

# Aurora-Licton Planning Group Approval and Adoption Matrix

## **Table of Contents**

Introduction .....	2
Purpose, Structure and Function of the Approval and Adoption Matrix.....	2
Activities Already Accomplished by the Aurora-Licton Planning Group .....	2
Acronyms and Definitions .....	3
<b>I. Key Strategies.....</b>	<b>4</b>
A. Designation of the Aurora-Licton Urban Village.....	4
B. Community Center - Wilson-Pacific Site.....	10
C. Aurora-Licton Neighborhood Commercial Center(s) .....	15
D. Aurora Avenue North.....	18
E. Neighborhood Connections .....	27
<b>II. Additional Activities for Implementation.....</b>	<b>34</b>
A. Parks and Recreation.....	35
B. Arts and Library Services .....	38
C. Public Safety .....	40
D. General Traffic Management and Pedestrian Access .....	40
E. Sound Transit and Regional Transportation .....	42
F. Parking Management .....	43

## I. 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 Estimate 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 THE AURORA-LICTON PLANNING GROUP**

---

#### ***92nd Street End Project***

Neighbors of the street end at N. 92nd St. and Interlake Ave. N., with assistance from SEATRAN and DPR, and funding from a Neighborhood Matching Fund grant, removed the blackberry bramble, created a walking path that leads to Licton Springs Park, and planted a selection of local plants.

#### ***WSDOT Multi-Modal Project***

Recognizing that work needed on Aurora Ave. N. was beyond the capacity of a

Neighborhood Planning Project, the group appealed to WSDOT. A Multi-Modal Study of SR 99 has been funded and will commence in 1999 or early 2000.

#### ***Wilson-Pacific Project***

Seattle Public Utilities has responded to the community's planning and initiated a study, assigned a Project Manager, and is beginning to pull together the many people and agencies who need to be involved in developing drainage improvements at the Wilson-Pacific site. Sportsfields on this site were included in the list for "Friends of Athletics Fields" funding.

## **ACRONYMS AND DEFINITIONS**

---

**AAMA** Aurora Avenue Merchants Association

**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)

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

**LSCC** Licton Springs Community Council

**Metro** King County Metro Transit Division

**NPO** Neighborhood Planning Office (City of Seattle, Department of Neighborhoods)

**NSCC** North Seattle Community College

**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 the 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

**RPZ** Restricted Parking Zone

**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)

**SKCPHD** Seattle-King County Public Health Department (joint City of Seattle/King County agency)

**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 the Office of Management and Planning [OMP]) (City of Seattle)

**SSD** Seattle School District

**SPU** Seattle Public Utilities (City of Seattle)

**Village** Aurora-Licton Residential Urban Village

**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. DESIGNATION OF THE AURORA-LICTON RESIDENTIAL URBAN VILLAGE

---

#### **Description**

The goal of this key strategy is to formally designate the Aurora-Licton Residential Urban Village and to provide guidance about potential future zoning changes that could improve land use in the area based on the vision of the Aurora-Licton Residential Urban Village.

#### **Integrated City Response**

This strategy is consistent with the Comprehensive Plan. The Executive supports the designation of the Aurora-Licton Residential Urban Village with the neighborhood's proposed boundary changes. Many of the recommendations in this Key Strategy are proposals for rezoning studies. If the neighborhood wants to pursue these rezoning studies in the near future, DCLU will work with the neighborhood, to undertake a land use planning exercise and rezoning analysis to explore different zone designations to see if rezoning would achieve the neighborhood's vision and meet the City's criteria for

rezones. Several neighborhoods have asked for DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.

**Lead Department: DCLU**

**Participating Departments: SPO, SEATRAN, SCL, ESD**

#### **Activities Already Underway**

1. The Executive has submitted legislation to designate the Aurora-Licton Residential Urban Village with the community's proposed boundaries for Council consideration alongside the Aurora-Licton neighborhood plan.

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

1. Alleys have been added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000.

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

3. Identify next steps for continued implementation.

<b>A. Designation of the Aurora-Licton Residential Urban Village</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
<b>Designation and Boundaries</b>						
A-1	Designate the Aurora-Licton Residential Urban Village in the Seattle Comprehensive Plan, changing the name from North 97 <sup>th</sup> Street @ Aurora Avenue North	H	At adoption	0	City Council, SPO	The Executive supports this designation and name change and an ordinance to implement this activity has been forwarded to Council for consideration with the Aurora-Licton neighborhood plan.
A-2	<p>Revise the City's preliminary boundaries of the Aurora-Licton Residential Urban Village as follows:</p> <ul style="list-style-type: none"> <li>-Between N. 110th St. and the alley immediately north of N. 100th St., move the boundary to the alley between Ashworth and Interlake Avenues North.</li> <li>-Between N. 97th St. and N. 100th St., move the boundary to the alley between Densmore Ave. N. and Woodlawn Ave. N.</li> <li>-South of N. 92nd St., the boundary should extend down the centerline of Linden Ave. N. to N. 84th St. The boundary should follow the centerline of N. 84th St. east from Linden Ave. N. to Stone Ave. N., and then follow the centerline of Stone Ave. N. to N. 85th St.</li> </ul> <p>(See map, page 12, in the Aurora-Licton plan.)</p>	H	At adoption		City Council, SPO	The Executive supports these boundaries and an ordinance to implement this activity has been forwarded to Council for consideration with the Aurora-Licton neighborhood plan.

**A. Designation of the Aurora-Licton Residential Urban Village**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
A-3	Evaluate and modify the Licton Springs neighborhood boundaries and the boundaries of the Licton Springs Community Council to be inclusive of the Aurora-Licton Residential Urban Village and, as much as possible, the Aurora-Licton planning area.	H	At community initiation		Community	This is a community-based activity that needs to be coordinated with the Northwest District Council and DON.

**Zoning and Design Review**

A-4	Do not allow vacation of any alleys in the Planning Area.	H	Throughout life of Plan		DCLU, SEATLAN	<p>Vacation decisions are made by the City Council and are based on adopted policies. The City must accept petitions and evaluate them fairly. This means that for every vacation petition the benefits and impacts of the specific proposed vacation will be analyzed. The City's policies require that before a vacation petition can be granted, the vacation of the right of way will provide a long-term benefit for the general public. Impacts on the community and community support or opposition are very important elements in any vacation review. Comments from the community are taken into consideration in the review process.</p> <p>Alley Uses: Alleys have been added to the policy docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of the neighborhood and present their analysis and recommendations to Council in second quarter 2000.</p>
-----	---	---	-------------------------	--	------------------	--

### **A. Designation of the Aurora-Licton Residential Urban Village**

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
A-5	Develop Aurora-Licton neighborhood design guidelines and apply them to new commercial and multi-family development through the existing design review program.	H	Begin soon		DCLU, Community	DCLU will address neighborhood specific design guideline proposals starting 2 <sup>nd</sup> quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2 <sup>nd</sup> and 4 <sup>th</sup> quarters.  DCLU will work with Aurora-Licton to assist them in development of design guidelines. DCLU anticipates Aurora-Licton to fit into either the 2 <sup>nd</sup> or 3 <sup>rd</sup> 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 proposal. Neighborhood Matching Fund grants or Early Implementation Funds have been used by other neighborhoods and should be considered here.
A-6	Allow future rezone of the northeast quarter of the block west of Stone Ave. N., south of N. 94 <sup>th</sup> St., and north of the alley to be rezoned from L-3 to NC3 at owner's request.	M	As requested		Property Owner, DCLU, SPO, Community	Each rezone proposed by private individuals will be considered on its merits, judged on the basis of criteria contained in the Land Use Code, by DCLU and the City Council. Consideration of neighborhood planning goals and policies as stated in the Comprehensive Plan are an important element of the decision-making process.
A-7	Study rezone of Seattle City Light property located between N. 97 <sup>th</sup> St. and N. 100 <sup>th</sup> St. and west of Stone Ave. N. from C2-65 to NC3-40 (to support redevelopment, see Key Strategy C).	M	See Key Strategy C		DCLU, SCL, OED, Community, ESD	See C-1.

