

CIP Project Suggestions, by District Council

District Council Lake Union

Project Title

Build or rent office space for Seattle Center staff, freeing up the Center House meeting rooms

Project Location

The project would move Seattle Center administrative offices out of the conference rooms in the Center House to other locations, yet to be determined

Project Description

The meeting rooms on the third level of the Center House are valuable venues for City-sponsored events like Bumbershoot, the Northwest Folklife Festival, the Children’s Festival, and the Citizens Budget Conference. However, one or more of the rooms that have been used for many years as meeting rooms are being occupied by Seattle Center administrative staff, and hence are not available for meetings.

Project Justification

This project would construct or lease space for the Seattle Center administrative staff that are currently housed in the conference rooms on the third level of the Center House. The purpose would be to place administrative staff and functions in rooms designed for office use, and thus free up the meeting rooms for their original purpose of hosting meetings.

Reviewing Department Seattle Center

Dept Recommendations

The 3rd Floor Center House meeting rooms have been closed to general rentals, as this was not a profitable line of business. Three of the four rooms remain available for the annual festivals and for use by other City Departments. It would not be cost effective to vacate office space on the 3rd floor for meeting space.

District Council Lake Union

Project Title

Burke Gilman Trail 11th to 17th

Project Location

11th to 17th Fremont - Ballard

Project Description

The Burke Gilman Trail currently ends at the Fred Meyer store on 11th. This request is for funding in 2008 for construction.

Project Justification

Thousands of citizens ride and walk on the trail every year but now people are dumped onto the street in a confusing array of streets, tracks, intersections and a busy retail site. The trail is a vital neighborhood connector for transportation and recreational purposes.

Reviewing Department SDOT

Dept Recommendations

The 11th to 17th Ave NW segment of the Burke Gilman Trail is beginning its design phase in 2nd quarter 2006. We are in the planning stage of the project at this time (April 2006) and are in the process of working with the Washington State Department of Transportation to set up the grant agreement for design phase funding.

District Council Lake Union

Project Title

Cobblestone street repair of East Boston, Edgar, and Louisa Streets between Eastlake Ave. and Boylston Ave. E

Project Description

Eastlake is one of the few urban villages with cobblestone streets—Two blocks each of East Boston, Edgar, and Louisa streets between Eastlake Ave. and Boylston Ave. East. Unfortunately, in 1996 SDOT and the Department of Neighborhoods—without the slightest notice to or consultation with our neighborhood—decided that because about 50 per cent of Eastlake’s cobblestone streets needed restoration, none would be restored except by asphalt patches or asphalt resurfacing, and that they could be “mined” to provide cobbles for other neighborhoods unless Eastlake found alternative funding sources to restore them as cobblestone streets. The 1998 Eastlake Neighborhood Plan called for reversal of this policy and for restoration of our cobblestone streets. In response, SDOT promised (p. 46 of Approval and Adoption Matrix, Res. 29932) not to “harvest” cobblestones here, but it has done nothing to correct the inequity that its cobblestone restoration is mainly in single family neighborhoods, not in a multifamily and urban village neighborhood like Eastlake. Our proposal here is that SDOT restore all three of Eastlake’s cobblestone streets (six blocks). If SDOT does not currently have the funds, it should include these in its 2006 levy proposal for basic maintenance and repair.

Project Location

: In the Eastlake neighborhood, East Boston, East Edgar, and East Louisa streets are cobblestone between Eastlake Avenue E. and Boylston Avenue E. (two blocks each,, total of six blocks)

Project Justification

The six cobblestone blocks of Boston, Edgar, and Louisa are in need of restoration. People live on these streets, many of them in apartments or condominiums. Also, Louisa Street abuts TOPS-Seward Public School, Rogers Playfield, the Franklin Green Street, and the Areis office building. Louisa is used each school day by buses that come to TOPS/Seward Public School. Cobblestone streets are actually quite durable. While our cobblestone streets need some restoration they are not in a failed mode. They are in impressive condition, considering that SDOT has provided them little, if any, restoration in the last 50 years. We doubt that asphalt or concrete streets would have survived such neglect. Eastlake cherishes its cobblestone streets, and not only for their historic charm; they also are valuable traffic calming measures to discourage our neighborhood’s serious problem of cut-through traffic between Eastlake Ave. and I-5. With about 4500 in population, Eastlake is one of the city’s most densely settled neighborhoods, and we also have about 4000 people who work in the neighborhood, some of them at very large businesses. Eastlake is a busy and growing neighborhood, and our scarce

Reviewing Department SDOT

Dept Recommendations

The six blocks of cobblestone streets are past their design life and would need to be reconstructed. A reconstruction would trigger drainage and other improvements and might cost as much as \$200,000 per block. Properly designed pavers can hold up to modern traffic for many years (example: Pine Street at Westlake Plaza). However, unit paver construction can be costly. If these neighborhood streets are to be reconstructed, consideration should be given to other materials and techniques, including for example concrete. SDOT’s first priority is safety. Any street reconstruction would have as its first funding priority providing a safe street that meets all modern standards concerning mobility for all modes including pedestrians and bikes, and also environmental compliance. Aesthetic considerations, such as the look and feel of the street might be addressed as a "piggyback" on a basic street improvement project, with the aesthetic improvements funded through LID or some other mechanism.

