

Green Lake Approval and Adoption Matrix

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Prepared by Green Lake 2020 and the City of Seattle Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. Revised by Council and Council Central Staff.
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Introduction

PURPOSE, STRUCTURE AND FUNCTION OF THE APPROVAL AND ADOPTION MATRIX

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

The matrix is divided into two sections:

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

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

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

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

ACTIVITIES ALREADY ACCOMPLISHED BY GREEN LAKE 2020

Chamber of Commerce Revitalization

The Green Lake Chamber of Commerce had been inactive for nearly a decade before the advent of neighborhood planning. At an early organizing meeting for the planning effort, it became clear that an organized voice representing the business community would be helpful, and volunteers stepped forward to breathe new life into the organization. Now, the Chamber is active again, has a new board of directors and meets regularly.

Hearthstone Crosswalk

The desire for a high tech, lighted crosswalk to assist residents of the Hearthstone retirement complex to cross the street to Green Lake Park was identified early in the planning process as a community goal. This project has now been identified as #1 on the Northwest District's 1999 list of Neighborhood Street Fund projects, and prospects are good for SEATLAN to install it as a pilot project.

Design guidelines

A proposal to downzone commercial property near the lake met with opposition from property owners. Potentially a divisive issue, this proposal has been developed, through dialogue and collaboration, into a plan to prepare neighborhood-specific design guidelines which will both safeguard neighborhood character and honor property owners' needs.

Community Center Teen Program

A new Friday night teen program, featuring a weekly movie, swim and open gym, has been initiated at the Green Lake Community Center. This program was endorsed by the planning committee and has been in full swing since January, 1999. The Community Center has also established a middle school after school program which began in mid-March. Existing funding will keep the program operating through June 1999.

Acronyms & Definitions

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

DON Department of Neighborhoods (City of Seattle)

DPR Department of Parks and Recreation (City of Seattle)

ESD Executive Services Department (City of Seattle)

GLCC Green Lake Community Council

GMR General Mailed Release (DCLU Publication)

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

KC Metro King County Metro Transit Division

MOSC Mayor's Office for Senior Citizens, a section of HSD's Aging and Disabilities Services Division.

NMF Neighborhood Matching Fund (Department of Neighborhoods)

NPO Neighborhood Planning Office (City of Seattle)

OED Office of Economic Development (City of Seattle)

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

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

OIR Office of Intergovernmental Relations (City of Seattle)

OUC Office of Urban Conservation (City of Seattle, Department of Neighborhoods)

ROW Right-of-way

RUV Residential Urban Village

SAC Seattle Arts Commission (City of Seattle)

SCL Seattle City Light (City of Seattle)

SEATRAN Seattle Transportation Department (Formerly part of Seattle Engineering Department [SED]) (City of Seattle)

Sound Transit (Formerly Regional Transit Authority [RTA])

SPD Seattle Police Department (City of Seattle)

SPL Seattle Public Library (City of Seattle)

SPO Strategic Planning Office (Formerly part of City of Seattle Office of Management and Planning [OMP]) (City of Seattle)

SPU Seattle Public Utilities (City of Seattle)

SSD Seattle School District

WSDOT Washington State Department of Transportation

I. Key Strategies

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

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

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

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

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

A. CREATE A VIBRANT GREEN LAKE RESIDENTIAL URBAN VILLAGE

Description

The Green Lake Residential Urban Village is located on the east side of Green Lake and is defined by I-5 to the east, Green Lake Way and Sunnyside Avenue N to the west, NE 75th Street to the north and NE 65th street to the south. The area currently consists of a commercial district with a variety of shops and services. There is a strong industrial presence and several different types of residential housing including low and mid-rise apartments and single-family housing. The planning community and citizen participants in the process have chosen to make some subtle but bold proposals to create a thriving and vibrant Residential Urban Village center.

The guiding principles to transform the Residential Urban Village include: Maintain the pedestrian-friendly quality and unique character of the Residential Urban Village; Preserve and enhance the pedestrian scale and quality of the streets; Encourage a lively and thriving neighborhood business core; Protect the desirable architectural elements that define the character of the Green Lake neighborhood; Provide safe, attractive public transportation and pedestrian links throughout Green Lake; Minimize traffic congestion by improving traffic flow through the neighborhood; Encourage a range of residential and mixed-use development; Increase the housing stock in the Residential Urban Village to absorb more growth, and to enable moderate income families to live in Green Lake.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to transform the Residential Urban Village through a variety of land use, housing, transportation, open space and human services recommendations.

A number of recommendations will be implemented during the 1999-2000 biennium. DCLU will also conduct a number of studies and analyses related to the land use recommendations in this plan in the department's 1999-2000 work program.

The City does have concerns with the community's proposed Key Pedestrian and Green Street designations. Many of the proposed designations do not meet the current criteria for either a Key Pedestrian or Green Street. The City will work with the community to further refine the recommendations to make sure the community achieves its goal.

While directed toward a single goal, the individual activities in this strategy could be implemented independent of one another.

Lead Department: DON

Participating Departments: DCLU, OED, SPO, SEATRAN, DPR, SPL

Activities Already Underway

1. A DCLU demonstration program to allow detached accessory dwelling units is underway.
2. A new teen program will run at the community center from mid-March through mid-June, 1999.

Tasks to be Undertaken in 1999-2000

1. DCLU will study expansions to the Design Review thresholds in 1999 as proposed by neighborhood plans.
2. DCLU will work to refine Residential Small Lot (RSL) zoning in late 1999, to make it work for the neighborhoods that want to apply it. DCLU will work with the neighborhood to do the necessary rezones with the revised RSL.
3. DCLU will study the issue of upper level setbacks in urban centers and villages in the first quarter of 2000.

4. DCLU will expand the city-wide Design Review program in 1999 to include neighborhood specific guidelines.
5. SEATRAN will evaluate the feasibility of developing a transit bypass lane on Ravenna Boulevard in 1999.
6. SEATRAN will work with abutting property owners to determine the best parking restriction for underutilized truck loading zones in 1999.
7. DCLU will work with SPO to conduct a TSP/Sound Transit parking study in 1999/2000. Recommendations resulting from this study may be able to be applied to the Green Lake area. In addition, starting in 1999, DCLU will examine: ways to gain maximum efficiency from existing parking resources (mainly effects existing development); ways to allow flexibility in meeting parking requirements for new development; and changes to Land Use Code parking requirements using new land use related parking demand information provided by the parking study.
8. The Seattle Public Library (SPL) will expand its operating hours at all libraries in January 2000. SPL will work with the community to determine a new schedule.
9. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northwest Sector Work Program.
10. Identify next steps for continued implementation.

A. Create a Vibrant Green Lake Residential Urban Village						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<i>LAND USE & COMMUNITY CHARACTER</i>						
A1	Develop and adopt a rezone plan that harmonizes with the existing historical buildings, streetscapes and pedestrian-friendly character.	High	Contained within neighborhood plan		Community DCLU	The Executive understands that the current Green Lake intent is not to further develop a rezone plan beyond what is stated in the neighborhood plan, but rather to address issues of community character and design of future development through neighborhood specific design guidelines. DCLU's 1999 workplan calls for working with neighborhood planning groups throughout the city to formalize and adopt neighborhood-specific design guidelines. If, in the future,

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						<p>the community decides that rezones would be desirable, DCLU could provide technical assistance as the neighborhood prepares the necessary analysis; DCLU could not assist with this work until 2000 or later.</p> <p>Some specific elements of the rezone plan included in the neighborhood plan are being proposed for adoption with the plan.</p>
A2	Lower the City's SEPA design review threshold to require design review of new construction in MR, NC, and C zones, as well as in L-3 and L-4 zones with more than 8 residential units, or more than 4,000 square feet of non-residential floor area.		Long Term		DCLU	DCLU will study expansions of the Design Review thresholds in 1999 as proposed by neighborhood plans. This recommendation will be considered as part of that review.
A3	<p>The Commercial (C1) zone will become a Transformation "Overlay Area." This means that, as a long-range strategy, potential or contingent zoning designations could be adopted in the event that the Vitamilk plant is relocated in the future, to replace the current commercial (C1-40) zoning with neighborhood commercial (NC2-40) and L4 multifamily zoning.</p> <ul style="list-style-type: none"> • Include within the City of Seattle's long-term relocation planning process consideration of how to shape the existing C1-40 Vitamilk Dairy property in the event that Vitamilk chooses to relocate. Future site planning for that property will use the Master Use Permit process. 	High	2001-2002		Community DCLU DON OED	<p>DCLU and OED are prepared to work with the existing industrial user/property owner, Vitamilk, on possible zoning mechanisms which could allow the existing use to continue unimpeded and would automatically convert to new zoning appropriate to residential and/or commercial use upon a change in ownership or tenancy. The City will initiate discussion with the property owner to explore options involving a change to another zoning category compatible with the neighborhood plan while eliminating the present occupant's concerns about becoming a nonconforming use.</p> <p>The City hopes to come forward in the 2001-2002 biennium with a legislative rezone and will do so only if the Executive, Legislative, property owner and community can reach agreement.</p>
A4	The Single Family (SF-5000) zone in the Residential Urban Village will be rezoned to Residential Small Lot				DCLU	DCLU will work to refine RSL zoning in 1999, to make it work for the neighborhoods that want to apply it. DCLU will work with the neighborhood to do the necessary rezones with the revised RSL in

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	Tandem housing (RSL/T) zoning. This pilot project zoning would specifically disallow "skinny" to be built, and would require design review of new construction. ("Skinny" are defined as new construction in residential units that are taller, excluding roofs, than they are wide).					1999/2000.
A5	The Lowrise 3 (L3) zone east of 5th Avenue NE along Interstate 5 between NE 74th Street and NE 70th Street will be upzoned to midrise (MR-60) with a height limit of 60 feet.	High	Submitted with the Neighborhood Plan		Community DCLU DON OED	DCLU has prepared a rezone analysis and amending ordinance for Council's consideration.
A6	Create a Green Lake neighborhood overlay to the City's zoning code that would require office buildings to have the same setback requirements as mixed-use residential buildings.				DCLU	DCLU will study the issue of upper level setbacks in urban centers and villages in the first quarter of 2000. This recommendation will be included in that analysis. Before implementing any proposal DCLU will work with the community to determine if DCLU's recommendations meet the community's goals and whether the community still wishes to pursue this strategy.
A7	Develop Neighborhood Design Guidelines that build on community design principles, to reflect Green Lake's traditional community character and human scale, and to incorporate desired design elements.				Community DCLU	<p>DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2nd and 4th quarters.</p> <p>DCLU will work with Greenlake to assist them in the development of design guidelines. DCLU anticipates Greenlake to fit into either the 2nd or 3rd phase of the process. Funding will likely be needed for the development of neighborhood specific design guidelines. The amount needed will depend on the scope of the neighborhood's</p>

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						proposal. Neighborhood Matching Fund grants or Early Implementation Funds have been used by other neighborhoods and should be considered here.
A8	Require <u>all</u> new construction and remodels within the RUV to be subject to design review, except SF zones.	High	Near		DCLU	DCLU will study expansions to the Design Review thresholds this year as proposed by neighborhood plans. It is unlikely that all construction and remodels will be subject to design review, but some expansion is likely to happen.
A9	Work with businesses that have business related trucking and distribution activity to develop pedestrian friendly environments, construct sound barriers, plant trees and install street furniture, implement dust control & smell control (diesel solutions and to develop a schedule of operations for sound control.	High	Near		Community DCLU SPO GLCC GL Chamber	DCLU will work with the community to review specific concerns and to provide information on potential solutions and techniques that have been used in comparable situations. However, while DCLU can enforce existing rules and conditions they cannot impose additional requirements on existing development. The neighborhood could incorporate these elements into future design guidelines for new construction. The GL Chamber can also encourage business owners to consider these recommendations when developing their businesses. SEATRAN approval and a street use permit would be required for trees or street furniture installed in the street right-of-way. SEATRAN can evaluate proposed installations and provide technical assistance. SEATRAN's Arborist's Office would be happy to work with the community to help identify appropriate species, site locations and funding opportunities for tree plantings in street right-of-way.
A10	Create a viable "Main Street" on Woodlawn Ave. NE with designation as a Key Pedestrian Street from NE 1st Street to Sunnyside Ave. N. Install wide sidewalks, street trees, art, and street furniture.	High	Near		Community DON SEATRAN SPO	The Executive does not support the designation of this street as a Key Pedestrian Street because it is not an arterial and does not meet the current criteria. Current criteria states that only arterials can be designated Key Pedestrian streets and only non-arterials can be designated Green Streets. However, The Executive will review its policies on both Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again. SEATRAN does look for opportunities to make pedestrian

