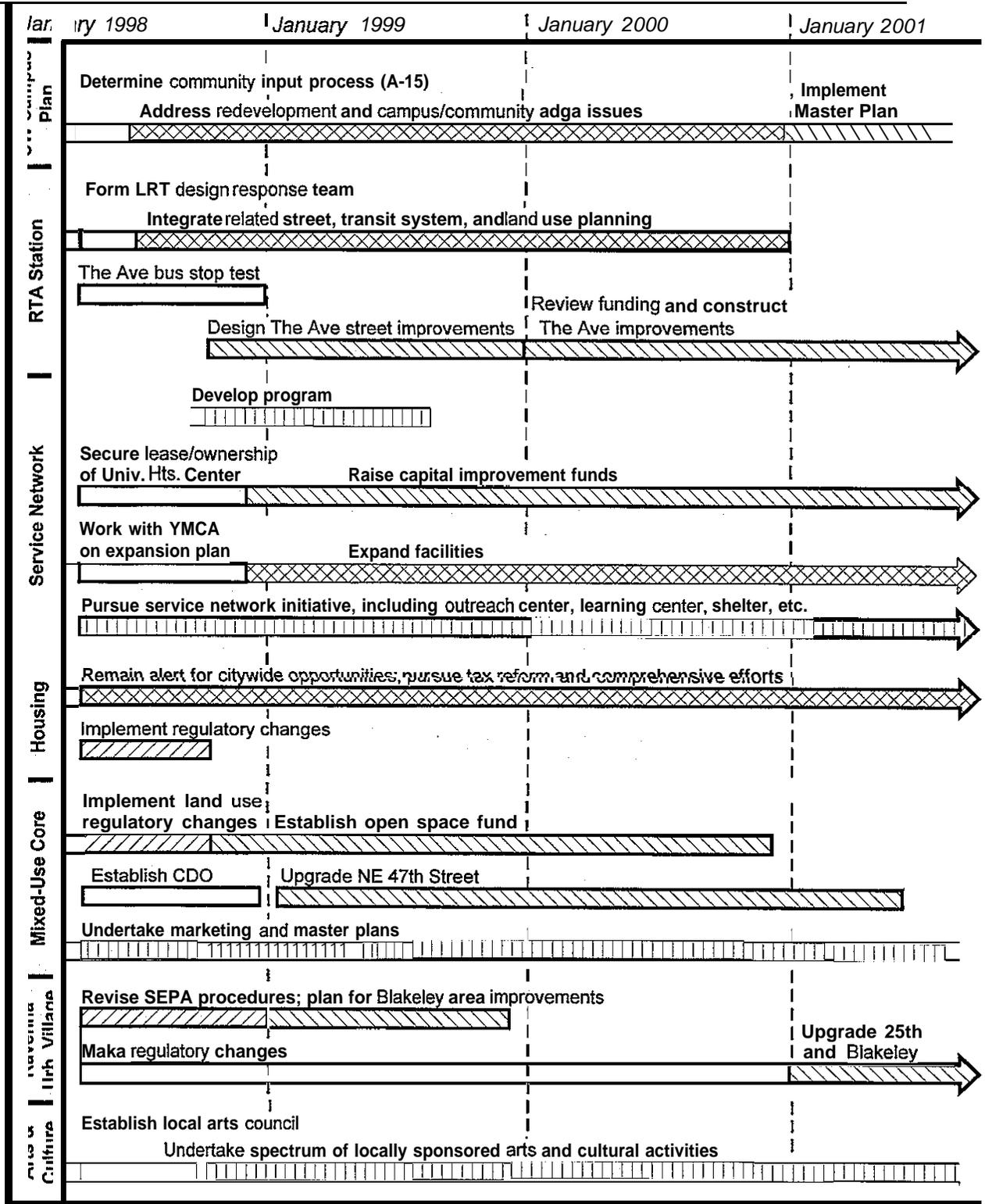
The Ravenna Urban Village Committee identified a number of key issues resulting from impacts from the University Village redevelopment and related changing land use patterns. An immediate concern is to revise DCLU permit review and notification procedures so that the community is aware of new development and its full impacts. The community perceives that incremented commercial developments which, separately have not triggered master use permits have, in total, caused significant negative impacts. As an outcome of this plan, local community members and the University Village have agreed in principle to pursue a master plan process that speaks to the needs of all parties. This process will address parking, transportation, off-site impacts, mitigation, and meaningful community participation.

SeaTran should give relatively high priority to the redesign of 25th Avenue NE and NE Blakeley/Union Bay Place NE (B-2 and B-3). At the same time, the community can work with DCLU to refine design guidelines and revise zoning classifications to better align with community goals (A-10, A-11, A-12, and A-16).

A Coordinated Arts and Cultural Affairs Program

The plan calls for more effective coordination of the community's excellent art and cultural resources, including the University's regional attractions, to be a defining element in the community's identity. The community has already taken the critical first step in starting to establish a local arts council. Several community members and representatives from institutions and cultural organizations are meeting to organize and undertake specific projects. Support from local businesses and the Seattle Arts Commission will be useful in furthering this effort.

The chart on the following page lists these larger strategies in a very general time table and illustrates the priorities that emerge from the complex and interrelated set of planning activities listed in Chapter IV.



- Requires City action
- High-priority capital improvements, funding programs
- High-priority regulatory measures
- Primarily community-sponsored actions
- Top-priority actions necessary for other actions
- Schedule dependent upon other process

Figure II-14: Summary of Implementation Scheduling and Priorities

II 1. Narrative Description of Plan Elements

During much of the planning process, participants focused on specific topic areas—such as transportation, economic vitality, social services, and open space—in order to study the issues related to a single system. Similarly, the plan’s implementation recommendations are organized with the same topics in order to facilitate review and action by City departments, which are structured along similar lines (e.g., Department of Construction and Land Use, Department of Parks and Recreation, etc.). However, to understand how the various recommendations are integrated to bring about desired changes in the community, it is *necessary* to consider actions from **all** the various categories as a whole. Therefore, this section describes the way individual recommendations combine to effect the community’s vision.

For clarity, the description is structured into various areas within the community. The section will describe the important aspects of each area, starting with the southwest corner of the urban center and proceeding north and east, much as if one were leading a walking tour and describing current conditions, proposed actions, and intended results in each area.

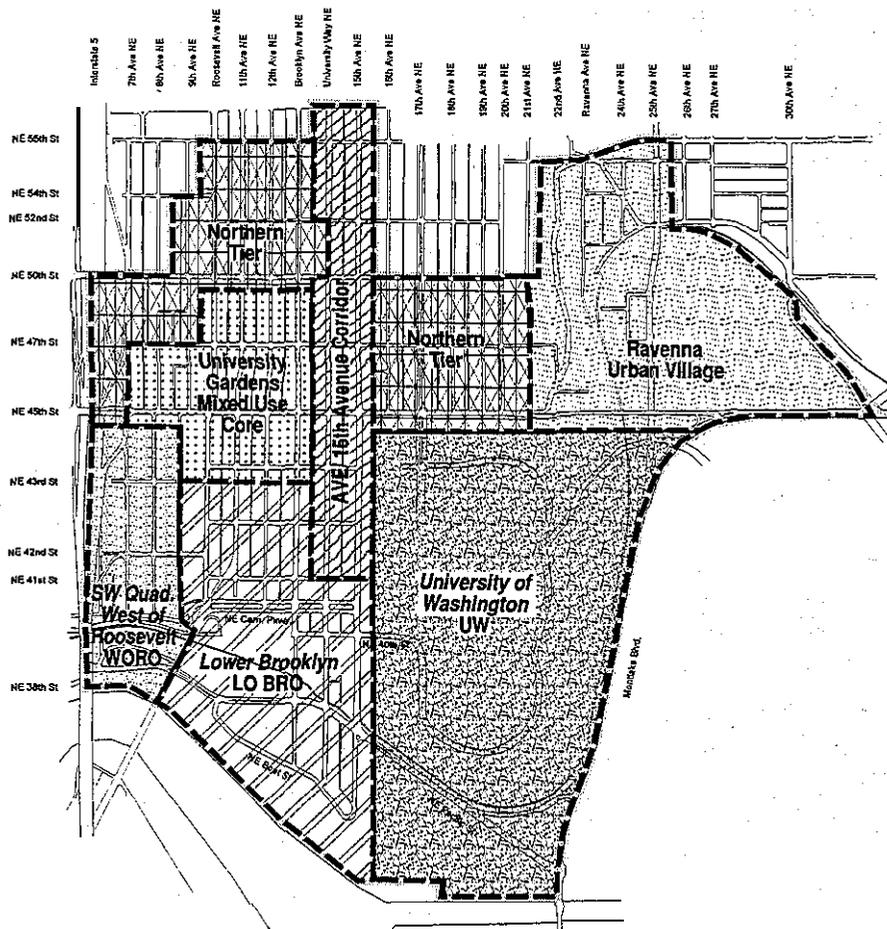


Figure III- 1: Planning Areas Described in Chapter III

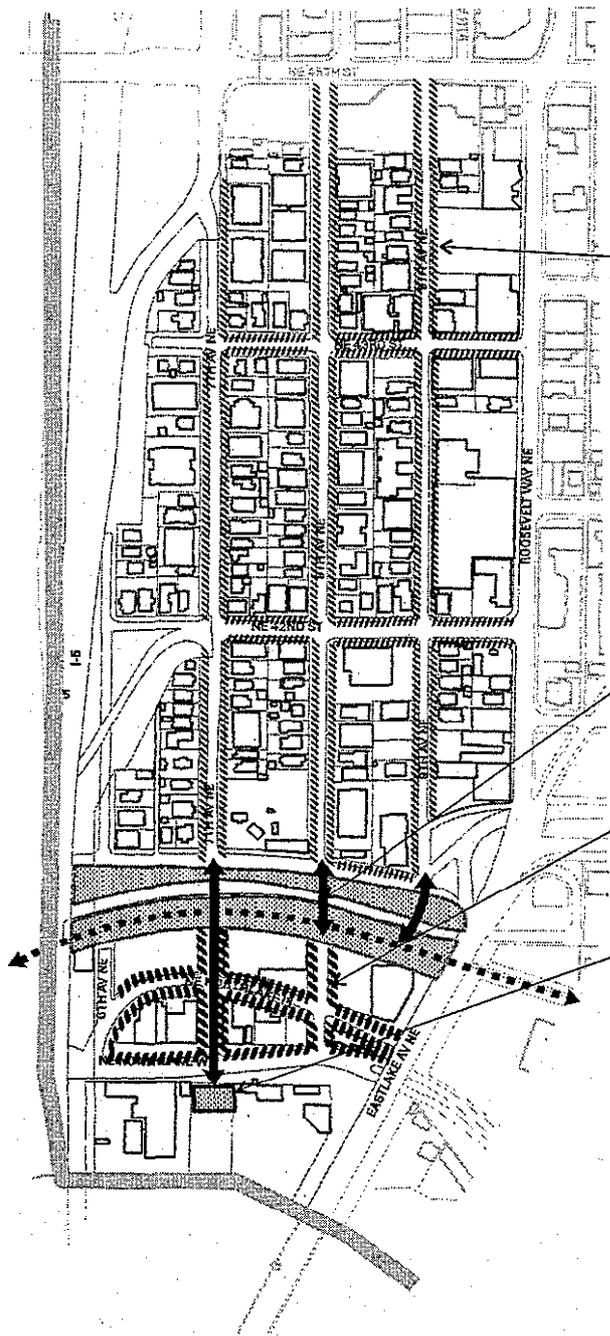
A. Southwest Quadrant

The Southwest Quadrant, lying south of NE 45th Street between I-5 and Roosevelt Avenue NE, was nicknamed “WORO” by planning participants because it is somewhat **separated from** the rest of the University Community by the Roosevelt commercial corridor and the University Bridge. The area consists of low-rise apartments and single-family homes to the **Burke-Gilman Trail**, with older industrial uses being replaced by newer office and light industrial uses to the south. The vision for this **quadrant** is that both **areas** become more attractive and better connected to surrounding services and amenities. Rather than a major shift in land use pattern, the plan envisions a continuation of existing trends, with **additional** capital improvements to upgrade the **physical** setting.

During the last few decades, many new apartments have been built in the residential area. **While** these apartments have added more residents to the community, many of the buildings’ stark designs, blocky massing, and front yard driveways have often **clashed** with the architectural character of the existing houses and, detracted from the quality of the **residential streetscapes**. (“**Streetscape**” is a term meaning the visual quality of a street as determined by elements such as the buildings, landscaping, street trees, pavements, and other features.) Bus **traffic** through the neighborhood has impacted living conditions. Also, many of the planting strips and sidewalks are in **disrepair**, and **local** residents do not have **pleasant**, comfortable paths to nearby amenities and businesses. Therefore, recommendations focus on small-scale street and sidewalk improvements (*Activity D-25*). Street trees will go a long way toward improving **streetscapes**, reducing the visual impact of busses, and screening new buildings. New development is required to upgrade sidewalks, planting strips, and street trees. New street trees can be added through a neighborhood self-help **program**. The plan recommends upgrading NE 42nd and 43rd Streets **from** the freeway to the campus to provide much needed east-west connections (*Activities B-6, B-7, and D-8*) and a “*gateway*” feature on Roosevelt Avenue NE welcoming those traveling eastward on NE 42nd Street.

The residential neighborhood does not have a significant park or open space. The plan recommends the acquisition of an additional P-patch in the Southwest Quadrant (*Activity D-15*), but the most significant open space provisions can be made by improving access to nearby amenities, such as the Lake Union shoreline, **Burke-Gilman Trail**, UW campus, and Gasworks Park. While significant improvements have been made to the **Burke-Gilman Trail** area, there are still several small connections **and** improvements that should be made. Better lighting, crosswalks, and a stairway at NE 8th Street, for example, would increase safety (*Activity D-23*).

South of the **Burke-Gilman Trail**, many of the old industrial shops and storage yards are being replaced by newer **office** and commercial uses. **While** industrial lands, particularly waterfront industrial sites, are an important city resource, if they are to **transition**, the new development should upgrade the **infrastructure as well**. The streets and sidewalks of this area should be upgraded as the area redevelops (*Activity D-27*).



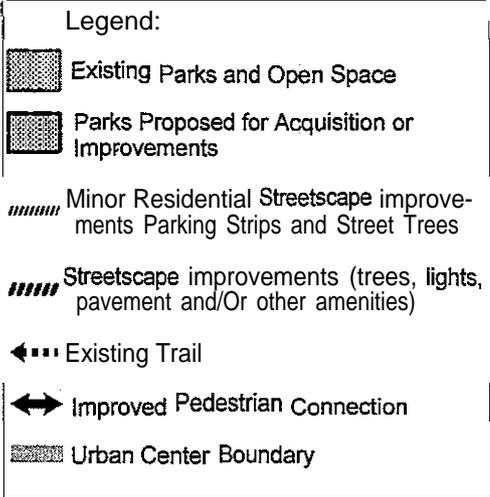
Upgrade streetscapes in residential areas on 8th Avenue NE and NE 42nd and 43rd Streets to improve pedestrian routes with street treea. planting strips, landscaping, and crosswalks (with bulbs, where appropriate).

Secure public open space for small parks or P-patches by identifying parcels to be acquired by the Seattle Department of Parks and Recreation or by requiring open space improvements as part of private development.

Improve stairway connections to the Burke-Gilman Trail at 8th and 9th Avenues NE to provide better access from residential areas to the trail and to the waterfront.

Upgrade streetscapes, especially 7th Avenue NE, and require sidewalks in the industrial area south of the Burke-Gilman Trail with lights, pavement, trees, and crosswalks.

Create a shoreline park with a small craft boat launch at the 7th Avenue NE street end.



SOUTHWEST QUADRANT
West of Roosevelt - WORO

Figure III-2: Map of the Southwest Quadrant

Streetscapes along Northlake Avenue and Northlake Way might complement the character of NE Pacific Street east of the bridge. A U W student-initiated survey found better sidewalks in this area a high priority among local citizens.



Figure III-3: Before and After Views of Streetscapes on 8th Avenue NE

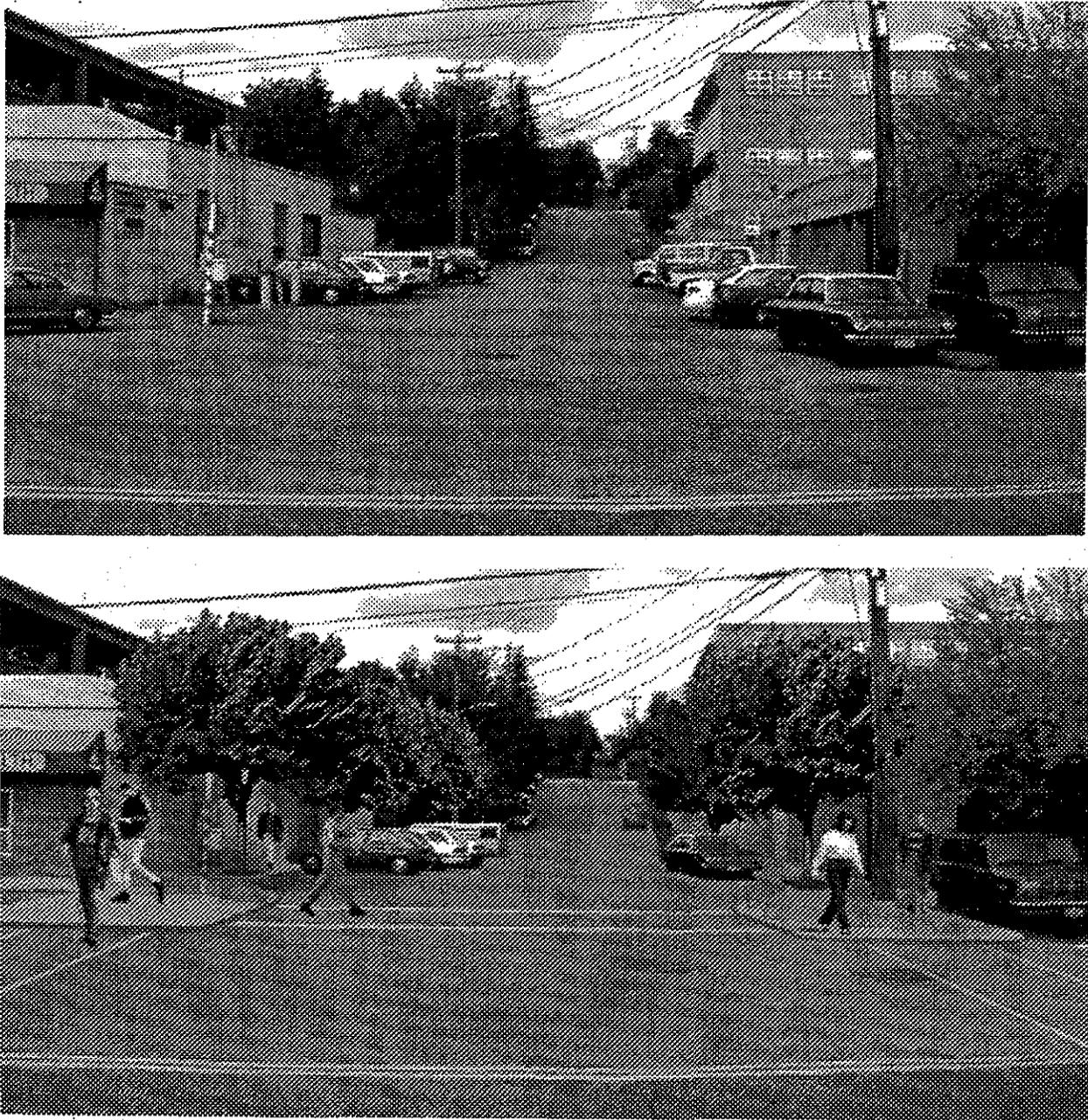


Figure III-4: Before and After Illustrations of 7th Avenue NE Street Improvements

Seventh Avenue NE in particular provides an important north-south connection, and sidewalks and street trees should be added. The end of 7th Avenue NE has unimproved shoreline access with splendid views of the waterway. This plan recommends that the street end be improved with a **small plaza**, ecological shoreline restoration, and perhaps a kayak ramp (*Activity D-7*). This improvement will provide very convenient shoreline access for local residents and workers, complement other shoreline parks, and clean up an unsightly area at the same time.

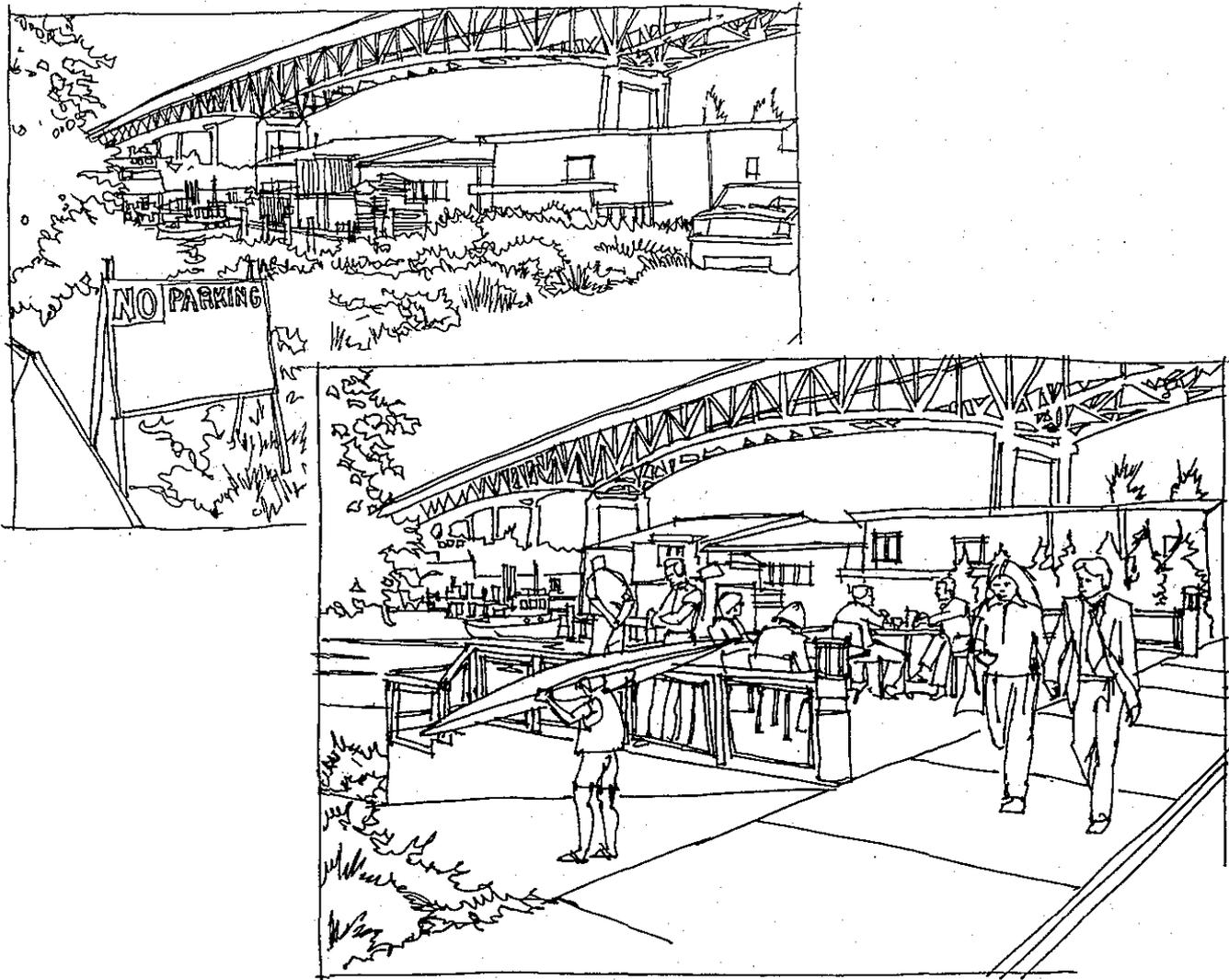


Figure III-5: Proposed 7th Avenue Street End

B. Lower Brooklyn

The Lower Brooklyn area is roughly bounded by Roosevelt Avenue NE, NE 43rd Street, University Way NE, and Portage and consists of an established low- to mid-rise multifamily neighborhood north of NE 41st Street, the Lower Roosevelt/11th Avenue NE corridor, and the University of Washington Southwest Campus to the south. The area was nicknamed Lower Brooklyn, or “LO-BRO,” by the Planning Committee because Brooklyn Avenue NE emerged as a critical north-south link connecting the Southwest Campus area to the residential neighborhood and the commercial districts to the north. The vision for Lower Brooklyn is to intensify and solidify the residential neighborhood’s character, to provide a better transition between the campus and adjacent activities, to integrate proposed transit improvements, and to improve gateways and connections around the periphery.