**A. Designation of the Aurora-Licton Residential Urban Village**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
A-8	Study ways to encourage redevelopment of the commercial area along the west side of Aurora Ave. N. between N. 85 <sup>th</sup> St. and N. 95 <sup>th</sup> St. This will require rezoning. The plan recommends an initial zoning option to explore. (See the neighborhood plan, page 21.) Any rezone study should incorporate procedures for enhanced public notice and participation by study area residents, property owners, and the Community Council.	M	Long-range		DCLU, OED, Community Organizations, Property Owners	<p>If DCLU will work with the neighborhood to undertake a land use planning exercise and rezone analysis to explore different zoning designations to see if a rezone might achieve the neighborhood's vision and meet the City's criteria for rezones. Several neighborhoods have requested DCLU's services in this capacity. DCLU is likely to begin this work as part of their 2001-2002 work program.</p> <p>OED will facilitate discussion among and with local merchants and area property owners to explore options which could result in redevelopment and expanded neighborhood retail opportunities. OED will work with the planning group and enlist the support of applicable City departments to address public safety, parking management, traffic issues and enhanced pedestrian access to area businesses. OED will contact the planning group to initiate these discussions.</p> <p>In addition, neighborhood business districts will be placed on the policy docket. The Executive will review the recommendations in all the neighborhood plans for creating and strengthening existing business districts and the current policies, tools, and resources available to the City to assist in those efforts. The Executive will provide their analysis and recommendations on how they can respond to these neighborhood requests, including any new options, opportunities and strategies that should be explored to the Council by the end of the second quarter of 2000.</p>



**A. Designation of the Aurora-Licton Residential Urban Village**

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
A-9	Study and potentially rezone the area along Stone Ave. N. between N. 100 <sup>th</sup> St. and N. 103 <sup>rd</sup> St., between Stone Avenue N. and the alley east of Stone Avenue N. to provide a zoning classification that would help transition between SF and NC zoned areas. Any rezone study should incorporate procedures for enhanced public notice and participation by study area residents, property owners, and the Community Council.	M	Long-range		DCLU, OED, Community	See A-8.
A-10	Study and rezone the L-3 area south of N. 94 <sup>th</sup> St. and north of N. 85 <sup>th</sup> St. to a zoning classification that would encourage attractive residential development and a better transition between commercial and residential areas. Any rezone study should incorporate procedures for enhanced public notice and participation by study area residents, property owners, and the Community Council.	M	Medium range		DCLU, OED, Community	See A-8.
A-11	Study the area zoned C2-40, east of Aurora Ave. N. and west of Stone Ave. N., between N. Northgate Way and N. 110 <sup>th</sup> St. for rezoning to a zoning classification that would encourage development that is more compatible with adjacent residential areas. Any rezone study should incorporate procedures for enhanced public notice and participation by study area residents, property owners, and the Community Council.	L	Medium range		DCLU, OED Community	See A-8.

## **B. COMMUNITY CENTER - WILSON-PACIFIC SITE**

---

### **Description**

The Wilson-Pacific Site (the former Wilson-Pacific middle school) is an 11 acre Seattle Public Schools site which houses the American Indian Heritage School, sportsfields in need of repair and the Wilson Administrative Center (Seattle School District). Coho School has been housed at Wilson-Pacific, moved out of the site as of the end of the 1998-99 school year. As a result of a 1998 Seattle School District levy, the sportsfields are slated for redevelopment by 2004.

Under the Wilson-Pacific site flows a creek which originates at Licton Springs Park, a block to the north. Current drainage provisions are inadequate both on the site and in the area surrounding the site.

The goals of this key strategy are: 1. Redevelop the Wilson-Pacific site to serve, in conjunction with Licton Springs Park, as a center of community activities, recreation and environmental education. 2. Prevent localized and upstream flooding; and enhance runoff water quality with a well-designed drainage system at the Wilson-Pacific site that is in harmony with wildlife use and habitat, and that is incorporated into other recreational activities. 3. Continue to offer excellent educational facilities and programs to Seattle Public School students and their families at the Wilson-Pacific site.

### **Integrated City Response**

This Key Strategy supports the Comprehensive Plan goal to provide places for "the people of Seattle to interact with others, and experience repose, recreation, and natural beauty (G71); and the Comprehensive Plan policies to: a) support innovative open space projects and b) endeavor to provide a clearly defined community focus. Many of these activities support City departments' goals and the City is supportive of this package of recommendations.

The School District owns the Wilson-Pacific site and will lead the efforts to redevelop the Wilson-Pacific fields. The School District has indicated that DPR will be included on the design team for these improvements. In addition, the School District has indicated that it wants to work with the community on this project. Seattle Public Utilities is interested in pursuing drainage improvements at Wilson-Pacific and will work with the School District and the community on pursuing those improvements. The City is supportive of the community's vision to create a neighborhood focal point. The City is committed to working with the neighborhood and school district to accomplish everyone's goals for the site. Given their current work program, it is anticipated that the School District will be ready to discuss this site in 2001. The Executive will provide the Council with a progress report by the end of first quarter of 2000.

### **Lead Department: DON**

### **Participating Departments: SPU, SPO, DPR**

### **Activities Already Underway**

1. DPR is working with the community on improvements to the Licton Springs Park playground.
2. SPU and the School District are currently discussing the possibility of making drainage improvements on the Wilson-Pacific site.
3. DON and the community have met with the Principal of American Indian Heritage High School and will be developing a small "office space" and meeting place at Wilson-Pacific during 1999.

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

1. DON will convene an interdepartmental team to discuss opportunities and options for implementing the improvements at this site.
2. 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 community on the results in early 2000.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Sector work program.
4. Identify next steps for continued implementation.

<b>B. Community Center – Wilson-Pacific Site</b>						
<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
B-1	Establish a community advisory committee, that includes local residents, students, parents, merchants and staff to work with the City and the School District on the Wilson-Pacific site redevelopment.	H	1998-99		SPU, SSD, DPR, DON	<p>The School District is the lead for this activity. The School District is aware of the community's interest in these fields and has indicated that it will convene a community committee to oversee work at these fields.</p> <p>SPU will convene a Citizens Advisory Committee to work with them on the Licton Creek Drainage Project, including representatives of the groups listed, once the nature of the drainage problem has been determined. Preliminary analyses indicate that Wilson-Pacific might be a possible location for a solution among other locations. If this is the case, School District/City negotiations regarding a project on this site will include discussions of an appropriate role for the advisory committee.</p>

## B. Community Center – Wilson-Pacific Site

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
B-2	Study potential to daylight the portion of Licton Springs Creek that runs underneath the Wilson-Pacific site. Also investigate potential for daylighting creek segments between Licton Springs Park and Green Lake.	H	1998-99		SPU, SSD, Community	<p>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 community on the results in early 2000.</p> <p>SPU will work with SSD and the community to evaluate the potential for a drainage project on the Wilson-Pacific site on the basis of this study. It will address an area from Licton Springs Park southward through the Wilson-Pacific site. Daylighting the creek will be evaluated and considered with regard to the benefits and costs of such a project along with other drainage solutions at this location. See B-1.</p>
B-3	Implement site improvements identified in the Wilson-Pacific School Open Space Master Plan to develop ball fields, passive and active recreation opportunities and improve drainage.	H	1999-2003 or so		SPU, DPR, SSD	<p>This master plan was developed in 1997 by Coho School parents and community members with a Neighborhood Matching Fund grant and involved City staff in the development of conceptual designs and cost estimates.</p> <p>The Wilson-Pacific athletic fields were included in the Seattle School District's 1998 capital levy. The levy recommendations were consistent with the Wilson-Pacific School. The School District will be the lead on this activity, including design of improvements.</p>
B-4	Implement improvements to Licton Springs Park that enhance community use, preserve and enhance wildlife habitat, and the park's role as a historically significant site: -Phase II playground improvements -Replace boardwalks	H	1999-2000		DPR, Community	<p>DPR is working closely with the Licton Springs Community Council on improvements. Drainage improvements will be coordinated with this ongoing parks improvement project. Phase II playground improvements began with work parties in Oct. 1998.</p>

**B. Community Center – Wilson-Pacific Site**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
B-5	Seattle Public Utilities (SPU) and the Seattle Transportation Department should investigate the potential for daylighting that portion of Licton Springs Creek between Licton Springs Park and the Wilson-Pacific site, as well as the portion south of the Wilson-Pacific Site to Green Lake.	M	Study to begin 1999. Include in Drainage Study.		SPU, SEATRAN	<p>See B-2 for the section between Licton Springs Park and the Wilson-Pacific site.</p> <p>Daylighting the creek south of Wilson-Pacific is not likely to emerge as an SPU Capital Improvement Program drainage fund priority when weighed against system-wide demands to reduce landslides and flooding and preserve and protect natural habitat in our remaining open creek systems.</p>
B- 6	Expand opportunities for community use of Wilson-Pacific school facilities and meeting rooms (secondary to use by Seattle Public Schools educational programs). Consider the possibility of establishing a community office, a place to keep essential community planning documents and resources at the Wilson-Pacific site.	H	As project develops		DON, SSD, SPO-OFE, DPR, Community	<p>DON and the community have met with the Principal of American Indian Heritage High School and will be developing a small "office space" and meeting place at Wilson-Pacific during 1999.</p> <p>This recommendation is currently on 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, including potential opportunities for partnerships with the School District, in July of 1999. This recommendation will be considered as part of that review.</p>