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						<p>improvements on all streets and as such a specific classification is not needed for a variety of design improvements. The City encourages the community to describe the kinds of pedestrian improvements desired for these streets. SEATLAN and SPO can then review the desired street improvements and work with the community on the appropriate designation for each street. The Arborist's Office will work with the community on tree retention and/or planning for planting new trees. There is an existing 5 foot planting strip on Woodlawn. Individual elements of this recommendation may qualify for Neighborhood Matching Fund grants and as Tree Fund projects. Street trees are required for new construction in commercial zones.</p> <p>Seattle City Light offers a community tree planting program by providing communities with a minimum of 100 trees. City Light works with communities to assess project sites, provide trees, prepare planting sites, and provided limited care for open space or street side plantings.</p> <p>SAC recommends the inclusion of an artist on planning teams developing unified design guidelines. It is often useful and beneficial to include artist involvement in creating street identity and unification. The artist may address such things as gateways and signage, landscaping, and other streetscape amenities which would complement the economic revitalization of a major street or boulevard. If the streetscape improvements develop out of capital construction costs, the neighborhood should contact SAC about incorporating art in these projects.</p>
A11	Designate NE 65th Street between NE Ravenna Boulevard and Woodlawn Ave N. as a "Key Pedestrian Street". Plant trees, place benches, and widen sidewalks where possible.	High	Near Term		Community DON SEATLAN SPO	<p>Please refer to A10. While this street is an arterial, the community should coordinate with both SPO and SEATLAN to review desired street improvements and the appropriate designation for all desired Key Pedestrian and Green Streets in order to designate all desired streets in one set of legislation at a later date.</p> <p>The Arborist's Office will be happy to assist in the design process.</p>

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						Much of the street has 7 to 8 foot planting strips. Individual elements of this recommendation may qualify for Neighborhood Matching Fund grants and as Tree Fund projects.
A12	Designate East Green Lake Dr. North and East Green Lake Way N. as a Key Pedestrian Street from the Public Library to the Hearthstone characterized by wide sidewalks, street trees and street furniture. Incorporate art elements in the design.	High	Near		Community DON SEATRAN	Please refer to A10 and A11.
A13	Designate the NE 70th and NE 71st Corridor between Roosevelt Way NE and Green Lake Way Nas Key Pedestrian Streets characterized by wide sidewalks, street trees and street furniture. Incorporate art elements in the design.	High	Near		Community DON SEATRAN	Please refer to A10 & A11. NE 71st is an arterial, however, NE 70th is not. 70th and 71st have 3 foot planting strips (too narrow for trees) near Roosevelt but gets wider (approx. 5 feet) as you approach the Lake on the other side.
A14	Create attractive links to the future NE 65th Street Sound Transit light rail station to encourage pedestrian and bicycle use (rather than vehicle use) by a high percentage of residents and visitors.				Sound Transit SEATRAN SPO Community	SEATRAN does not have funding for this type of work. However, resources may be available through station area planning efforts for this station. SEATRAN is willing to assist the community and Sound Transit in identifying potential bike and pedestrian improvements. Station Area Planning staff will provide a forum for addressing improvements and planning for areas around the future light rail station.
A15	Fund a design study to identify streetscape improvements to existing crossings under and over Interstate 5. Install amenities that best enhance these links and provide lighting, landscaping, public art and street furniture.				SEATRAN Sound Transit SPO Community WSDOT	The City supports this recommendation, however, SEATRAN does not have funding to conduct this type of study. The Neighborhood Matching Fund would be a good funding source for this activity. SEATRAN can assist the community in selecting a consultant, and can provide technical assistance on specific proposals developed in the study. WSDOT has jurisdiction over the I-5 freeway and should be involved in the development of these ideas. WSDOT will need to approve any changes to the existing crossings under and over I-5. Recently WSDOT gave approval to the International District to paint the I-5 freeway columns at S. Jackson Street. Sound Transit's Public

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>Art program may provide opportunities to incorporate public art in a future light rail station area.</p> <p>The Seattle Arts Commission (SAC) believes artists can address unifying design elements which create street identity and reinforce neighborhood characteristics; for example, gateways and signage, landscaping and other street amenities. Streetscape improvements, physical improvements and green street development can all benefit from artist involvement. SAC can provide some technical assistance to neighborhood arts councils developing artworks. For projects associated with capital construction projects developed by the City, it is possible that “% for Art” funds can be applied to them.</p>
A16	Widen the sidewalk along the south side of NE Ravenna Boulevard under Interstate 5 and along both sides of Weedin Place NE and improve health and safety standards.				SEATLAN Sound Transit WSDOT	<p>SEATLAN has evaluated these routes for potential pedestrian improvements. Any improvements will have to be coordinated with station area planning efforts. SEATLAN will work with Sound Transit and look for opportunities to implement pedestrian improvements during Phase II of Sound Transit development.</p> <p>The pragmatic constraints in sidewalk construction and widening work are funding. Presently SEATLAN does not have funding for these improvements. Recommendations for sidewalk maintenance and construction have been raised in a number of neighborhood plans and this issue been placed on the policy docket for further discussion. SEATLAN will provide an update on this work to City Council in June 1999, and this recommendation will be reconsidered in light of this work. In addition, the City will be considering whether or not it can redirect or increase funding to increase the level of sidewalk maintenance and construction, and how drainage improvements should be paid for, as policy docket issues. The policy docket work shall be expanded to include placing special emphasis on funding opportunities for designated walking areas, such as urban villages and areas that have pedestrian access to them. Recommendations on funding options will be presented to the Council in January 2000.</p>

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						<p>WSDOT would have to be involved in relation to freeway right-of-way treatments. WSDOT, which has jurisdiction over the freeway, would need to approve any action on this recommendation.</p> <p>Station Area Planning staff will provide a forum for addressing improvements and planning for areas around the future light rail station.</p>
A17	Encourage businesses to enhance their appearance including facade improvements, pedestrian gathering areas, green spaces, sculptures, and fountains.	High	Near		Community DCLU SPO GLCC OED	CDBG funds are currently used for facade improvement programs in Central and Southeast Seattle. While it is unlikely that facade improvement activities in the Green Lake neighborhood would be eligible for CDBG funds, the Planning Group can contact OED. OED will connect the Planning Group with CADA and SEED, the two groups that implement the program in Central and Southeast Seattle. The community should take the next steps to begin discussion with Green Lake businesses.
A18	Maintain the pedestrian-scale through building heights, massing, setbacks, open space, architectural details, and landscaping. Develop a set of design guidelines to reflect a traditional community character & human scale that build upon community design principles in the neighborhood plan.	High	Near		Community DCLU DON	Please see A7.
PARKS AND OPEN SPACE						
A19	Establish a pocket park by obtaining a street use permit for the unused street end between 5th Ave. NE and I-5 right-of-way across from where NE Maple Leaf Pl. angles off 5th Ave. NE to the SW in combining with the adjacent triangular parcel just north. This will provide an opportunity for a gateway into both the RUV and the Green Lake neighborhood.	High	Near		DPR SEATRAN	<p>SEATRAN will assist the community in obtaining the necessary Street Use Permit. The next step would be for the community to submit a plan for improvements they would like to make to this space, to SEATRAN's Street Use Section for review. A maintenance agreement will also be required.</p> <p>The Neighborhood Matching Fund may be a possible source of funding for improvements to the space.</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
A20	Build a pedestrian gathering place or plaza in the Residential Urban Village. It should serve as a focal point and gathering area for the urban village and a connection to the Lake.	High	Near		Community DON DPR SEATRAN	<p>Changes to Green Lake, an Olmstead Park, would require extensive planning and review. The next step would be to identify potential locations and develop a conceptual design for the desired site. The community has discussed locating this plaza in Green Lake Park at the comfort station opposite Baskin-Robbins. The Neighborhood Matching Fund may be a possible source of funding for this type of work. DPR can provide technical support to the neighborhood.</p> <p>If an appropriate site was found for this activity and property acquisition was required to pursue the recommendations, acquisition of a site may be appropriate for a bond.</p>

TRAFFIC AND TRANSPORTATION

A21	Conduct a study to evaluate design changes including the use of a traffic roundabout, pedestrian refuge islands, channelization and curb bulbs. Install the most beneficial capital improvements at the intersection of NE Ravenna Boulevard @ Green Lake Drive/Way that improve traffic flow, and pedestrian and bicycle safety. Do not install roundabout if it would significantly detract from pedestrian safety.	High	Near		SEATRAN	<p>SEATRAN has previously investigated this intersection and believes a roundabout could be a reasonable design alternative. The next step would be to develop a conceptual design. Funding is available for concept development of projects in neighborhood plans. The City is supportive of doing a conceptual design but has not identified funding for a conceptual design at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources for the concept design. NMF or early implementation funds are possible funding sources. SEATRAN would not recommend a signal at this location.</p>
A22	<p>Identify locations for and implement pedestrian safety improvements at selected crossings of E. Green Lake Drive N. & E. Green Lake Way N.</p> <p>Install curb bulbs across E. Green Lake Drive N. at the intersections with Sunnyside, 4th Avenue NE, NE 71st St., NE Ravenna Blvd., & across Green Lake Way N. at the intersection with 4th Avenue NE.</p>	High	Near		SEATRAN	<p>The next step is to complete a conceptual design that demonstrates the feasibility of the proposed street design changes and does not reduce vehicle capacity. Improvements for specific intersections could be appropriate for the Neighborhood Street Fund. Conceptual designs could be developed using Neighborhood Matching Fund grants or Early Implementation dollars.</p> <p>SEATRAN would recommend use of a half-signal in lieu of the ped-activated flashing light crosswalk.</p> <p>Use of textured concrete paving– stamped concrete would be acceptable to SEATRAN in some cases. SEATRAN would not</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Add pedestrian refuge islands along E. Green Lake Drive N. between N. 72nd Street and Maple Leaf Pl.</p> <p>Add pedestrian-activated flashing light crosswalk at the intersection of Green Lake Drive N. and N. 72nd, Green Lake Way N. and Sunnyside Ave. N., and at E. Green Lake Drive N. and Sunnyside Ave. N. (on south side of Ravenna Blvd.)</p> <p>Use colored and/or textured paving materials at all crossings to the lake.</p>					<p>support installation of textured crosswalks at locations which do not meet the criteria for marked crosswalks nor would the department recommend use of this type of treatment at <u>all crossings</u>. Textured crosswalks can increase the noise levels at the intersection. As a result, SEATRAN would look for strong support by abutting property owners. In addition, textured crosswalks do not necessarily negate the need to mark crosswalks. At some locations where these types of crossings have been used, communities have also requested additional crosswalk markings to increase crosswalk visibility.</p> <p>Textured crosswalks are expensive to install; therefore, the community may want to consider limiting the use of this type of crossing treatment. For those locations where they are appropriate, the Neighborhood Street Fund or Early Implementation Funds would be good funding sources for this type of work.</p>
A23	Add curb bulbs and a crosswalk at the intersection of Woodlawn Avenue and 5th Avenue NE.	High	Near		SEATRAN	SEATRAN will evaluate the feasibility of curb bulbs at these locations. However, SEATRAN has limited funding for these types of improvements. If feasible, the Neighborhood Street Fund or Early Implementation Funds would be good funding sources for the design and construction of curb bulbs.
A24	Create attractive linkages to the future Sound Transit light rail station in the Roosevelt Urban Village. Fund a design study to identify streetscape improvements, design features, and amenities that best provide these linkages.	High	Near		Sound Transit SEATRAN Community SPO	<p>Please see the response to A14 & A15.</p> <p>SEATRAN does not have funding for this type of work. However, resources may be available through station area planning efforts for this station during Phase II development.</p>
A25	Provide lighting, landscaping, artwork, drainage and other amenities to existing crossings under and over I-5. This includes NE 65th St., 5th Ave Bridge, 71st St. and 71st St. Bridge. Widen sidewalk along the south side of Ravenna Boulevard under I-5 & along both sides of Weedin Place.	High	Medium		SEATRAN WSDOT	<p>See A15 and A16.</p> <p>The next step is to develop a conceptual design. Conceptual designs could be developed using Neighborhood Matching Fund grants or Early Implementation Funds.</p> <p>WSDOT would have to be involved in relation to freeway right-of-way treatments. WSDOT, which has jurisdiction over the freeway, would</p>

