

FAIRVIEW AVENUE EAST GREEN STREET DESIGN CONCEPT HAMLIN TO FUHRMAN

SUMMARY

In response to the recommendations set forth in the “Eastlake Neighborhood Plan” (September 1998), the City of Seattle designated Fairview Avenue East, between Newton and Roanoke, and Hamlin and Fuhrman, a Type III green street in December 1998. As part of the green street implementation process the community is required to provide guidelines in the form of a design concept that describes the street features that will enhance pedestrian safety, as well as public amenities, in harmony with the unique characteristics of their neighborhood. In a neighborhood meeting held October 2001, following the appointment of a community coordinator, Eastlake residents initiated an extensive public process to involve community residents and business owners in formulating this design concept. A survey to identify major issues and concerns was conducted and the results examined in conjunction with past planning efforts in regard to Fairview Avenue East. Open meetings, publicized through flyers, posters and the Eastlake News, were held monthly to solicit neighbors’ comments as the guidelines were being discussed by a core group of residents who live along the green street. Following the completion of a draft document of these guidelines, review by the Eastlake Community Council and the Eastlake Stewardship Committee, a public meeting will take place to allow final public comment.

The Fairview Avenue Green Street Design Concept includes specific guidelines for such features as landscaping, lighting, traffic calming, pedestrian pathways and crosswalks, and parking. Special characteristics and challenges were examined on a block by block basis along the green street and suggestions were made with attention to an established set of goals and objectives. These guidelines were also developed to be consistent with the Department of Construction and Land Use policies regarding green street design and implementation.

ACKNOWLEDGEMENTS

The Fairview Green Street Committee wishes to acknowledge the many individuals who have contributed to the drafting of guidelines for the “Fairview Avenue East Green Street Design Concept.” These especially include those who spent many hours organizing and participating in committee and public meetings, designing and distributing publicity, and sharing their critical ideas and good judgment. Their patience and contributions to discussions on such issues as the historical characteristics and uses of Fairview Avenue East and its surrounding community, traffic calming, landscaping, and pedestrian safety and quality of experience contributed to the design of a concept intended to insure, not only a safer neighborhood, but the preservation of its unique environment. The committee is particularly grateful to the members of the committees who developed the “Eastlake Transportation Plan and Related Issues” (August 1994),

and the “Eastlake Neighborhood Plan” (September 1998). Extensive use was made of both these plans in the preparation of this document. We also thank the Citizens for 56th Street for their excellent publication, “Master Plan for the N55th/56th Street Corridor,” which we used as a model. Thank you also to Lyle Bicknell, Urban Designer and John Eskelin, Neighborhood Development Manager, West Sector, our City of Seattle DCLU representatives who provided much needed guidance and support. *(and other department officials as appropriate.)*

Chris Allan

Nancy Allan

Sara Blair

Molly Cadranell

Ronda Clark

Martia Denniston

Barbara Donnette

Dave Dykstra

Mike Francisco

Danner Graves

Mary Kay Gillespie

Al Hallstrom

Eileen Hallstrom

Michael Henderson

Chris Leman

Jack Lemons

Connie Lind

Bev Linkletter

Jann MacFarland

Craig McGowan

Barbara McPherson

William McPherson

Craig Nelson

Mary Lou Pederson

Jeff Reitan

Robby Rudine

Rome Ventura

Frank Wetzel

J. Wetzel

INTRODUCTION

On December 21, 1998, Ordinance 119322 was signed by Mayor Paul Schell designating Fairview Avenue East a Type III Green Street. This ordinance was the culmination of thirty years of interest in enhancing Fairview Avenue East as a mixed-use, community resource. In the 1970s a “string of pearls” concept was implemented, creating public parks along the street and the shores of Lake Union. At the time, Fairview Avenue was thought of as a “country road.” In 1994 the “Eastlake Transportation Plan” identified Fairview Avenue East, second only to Eastlake Avenue, as a priority in terms of the need to manage key traffic, parking, and pedestrian issues. In the process of developing the “Eastlake Neighborhood Plan” in 1998 various business and residential interests were identified, including preserving Fairview Avenue as a “wild, funky” road with natural, undeveloped spaces, maintaining a safe, “strolling lane” environment for pedestrians and bicyclists, and retaining the right to park on the public right-of-way. Citizens of Eastlake recognized an opportunity to achieve such goals by designating Fairview Avenue East a green street, the function of which is to (1) develop a street network that includes neighborhood amenities such as pedestrian and bicycle trails connecting open spaces with activity areas, (2) assure safe, efficient corridors for the movement of goods and people, and (3) preserve the character of the street in relationship with the surrounding neighborhood.