Create a community gateway with open space, landscaping, and a sign or landmark element. Focus attention on unimproved right-of-way.

Upgrade streetscapes on NE 42nd and 43rd Streets and The Ave to improve pedestrian routes with street trees, crosswalks (with bulbs, where appropriate) and pedestrian lighting.

Work with the UW on relating the campus edge to the surrounding neighborhood.

Upzone residential areas from L-3 (3 stories) to MR (5 -6 stories) to increase high-quality mid-rise multifamily housing aimed at providing a stable neighborhood population.

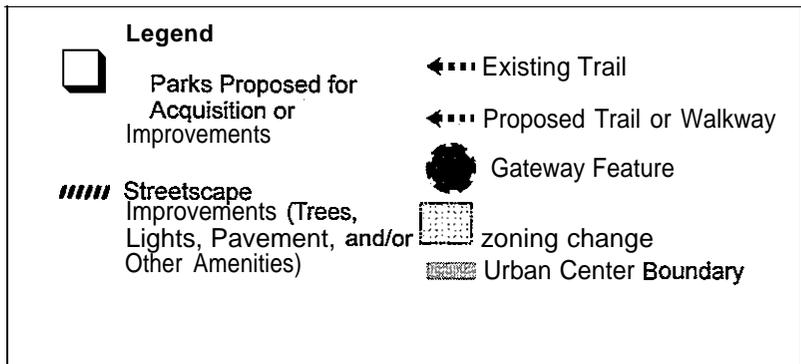
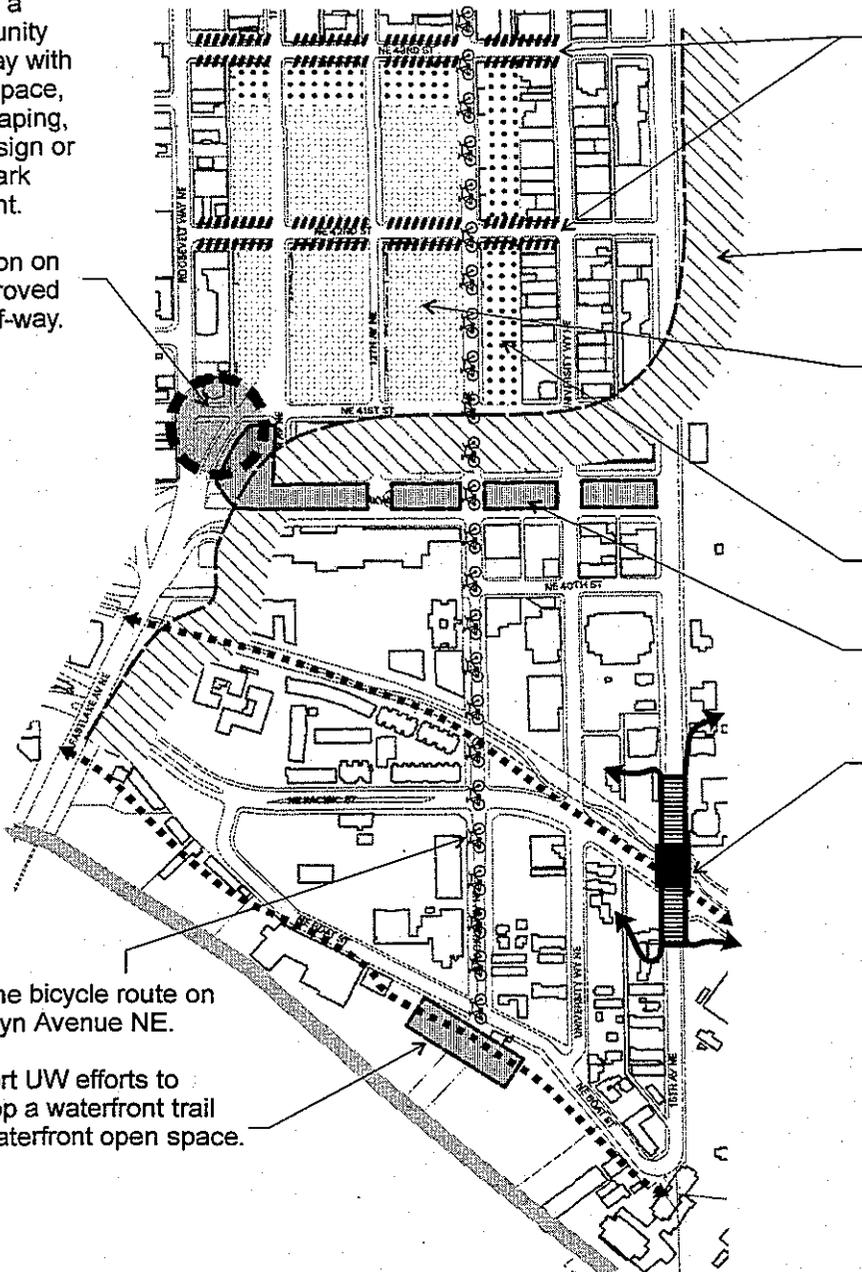
Increase allowable height from 40' to 65'.

Study ways to create usable open space on Campus Parkway.

Plan for an RTA light rail station servicing the UW South Campus, UW Medical Facilities, and Husky Stadium, and connecting to the Burke-Gilman Trail and other transit modes.

Sign the bicycle route on Brooklyn Avenue NE.

Support UW efforts to develop a waterfront trail and waterfront open space.



**SOUTH QUADRANT NEIGHBORHOOD
Lower Brooklyn - LOBRO**

Figure III-6: Map of Lower Brooklyn

The residential area currently includes a pleasant mix of low- to mid-rise apartments with a few single-family homes. The land slopes gently to the south, providing excellent views of the waterway. Proximity to the university and transit also makes it an ideal location for high-quality multifamily residences. The area is currently zoned L-3, which allows buildings up to three stories, although many of the existing buildings are taller. The plan recommends raising the zoning to MR and allowing building heights up to 60 feet. This would significantly raise the allowable density, providing the potential for more residences within working distance to the university and the RTA station (*Activity A-3*). The planning team's analysis indicated that this upzone would encourage high-quality development appealing to professionals and retirees, drawn to the area's amenities and convenience. In addition, current design guidelines and/or standards should be augmented to ensure that new development is a positive addition to the neighborhood. The design guidelines will reinforce current requirements that parking be hidden, that design character be in keeping with the surroundings, and that required open space be useful and/or visible to the public (*Activity A-14*).

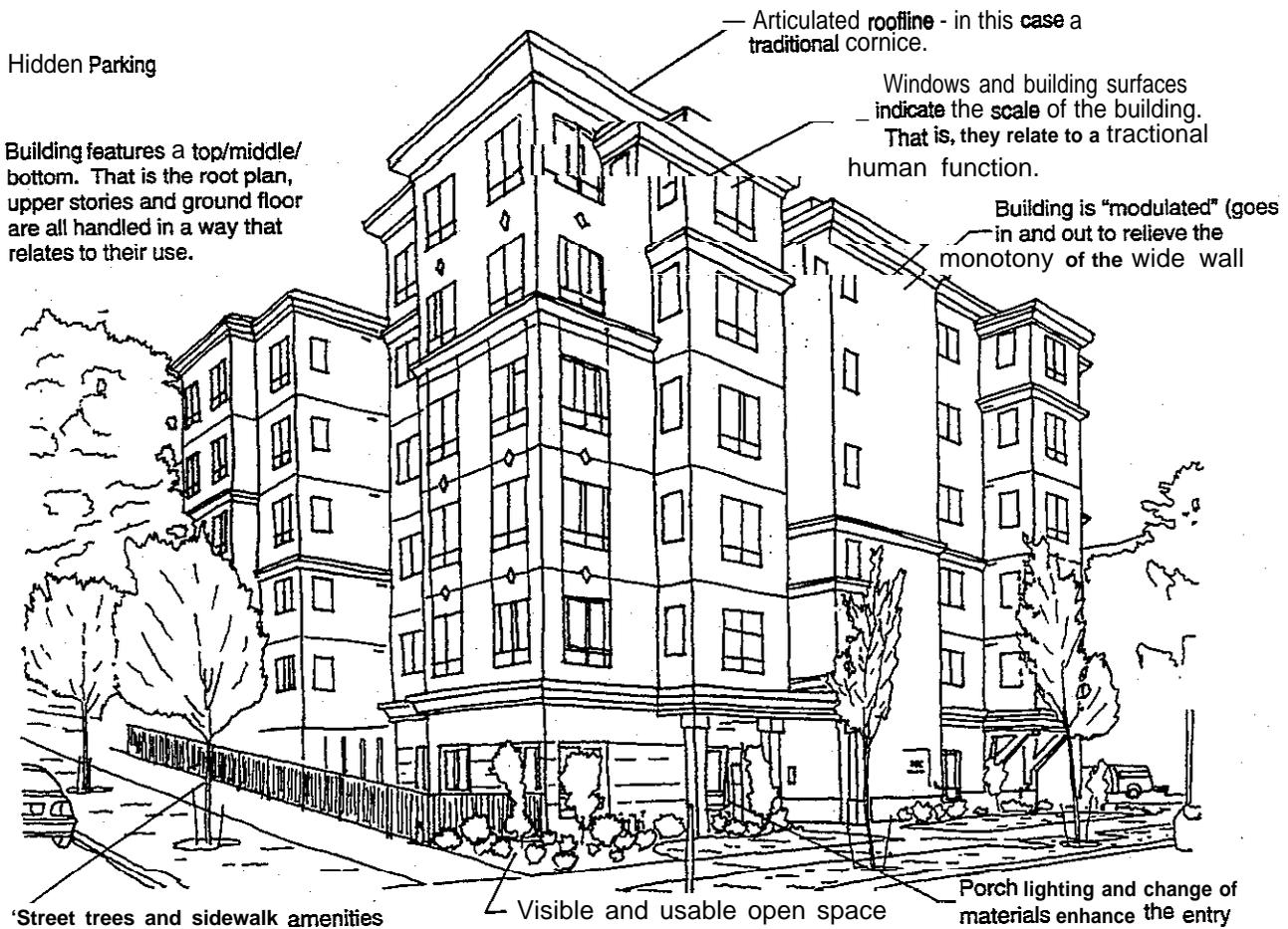


Figure III-7: Example of the Type of Development Described for the MR Area

The Southwest Campus area will be reviewed in the University of Washington campus master plan update, which will be started in 1998. This plan recommends that representatives of the community work with the University planners to address many of the issues affecting the community (H-3). The area roughly between NE 40th and NE 41st Streets provides a transition between university and residential uses and currently includes several underdeveloped parcels. It is recommended that the redevelopment of these parcels be **directed** in that plan in a way that benefits both the university **and** the community (D-33). For **example**, campus support uses and parking might be accomplished through partnerships with local developers and provide joint-use parking and open space that also serve neighboring residents. In terms of design quality, the 1995 University of Washington "charrette" design study on **campus/community** connections, "Where Town Meets Gown," noted that the UW campus character emphasizes **buildings** set in a green landscape, while the rest of the community's character is much more urban, with bits of greenery **embellishing** a **largely built-up** cityscape. One of the study's recommendations was that this **transition** area between the two might feature **buildings** set around **courtyards** or other building/open space **configurations** that bridge the campus and community design characters.

The Lower Roosevelt/11th Avenue NE corridor features a couple of substantive new developments **but** also includes a number of redevelopment lots. It is anticipated that office and commercial uses will develop here, responding to the excellent access and general land use trends along **Eastlake** Avenue just south of the bridge.

Capital improvements are also an important aspect of the community's vision for Lower **Brooklyn**. One highly visible project that could effect a big change in the community's image is to improve the Roosevelt/11th Avenue NE corridor at NE 41st **Street**. Better landscaping, a sign or art piece, **and** perhaps closure of the half block 11th Avenue NE spur would vastly improve this important community entrance point, increase **pedestrian** safety, and upgrade the redevelopment potential of neighboring properties. The two **University-owned** blocks just east of 11th Avenue NE could then be configured to provide useful site access.

Streetscape improvements are also warranted, particularly for a signed bikeway and landscaping on Brooklyn Avenue NE (*Activity D-26*) and improved sidewalk amenities on NE 42 **and** 43rd Streets (*Activity D-8*).

Campus Parkway is currently an underused resource and should be improved. There are two groups of design options, depending on whether or not the street is realigned to better service transit or other circulation. If the street is not to be **reconfigured**, then new street lights, street poles, trees, landscaping, and other amenities—such as large-scale sculpture—should be added. If the street can be reconfigured between Brooklyn and 15th Avenue NE to provide better east-west vehicle circulation, then this plan recommends relocating the open space to one side of the street (rather than **as a median** between travel lanes) so that the space is more

usable end adjacent to other activities. In either event, the community and the University, as well as applicable City and transit agency departments; should be involved in the design of Campus Parkway. Exploring optional designs would most logically occur during the campus master plan if the issue is not addressed in the upcoming RTA/Metro planning.

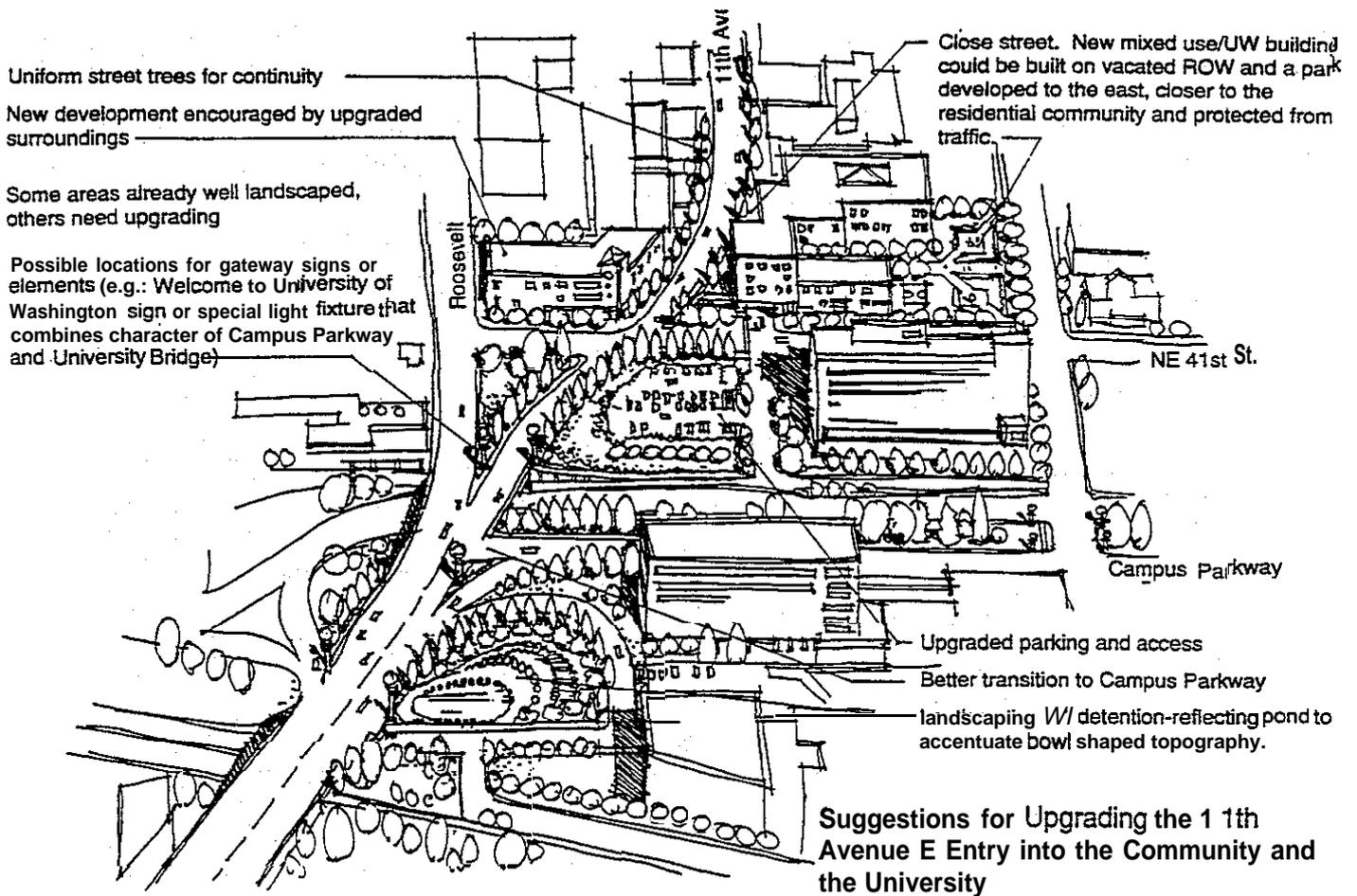


Figure III-8: Example of improvements Recommended for the 11th Avenue NE Gateway

The University of Washington is undertaking *some* campus improvements which this plan endorses. The first is a continuous esplanade -ng along the campus's shoreline. The second is the provision of public open space as part of new development. This plan encourages both of these efforts (*Activities D-9 and D-13*) and applauds the expansion and enhancement of Sakuma Perk at the end of Brooklyn Avenue NE would be a desirable shoreline feature serving both the campus and the community.



Figure III-9: Two Options for Upgrading Campus Parkway

C. Northern Tier

The Northern Tier includes all the residentially zoned areas north of NE 45th Street from 20th Avenue NE to 15th Avenue NE, all the residentially zoned properties north of NE 50th Street from University way to I-5, and properties fronting the south side of NE 50th Street. In essence, the area extends over all the northwest residential neighborhoods and the 50th Street corridor. However, the recommendations for this area are intimately linked to those of the University Core and The Ave/15th Avenue NE corridor and should be considered as a whole.

The community's vision for the Northern Tier emphasizes neighborhood concerns. Since this is one area in the urban center that appears appropriate for **family-oriented** housing, a top priority is protecting and stabilizing the existing residential neighborhoods and providing residences with yards that will appeal to families with children. Also, the NE 50th Street corridor provides an excellent opportunity to build on existing resources to create an integrated complex of community facilities and services supporting both existing neighborhoods and projected new development.

Looking first at recommendations to stabilize the residential areas, the plan proposes some rezones and regulatory measures to maintain the **smaller** scale and ground-related character of existing housing: a downzone from L-2 to L-1 in the area roughly between 11th Avenue NE, NE 55th Street, Brooklyn NE, and NE 52nd Street (*Activity A-1*). A major objective of this proposal is to remove the disincentive to maintain the existing housing stock. Currently, an absentee landlord can rent out a single-family house to a number of individuals and realize a handsome income. Since the house can be later redeveloped into apartments, there is often no incentive to maintain the current structure. Thus, it appears that the current L-2 zoning designation **discourages** family-oriented housing or home ownership. A downzone to L-1, for example, reduces the number of units that can be put on a 8,000-square foot parcel (two 50'x100' lots) from eight to six and, more importantly, requires 300 square feet of private open space per unit at ground level. A feasibility **analysis** of this area indicates that townhouse development encouraged by the L-1 zone would result in a selling price of about \$275,000 to **\$300,000**, which is out of the target population's affordability range. However, the analysis suggests that the **rehab** of an existing house and construction of a rental unit over a garage, for example, would result in a net house payment within the projected family affordability range. The result of this analysis is that the rezone will discourage the "bleeding" and **eventual** redevelopment of existing **housing** stock and encourage individual home rehabilitation. The above rezone should be carefully monitored to determine if it achieves the desired outcome.

Rezone residential areas south of NE 55th Street from L-2 to L-1 to retain ground-related housing. Encourage detached DADUs (detached accessory dwelling units, such as studio apartments above garages) and "combo conversions" (multiple units in a single structure) on a controlled basis.