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>need to approve any action on this recommendation.</p> <p>SEATRAN has evaluated some routes such as NE 65th St. for potential pedestrian improvements to be construction in concert with the development of a Sound Transit station during Phase II construction.</p>
A26	Provide wheelchair ramps and other handicapped improvements which ensure mobility for disabled persons at key locations throughout the Residential Urban Village & other key areas in the planning area (see list in neighborhood plan).	High	Near		SEATRAN	SEATRAN currently has a program to install curb ramps on a request basis. SEATRAN will incorporate the requested locations specified in the plan, into their curb ramp program over the next several years. The community should prioritize the locations submitted in their plan. In addition, some of the requested ramps are replacements of existing ramps. For clarification, the community should be specific about location and corner of the ramp they would like replaced, along with the reason for replacement. SEATRAN may be able to repair the ramp without complete replacement.
A27	Reduce delays to #16 express buses with a northbound transit bypass lane on Ravenna Boulevard in front of the park-and-ride approaching NE 65th St.	High	Near		SEATRAN SPO - Seattle Transit Initiative KCMetro	SEATRAN will evaluate the removal of parking along the east side of Ravenna between NE 65th and the Park and Ride, as proposed in the plan. This recommendation will also be forwarded to KC Metro.
A28 (T41)	Encourage the use of the Roosevelt Park-and-Ride on nights and weekends to reduce parking pressure in the Residential Urban Village. Improve transit frequency from the park-and-ride into the urban village. Allow free or reduced fare rides for those using the park and ride to travel to the Village.	High	Near		KCMetro	This recommendation will be forwarded to KC Metro for consideration during their six-year planning process.
A29 (T39)	Narrow the restricted times at underutilized truck loading zones to allow general parking in the afternoons and evenings.	High	Near		SEATRAN SPD	Loading zones can be removed (consolidated), or the hours changed at the request of the adjacent property owners.
A30	Develop a parking management plan that assesses the opportunities for better use of existing parking and looks at new and innovative opportunities for	High	Near		SEATRAN SPO DCLU Community	The Executive is supportive of this recommendation and can offer technical assistance to the community should they obtain their own funding to conduct a parking management study. One funding source is the Neighborhood Matching Fund.

A. Create a Vibrant Green Lake Residential Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	providing additional parking.					<p>The Executive has several parking projects that, while not directly involving this recommendation, will likely be able to inform the parking issues in Green Lake over the next year.</p> <p>1. SPO is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for the appropriateness of parking requirements for certain land uses; specific parking management strategies to promote transit-oriented design around Sound Transit stations; and on-street parking restrictions that minimize "hide-and-ride" around Sound Transit stations. The SPO study methodology will allow the City to apply the recommendations particular to the Sound Transit light rail station areas to other neighborhoods as appropriate.</p> <p>2. DCLU, as part of an interdepartmental effort, has begun to look for ways to allow flexibility in the Land Use Code to provide off-street parking. The scope for this project will include: allowing new development to provide additional parking (principle use parking), creating more opportunity for shared parking, and revising development standards such as those for allowed distance between uses and their off-site parking and appropriate street-level treatment for parking structures. DCLU is scheduled to present recommendations to Council by the end of 1999, but is currently working to find solutions that can be presented sooner, possibly in the second or third quarter.</p> <p>SPO, DCLU and SEATRAN can provide technical assistance to help develop and implement the parking recommendations if the parking study is completed by the community.</p>
<i>HUMAN SERVICES, HOUSING, PUBLIC SAFETY & COMMUNITY BUILDING</i>						
A31	Establish a "store front senior center" within the Residential Urban Village coordinated with Hearthstone Outreach program.	High	Near		DON HSD Hearthstone	The Greenwood Senior Center is an existing facility that serves older people from the Green Lake and Ravenna neighborhoods. The Executive understands that Hearthstone has volunteered outreach services if the facility is set up. The Human Services Department is

A. Create a Vibrant Green Lake Residential Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						also supportive of this recommendation however, they do not have funding to establish a new facility. Currently the Executive is reviewing the City's policies related to community centers and neighborhood recommendations related to community space and providing Council with a summary of options and opportunities in July 1999. This recommendation will be included as part of that policy discussion. In addition, the Human Services Department and Hearthstone will continue to work together to explore opportunities to provide senior services in Green Lake.
A32	Create more "teen activities" at the Community Center and SPL.	High	Near		SPL, DPR	At the Green Lake Community Center there is a new teen program that will run from mid-March through mid-June, 1999. It is offered on Monday and Wednesday from 3:30 - 6 p.m. and on Friday evening from 6:00 p.m. to 11:30 p.m. (The building is closed to the general public at 10 p.m. on Friday night, but the teens get to stay until 11:30 p.m.) This program is being provided through a joint partnership with the City Year program. Because DPR only has funding for the City Year program until mid-June, the department does not know if it will be able to continue this program. City Year is actively pursuing corporate sponsorship to continue this program.
A33	Open the SPL and Community Center on Sunday.	High	Near		SPL, DPR	As a result of the 1999-2000 budget, community center hours have been expanded. The new Green Lake Community Center hours are: Monday through Friday 10 a.m. to 10 p.m., Saturday 10 a.m. to 5 p.m. and Sunday 12 Noon to 4 p.m. The Seattle Public Library (SPL) will expand its operating hours at all branches in January 2000. The Green Lake Branch has been budgeted to expand from 48 hours per week to 60 hours per week. The Seattle Public Library will work with the community to determine where hours should be added to the weekly schedule.
A34	Develop a "kiosk" network in the Residential Urban Village (and throughout the neighborhood) for use in distributing community groups newsletters, flyers, etc.	High	Near		DON	This is primarily a community based activity. DON can provide technical support. This activity would qualify for possible Neighborhood Matching Fund grant funding.

A. Create a Vibrant Green Lake Residential Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
A35	Provide an office for the Green Lake Community Council, city-wide liaison activities, Green Lake 2020 post-planning stewardship operations, and space for community meetings.				Community DPR DON	The City has concerns about providing dedicated community space to individual organizations, however, many neighborhoods have raised the issue of increased space for general community use. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide Council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review.
A36	Provide a location for a neighborhood art exhibition and performing arts center.				DPR DON	<p>DPR does not have current facilities that could house a neighborhood art exhibition and performing arts center nor does it have funding to purchase and develop such a facility at this time.</p> <p>This project could be implemented by the community through a Neighborhood Matching Fund grant. The Green Lake Neighborhood Service Center and the Seattle Arts Commission can provide technical assistance to the neighborhood in this endeavor. Depending on the request, the Seattle Arts Commission may charge a fee for their assistance.</p>
A37	Support a pilot program to allow detached accessory dwelling units that follow a set of design guidelines.				DCLU	A demonstration program is currently underway. DCLU would be excited to share its findings and observations with the neighborhood and will contact the community to determine an appropriate time and location.

B. CREATE A FIRST-CLASS PUBLIC TRANSPORTATION SYSTEM

Description

Public transit plays an important role in the community's overall transportation system. Many commuters use transit to get to school or work. Furthermore, a significant proportion of Seattle residents own no car at all, and transit is their primary means of getting around. As Green Lake and the rest of the city grow, travel will also increase. Unless a larger number of these trips are taken using transit, traffic will grow to intolerable levels, thereby exacerbating the accompanying problems of congestion, parking availability, cut-through traffic, safety threats to cyclists and pedestrians, and environmental pollution. Current public transit services provided by KC METROKC within the neighborhood are considered inadequate by the community. Service is often infrequent, slow and unreliable. There are no direct connections to many destinations. Of particular concern is the lack of east-west, crosstown routes as the lake itself precludes a crosstown route along N. 65th Street paralleling existing routes along N. 45th Street and N. 85th Street. Current planning for a regional transit system, particularly for a possible light rail station in the adjacent Roosevelt neighborhood, must provide for connections to the Green Lake Residential Urban Village and other neighborhoods within the greater neighborhood. The prospect of a Seattle Transit Initiative provides another avenue for addressing Green Lake's transit needs.

The guiding principles that have guided these goals, objectives, policies and finally recommendations include the following:

- Green Lake should be a mobile community where people who work and live in the neighborhood have access to a convenient, reliable, and comprehensive transit system.
- Green Lake is a regional destination where visitors from all over the city can easily get to the Park and other attractions by using public transit, thereby reducing congestion and parking pressures on the community.

Integrated City Response

The City supports the Green Lake Community's recognition of the importance of transit to service this community. The City also recognizes the community's focus on other forms of mobility in addition to cars. This focus on alternative transportation modes will be mirrored in work programs currently in development for both the Seattle Transit Initiative and the Transportation Strategic Plan.

Transit projects are implemented by King County, KC Metro, and Sound Transit. The neighborhood should work directly with KC Metro and the King County Council to develop and implement this key strategy.

Lead Department: KC Metro, SPO

Participating Departments: SEATRAN

Tasks to be Undertaken in 1999-2000

1. The City will forward this and related transit requests to KC Metro on the community's behalf. The Strategic Planning Office, SEATRAN and the Department

of Neighborhoods shall review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.

2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northwest Sector Work Program.
3. Identify next steps for continued implementation.

B. Create a First-Class Public Transportation System

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Traffic and Transportation						
B1	Restore direct transit service between west side of the lake and Wallingford.	High	Medium		KC Metro SEATRAN DON SPO	<p>The City will forward this and related transit requests to King County KC Metro on the community's behalf. The Strategic Planning Office, SEATRAN and the Department of Neighborhoods shall review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan. The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the Transportation Strategic Plan and to the Neighborhoods, Growth Planning and Civic Engagement Committee.</p> <p>Providing direct service coverage to the west side of Green Lake will have impacts on coverage of other routes in the Green Lake area. Last February KC Metro deleted Route 6 service in this area because they and many members of the community determined that it would be better for the system to provide more frequent and faster service through the Aurora Corridor. The coverage vs frequency issue will be reviewed this year during KC Metro's 's Six-Year Plan update.</p>
B2	Work with KC Metro to improve service on existing transit routes and increase bus service frequency to 10 minute headways. These include bus routes #16, #48, and #359.	High	Near		KC Metro	<p>Please see the response to B1.</p> <p>This recommendation is also related to the frequency vs. coverage issue. Note: the Route 359 is now the Route 358.</p>
B3	Provide signal priority treatments for transit at congested intersections including the signalized intersections along Wallingford Avenue North and Aurora Avenue, and the intersection of Ravenna Boulevard and N.	High	Near		KC Metro SEATRAN	<p>Please see the response to B1. Increasing transit speed and reliability is a focus of the Seattle Transit Initiative. Demonstration projects relating to signal priority treatments for transit (including one on Aurora) will be completed in 1999. A work plan for the Seattle Transit Initiative detailing other projects such as this will</p>

B. Create a First-Class Public Transportation System						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	65th Street.					be completed by the end of 1999.
B4	Consider rerouting transit route #48 from Wallingford Avenue to North Green Lake Drive.	High	Near		KC Metro	Please see the response to B1. The community should be aware that implementation of this recommendation would reduce service to Blanchett High School.
B5	Use quieter vans instead of buses on low-ridership evening runs through residential areas.	High	Near		KC Metro	Please see the response to B1. There are many segments in the Green Lake routes that have high passenger loads -- even in the off-peak periods. Vans would probably be too small to meet the needs of these routes.
B6	Develop an intra-Seattle rapid transit system. Support the use of SR 99 as a central spine to such a system.	High	Long		KC Metro WSDOT SEATRAN	Please see the response to B1. This issue may also be addressed through the Seattle Transit Initiative and the KC Metro Six-Year Plan update this year.
B7	Work with KC Metro to provide direct transit service to Ballard, Wallingford, University Village, and other major north Seattle destinations.	High	Medium		KC Metro	Please see the response to B1. This recommendation may decrease the ability to provide improved service frequency on existing routes.
B8	Offer shuttle service around the lake which will eventually connect with the proposed light rail station in Roosevelt. Consider extending shuttle to Phinney Ridge and Meridian neighborhood commercial district.	High	Medium		KC Metro Sound Transit	This recommendation will be forwarded to KC Metro for consideration during their six-year planning process and future service planning and reallocation of service, once Sound Transit light rail service begins. The recommendation's implications for bus stop locations and priority use of curb space may also be addressed through the Station Area Planning process. Demonstrating demand for such a service is an excellent strategy for showing KC Metro how much a circulator shuttle is needed in the community. As an alternative to this recommendation, the community (possibly in conjunction with the Roosevelt community) may initiate either a demand based van or circulator van system as a demonstration activity. Monitoring of van usage will demonstrate whether such a program should be expanded and run by KC Metro. The initial demonstration activity may qualify for Neighborhood Matching Fund grants.