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volunteer hours and donations are taken up with many other park, transportation, and other community projects. It is not fair or realistic for SDOT to expect Eastlakers to pay for cobblestone restoration by a local improvement district or a Neighborhood Matching Fund grant, while SDOT spends its cobblestone restoration dollars in single family neighborhoods. It is not only single family neighborhoods that deserve to keep their historic cobblestone streets. The City needs to show that it also cares about the charm and transportation needs of a multifamily zoned urban village like Eastlake. SDOT should include funds for restoring our cobblestone streets in its levy proposal for basic maintenance and repair.

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Project Title

E. Shelby Street mid-block crossing of Eastlake Avenue, and staircase east to paved part of Shelby

Project Location

E. Shelby Street right-of-way east of Eastlake Avenue to the alley that is between Eastlake Ave. and Franklin Ave

Project Description

The hundreds of apartment and condominium dwellers on Franklin and Boylston avenues and the east side of Eastlake Avenue are denied safe access to the Lake Union shoreline and the new Fairview Park because of the lack of a safe mid-block crossing of Eastlake Avenue at E. Shelby Street. The plight of those on Franklin and Boylston is worsened by the fact that Shelby is an undeveloped right-of-way for half a block east of Eastlake Avenue. This project would: (1) install curb bulbs and textured pavement to create a safe pedestrian crossing of Eastlake Avenue at E. Shelby street.; and (2) install a public stairway on the undeveloped E. Shelby right-of-way for the half a block between Eastlake Avenue and he paved part of Shelby.

Project Justification

An estimated 900 people live in the blocks bounded by Eastlake Avenue, Boylston Avenue, Hamlin Street, and Allison Street. Many of these people would benefit from safer and more convenient access to Eastlake Avenue, Lake Union, and the parks along Lake Union, especially Fairview Park. A mid-block crossing of Eastlake Avenue at Shelby Street is called for in the Eastlake Neighborhood Plan. SDOT is given designated as the lead implementor for this project, and the Executive Comments in the Approval and Adoption Matrix (p. 18 of the appendix to Res. 29932) are as follows: “the intersection may be appropriate for a mid-block crossing once the abutting property is developed as a park and the need for and best placement of a mid-block crossing can be evaluated. Parks and SDOT will coordinate on this recommendation.” The Eastlake Neighborhood Plan (p. 51 of Approval and Adoption Matrix).also calls for a public staircase on the developed E. Shelby Street right-of-way for a half block east from Eastlake Avenue to where Shelby is paved. This staircase would allow hundreds of people to walk on the public right-of-way between their homes and the businesses and bus stops on Eastlake Avenue, and the

Reviewing Department

SDOT

Dept Recommendations

Marking midblock crosswalks is a policy issue, not a funding issue. There may be opportunities to fund a new staircase through the Neighborhood Street Fund/Cumulative Reserve Fund which is administered through the Department of Neighborhoods.

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parks, and shorelines west of Eastlake Avenue.

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Project Title

Eastlake Avenue traffic signals at Allison, Howe, and Newton streets

Project Location

The three traffic signals requested are where Eastlake Avenue is crossed by East Allison, east Howe, and East Newton streets

Project Description

The proposal is for a traffic signal, or pedestrian half-signal, at the following crossings of Eastlake Avenue: East Allison Street, East Howe Street, and East Newton Street. Eastlake Avenue not only gives out neighborhood its name, but it also functions as a barrier that divides the neighborhood's narrow east and west sides along their entire length. Cars are not stopping for pedestrians as the law requires; a study by the Harborview Injury Prevention and Research Unit found Eastlake Avenue to have some of Seattle's highest percentages of motorists not yielding to a pedestrian at a crosswalk. One disabled Eastlake resident who takes the bus from downtown rides through Eastlake and into the University District and then southbound back into the neighborhood in order to get off on the west side of Eastlake Avenue, because she feels she cannot safely cross. Danger is a part of any pedestrian crossing on Eastlake Avenue. In a 1994 survey, two fifths of Eastlakens reported that as a pedestrian they have had a close call with a motor vehicle or had actually been hit. According to the survey, almost none of these encounters had been reported to the police.

Project Justification

The 1999 Eastlake Neighborhood Plan proposes pedestrian half-signals at the Allison, Howe, and Newton crossings of Eastlake Avenue. While SDOT will argue that these signals are not warranted, we believe that local conditions over-ride the cookie-cutter warrants. Allison has the loudest freeway noise (82 decibels at 9 a.m., according to WSDOT's figures) of any major intersection in the state, preventing pedestrians from hearing oncoming cars. Also, Allison Street already has a traffic signal where it crosses Harvard Avenue, just one block away. Harvard Avenue is no busier than Eastlake Avenue, and the inequitable treatment of the two intersections cannot be justified. The Howe and Newton crossings of Eastlake Avenue are on a hill that causes speeding and makes it harder for motorists to stop in time. The hill and the curve also reduce the sight distance. And in all three cases, there are important bus stops and new public parks that are causing more pedestrians to want to cross Eastlake Avenue. Limitations in the budget for traffic signals should not be cited as a reason not to install traffic signals at Allison, Howe, and Newton streets. The traffic signal budget is too low, and must be

Reviewing Department

SDOT

Dept Recommendations

These intersections have been considered in the past for a traffic signal and did not meet the criteria. While that was a few years ago, it still is unlikely the criteria would be met today. Some follow up evaluation will be done however.

increased if the safety of our most vulnerable citizens is to be assured.