The 1998 Eastlake Neighborhood Plan specifically recommends that Fairview Avenue East, between Roanoke and Newton, and between Hamlin and Fuhrman

avenues, be designated a Type III Green Street which allows for continuous use by motor vehicles, and at the same time, provides for landscaping and pedestrian amenities within the public right-of-way. The plan further recommends that a concept plan be designed and adopted to ease pedestrian flow without reducing existing parking. With that mandate in mind the Fairview Green Street Committee was formed in November 2001. The Fairview Green Street Committee is a group of volunteer stakeholders responsible for soliciting community preferences and drafting the guidelines to be used for future development and improvements within the public right-of-way and abutting areas along Fairview Avenue East. The resulting document, "Fairview Avenue Green Street Design Concept," is based on the following provisions provided in section 2.1 "Green Street Design Concept" of the DCLU Director's Rule 11-93, "Design Guidelines/Implementation Process for Designated Green Streets" dated November 8, 1993:

- a. The design concept shall reflect the intent of the Green Street type designation and general land use designation, character and use of the area.
- b. The design concept shall create a focus or theme by the treatment of landscaping, paving, lighting, seating, and treatment of the relationship between activities in the right-of-way and abutting structures.
- c. The design concept shall encompass the entire block (both sides of the street) on which a development is proposed (assuming the green street proposal is part of a private development project) even if the development proposal occupies only a portion of the block; consideration shall be given to the appropriateness of the proposed theme on the adjacent blocks.

To this end the following basic guidelines shall be adhered to in the planning of future development of the Green Street:

- a. A 15-mile speed limit shall be imposed on the entire length of Fairview from Hamlin to Fuhrman.
- b. The roadway shall be kept as narrow as possible to slow traffic, maintain the feeling of a country lane and keep Fairview from being used by drivers as a short cut to avoid congestion on Eastlake Avenue.
- c. Bump-outs shall be used to calm traffic wherever possible.
- d. Two walking paths shall be created, one on the east side of Fairview to be a concrete walk to accommodate wheelchairs and strollers, and one on the west side with a soft surface like gravel etc. (gravel needs to be contained or it will spill into the adjacent green space).
- e. Developers shall create as many as possible green spaces including in areas where public land is now used for parking. The lost parking shall be replaced by parking spaces created by developers on their properties for their residents. (There is a problem with commuters parking in public spaces on Fairview Avenue. Leaving a lot of public parking spaces available will draw only more commuters to this area. They park their cars on Fairview and then walk to their offices on Eastlake Ave. or to catch a bus downtown.)

EXISTING CORRIDOR CHARACTERISTICS AND USE

It should be noted that the two sections of Fairview Avenue East, Newton to Roanoke on central Fairview and Hamlin to Fuhrman on the north end of Fairview, have different characteristics as addressed in the 1998 Eastlake Neighborhood plan (ES-5).

Central Fairview Avenue between Newton and Roanoke is primarily residentially zoned and developed. Eastlake's largest floating home community is located on central Fairview, along with other residential uses, several shoreline street-end parks and small-scale commercial and water-dependent uses. The area is identified in the 1998 Eastlake Neighborhood Plan as part of the Fairview Walking Route, and enhancements to the existing street-ends and shoreline habitat are proposed in addition to the green street designation.

North Fairview Avenue between Hamlin and Fuhrman has a broader mix of residential and commercial uses and zones, and includes marinas, several pockets of floating homes, upland houses and condominiums, and a variety of small-scale commercial uses. One area of community focus on north Fairview Avenue is Fairview Olmsted Park. This area is also identified as part of the Fairview Walking route mentioned above, and has an existing and desired character of a rural "country lane."

In addition to its designation as a walking route, Fairview Avenue East is also classified as a "major bikeway" by the City of Seattle.