B. Create a First-Class Public Transportation System						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
B9	Work with KC Metro to provide frequent connections between Green Lake and the proposed Sound Transit light rail stop in Roosevelt and the proposed Intra-Seattle transit system along SR-99.				Community KC Metro Sound Transit	See response B8 above.
B10	Increase transit frequency between the Roosevelt light rail station and East Green Lake.				KC Metro	See response B8 above.

C. ENHANCE THE ENVIRONMENTAL HEALTH OF THE GREEN LAKE COMMUNITY

Description

Outside of Green Lake Park, the Green Lake community is severely underserved in the area of neighborhood green spaces that are within easy walking distance throughout the community. Preserving, enhancing and where possible increasing open space and native habitat in the planning area as well as providing opportunities for environmental education and stewardship are the primary goals of this strategy. The Neighborhood Plan identifies three broad strategies for the Lake and the Park:

1. Foster recognition of the broader Densmore Drainage Basin by collaborating with the Green Lake Park Alliance and other local planning groups. Various daylighting plans are being pursued and explored in other neighborhoods. Study and ultimately work toward plans for restoring a natural system of water flow into and out of Green Lake.
2. Combine very strong public support for street trees with the urban forest concept and expand the urban forest from the Lake outward through the neighborhood to create more green space and enhance wildlife habitat.
3. Advocate for an environmental education program to be housed at the Park with programs focusing on the ecology of the Lake and its relation to the urban environment - past, present and future.

The guiding principles for this section include:

- Recognize Green Lake and the natural environment as defining elements of community character.
- Foster recognition of the Park and the neighborhood as part of the urban forest.
- Foster recognition of Green Lake as part of the broader Densmore Drainage Basin and ultimately, the Puget Sound Watershed.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment through: improving open space opportunities at existing parks (like Green Lake Park), increasing pocket parks and P-Patches that directly serve nearby residents and providing opportunities for environmental education and stewardship for residents. The neighborhood may want to consider utilizing their early implementation dollars to pursue some of the smaller recommended improvements.

While directed toward a single goal, the individual activities in this strategy could be implemented independent of one another.

Lead Department: DON

Participating Departments: DPR, ESD, SEATRAN, SPU, SSD

Activities Already Underway

1. DPR currently markets programming at the Green Lake Community Center through a quarterly brochure.

Tasks to be Undertaken in 1999-2000

1. Utilizing school district facilities for community use is an issue that has been referred for inclusion on the Policy Docket.
2. DON will help the community coordinate with the Aurora Avenue Merchants Association to plant street trees on Aurora.
3. DPR & SPU can offer technical support in neighborhood efforts to develop environmental education programs, community based clean-up and water quality promotion and outreach.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northwest Sector Work Program.
5. Identify next steps for continued implementation.

C. Enhance the Environmental Health of the Green Lake Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<i>PARKS AND OPEN SPACE</i>						
C1	Acquire & develop properties at the northwest corner of 67th & Linden, and 72nd & Fremont (3 lots west of the intersection on the north side of the street), for potential P-Patches or pocket parks.	High	Near	\$300k	DPR DON ESD	As opportunities arise, DPR will work with the community to identify funding sources for acquisition and development. DPR does not have funding for acquisition of new properties. There may be grant sources (such as the Conservation Futures Tax and other funding sources) which could provide the funding for purchase. Many grants require a match and funding is extremely limited. DPR's Open Space program funding is already committed. DON supports the use of the 67th and Linden site as a P-Patch. P-Patch staff will do an initial assessment on the other recommended locations and determine whether the sites are appropriate for a P-Patch. DON can offer technical support in developing P-Patches. This activity could be implemented through a Neighborhood Matching Fund grant.
C2	Work with administrators of public and private schools to enhance their open space and integrate it into the community.	High	Near	\$50k	DON, SSD, Community	This issue has been referred for inclusion on the Policy Docket. A briefing at a joint meeting of the Council and School Board on options and opportunities for community utilization of School District open space will be the first step to address this issue.
C3	Develop Park Dept. property at NE 60th Street and Interstate 5 as a mini park for habitat planting or P-Patch.	High	Near	\$20k	DPR, DON, Community	DPR is supportive of this idea in concept. Any P-Patch/Community Garden developed on park property must demonstrate significant community benefit and encourage broad community use and enjoyment of the site through design. P-Patch staff will do an initial assessment on this location to determine whether it would be appropriate for a P-Patch/Community Garden.
C4	Reuse and/or redesign the existing Aqua Theater for community events or use as an interpretive center.	Med	Near	\$100k	DPR, DON, SSD, Community	The Aqua Theater is currently needed for storage of small water craft in use at Green Lake and DPR does not believe this facility is appropriate for community use. As an alternative, DPR recommends the community consider

C. Enhance the Environmental Health of the Green Lake Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>developing a proposal for the Bathhouse Theatre. DPR will conduct a public process to solicit ideas on the future use of the Bathhouse Theatre and would consider a community proposal for re-use. DPR would be happy to discuss this alternative with the community.</p>
C5	Acquire property at 1st Ave. NE and NE 56th Street for use as a mini park.				DPR, ESD, Community	<p>DPR recognizes the neighborhood's desire for a neighborhood park and supports acquisition of property for a mini-park. Unfortunately, DPR does not have funding to acquire properties. A future bond may be one of the ways to fund acquisition. This activity should be weighed with others in the community and throughout the city in the case of a bond.</p>
C6	Plant street trees at Aurora Ave. N. and Winona Ave. N.; Aurora Ave. N. from Winona Ave. N. to N. 80th St.; along N. 56th St. from Kensington Pl. N. to Latona Ave NE; on N. 80th and N. 85th Streets between I - 5 and Dayton Ave; and along Linden Ave N. from it's start to Winona Ave N.	High	Near	\$20k	DON, SEATRAN, WSDOT, Community	<p>For street trees on Aurora: DON will help the community coordinate with the Aurora Avenue Merchants Association.</p> <p>SEATRAN would determine the appropriate locations of trees with regards to safety and visibility at intersections. There have been previous discussions with WSDOT about this proposal and SEATRAN will assist the community in working with WSDOT.</p> <p>This proposal could be submitted as a NMF request or as an application to DON's & SCL's tree planting programs. While both those programs typically grant trees to residential streets & other open space, not arterials, there is flexibility provided there is agreement on maintenance responsibility.</p> <p>For street trees in all other locations: This proposal could be submitted as a NMF request or as an application to either DON's tree grant program or SCL's community planting program. SEATRAN approval and a</p>

C. Enhance the Environmental Health of the Green Lake Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						street use permit would be required for trees in the street right-of-way.
C7	Plant street trees throughout the community by providing planning assistance, training, and inexpensive trees to interested neighbors.	High	Near	\$20k	DON, SEATRAN, Community	The neighborhood can apply to DON's existing "tree grant" program. Seattle City Light offers a community tree planting program by providing communities with a minimum of 100 trees. City Light works with communities to assess project sites, provide trees, prepare planting sites, and provides limited care for open space or street side plantings.
C8	Inventory public and private property with 'significant ' habitat value by soliciting grants, interns, class projects, etc., to conduct a neighborhood habitat inventory.	High	Near	\$20k	DON, UW, WSU, Community & high school interns	This is primarily a community based activity. This activity may qualify for NMF grants.
C9	Work with school administrators and parent groups to establish or expand wildlife habitat on school grounds, using the Green Lake School Olalie Garden as a model.	Med	Near	\$50k	DON, SSD, Community, State, Federal & Foundation grants	This issue has been referred for inclusion on the Policy Docket. A briefing at a joint meeting of Council and School Board on options and opportunities for community utilization of School District space will be the first step to address this issue. This activity may qualify for NMF grants.
C10	Develop an outreach program to encourage private and commercial property owners and managers to add native habitat components to their property. Encourage adjacent property owners to work together to develop larger habitat nodes.	High	Near	\$50k	DON, UW, WSU, Community State, Federal & Foundation grants, private and commercial property owners, DPR, SPU	This is primarily a community based activity. This activity may qualify for NMF grants. DPR & SPU may be able to offer technical support in this endeavor.
C11	Develop 'habitat walks', map Backyard Sanctuaries, and conduct habitat workshops.	High	Near	\$50k	Community, GL Park Alliance, DON, Seattle Audubon, State, Fed & other	This is primarily a community based activity. This activity may qualify for NMF grants. DPR & SPU may be able to offer technical support in this endeavor.

C. Enhance the Environmental Health of the Green Lake Community						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
					grants	
C12	Develop an interpretive naturalist program with classes, nature walks, and workshops in Green Lake Park. This is proposed to be accomplished through assembling a team from the Green Lake Park Alliance (GLPA), Seattle Audubon, and Seattle Parks staff to introduce programs that promote environmental stewardship as recreation.	High	Near	\$50k	Community , Green Lake Park Alliance, Seattle Audubon, DPR, DON, State, Federal & Foundation grants	This is primarily a community based activity. This activity may qualify for NMF grants. DPR supports this proposal, and developed an Environmental Education program for Green Lake Elementary and Bagley Elementary in 1995. However, the Department does not have funding for environmental education programs and suggests pursuing state and federal grants. DPR can provide technical support to the neighborhood during the NMF application process.
C13	Establish an environmental education center in Green Lake Park with naturalist programs on habitat and water quality.	High	Near	\$500k	Community , Green Lake Park Alliance, Seattle Audubon, DPR, DON, State, Federal & Foundation grants	This is primarily a community based activity. This activity may qualify for NMF grants. DPR supports the proposal, but has no funding for environmental education programs and suggests pursuing state and federal grants. They also have concerns about an additional center at the lake and the level of support for a separate environmental education center.
C14	Create passive recreational areas, gathering areas, a shade garden and seating around the community center.	High	Near	\$50k	DPR, DON, Community	This is primarily a community based activity. This activity may qualify for NMF grants. DPR is supportive of this activity and will work with the community in the design and development process.
C15	Improve the community center grounds to include thinning the plane trees and providing more seating.				DPR , Community	DPR supports the neighborhood in its request for thinning of the plane trees and it is included in the current vegetation management plan for Green Lake. DPR has also received community input that there is too much seating at Green Lake but we are willing to discuss this with the community.
C16	Enhance ADA recreational opportunities around the lake. Provide additional accessible paths from outside perimeter to the main trail, ensure accessible paths to swimming, boating and field and tennis court	High	Near	\$50k	DPR , Federal, Corporate sponsorship, DON	DPR will continue to work on this issue with the community. DPR has funded \$144,000 for ADA improvements to the wading pool comfort station in 2000-2001. ADA improvements for the 65th St. comfort station and for the Green Lake Community Center for exterior ramps are listed in the DPR

C. Enhance the Environmental Health of the Green Lake Community

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	areas. Ensure accessibility to Bathhouse Theater, from on-street parking and provide an accessible route across Aurora to the north end of the Lake.					Major Maintenance Plan. Some immediate improvements could be accomplished by the community through Neighborhood Matching Fund grants.
C17	Develop an informational database to identify recreational opportunities available to the Green Lake community.	High	Near	\$10k	DPR, Community	DPR does not have funding to take the lead on this project. The Department can offer technical support to the neighborhood. Some information is available in the quarterly Green Lake/Evans Pool programming brochure.
C18	Increase the use of the community center and greater awareness of recreational opportunities at other sites e.g., Boys & Girls Club, schools etc.	High	Near	\$100k	DPR, Community, Corporate sponsorship, Federal	DPR currently markets programming at Green Lake through a quarterly brochure. DPR markets programs to the extent possible given existing resources.
C19	Develop and implement a watershed education program for businesses and residents.	High	Near	\$50k	DPR, UW, WSU, Community, State, Federal & Foundation grants, private and commercial property owners	While this is primarily a community based activity, DPR can provide technical support. This activity may qualify for NMF grants.
C20	Develop a community network to monitor water quality, support outreach and educational activities and identify and evaluate opportunities for restoration of natural drainage areas.	High	Near		Community, SPU	While, this is primarily a community based activity, SPU has numerous environmental partnership programs available to support community based clean-up and water quality promotion and outreach. SPU will contact the community and help them identify programs and opportunities that may match their interests.