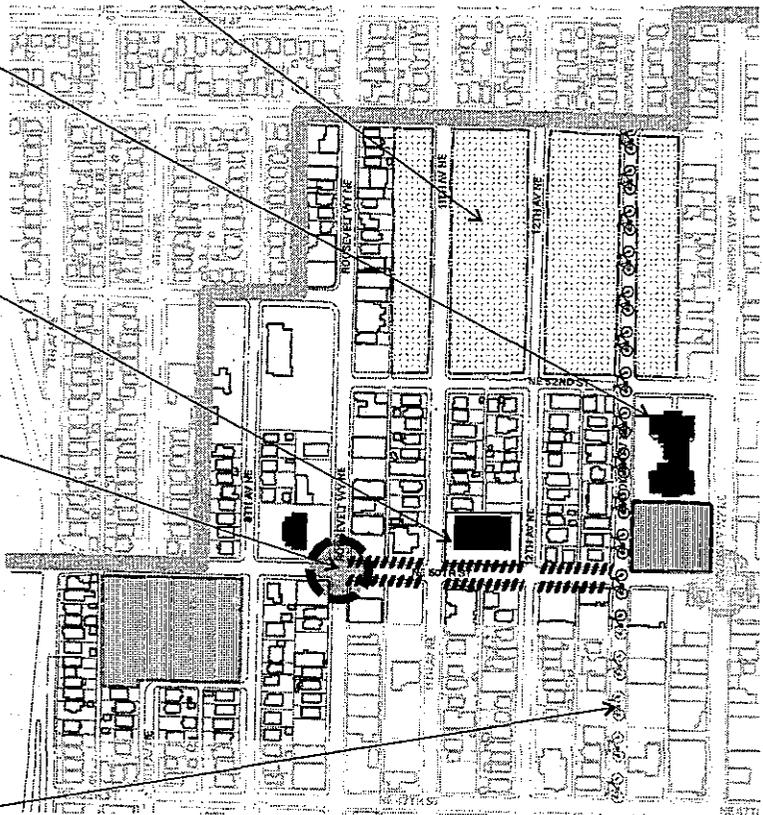
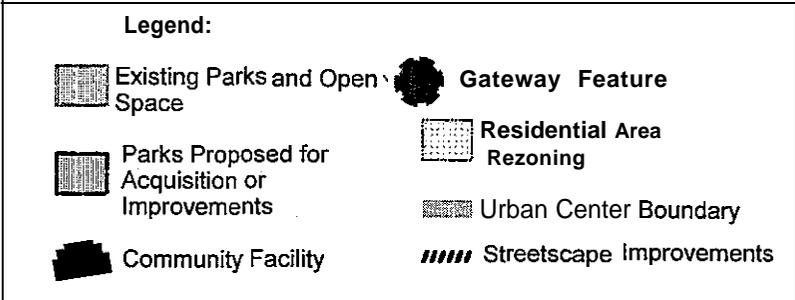
Secure University Heights as a community center focusing on community-based and educational activities. Support historic preservation of the building. Improve open space on the south part of the University Heights site, incorporating Farmers' Market needs.

Support YMCA expansion. Partner with the Seattle Department of Parks and Recreation to fulfill community recreational facility needs.

Create community gateways with improved crosswalks, landscaping, and signs or landmark elements on NE 50th Street at Roosevelt Way NE and at The Ave.

Coordinate and support community service and recreational activities along NE 50th Street by developing joint-use parking and improving pedestrian connections.

Sign bicycle route on Brooklyn Avenue NE.



NW QUADRANT RESIDENTIAL NEIGHBORHOODS AND NE 50TH ST
Northern Tier - West

Figure III- 10: Map of the Northern Tier (Western Portion)

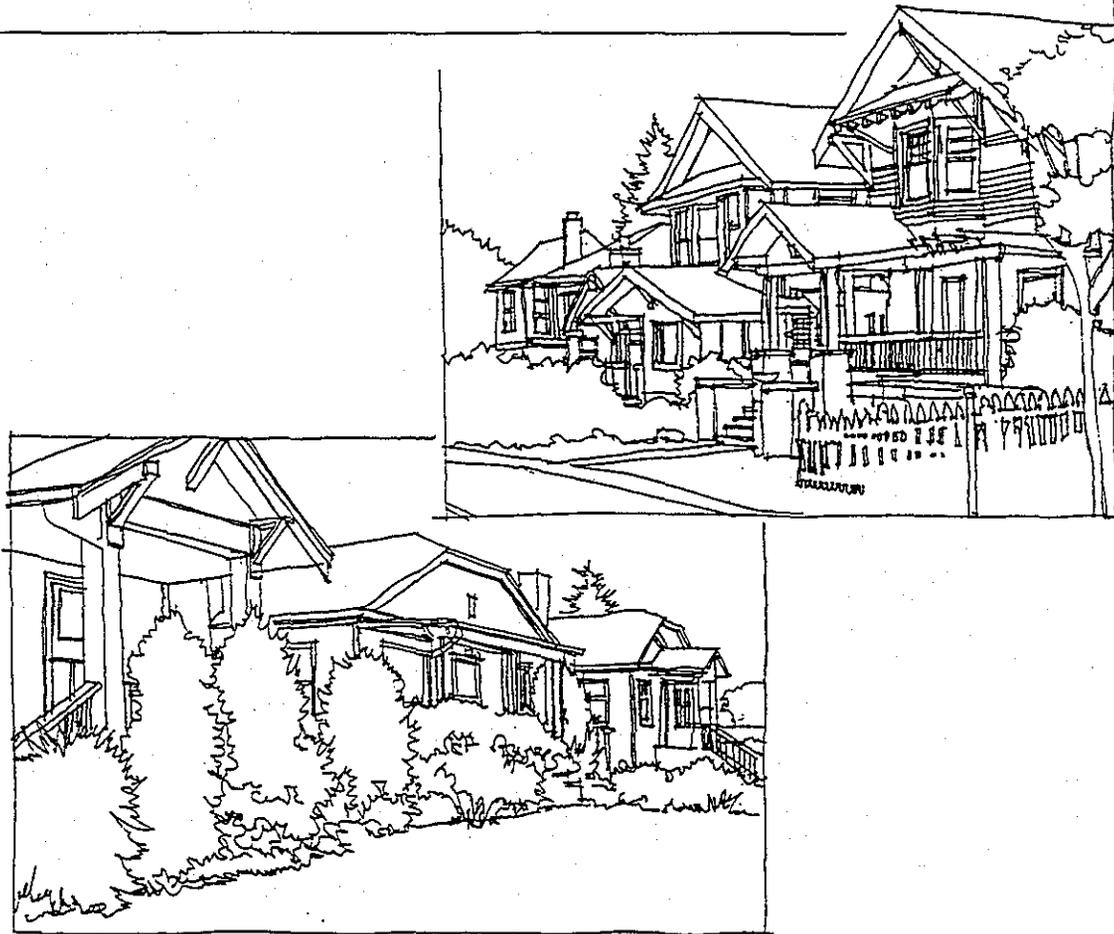


Figure III- 11: Solid Single-Family Housing Stock in the Northern Tier is an Important and Relatively Affordable Housing Resource.

To encourage retention of existing single-family residences, the plan recommends encouraging detached auxiliary dwelling units (“DADUs”—apartments over garages). Design guidelines should be developed to ensure that backyard open space and neighbor privacy are maintained (A-15).

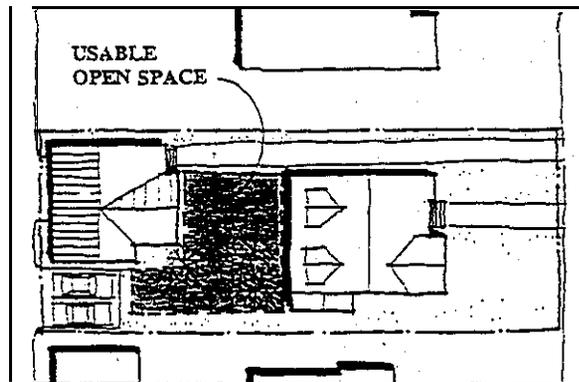
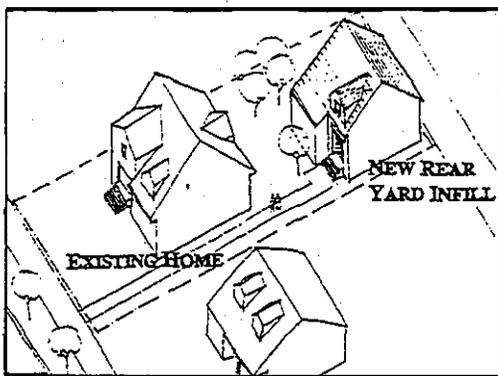


Figure III- 12: Detached Auxiliary Dwelling Units (DADUs) Area Way a Family Could Obtain Additional Income to Support Mortgage Payments and Also Provide Rental Units.

The area between 16th Avenue NE, 21st Avenue NE, NE 47th Street, and NE 50th Street is currently zoned L-3 but consists mostly of single-family structures divided into multiple units or used as boarding houses. L-3 zoning allows 70-foot-wide buildings, which are not consistent with the current neighborhood character. Design guidelines are **recommended** for this area to retain some of the neighborhood's attractive qualities. (See A-13.)

Residential neighborhoods in the Northern Tier are often inundated with on-street parking from nearby commercial activities. Local neighborhoods can be protected from some of these impacts through designation of Residential Parking Zones (RPZs). The plan recommends event parking controls on football game days for RPZS #6 and #10 (*Activity B-22*).

Code enforcement of parking, safety, and nuisance ordinances is **particularly** important in these residential neighborhoods, which are asked to bear the impacts from nearby commercial activities and a highly transient **population** base.

Successful neighborhoods require a full **spectrum** of personal and community services. The corridor along NE 50th Street includes the existing facilities and development **opportunities** to provide a connected and coordinated complex of community services. Starting from the University **Playfield** on the west, community facilities along or near NE 50th Street include the University Branch Public Library at Roosevelt Avenue NE, neighborhood theaters, shops and churches, the tire station, the YMCA, The City Neighborhood Service Center, and the "University Heights Center on The Ave. The plan calls for these existing facilities to be expanded and augmented to fill the current gaps in the system and to provide for the projected growth. Participants **working** on the social services element of the plan developed a strategy emphasizing a network of services provided at different facilities rather than a single, comprehensive "center." This approach better builds on existing resources and programs.

The University Heights Center is the most critical element in the maintenance **and** expansion of a solid residential neighborhood. It is essential to secure ownership or at least a long-term lease of the University Heights Center in order to rehabilitate the building in accordance with program needs and historic preservation guidelines, and improve the grounds to accommodate a variety of community activities, including the Saturday Market (*Activities D-1 and D-2*). The center is currently owned by the Seattle Public Schools District **and** leased on a short-term basis to the University Heights Center Association. The short term of the lease does not allow the Association to undertake building improvements necessary to maintain the structure and respond to **programmatic** needs. The District has recently turned down the Association's proposal to achieve status as a "community **center**," which would allow a longer lease. Community participants in the urban center planning process gave top priority to taking control of the property **and** improving the facility as a community center. The University Heights Center Association is currently

negotiating a long-term lease with the School District. Ultimately, the City should fund the acquisition of the University Heights Center in order to guarantee that the facility remains in productive public use and that the community has a focus.

(See D-1.)

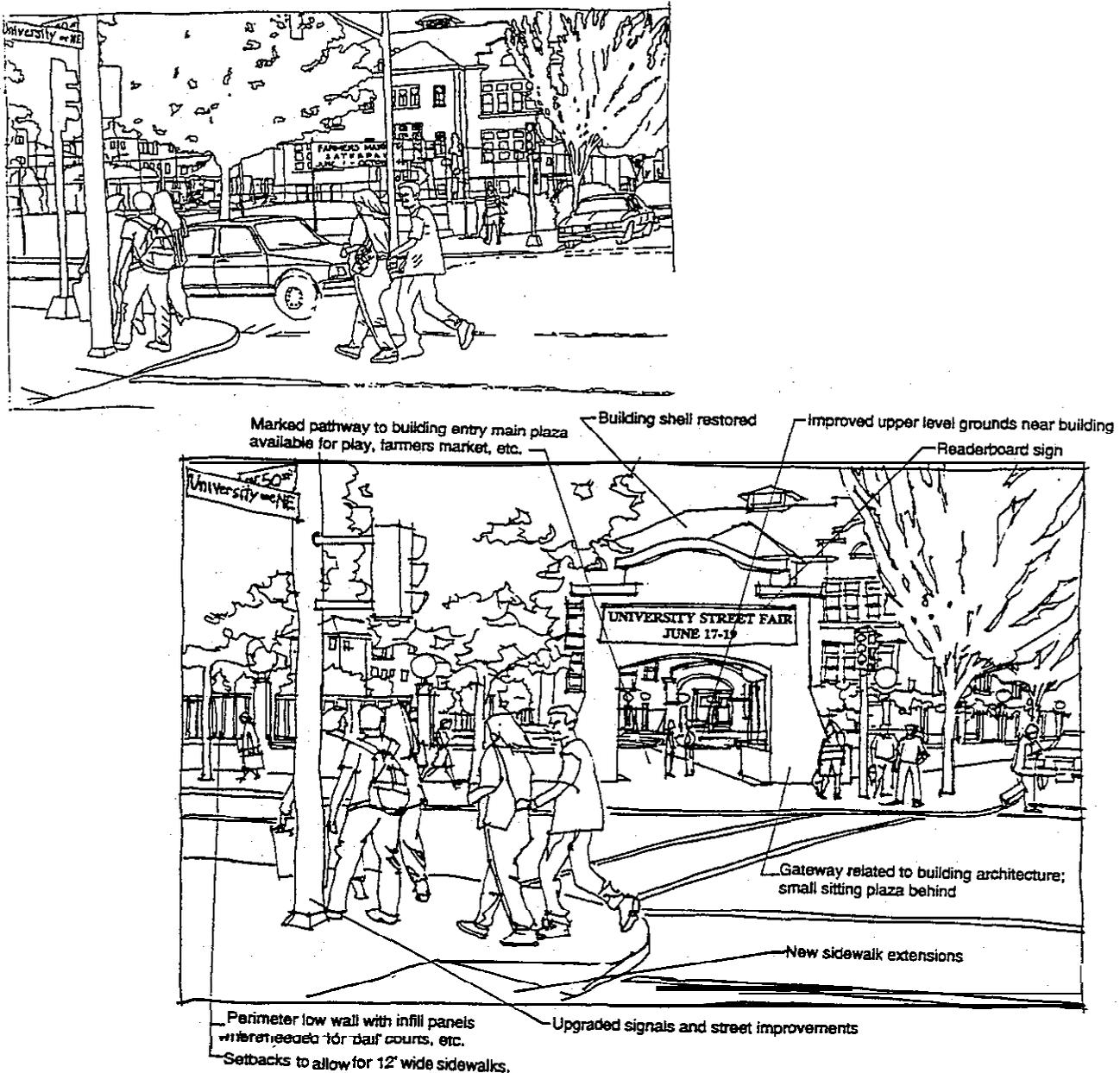


Figure III- 13: University Heights Center – Improvements to Grounds and Gateways Are Part of the Recommended Activities

The fraternity and sorority houses south of NE 50th Street are an important architectural resource and should be protected. The community and the City should explore the possibility of historic district status with the property owners.

The service network concept also requires that the YMCA, public library, University Heights Center, City Neighborhood Service Center, Parks Department, and other service providers coordinate their plans to determine which organization provides which service and to explore service provision partnerships. Each of the existing service organizations along the NE 50th Street corridor fulfills several functions, which, by their very nature, are interconnected. The YMCA, University Heights Center, Partnership for Youth, and the library are all evaluating current programs and/or planning future changes, making this is an ideal time for the organizations to inordinate **plans** and missions to avoid duplication **and** increase effectiveness.

All of these considerations point to better integrated pnrtnerships, which make a variety of options possible. For example, if the University Heights Center continues its emphasis on education and community-oriented fonctions, it may make sense for the YMCA to focus on active recreation in planning its expansion, providing what could be, in effect, a much needed indoor recreation center for the community (A-2). Because such services are also the responsibility of Seattle Perks Department, it seems logical that that department **should** participate in **this** coordinated effort, perhaps by helping to acquire the University Heights Center from the School District. Since all of these facilities require parking and have limited land available, a useful coordinated effort may be the construction of a joint-use parking garage serving all the participating facilities.

Extending this concept a little further, since the School District has closed the University Heights Elementary School, the area's children must be bussed to other parts of the city, and there is no local resource center for **after-school** learning or tutoring. It maybe **valuable**, cost-effective, **and** equitable for the School District to establish a "resource center" where students could wait for the school bus in the morning and that would be available as a resource center—with computer facilities and a tutor-in the afternoons. Such a center might be a room in the University Heights Center or be associated with the library.

While the social service delivery system extends throughout the urban center, the Northern Tier is a good section in which to discuss it, since many of the **opportunities coalesce around** the NE 5 **0th** Street corridor. As indicated above, recommendations to improve social service provision emphasize **building** on existing efforts and serving **all** segments of the community, including seniors, families, and at-risk youth. Within that framework, three recommendations stand out **as** necessary to **fill** gaps in the current network. The first is an outreach, information, **and** referral center that could **direct** people to the services they need (*Activity F-1*). This facility, which could be housed in the University Heights Center or the City's Neighborhood Service Center, is necessary because different services are located throughout the community and those most in need often do not have the resources to search out the various services.

The second identified need is a youth learning center to house the “Working Zone” employment project, educational services, and a youth Shelter (Activity F-2). This could be housed in a small, two- to three-story building near The Ave, perhaps with some of the educational services located in the University Heights Center.

A third need is for a state-licensed shelter where six to ten youth at a time could stay for up to three weeks rather than just overnight (Activity F-3). This would allow the time needed for effective counseling and the opportunity to reunite the youth with their families. Currently there is an overnight shelter run by local churches, but it is unclear how long the churches can continue this service, which was originated to meet a crisis. Moreover, the limitations of the church-sponsored effort point the need for a more comprehensive, pro active shelter program.

To link the facilities along the NE 50th Street corridor, upgraded sidewalks are needed. The Planning Committee explored the opportunity of narrowing NE 50th Street from four to three lanes in order to widen the sidewalks. However, heavy traffic volumes and short block lengths make that option appear to be unfeasible. A better pedestrian improvement approach seems to be to require new development to be setback the distance necessary to allow a 12-foot-wide sidewalk and to focus on improving the crosswalks at Roosevelt and The Ave with curb extensions and gateway features, such as signs, large banners, special landscaping, or artwork. Guidelines should be established to ensure that new development along NE 50th Street is oriented to the pedestrian, either through pedestrian-oriented uses or through pedestrian amenities such as weather protection and landscaping. Parking lot screening, pedestrian access, security, and other concerns will also be addressed in the design review process.

Finally, the community must be served with necessary educational resources. Since the closure of the University Heights Elementary School, the community has been devoid of public school resources. Community members must take action to ensure that local students’ needs are met. In the long term, the University District might be an ideal location for an “all-city” school, drawing students from throughout the city. A partnership with the UW School of Education might be useful.

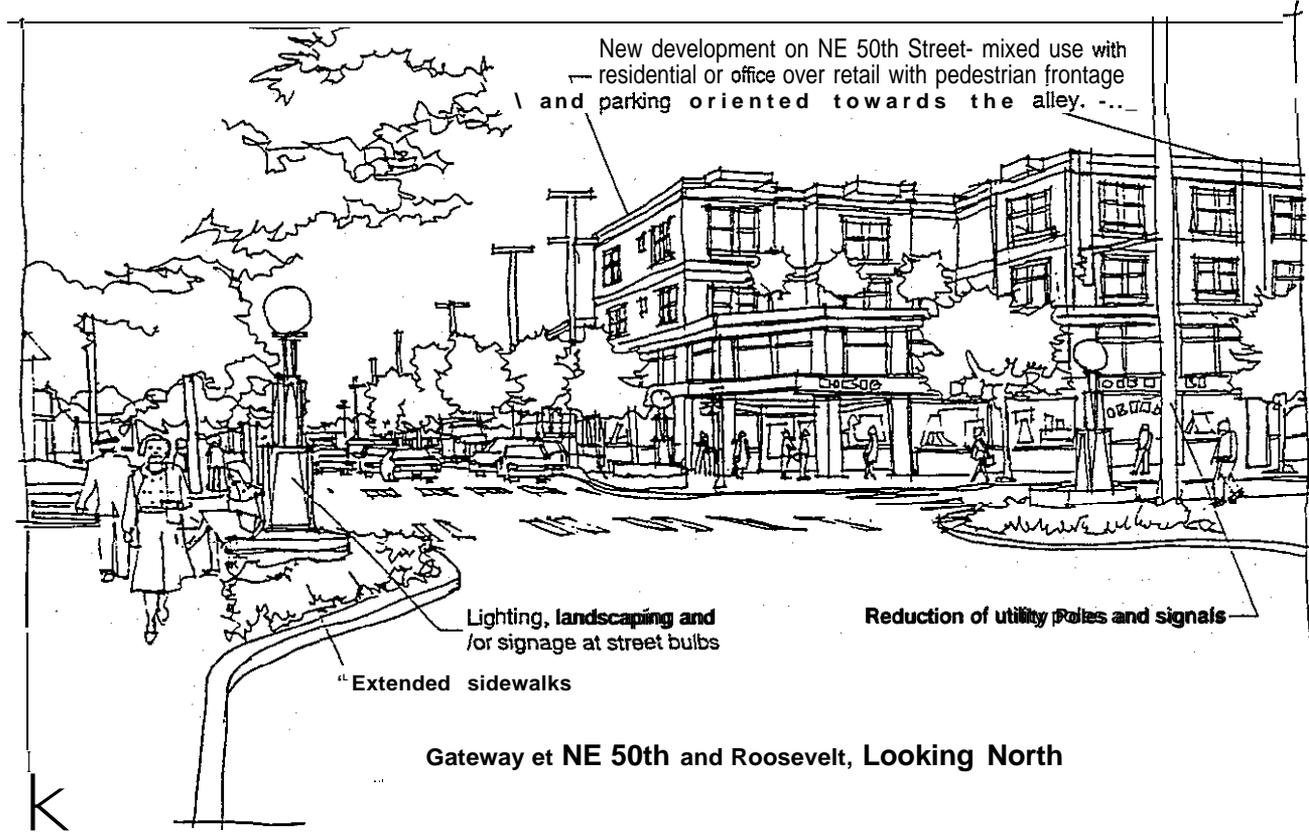
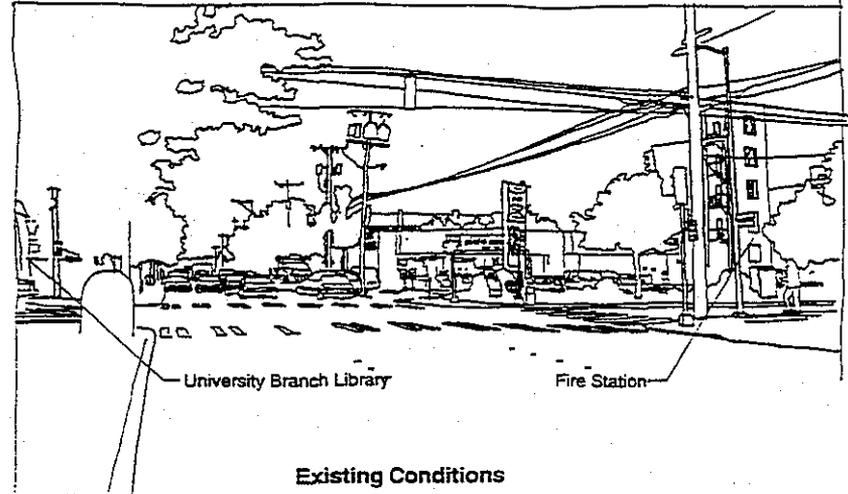


Figure III-14: Example of a Gateway Feature at Roosevelt Avenue NE and NE 50th Street

D. University Gardens Mixed-Use Core

This area, extending from Brooklyn Avenue NE to I-5 and from NE 50th Street to NE 43rd Street, encompasses the core of the urban center's western commercial district. Today, the area consists mostly of parking lots, automobile dealerships, and a variety of commercial uses sprinkled with a few apartments and old residences. While there are several landmark businesses, such as the Menny Hotel and Safeco Insurance Co., much of the land has minimal improvements and may be available for future development. Participants in the planning process recognized that the "University Gardens Core"—so named because the early plat descriptions refer to the "University Gardens" District—represents the best opportunity to accommodate new residential and commercial growth in a positive manner.