EXISTING DEVELOPMENT AND REDEVELOPMENT CONDITIONS

There is opportunity for private development along both sections of the green street. It is requested that the City of Seattle look at and include the recommendations included in this document if and/or when possible development changes are presented to them for design approval. It is very important that all development maintain and adhere to the Fairview Avenue East Green Street design guidelines in order to preserve Fairview Avenue East as a Green Street.

FAIRVIEW AVENUE EAST GREEN STREET DESIGN CONCEPT BACKGROUND

Prior to the formation of a Green Street Design Committee, a public survey and meeting was conducted by a group of interested community volunteers in October 2001.

The Fairview Green Street committee identified three major concerns based on past planning efforts and comments from surveys and public meetings.

1. Need to maintain parking space. Eastlake has serious on-street parking congestion and demand, created by a combination of factors including limited availability of on-street parking, older residential uses that have little or no parking, and overflow from commercial uses. This is true of the entire community and a special concern for residents and businesses along Fairview Avenue East. Local residents and businesses have a major stake in regard to how improvements are made along the green street and their impact on the availability of parking. Parking conditions are also a major factor in pedestrian and bicyclist safety. (See guideline e). A balance has to be found between the parking need of residents and commuters. Some sort of parking limitation would be helpful.

2. Unsafe conditions for pedestrians. Fairview Avenue East has traditionally attracted pedestrian traffic from the people who live along it as well as from other neighborhoods who enjoy the water views, street-end parks, local businesses, and unique atmosphere. This combination of residents, commercial uses, bicyclists, and tourists, along with drivers seeking to bypass Eastlake Avenue and other north-south routes, produces a complicated traffic situation. Of the traffic issues identified in the 1994 "Eastlake Transportation Survey" the two top concerns were related to Fairview Avenue East, i.e. a need for a designated walking and bicycle path, and traffic calming measures. As a consequence Central Fairview Avenue between Newton and Roanoke streets has been posted to limit speed to 15 miles per hour and all-way stop signs have been placed at the Roanoke and Boston street intersections. Such posting has not occurred on the north end where wide streets actually make speeding more probable. On Central Fairview the right-of-way is technically very wide (100 ft.), however, much of it is either underwater or a steep and vegetated bank. What is left is used for parking, leaving little room for pedestrians whose only access to their homes or businesses in most cases is the street. As predicted in the 1994 "Eastlake Transportation Plan," the 15 mph signs and all-way stop signs are sometimes ignored. Therefore, additional means are needed for alerting drivers to slow down and stop for pedestrians. Some traditional residential traffic control measures (traffic circles, immovable diverters, speed-bumps) are not feasible in areas along Fairview Avenue due to marine uses and other commerce that requires access by trucks and boat trailers. The other consideration in terms of traffic calming measures is the impact they will have on the ambience of the surrounding neighborhood.

3. Desire to preserve the neighborhood ambience. Fairview Avenue East has been described by Eastlake residents as "funky and wild," and they like it that way. If it were not for concerns for pedestrian and bicyclist safety, and the impact of new development, most people who live here would ask that the street be left alone. A quote in the April 2002 Floating Homes Association Newsletter stated it this way, ". . . love the seasonal changes in vegetation along the shore, the giant willow tree at the dock just north of Roanoke Street, the colorful flowers at the yellow house on the corner of Fairview and Lynn . . . the trees lining the street . .

. and especially, the neighborhood ambience of it all. Oh, and may I add, the apple tree with bees buzzing about the fallen fruit, the blackberry bushes that offer a luscious snack, and the tall rose bush that all hint at by-gone days.” A major reason for recommending a Type III green street designation for Fairview Avenue was the opportunity for the community to insure some degree of uniformity, predictability, and creativity in the design of future right-of-way enhancements, and that abutting structures conform to the unique characteristics of the neighborhood. We are a community that values diversity in people and in our natural and built environment and our vision is “to preserve and enhance Eastlake’s existing and future character as a residential lakefront community. This character is best defined as a desired mix of elements including low to moderate residential density, pedestrian-scaled mixed-use development, appropriate neighborhood services, Lake Union maritime uses, and compatible architectural styles” (1998 Eastlake Neighborhood Plan IV-1). A design concept for the Fairview Avenue East Green Street must accommodate this vision.