**B. Community Center – Wilson-Pacific Site**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
B- 7	Create a public pedestrian walkway along the north side of the Wilson-Pacific site connecting N. 92 <sup>nd</sup> St. to Stone Ave. N.	H	Explore immediately, implement as soon as possible		SPU, SSD, SEATRAN	<p>The N. 92<sup>nd</sup> St. right-of-way dead-ends approximately 200 feet west of Ashworth Ave. N. This section is currently paved and access further west is blocked by a chain link fence. The property west of the dead end is owned by the Seattle School District and by private owners. It appears that the Seattle School District owns the property south of the chain that runs east and west along the south side of the dead end segment. The property on the north side of the fence is privately owned. SEATRAN will attempt to verify this. Depending on the desired placement of the pathway, the neighborhood should work with one or both of these owners to develop an agreement for access.</p> <p>This proposed pathway could also be considered as part of design for improvements at the Wilson-Pacific site and will be forwarded to the School District.</p>
B- 8	Involve artists and community members in creating imaginative interpretations as part of site redevelopment. Potentially, develop a new name for the site. (Wilson and Pacific no longer descriptive.)	M	As project develops		SPU, SSD, DPR, Community Members, Artists	<p>SPU regularly involves artists and community members in their planning processes and as part of the implementation of a project. If a drainage project is implemented at Wilson-Pacific, the community advisory committee (B-1) could play this role for that project.</p> <p>Any name change would need to be approved by the Seattle School District.</p>

## **C. AURORA-LICTON NEIGHBORHOOD COMMERCIAL CENTER(S)**

---

### **Description**

The business core of the Aurora-Licton residential urban village is not centered at the intersection of N. 97th St. and Aurora Ave. N., (as indicated by the preliminary urban village name) or at any other place on the Aurora Corridor which serves a regional clientele. The Aurora-Licton Planning Group envisions a new neighborhood commercial core to serve their urban village.

A key goal of the Aurora-Licton Plan is to develop a vibrant mixed-use focus center or centers to serve the residential urban village community located adjacent to, and just east of, the Aurora Ave. N. commercial corridor. This "core area" of the residential urban village would be well connected to residential areas both east and west of Aurora Ave. N. to facilitate multi-modal mobility. An important stewardship element of this Plan is development of an economic development project to explore and implement the recommendations outlined in this Key Strategy.

### **Integrated City Response**

This Key Strategy, will create neighborhood-serving, pedestrian-oriented commercial nodes in the Aurora-Licton Village, consistent with the Comprehensive Plan's goals for pedestrian-oriented, neighborhood-serving retail centers. The Executive will work with the neighborhood to develop a stewardship organization for the activities contained in this Key Strategy. Seattle City Light and the Executive Services Department will work

with the community to determine the feasibility of the community's proposals for development on the City Light parking lots while maintaining sufficient parking for Seattle City Light operations. The neighborhood has proposed a traffic signal, to be triggered by Seattle City Light, at N. 97th St. and Aurora Ave. N. This location does not meet the criteria for a new signal, but SEATRAN will work with the community and SCL to explore alternatives to facilitate City Light truck access to Aurora Avenue North.

**Lead Department: DON**

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

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

1. If funding can be identified, Seattle City Light and the Executive Services Department will work with the community to determine the feasibility of the community's proposals for development on the City Light parking lots, while maintaining sufficient parking for SCL operations.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Sector work program.
3. Identify next steps for continued implementation.

**C. Aurora-Licton Neighborhood Commercial Center(s)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
<b>Create Development/Redevelopment Project</b>						
C-1	Study feasibility with City Light to redevelop properties immediately west of Stone Ave. N. between N. 97 <sup>th</sup> St. and N. 100 <sup>th</sup> St. to include parking for City Light employees as part of a larger mixed-use retail, service, and residential core.	M	2001-2002		SCL, ESD, OED New Community Economic Development group (D-10)	<p>This property is not considered surplus by Seattle City Light.</p> <p>Currently this property, consisting of four parcels, is used for employee parking (150 spaces) for the North Service Center and storage/work area for the street light section. The property is also across N. 100<sup>th</sup> Street from Oak Tree shopping center and City Light provides joint use parking for Oak Tree at night. The City Light North Service Center is currently being updated and renovated. Any redevelopment of the property would have to be economically feasible and would need to meet SCL needs.</p> <p>SCL and ESD will work with the community to study the community's redevelopment proposals and goals and to develop a feasibility study. Rezoning could be considered as part of that process if necessary to meet SCL's and the community's goals. Funding may need to be identified for such a study.</p> <p>OED is available to work with SCL and ESD to discuss potential opportunities that may exist for this property. Also see A-8.</p>



**C. Aurora-Licton Neighborhood Commercial Center(s)**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
C-2	<p>Study the following areas for potential to encourage new or expanded neighborhood retail and professional services mixed with additional residential development:</p> <ul style="list-style-type: none"> <li>-Immediately east and west of Stone Ave. N., between N. 97th St. and N. 92nd St.</li> <li>-East of Aurora Ave. N. to Nesbit Ave. N., between N. 85th St. and N. 90th St. This street should be considered a potential pedestrian oriented retail space.</li> <li>-East of Aurora Ave. N. to Midvale Ave. N., centered along the alley, between N. 103<sup>d</sup> St. and N. 105<sup>th</sup> St.; this alley should be considered a potential pedestrian-oriented retail space.</li> <li>-The commercial zoned area east of Aurora Avenue North to Stone Avenue North between N. 105<sup>th</sup> St. and N. 110<sup>th</sup> St.</li> </ul>	M	2000		Community, OED, DCLU	<p>See A-8</p> <p>As part of OH's responsibilities in implementing the Housing Action Agenda, they will work to assure that any major developments in the city include housing. If the development described were to proceed, OH staff will be available to provide information and support to appropriate community groups.</p>
<b>Activities to Support Development in these areas</b>						
C-3	Locate a controlled signal at N. 97th St. and Aurora Ave. N. to facilitate City Light truck access to Aurora; to be controlled by City Light.	Very High Indeed	1999		SEATRAN, SCL, Community	<p>In an attempt to ensure that traffic signals are installed at appropriate locations, intersections must meet specific conditions before a signal is warranted. This intersection does not meet the necessary warrants for signal installation. As a result, SEATRAN does not support this activity.</p> <p>SEATRAN will work with the community and SCL in evaluating alternatives to the installation of a signal.</p>

## **D. AURORA AVENUE NORTH**

---

### **Description**

Aurora Ave. N., a segment of former Federal and State Highway 99, the Blue Star Memorial Highway and historically the North Trunk Highway, needs help. Scratching the surface of the roadway and applying blacktop this year only begins to address the issues. The Aurora-Licton Planning Group envisions a time when Aurora Ave. N. will again become a pleasant regional highway and commercial corridor that acts as a gateway to Aurora-Licton and other communities along its path, that is safe for pedestrians, motorists, business operators and employees, and where convenient crossings for pedestrians logically link transit stops and retail and service nodes.

The State has funded an Multi-Modal Study of the Aurora Avenue North corridor to begin in 1999. Recommendations in this section take advantage of that study to create a sensible approach to improving Aurora Ave. N.

### **Integrated City Response**

The Executive supports the goals of this Key Strategy, which would provide additional pedestrian opportunities along and across Aurora Avenue N., increase the attractiveness of the Aurora Ave. N. commercial corridor and increase safety along the corridor. With the State's Aurora Avenue Multi-Modal study beginning in 1999, the neighborhood and the City have the opportunity to influence the future of Aurora Ave. N. The City does not currently have funding to staff an Aurora Ave. N. task force, but will forward the names of neighborhood representatives to WSDOT for participation in the multi-modal planning process. In addition, SEATRAN will be working actively with WSDOT on this project and will present the neighborhood's recommendations to WSDOT and other pertinent stakeholders so that they can be considered during the study.