The vision for the University Gardens Core is its redevelopment into a more intense pedestrian-oriented, mixed-use complex, with amenities, open space, and transit accessibility supporting a wide variety of compatible activities. The plan envisions this area as an ideal location for new knowledge-based business centers that might branch off from university research and as a likely setting for university off-campus activities. The University Gardens Core is also seen as a strong multifamily residential neighborhood, with pleasant streets, open spaces, and amenities.

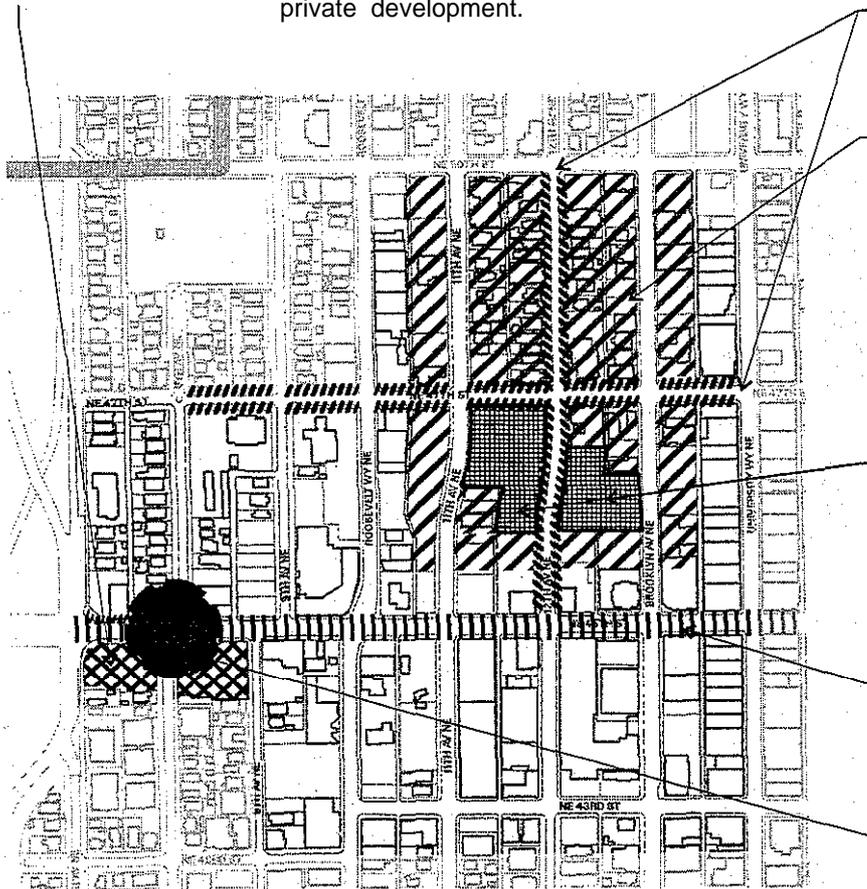
To accomplish this goal, the plan recommends a coordinated set of actions to encourage property owners to develop compact and high-quality facilities. Raising the height limit from 40 feet to 65 feet in the area just south of NE 45th Street between I-5 and Roosevelt Avenue NE is recommended to encourage a taller mixed-use or office building in that key location (*Activity A-6*). Single-story "big-bulk" stores are discouraged because of their land use inefficiency and dependence on automobile access. Another land use recommendation involves allowing single-use residential buildings on noncommercial-oriented streets (see *Figure III-15*). The current requirement for ground floor commercial uses is a disincentive to residential development in this area. In return for this incentive, design guidelines will be strengthened to ensure a good pedestrian environment and encourage pedestrian-oriented open space (*Activity A-14*).

Providing open space in this area is critical to the community's vision. While the University Gardens Core should receive highest priority for publicly acquired property through a bond levy or other comprehensive funding package, planning participants recognized that the community must take action to secure small parks, gardens, and plazas through an integrated strategy involving accumulation of small grants and donations, combined with development requirements and incentives (*Activities D-31 and D-32*). (See *Section IV D, Implementation Strategy*.) Street improvements are also critical, and all-new development is required to upgrade sidewalks and street trees. Mid-block east-west pedestrian pass-throughs are recommended to improve access. NE 47th Street, in particular, is a key east-west pedestrian and bicycle connection and is given high priority as a capital improvement project (*Activities B-8 and D-6*).

Increase the height limit of the NC-3 commercial area south of NE 45th Street between 9th Avenue NE and I-5 from 40 feet to 65 feet.

Secure public open space in University Gardens for small parks or P-patches by identifying parcels to be acquired by the Seattle Department of Parks and Recreation or by requiring open space improvements as part of private development.

Upgrade streetscapes on NE 47th Street and on north-south avenues to improve pedestrian routes with street trees, crosswalks (with bulbs, where appropriate) and pedestrian lighting.



Modify the NC-3 requirements in non-commercial areas to not require ground-floor commercial uses, with options to provide open space, pedestrian amenities, or pedestrian-oriented facades in lieu of ground-floor commercial uses.

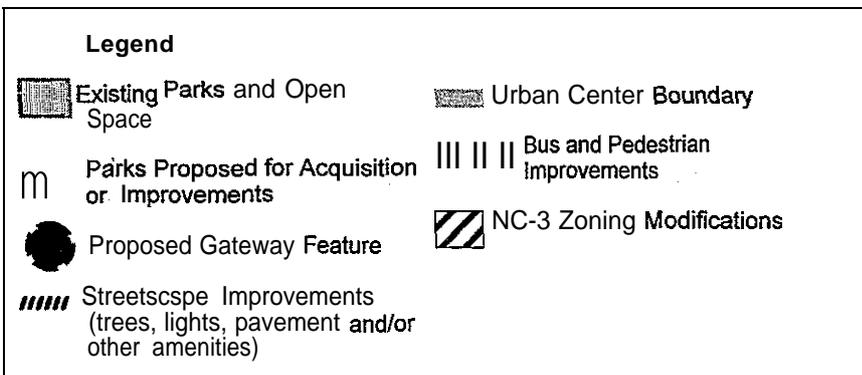
Work with Metro to explore developing a Metro bus layover/parking garage/ mixed-use development on 12th Avenue NE between NE 47th Street and NE 45th Street.

Upgrade NE 45th Street to better balance bus, pedestrian, and vehicle circulation.

Create a community gateway with improved crosswalks, landscaping, and a sign or landmark element at NE 45th Street and 8th Avenue NE.

Form a Community Development Corporation to work with local property owners, private developers, and potential tenants (such as UW and knowledge-based start-up firms) to develop a masterplanned commercial/institutional/residential campus featuring coordinated building groupings, open space, and boulevard streets.

Encourage development of joint-use parking garages,



MIXED-USE CORE
University Gardens

Figure III- 15: University Gardens Mixed-Use Core Map

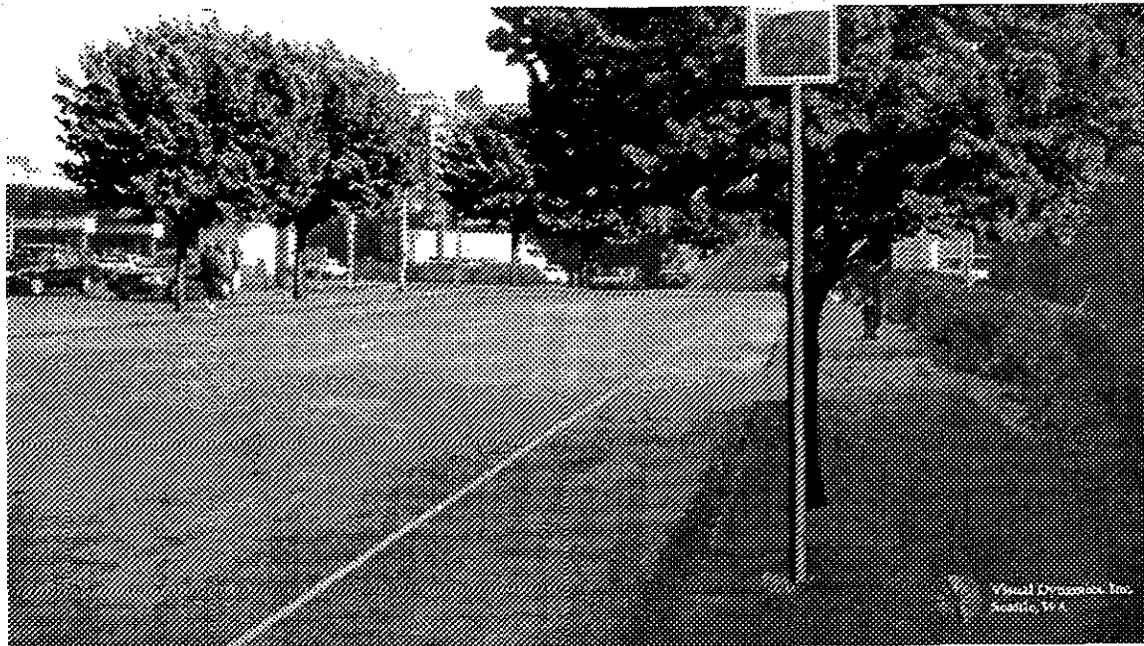


Figure 111-16: NE 47th Street Streetscape Before and After

Even though the University Gardens Core will be well serviced by public transit, an adequate parking supply will be necessary. Moreover, much of the projected new development will likely occur on existing lots. For this reason, new joint-use parking garages and structured parking within new development are encouraged as part of the

plan (*Activities A-8 and B-21*). However, new parking should not be built to serve RTA riders, and the City should take action to ensure that commuters do not inundate parking areas. A parking garage feasibility analysis indicated that structured parking is a **viable option** in parts of the urban center, and the plan recommends some refined design guidelines to reduce their impact on neighboring uses.

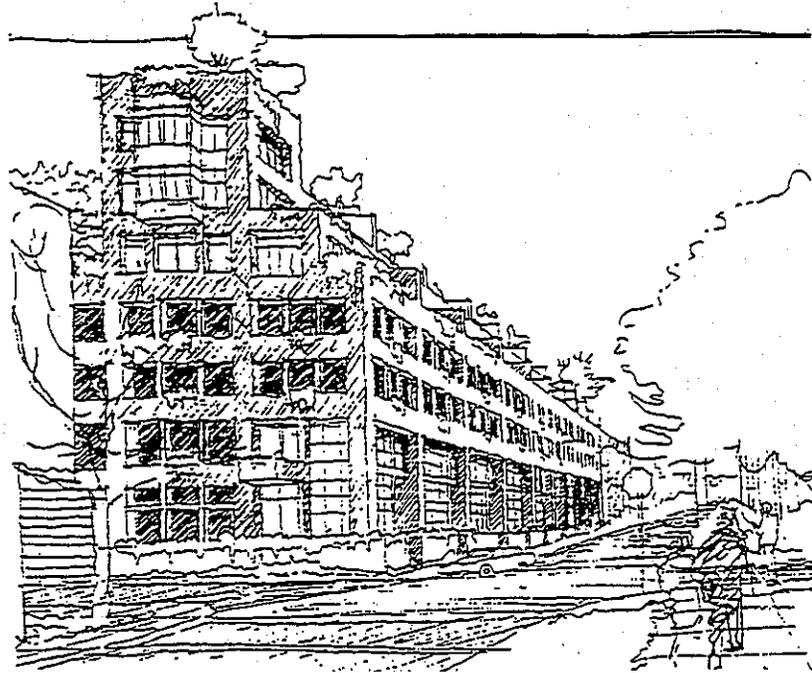
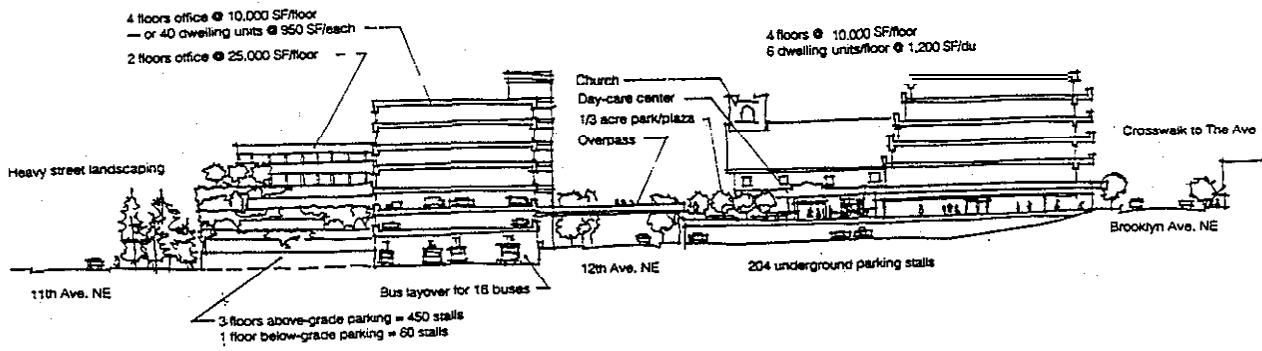


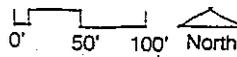
Figure III-17: Parking Structure Design Proposed as Part of U W Design Charrette

As an example of the type of development envisioned in the University Gardens Core, the planning *team* undertook a design study of a mixed-use development on a site bounded by 11th and 12th Avenues NE just south of NE 47th Street. The example project includes an underground bus layover station, structured parking, residential units, and commercial space appropriate for start-up knowledge-based businesses. The illustration also shows how the UDPA lot east of 12th Avenue NE could be redeveloped to provide an equivalent amount of parking *plus* residential or office space and a park serving local residents and the Baptist Church's day care center.

As noted in the Implementation Strategy section of Chapter II, the chances for achieving the community's vision in this area increase with the amount of community and City participation. The benefits of cooperative development partnerships are strong enough to merit consideration of a master plan executed through a development authority, community development corporation, or urban renewal.



Site Plan



2th Ave. "Bus Layover/
Parking/Mixed-Use Concept
Feasibility Study

University Community Urban Center Plan
UCUCA/Metro/UDPA/MAKERS

2 floors office @ 25,000 SF/floor

NE 7th St.

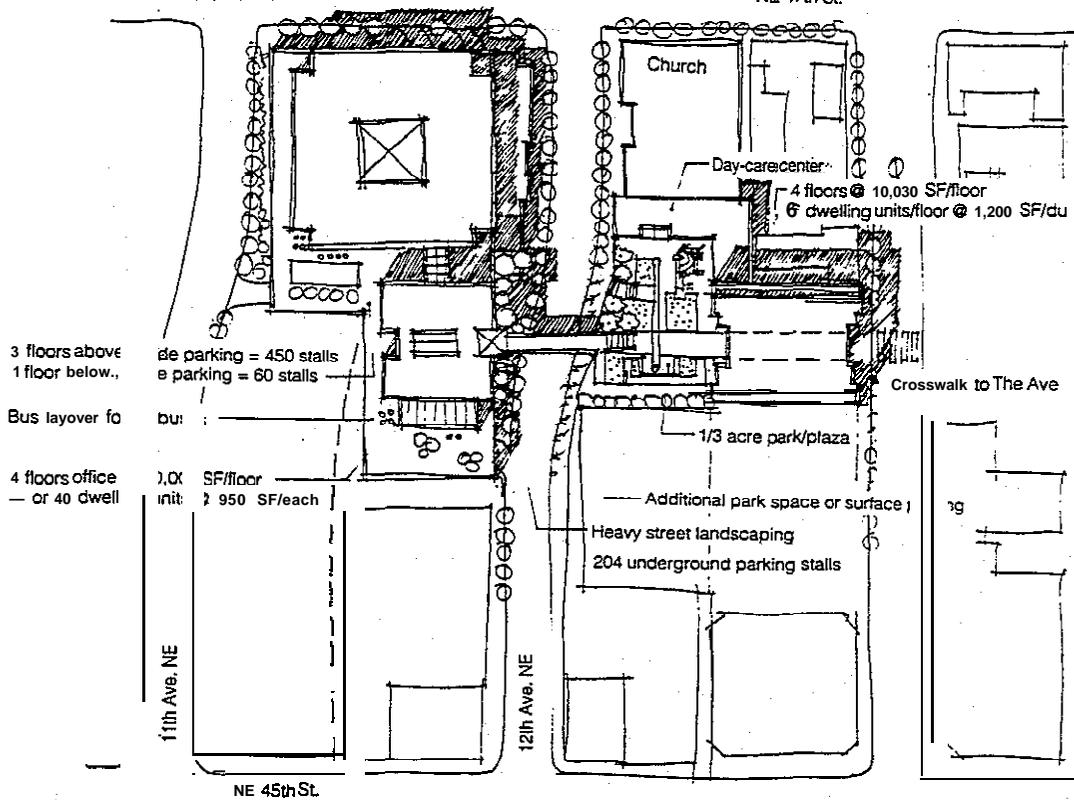


Figure III- 18: Illustration of the Mixed-Use Concept

E. The Ave/1 5th Avenue NE Corridor

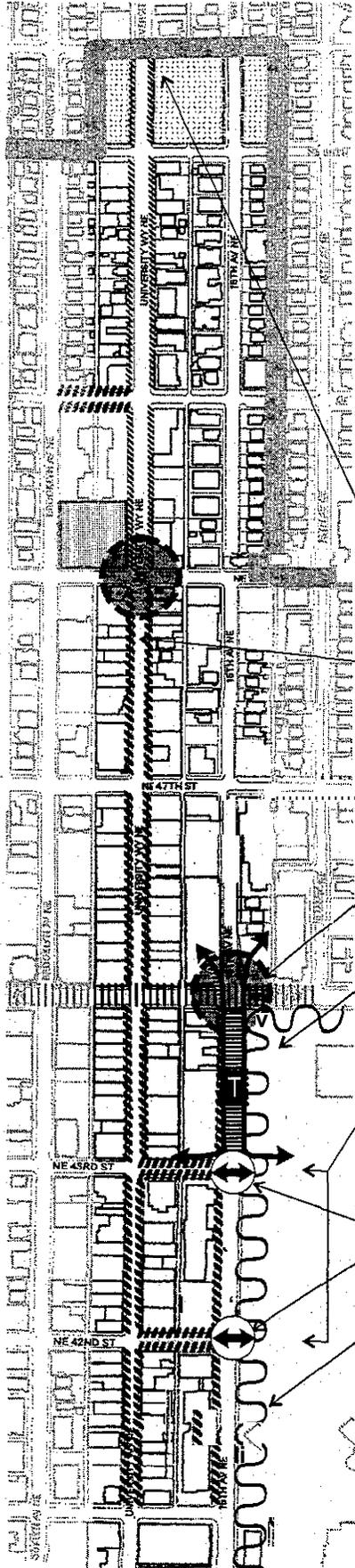
Encompassing the properties on both sides of University Way NE (The Ave) and 15th Avenue NE, The Ave/1 5th Avenue NE corridor includes the community's most lively pedestrian-oriented retail strip, two important north-south transit routes, and the western edge of the UW campus. Situated between the campus and two residential neighborhoods as well as the mixed-use core, The Ave/1 5th Avenue NE corridor is a kind of keystone, important in tying other activities together. Over the past decades, The Ave has experienced decreasing retail sales and a lack of property and business investment. However, during the past few years, local merchants have formed a Business Improvement Association for increased cleaning and security south of NE 52nd Street, and the University Saturday Market attracts visitors from throughout the region. These and other efforts have had a positive impact. New, high-quality businesses have opened, and retail sales have risen. Looking to the future, new RTA stations planned under 15th Avenue NE at roughly NE 45th Street and NE Pacific Street will increase the area's role as a transportation hub and promise to bring significant changes and opportunities to the community.

The community sees this area as a vibrant retail shopping district, with both regional attractions and local services. With the Burke Museum, the Henry Gallery, Meany Theater, and other attractions, it is also the focus of cultural activities. Finally, its role as a regionally important transportation hub should be explored, but not allowed to overrun its role as a community and retail focus.

The community's vision for this area includes

- Improved sidewalks and street infrastructure design guidelines on The Ave from NE 50th Street to Campus Parkway to make it a more effective and attractive pedestrian/transit corridor
- An efficient intermodal bus/light rail transfer station
- Upgraded streetscape and campus edge along 15th Avenue NE
- Improved east-west pedestrian connections at NE 43rd, 42nd, and 41st Streets.
- Attractive development (but not higher than 65 feet) to take advantage of the new light rail access
- Mid-block east-west pedestrian pathways.

Because of its central location and high visibility, participants felt that high urban design quality is particularly important in this area. And because of the area's critical role in the city's transportation network and RTA planning, actions to achieve this vision involve high levels of public investment and transportation system coordination.



Legend

-  Parks Proposed for Acquisition or Improvements
-  Improved Pedestrian Connection
-  Minor Streetscape Improvements. Parking Strips and Street Trees
-  Urban Center Boundary
-  Streetscape improvements (trees, lights, pavement and/or other amenities)
-  Proposed Gateway Feature
-  Area Rezoning
-  Bus and Pedestrian Improvements

Downzone the area north of NE 55th Street to NC-2 (40') to transition to residential neighborhoods.

Implement planned streetscape improvements on The Ave (from Campus Parkway to NE 50th) to widen sidewalks, improve bus stops, enhance urban design character, and upgrade utilities.

Develop design guidelines on The Ave to reinforce pedestrian orientation and enhance architectural variety.

Encourage development of office and residential uses above shops,

Create a community gateway with improved crosswalks, landscaping, and a sign or landmark element at NE 45th Street and 15th Avenue NE.