Never-the-less, with the change of Wards Cove from a fishing fleet operator to a high-priced residential development and the creation of a park-like area on some of the public right-or-way of Fairview Avenue, the character of Fairview East (north end) neighborhood is changing as we plan. As the roadway becomes narrower for traffic-calming purposes maintaining the street as a strolling and walking lane is becoming less realistic.

FAIRVIEW AVENUE EAST GREEN STREET DESIGN CONCEPT GOALS AND OBJECTIVE

The first step taken by the Fairview Green Street Committee was to review Eastlake’s past planning efforts with reference to Fairview Avenue East and to make a commitment to honor the recommendations that had already been established by the community, especially those of the 1994 “Eastlake Transportation Plan” and the 1998 “Eastlake Neighborhood Plan” (OS-1 “North Fairview Country Lane” and OS-3 “Central Fairview Corridor”). Based on the work summarized by these plans the Fairview Green Street Committee developed the following goals and objective for the overall design concept:

Objective:

Select design guidelines that are small scale, habitat sensitive, and preserve the ambience of the surrounding environment.

Goals:

1a. Preservation of Community Ambience

- Select design guidelines and features that respect and preserve the diversity and existing mixed-use character of the street and neighborhood.
- Utilize design features that enhance enjoyment of the visual and physical environment.

1b. Small-scale and Habitat-sensitive

- Select design guidelines and features that allow for a phased implementation.

2. Safety and Traffic Calming Measures

- Select traffic calming measures that increase safety for pedestrians, motorists, bicyclists, and the natural habitat.
- Utilize traffic calming features that ease public circulation without reducing parking.
- Choose traffic calming measures that address the needs of emergency and commercial vehicles, and take into consideration the impact to surrounding neighborhood streets.

Wards Cove, at the corner of Hamlin Street and Fairview Avenue East, has created (so far only on paper) a wonderful example of maximum utilization of public space for green space. It is therefore recommended that any further development use the Wards Cove's plans as an example.

The planners at Wards Cove have proposed a park-like setting where there is now unruly parking and wild growth of undesirable vegetation on Fairview Avenue. They have proposed to slow down the car traffic by narrowing the roadway and building a slight curve into the road. They have proposed to further calm the traffic by building bump-outs into the roadway. And they have proposed to move a large number of parking spaces onto their property thereby freeing up a considerable area for green space. Also in the plans are two paths, one on each side of the road meandering through the green spaces creating a safe environment for pedestrians. Bike riding should also become safer because of the 15-mile speed limit. It has thus been shown that the above design concepts and guidelines we want future developers to follow can create a very pleasant and green environment.

Attachment: Wards Cove's plans for a green street in front of their property ;
Design Concept suggestions for Fairview Avenue East – Hamlin to
Fuhrman

**DESIGN CONCEPT SUGGESTIONS FOR FAIRVIEW AVENUE EAST -
HAMLIN TO FUHRMAN**

Introduction

The Green Street Committee has found it very difficult to come up with concrete plans for the section Hamlin to Fuhrman in the absence of money we can actually use or in the absence of proposals by developers, except for Wards Cove, to finance some of the changes we would like to see. Therefore, the committee has come up with suggestions for each section of Fairview, in fact several suggestions in some cases.

General Description of the north section Fairview Avenue East Green Street: What is desired by the community for Fairview Avenue is much of what currently exists. It is viewed more as a 'country lane' than a regular city thoroughfare with a certain undefined nature, both in its boundaries and its varying width. The size of the road desired is one that sometimes is less than standard width, in keeping with the concept of a 'lane;' a road that is not completely straight, that meanders and lacks some of the amenities of a formal city street. The traffic flow and speed are to be reduced from the usual city street pace. Originally, it was felt that it would be desirable to keep the roadway as a strolling lane, but if we, the Green Street Committee members, wanted to keep the road narrow for traffic calming purposes the strolling concept becomes untenable. Besides we will be creating two walking paths, wherever possible, along Fairview Avenue so that pedestrians will be walking through green spaces.

It is expected that the street will be shaded by the canopies of trees planted along the edges, (as currently exists along much of the lane) with natural, informal landscaping meandering among the trees. This is a unique street created when Lake Union was lowered following the making of the Montlake Cut and completion of the Hiram M. Chittenden Locks. There have always been a variety of uses along the street, with most businesses water-related in the early years alongside the residential and farming uses. In later years a minimal addition of industrial ventures were added. The industrial buildings along the road are of modest size for the most part.