**Lead Department: SEATRAN**

**Participating Departments: SPO, SPD, DON, DCLU, ESD, SCL**

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

1. OED and DON will work with the Aurora-Licton Planning Group in 1999 to develop a stewardship mechanism for the commercial center plans.
2. 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. A second and related policy docket item shall explore placing special emphasis on finding options for providing sidewalks for designated walking areas, such as urban villages and areas that have pedestrian access to them.
3. SEATRAN, in conjunction with Neighborhood Development Managers and SPO, 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) recommending that other government entities such as King County Metro are included in the development of this study, and 5) coordinating the City of Seattle's work on Aurora Avenue North, such as the Aurora Avenue signalization study, with WSDOT's study.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Sector work program.
5. Identify next steps for continued implementation.

## D. Aurora Avenue North

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
<b>Getting the most out of WSDOT Urban Mobility Project</b>						
D-1	Study feasibility of establishing targeted major "mid-block" crosswalks (mid-block or minor intersection locations), and restricting access to selected side streets to reduce potential for pedestrian/vehicular conflicts.	H	1999-2001		Aurora Avenue North Task Force, WSDOT, SEATRAN	<p>The mid-block crossings proposal will be forwarded to WSDOT for consideration as part of the Aurora Avenue Multi-Modal project. See D-6.</p> <p>Restricting access to side streets will need further study. Consideration should be given to the impacts on east-west flow on surrounding streets as traffic is diverted from the restricted intersection. SEATRAN would look for strong community support from residents on affected streets. This may be considered as part of the Aurora Avenue Multi-Modal project.</p> <p>The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes as part of the "Policy Docket."</p>
D-2	Ramp the west side of the pedestrian bridge across Aurora Ave. N. at about N. 103 <sup>rd</sup> St. (East side is already ramped.)	H	2000		SEATRAN, WSDOT	SEATRAN will investigate the feasibility of a ramp on the west side. The east side ramp will be evaluated to determine if it meets ADA standards. If a west side ramp is feasible, SEATRAN can work with WSDOT on possible improvements through the Aurora Multi-Modal Study. Funding would need to be identified. See D-6.

**D. Aurora Avenue North**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
D- 3	Install sidewalks, curbs, gutters along the entire length of Aurora Ave. N. on both sides. Repair current sidewalks.	H	ASAP		WSDOT, SEATRAN, SPO	<p>SEATRAN continually looks for opportunities for funding the development of sidewalks on major arterials, including Aurora Ave. N.</p> <p>SEATRAN will work with WSDOT on planning for possible sidewalk improvements as part of the Aurora Multi-Modal Study. See D-6.</p> <p>The City supports the installation of missing sidewalks citywide, particularly in urban villages. 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. A second and related policy docket item shall explore placing special emphasis on finding options for providing sidewalks for designated walking areas, such as urban villages and areas that have pedestrian access to them.</p>

### D. Aurora Avenue North

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
D-4	<p>Improve the intersection at N. 90th St. and Aurora Ave. N, some suggestions include:</p> <ul style="list-style-type: none"> <li>• Enforce parking restrictions at the corners;</li> <li>• As opportunities arise, rebuild the commercial structure at the SE corner to meet current setback requirements;</li> <li>• Enforce jaywalking ordinances, perhaps with a special focus project.</li> </ul>	H			SEATRAN, SCL, SPD, Community, DCLU	<p>SEATRAN is aware of the neighborhood's concern with pedestrian safety at this intersection. SEATRAN is willing to evaluate any improvements recommended by the neighborhood. SEATRAN has made improvements to the signal at N. 90<sup>th</sup> St. and Aurora Ave. N. within the last four years in an attempt to reduce vehicular collisions. There have been four reported collisions involving pedestrians in the past eight years. Each of these had unique circumstances making it difficult to identify specific needed improvements at this time.</p> <ul style="list-style-type: none"> <li>• SPD Parking Enforcement will monitor and take proper enforcement action against any parking violators on the corners of Aurora and 90<sup>th</sup>.</li> <li>• If the building at the SE corner of the intersection is torn down and rebuilt, it would be required to be built to current setback requirements,</li> </ul> <p>City Light researched removing a utility pole which impedes some pedestrian visibility. This pole would have to be replaced with two new poles which would create similar problems elsewhere.</p>
D-5	Enforce traffic laws, especially related to speeding.	H			SPD, SEATRAN	<p>SPD does the best job that it can with existing staff assigned to the Traffic Unit. Increased traffic enforcement on an ongoing basis in the Aurora-Licton area can only be accomplished in two ways: 1) by reducing traffic enforcement efforts in other areas; or 2) by increasing the number of traffic officers authorized in the budget. At this time, there are no plans to increase the number of traffic officers.</p> <p>The community should contact SEATRAN's Neighborhood Speed Watch Program to work on speed limit enforcement issues.</p>

**D. Aurora Avenue North**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
D-6	Develop and staff an Aurora Avenue North Task Force to coordinate the recommendations of Neighborhood Plans and the WSDOT Urban Mobility Study of SR 99.	H	1999-2001		WSDOT, SEATLAN, DON, SPO, Green Lake, Greenwood/Phinney, Aurora-Licton, Broadview-Bitter Lake-Haller Lake, Aurora Avenue Merchants Association	SEATLAN, in conjunction with Neighborhood Development Managers and SPO, 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) recommending that other government entities such as King County Metro are included in the development of this study, and 5) coordinating the City of Seattle's work on Aurora Avenue North, such as the Aurora Avenue signalization study, with WSDOT's study. Aurora Avenue North Task Force: This is a community-based activity. SEATLAN does not have funding to staff this task force.

## D. Aurora Avenue North

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
D-7	<p>Plan and install thematic streetscape improvements including:</p> <ul style="list-style-type: none"> <li>• Improved street and directional signage</li> <li>• Improved low level lighting</li> <li>• More attractive signal standards, light standards and other fixtures</li> <li>• Accessible sidewalks</li> <li>• More vegetation, including replanting median strips that are paved over; vegetation should not block visibility of retail services</li> <li>• Underground utilities</li> <li>• Street furniture and public art</li> </ul>	M	1999-2014		<p><b>Aurora Avenue North Task Force,</b> WSDOT, SEATRAN, DON</p>	<p>See D-6.</p> <p>Signage: SEATRAN can evaluate requests for additional street signs at specific locations. Because SEATRAN has concerns with possible street clutter and the added maintenance cost caused by excessive signing, SEATRAN will determine if additional signs are appropriate.</p> <p>If this request refers to a new type/style of signs, the request would need SEATRAN approval. SEATRAN follows national design standards for signs and would not support variations from these guidelines. what about signage.</p> <p>Streetscape improvements: The Neighborhood Matching Fund offers funding opportunities for developing streetscape improvements, including street furniture and public art. SEATRAN would need to be involved in many of these activities and approve the location of any street furniture, or signs in the right-of-way.</p> <p>Lighting: For lighting projects, the neighborhood is encouraged to develop a "lighting plan" by working with Seattle City Light's North Service Center. The plan should include the location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. Seattle City Light offers a choice of pedestrian lighting standards for neighborhoods. Pedestrian lighting policies are currently being reviewed by Seattle City Light. For lighting on arterials such as Aurora Avenue, SEATRAN has jurisdiction and would need to be involved.</p> <p>Sidewalks: please see D-3.</p> <p>Medians: The next step for greening the medians would be to determine the engineering feasibility of specific median locations to determine whether they are appropriate for planting. WSDOT will be looking at median locations as</p>

### D. Aurora Avenue North

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
						<p>part of the Aurora Multi-Modal Study. At that time, the medians could be evaluated for possible landscaping opportunities. If the community has specific locations that they are interested in having landscaped, they should be identified.</p> <p>Undergrounding utilities: Currently the cost of undergrounding utilities is borne by property owners. For neighborhoods that are interested in converting from an overhead electrical system to an underground system, Seattle City Light offers a 'Voluntary Underground' program. The costs of this undergrounding are also borne by property owners.</p>
D-8	As part of the Aurora-Licton neighborhood design guidelines, develop specific guidelines that encourage development on or near Aurora Avenue to incorporate a specific style or theme (to be defined in the guidelines), and to address crime prevention principles in design. Property and business owners should be actively involved in the development of these design guidelines.	M	Develop guidelines soon, long range application		<b>Aurora Avenue North Task Force, DCLU</b>	<p>See A5.</p> <p>SPD is very interested in working with DCLU and the community on a CPTED review of projects in this community.</p> <p>SPD will send a representative to Design Review meetings on projects in this planning area. DCLU will notify SPD of the date and time of specific meetings, and SPD will use the opportunity to comment on the design issues.</p> <p>The current Design Guidelines were developed with input from SPD on Crime Prevention through Environmental Design (CPTED) techniques and include specific reference to pedestrian safety. The neighborhood is encouraged to propose additional specific design guidelines with respect to public safety.</p>
D-9	Develop and apply Aurora-Licton sign guidelines for use in conjunction with the city sign code. Ensure enforcement of the city sign code. Work to reduce visual clutter and encourage signs of a similar style. Consider non-flashing neon for new signs in recognition of the highway's historic commercial signage.	M	1999-2001		<b>Task Force, DCLU</b>	<p>Sign guidelines, including some of the ideas contained here, can be addressed through neighborhood-specific design guidelines (see A-5.)</p> <p>DCLU has two sign code enforcement agents who respond to complaints of sign code violations. The community can contact DCLU and submit a complaint.</p>