Plan for an RTA light rail station serving the UW North Campus, The Ave, U-District commercial areas, and residential area. Work with RTA on station area planning and the design of station access points,

Create a plaza or wider sidewalks on NE 42nd or 43rd Streets (between The Ave and 15th Avenue NE) to improve pedestrian connections between The Ave and the UW campus and to provide an RTA station access point. Options include (1) closing NE 42nd or 43rd to traffic, (2) removing parking on NE 42nd or 43rd, or (3) making NE 42nd and NE 43rd Streets one-way.

Improve connections to the UW campus with crosswalks, special entry features, and on-campus improvements.

Upgrade the 15th Avenue NE streetscape with landscaping, a softer capus wall, and transit amenities.

Work with Metro and RTA to configure bus service and rail connections in the UCUC, particularly on NE 45th Street, 15th Avenue NE, and The Ave.

THE NORTH I SOUTH CORRIDOR
The Ave and 15th Avenue NE

Figure III- 79: The Ave/15th Avenue NE Corridor

The necessary first step in The Ave/15th Avenue NE corridor's revitalization is the pedestrian and transportation improvements to The Ave itself. Realizing that the narrow, dilapidated sidewalks and substandard street system strnd in the way of other revitalization efforts, the Greater University Chamber of Commerce and The Ave Planning Group have, over the past several years, spearheaded an initiative to upgrade the street itself. These efforts have already led to *The Ave Plan*, a preliminary plan for improving sidewalks, bus stops, and infrastructure systems on The Ave. Councilmembers and representatives from local organizations have been enthusiastic in their support for the plan. The community, SeaTran, and Metro will be completing a test in early 1998 to determine if in-lane bus stops are effective in facilitating bus operations.

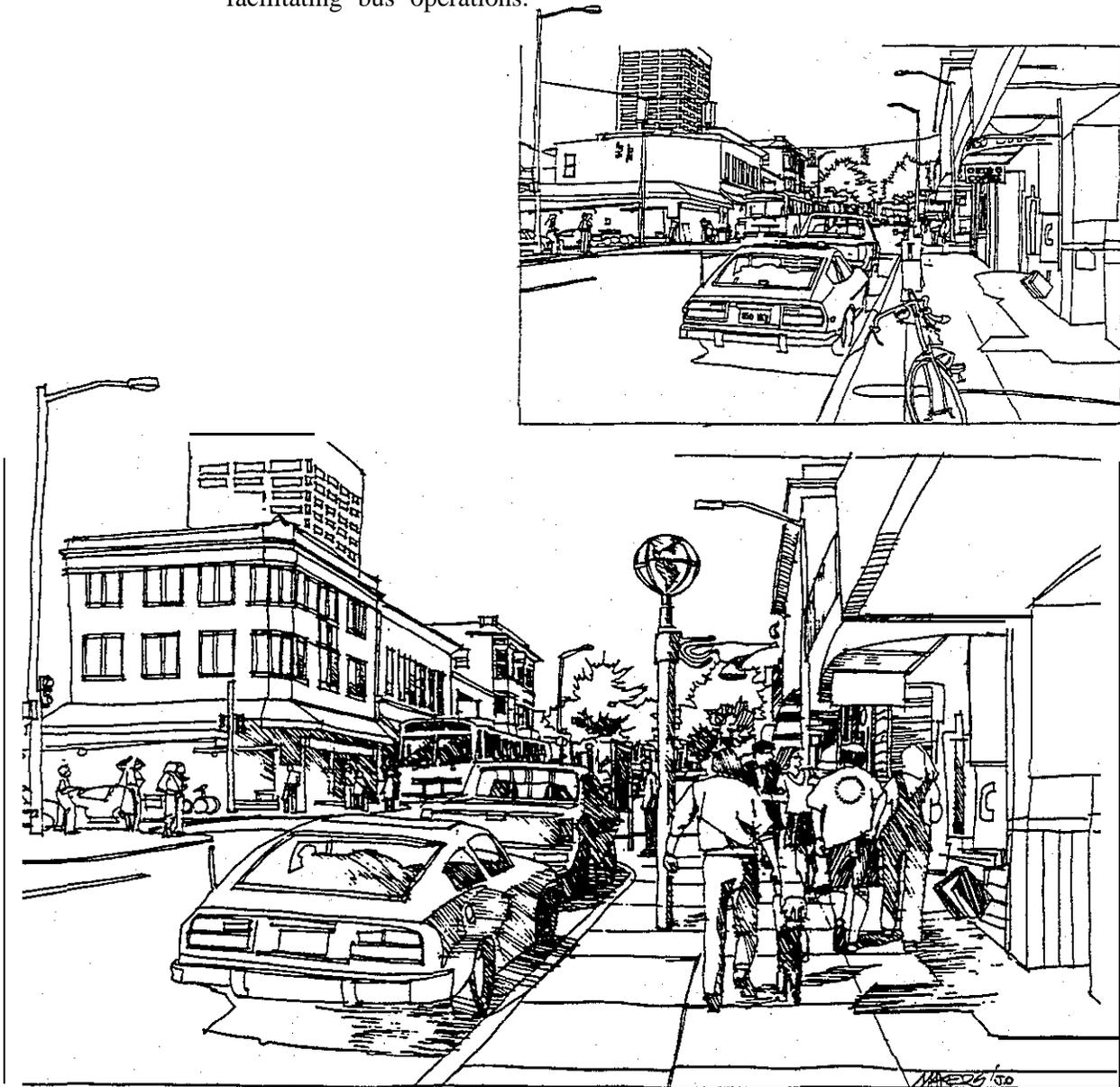


Figure III-20: Illustration of Proposed Street Improvements to The Ave

Once a preferred bus stop configuration is determined in autumn 1998, SeaTran and the community will design the street improvements (see *Activity B-5*). The City is currently seeking \$5.5 million in construction funds. *The Ave Plan* also recommends neighborhood-specific design guidelines for new development on The Ave (*Activity A-1 I*). The guidelines will be used to facilitate the current City design review process and can be used by property owners to gain “design departures” or exemptions to certain code requirements. While the high property values on The Ave may discourage redevelopment, there are some properties where new development is likely, and it will be important that they contribute to the district’s lively design character.



Figure III-21: Illustration of Design Guidelines Concepts Proposed for The Ave

As noted in Section II-C, Implementation, RTA will begin the planning of the LRT stations in early 1998, and the community, University, City; and Metro should be ready to incorporate station design into improvement and redevelopment of a "station area" around the LRT (*Activities B-1 and B-16 through B-18*). Current thinking is that the station design should provide:

- A strong link between the campus and The Ave
- Effective intermodal transfers (especially from the cross-town routes along NE 45th Street)
- Convenient bus stops
- Better streetscapes along 15th Avenue NE

Bus stops and transfers will be especially problematic given the much higher volumes and difficult routing movements. Some additional space for busses maybe needed, which could either require acquisition of street right-of-way or result in lower traffic capacity.

There will also be increased bus traffic on 15th Avenue NE, and new street improvements should include amenities for bus riders. During the planning process, a University of Washington architecture design studio explored design solutions to improve the western campus edge and better integrate the campus to the community. The class identified several options to upgrade 15th Avenue NE, including better street lines, lighting, and medians, softening of the campus wall, improved sidewalks at NE 43rd and 42nd Streets, and construction of a small entry plaza on the campus at 15th Avenue NE and NE 43rd Street (*Activities B-1, B-6, B-7, B-9, D-5, and D-8*). These ideas should be studied further in the campus master plan (*Activity A-15*) and during the station area design (*Activity B-1*).

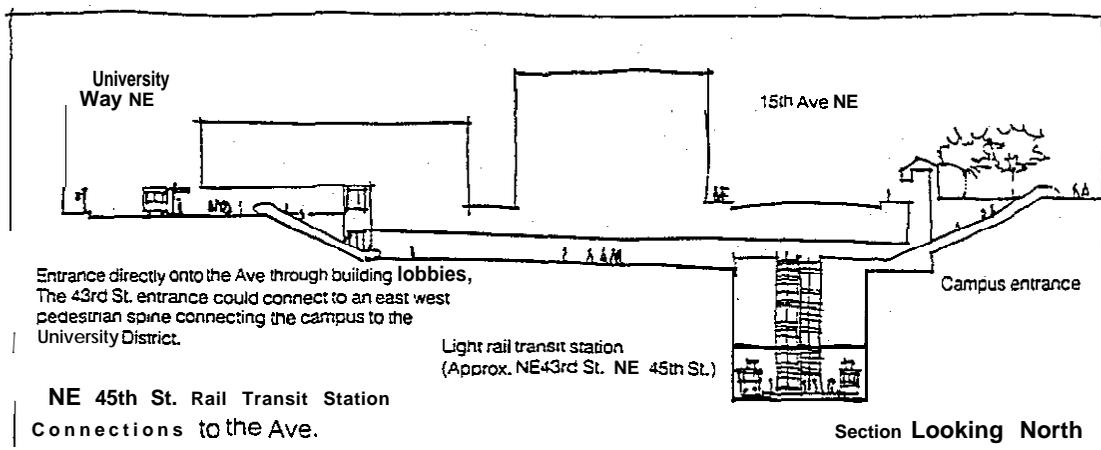


Figure 1/)-22: Cross Section Through 15th Avenue NE
 //strafing Light Rail Station Alignment

NE 43rd and 42nd Streets between 15th Avenue NE and The Ave are particularly important pedestrian connections, and their redesign should include increased **pedestrian** space, either by closing one of the streets or by removing a travel lane or parking lane. Ideally, the improvements should integrate the campus character with The Ave's **streetscape** qualities. Perhaps the commercial district's more **urban** quality could extend into the **campus** on the NE 43rd Street axis and the campus's more verdant character be reflected on NE 42nd Street west of 15th Avenue NE.

While the LRT station might induce more intensive development on some sites, such as the University Book Store parking lot, planning participants felt that building heights should be limited to 65 feet, especially on The Ave, because tall **buildings** on the narrow streets would create a dark, canyon-like effect.

Development proposals should receive special scrutiny during design review to ensure all opportunities are taken to give this area a cohesive and rich **urban** design **setting**.

F. Ravenna Urban Village

Current Conditions

The easternmost section of the University Community Urban Village, **Ravenna Urban Village**, is named for the Town of Ravenna, which was incorporated in 1887 when the University of **Washington** was still located downtown. A photo from that era shows a thriving commercial area along 24th Avenue NE, including a grist mill powered by **Ravenna** Creek flow. Privately-owned Ravenna Park was already a major tourist attraction. The Ravenna area today extends far beyond the urban village boundaries.

The shape of this urban village, which includes that former town, is related to its geography: the steep **Ravenna Springs** hillside on the west and the former shoreline of Union Bay once paralleled by the Seattle Lakeshore & Eastern Railroad. The **railbed** has become the **Burke-Gilman** Trail which curves around the current commercial district. **Ravenna** Park is adjacent to the urban village on its NW edge. Clockwise, the boundaries are, starting **from** the north, NE 55th Street east to 25th NE, south to the **Burke-Gilman**, east to Union Bay Place NE curving south to NE 45th Street, west up the viaduct to 21st Avenue NE and then north to NE 55th again.

Ravenna Urban Village comprises 122 acres and is **today** a mixture of residential and commercial uses. Several commercial areas are located within or **adj**acent to the urban village, along 25th NE, NE **Blakeley** and Union Bay Place NE, and along NE 45th St. The major commercial area is University Village Shopping Center, **which** occupies 24 acres, with the **adj**acent QFC of approximately 9 acres in the southern half of the urban village. The western portion of the urban village contains its entire residential population. South of the urban village boundaries is the University of Washington. To the north, east and west are single-family residential zones.

The **central** north-south arterioid, 25th Avenue NE, meets NE 45th Street at the southern urban village boundary and becomes **Montlake** Boulevard NE, part of the state highway system (S.R. 513). **Montlake** Boulevard NE serves as the primary funnel between NE Seattle and travel to the east, west and south.

Linkages and connections are a fundamental concern for this urban village. Its geography means that instead of the easily permeable grid which characterizes most of the University Community Urban Center (and of Seattle), the Ravenna Urban Village has restricted access both east-west and north-south. Only two streets run north-south through **Ravenna** Urban Village [25th and 22nd Avenues NE]. Only one of those is an arterial. Only two streets run east-west, and they both have unusual features (NE 45th is a viaduct for six blocks, while NE 54th is precipitously steep traversing the same slope.) The dearth of through streets due to a combination of restrictive topography and large land holdings creates blockages and concentrates traffic and congestion along 25th Avenue NE, NE 45th Street and **Montlake** Boulevard NE. Overtlow impacts the **Blakeley-Union** Bay corridor as well.

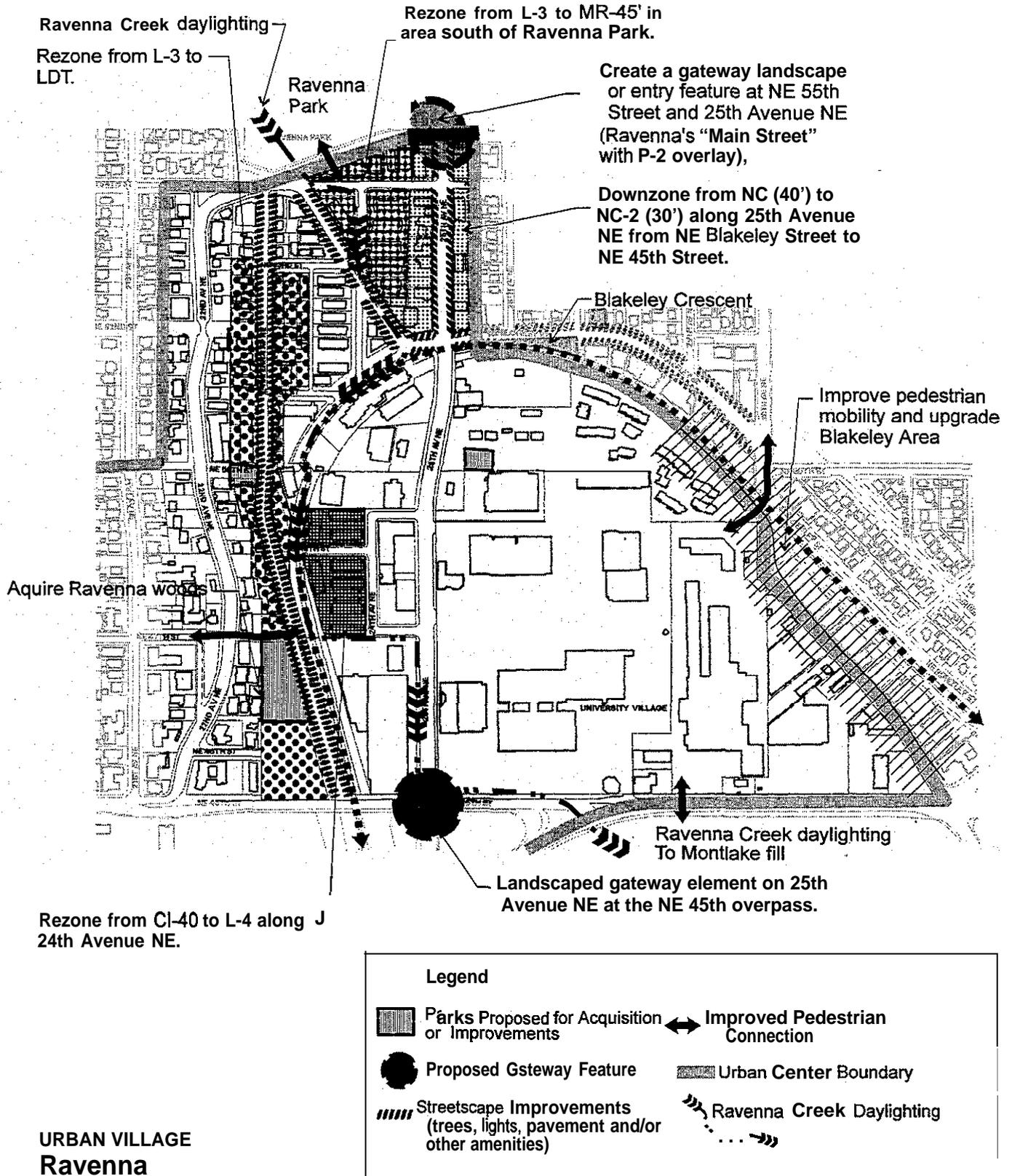


Figure III-23: Ravenna Urban Wage

During the planning process participants used two three-dimensional computer graphics to visualize both the status quo and development potential. In the graphics below, the University of Washington is to the south and west, University Village Shopping Center is in the foreground in the flats on the site of the marsh that was once here, Ravenna Park is up to the north and west, Calvary cemetery on the right is the park-like area visible from the viaduct. The graphic immediately below shows existing structures, the status quo.

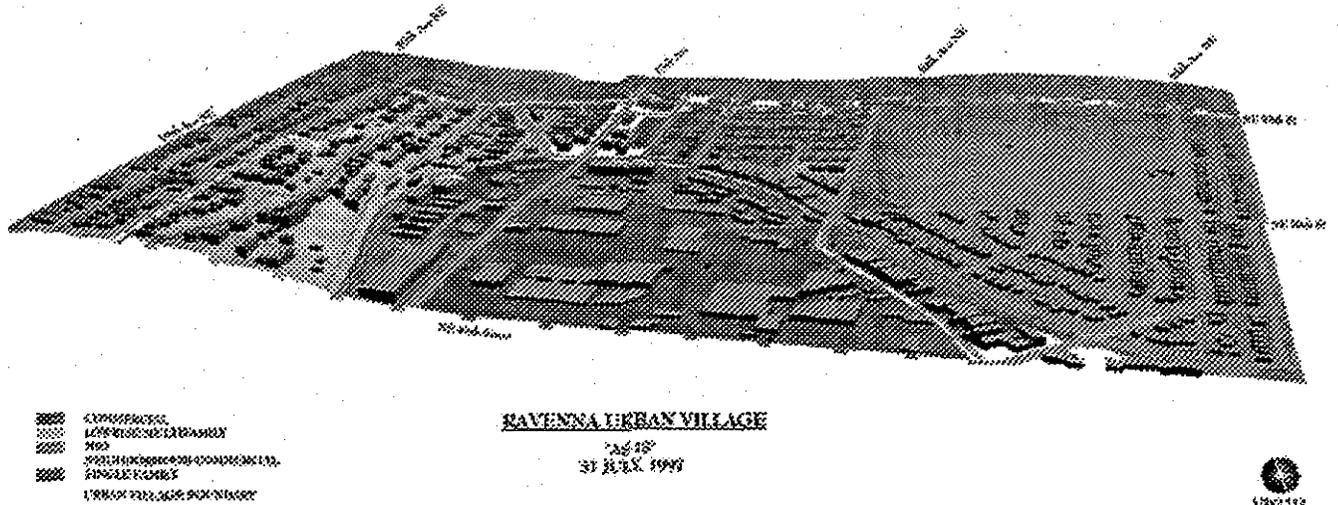


Figure III-24: Current Building Volume

The second drawing shows how the area could change, according to current zoning. If the allowable heights and lot coverages were utilized, the entire University Village/Union Bay Place area could be built up to 65 feet, the Ravenna Springs hillside could rise everywhere to three stories, and the ground plane would vanish. Both sides of 25th NE could grow to four stories.

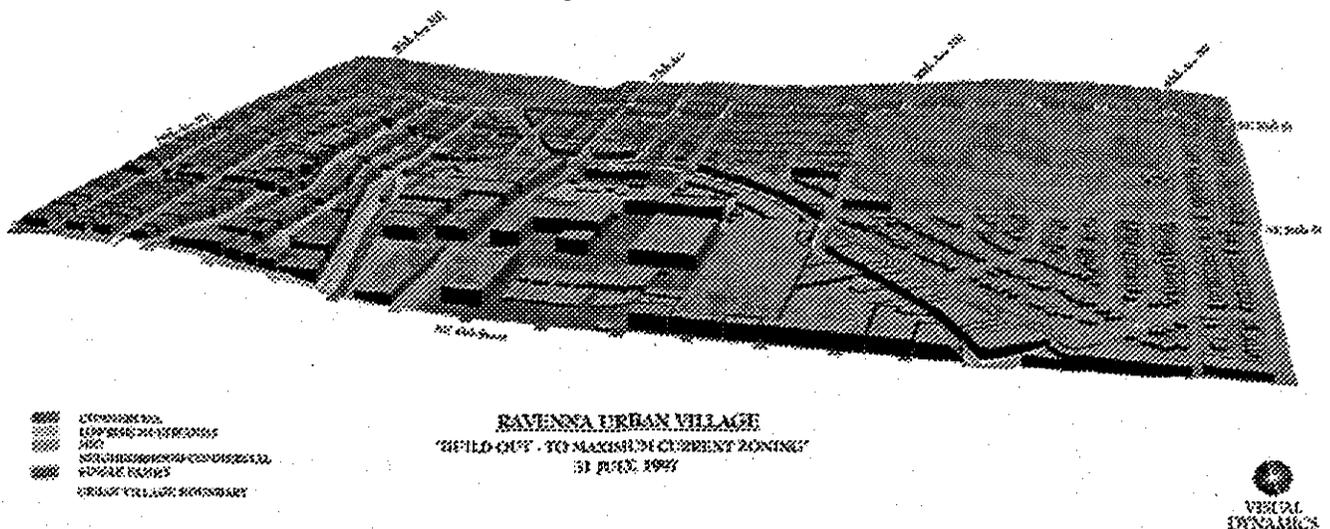


Figure III-25: Building Volume Allowed by Code

The planning process in this urban village focused on: what matters, what defines the neighborhood, how it wants to grow, change or accommodate change-in a phrase, growth management. The growth management which is 'provided by the neighborhood planning process has allowed the neighborhood to examine what it wants to keep and how it wants to control and to accommodate change.

Open space. A high priority for Ravenna Urban Village is retaining existing green space, including the greenbelt on the hillside to the west of the **Burke-Gilman** Trail. Part of this ties is known as Ravenna Woods and the neighborhood wants to **preserve** it through public ownership. The community wants a daylighted **Ravenna** Creek, restoring a small segment of the watershed that historically drained into Union Bay.. City Council Resolution 28867 acknowledges the City's interest in daylighting the creek. The benefits of reconnection are ecologicrd, social and economic. Connections to natural systems and **community-building** are two general elements desired by the neighborhood. P-patches serve both of those needs. Demand is triple the supply right now and more will be needed with additional population density.

Residential. The existing residential area is a combination of single-family houses, condos, 2-story apartment **buildings**, several cottage complexes, some 3-story apartment buildings and the 4-story S **.H.A.** building adj scent to the **Burke-Gilman**. The neighborhood has been involved in Design Review since before it became a citywide effort, **since** the development of a former City Light substation by the Seattle Housing Authority. The resulting **fourplex** townhouses, developed in a way that saved valued trees and preserved open space, fit the character of the neighborhood architecturally. These housing designs promote both individual privacy and community. Sensitivity to existing housing would have preserved other, substantial trees which the neighborhood sought to save, in an attempt to mitigate a comer four-story building that faces one-story single-fad y houses on the three adjacent comers.