D. IMPROVE TRANSPORTATION MOBILITY & SAFETY IN RESIDENTIAL AREAS

Description

Results of a mail survey conducted by Green Lake 2020 in the spring of 1997, which was sent to all residents in the planning area (with a 10% response rate), identified a number of transportation-related concerns. The highest rated was traffic congestion, with 61% reporting it as a “serious problem” (rated 4 or 5 on a scale of 1 to 5). Other concerns in order of importance were: pedestrian safety (59%), bicycle safety (53%), cut-through traffic (52%), speeding (51%), parking availability (41%) and large truck traffic (31%).

In response to this survey, the theme for the Green Lake transportation system, as developed through this planning process, is to develop a strategy that addresses the community’s traffic congestion problems, enhances pedestrian and bicycle safety and circulation, encourages alternative modes of transportation, and maintains community character. To these ends, the Green Lake 2020’s transportation consultant has developed a Strategic Transportation Plan. Portions of this study have been included throughout this section for background.

Several guiding principles direct the goals, policies and recommendations for improving transportation mobility and safety in residential areas, they are;

Guiding Principles:

- Green Lake as a community where people who live, work, and visit have safe and convenient access via a wide variety of travel modes including, but not limited to, the automobile.
- Green Lake as a neighborhood where people can feel safe walking and riding their bikes.
- Green Lake as a place where activities are conveniently and safely accessible to people with physical disabilities.

Integrated City Response

This Key Strategy consists of a number of transportation recommendations and streetscape improvements to promote pedestrian and bicycle access and to facilitate vehicular travel. The City supports the neighborhood’s efforts to improve mobility throughout the urban village. Many of the recommendations listed here are at a conceptual level and will need to be developed further before their feasibility can be evaluated. Resources within the City to develop these kinds of transportation improvements are limited. Priorities will need to be identified through the Northwest Sector Work Program to focus City efforts once resources are identified and become available.

WSDOT Multi-Modal Study of Highway 99: SEATRAN in coordination with SPO and the NDMs, will take an active role in the Highway 99 Multi-Modal Study being conducted by WSDOT including: 1) representing the City of Seattle’s interests in the use and development of Highway 99, 2) making sure the pertinent neighborhood plan recommendations from all relevant neighborhood plans are timely and effectively presented together in an accessible format to WSDOT and other pertinent stakeholders, 3) assisting WSDOT in their community outreach, 4) encouraging the inclusion of other government entities, such as King County Metro, in the development of this study, and 5)

coordinating the City of Seattle’s work on Aurora Avenue North, such as the signalization study, with WSDOT’s study.

Lead Department: SEATRAN

Participating Departments: DPR, DCLU

Activities Already Underway

1. The loop detector on the east leg of Green Lake Dr. N. at Aurora was recently improved and should now detect bicyclists.
2. In response to earlier requests from citizens, SEATRAN has developed conceptual sketches of desired intersection improvements at the following locations:
 - NE Ravenna Blvd/Green Lake Dr N./NE 71 St.
 - N. 64 ST./E Green Lake Wy N.
 - N. 65 ST./ Latona Ave N.
 - Wallingford AV N./N. 80th St.
 - Winona AV N./77 and 76th Streets

Tasks to be Undertaken in 1999-2000

1. SEATRAN will perform a traffic safety study at the intersection of West Green Lake Way and East Green Lake Way to evaluate ways of facilitating northbound left-turns in 1999.
2. SEATRAN will evaluate Aurora & 68th Street in 1999 as part of their signal progression study for Aurora Avenue North.
3. DPR's North Division has committed to providing additional bike racks in desired locations in Green Lake Park identified by the neighborhood.

4. SEATRAN will study N. 50th Street & 1st Avenue NE for a signal in 1999.
5. Crosswalks and pedestrian crossing signals have raised implementation and policy issues in a number of neighborhood plans and have been referred to the Policy Docket for City Council discussion.
6. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northwest Sector Work Program.
7. Identify next steps for continued implementation.

D. Improve Transportation Safety & Mobility in Residential Areas						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Traffic and Transportation						
D1	At the following intersections, conduct a study to evaluate design changes, including the use of a traffic roundabout, bicycle lanes, chanelization and pedestrian refuge islands. Install the most beneficial improvements for traffic flow, pedestrian, and bicycle safety. Traffic roundabouts should not be installed if they are found to significantly detract from pedestrian safety. a) The five-way intersection of NE Ravenna Boulevard and E. Green Lake Drive N. b) The five-way intersection of N. 50th Street and Green Lake Way	High	Near-Medium		SEATRAN	See A 21. SEATRAN has previously investigated this intersection and believes a roundabout could be a reasonable design alternative. The next step would be to develop a conceptual design. While the city is supportive of doing a conceptual design they have not identified funding for a conceptual design at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources. NMF or early implementation funds are possible funding sources. b) SEATRAN has previously investigated this intersection and determined that a roundabout is not feasible.
D2	Convert four-lane arterials to three-lane arterials (one lane in each direction with a two-way left turn lane), specifically Green Lake Way N. near Woodland Park, and North 50th Street. Add all-day parking or bike lanes with the extra space. Add a pedestrian refuge island around N. 52nd Street & Greenlake Way N.	high	near		SEATRAN	NE 50th Street: SEATRAN does not support converting N. 50th Street from four lanes to three. Due to the high volume on this street, four lanes are needed particularly during the peak hours. Because of increasing volume, SEATRAN is evaluating the need for increased parking restrictions. Green Lake Way N: SEATRAN will evaluate the feasibility of converting Green Lake Way N from 50th to West Green Lake Way N (approximately N. 55th Street) from four lanes to three.

D. Improve Transportation Safety & Mobility in Residential Areas						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						However, this is a short stretch and there may be difficulties transitioning to three lanes at N. 50th Street.
D3	<p>Work with SEATRAN to assess and implement improvements for traffic flow at the intersections of:</p> <p>a) Aurora Avenue N. and Winona Avenue N.;</p> <p>b) the intersection of West Green Lake Way and East Green Lake Way;</p> <p>c) Wallingford Avenue N. and N. 85th Street.</p> <p>This study would evaluate possible design changes such as signal phasing, bicycle lanes, chanelization and pedestrian refuge islands. The desired outcome of this study is to identify and implement the most beneficial capital improvements to improve traffic flow, and pedestrian and bicycle safety.</p>	High	Near- Medium		SEATRAN	SEATRAN does not have funding for this study. If the community chooses to hire a private consultant, the Neighborhood Matching Fund may be a good source for some or all of the funding. SEATRAN can help the community select an appropriate consultant and provide technical assistance on specific issues.
D4	<p>Study and provide a protected left-turn phase off of Aurora Avenue N. (northbound) at Winona Avenue to allow a safe left-hand turn.</p>	High	Near-Medium		SEATRAN	SEATRAN presented this idea to the community in 1996, in order to solve the accident problem at 77th St. Since 77th St. is a residential street, SEATRAN thought it would be appropriate to install southbound/northbound left-turns at Winona. However, the northbound left turn still does not meet either the accident or volume warrant and residents on Winona have opposed the idea. Because of the opposition, this project will not occur in the near-term.
D5	<p>Conduct a transportation study for Aurora Avenue N. This study should examine options for improving: a) general traffic flow, b) transit speed and reliability and c) pedestrian safety and accessibility.</p>	High	Near		SEATRAN WSDOT Office of Urban Mobility	<p>WSDOT has started a mobility study for Hwy. 99 from the Battery St. tunnel to the City of Shoreline. These issues will be addressed in this study; however, the exact scope of the study is not known at this time.</p> <p>SEATRAN in coordination with SPO and the NDMs will take an active role in the Highway 99 Multi-Modal Study being conducted</p>

D. Improve Transportation Safety & Mobility in Residential Areas

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>by WSDOT including: 1) representing the City of Seattle's interests in the use and development of Highway 99, 2) making sure the pertinent neighborhood plan recommendations from all relevant neighborhood plans are timely and effectively presented together in an accessible format to WSDOT and other pertinent stakeholders, 3) assisting WSDOT in their community outreach, 4) encouraging the inclusion of other government entities, such as King County Metro, in the development of this study, and 5) coordinating the City of Seattle's work on Aurora Avenue North, such as the signalization study, with WSDOT's study.</p> <p>If the WSDOT study does not adequately address the neighborhood's questions, the next step would be for the neighborhood to identify specific objectives for a smaller specialized study. SEATRAN could assist in development of the scope of the study and assist the neighborhood in selecting an appropriate consultant. The Neighborhood Matching Fund would be a good funding source for a smaller specialized study.</p>
D6	Conduct a traffic safety study at the intersection of West Green Lake Way and East Green Lake Way to evaluate ways of facilitating northbound left-turns.	High	Near		SEATRAN	SEATRAN will investigate this intersection for a possible signal as requested in the plan. If a signal is warranted, the intersection may need to be reconfigured to facilitate its operation.
D7	Promote traffic calming on residential streets by installing traffic circles, chicanes, or speed humps through the existing process. Place special emphasis on areas with identified cut-through traffic problems including N. 59th Street; N. 68th St.; N. 73rd St.; W. Green Lake Dr. N.; Keen Way N.; Stroud Ave. N.; N. 77th St.; and W. Green Lake Dr. (near the Bath House).	High	Near		SEATRAN	This activity can be accomplished through existing programs. The community should submit specific requests to the Neighborhood Traffic Engineering division of SEATRAN. A petition of community support will be required once feasibility is determined. SEATRAN will assist the community in determining petition area boundaries. Various funding sources may be available for implementation depending upon the neighborhood's overall plan priorities.
D8	Build landscaped medians down the middle of Linden Avenue North & Green Lake Drive North.	High	Near-Medium		SEATRAN	There is sufficient width for medians on the arterial portion of Linden Ave N. and Green Lake Dr. N. west of Ashworth. However, the installation of a median may conflict with the

D. Improve Transportation Safety & Mobility in Residential Areas

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						community's desire for bike lanes along these routes. (See D15). Because medians restrict access to abutting properties along the route, SEATRAN would require strong support from the affected residents and from emergency response departments. Medians could be considered when repaving of these arterials occurs, provided funding is available and the necessary support is received.
D9	Install street improvements to enhance the pedestrian quality and promote traffic calming along N. 56th Street including widened sidewalks, pedestrian bulbs, benches, and landscaped medians.	High	Near-Medium		SEATRAN	The next step would be to develop a conceptual design for N. 56 th Street. While the city is supportive of doing a conceptual design they have not identified funding for a conceptual design at this time. If the community would like to move forward more quickly on this recommendation they can seek alternative funding sources. NMF or early implementation funds are possible funding sources.- Neighborhood Street Funds or Early Implementation Funds may be a good source to implement some of the improvements identified in conceptual design process. Placing benches on the street could be accomplished by the community through a NMF grant. Any placement within the right-of-way would need a street use permit from SEATRAN.
D10	Consider converting N. 50th Street and East Green Lake Way, to three lanes to provide pedestrian refuge and facilitate left-turns, while still allowing for considerable traffic flow.	High	Near-Medium		SEATRAN	Please see D2.
D11	Study the need & possibility for restricted parking zones to help limit parking by non-residents utilizing the existing RPZ process.	High	Near		SEATRAN	Community should identify the specific blocks affected by non-resident parking and review with SEATRAN in order to determine if a restricted parking zone will be appropriate in these areas.
D12	Develop a major "Woodland Greenway" connecting the Burke-Gilman Trail from N. 34th St. to South Green Lake at the amphitheater. Additional connections would include using the Woodland Park bridges to	High	Medium		SEATRAN ISTEA DPR	DPR is generally supportive of this idea. It needs extensive further planning and the community's response before implementation could occur. This activity has many complex issues that would need to be addressed in a feasibility analysis and scoping of the project. Major obstacles are crossings at Bridge Way, 46th Street