District Council Lake Union

Project Title

EcoRenovation of Cascade People's Center

Project Location

309 Pontious Avenue North in Cascade Park

Project Description

This request is for the repair and renovation of an existing asset. The Cascade People's Center Eco Renovation will transform the 4,000 sq ft. People's Center, in Cascade Park, into a permanent, learning/gathering center that showcases environmentally responsible design choices. Improvements include exciting hands-on demonstration projects like capturing sunlight for electricity and heat, harvesting and re-using rainwater. Architectural designs detailing renovation are complete. See attached samples

Project Justification

The building is currently utilized by the community as the Cascade People's Center and is home to many community events and services. Over 6,000 people a year, from all walks of life, use and support the Center. The eco-renovation will retain the building's current function while developing the building into an educational environment on urban sustainability. The building will demonstrate renewable technologies such as passive solar heating, photovoltaic panels, the harvest and re-use of rainwater, and greywater reclamation through biological filtration. The building's eco-renovation is part of the ongoing evolution Cascade park into a model for ecological urban land use. Cascade Park currently demonstrates many sustainable practices on site including: rainwater collection, a community garden, a food bank garden, drought-tolerant landscaping, and native plant communities. We invite you to join us in realizing our vision of a truly sustainable community

Reviewing Department

Parks

Dept Recommendations

Current project in the Asset Management Plan. Possible NCRF funding.

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Project Title

Edgar-Fairview Path Connection Project

Project Location

2700 Fairview Ave. E

Project Description

Connection of Fairview Avenue East north of Hamlin Street with Fairview Avenue East south of Edgar requires an easement on the property lying just north of Edgar Street on the shoreline. A small portion of this property is owned by the city. The current owner, Gregory Pinneo, has a city permit for use of this land and some of the shoreline moorage. The entire property, which used to be accessible to the public, is fenced off down to the shoreline by a gate that opens only with a code, for entrance to a parking area. Making the connection would involve agreement with Mr. Pinneo to provide an easement across his part of the parking area in exchange for permanent extensions of his annual permit or some other kind of concession by the City. Security for the property could be assured with fences on either side of the easement and locked gates to permit boat owners access to the moorage on the shoreline. In addition, a stairway with bicycle ramp would be necessary on the Edgar Street end park, which is currently undeveloped and overgrown with ivy and other alien species.

Project Justification

The Eastlake neighborhood, with a population of about 20,000, uses the Fairview Green Street for walking and cycling, and many bicycle commuters also use the street for commuting. At present, the connection between Hamlin and Edgar is broken by a fence and gate, which partly blocks city property. This forces pedestrians and cyclists to climb, or drop down, a steep grade on Hamlin Street and ride along busy Eastlake Avenue for one block or through a narrow alley to connect from Hamlin to Edgar. This connection is a priority in the 1999 Adoption and Approval matrix for the Eastlake Neighborhood Plan. The Mayor approved this matrix and the City Council unanimously adopted it as a part of Resolution 29932. On page 20, the matrix says that "Council affirms the Executive comments on the Fairview Shoreline Corridor activities, with the following addition: In seeking to implement Eastlake Comprehensive Plan Policy E17, which reads 'Seek to implement the City's urban trail system within this neighborhood by completing pedestrian connections,' particular attention should be given to the gap in the Lake Union Trail extending from the Edgar Street end north to Hamlin

Reviewing Department SDOT

Dept Recommendations

This project is one link in the around-Lake-Union trail system. SDOT recognizes the importance of completing the loop around Lake Union. It is very complicated and will require multiple funding sources through a series of projects. SDOT will continue to work with the community to complete the loop system. This may require the appropriation of special funds. This project would also require a cooperative property owner and the resolution of some challenging design issues.

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Street along the Fairview Avenue East right of way." Also, on page 22 of the Matrix, DCLU and SDOT are assigned as the lead implementors of this policy, with the following statement: "SDOT will explore options through the street use permit

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Project Title

Expansion of Terry Pettus Park, Lake Union

Project Location

Small parcel south of existing Lake Union street-end park at Fairview Avenue East and East Newton Street. Parcel address is 1801 Fairview Avenue East.

Project Description

Our proposal is for the City of Seattle to acquire a small piece of property adjacent to Terry Pettus Park on Lake Union. Adding this small parcel (approx. 2,500 SF uplands; 4,500 SF water covered) to Terry Pettus would double the shoreline of a well used street end park. This property has been an “orphan” for over 40 years, ever since the NOAA was constructed in 1964. This small triangle of uplands and water (see attached site plan) is legally part of platted lots leased to NOAA. However, this small area is not required for the NOAA Base and was excluded from the original lease. This piece has been excluded in all subsequent renewals. The street end park was added in the early-mid seventies. For the last 40 years, this adjacent property just south of the park has been mostly vacant, but at times has been used as a transfer station for pile driving operations working on Lake Union or Lake Washington. This activity has recently resumed. (See attached photos). The photos graphically demonstrate the inappropriateness of this intense industrial use directly adjacent to a public park. It is also evident that such an intense use on this small area is detrimental to the shoreline. The NOAA base is an industrial use, but the impact of these activities is buffered by the distance to the piers. Incorporating this small area into the park would double the usable area and preserve dramatic views of the lake and city skyline forever.