Commercial. The recent development of University Village Shopping Center from a neighborhood-oriented shopping district into a regional draw with a combination of **chain** and catalog stores has made it a favorite place to go gift shopping, but has also resulted in the removal of sources of some goods and services considered basic by the neighborhood. The community and the University Village have **agreed** in principle to undertake a master plan to speak to the needs of all parties.

Transportation. Lacking are good pedestrian and transit connections. Sidewalks are needed along **arterials**. Good access is needed to the RTA station expected to be **located** near NE 45th and 15th NE, so several shuttle routes are proposed that would serve a variety of needs. **Traffic** is perceived by tie-thirds of all survey respondents as the biggest problem in **the** area. Congestion and near-collisions are the standard along 25th NE while speed is a problem along the **Blakeley-Union Bay** Place corridor. **Blakeley-Union Bay** Place NE arcs northeast of University Village,

the Silver Could Motel, and peripheral areas, carrying traffic from University Village, vehicles going around the shopping center between 25th Avenue NE and Five Corners at Sand Point Way, and motorists making the fastest connection between Sand Point Way and Lake City and I-5 via ramps at NE 68th or NE 75th Streets. Its surface is a broken macadam without sidewalks or drainage.

Proposed Actions

Fundamental elements/aims:

- **Daylight Ravenna Creek**, creating a (blue) **greenway**. This is the centerpiece of the **Ravenna Urban Village Plan**.
- Decrease presence and **reliance** on single-occupancy vehicle. Increase use and availability of **transit**: Metro and shuttle in the near-term, RTA and additional shuttles in the longer-term. Monorail relationship is **unclear**.
- Celebrate neighborhood entrances with gateways from the north, at 55th, and the south, south side of the 45th Street viaduct.
- Create and enhance a neighborhood Main Street that diversifies safe pedestrian movement and diversifies commercial and residential choices; It would lie on 25th between 55th and **Blakeley**, with potential for extending further **south** along 25th, and use downzoning, **design** guidelines, and a possible PI overlay.
- Ease pedestrian connections throughout. Add sidewalks, curbs, and gutters. Improve or add crosswalks.
- Preserve existing green space, **Ravenna Woods**, and add **Blakeley Crescent** as a neighborhood park.
- Preserve small-scale housing along **Ravenna Avenue** and the integrity and stability of the steep slopes of **Ravenna Springs** by downzoning, while allowing controlled **higher** density in an area better able to **handle** it (Park **Triangle**). Zoning changes can be used to retain these cottages on **Ravenna Avenue**, promote affordable housing and rent stability, and foster a sense of community.
- Study the use of a combination of zoning changes, of upzones and downzones (perhaps regulated by a mechanism **called Transfer** of Development Rights to make sure that the impacts **are** equitable).
- Adopt neighborhood customized **design** guidelines **relating** to trees, **transition, the Burke-Gilman Trail**.

Open Space

Proposals relating to open space fall into several categories: new neighborhood parks and natural areas, P-patches (D 19), and transportation-related open space improvements. Acquisition of **Ravenna Woods** (D 180 and its preservation as a natural area and funding and City support of the community-driven **Ravenna Creek Daylighting project (D4)**, which lies entirely within this urban village, are the two highest priority actions in this urban village plan. **Ravenna Woods**, west of **Ravenna**

Avenue NE, is a major hillside remnant forest currently under threat of development. A third element is the development of a patch of Seattle Transportation Department property between 25th and 27th Avenues NE on the south side of NE **Blakeley Street** into a useful public amenity adjacent to **the Burke-Gilman Trail (D22, B+2/RUV)**. "**Blakeley Crescent**" is a concept for using the public property on the south side of NE **Blakeley** between the **Burke-Gilman Trail** and the street as a public park, and incorporating the 27th NE street end at the Trail into a neighborhood amenity. Related elements are consideration of a Trail entry and crossing (B 12), of a potential neighborhood community center on the 25th side of current UW housing property (D14) and of better pedestrian access to U Village from the north (B10).

The **discovery** by the neighborhood of a pond on the western end of the UW housing area, **called** the Vie-Mix Pond" since it is a manmade remnant of the former nursery, generated a concept of a central neighborhood park with basketball, picnic, potential **community** and senior center, possible active recreation (D 14). The site is UW property and no negotiations have begun yet. Additional significant open space elements were preservation of the right of way along 50th Street as a green space between 21st and **Ravenna Avenue (D2 I)**, the improvement of NW Heritage Park (D20), located in the **street** right of way on the north side of NE **Blakeley** at 24th NE; and acquisition of Silver Cloud Woods, the eastern 60' of Silver Cloud parcel adjacent to the **Burke-Gilman Trail**. **This substantial** woodlot, the last in the flats, was intended by the community to link to **Blakeley Crescent**, above, but has been logged since the Ravenna Urban Village planning priorities were determined last fall and is a four-story addition now. [Note that there has been a further loss of views of Rainier from the **Burke-Gilman Trail** as a result.]

With regard to P-patches, the community wants to retain the existing P-patch within the NE 52nd Street ROW on the west side of **Ravenna Avenue** and obtain additional **opportunity** sites **in** strategic locations (D 1 9). The concept of allowing planting strips to be used for P-patches by their owners was supported but needs regulation to allow space for people to access parked cars.

Two streets are very strongly supported "for status as Green Streets: **Ravenna Avenue NE** south of NE 54th (D+1/RUV) and the whole of **Ravenna Place NE**, namely **2** blocks **between** NE 55th and NE **Blakeley (D+2/RUV)**. On **Ravenna Avenue**, the intent **is** to enhance street trees and keep it as a pedestrian and local access road. In addition, the aim is to retain the existing lane south from NE 48th Street ROW to NE 45th (i.e., beneath the viaduct). If **Ravenna Woods** property, above, becomes a **park**, the southern portion of street would remain restricted to local access **only**. The aims for **Ravenna Place NE Green Street** include enhancing street trees **and** pedestrian usage and inclusion of a daylighted **Ravenna Creek** if **Ravenna Place** is part of the **final** route choice. A **third** element, desired but not **ranked** as highly by the community, is a study to evaluate the **possibility** of a **boulevard/realignment** plan to improve the link between **Ravenna** and **Montlake** Boulevards rdong **Ravenna Place NE** and 25th Ave NE (no activity listed).

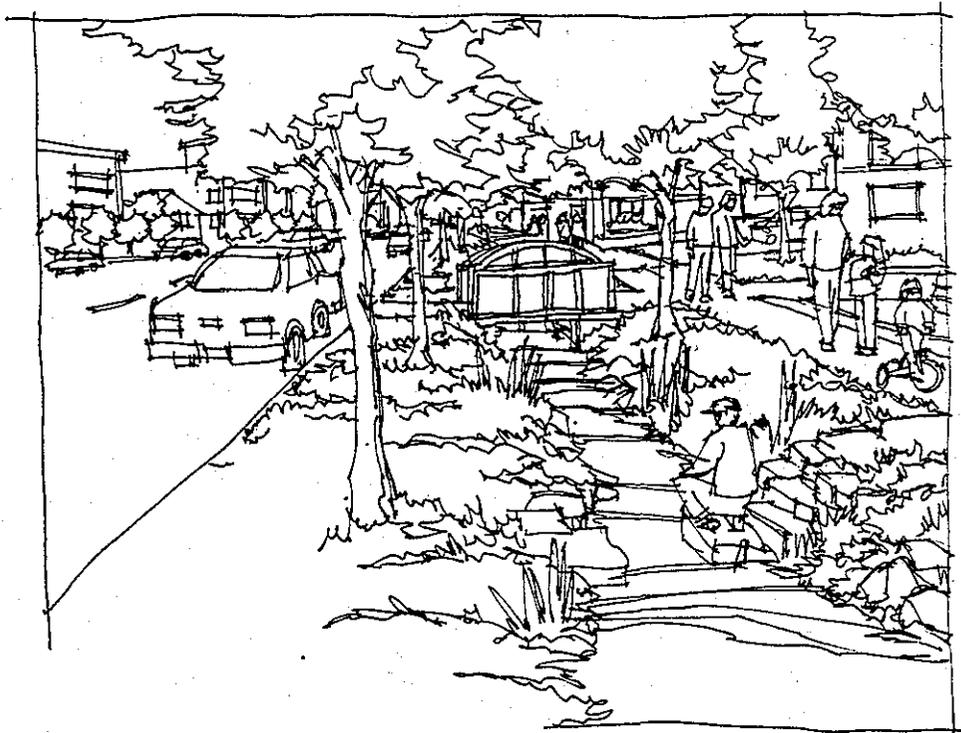


Figure III-26: Daylighting of Ravenna Creek /s an Important Priority that Would Upgrade the Neighborhood.

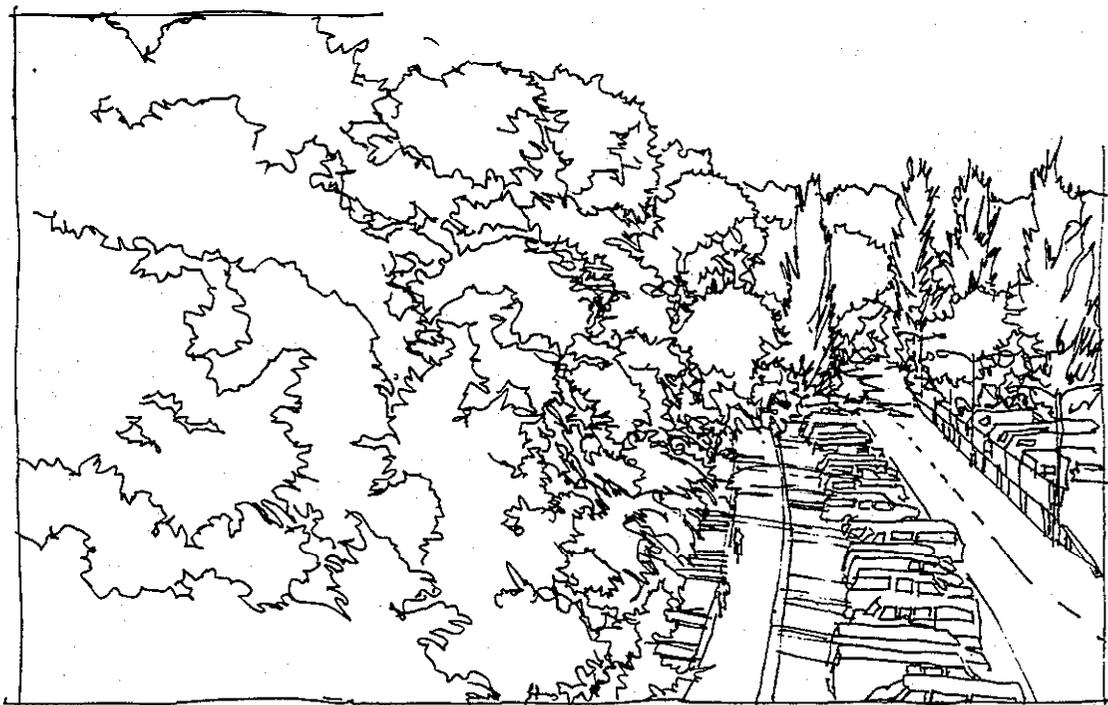


Figure III-27: Ravenna Woods Lies Just to the West of the Burke Gilman Trail

Transportation

Among the vital connections that need improvement are a number that relate to pedestrian mobility. The most important for the urban village is along the Blakeley-Union Bay Place corridor. Sidewalks and crosswalks related to key destinations to the south are proposed to improve pedestrian safety. Drainage would be improved as a byproduct. **Design of these sidewalk and drainage improvements along Blakeley** needs to be developed immediately, to prevent the current piecemeal redevelopment along the corridor from producing discontinuous results. Traffic calming along this corridor is a universal priority; fundamental are sidewalks on the north side of **Blakeley** between 25th and 30th, while sidewalks on the south side of **Blakeley** are linked to the development of **Blakeley** Crescent park above. The neighborhood plan calls for a pedestrian safety study and parking management plan along Union Bay Place. Sidewalks along the west side of 30th Ave NE, rather than immediately adjacent to Calvary Cemetery on the east side of the street, are also part of the plan.

Access across 54th to **Ravenna** Park can be improved by curb bulbs on 54th and a study is recommended to consider realignment of the intersection at **Ravenna** Place NE to reduce the hard surface area and contain both vehicular and pedestrian traffic within well-defined areas. Further improvement of both pedestrian and bicycle safety along the section of 30th NE that stretches between **Blakeley** and Union Bay Place and includes a **Burke-Gilman** crossing requires study. Possibilities to consider include realignment of 30th into **Blakeley**, curb bulbs, crossing signage. This is a road sharing/visibility issue. An improved pedestrian crossing of 55th at 30th is part of the plan, to improve access from transit stops and **Bryant/Assumption** Schools. A review is suggested for the possible use of caution light/crossing flags (as in Kirkland) at this location.

A variety of shuttle routes and purposes were examined by the neighborhood. The highest ranking is for a one-way RTA collector ("RTA Circuit") that would link the neighborhood to the proposed RTA station at NE 45th and 15th Avenue NE. The suggested route is down the 45th Street viaduct, north on Union Bay Place along **Blakeley**, up 25th and west on 55th to 22nd, up the hillside on the 22nd diagonal and to the station. A second, slightly less highly ranked route which would not replace the above ("RTA Express"), is also proposed as a connection to the RTA but its route would be restricted to an east-west route along NE 45th Street, perhaps extending as far east and west as **Magnuson** Park and **Wallingford**. A third shuttle route ("Take Me Home") is intended to allow those who are able to walk downhill to the University Village Shopping Center to catch a ride home, especially with groceries. This one would have a fixed pickup point in the south U Village/Safeway area but a route that varied with the particular passengers. The outer perimeter of this shuttle's route would be specified.

In an attempt to resolve some of the congestion and perceived danger along the section of 25th Avenue NE between NE 45th and NE 55th, several realignments

end/or driveway consolidations were considered. None of them received the highest approval ranking from the community, which is probably an indication that these ideas are inadequate for the problem. The problem is a combination of congestion in the corridor and conflicting left turns from the center lane.

Development of a Residential Parking Zone permit system for football game days at Husky Stadium is a high priority. Both the University of Washington and Seahawks (for the time period they play at the facility) would be financially responsible. Vehicles parked without a sticker would be towed. A more standard weekday RPZ may require further consideration later but is not a high priority now. Additional parking restrictions were considered along NE Blakeley, which on occasion becomes the equivalent of a used car sale lot as well as a dumping ground. Removing parking from the south side of Blakeley between 25th and 27th was ranked highly by the community, with an option for 4-hour Burke Gilman related parking also considered. In either case, the public area of Blakeley Crescent, described above, would be increased. Restricted parking is desired along Blakeley between 30th and 35th, but is not as high a priority.

Additional solutions to the neighborhood parking problem include several high priority elements: the development of a Traffic Management Plan(s) involving both University Village and the University of Washington; encouragement of local businesses to reduce employee vehicle trips and to provide employee parking off-neighborhood streets. Also discussed was a four-story parking structure.

Additional pedestrian and bicycle connections proposed include:

- . Improve access to University Village
- . Extend the Hillclimb stairs on NE 47th St. (W of 22nd Ave NE), complete the pedestrian connection from NE Blakeley at 29th NE to the Burke-Gilman Trail, develop pedestrian and bike access between 45th Place NE and Burke-Gilman (a route up and down from trestle), provide an overlook and trail with a Chinese stair system S of Burke-Gilman south of 27th Ave ROW development with Burke-Gilman access as part of Blakeley Crescent, 4-hour parking and trailhead, improve the 27th Ave NE Bikeway to allow safe access for north-south biking from the North End to the Burke-Gilman Trail.

Housing/Land Use

Proposals, of the highest priority

- Protect existing cottage housing in the Ravenna Urban Village with LDT/C zoning change.
- Protect status as Green Street, with single-family and cottage housing and Environmentally-Critical-Area steep slopes by rezoning both sides of Ravenna Ave S of 54th as LDT/C.
- Change zoning from NC2-40 to NC2-30 along 25th Avenue NE between 55th and Blakeley, limiting the maximum building height thereto 30 feet, as a primary element of making 25th a pedestrian-friendly Neighborhood Main Street.

Ranked desirable but of lower priority because it is dependent upon other rezoning actions:

- Upzone the three-block **Ravenna Place NE** north triangle, increasing the height limit to allow for condos (and street-level cafes) across from **Ravenna Park** and along the NE side of **Ravenna Place**. The upzoning, downzoning, creation of a TDR bank and preservation of **Ravenna Woods** are intimately tied together. The web that links them into a workable package has not been developed yet and is a major element **needing further** planning. **Creation** of a Transfer of Development Rights (TDR) Bank within the Urban Village is proposed to allow compensation for changes in allowed density.

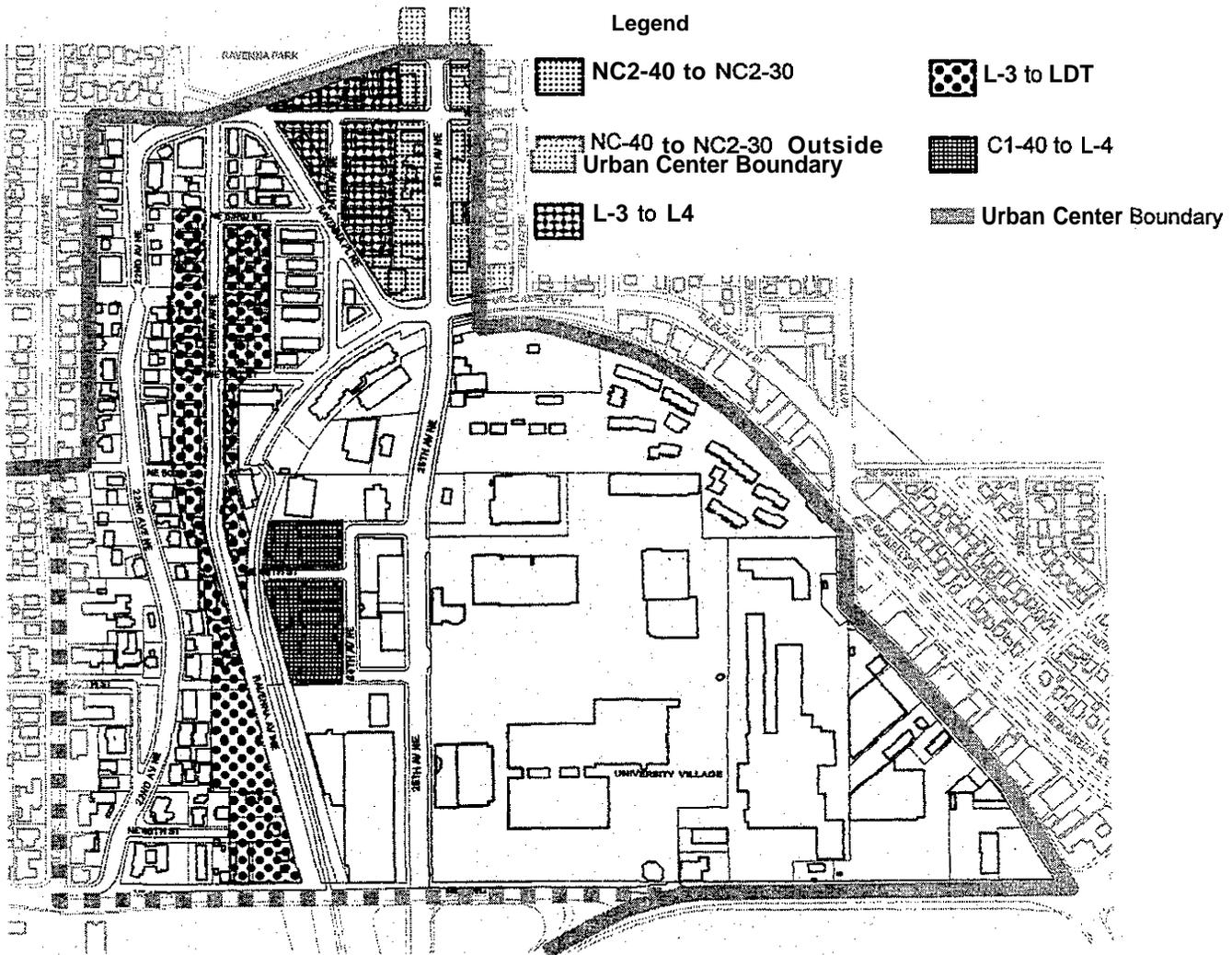


Figure III-28: Proposed Zoning Changes in Ravenna Urban Village

A high priority for **Ravenna Urban Village** is to encourage diversity and foster responsible neighbors committed to improving the community at large. In pursuit of a community where people cars live, shop, play, and walk to work, the community has proposed an **urban** redevelopment of the Park Triangle block bounded by **Ravenna Place NE**, NE 55th Street, and mid-block between 24th NE and 25th NE. Among the options for mixed housing are co-ops, condos, co-housing associations, and the application of an urban Habitat for Humanity, as well as other forms of low-income and affordable housing. It is vital to a diverse community that the people who live in the **Ravenna Urban Village** be able to afford redeveloped housing. There is strong support for the incorporation of housing units within the University Village expansion. There is support for the exploration of loft residential housing in the upper stories of the C 1-40 and C2-40 zones *along* **Blakeley** and Union Bay Place. City-wide balanced siting of social services is supported. In addition, the neighborhood recommends a study of rent control and other rent stabilization mechanisms.

Several items receive high priority relating to design review and design guidelines. Customized design guidelines are required for all transitions between abutting residential or residential-commercial zones. Careful and complete application of existing design guidelines as well as of neighborhood-customized design guidelines is required for all development projects. In particular, L3 Housing is encouraged to develop visible courtyards to increase the perceived open space in this zone. A high priority is that notification procedures for design review and Master Use Permit (MUP) processes become more relevant by adopting a 2000' notification radius and changing the composition of the Design Review Board to reflect the community better.

Of high priority is the creation of a P2 overlay for 25th Avenue NE north of **Blakeley** to create a "Neighborhood Main Street", which is linked to multiple items: downzoning 25th from 4 to 3 stories, upzoning with increased density to the west, preservation of existing **single-family** housing in the area, strengthening neighborhood character and **pedestrian** mobility, promoting interesting **architecture** and public art. Redevelopment of the 25th Avenue main street is anticipated to include mixed-use buildings with residential above street-level retail.