These plans are in keeping with much of the current appearance and use of the space.

1. Local Goals and Objective:

1.1. Adapt the general goals and objective for Fairview Avenue Green Street to suit the specific characteristics of North Fairview, Hamlin to Fuhrman. Design features consistent with the "country lane" ambience and pedestrian safety. The following concerns are of particular interest:

1.2. Honor the history of the neighborhood where possible. One idea is to name structures, signs and art after local long-time residents.

1.3. Provide traffic calming solutions to enhance pedestrian safety and to decrease ambient noise.

1.4. Restore, increase and enhance existing green spaces.

1.5. Preserve public parking and replace lost public parking with private parking.

- 1.6. Maintain a continuous safe route for pedestrians and bicycles.
- 1.7 Change lighting to bring lamps closer to street level and use softer bulbs.

2. Entry Locations:

Fuhrman, Allison and Hamlin Streets serve as entry points to the Fairview Avenue Green Street. Development at these points should include elements suggesting an entry or gateway. Examples include: signage and street treatments that will provide traffic calming and some unified design elements.

The community recognizes that some signage is necessary to clearly communicate the difference between Fairview Avenue East Green Street and other neighborhood streets, and to educate operators of motor vehicles of the necessity to share the street with pedestrian and bicycle traffic. Excessive or poorly designed signage can also constitute an unacceptable amount of distraction from the ambiance of Fairview Avenue East Green Street. The neighborhood should be involved in the design of signs, through suggestions and/or contests, so that all Green Street signage will be consistent with neighborhood ambiance and avoid visual clutter.

3. Park Locations:

Several parks adjacent to the green street are centers of social activity for the community of Eastlake. Any street development, including paving, crosswalks, signage, lighting and landscaping, at these locations should enhance the local purpose and character. These community parks are located at: Hamlin Street End, Fairview Park (at Selby Street End), Good Turn Park (Martin Street End), South Passage Point Park (at the corner of Fairview and Fuhrman).

4. General Recommendations:

4.1. The community generally opposes the use of city standard sidewalk and curb treatments on Fairview Avenue East. We do, however, recognize the need at some locations to provide regular walking spaces, to separate traffic from pedestrians, or to protect plantings from moving and/or parked vehicles. Preferred treatments for pathways include packed gravel or asphalt in darker or more natural colors rather than light-colored concrete. Pathways should follow contours or wander where possible, rather than be laid in straight lines. Curb treatments should only be used where protection is absolutely necessary, should be in darker or more natural tones, or should match the street color rather than provide a contrasting line.

4.2. Traffic calming features should be the first steps toward providing safer pedestrian areas. Posting the speed limit of 15 mph will be required once our green street plans have been accepted by the City.

4.3. The optimal side of the street for pedestrian traffic will be determined according to the goals and objectives above, and will depend on specific features of any given block or area addressed in specific sections below.

4.4. The lighting level should be brought down closer in height to pedestrian level and should focus on the street and pedestrian level, rather than on the houses

and buildings. Use of a lower height and/or shielding of lights should be done to focus away from buildings. Use warmer tones when making lighting choices. Lighting changes will have to be made in cooperation with SED.

5. Hamlin and Fairview intersection:

This intersection is very wide and not well defined. Vehicle traffic proceeding downhill and turning right onto Fairview Avenue frequently travels at excessive speed and makes overly wide turns due to the lack of definition to the street width on Fairview Avenue. Vehicle drivers proceeding south on Fairview and making the left turn uphill onto Hamlin frequently cut the corner and do not recognize that there is traffic proceeding down Hamlin that needs to make a left turn. The residential traffic proceeding downhill and turning left onto Fairview Avenue must turn across traffic. There are no well-defined pedestrian or bicycle routes through this intersection.

5.1. Wards Cove's developers have redesigned this intersection with a large pump-out at the northwest corner of Hamlin and Fairview, this should slow traffic considerably. The southwest side of the intersection will have to be dealt with at some other time. It is not part of this green street mandate. A 15 MPH sign on the east side of Fairview facing north should be added. The intention is to slow people down as they approach the Hamlin/Fairview intersection from the north and make the left turn from Fairview to proceed up the hill on Hamlin.