Project Justification

Terry Pettus Park, located at Newton and Fairview Ave E, is a small but vital element of our community. The park serves as a unique transition and buffer between the houseboat residential community to the north and the marine industrial uses to the south. This park offers one of the few opportunities for the public to access the water along the east side of Lake Union. The park is accessible by foot from the entire Eastlake neighborhood. In addition, there is significant available public parking immediately south in the Fairview Avenue ROW. While modest in size, this expansion of Terry Pettus Park would double the public shoreline at this location, significantly increasing access to Lake Union and expanding postcard quality views of the Space Needle and downtown Seattle. The area around Lake Union is undergoing redevelopment. As the current uses change, the value of even the smallest piece of property will increase. The opportunity to preserve this small piece of property for public access is now. Many of the other suggested projects can wait – but they are just not making any more waterfront property! Full development as a park can also wait, but this is the chance to secure the property. If the city would

Reviewing Department

Parks

Dept Recommendations

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

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acquire this property, I would personally commit to organize volunteer efforts to improve and maintain the expanded park from the houseboat and Eastlake communities - similar to current efforts to

District Council Lake Union

Project Title

Fairview Ave. E. and Fairview Ave. N. intersection improvement

Project Location

Paved and graveled areas in and adjacent to the intersection of Fairview Ave. E. and Fairview Ave. N.

Project Description

Fairview Avenue East now intersects Fairview Avenue North at a stop sign, but at an approximately 130 degree angle that encourages vehicles northbound on Fairview Ave. N. to take fast, sweeping turns onto Fairview Ave. E. Motorists heading south on Fairview Ave. N. from Eastlake Avenue also take fast, sweeping right turns onto Fairview Avenue E. across a huge paved area. Both turns endanger pedestrians, bicyclists, and motorists alike. The proposal (a design already approved by SDOT—the need is for the funds) is to square off the Fairview Ave. E./Fairview Ave. N. intersection by moving the parking that is now in the paved triangle just south of the Washington State Employees Credit Union, to a larger and more functional parking area by Seattle Seaplanes and Lake Union Dry dock. This intersection redesign will also make it possible to install a pathway between the parked cars and the lake that will connect this intersection with the pathway that now extends north from Lake Union Dry Dock to NOAA. The 1994 Eastlake Transportation Plan first included a squared-off intersection design in a drawing that was donated by the architects for ZymoGenetics. The intersection design was a high priority in the 1998 Eastlake Neighborhood Plan and in the Mayor/City Council Approval and Adoption Matrix (Res. 29932), pp. 23 and 24. In 1997, SDOT wrote to the neighborhood committing to install the pathway.

Project Justification

This section of the Lake Union shoreline is a highly prized recreational and commuting route, both as a natural/industrial/view site, but also because it is part of the walking and bicycling route around Lake Union. It is also getting heavier use now that Colonnade Park has opened a pedestrian and bicycle route under I-5 to and from Capitol Hill. When the Lake Union Steam Plant was converted for its use, ZymoGenetics donated a beautiful floating gangway just south of this site, but it and South Lake Union generally are not safe for Eastlake residents to get to, as pedestrians must either walk in the street, or walk among parked cars and large puddles in the gravel parking area. In 1999, SDOT traffic engineer Jerry Wilhelm agreed in principle to the intersection redesign and did a successful study with the neighborhood, painting the pavement to show it compatible with trucks. SDOT estimated the intersection improvement at \$75,000, and Eastlake in 1999 allocated \$20,000 of its Early Implementation Funds to the intersection, with the funds to go to the pathway if the intersection could not be done quickly. Cost estimates for the intersection steadily rose, and now stand at \$1.5 million. The Eastlake Community

Reviewing Department

SDOT

Dept Recommendations

SDOT recognizes the importance of this project and has prepared a conceptual design. The cost estimate is approximately \$1.3 million, due in part to drainage issues. Funding for this type of street improvement is primarily available only through state or federal grants. SDOT has applied for grant funds for this project and has not yet been successful, but we will continue to pursue funding options.