## D. Aurora Avenue North

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
D-10	Create and staff an economic development project to explore options and develop the urban village mixed-use core. Work with local merchants and property owners to enhance pedestrian access, safety, parking and traffic flow to existing retail stores and businesses.	H	1999-2000		OED, DON, Community	<p>OED and DON will work with the Aurora-Licton Planning Group in 1999 to develop a stewardship mechanism for the commercial center plans. Funding for ongoing staffing may not be available.</p> <p>Efforts to enhance pedestrian access, public safety, parking and traffic flows represent basic issues that determine the success of a neighborhood business district. OED will work with the planning group and the lead business district organization to identify ways to strengthen the area as a user-friendly business district. OED has a contract with the Neighborhood Business Council (NBC) to assist neighborhood business districts with their efforts to improve the economic conditions of the district and the small business environment. In addition, OED will facilitate discussions between property owners and merchants on redevelopment opportunities. Also see A-8.</p>
D-11	Identify important cultural and historic elements and visual landmarks. (Buildings, markers, bridges, signs etc.) Keep in mind the "culture" of the highway.	M	1999-2001		DON, Aurora Avenue North Task Force	This activity will need to be a community-based activity. The Department of Neighborhoods can provide some technical assistance, but does not have the staff or funding to do this work. However, Neighborhood Matching Funds are available for such a project.
D-12	Increase SPD patrols of Aurora Ave. N. and adjacent side streets, alleys and on Metro buses.	H	1999-		SPD	This activity will be considered as part of the sector work programs in the future as opportunities arise. SPD has a limited number of patrol officers at any given time. Most of a patrol officer's time is directed by dispatch to calls coming into 911. It is not possible to provide more patrol car visits without adding additional officers. When not responding to 911, officers will conduct regular patrols.

**D. Aurora Avenue North**

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
D-13	Locate a "storefront" community police facility on Aurora Ave. N.	H	1999-		SPD, ESD, <b>Community</b>	This is a community-based activity. SPD does not have resources to provide for a new facility in the Aurora-Licton neighborhood. The close proximity of the North Precinct station makes it unlikely that a facility would be located along Aurora Ave. N. in this neighborhood. However, if the neighborhood or another sponsor opens a new 'storefront community police facility' in the Aurora-Licton neighborhood, SPD is willing to use it as a drop-in site for patrol officers.
D-14	Investigate the feasibility of providing zoning incentives to encourage construction of 2nd-story pedestrian skybridges that would connect future multi-story development at selected locations along Aurora Avenue N.	L	Feasibility soon, implementation long range		DCLU and <b>Aurora Avenue North Task Force</b>	Generally, the City discourages the development of skybridges. However, given the difficulty in providing safe pedestrian crossings at needed locations along Aurora Ave N., skybridges may be appropriate along Aurora Ave. N., when they are not appropriate in other locations. Design review can provide some of the incentive that the neighborhood proposes and the neighborhood is encouraged to include skybridges as desired design features as they prepare neighborhood specific Design Review guidelines. (See A-5)

## **E. NEIGHBORHOOD CONNECTIONS**

---

### **Description**

The highest priority improvements recommended by the Aurora-Licton Planning Group relate to creating a network of safe and attractive pedestrian and bicycle connections to transit, between commercial and residential areas, and between the urban village and nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit Station. Aurora Avenue North (see Key Strategy D) currently is very unsafe to cross and very difficult to walk along. Crossing Northgate Way is equally hazardous. Transit access along Aurora Avenue North is limited, unsafe, and uncomfortable. Pedestrian crossing of I-5 is very limited and does not link well to destinations on either side of the Interstate. I-5 exits encourage unnecessary cut-through traffic, increasing safety hazards. The lack of sidewalks presents opportunities as well as barriers: creation of pedestrian and bicycle pathway options, especially those that are environmentally sensitive, could be an opportunity in creating the pedestrian network.

The neighborhood plan outlines a draft concept for the “support bars” of the network. As opportunities and resources allow, the network would develop throughout the enclosed area, with segments “hanging” onto the heavy lines outlined in the map.

Please also see Aurora Avenue North key strategy above.

### **Integrated City Response**

The City supports the goals of this Key Strategy which would improve pedestrian and bicycle connections within the urban village. The neighborhood has identified a number of streets for a network of Key Pedestrian Streets. These streets are, generally, not arterials and have not been considered appropriate for Key Pedestrian Street designation. North 92<sup>nd</sup> Street between Wallingford Avenue North and 1<sup>st</sup> Avenue Northeast is an arterial and can be designated a Key Pedestrian Street. Lack of a Key Pedestrian Street designation does not preclude the development of pedestrian improvements along these streets. The next step will be to prioritize these streets for improvements and begin to design the improvements, as funding becomes available.

SEATLAN is excited to begin public outreach on the Interurban Trail segment between North 110<sup>th</sup> and North 128<sup>th</sup> Streets. The Interurban Trail will be a pedestrian and bicycle trail along the historic Interurban railway right-of-way. This right-of-way is now owned by Seattle City Light and carries their main transmission line through Northwest Seattle. SEATLAN expects to extend the trail to the north and south on City streets over time and will work with the community as the project proceeds.

**Lead Department: SEATLAN**

**Participating Departments: SPO, SCL, SPD, DON**

### **Activities Already Underway**

1. SEATLAN has funding for and has started to do public outreach on the proposed Interurban Pathway project between North 110<sup>th</sup> and North 128<sup>th</sup> Streets.
2. The Executive is reviewing its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, recommendations in this Key Strategy will be reviewed again.
3. SEATLAN is currently attempting to develop low cost sidewalk design alternatives and implementation criteria which may increase opportunities for communities and new development to install sidewalks.
4. SEATLAN has installed an all-way stop at North 92<sup>nd</sup> Street and College Way North.

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

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

## E. Neighborhood Connections

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
<b>Key Pedestrian Streets</b>						
E-1	Fund and install traffic calming devices, including curbs and plantings, along key pedestrian streets and specific residential streets designated by the community to reduce pedestrian/vehicle conflicts.	H			SEATRAN	SEATRAN needs more information on this activity. SEATRAN's Neighborhood Traffic Section will work with the neighborhood on traffic calming strategies and appropriate funding sources, as specific locations are identified by the neighborhood.
E- 2	Street signs should be installed on all arterial streets and highways entering the neighborhood to inform drivers that they are entering the Aurora-Licton Residential Urban Village (or as renamed by the community).				DON, SEATRAN, Community	Other communities have used the Neighborhood Matching Fund to pay for neighborhood-identifying street signs. SEATRAN's Street Use division would need to approve the location of any signs in the right-of-way.
E- 3b	Study and correct blind corners and hidden intersections on arterial streets, especially N. Northgate Way/N. 105 <sup>th</sup> St. between Stone Ave. N. and Meridian Ave. N., and Banner Way N.E. immediately east of I-5.	H			SEATRAN	N. Northgate Way/N. 105 <sup>th</sup> St. between Stone Ave. N. and Meridian Ave. N. is a curved arterial. Because of the curvature, it may be difficult to improve visibility from cross-streets at these curves. If the community identifies specific intersections and concerns, SEATRAN will investigate these locations for possible improvements.  SEATRAN needs clarification of the community's concerns on N. 85 <sup>th</sup> St. The section of N. 85 <sup>th</sup> St. east of I-5 is a non-arterial street. If the community is concerned about Banner Way N.E., that arterial is also curved and will raise difficulties similar to N. Northgate Way.
E- 4	The City should work with the community to designate appropriate Key Pedestrian Streets, Green Streets, Kid Streets and bicycle routes. Improvements should be implemented as recommended and prioritized by the community. Key Pedestrian Streets suggested by the community include:	H	with Plan adoption		SPO, SEATRAN	Policies related to the implementation of Key Pedestrian and Green Streets are currently on the policy docket for Council consideration. These recommended Key Pedestrian Streets will be reconsidered after this policy work is completed.