5.2. Post "pedestrian area- 15mph" sign on the east side of Fairview as close as feasible to the Hamlin Street intersection. Specifically, cars coming downhill on Hamlin and turning right onto Fairview from Hamlin should see the sign immediately.

5.3. Affirm the 1998 Eastlake Neighborhood Plan's recommendation that the City study the feasibility of pedestrian access to Edgar Street right-of-way to the south of Hamlin. It is desirable to connect both sections of Fairview Green Street.

6. Ward's Cove to Fairview Park:

This section of Fairview Avenue has been redesigned for the Wards Cove development. Wards Cove's management has presented their plans to the community and found overwhelming approval. (See attached plan).

7. Fairview Park:

Fairview Park extends on both sides of Fairview Avenue. During the design phase of the park, the community requested that measures for traffic calming and for tying together the parts of the park be included in the design. At that time, the City of Seattle was not encouraging of these efforts. The Fairview Avenue East Green Street gives an opportunity to address the lack of connection between the east and west areas of the park, and the need to calm traffic between them.

7.1. Create a distinctive (textured, artistic) permanent crosswalk connecting the east and west portions of the park. Crosswalks should incorporate speed reduction features, such as a pump-out or even one on each side of the street. (Pump-outs are the only traffic-calming devices the City of Seattle will allow).

8. Allison Intersection (and area from Fairview Park to Martin St.):

This intersection currently has no traffic control. Vehicles proceeding north on Fairview, having just negotiated a narrow portion of the street, tend to pick up speed prior to and through this intersection. At the same time, vehicles proceeding west on Allison Street, coming down the hill, generally proceed at excessive speed through the intersection. There are no designated pedestrian areas on three corners. The southwest corner has a city water meter box with concrete marking posts. There is also a city outflow facility. Because the street is wider on the north end of the intersection heading toward Martin Street (Good Turn Park), traffic proceeding in this direction tends to go faster than on the rest of Fairview Avenue East. The street is also used as a pedestrian walkway, sharing space with bicyclists and motor vehicles. The street is not an arterial and speeds of 30 - 40 miles per hour are unacceptable and unsafe. There are many parking complications along this section of the street and it is unclear at this time how to best design a walkway that is workable in the bottleneck design of the street. It becomes so narrow that it is difficult to accommodate all the uses – traffic, parking and pedestrians.

8.1 Walking path: Option one - A pedestrian path could be designated on the east side of the street that could connect, crossing Allison Street, to the existing sidewalk in front of 3100 Fairview, and on to Ross Labs (see item 10.4 below). This would provide a safe pedestrian path through the Allison intersection and most of the way to Martin Street.

Option two - Explore a walkway hugging the waterfront marina on the west side of Fairview in order to avoid the mix of pedestrians and cars backing out of angled parking at Washington Employer's Association just south of the Allison intersection.

8.2 Allison Intersection Traffic Control:

Alternative 1: Post a four-way stop at the Allison intersection. Post "pedestrian area- 15mph" signs on the east and west sides of Fairview as close as possible to the Allison intersection so that they will be visible to drivers proceeding onto Fairview from Allison either southbound or northbound.

Alternative 2: The 3100 Condo voted to recommend against placement of stop signs at the corner of Allison and Fairview because they believe that would eliminate parking for 30 feet in all four directions. They prefer the idea of putting a traffic circle there. Traffic circles are generally opposed by local businesses because they will make it difficult to maneuver boat trailers servicing local businesses.

Alternative 3: Place stop signs only on Fairview Avenue at this intersection. This would provide traffic calming for Fairview Avenue with no significant loss of parking spaces. (The NE corner already has a hydrant, so parking is not permitted. The northwest corner would be the only loss of parking space in this alternative.

(There are multiple complications at this intersection and a design consultation with traffic engineers is suggested, with the understanding that the 'country lane

ambiance' be the guiding principal for the entire Fairview Avenue East Green Street.)

8.3. Considerations are a redesign of the parking area on the southwest corner of the Allison intersection by realigning the existing triangular space to a 90 degree or L-shaped space. This would have the effect of straightening the road, narrowing the intersection, and providing additional head-in parking spaces facing south on Allison on the bank in front of Lake Union Crew.