D. Improve Transportation Safety & Mobility in Residential Areas						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Phinney Ridge at the rose garden, and Linden Ave. N. and Fremont Ave. N. reaching north to the "Interurban Trail".					and Green Lake Way.
D13	Reduce waiting time at the existing pedestrian light across Aurora Avenue at 68th Street.	High	Near		SEATRAN WSDOT	SEATRAN will evaluate this location in 1999 as part of their signal progression study for Aurora Avenue North.
D14	Install more bike racks around the lake in key locations. Priority locations identified are on Park property at the north end of the lake near the wading pool, on the northeast end of the lake across from Latona and on the south side of the lake to the east of the Pitch and Putt.	High	Near		SEATRAN DPR	SEATRAN installs racks in commercial districts upon request and will look at any recommended locations. The adjacent property owner must approve of the location. DPR supports this activity. DPR's North Division has committed to providing additional bike racks and will work with the community to place them.
D15	Stripe bicycle lanes along Winona Avenue N. and Linden Avenue N. around the west side of the lake, west of Aurora Avenue N.	High	Near		SEATRAN	Currently there is adequate room on Linden Avenue North for bike lanes. SEATRAN's bicycle program is considering the installation of bike lanes on this route. However, the community has also requested the installation of a median on Linden. There is an inherent conflict in these goals as installation of a median would occupy so much space as to eliminate the possibility of bike lanes on Linden. The community should specify which has higher priority, bike lanes or median. Winona is too narrow for bike lanes, unless parking is eliminated on one side of the street. East of Aurora, there is inadequate width for safe bike lanes unless parking is eliminated on one side of the street.
D16	Provide a separated bicycle trail on Linden Avenue as it crosses under Aurora Avenue near the old Aqua Theatre.	High	Medium		SEATRAN	It is not clear whether the request is for bike lanes on the street or an actual trail/path. The existing street width is not sufficient under Aurora for bike lanes. SEATRAN will work with the community to clarify the proposal so they can provide a more detailed response and options.
D17	Improve the vehicle detector on the east leg of North Green Lake Drive at Aurora Avenue so it can detect bicycles.	High	Near		SEATRAN	The loop detector was recently improved and should now detect bicyclists.

D. Improve Transportation Safety & Mobility in Residential Areas						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
D18	Install pedestrian-activated signals at key crosswalks to improve pedestrian safety : across Green Lake Drive/Way N. at Stroud Avenue (possible refuge island), N. 78th Street, N. 64th Street, Kenwood Place, Woodland Park (at least two locations between parking and the lake).	High	Near		SEATRAN	SEATRAN has recently modified their policy on placing pedestrian push button at crosswalks and is testing its recently modified policy. A report on results of this study and how the new policy responds to the range of neighborhood recommendations is due to Council in June, 1999. A report on the crosswalk safety study will also be given at the same time.
D19	Install curb bulbs at selected pedestrian crossings: <ul style="list-style-type: none"> • Winona Avenue, between N. 76th Street and Ashworth Avenue N. • North Green Lake Drive, between Aurora Avenue and Winona Avenue • Northeast 56th, between Kensington Place N. and Latona Avenue N. • East Green Lake Way at N. 64th Street • East Green Lake Way at Kenwood Place • N. 65th Street at Latona Avenue N. • Wallingford Avenue North at North 80th Street (with triangle refuge island on south leg) • N. 73rd St. at Linden Ave. N. 	High	Near		SEATRAN	In response to earlier requests from citizens, SEATRAN has developed conceptual sketches of curb bulb improvements at the following locations: <ul style="list-style-type: none"> • • NE Ravenna BLVD/Green Lake DR N./NE 71 St. • N. 64 St./E Green Lake WY N. • N. 65 St./ Latona AV N. • Wallingford AV N./N. 80th St. • Winona AV N./77 and 76th St.'s <p>Other recommended locations would need to be analyzed for feasibility.</p> <p>SEATRAN currently does not have funding for constructing curb bulbs at these locations. The Neighborhood Street Fund or Early Implementation Funds may be good funding sources for this type of work.</p>
D20	Install pedestrian refuge islands across East Green Lake Way at West Green Lake Way; across Wallingford Avenue at N. 80th Street; and across Green Lake Drive at Stroud Avenue, and midblock (69th) across Aurora Ave.	High	Near		SEATRAN	Please see D19
D21	Conduct a study to evaluate a bridge or tunnel across Aurora Ave. to access the park. Study should also evaluate	High	Near-Long		SEATRAN WSDOT	A tunnel or bridge does not appear to be a cost-effective solution. The City will recommend that this location receive further analysis as part of the multi-modal study for Aurora.

D. Improve Transportation Safety & Mobility in Residential Areas

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	enhancing the existing at-grade crossing at N. 68th Street with a refuge island.					
D22	Install pedestrian-activated half-street traffic signals across N. 50th Street at 1st Avenue NE.	High			SEATRAN	The key location listed needs to be studied to determine if it meets standard criteria for placing a signal. SEATRAN will study this location for a signal.
D23	Install pedestrian-activated flashing light crosswalks (crosswalks that utilize lights embedded in the pavement along either side of the crosswalk) at N. 80th Street at Fremont N. and along N. 65th Street at Latona Avenue, and at 1st Avenue NE.	High	Near		SEATRAN	SEATRAN currently has a pilot project demonstrating the use of "Flashing light crosswalks" and will evaluate the results when completed. Results of this evaluation will determine future use of this device. SEATRAN has recently modified their policy on placing pedestrian push buttons at crosswalks and is testing its recently modified policy. A report on results of this study and how the new policy responds to the range of neighborhood recommendations is due to Council in June, 1999. A report on the crosswalk safety study will also be given at the same time.
D24	Install colored and/or textured paving materials at all crossing points along Green Lake Way/Drive between Winona Avenue and N. 78th Street, and within the Residential Urban Village.	High	Near		SEATRAN	See A22. SEATRAN has recently modified their policy on placing pedestrian push button at crosswalks and is testing its recently modified policy. A report on results of this study and how the new policy responds to the range of neighborhood recommendations is due to Council in June, 1999. A report on the crosswalk safety study will also be given at the same time.
D25	Reconfigure the perimeter of Green Lake Park to include separated bicycle and pedestrian/jogging lanes with improved pedestrian crossings. Narrow Green Lake Drive/Way to two lanes and one on-street parking lane.	High	Long		SEATRAN DPR	It is unclear as to whether the community is asking for the separated bicycle lanes on park property or on the street. If separated bike / pedestrian lanes are being requested on the street, portions of the perimeter currently have bike lanes. For those portions that do not, there is insufficient street width to accommodate additional lanes. If the request is for separated lanes on park property, DPR does

D. Improve Transportation Safety & Mobility in Residential Areas						
<i>#</i>	<i>Activity</i>	<i>Priority</i>	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>City Response</i>
						not support the paving of the outer perimeter of the park. However, DPR does not discourage bicycle/pedestrian usage of the current gravel path.
D26	Encourage establishment of a centralized parking facility in the Residential Urban Village. Consider strategies such as establishment of a special parking district. Centralized parking could count in lieu of on-site parking requirements for new development.	High	Long		SEATRAN DCLU SPO	Studying the financial feasibility of a centralized parking structure could be one of the elements of a parking study completed for Green Lake (see Executive comments for A30). Looking at financial feasibility and assessing demand for a parking structure are tasks that should be completed by the neighborhood in advance of any City participation in a proposed structure. DCLU has done some analysis on how payment-in-lieu of parking programs could work with discouraging results.

E. CREATE A “COMMUNITY BUILDING BLOCKS” PROGRAM

Description

The Green Lake community ranked “building a stronger, more cohesive community” high as a goal in the Phase I survey. This widely-held sentiment showed itself early through informal input into the planning process as Green Lake neighbors attended meetings and workshops and discussed the neighborhood’s principal needs.

During the course of that on-going discussion, the point was made: although the lake and the park give the neighborhood an identity, they do not give it a real sense of social focus. As one resident put it, “Green Lake is a neighborhood with a hole at its center; a hole rather attractively filled with water; but a hole nonetheless.”

The intent of the “Community Building Blocks” program as a key strategy is to locate and nourish the neighborhood’s social core. Specifically, it aims to develop those networks and connections needed to insure that all members of the community are aware of the neighborhood’s resources, opportunities, and issues, and are included in its activities. Essential to the strategy are the following:

Guiding Principles:

- Improved physical access within the planning area for all its users.
- Enhanced human services and heightened community awareness of their availability.
- Effective communication among residents concerning resources, events, activities, and issues of neighborhood interest.

Integrated City Response

This strategy is consistent with the Comprehensive Plan. The City supports this strategy because it highlights the importance of social connections and support within the neighborhood. Many of the recommendations in this Key Strategy are community based activities. While directed toward a single goal, the individual activities in this strategy could be implemented independent of one another.

Lead Department: DON

Participating Departments: SPD, HSD, DPR

Tasks to be Undertaken in 1999-2000

1. SPD staff will contact neighborhood representatives to initiate the next steps on expanding the block watch program.
2. DPR is concerned about the potential impact of installing benches in the park but is willing to discuss this further with the community.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, funding sources, and departmental staffing concerns through the Northwest Sector Work Program.
4. Identify next steps for continued implementation.

E. Create a "Community Building Blocks" Program

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
<i>COMMUNITY BUILDING</i>						
E1	Implement a pilot program which would expand the Blockwatch program to include information on environmental health, public services, community building social activities, and earthquake preparedness.	Med	Near		Community SPD	The Seattle Police Department is excited about working with the neighborhood to strengthen the block watch program and connect it to programs to increase emergency preparedness. SPD staff will contact neighborhood representatives to initiate the next steps on developing these programs. SPD will also help the community contact the Neighborhood Power Project. Ultimately, this activity is community based. Once the concept is better developed, it may be appropriate for the neighborhood to apply for Neighborhood Matching Fund grants to support their work.
E2	Develop a "Senior Newsletter" with information on activities for seniors.	Med	Near		MOSC HSD DON	There are currently many senior newsletters and senior resource guides that share a very broad mailing list, (e.g. the Senior Spotlight, developed by the Mayor's Office for Senior Citizens [MOSC]); the Access newsletter (developed by Senior Services of Seattle/King County); The Puget Sound Council of Senior Citizens monthly newsletter, etc. The Executive will provide the community with copies of these existing publications and work with them to make sure the mailing list includes seniors in Greenlake. If the community feels these publications do not meet their needs and wants to develop their own newsletter a NMF grant may be a possible funding source for initial funding. However, continuing operating funds would have to be identified.
E3	Identify senior pedestrian issues and explore improvements that will facilitate making it safer for seniors to get around neighborhood.	Med	Near		SEATRAN HSD	Community should submit locations of concern to SEATRAN. HSD is working to expand health promotion, fall prevention and exercise (balance) as a part of senior wellness activities countywide.
E4	Work with Parks Dept. to find location & funding for covered bench areas in park. The idea is to create social spaces in park for seniors and others.	Med	Near		DPR HSD	DPR is concerned about the impact of adding additional benches in the park but is willing to discuss this further with the community. This may be appropriate for a NMF grant.
E5	Identify opportunities for more play structures in the neighborhood. Possible locations could be at Bagley, west side of	Med	Near		GLCC DON	This is a community based activity.

E. Create a "Community Building Blocks" Program

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Aurora, near ball fields, boat house, Marshall School, or future pocket parks.					
E7	Develop a "Green Lake Section" that would include community news of interest.	Med	Near		GLCC	This is a community based activity. This activity may qualify for NMF grants.
E8	Distribute community news to every household (using Block Watch, neighborhood delivery network, youth groups, etc.)	Med	Near		GLCC	This is a community based activity. This activity may qualify for NMF grants. As an alternative, the community may want to consider designing and installing one or more community kiosks. The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, design and placement standards.
E9	Support the development and maintenance of an "On-Line Green Lake" for news, community updates, etc. (e-mail, WWW, etc.)	Med	Near		GLCC	This is a community based activity. This activity may qualify for NMF grants.
E10	Start an "Enhanced Block Watch Kickoff" effort to encompass all of Green Lake.	High	Near		SPD, GLCC	This is a community based activity. This activity may qualify for NMF grants. SPD is very interested in working with the community on an "Enhanced Block Watch Kickoff". SPD has a goal of either a Block Watch or at a minimum a Block contact on each block in the City. The Seattle Police Department is excited about working with the neighborhood to strengthen the Block Watch program and connect it to programs to increase emergency preparedness. SPD staff will contact neighborhood representatives to initiate the next steps on developing these programs. Ultimately, this activity is community based. Once the concept is better developed, it may be appropriate for the neighborhood to apply for Neighborhood Matching Fund grants to support their work.
E11	Set up "Earthquake Awareness and Preparation Program".	Med	Near		GLCC, SPD	See E10.
E12	Work with City to make rules & permits for block parties easier to get and set up a program to encourage small block parties	Med	Near		SPD SEATRAN	SEATRAN will respond to specific problems the community is having with the current street use permit system once they are identified.