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Council contracted with the Department of Neighborhoods to build the Fairview Ave. E. pathway for two blocks between Lake Union Dry Dock and NOAA, completed in January 2006. Mike Brooks, vice president of Washington Real Estate Holdings, a property owner in the area, has donated a design for the intersection, and this has been refined by SDOT's Trevor Partap and Peter Lagerwey. ZymoGenetics now has \$35,000 on deposit with SDOT that can be spent only on the intersection, and other landowners have pledged smaller amounts. For the last two years, the Mayor and City Council have received letters urging inclusion in the CIP of this intersection, from Washington Real Estate Holdings, ZymoGenetics, Hart Crowser, and others. The intersection's current configuration is unsafe for pedestrians, bicyclists, and motorists alike, all of whom will find it safer and more convenient with the intersection design that we have worked out with SDOT. The new intersection will actually reduce the net amount of paved area, and will move the traffic farther from

District Council Lake Union

Project Title

Funding incentive for SHA to establish a project in Eastlake

Project Location

Project Description

The Eastlake neighborhood's east and west borders are I-5 and Lake Union. Its north border is the University Bridge, and its south border is East Nelson Place. In this historically affordable area, rents have been going up steadily, and many rentals have given way to condominiums or offices. There are currently no subsidized low rents within Eastlake. The 1998 Eastlake Neighborhood Plan is the only neighborhood plan we know of that declared the need for a subsidized housing project in the neighborhood. The Eastlake Community Land Trust has an agreement with the Capitol Hill Housing Program under which CHHIP is trying to locate a site that it can afford to buy with City and State housing funds. Unfortunately, the real estate market is such that properties are selling quickly, often before being listed, and often for higher than the asking price.

Project Justification

In order for the Eastlake neighborhood to preserve its historic economic diversity, it needs to realize the objective of the 1998 Eastlake Neighborhood Plan to establish a subsidized housing project in the neighborhood. Achieving this objective will benefit not only those who receive subsidized housing, but also the many others in the neighborhood who can afford higher priced housing but value diversity. A particular barrier to establishing a subsidized housing project in Eastlake is that the State Housing Trust Fund tends to limit the per-unit cost of development to a level too low to allow state funds to be used in any project that has emerged in Eastlake or is likely to in the future. Thus the City's own quite generous housing subsidies (whose looser per-unit standards were adopted in part as a result of a recommendation in the Eastlake Neighborhood Plan) are denied to our neighborhood because any financing package with CHHIP or another non-profit developer requires State Housing Trust Funds, and these are denied us. A specific proposal in the Eastlake Neighborhood Plan (see p. 8 of the 1999 Approval and Adoption Matrix, Res. 29932), was to provide funding incentives to the Seattle Housing Authority to acquire,

Reviewing Department

DON, Housing

Dept Recommendations

OH does not recommend new capital funding specifically for Eastlake. OH rental production funds are available, in twice a year NOFAs, for SHA or other developers to build aff. Housing, and Eastlake is an eligible area. We'd encourage them to find a sponsor to submit a specific proposal to OH NOFA.

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rehabilitate, or develop low or moderate income subsidized multi-family housing projects in high land value neighborhoods like Eastlake. While the Office of Housing was not enthusiastic about this proposal at that time, we think that the time has come for it. Because the Seattle Housing Authority does not rely on the State Housing Trust Fund, it should receive a City

District Council Lake Union

Project Title

Gas Works Park Towers Renovation Project

Project Location

2101 North Northlake Way, Seattle

Project Description

This project has two goals. First, it will repair, renovate and paint four large cracking towers, Towers 3 through 6, located in Gas Works Park. (The Parks Department is currently about to start the repair and renovation of Towers 1 and 2.) The six Gas Works Park towers are a valuable public amenity that provide a vivid indication of the history Seattle’s energy production and use. Unfortunately, the towers and their adjacent equipment have not been regularly inspected and need much-deferred maintenance. As part of this project, a structural engineer will conduct a systematic field survey of the four towers. The survey will determine the towers’ structural integrity and the condition of their exterior structural elements. Based on survey findings, an appropriate iron works firm will repair and renovate Towers 3 through 6 as needed to assure long-term structural integrity and public safety. The towers will then be painted to complete the restoration. This project’s second purpose is to remove the fencing around Towers 3 through 6. To accomplish this, one or more of the following actions will likely be required: remove existing free product from the towers and surrounding piping, remove and dispose of existing contaminated soil in the area immediately around the towers as needed, replace excavated soils with clean cap material, remove asbestos as needed and remove the existing fencing. In conducting this project, the Parks Department will take advantage of the experience it is currently gaining in renovating and removing the fencing around

Project Justification

This project is needed to assure the long term structural integrity of Towers 3 through 6. It will also enable thousands of people who visit Gas Works Park each year to gain a richer appreciation and enjoyment of the historic nature of the towers and the park. The towers and the rest of Gas Works Park have received Seattle Historic Landmark status and Washington State Historic Registration. Yet, for several years Seattle government has not adequately maintained all six towers. Consequently, the towers show signs of deterioration that must be rectified. The Parks Department has started a project aimed at renovating Towers 1 and 2. The remaining towers need the same renovation work to assure their long-term structural integrity and to preserve their historical appearance consistent with their Landmark and Historic Registration status. The second part of this project aimed at removing fencing around the four towers will serve thousands of yearly park visitors. It will complete the creation of Gas Works Park. Being able to move freely around and under these towers is a truly fascinating experience. One gains a much richer appreciation of their large scale, intricate early 20th century industrial design, and the role they played in serving

Reviewing Department

Parks

Dept Recommendations

Extension of an existing project (would need additional funding).

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Towers 1 and 2.