Also a high priority is protection of the **Burke-Gilman** Trail in the stretch that goes through this urban village, and a design guideline has been developed to provide some protective restrictions on development. **In addition**, rezoning of three parcels immediately adjacent to the **Burke-Gilman** Trail is proposed, from a current zoning of C1 -40 to L-4 with purely residential usage.

Additional design guidelines relate to tree preservation and protection of the **Burke-Gilman** from adjacent development.

Intended Results

- . Neighborhood shopping district, with residential above
- . Strengthening of community
- . Increased ground-related housing, owned by residents
- . Improved pedestrian, bicycle circulation
- More open space
- . Less **traffic** congestion/conflict

People **are** what neighborhoods come down *to*. The elements above are to sustain a neighborhood that includes and encourages **human** interaction, all ages, a relationship to the earth.

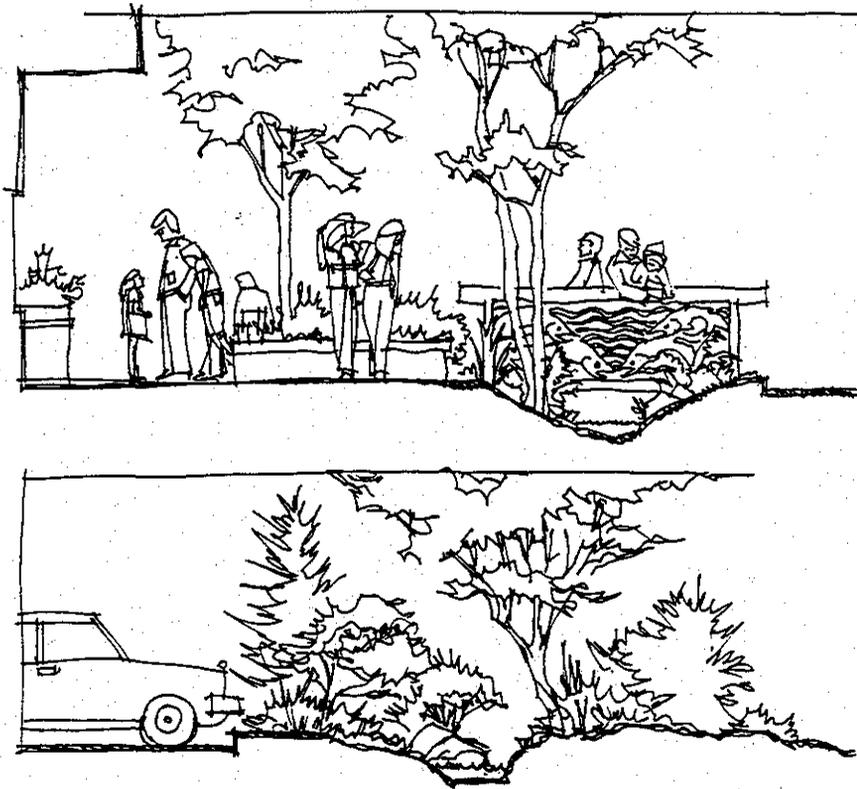


Figure III-29: *The Daylighting of Ravenna Creek Could Take a Variety of Configurations, Depending on Its Location and Relationship to Surroundings.*

IV. Goals and Policies

This section lists the goals and policies of the plan. Goals are broadly stated outcomes that the community wishes to achieve. Policies are statements of intent to guide decisions and set priorities.

The plan also lists specific activities designed to implement the goals of the plan. These activities are actions to be taken, generally either regulations, capital improvements, or public programs. Activities are listed in the appendices. They are presented in a matrix describing the implementors, priority or time frame, and cost and funding sources. City departments will be charged with implementing many of these activities, and so their review and comment have been solicited during the planning process.

The goals, policies, and activities are categorized into sections:

- A. Land Use and Economic Development
- B. Transportation
- C. Housing
- D. Parks, Recreation, Open Space and Urban Design Features
- E. Arts and Cultural Activities
- F. Social Services
- G. Public Safety
- H. Community Coordination, Communication and Participation in Decision Making for Plan Implementation

Some of the sections include a brief implementation strategy that explains how the priorities are set or other ways groups of activities interrelate. More detailed descriptions of the activities, along with supporting analysis, is provided in the individual descriptive reports.

A. Land Use and Economic Development

General Policy: Land use changes that take effect automatically, unless a neighborhood plan provides otherwise, shall not take effect in this planning area.

Goals, Policies, and Objectives

■ Goal A-1

Make the UCUC an attractive place for people to live, work, and shop.

■ Policy A-1.1

In making land use decisions, balance neighborhood interests with regional interests.

■ Goal A-2

Help retail districts meet needs and opportunities consistent with sound environmental and urban planning principles.

■ Policy A-2.1

Continue improvements to The Ave to be a vital, multifaceted, pedestrian-oriented retail corridor.

Objectives:

- Institute design guidelines to ensure design quality. (See Activities A-13-16.)
- . Construct The Ave improvements outlined in The Ave report.
- . Link The Ave to the campus and ensure multimodal circulation. ” (See *other sections*.)

Policy A-2.2

Pursues master plan of the University Village through a process that speaks to the needs of all parties.

■ Policy A-2.3

Encourage a pedestrian-oriented commercial district “neighborhood main street” along 25th Avenue NE.

■ Policy A-2.4

Promote infill development on the Roosevelt Avenue NE and NE 45th Street (west of 15th Avenue NE) commercial corridors.

■ Policy A-2.5

Support developing a small neighborhood commercial shopping district along Blakeley and Union Place.

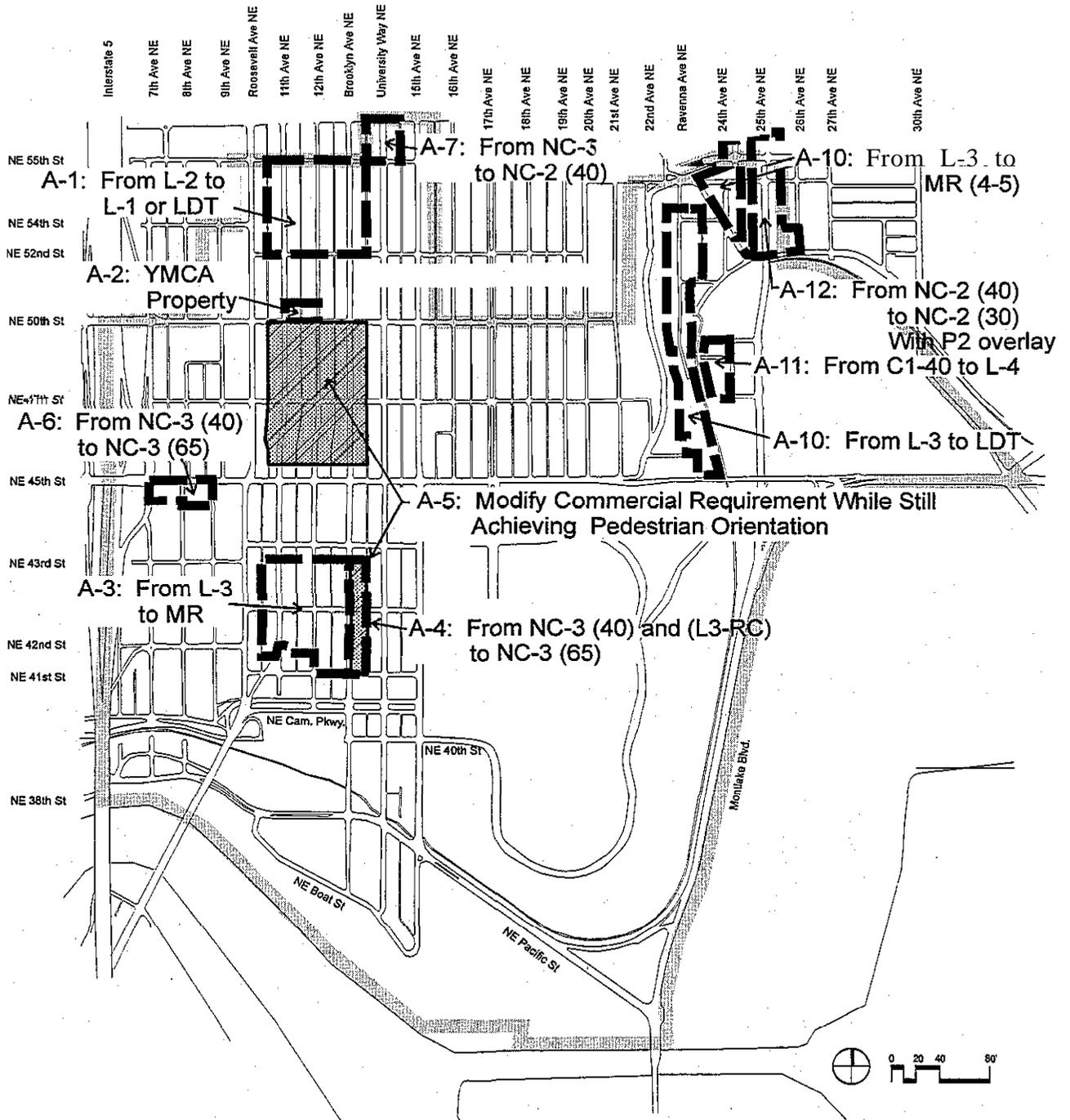


Figure IV- 1: Land Use Element Activities

■ Goal A-3

Support long-term commercial redevelopment to maintain the UCUC's diverse economic base.

■ Policy A-3.1

Accommodate new knowledge-base, industries that have a positive impact on their neighbors.

■ Policy A-3.2

Create a vital mixed-use **commercial/residential** center with master planned development, integrating open space and pedestrian connections.

■ Policy A-3.3

Encourage redevelopment that supports and derives benefit from public **transportation** systems, including **bus** and rail transit.

■ Policy A-3.4

Explore innovative parking measures such as a joint-use policy, off-site parking, and parking structures.

■ Goal A-4

Maintain and enhance stable residential neighborhoods.

■ Policy A-4.1

Undertake land use activities that support housing goals, policies, and activities.

m Policy A-4.2

Institute land use zoning and **design** standards to increase stability and *encourage* ground-related housing in the northern portions of the community that are **predominantly single-family and low-rise multifamily** residences.

■ Policy A-4.3

Protect existing cottage housing in the **Ravenna** Urban Village.

■ Policy A-4.4

Establish a vibrant, cohesive, mixed-use neighborhood between NE 43rd Street, NE **50th** Street, Brooklyn Avenue NE, and Roosevelt Avenue NE.

■ Policy A-4.5

Strengthen and enhance the mid-rise residential neighborhood south of NE 43rd Street between Roosevelt Avenue NE and **Brooklyn** Avenue NE.

m Policy A-4.6

Encourage development of housing within the University Village with meaningful community input.

■ Goal **A-5**

Accommodate University of Washington growth in a way that benefits the community as well.

■ Policy A-5.1

Provide community input where appropriate into the University campus master plan process.

■ Policy A-5.2

Allow UW uses off campus where there is also a benefit to the community.

■ **Policy A-5.3**

Encourage University-related commercial development such as “technology transfer” and institute knowledge-based incubator businesses where such uses are of benefit to the university and the community. Focus such uses along Roosevelt Avenue NE south of NE 50th and in the **University Gardens** core, between the freeway and Brooklyn Avenue NE, NE 50th Street, and NE 43rd Street.

■ Goal **A-6**

Develop **entertainment-related** activities.

■ Policy A-6.1

Coordinate and build on existing cultural and entertainment activities for mutual benefit. (See *Section IV-E–Arts and Cultural Activities–recommendations.*)

■ Goal **A-7**

Support home-based businesses.

■ **Policy A-7.1**

Identify constraints and difficulties for home-based businesses in current regulations.

B. Transportation

Goals, Policies, and Objectives

■ **Goal B-1**

Establish and improve pedestrian and bicycle facilities in the UCUC to provide safe, convenient, and desirable surroundings that encourage walking and bicycling.

■ **Goal B-2**

Focus on improving circulation within the existing capacity of the arterial street system.

■ **Policy B2.1**

Give priority to projects that improve transit reliability and/or promote pedestrian and bicycle safety and circulation.

■ **Policy B-2.2**

Preserve the capacity of the principal arterial streets necessary to accommodate projected growth in the UCUC and protect residential streets from the effects of through traffic. (See Activity B-24.)

■ **Policy B2.3**

Conduct an urban center-wide transportation analysis of all arterial corridors in the UCUC to assess capacity and demand and establish policies, priorities, and implementation strategies in the form of a UCUC transportation plan.

■ **Goal B-3**

Allow for parking at levels necessary to sustain the economic viability and vitality of the UCUC, while discouraging commuting by single-occupant vehicles and the use of UCUC parking facilities by commuters using transit to travel to other destinations.

■ **Policy B-3.1**

Enforce existing RPZ policies as well as football-game-related RPZ policies.

■ **Goal B-4**

Provide improved mobility and access by public transportation to services, jobs, businesses, residences, educational opportunities, and other destinations both within and outside of the UCUC, including local shuttle.

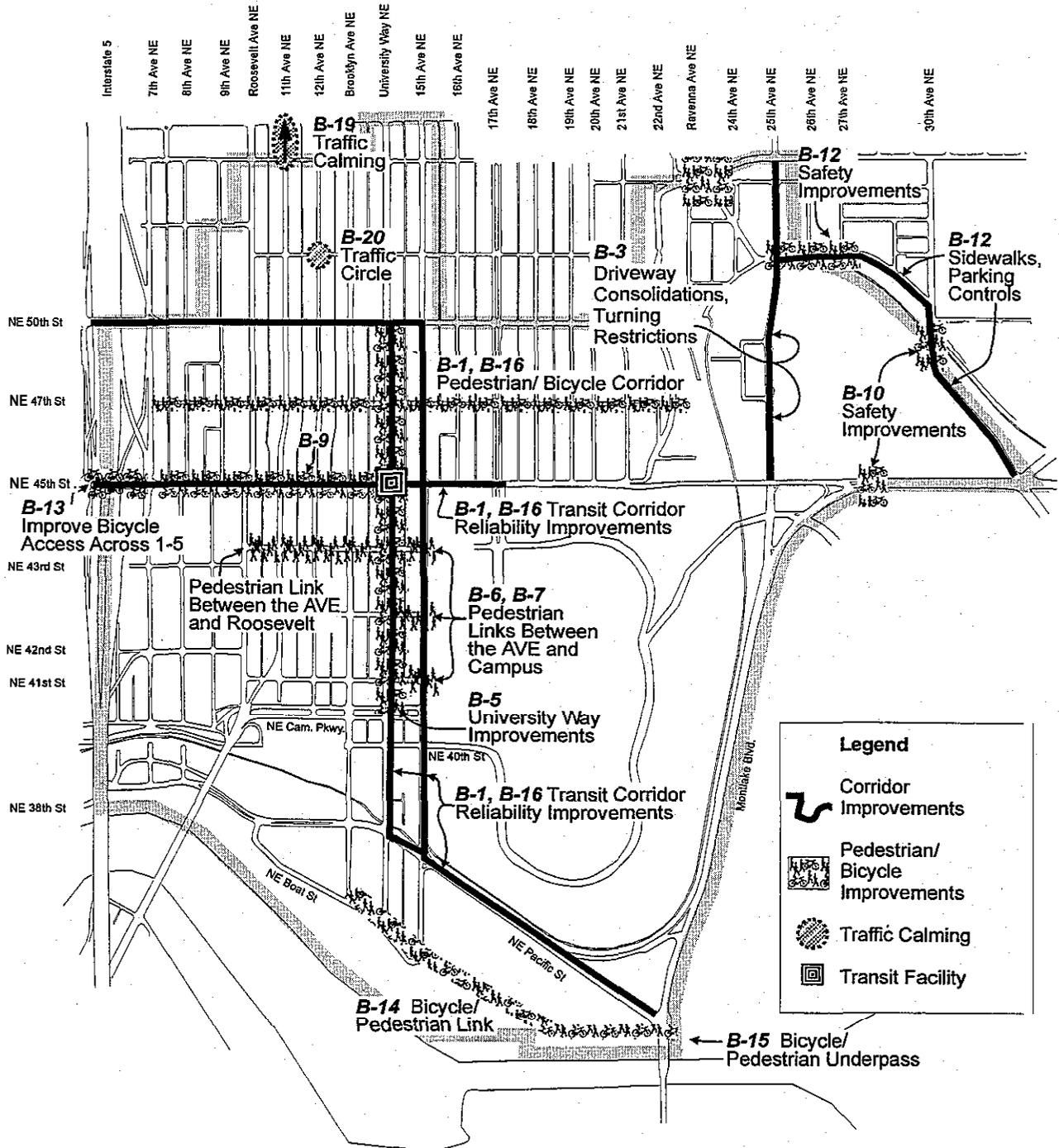


Figure IV-2: Transportation Element Activities

■ **Goal B-5**

Ensure that new public transportation improvements—including Metro bus service, RTA light rail stations, and, if implemented, the monorail—benefit the local community in terms of transportation services and impacts on local activities and environmental conditions.

■ **Policy B-5.1**

Ensure that the community, City, Metro, RTA, and the eventual Monorail PDA work together *to* design **an** integrated transportation system with positive impacts on existing uses and long-term redevelopment opportunities.

■ **Policy B-5.2**

Continue improvements such as **traffic** circles to protect residential streets from **traffic** impacts,

C. Housing

Implementation Strategy

Government actions, because they require legislative authorization, are usually conceived in terms of general programs, then applied to specific circumstances which meet predetermined eligibility criteria. Housing programs consist of two basic types: (i) "gap" financing subsidies, which help narrow the gap between the cost of housing and the ability to pay for it, and (ii) cost-reduction measures, which lower the cost of providing housing. A third form of government intervention, which does not take the form of programs, is capital investments which both enhance neighborhood amenities and help stimulate the private supply market. All public actions emanating from these three basic forms of intervention are driven either by public funding or by government regulatory authority.

The primary goals of the University Community housing plan are to provide housing affordable to those projected to live here and to attract middle-class, family-oriented owner housing. Housing goals have been set to provide residential opportunities for those who work in the neighborhood. The first goal can be achieved, in the short term, by implementing strategies related to density increases and gap financing. But, enduring solutions to the affordability problem will necessarily involve cost-reducing strategies aimed at dampening land price inflation and requiring that developers produce mixed-income developments. The second goal can be achieved most effectively through large-scale land assembly and the installation of public amenities necessary to create attractive subneighborhoods.

The housing report prepared as part of this plan provides extensive housing need and production analysis, including:

- A projected demographic profile of those expected to move into the UCUC during the next 20 years broken down into sub-markets, such as students, young singles, families with children, and seniors.
- . Projections of the quantities and types of housing (e.g., ground-related units, single-room occupancy, condominiums, etc.) and affordability levels of housing needed to accommodate the projected community population.
- . A capacity analysis of the community's ability to provide sites for new housing to accommodate growth.
- . Feasibility and cost figures for producing new housing types needed in the University Community. This was determined through a pro forma analysis of specific sites.
- . A comparison of the affordability levels for each housing type against the production cost in terms of purchase prices and rental rates.

The report identifies the gap between what prospective residents can afford and the projected price range. Public actions are clearly necessary to close this gap.

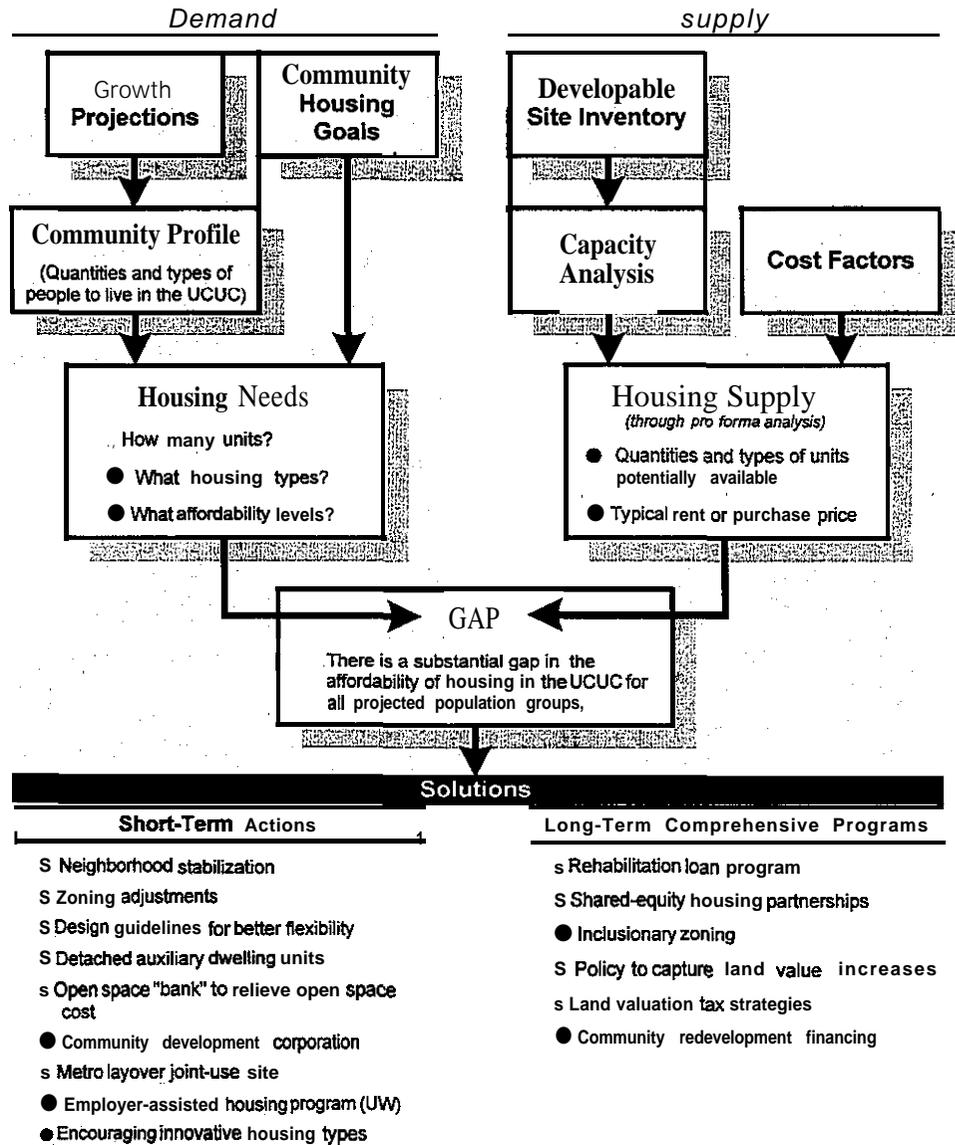


Figure IV-3: UCUC Housing Needs Analysis and Proposed Action Strategy.