E. Create a "Community Building Blocks" Program						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	throughout the neighborhood.					SPD is not involved in establishing rules and permits for block parties, although the department does promote block parties and has had the street closure permit process waived for the NIGHT OUT event held the first Tuesday in August each year.
E13	Start an "Adopt a Block" program throughout the neighborhood.	Med	Near		Community	This is primarily a community based activity. This activity may qualify for NMF grants for start-up costs.
E14	Support and sponsor community wide events. (Examples include: Community Fair, Art Walk, Music Festivals, Fishing Derby, Pub Crawl, Literary Fair, Swimming Program, Street Dances, Block Party on Green Lake Way, etc.).	High	Near		GLCC GL Chamber SAC	This is a community based activity. Executive is still working on this response.
E15	Seek funding to create and staff a program that would support the Community Building Blocks program.	Med	Near		Community HSD DON	This is primarily a community based activity. This activity may qualify for NMF grants for start-up costs.
E16	Get more community use out of the school properties, including Marshall, Green Lake Elementary, Bagley Elementary, and Blanchet H.S.	Med	Near		GLCC	Community centers and similar community spaces and community use of school facilities have raised implementation and policy issues in a number of neighborhood plans and has been placed on the policy docket. An interdepartmental team report on options and recommendations is due to Council in June 1999.

II. Additional Activities For Implementation

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) this activity will be considered as part of the Sector Work Programs in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the Policy Docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section I, these activities are intended to be implemented over the span of many years.

The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create Sector work programs that will prioritize these activities. This may include developing rough cost estimates for the activities within each activity; identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section (with the exception of Category #6) will be included in the City's tracking database for monitoring neighborhood plan implementation.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
A. TRAFFIC AND TRANSPORTATION							
<i>PEDESTRIAN, BIKE & "GREEN STREET" IMPROVEMENTS</i>							
TT1	Build a pedestrian gathering area(s)/plaza using elements such as trees, flowers, sculpture, fountain, benches, lights, waste receptacles in the four principal Neighborhood Commercial Areas (Latona, Meridian, Linden-Winona, and the district on the north end of the Lake).	Low	Long Term		Community DON DPR	<p>DPR would need more details regarding this concept. If an appropriate site was found for this activity and the purchase of property was required to pursue the recommendations, acquisition of a site may be appropriate for a bond.</p> <p>The next step would be to identify potential locations and develop a conceptual design for the desired site. This would be a neighborhood activity. The Neighborhood Matching Fund would be a good funding source for this type of work.</p> <p>Seattle City Light offers a community tree planting program by providing communities with a minimum of 100 trees. SCL works with communities to assess project sites,</p>	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						provide trees, prepare planting sites, and provided limited care for open space or street side plantings.	
TT2	Develop a pedestrian network to link parks, public spaces, art, and neighborhood commercial districts. This network would include planting trees, placing planter boxes, placing decorative light fixtures, placing benches, placing decorative garbage cans, placing kiosks, placing bus shelters, and placing artwork and murals.	High	Near Term	\$5,000	Community SEATRAN	<p>This is primarily a community based activity. The community should develop a conceptual plan of the improvements they would like to make. SEATRAN can then work with the community providing technical support and assistance in obtaining the necessary permits. This activity could be implemented through either Neighborhood Matching Fund grants or Tree Fund funding.</p> <p>If “decorative lighting fixtures” means special street lights or pedestrian lights, Green Lake is encouraged to develop a lighting plan in conjunction with SCL, to include location and type of lighting fixtures, which will be the basis for project feasibility and cost estimates. For lighting on arterials, SEATRAN would need to be involved, and lighting in parks should involve the Department of Parks and Recreation. I-5 lighting is the jurisdiction of the Washington State Department of Transportation. For information, reference SCL’s new publication entitled “Resources for Neighborhood Planning Opportunities.”</p> <p>A Street Use Permit would be required for many of the improvements such as street trees and street fixtures installed in city right-of-way. SEATRAN approval and a street use permit would be required for street furniture installed in the street right-of-way. SEATRAN can evaluate proposed</p>	<p>The community will need to take the first steps in implementing this activity. This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.</p> <p>Lighting: This issue has been placed on the Policy Docket. The Executive shall review its policies on lighting streets, alleys, parks, etc. and provide the Council with a report, analysis and recommendations by June 1999. All policies should be in writing and should be shared with the neighborhood planning groups.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
						<p>installations and provide technical assistance.</p> <p>SEATRAN's Arborist's Office can also assist the community in selecting appropriate tree species and identify potential funding sources for tree plantings.</p> <p>The Seattle Arts Commission recommends including an artist in planning teams developing decorative elements that help define community identity. If improvements are funded from capital budgets, contact SAC for possible funding to incorporate art in the project.</p>	
TT3	<p>Place benches, hanging flower baskets, planters, and decorative light posts on:</p> <ul style="list-style-type: none"> • Green Lake Drive N. between W. Green Lake Dr N. and N. 80th Street • E Green Lake Drive N. between Stroud Avenue N. and Ashworth Avenue N. • at the intersection of Aurora Avenue N. and Winona Avenue N. • at the intersection of Green Lake Drive N. and N. 80th Street • on Ravenna Blvd between NE 65th Street and E Green Lake Drive N. • on Woodlawn Avenue NE between Sunnyside Avenue N. on the south end of the Residential Urban Village and 1st Avenue NE on the north end of the Residential Urban Village • at the intersection of NE 65th Street and Latona Avenue NE 				<p>Community SCL DON</p>	<p>Adding benches, flower baskets and planters to the streetscape are primarily community based activities. These activities may qualify for Neighborhood Matching Fund grants.</p> <p>In order to add decorative light posts, the Green Lake community is encouraged to develop a lighting plan in conjunction with City Light, to include location and type of lighting fixtures, which will be the basis for project feasibility and cost estimates.</p> <p>SEATRAN approval and a street use permit would be required for street furniture installed in the street right-of-way. SEATRAN can evaluate proposed installations and provide technical assistance.</p>	<p>The community will need to take the first steps to implement this activity. This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.</p> <p>Lighting: See TT2.</p>
TT4	Place benches in the triangle in the intersection of Ravenna Blvd and E Green				<p>Community</p>	<p>This is primarily a community based activity. This activity may qualify for NMF</p>	<p>The community should take the lead on this activity.</p>

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
	Lake Drive N. or along the edge of Albertson's parking.					grants. SEATRAN approval and a street use permit would be required for street furniture installed in the street right-of-way. If pursued by the neighborhood, SEATRAN will evaluate proposed installations and provide technical assistance.	
TT5	Place a sculpture in the Residential Urban Village. One suggestion is to place a large climbing tree sculpture in or near Albertsons. Specifically, the triangle in the intersection of Ravenna Blvd and E Green Lake Drive N. or in the corner of the Albertsons parking lot would be ideal locations.				Community SAC SEATRAN	This is primarily a community based activity. This activity may qualify for NMF grants. SEATRAN approval and a street use permit would be required for street furniture installed in the street right-of-way. SEATRAN can evaluate proposed installations and provide technical assistance. SAC can provide technical assistance to the neighborhood in choosing an appropriate sculpture.	The community should take the lead on this activity.
TT6	Designate several streets as "Key Pedestrian Streets:" <ul style="list-style-type: none"> • E Green Lake Drive N. and East Green Lake Way N. • Latona Avenue NE between NE 50th Street and E Green Lake Way N. • N. 56th Street between Meridian Avenue N. and Latona Avenue NE • NE 65th Street between NE Ravenna Boulevard and Woodlawn Avenue NE • Aurora Avenue N. between W Green Lake Drive N. and N. 85th Street • Winona Avenue N. between West Green Lake Drive N. and N. 73rd Street • Linden Avenue N. between N. 73rd 	High	Near Term		Community SEATRAN SPO	See A10. The Executive does not support the designation of these streets as Key Pedestrian Streets at this time because many of them are not arterials. However, Key Pedestrian Streets have raised policy and implementation issues in a number of neighborhood plans and will be included in the Policy Docket for City Council discussion. The Executive will review its policies on both Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again.	Some parts of this activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.

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	<ul style="list-style-type: none"> Street and N. 85th Street • E Green Lake Way N. between Kenwood Pl. N. and N. 50th Street • NE Ravenna Boulevard between Roosevelt Avenue NE and Green Lake Wy N. • 1st Avenue NE between N. 75th Street and N. 80th Street • Green Lake Drive N. between Aurora Avenue N. and W Green Lake Drive N. • N. 85th Street between Dayton Avenue N. and Interstate 5 • Linden Avenue N. between N. 73rd Street and Aurora Avenue N. • Woodlawn Avenue N. from Sunnyside Avenue N. to Kenwood Pl N. 					<p>The City encourages the community to detail the kinds of pedestrian improvements desired for these streets to aid the policy discussion. The community may also want to coordinate with both SPO and SEATRAN to review desired street improvements and the appropriate designation for each street.</p>	
TT7	<p>Designate several streets as "Type III Green Streets"</p> <ul style="list-style-type: none"> • NE 71st between Green Lake Way N. and Roosevelt Avenue NE • Wallingford Avenue N. between N. 85th Street and W Green Lake Drive N. • Kenwood Pl. N. between N. 56th Street and E Green Lake Way N. • N. 67th Street between Dayton Avenue N. and Aurora Avenue N. • N. 71st Street between Dayton Avenue N. and Aurora Avenue N. • NE 65th Street from Woodlawn Avenue N. to E Green Lake Way N. 	High	Near Term		Community DCLU DON DPR SEATRAN	<p>See response to A10 and TT6.</p> <p>Before designating these as Green Streets in a neighborhood plan, additional information is needed to describe the proposal: 1) a sketch and/or written description of a proposed design, and 2) a description of how the proposed design will affect parking, access to adjacent property, and how much traffic the proposed design will divert onto neighboring streets.</p> <p>DCLU would like to be involved as the concepts for these Green Streets progress.</p>	<p>This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.</p>
TT8	<p>Create gateways to the Green Lake neighborhood at the intersections of Aurora Avenue N. and N. 85th Street, as well as Aurora Avenue N. and N. 50th Street.</p>				Community SEATRAN WSDOT	<p>This is primarily a community based activity. This activity may qualify for NMF grants.</p> <p>The next step would be to develop a conceptual design for these gateway</p>	<p>The community should take the lead on this activity. SEATRAN can provide technical support.</p>

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						<p>locations. SEATRAN can assist the community in selecting an appropriate consultant and provide technical assistance on specific issues.</p> <p>Once improvements are identified, SEATRAN can work with the community to develop implementation strategies.</p> <p>Any development on Aurora will need to be coordinated with WSDOT.</p>	
TT9	Study additional locations for gateways into the neighborhood, design them, and obtain funding for their construction.				Community	<p>This is primarily a community based activity. This activity may qualify for NMF grants.</p> <p>After determining the appropriate locations, the next step would be to develop a conceptual design for these gateways. The Neighborhood Matching Fund would be a good funding source for this type of activity. SEATRAN can assist the community in selecting an appropriate consultant and provide technical assistance on specific issues.</p> <p>Once improvements are identified, SEATRAN can work with the community to develop implementation strategies.</p>	The community should take the lead on this activity. SEATRAN can provide technical support.
TT10	Build a median and/or plant trees at the intersection of Woodlawn Avenue N., Kenwood Place N., Wallingford Avenue N., and McKinley Place N.	High	Long Term		Community DON DPR SEATRAN	<p>SEATRAN needs additional information on the objectives of the requested improvements. SEATRAN is willing to work with the community to identify potential improvements which would address the community's concerns at these locations.</p> <p>This activity may qualify for Neighborhood Matching Fund grants or Tree Fund</p>	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.