Seattle's energy needs for many years. Removing the fencing will also make it much easier for park users to move around the park since they will not have to walk around the fenced area as they do now. It should be noted that, since it is crucial to conduct the maintenance and renovation work as soon as possible, this project could be split into two phases. The first phase should address the towers' maintenance

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Project Title

I-5 Lakeview Blvd. off-ramp landscaping

Project Location

Exit 168A (Lakeview Blvd. I-5 northbound off-ramp)

Project Description

WSDOT's overgrown Lakeview Blvd. northbound off-ramp from I-5 is an unattractive introduction to the Eastlake and North Capitol Hill areas. With the December 2005 opening of the I-5 Colonnade open space, drivers just a half block further reach a beautiful area that is also WSDOT land, but that the Seattle Department of Parks and Recreation has landscaped at City expense, thus at no cost to WSDOT, helping WSDOT achieve WSDOT's comprehensive plan goal of reconnecting neighborhoods that were cut by freeways.

Project Justification

The northbound I-5 Lakeview Blvd. off-ramp needs to be landscaped so that it presents drivers a more positive introduction to this neighborhood. This was recognized as a priority in the Mayor and City Council's 1999 Approval and Adoption Matrix (Res. 29932, p. 26 of attachment), in which the Executive comments were that "This will be included in the list of issues the City will discuss with WSDOT and the state legislature if need be." We do not know whether these discussions took place, but we do know that there has been no evident change in this scruffy off-ramp. One approach would be to do as was done with the I-5 Colonnade open space. That is, the City of Seattle could pay for the landscaping on this WSDOT land under a lease with WSDOT. If the City wishes not to contemplate this expense, then it should press WSDOT to take direct responsibility for landscaping and maintaining this important gateway to our neighborhood. Under state law, WSDOT routinely spends fuel tax revenues to landscape and maintain areas in the freeway rights of way. In many other cities, WSDOT is spending considerable funds landscaping off-ramps that it is not spending here.

Reviewing Department

SDOT

Dept Recommendations

SDOT does not typically build landscapes unless associated with a larger capital project. In communities where gateway landscaping exists, the community came together to plan and construct an area. Sometimes they apply for grants through the Neighborhood Matching Grant or another program. The area Mr. Leman refers to is further complicated by the fact that a private lot exists in the middle of the ROW. Parks also has land just north of that area and has built on it.

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Project Title

Install drainage lines and grates to catch water that is pooling in E. Louisa Street above the Louisa Arborway and flooding its sidewalk

Project Description

Because of a lack of drainage pipes and grates, much of the water that flows downhill from the paved portion of E. Louisa Street that connects the west edge of Eastlake Avenue to the alley, creates pools at the top of the Louisa Arborway or flows down the Arborway, drenching pedestrians and overwhelming the drainage grate at the bottom of the Arborway near Yale Avenue East. This project will correct the drainage problem by catching the water before it reaches the Louisa Arborway.

Project Location

The Louisa Arborway is a pedestrian walkway that is on the E. Louisa Street right-of-way. The Louisa Arborway extends upward (eastward) from Yale Avenue East and connects with the paved portion of E. Louisa Street which connects the alley with Eastlake Avenue.

Project Justification

The Louisa Arborway is a much-used pedestrian route that is located on the City's Louisa Street right-of way, which is too narrow at that point to admit motor vehicles. The pedestrian and neighborhood significance of the Arborway was recognized in the 19998 Eastlake Neighborhood Plan. The Arborway floods whenever it rains, discouraging its use and leaving a mess. Drainage lines and grates need to be installed to catch water before it pools above the Arborway or flows down to Yale Avenue East. These drainage improvements will also help solve flooding problems that nearby landowners face in their parking areas.

Reviewing Department

SPU

Dept Recommendations

1) This specific project is not currently in the CIP. 2) This may be a viable CIP project. SPU will conduct a field investigation to determine if this project could be addressed by the Spot Drainage CIP Program or the Eastlake/Galer CIP Project. The Spot Program was developed to solve minor drainage problems that could be planned, designed, and constructed with a low amount an effort but still provide a drainage benefit. The spot program is currently funded each year in the CIP. The Eastlake/Galer project was developed (as part of the Comp Drainage plan) to investigate and address flooding problems along the Eastlake Avenue corridor. Funding for this project begins in 2009.

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Project Title

Linking pathways in Gasworks Park

Project Location

Project Description

I would like to know whether there could be a permanent (asphalt or brick?) connecting pathway created for the perimeter of Gasworks Park. There are some pathways there now but they are not all paved and are not connected, nor do they work well for people in wheelchairs. I think it would be great if someone could, say, enter the park at the northwest corner, and travel all the way to the opposite end, or at least to the viewing area, while staying on one path. I realize this could be problematic in some places given the changing heights at the east end; still, even paving the part at the west waterfront side, and the path that goes more or less south from the parking area to the viewing area, would be a wonderful improvement. By comparison, the walkways at the Cal Anderson Park are beautiful, easy to travel on, and unify the park. I realize this is a much different setting than Gasworks Park...still, some simple permanent pathways, maybe a couple more benches, would make Gasworks Park more accessible. Also, I have heard rumors about spending public dollars on renovating the towers, and I have to say that idea doesn't appeal to me very much. Seems like it would cost a lot of money and wouldn't improve Gasworks Park for that many people....whereas putting better pathways in surely would.