(Note that there are several water meters with concrete marking pillars and a city water facility on this bank that contribute to parking problems. If the water meters can be moved, permitting the removal of the concrete marking posts that take up space, and allowing additional parking. The city outflow facility that exists here will make reconfiguring this area difficult.)

8.4 Ross Laboratories has expressed a willingness to remove the rockery in front of its location as it currently blocks an existing sidewalk. In addition, vehicles that park around the rockery frequently protrude into Fairview Avenue at a point that has poor visibility and no safe pedestrian route. Removal should increase the number of available parking spaces, as well as provide a designated pedestrian area on the west side of the street north from Allison Street, allowing pedestrians to safely walk through this wide and undefined section.

9. Garney Ridge:

The ridge above Fairview Avenue at the corner of Fuhrman is currently open space. This area is to be maintained as open space. Four alternatives have been explored to provide a pedestrian-friendly route through this area.

Alternative 1: Provide a walking path and park area in the right-of-way along the ridge (similar to Peace Path park). Place under the freeway to minimize the sound problems in this area of Fairview. Extend the path northward and around the bend to join the sidewalk on the south side of Fuhrman and southward to the Ross Laboratories parking lot where it will connect via a crosswalk with Good Turn Park (see Allison Intersection #5). This will provide a pedestrian path out of the traffic from the narrow Fuhrman intersection. This route also provides a lake view for pedestrians.

Alternative 2: Provide a walking path at street level, separated by a recommended curb treatment, connecting as above. Possible reshaping of the corner would need to be considered to make this a safe walking area. A retaining wall is possibly needed for both Alternative 1 and 2 to prevent washout from rains due to the paved coverage of the FAPA lot (owned by WASHDOT.)

Alternative 3: Provide a walking path on the west side of the street, weaving through the parking areas of Tyee Yacht Club and the adjoining residences, and the corner parking area for the businesses next to North Passage Park. This makes complications for the residences to find adequate parking. *(NOTE: For the record, the nearest property owner has stated opposition to this alternative.)*

Alternative 4: Combine both a hillside path on the east side and street level path on the west side.

9.1. The conifers in the right-of-way should be preserved. Opportunities exist for additional tree plantings here. There must be a revegetation of Garney Ridge if the hill area is reshaped so that there is no net loss of green space.

9.2. Restore the stairway from the Fuhrman Ave. parking lot to Tyee Yacht Club. The intention is to allow some parking for activities in this area to be moved from Fairview Avenue to the parking areas above.

10. Fuhrman corner:

This corner is exceedingly dangerous for pedestrians, bicyclists, and motor vehicles. It is narrow and frequently obstructed by parked vehicles. Vehicle traffic proceeding west often enters this corner at an very high rate of speed. Parking for lakeside homes and businesses precludes a safe pedestrian traffic area on the west side of the street. (See comments above in Garney Ridge section.) If the corner is reengineered there should be no net loss of parking and green space.

10.1. Goal: Slow motor vehicles down. Post "pedestrian area- 15 MPH" signs approaching the intersection of Fuhrman and Fairview on the east side (approximately across from Tyee Yacht Club) and at the bottom of the corner as Fuhrman becomes Fairview (at the South Passage Park), where it will be visible to cars proceeding from Fuhrman onto southbound Fairview.

10.2. Create a distinctive (textured, artistic) permanent crosswalk connecting the Pocock Rowing Center with the (FAPA) parking lot. Crosswalks should incorporate speed reduction features, such as a color/texture change from the street and an increase in height to provide increased visibility to function the same as a speed hump. This crosswalk will provide the first traffic-calming feature as vehicles approach the Fuhrman to Fairview intersection.

10.3. On the east side of Fairview, change all parking from parallel to head-in/angled parking, from the Ross Labs parking lot (approximately Martin St.) until the street becomes too narrow and must change to parallel parking. This change occurs approximately at the Tyee Yacht Club. It is believed that this change could result in a net increase in parking spaces.

10.4 One possible solution to the traffic problems at this corner is to make Fairview a one-way street beginning at the Fairview and Fuhrman intersection. It would make this blind corner a lot safer since there would be no oncoming traffic. Also it would provide more space for a walk way not only at this corner but all along the full length of the block from Fuhrman to Allison.