## E. Neighborhood Connections

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>a. <b>N. 100<sup>th</sup> St. between Greenwood Ave. N and NSCC</b> – a crosswalk should be installed on College Way at N. 100th St. with an overhead warning light due to limited sight distance.</p> <p>b. <b>Stone Ave. N. from N. 90<sup>th</sup> St. to N. 110<sup>th</sup> St.</b> – should be recognized as a Neighborhood Activity and Pedestrian Corridor and have wider sidewalks; a crosswalk and stop light should be installed at <i>Northgate Way</i> and Stone Avenue N.</p> <p>c. <b>N. 92<sup>nd</sup> St. between Fremont Ave. N. and 5<sup>th</sup> Ave. N.E.</b> – create a pedestrian walkway open to the public along the north side of Wilson-Pacific School connecting N. 92nd St. to Stone Ave. N. Consider installing a signalized pedestrian crossing at Aurora Avenue N. and N. 92nd St. ,or adjust the pedestrian route to correspond with the best crossing location</p> <p>d. <b>Fremont Ave. N. from N. 110<sup>th</sup> St. to N. 85<sup>th</sup> St. and continuing south to connect to Greenwood and Green Lake</b> – portions of this route may be shifted to the Interurban right-of-way upon development of that trail; a signalized pedestrian crosswalk should be installed at N. 105th St. and Fremont Ave. N.</p> <p>e. <b>Ashworth Ave. N. from N. 92<sup>nd</sup> St. to N. 100<sup>th</sup> St. including the “street park” and pedestrian path at N. 95<sup>th</sup> St. and Ashworth Ave. N.;</b> special emphasis should be made to provide access to Licton Springs Park.</p> <p>f. <b>Wallingford Ave. N. from N. 100<sup>th</sup> St. to North Seattle Park</b> – pedestrian improvements to this section of Wallingford Ave. N. should consider alternatives to typical sidewalk construction so as to preserve the “quiet” character of the street.</p>					<p>Generally, Key Pedestrian Streets should be designated on arterials and Green Streets should be designated on non-arterial streets. N. 92<sup>nd</sup> Street is currently identified on the City’s Bicycling Guide Map as an arterial street commonly used by bicyclists. This street segment can be considered for designation as a Key Pedestrian Street as policy work related to Key Pedestrian and Green Streets is concluded. None of the other proposed Key Pedestrian Streets are arterials and they are not appropriate for designation as a Key Pedestrian Street.</p> <p>The next step would be to develop a conceptual design for these improvements. 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.</p> <p>a. N. 100<sup>th</sup> Street - SEATRAN will evaluate College Way at N. 100<sup>th</sup> Street to determine if a marked crosswalk and warning light is warranted at this intersection.</p> <p>b. Stone Ave. N. - SEATRAN is currently exploring installation of a full signal at Stone Ave. N. and Northgate Way. SEATRAN would like to see strong support from the adjacent businesses and residents along Stone Ave. N.</p> <p>c. See B7. In addition, the request for a pedestrian crossing across Aurora Avenue North in the vicinity of N. 92<sup>nd</sup> Street will be forwarded to WSDOT for consideration as part of the Aurora Multi-Modal project.</p>

## E. Neighborhood Connections

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
	<p>pedestrian paths may be appropriate.</p> <p>g. <b>Ashworth Ave. N. from N. 90<sup>th</sup> St. south to connect to Green Lake</b> – coordinate crosswalk locations on N. 85<sup>th</sup> St. and N. 80<sup>th</sup> Sts. with each other.</p> <p>h. <b>Midvale Ave. N. from N. 85<sup>th</sup> St. to N. 90<sup>th</sup> St., and connecting to Stone Avenue North along N. 90<sup>th</sup> St.</b></p>					<p>d. Fremont Ave. N. Improvements to the pedestrian crossing at N. 105<sup>th</sup> St. can be evaluated as part of future plans to extend the Interurban Trail system south of N. 110<sup>th</sup> St. See E-9a.</p> <p>e.-h. Specific improvements will need to be identified for these street segments before more specific responses can be made.</p> <p>Sidewalk maintenance and construction: See D-3.</p>
E-5	To ensure the safety of school children, install crosswalks with pedestrian activated signals and/or crossing guards on N. 90 <sup>th</sup> St. immediately adjacent to Wilson-Pacific School.	H	ASAP		SEATRAN, SSD	SEATRAN has installed marked crosswalks adjacent to the Wilson-Pacific Site on N. 90 <sup>th</sup> St. at Stone Ave. N. and at Interlake Ave. N. In addition, flashing beacons have been installed which are activated during the times school children are crossing. The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes as part of the "Policy Docket."
E-6	Study ways to ease east/west auto traffic congestion, increase east/west access across Aurora Ave. N., and reduce the presence of cross-town traffic on residential streets.	M			Community, SEATRAN	<p>SEATRAN does not have funding for this type of study. The Neighborhood Matching Fund would be a good funding source for this type of activity. Match for a traffic study, which would be considered planning, only needs to be 50% Typically, match for this type of project, in addition to any funds raised, would be volunteers helping with data collection (e.g., counting cars) and participating in design alternative workshops.</p> <p>SEATRAN can assist in the development of a scope of work that will address these objectives and assist the neighborhood in selecting an appropriate consultant.</p>

## E. Neighborhood Connections

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Comment
E-7	<p>Install the following improvements to N. 100th St. between Greenwood Avenue and North Seattle Community College:</p> <ul style="list-style-type: none"> <li>-Widen to 2 lanes of traffic &amp; 2 parking lanes,</li> <li>-Install curbs, sidewalks &amp; street trees,</li> <li>-Eliminate parking on N. 100th St. between Aurora Ave. N. and Stone Ave. N.,</li> <li>-Consider removing the traffic circle at N. 100th St. and Stone Ave. N. and installing a 4-way stop.</li> </ul>	H			SEATRAN	<p>N. 100<sup>th</sup> St. is currently a non-arterial. Widening the street and marking traffic lanes would cause this street to function as an arterial. The neighborhood should consider whether N. 100<sup>th</sup> St. should be upgraded to arterial status. If so, SEATRAN would look for approval from the adjacent property owners. The residents have been opposed to this in the past. If the residents approve of the arterial designation, SEATRAN will pursue funding opportunities and design options would be explored at that time. SEATRAN has limited resources for the installation of curb, gutter and sidewalks. Residents may wish to pursue a LID as potential funding source for this work.</p> <p>SEATRAN's Arborist office would be happy to assist the community in identifying appropriate site locations, species and possible funding sources for additional street trees.</p> <p>'Spot' or simple improvements, such as removing parking next to Oak Tree between Aurora Ave. N. and Stone Ave. N., can be explored with SEATRAN by individual property owners.</p> <p>SEATRAN does not support the removal of the existing traffic circle at N. 100<sup>th</sup> St. and Stone Ave. N. SEATRAN has found traffic circles to be very effective at reducing vehicular collisions as well as reducing speeds through the intersection.</p>
E-8	Install a marked crosswalk with an overhead warning light on College Way N. at N. 97 <sup>th</sup> St.				SEATRAN	SEATRAN will investigate this intersection.

### ***E. Neighborhood Connections***

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
E-9a	<p>Fund and install the pedestrian/bike trail development proposed by the City along the Interurban Trail north of N. 110<sup>th</sup> St. connecting Aurora-Licton with the Bitter Lake Community Center.</p> <p>Study portions of the Interurban right-of-way south of N. 110<sup>th</sup> St. to identify opportunities to continue the pedestrian/bicycle trail and/or create green spaces.</p>	H	1999-2014		SEATRAN, SCL	<p>The Interurban Trail project will construct a 10-foot wide multi-use trail in City Light's transmission line right-of-way, from N. 110<sup>th</sup> St. to N. 128<sup>th</sup> St. In the future, bike lanes on Linden Ave. N. will connect the trail to City of Shoreline/King County and Snohomish County portions of the trail, within the power line corridor north of 145<sup>th</sup> Street. To the south, the project will link with a planned bicycle path/pedestrian path on the street.</p> <p>SEATRAN currently has funding to install this project between N. 110<sup>th</sup> Street and N. 128<sup>th</sup> St. SEATRAN is actively working on this project and started their public outreach process in 1999.</p> <p>After improvements are made along the SCL right-of-way between N. 110<sup>th</sup> St. and N. 128<sup>th</sup> St., SEATRAN can work with the neighborhood to develop routes to extend the bike way south of N. 110<sup>th</sup> St. The Seattle City Light right-of-way (old Interurban right-of-way) is not wide enough south of N. 110<sup>th</sup> St. to accommodate a pedestrian trail and bikeway. On-street facilities will need to be coordinated with the Greenwood-Phinney Neighborhood.</p>
E-9b	Study and develop the Interurban Greenway through Seattle south of N. 110 <sup>th</sup> St.	L	long range		SEATRAN	See E-9a.