Project Justification

Although there are some paved pathways in Gasworks Park, there are a number of places where the "pathways" are gravel or just plain mud. For example, someone who wants to get to the viewing area, traveling north to south, has to use the unpaved area directly north of that area, and then cannot really travel west from there. This is true for citizens who are ambulatory, and particularly true for anyone in a wheelchair or even a walker. Why not make it easier for everyone to reach the beautiful viewing platform at the water's edge, especially when entering from the west end of the park or the far northeast corner? Seems like asphalt would be fine, brick or other surface nice, too. Mostly, though, it's the hard surface that is needed, particularly during the rainy season when some of the pathways are too muddy to use. If appropriate, I think a few more benches, maybe small paved areas, along the way would be nice so people could rest and enjoy the view.

Reviewing Department

Parks

Dept Recommendations

Add project to the Asset Management Plan for future consideration. Possible NCRF funding.

District Council Lake Union

Project Title

Placeholder

Project Location

SE corner of N. 40th ST. and Burke Ave.

Project Description

The Metro stop at the SE corner of N. 40th St. and Burke Ave. N. is served by 3 relatively busy bus routes and often large numbers of people are waiting and suffering (unsheltered) in inclement weather. I urge that an artistic shelter be provided for these long-suffering would-be passengers. I (a non-artist) have an idea that something like a long (concrete?) bench with a figure on each end holding a sheltering umbrella or the equivalent. I am certain that a real artist can come up with something practical and beautiful. This would be a new (much needed) facility.

Project Justification

Reviewing Department Arts

Dept Recommendations

We recommend that the proponents approach Metro, as it controls all bus shelters; we do not have 1% for Art funds that follow bus shelters. If, after securing support from Metro, the proponents could apply for a DON Matching fund grant. We would review the DON application and could provide technical assistance.

District Council Lake Union

Project Title

Sidewalk and/or retaining wall on east side of Lakeview Blvd. between the Blaine and Howe street stairs

Project Description

It has often been noted regretfully by users of the Blaine and Howe street public staircases that where these stairs meet Lakeview Blvd., there is no sidewalk connecting them on the east side of Lakeview Blvd.

Some people think that there is a sidewalk under there, but that nearly a century of sliding has covered the sidewalk with earth and vegetation. Whether the sidewalk is there, or a new sidewalk must be constructed, it is probable that some kind of retaining wall must be built. Alternatively, the curb could be moved another five feet into the roadway in order to narrow Lakeview Blvd. and create a new sidewalk that would not be as close to the hillside. However, if the curb is to be moved further into Lakeview, it would be safer for pedestrians if this were to create a planting strip as a buffer between their sidewalk and the roadway, rather than putting the sidewalk right at the curb.

Project Location

There is no sidewalk on the east side of Lakeview Blvd. between the Blaine and Howe street public staircases

Project Justification

Seattle's public staircases are more numerous than those of San Francisco, and in their way they are more dramatic. The Blaine Street stairs and the Howe street stairs are unique in Seattle in that they are the longest and in that they are just a block apart, allowing a circle route. And of course, they have spectacular views of the Olympic Mountains, Elliot Bay, downtown, etc. The lack of a safe walking route between these stairs along Lakeview Blvd. is a major limitation in their recreational value and in their safety. The use of the Blaine and Howe street stairs has increased with the December 2005 opening of the I-5 Colonnade Open Space, a major feature of which is continuation of the stairs down toward Lake Union. There is greater need than ever for pedestrians to have the option of walking along the east side of Lakeview Blvd. as they decide which part of the Colonnade to enter. Likewise, users of the Colonnade will benefit from the safer and more convenient access to the stairs that will be provided by a sidewalk between them on the east side of Lakeview.

Reviewing Department SDOT

Dept Recommendations

SDOT structural engineers will visit this site to assess the request for a retaining wall.

District Council Lake Union

Project Title

Sidewalk on Newton Street east of Eastlake Ave., and staircase from Newton to the alley

Project Description

The most serious missing sidewalk in the Eastlake neighborhood is on the north side of E. Newton street, where the sidewalk goes up from Eastlake Avenue only to the alley, while the upper (eastern) half-block has landscaping and parking that force the pedestrian into the street. Also, at its extreme south end, the alley is undeveloped right-of-way and needs a staircase. This alley is one of the most densely populated in the neighborhood, with many condominiums and apartments whose main entrance is most easily reached from the alley.

Project Location

The missing sidewalks are in two locations: (1) the south side of E. Allison Street between Eastlake Ave. and Fairview Ave. E.; and (2) the north side of E. Newton Street in the half-block between the alley and Franklin Avenue E.

Project Justification

This project was identified as a high priority in the Eastlake Neighborhood Plan (see p. 53 of the 1999 Approval and Adoption Matrix, Res. 29932). Newton Street is an important route between the Eastlake and Capitol Hill neighborhoods, and it has become more important with the December 2005 opening of I-5 Colonnade park. Thus the lack of a sidewalk on the north side, east of Eastlake Avenue, between the alley and Franklin Avenue, is a serious omission. There once was a sidewalk at this location. But when the current apartment building was constructed in the 1960s, unfortunately the City either did not require replacement of the sidewalk or it did not enforce its own requirement. Adding to the circulation problem is that the south end of the alley right-of-way is undeveloped, and while it is too steep to be paved for vehicles, it would provide excellent access with a public staircase. The current landowners abutting the alley right-of-way are favorable to a staircase because it would discourage trespassing on their property as people follow this same route. Important groundwork for this project has been laid by a Neighborhood Matching Fund project led by the Eastlake Community Council and managed by ECC

Reviewing Department

SDOT

Dept Recommendations

There may be some opportunities to fund this type of project in phases through the Neighborhood Matching Fund or the Neighborhood Street Fund/Cummulative Reserve Fund program, both of which are administered by the Department of Neighborhoods.