A few well-conceived comprehensive mechanisms will accomplish more than a profusion of small, insufficiently funded gap financing and incentive programs. Attempts to overcome "regulatory barriers" have received considerable attention. Measures such as streamlining land use regulations, allowing accessory dwellings, and facilitating site design flexibility are current efforts, but they accomplish little more than to chip away at the fringes of the affordability problem. Lasting solutions require more fundamental legislative reforms addressing the core of the

problem city-wide. The speculative nature of the housing market drives up prices at rates higher than monetary inflation and household income increases. Therefore, many of the activities are aimed at providing mechanisms for more non-speculative home ownership. Sustained city-wide programs are necessary if appropriate housing is to be affordable to those who are expected to live in and contribute to the University Community.

Glossary

Accessory Dwelling Unit. A separate dwelling unit within the structure of a single-family house, occupied by not more than one additional household, having a separate outside entrance.

Affordability Gap. The gap between rapidly rising housing prices or rents and moderately rising household incomes, usually expressed in terms of the amount of income available for housing costs. The measure is normalized by comparing median price/rent with median income.

Affordable Housing. Affordable housing is not associated with any particular income range.

Auxiliary Dwelling Unit. A secondary dwelling structure, separated from the primary dwelling, situated on a single-family lot. It may be attached to an accessory structure such as a garage.

“Commodification” of Housing. The predisposition to **maximize** cumulative financial equity through the successive trading up of homes by seeking **new** locations expected to yield the highest increase in land values—as opposed to the view of housing as **primarily** shelter—thus contributing to the rapid rise in housing prices.

Floor Area Ratio. FAR is a measure of site-specific development **density**: the square footage of gross floor area within a building divided by the square footage of the site area (usually lot size). For example, a ratio of 1.0 may consist of a 1-story building which covers the entire site or a 2-story building covering half the site.

Ground-Related Housing. An **attached housing type** wherein each unit has direct access to adjacent private ground-level open space.

Housing Development Capacity. The estimated number of units (or square footage of residential space) that could be added onto parcels under existing zoning density requirements.

Housing Unit. An occupied or vacant dwelling—attached or detached, single-family or multifamily—which is configured as separate living quarters.

In-Fill Development. Newly constructed buildings situated between existing buildings in an area which is predominantly developed.

Market Rate Housing. Housing developments which offer units at prevailing **rents** or prices established by local supply and demand forces, built with no public subsidy funds,

Mixed-Income Housing. Housing developments which include both market rate units and subsidized units on the same site. By Seattle city standards, no more than half of the total units are targeted to low-income households (less than 50% of city median income).

Net Dwelling Unit Density. An **areawide** measure of the number of dwelling units per acre of aggregate residential site area (residential **lots**); that is, buildable site area exclusive of public rights-of-way, public open space, and non-residential properties.

Potentially Redevelopable Sites. Parcels which may become available for redevelopment over time. Indicators include vacant status as well as low floor **area** ratios and high **land-to-total** assessed value ratios.

Room Unit. Separate living quarters within a housing unit which includes common space for **shared** non-sleeping accommodations.

Special Needs Populations. Individuals or **families** who require special services (e.g., counseling, supervision, job training, physical support, case **management**) to live independently or semi-independently.

Goals, Policies, and Objectives

Note: Many of the concepts and measures in this section are presented in much greater detail in the accompanying "Housing Element Report" in the appendices,

■ **Goal C-1**

Provide housing for a mix of demographic and income groups

■ **Policy C-1.1**

Balance a mix of owner and rental unit types to increase ownership.

■ **Policy C-1.2**

Adapt commercial buildings for above-ground residential units **and** allow single-purpose residential buildings in specified NC-3 zones. (See *Activity A-5.*)

■ **Policy C-1.3**

Meet Comprehensive **Plan** goals within the mix of uses and housing types,

■ **Policy C-1.4**

Provide units with home **office arrangements**.

■ **Policy C-1.5**

Consolidate **vacant** and underutilized sites for new residential development.

■ **Goal C-2**

Encourage a stable residential population

■ **Policy C-2.1**

Provide amenities to attract UW faculty and staff to the community and economic incentives to attract first-time home buyers. Encourage **UW** home ownership program.

- **Policy c-2.2**
Attract family households to the community
 - . Provide play spaces and services.
 - . Increase street safety and security.
- **Policy C-2.3**
Encourage more middle-income and entry-level home ownership.
- **Policy C-2.4**
Encourage retirement housing. Relax parking requirements for retired residents but not employees.
- **Policy C-2.5**
Preserve and enhance the character of existing single-family areas and encourage cottage housing through means such as zoning modification and design guidelines.
- **Goal C-3**
Enhance Neighborhood design quality and compatibility
 - **Policy C-3.1**
Maintain attractive, pedestrian oriented streetscapes through design guidelines, zoning refinements and streetscape improvement projects.
 - **Policy C-3.2**
Ensure attractive, high-quality housing design that is compatible with neighborhood conditions through design guidelines:
 - . Feature ground floor street-oriented entries in ground-related structures;
 - Prohibit “big box” housing such as Southwest Quadrant apartments;
 - Preserve and enhance existing historical features and structures.
 - . Preserve steep slope natural areas and encourage urban forests.
 - . Mitigate transitions between zones.
 - **Policy c-3.3**
Direct the highest density housing to mixed-use areas and proximity to transit corridor.
 - **Policy c-3.4**
Ensure that amenities and public services are increased to support increased housing density.
 - **Policy c-3.5**
Develop parking strategies to accommodate all UCUC residents while minimizing impacts on residential streets.
 - **Policy C-3.6**
Establish and enforce property maintenance standards.

D. Parks, Recreation, Open Space, and Urban Design Features

Implementation Strategy

Parks, open space, and urban design features are critical to the community's vision. The University Community currently has a sizable open space deficit according to Seattle Comprehensive Plan standards and is lacking in many recreation facilities. To overcome these deficits, planning participants formulated a three-part strategy.

The first part of this effort is to focus on highest priority needs. Responses at planning sessions and public workshops indicate that the protection and enhancement of the University Heights Center, including improvements to the historic building and grounds, merits top priority. Acquiring and upgrading the University Heights site is the highest priority because the facility already serves a critical recreation, community, and education function and the grounds have the potential to address open space needs in the area of greatest need.

Pedestrian, bicycle, and design improvements to key streets and paths ranked a close second. Not only do these linear improvements provide better access to community resources, they also upgrade large portions of the community's visual character. There are also some opportunities to improve the area's natural landscape qualities that should be acted on before the opportunities are lost, including the daylighting of Ravenna Creek (another top priority), the protection of Ravenna Woods, and the enhancement of the slopes and shorelines between the University and I-5 bridges.

The strategy's second part is to utilize a variety of methods to acquire additional and much needed open space. The University Community should receive high priority for funding as part of any city-wide or county-wide bond issue, but in the interim, it is important to acquire open space through partnerships, small grants, leveraging of existing resources and initiating a small open space fund to take advantage of opportunities as they arise. To do this, the City should establish a fund to acquire open space when sites become available. Design guidelines are recommended to ensure that some of the open space required of new development is visible and useful to the public. This required open space could be augmented with a purchase of open space using funds combining off-site mitigation fees and grants. Such partnerships could benefit both the developers and the public. While it would be useful to have a list of desirable sites for acquisition, acquisition is determined by availability. Therefore, the committee identified needs in general vicinities rather than specific sites.

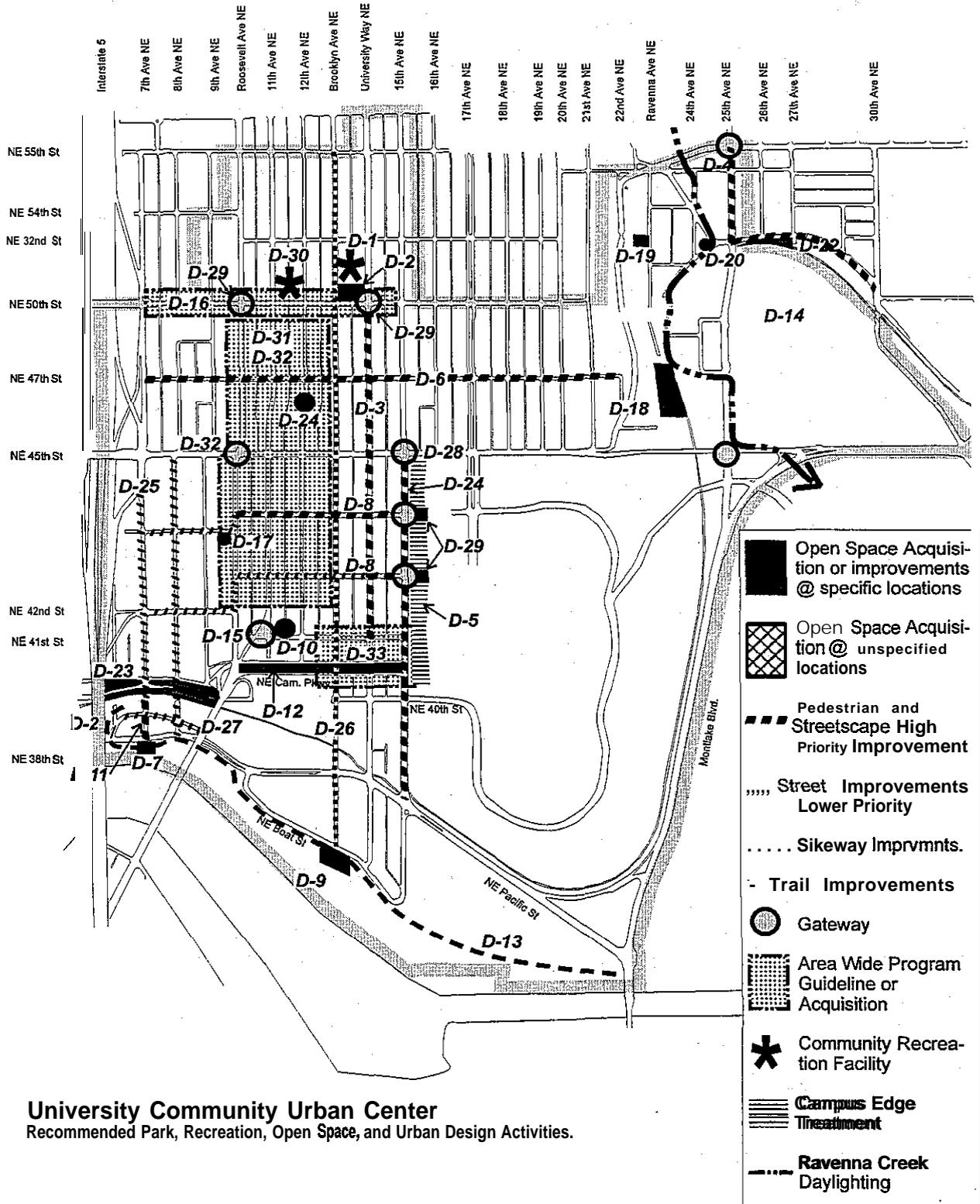


Figure IV-4: Park, Recreation, Open Space and Urban Design Activities

The third part of the strategy involves partnerships with other organizations for mutual benefit. Most notable is the partnership between the community and the University in the design of areas along and near the campus/community edge. The plan includes several suggestions for the university to consider in the upcoming campus master plan and recommends City- and King County-sponsored improvements that will also benefit the university. A partnership between the YMCA, Seattle Parks Department, University Heights Center, and the community might also satisfy the need for a recreation center. For example, the expansion of the YMCA might be assisted by community support for necessary rezoning and parking development. The University Heights Center might absorb some recreation and community-based services, allowing the "Y" to concentrate on more active recreation needs, and the Parks Department could support both activities.

Goals, Policies, and Objectives

■ Goal D-1

Increase open space to serve existing and projected needs.

■ Policy D-1.1

Pursue the Comprehensive Plan goal of development of 12.25 to 14.3 acres of new parks and P-patches.

■ Policy D-1.2

Work with the City to **identify** opportunities to increase open space through a variety of methods, including partnerships, leveraging of proposed projects, multiple funding sources, and donations.

■ Goal D-2

Accommodate each neighborhood's specific open space needs.

■ Policy D-2.1

In the Southwest **Quadrant**, make convenient pedestrian connections to nearby perks and the **waterfront** and **develop** a small shoreline park.

Comprehensive Plan Objective: Create 2-3 acres of parks at 1/4-acre minimum, and 1 P-patch in the Southwest Quadrant.

■ Policy D-2.2

In Lower Brooklyn, provide open space for residents, workers, and **students** and strengthen physical connections to the waterfront and campus. Work with the UW on campus edges and redevelopment. Improve unused land in the public ROW.

Comprehensive Plan Objective: Create 2-3 acres of parks at 1/4-acre minimum, and 1 P-patch in Lower Brooklyn.

■ **Policy D-2.3**

In the University Gardens Core, create a connected network of open spaces integrated with development. Provide for seniors and new residents.

Comprehensive Plan Objective: Create 2-3 acres of parks at 1/4-acre minimum in the University Gardens Core.

■ **Policy D-2.4**

In the Northern Tier, establish and enhance a neighborhood-oriented service and recreational area. Enhance the University Heights building and grounds and support an expanded YMCA.

Comprehensive Plan Objective: Create 2-3 acres of parks at 1/4-acre minimum in the Northern Tier.

■ **Policy D-2.5**

In The Ave-15th Avenue NE corridor, upgrade University Way with street-oriented open space nearby.

■ **Policy D-2.6**

In the Raverma Urban Village:

1. Promote efforts to daylight Ravenna Creek.
2. Purchase Ravenna Woods.
3. Develop Blakeley Crescent.

Comprehensive Plan Objective: Create .5 acres of parks at 1/4-acre minimum and 1 P-patch in the Ravenna Urban Village.

■ **Goal D-3**

Improve the pedestrian and bicycle **connections** from neighborhoods to parks and recreational resources as a high priority.

■ **Goal D-4**

Enhance gateways into the University Community, especially at NE 50th Street at Roosevelt Avenue NE, NE 50th Street at University Way NE, 11th Avenue NE at NE 41st Street, 25th Avenue NE at NE 55th Street, NE 45th Street at 25th Avenue NE, and Roosevelt Avenue NE at NE 42nd Street. “Gateways” means visual enhancements, such as improved landscaping, signage, artwork, or other feature, that signify the entries into the community.

■ **Goal D-5**

Strengthen the visual, spatial and circulatory connections between the UW and the community.

■ **Policy D - 5 . 1**

Work with the University on the campus edge and shoreline improvements in the upcoming campus master plan.

■ **Goal D-6**

Secure public ownership of the University Heights building as a community center.

■ **Policy D-6.1**

Improve the University Heights Center building in accordance with health, safety, and historic landmark regulations.

m, **Policy D-6.2**

Improve the University Heights grounds. Provide a permanent site for the University Farmers' Market on the University Heights Center grounds.

■ **Goal D-7**

Develop an indoor, multiple use sports and recreational facility.

■ **Goal D-8**

Retain and restore environmental amenities.

E. Arts and Cultural Activities

Goals, Policies, and Objectives

■ Goal E-1

Support cultural opportunities appealing to a diverse and changing population of the University Community Urban Center area.

■ Policy E-1.1

Implement public art projects which together reflect a diversity of interests and activity in the community.

■ Policy E-1.2

Enrich community life with a broad offering of a range of activities and programs, including education, recreation, and entertainment for all age groups.

■ Policy E-1.3

Promote the marketing of arts and cultural resources to increase the commercial vitality of the Urban Center.

■ Goal E-2

Bring arts and cultural organizations together to deal with arts funding issues and programming.

■ Policy E-2.1

Acknowledge and build on the existing cultural resources and energies in the community.

■ Policy E-2.2

Establish a local arts council to identify and address common interests and various needs of arts and cultural organization and local artists.

■ Policy E-2.3

Link arts organizations, arts, and art spaces on and off campus in ways that enrich the whole community.

■ Goal E-3

Build and enhance a unique community identity based on the community's attributes, including:

- The community's diverse ethnic and cultural groups-the international quality of its changing population.
- Its role as the center of the Northwest's educational and intellectual community.
- Its history and current dynamism.
- Its emerging and historic role as a transportation crossroads.

- . Its location as a major regional destination for arts and cultural activities, as well as for students and employees of the University of Washington.
- . Its offerings as a location for businesses, *commerce*, and markets.
- . Its historic, architectural, and cultural landmarks.

■ **Policy E-3.1**

Undertake public arts projects that reflect the attributes that characterize the University Urban Center.

■ **Goal E-4**

Consider public art that enhances safety and pleasure for pedestrians.

■ **Policy E-4.1**

Support functional public art through urban design, such a street lighting and other sidewalk amenities that enrich and support the pedestrian environment.

■ **Goal E-5**

Recognize and enhance the University Community as both the center of a larger community (beyond its official boundaries) and a regional destination for performing arts, entertainment,. and intellectual recreation.

■ **Policy E-5.1**

Provide opportunities for participation for all age groups.

■ **Policy E-5.2**

Through a local arts council, pursue marketing and cooperative planning strategies.

F. Social Services

Implementation Strategy

The primary thrust of social service delivery actions is to build on the present network of service providers, filling in identified “gaps” in the system, and building effective partnerships between organizations. The social services network is integrated with other actions in the plan to help all members of the community to achieve greater realization of their potential. Participants in the **planning** process identified two levels of priority

1. *Highest priority initiatives are those for which the community needs public partners—primarily the City—and thus may take additional efforts to get under way.*
2. *Second priority initiatives are those which the community hopes to put in place through local resources and appeals to private funding sources.*

The activities listed in this section are **all** of highest priority. A listing of second priority initiatives is presented in the committee’s background report, as well as a more detailed explanation and rationale of the recommended activities and list of existing resources.

Some of the individual activities merit a brief explanation as to why they are needed. Activity F-1, the outreach, information, and **referral** service, is especially **necessary** because local services are provided by a variety of organizations at several locations, and those in **greatest** need have the least ability to track down the appropriate services. F-2, **the learning center proposal, will allow the expansion of two highly successful homeless youth programs** that are desperate for more space. Activity F-3, a longer-term shelter, would greatly assist efforts to reunite youths with their families.

Goals, Policies, and Objectives

■ Goal F-1

Improve and maintain the quality of life for the whole community.

■ Policy F-1.1

Establish (over time) a full **continuum** of services that address three important functions

- . Responding to emergencies (e.g., emergency food, shelter, and related services).
- . Meeting basic needs (services anyone may need at a particular stage of **life**; e.g., child care for the very young, drop-in centers for youth,

outreach to the mentally ill, home chore or congregate meals for senior citizens, home health care for the convalescent, attention to accessibility for people with disabilities).

- . Developing **human** resources (e.g., job training, conflict resolution, language classes, a “volunteer bank”).

■ **Goal F-2**

Develop services in ways that build community, create connections across the generations, and are respectful of all concerned.

■ **Goal F-3**

Assure that lifelong learning opportunities are accessible for all ages and increase local educational resources.

■ policy **F-3.1**

As the number of families with young children in the area continues to increase according to the plan’s goals and policies, explore the feasibility of establishing a school within the urban center.

- . Could be **an all-city** school building on excellent *access*, RTA, and UW resources.
- . **Could** be an experimental school in conjunction with the UW School of Education.

■ **Policy F-3.2**

Increase access to educational resources, such as computer terminals.

■ **Policy F-3.3**

Ensure that the needs of local children are met in terms of convenient and safe transportation to schools, after-school activities, and access to resources.

■ **Policy F-3.4**

Create arr “education center” in a community facility, such as the library or University Heights, where tutoring, computer resources, a homework environment, arid other education aids are available to yormg people and where all ages may participate in learning experiences.

G. Public Safety

Implementation Strategy

Public safety is as much about encouraging the desirable uses of a place as it is about discouraging undesirable or criminal uses. A lower crime rate is both a cause and an effect of a good quality of life in our community. Many of these goals and policies relate directly to others from housing, economic vitality, and open space.

Goals, Policies, and Objectives

■ Goal G-1

Improve security (and image of security) in retail areas by encouraging pedestrian traffic.

■ Policy G-1.1

Provide a safe and inviting walking environment along retail streets.

■ Policy G-1.2

Increase the level of activity in selected areas, such as the University Gardens Core, to increase the overall number of potential shoppers.

■ Policy G-1.3

Support the success of individual shops. Encourage location of new businesses in empty storefronts. Support the University District BIA.

■ Goal G-2

Improve security in parks and open spaces by encouraging legitimate uses and a sense of ownership of these spaces.

■ Policy G-2.1

Design and maintain parks and other open spaces to optimize security by techniques such as increasing bike patrols and lighting, and reducing unsafe spaces.

■ Policy G-2.2

Encourage periodic organized activities in parks and open spaces.

■ Goal G-3

Control drug-dealing activity and car prowls.

■ **Goal G-4**

Control criminal activity in alleys behind commercial blocks.

■ **Policy G-4.1**

Provide alley lighting in alleys along each side of University Way and other commercial alleys where recurring criminal activity takes place.

■ **Goal G-5**

Improve security for apartment residents.

■ **Policy G-5.1**

Require new multifamily buildings to have *Crime Prevention Through Environmental Design (CPTED)* review by a qualified security consultant as part of the permit process. Property owners would *not* be required to conform *with* recommendations of the report but would have warning before construction if an unsafe condition was planned. A copy would be kept on file at SPD, Crime Prevention.

H. Community Coordination, Communication, and Participation in Decision Making for Plan Implementation and Redevelopment activities

Goals, Policies, and Objectives

■ Goal H-1

In implementing this plan, establish communication and participation procedures that are open and equitable to all members of the community.

■ Policy H-1.1

Building on communication and participation efforts of this plan

■ Policy H-1.2

Incorporate established and new organizations.

■ Goal H-2

Establish a representative body (new configuration of the University Community Urban Center Association) that can participate in decision making processes for the community as a whole.

■ Policy H-2.1

Include representatives from key organizations and the community-at-large.

m Policy H-2.2

Require that the representative body make decisions in an open manner, incorporating the input of local citizens and interests.

■ Policy H-2.3

Establish a process for participating in key planning activities, including the UW campus master plan, RTA planning, and major project review.

■ Goal H-3

Explore the need for an arm of the UCUCA (perhaps a community development corporation [CDC]) that can engage in redevelopment activities, such as land acquisition and assembly, funding, facilitating development partnerships, project development, and management.

■ Goal H-4

Foster organizations and partnerships in coordination with or within the framework of the new UCUCA to address specific needs and opportunities. Examples include a local arts commission, the Partnership for Youth, a community services consortium, and a University community open space advocacy group.