### ***E. Neighborhood Connections***

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
E-10	Investigate establishing a transit shuttle to connect transit, pedestrian and bicycle routes with neighboring destinations such as Northgate and Green Lake.				<b>Metro,</b> SEATRAN, SPO, DON	The Executive will forward this and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.
E-11	<p>Add or relocate bus stops to best serve the core of the urban village and to connect with pedestrian routes and crossings.</p> <p>Metro should reevaluate bus stop designs and locations to provide bus riders maximum safety, and actions should be taken to ensure rider safety on buses.</p> <p>Metro, in cooperation with the Seattle Police Department, should work with the community to identify and resolve transit safety issues. Reevaluate bus stop designs and locations to provide bus riders maximum safety. Work with the community to identify and resolve transit safety issues. Metro should maintain service to the core of the urban village including the No. 6 bus route.</p>	H			SPO, <b>Metro,</b> SEATRAN, DON, SPD	See E11. Metro would be the lead on this activity; however, SEATRAN is willing to work with Metro in evaluating potential stop locations.

## ***E. Neighborhood Connections***

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Comment</b>
E-13	Implement a program to develop the pedestrian/bicycle network both by creating options for pathway construction and by creating a partnership program for funding and design.	H	ASAP		SEATRAN	<p>SEATRAN supports these strategies which are included in the Transportation Strategic Plan work program. However, funding for installation of sidewalks is very limited. Sidewalk policies, including funding and design are on the policy docket. The City will be considering whether or not it can increase funding to increase the level of sidewalk maintenance and construction and how drainage improvements should be paid for as policy docket issues. A second and related policy docket item shall explore placing special emphasis on finding options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them.</p> <p>SEATRAN is currently attempting to develop low cost sidewalk design alternatives and implementation criteria which may increase opportunities for communities and new development to install sidewalks.</p>

## ***II. Additional Activities For Implementation***

The activities listed in this section are not directly associated with a Key Strategy. The City has, when possible, identified next steps for implementation of each of these activities. The response will specify: 1) activities already under way; 2) activities for which the City agrees to initiate next steps (will include a schedule for the work); 3) this activity will be considered as part of the Sector Work Programs in the future as opportunities arise; 4) activities for which the community must take the lead (may be supported by City departments or existing programs); 5) issues that will be on the policy docket (the docket will assign responsibility for consideration of the issue and provide a schedule for reporting back to Council); and 6) activities which the City will not support. As with the activities listed for each Key Strategy in Section II, these activities are intended to be implemented over the span of many years. The Executive will coordinate efforts to sort through these activities. During this sorting process, the departments will work together to create Sector work programs that will prioritize these activities. This may include developing rough cost estimates for the activities within each activity; identifying potential funding sources and mechanisms; establishing priorities within each plan, as well as priorities among plans; and developing phased implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. Activities identified in this section will be included in the City's tracking database for monitoring neighborhood plan implementation.

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>	<b>City Action</b>
<b>A. Parks and Recreation</b>							
PR-1	Develop a neighborhood park at the Greenwood 'green house' site (N 87 <sup>th</sup> St. and Fremont Ave. N) to provide recreational opportunities accessible to those living west of Aurora Ave. N and north of N 85 <sup>th</sup> St.				DPR	The Department of Parks and Recreation has purchased this property. DPR is supportive of the development of this property for community park and recreation purposes. DPR will work with the community to design this park. Funding for this design will need to be identified.	DPR will contact the neighborhood to begin discussions with the neighborhood about design of the park.
PR-2	Develop a comprehensive use plan for North Seattle Park that encourages continued use of the disc golf course.				DPR, Community	The Department of Parks and Recreation currently doesn't have funding for a master use plan for this site. The development of a comprehensive use plan for North Seattle Park would need to be a community initiated effort. This type of effort would require input from the existing users (i.e. disc golf) as well as the surrounding community. The results of this planning effort would determine how the park would be used. DPR supports the continued use of the park for disc golf. Many groups have developed site plans for parks through the neighborhood matching fund. DPR's matching fund planner can work with the community to begin the matching fund process.	The next steps for this activity depend on community-based initiative.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
PR-3	<p>Develop a plan for public use of open space areas that are along and part of the Interurban ROW between N. 85<sup>th</sup> St. and N. 110<sup>th</sup> St. Plant grass in the area along the ROW just north of N. 90<sup>th</sup> St.</p>				SCL, DPR, Community	<p>This effort would need to be community initiated. The community should develop a plan for this open space to propose to SCL. This project may be eligible for a Neighborhood Matching Fund.</p> <p>City Light would need to review and approve all plans for use of the right-of-way. This property is an active transmission and distribution line right-of-way, with electric lines running through it. At 40 feet wide, it is City Light's narrowest corridor. Coupled with electrical code clearance requirements, this leaves City Light with no flexibility for electrical facility design.</p> <p>As the only electric utility right-of-way in the northwest part of the City, additional lines will be added to it in the future to meet future electrical growth. Any improvements must be constructed and maintained by the operator in such a way so as not to interfere with or compromise the structural integrity of any City Light facilities. Further, these improvements must be constructed to road standards to permit use by City Light's heavy maintenance and construction equipment.</p> <p>Should any proposed use of the right-of-way interfere with present or future needs for electric purposes, the using City department will need to reconfigure or remove the improvements to accommodate any electric facilities.</p> <p>DPR would participate in the review of a plan of this nature.</p>	The next steps for this activity are dependent upon community-based initiative.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
PR-4	Investigate ways to broaden community use of and access to natural areas at the North Police Precinct site, the Seattle-King County Health Department North District Office site and at North Seattle Community College.				SPD, SKCPHD, NSCC, ESD, DON, Community	<p>The Seattle Police Department and Executive Services Department will work with the community to evaluate if there are ways to increase access without compromising the security of the police precinct and its operations.</p> <p>Seattle King County Public Health Department is willing to discuss opportunities to provide public access to open space at the North District Office.</p> <p>The recommendation related to North Seattle Community College will be forwarded to NSCC and DON staff for consideration during any future amendments to the College's Major Institution Master Plan. If this recommendation is for enhanced use of the existing open space then it could be addressed by the steering committee without an amendment. If it means additional open space then an amendment to increase the percentage of the campus in dedicated open space would be required.</p>	SPD, ESD and SKCPHD will contact the community to begin discussion of opportunities to implement this activity.
PR-5	Preserve and enhance wetlands and riparian corridors throughout the planning area.				SPU	SPU can evaluate and prioritize wetland enhancement activities related to drainage projects to be (or currently) included in the CIP.	This activity will be considered as part of the sector work programs in the future as opportunities arise.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
<b>B. Arts and Library Services</b>							
ALS-1	Create an Aurora-Licton Arts Council to manage the design and installation of public art in Aurora-Licton and other North Seattle neighborhoods. This might be accomplished in conjunction with the Green Lake, Greenwood and Bitter Lake Urban Villages.	M			Community, SAC, DON	<p>Developing a community arts council is a community-based activity. DON may be able to provide technical assistance and certain activities may be appropriate for neighborhood matching funds.</p> <p>The Arts Support Program of the Seattle Arts Commission may be able to provide assistance in the development of a neighborhood arts council. The Public Art Program can provide technical assistance (for a fee) for actual projects developed by the council if they are funded by DON or other City funds.</p>	The next steps for this activity are dependent upon community-based initiative.
ALS-2	Seek opportunities to develop artist studio spaces that would be easily accessible to the Aurora-Licton urban village. (Potential locations include Kelm House and Wilson Pacific at present.)	M			Community, DPR, SSD	<p>This is a community-based activity.</p> <p>The Parks Department and Aurora-Licton community are currently discussing future uses of the Kelm House. The community proposal was presented to the department this spring. DPR staff are reviewing the proposal for financial feasibility, safety issues, and impacts to park property. Once this review is complete, staff will make a recommendation to the Park Board this summer, the Board will hold a hearing and make a recommendation to the Superintendent by the fall of 1999. The community will be given adequate notice of the Park Board meeting date.</p>	The next steps for this activity are dependent upon community-based initiative.