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						funding.	
PARKING							
TT11	Adopt a zoning policy in which all new housing projects over a specified size must include a certain number of underground parking spaces.	High	Near Term		Community DCLU	The City has requirements for providing specified numbers of off-street parking spaces for new multi-family housing. As underground parking adds considerably to the cost of providing housing, the impact to be mitigated by the location of parking underground would have to outweigh those costs. The City is not likely to require that new parking be underground.	This City does not support this activity.
B. LAND USE AND COMMUNITY CHARACTER							
DESIGN REVIEW/AESTHETICS							
CC1	Adopt changes to design review program that would expand the types of projects included in mandatory design review and create more neighborhood participation in the design review process.	High	Short		Community DCLU SPO	DCLU be study expansions to the Design Review thresholds this year as proposed by neighborhood plans.	DCLU will consider this activity through the study of expansions to the Design Review thresholds in 1999.
CC2	Adopt development standards or design guidelines that would address transitional massing between commercial & residential uses on abutting and nearby properties and that would recognize local concerns and design issues.					Existing development standards address transitional massing. DCLU will address design guidelines proposed by neighborhoods in three steps. First, fully developed neighborhood design guidelines will be reviewed and possibly adopted. Other neighborhood developed guidelines & design recommendations will be reviewed in order to include common design elements in the revision of the city-wide design review program. This work is underway and DCLU is scheduled to make recommendations to the City Council in the fourth quarter, 1999. DCLU will also be reviewing other neighborhood design guidelines as they are developed by the neighborhoods. Greenlake is encouraged	If the community wishes to develop design guidelines specific to the Greenlake neighborhood, the community needs to take the first steps to implement this activity. The NMF may be a source of funding. DCLU will be reviewing neighborhood specific design guidelines in 1999.

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						to develop specific design guidelines. Neighborhood Matching Fund grants and Early Implementation Funding could be used to fund the development of neighborhood specific design guidelines.	
CC3	Develop voluntary contextual design guidelines for single family residences.	High	Short		Community DCLU SPO	See CC2. Please note that the Design Review program does not cover single family residences. The neighborhood should, however, consider developing both sets of guidelines simultaneously.	See CC2.
CC4	Along the Aurora corridor, establish guidelines for awning and sign height and size, institute a billboard ban, and provide facade improvement incentives.	High	Short		Community Aurora Merchant's Association DCLU SPO DPR	New billboards are not permitted except as part of the relocation program. Excluding this area from the city-wide program for relocation raises policy issues for the City and there would have to be a very clear basis for treating this area differently from other parts of the City. In developing recommendations for the Aurora corridor, including incentives for facade improvements, the City suggests that GL 2020 work with Aurora Avenue merchants. DCLU will be addressing design guidelines and is scheduled to make recommendations to the City Council in the fourth quarter, 1999. For this and other activities that involve design guidelines, neighborhoods should give direction on their vision & intent as soon as possible.	The City does not support a complete billboard ban. Billboards are only permitted as part of the relocation program. Design guidelines: see CC2. Facade improvements: see A17.
CC5	Implement an Aurora Avenue Corridor Improvement Project Strategy to include mandatory design review for all new structures and remodels, façade improvement incentives and a public safety program.	High	Short		Community Aurora Merchant's Association DCLU SPO	See CC4 .	See CC4.

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CC6	Designate locations for bus shelters.	Low	Long		Community SPO DPR KC Metro	The community should prioritize which existing bus stops are most in need of bus shelters. The City will then transmit these recommendations to KC Metro. DPR would work with the neighborhood on locations on DPR property as needed.	The community needs to take the first steps to implement this activity. This recommendation will be forwarded to KC Metro for consideration during their planning processes.
CC7	Prohibit construction of large parking lots or parking garages in the neighborhood commercial areas.	High	Long		Community DCLU SPO	Parking lots and garages are allowed by NC zoning. A rezone would be necessary to implement this recommendation. This recommendation is also in conflict with the neighborhood's desire to centralize parking in the urban village. DCLU could provide technical assistance as the neighborhood works to refine this recommendation. DCLU could also provide technical assistance as the neighborhood prepares the necessary analysis if the neighborhood determines a rezone is necessary. However, DCLU could not assist with this work until 2000 or later. SPO, DCLU and SEATRAN can provide technical assistance if a parking study is completed by the community, to help with the development and implementation of the parking recommendations.	The City does not support this recommendation at this time. The community needs to take the first steps to implement this activity.
BUSINESS DEVELOPMENT							
CC9	Formulate a business development strategy that 1) encourages businesses serving local residents' needs, 2) encourages businesses that provide focal gathering places for local residents, and 3) encourages businesses with high sidewalk appeal- that are pedestrian friendly and offer a unique	High	Long		Community GLCC GL Chamber	OED can use its contract with the Neighborhood Business Council to assist the planning group with business development strategies. The planning group should use the GL Chamber as the lead in developing the strategy.	The community should take the lead on this activity. OED can offer technical support.

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	appearance that adds to neighborhood character.						
CC10	Support private capital development as a catalyst to get the Residential Urban Village moving.				Community OED	This is primarily a community based activity.	The community should take the lead on this activity. OED can offer technical support.
CC11	Create capital improvements through an "informal" Neighborhood Development Corporation working as a subcommittee of the Chamber of Commerce.				Community	This is primarily a community based activity. This activity may qualify for NMF grants.	The community should take the lead on this activity.
HOUSING AND LAND USE							
CC14	Investigate existing and develop a range of ownership assistance programs to help low and moderate income residents afford or maintain ownership of their residences.	Low	Long		Community SPO OH	The city's current downpayment assistance programs for income-qualified, first-time buyers are only available in the Special Objective Areas identified in the Consolidated Plan at the present time. However, these may be expanded in the future to become citywide in scope. The city's employer-assisted housing program, also known as the Hometown Home Loan Program, is available to city, school district and University of Washington employees who wish to purchase homes in the Green Lake area and citywide. In addition, the City is committed to preserving affordable rental housing and is actively pursuing this goal through the Section 8 preservation, Housing Levy, and REACH programs as well as new strategies being developed to implement the Mayor's Housing Action Agenda.	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.
CC15	Enable qualified tenants of assisted-rental housing, and existing residents who are renting housing to achieve an ownership stake in their own residence. Encourage Seattle Housing Authority to develop programs for home-ownership for people	Low	Long		Community SPO OH SHA	SHA is currently working with residents of some projects to include homeowner opportunities as part of redevelopment efforts. It is possible that SHA may consider home ownership and/or lease to own programs in other projects subject to	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.

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	who have lived in a unit for more than 4 years.					redevelopment in the future.	
CC16	Partner with the City to develop ways to inform existing home owners on how adding an Accessory Dwelling Units (ADUs or mother-in-law apartments) may be an option to maintain the affordability of their existing home.	Low	Long		Community DCLU SPO OH	OH supports this proposal and will work to proactively implement any such program adopted by the City Council. In addition, we will be using the REACH program on a pilot basis to develop ADUs. DCLU has literature on the permit requirements for ADUs which can be copied and distributed freely.	OH will take the lead to implement this activity.
CC17	Enact a pilot tax-abatement program with the City to reduce real estate taxes for low-income homeowners, seniors, veterans of war, and disabled persons.	Low	Long		Community SPO HSD	This seems aimed at single-family homeowners, some of whom [low-income seniors] are already eligible for property tax breaks from the County. Expansion of the existing program would require state legislation. Expansion of such tax breaks could not be limited to Green Lake. The budget office may want to comment relative to the cost of lost revenues.	The City does not support this activity.
CC18	Work with the City, employers, churches, and other philanthropic organizations to develop an "Equity Partnership Investment Program" to share housing ownership and equity with moderate- and low-income working residents.	Low	Long		Community SPO OH	OH is willing to explore expansion of its current employer-assisted and other homebuyer assistance programs to possibly include this concept. Identification of partners is a critical first step.	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.
CC19	Support trends toward co-oping of rental apartment complexes. Develop a program of renovation assistance for co-oping. Challenge financial institutions to develop a loan pool for tenant-owned apartment buildings.	Low	Long		Community SPO OH	OH supports development of co-ops, particularly limited-equity co-ops that would provide affordable ownership opportunities in perpetuity. One problem is that local lenders and secondary markets like Fannie Mae do not provide mortgage financing for co-ops and financing from specialized lenders is expensive. OH is working with financial institutions to remedy this.	OH will take the lead to implement this activity.
CC20	Develop a range of assistance programs to	Low	Long		Community	OH is working to help expand the scope	OH will take the lead to implement this

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	help make potential recipients aware of programs and opportunities to assist in purchasing housing for low- and moderate-income residents.				SPO OH	and range of current homebuyer assistance programs and will work with the Neighborhood to implement them.	activity.
<i>IMPROVE ACCESS AND ENHANCE HUMAN SERVICES IN THE NEIGHBORHOOD</i>							
CC23	Share mailing lists between neighborhood groups, churches, public agencies to encourage growth of memberships and sharing of information.	Low	Near		GLCC	This is a community based activity. This activity may qualify for NMF grants.	The community should take the lead on this activity.
<i>OPEN SPACE</i>							
CC24	Negotiate the purchase, acquisition and remodel of the VFW building on the northeast corner of Woodlawn Ave. N.E. & NE 73rd Street. With a pedestrian-friendly facade along both NE 73rd and Woodlawn, and providing for universal accessibility, this Green Lake Neighborhood building would: 1)incorporate a senior center and police drop-in local; 2)provide an office for the Green Lake Neighborhood Council, city-wide liaison activities, and GL 2020 post-planning stewardship operations; 3)provide space for neighborhood meetings 4)provide for a neighborhood art exhibition and performing arts center; and 5)serve as an easily found and identifiable Residential Urban Village gateway.				Community ESD DPR HSD DON	It is not clear whether the VFW is interested in selling this property. Also, DPR does not have funding for this activity at this time. The Executive has concerns about providing dedicated space to an individual organization if the property is publicly owned. This issue has been referred to the Policy Docket. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide council with a summary of options and opportunities in July of 1999. This recommendation will be considered as part of that review.	Issues such as this have been referred to the Policy Docket. The Executive will review the City's policies related to community centers and neighborhood recommendations related to community space and provide council with a summary of options and opportunities in June of 1999. This recommendation will be considered as part of that review.
CC25	Develop a plaza on Ravenna Boulevard across from Marshall School.				DON DPR	This area is considered open space. DPR would like to receive more information on this activity.	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.
CC26	Consider restoring Licton Creek along the Parks Department property at 82nd and Densmore. Evaluate the feasibility of daylighting other segments of Licton Creek.				DPR SPU	If proper funding is identified, DPR is willing to evaluate the feasibility of restoring Licton Creek.	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.

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						This project is not likely to emerge as an SPU CIP drainage fund priority when weighed against system demands to reduce landslides and flooding and to preserve and protect natural habitat in our remaining open creek systems.	
CC27	Develop Phinney Ridge water restoration/hill side strategy. Coordinate with hill climb and pedestrian linkage across Aurora to Green Lake.				DPR SPU	SPU needs more information about this project in order to evaluate and identify an appropriate role for the Utilities.	This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.
CC28	Develop woodland stream in Woodland Park capturing runoff from park and flowing into Green Lake. Also include biofiltration design.				DPR SPU	DPR would like to explore this activity further if additional details are provided.	The community should better define this activity as a next step. This activity will be considered as part of the Northwest Sector work program in the future as opportunities arise.
CC29	Identify and evaluate additional opportunities to restore the natural drainage system in the neighborhood.				SPU	The opportunities to re-establish a "natural drainage corridor" of adequate width to sustain trees and vegetation that would provide usable "habitat" in this highly developed area are so limited, costly, and without general benefit to the performance of the area's drainage system, as to render this recommendation not generally feasible from a drainage fund cost/benefit standpoint.	While opportunities are limited, this activity will be considered as part of the Northwest Sector work program in the future as opportunities arise. SPU will undertake a drainage study of the Densmore Basin, which includes much of the Aurora-Licton Residential Urban Village, including the Wilson-Pacific site. This study will identify drainage problems and develop a hydraulic and hydrologic model of the area. It will enable SPU to develop solutions to the broader drainage problems in the area. SPU will include locations identified by the community in the basin study, including the area from Licton Spring Park through the Wilson Pacific site. SPU welcomes additional community input regarding other drainage problems in the area for inclusion in the basin study. SPU will report back to the

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							<p>community on the results in early 2000. This study is pertinent to the Green Lake neighborhood since Licton Springs feeds into Green Lake. Improvements to the Densmore Basin may also improve the health of Green Lake.</p>

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