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>	<b>City Action</b>
ALS-3	Investigate opportunities for public display of art indoors and outdoors.				Community, SAC	This is primarily a community-based activity.	<p>The next steps for this activity are dependent upon community-based initiative.</p> <p>The % for Art program provides opportunities for the display of art as part of some public projects.</p>
ALS-4	Physically expand and increase the operating hours of the Greenwood, Green Lake and Broadview libraries. Study additional methods of increasing access, such as enhanced Internet functionality. Investigate the feasibility of building additional (or relocating existing) libraries to better serve the Aurora-Licton Residential Urban Village.	L			SPL	<p>With the passage of the Libraries for All Bond, libraries will be renovated, expanded, replaced and constructed in the neighborhoods surrounding Aurora-Licton. In 2002, the Greenwood Library is scheduled to be replaced with a new facility twice the size of the current library. In 2003, a new library is expected to be built at Northgate and the Green Lake Library is expected to be renovated. In 2006, the Library expects to expand the Broadview Library. The endorsed 2000 Library budget provides funding for added operating hours for the Greenwood, Green Lake, and Broadview libraries.</p> <p>During 1999 the Library is installing one or more products providing a graphical interface to the Library Catalog at library facilities and through its web site.</p> <p>If the neighborhood identifies specific needs that will not be met through these improvements, the neighborhood may want to consider submitting a proposal to the Libraries for All Opportunity Fund.</p>	Activity is already underway.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
<b>C. Public Safety</b>							
PS-1	Instigate a neighborhood safety program to encourage crime - reducing activities such as: <ul style="list-style-type: none"> <li>• increase the use of front porch and back porch lights at night, instead of high 'security' lights.</li> <li>• proper trimming of shrubs to increase the visibility of the street, doorways and pedestrian areas.</li> </ul>				Community, SPD	SPD would be pleased to work with the community on this type of educational program.	SPD will work with the community on this activity.
<b>D. General Traffic Management and Pedestrian Access</b>							
TM-1	Paint a ladder crosswalk with warning lights on N. 92 <sup>nd</sup> St. at Meridian Ave. N.				SEATRAN	An all-way stop has recently been installed at N. 92 <sup>nd</sup> St. and College Way N. in 1999. SEATRAN believes this will help the pedestrian crossing at Meridian Ave. N. by providing more gaps in traffic on N. 92 <sup>nd</sup> St. SEATRAN is willing to evaluate additional pedestrian improvements at Meridian Ave. N. if requested by the neighborhood.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
TM-2	Investigate the use of pedestrian refuge islands and 'runway' lights to enhance pedestrian safety in crosswalks.				SEATRAN, WSDOT	SEATRAN is currently testing pedestrian-activated 'runway lights' for effectiveness and cost in other locations in Seattle. SEATRAN may consider installation at other appropriate locations based on test results.  The neighborhood should identify specific locations where they would like pedestrian refuge islands. WSDOT will be looking at median locations and pedestrian crossing issues as part of the Aurora Multi-Modal Study.	Recommendation may be considered in the future pending results of the current tests.  This activity will be considered as part of the Sector Work programs in the future as opportunities arise.



<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>	<b>City Action</b>
TM-3	Install a traffic circle at the intersection of Densmore Avenue North and North 88 <sup>th</sup> Street.				SEATRAN	SEATRAN has evaluated this intersection and determined that a traffic circle is not feasible. Because the legs of this intersection are offset a traffic circle could not be constructed that would allow motorists and emergency vehicles to safely maneuver around the circle. SEATRAN's Neighborhood Traffic Section can work with the neighborhood on alternative traffic calming measures.	This recommendation will not be implemented as described. SEATRAN will work with the neighborhood to develop alternative traffic calming measures if invited to a community meeting.
TM-4	Provide turn lanes and turn signals for each direction at the intersection of North 85 <sup>th</sup> Street and Wallingford Avenue North.				SEATRAN	SEATRAN will investigate this activity.	This activity will be considered as part of the Sector Work programs in the future as opportunities arise.
TM-5	Close N. 107 <sup>th</sup> Street from access turning right off of Northgate Way; limit access to Northgate Way from N. 107 <sup>th</sup> St. to right turn only.				SEATRAN	Partial closure of N. 107 <sup>th</sup> St. may cause traffic to divert to N. 105 <sup>th</sup> St. SEATRAN would support partial closure if residents on both N. 105 <sup>th</sup> St. and N. 107 <sup>th</sup> St. show that they strongly support the project by petition. The next step is dependent on community initiative. SEATRAN can work with the community to develop a petition.	The community should take the next steps to implement this activity. SEATRAN will help the community to analyze the impacts of such a closure and develop a petition.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action
<b>E. Sound Transit and Regional Transportation</b>							
RT-1	Study the feasibility of providing a pedestrian passageway(s) under I-5 to connect the Aurora-Licton Residential Urban Village with the Proposed Northgate Sound Transit Station. This study should also consider the feasibility of allowing Thornton Creek to run adjacent to the pedestrian way. A pedestrian-only overpass across I-5 should be considered as a secondary alternative. Locate the passageways in alignment with or between North 100th and 105th Streets. Every effort should be made to ensure the pedestrian way(s) is safe and attractive.	L			Sound Transit, WSDOT, SEATRAN	This recommendation will be forwarded to Sound Transit. Currently the Northgate Plan proposes an overpass for this connection. This will be a very high cost project. Funding will need to be identified.	This activity will be considered as part of the Sector Work programs in the future as opportunities will arise.
RT-2	Conduct an Aurora-Licton/North Seattle traffic study to address transportation problems that impact Aurora-Licton but extend beyond the urban village and involve several North Seattle communities. Include an analysis of impacts by regional transportation systems - Highway 99, I-5, Sound Transit - as well as east-west traffic flow.				SEATRAN, WSDOT, Metro, Sound Transit, LSCC, AAMA, other North Seattle communities	SEATRAN does not have funding for this type of study. The Neighborhood Matching Fund would be a good funding source for this type of activity. Match for a traffic study, which would be considered planning, needs only be 50%. Typically, the match for this type of project, in addition to any cash raised, would be volunteers helping with data collection (e.g., counting cars) and participating in design alternative workshops. The next step would be for the neighborhood to identify the specific objectives for the study. SEATRAN can assist in the development of a scope of work that would address those objectives and assist the neighborhood in selecting an appropriate consultant.	The community should take the next steps to implement this activity. SEATRAN can help the neighborhood develop a scope of work and select an appropriate consultant.

<b>#</b>	<b>Activity</b>	<b>Priority</b>	<b>Time Frame</b>	<b>Cost Estimate</b>	<b>Implementor</b>	<b>City Response</b>	<b>City Action</b>
RT-3	Study the existing freeway on/off ramps. Study the feasibility of adding/modifying on/off ramps to better connect traffic flow with streets that have capacity to handle that flow and traffic generators; consider providing more direct access from I-5 to North Seattle Community College and the Maple Leaf neighborhood.				WSDOT, Metro, SEATRAN, Sound Transit, LSCC, Other North Seattle Communities	WSDOT would be the lead on this activity; however, SEATRAN would work closely with WSDOT on potential projects that would impact traffic flow on City streets. This recommendation will be forwarded to WSDOT for consideration during their planning processes.	The City will forward this recommendation to WSDOT.
<b>E. Parking Management</b>							
PM-1	Work cooperatively with representatives of the North Seattle Community College, the North Police Precinct, and the Seattle City Light North Service Center to find parking management solutions that minimize the impact of employee and student parking on residential streets.	L			ESD, SPD, NSCC, SCL	Seattle City Light's North Service Center will continue to work with the Aurora-Licton community on strategies to address employee parking in the neighborhood.  ESD and the SPD will work with the community on parking strategies as the North Police Precinct is redeveloped.  This recommendation will be forwarded to North Seattle Community College.	SCL will continue to work with the Aurora-Licton community. ESD and SPD will work with the community on parking strategies as the North Police Precinct is redeveloped.
PM-2	Study the feasibility of implementing a modified RPZ near North Seattle Community College and the North Police Precinct that would allow greater parking flexibility for residents.				LSCC, SEATRAN	SEATRAN can evaluate this area to see if it meets the requirements to establish an RPZ. The next step would be for the community to submit a petition to SEATRAN that outlines the desired boundaries for the RPZ and shows community support. SEATRAN can provide a sample petition and information on the petition requirements. The community should contact SEATRAN's Parking Management staff for additional information on the process for establishing an RPZ.	SEATRAN will provide the community with petitions and an information packet.

THIS IS THE LAST PAGE OF THE MATRIX.

filename: almtx14.doc