District Council Lake Union

Secretary Chris Leman, who is submitting the current proposal. This project produced a topographic and land survey and construction drawings for installation not only of the missing sidewalk, but also curbs, gutters, and street trees, as well as financial pledges from landowners, as well as some Eastlake funds that are now on deposit with SDOT. The NMF project yielded engineering drawings and cost estimates. The problem that emerged was that the missing sidewalk requires some retaining walls that the current landowner is willing to pay only partially for. Also, although the new curbs would create at least two new on-street parking places, they would cause the elimination of three existing parking places that are partly on the owner's property and thus allocated as if they are private. A modest infusion of City funds but also SDOT leadership of this project are necessary to see it through. The benefits of this project are great, and it well merits

District Council Lake Union

Project Title

Submerged Parcel Park

Project Location

1100 blk of Fairview Ave. E, flanking Waterway #8

Project Description

Acquisition of Submerged Parcel #1 & #2 from City Light, probable sale with an anti-encroachment covenant of Submerged Parcel #2, possible acquisition of Waterway #8 from DNR to create Submerged Parcel Park. Submerged Parcels #1 and #2 are located on each flank of Waterway #8 and are directly across the Fairview Trestle from the Lake Union Hydro House and Steam Plant. Site acquisition costs will be significant, including a likely Consent Decree from the Department of Ecology regarding sediment pollution, plus legal negotiating with DNR and Lake Union Dry Dock. Site improvement costs will be minimal, maybe some hazardous piling removal at most.

Project Justification

The goal of this proposal is to protect a vulnerable Seattle treasure. Submerged Parcel Park is a postcard vista across Lake Union to the George Washington Memorial Bridge enjoyed by thousands of bikers, pedestrians and motorists each day. It is a waterfowl sanctuary, particularly for cormorants drying their wings. It is a canoe and kayak launch and wind-protected paddle area. All of this exists today. It just needs official park status. The site of the future Submerged Parcel Park has been functioning as a public park since ZymoGenetics built the floating sidewalk adjacent to the Fairview Avenue Trestle in the 1990s. Since the removal of the oil barge Diamond Head in the 1940s, the location has functioned as one of Lake Union's most open and assessable vistas. City Light surplussed -- but did not sell -- Submerged Parcels #1 and #2 during the sale of the Lake Union Steam Plant and Hydro House. Seattle City Council Resolution 28202 (7/9/1990) includes: "That the Council shall not consider disposition of the Lake Union Steam Plant submerged parcels without a process which provides significant opportunity for public participation." " That the Mayor is directed to consider how

Reviewing Department

Parks

Dept Recommendations

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

District Council Lake Union

both SubmergedParcels of the Lake Union
Steam Plant property may be maintained
as publicopen space." One Council
Resolution is not adequate enough
protection for a publicopen space as

District Council Lake Union

Project Title

Support of Maritime Heritage Task Force

Project Location

Gasworks Park, Metro Waterfront Property

Project Description

I understand that the Maritime Heritage Taskforce has completed its report, and would like to ask if there's a way for the City of Seattle to provide funding for the recommendations relevant to the area near Gasworks Park and the Metro waterfront property.

Preservation of our maritime heritage, especially in this location, has been discussed in public meetings and there is strong support for it. Rather than creating a "community center" in the South Wallingford neighborhood, an expensive toy for a small group of people and an idea that many of us feel is wrong-headed, capital projects (such as facilities for boat repair or museums for maritime history) would serve everyone in the City...even the region as a whole. This makes sense to me as a good use of public funding, and I hope the city can find a way to use the upcoming levy to be sure Seattle is a strong player in support of the Task force recommendations.

Project Justification

I would ask that the Maritime Heritage Taskforce Report be a reference for this request.

Reviewing Department Parks

Dept Recommendations

Consider in a Parks and Recreation Plan Update. (Major capital development investment.)

District Council Lake Union

Project Title

Traffic signal and safer pedestrian crossing of
Boylston Ave. E. at Newton St and I-5 on-ramp

Project Description

Pedestrians and bicyclists are at extreme risk when they cross Boylston Avenue East at E. Newton Street, as motor vehicles are accelerating onto the I-5 on-ramp. In order to find a safe interval at which to cross, pedestrians need a pedestrian-actuated half-traffic signal. Pedestrian safety also requires redesign of the intersection so that pedestrians cross behind the crash cushion rather than in front of it, and so that they have curb bulbs for refuge and a shorter distance to cross.

Project Location

E. Newton Street crosses Boylston Ave E. just where Boylston divides into the I-5 southbound on-ramp and the Lakeview Blvd. underpass.

Project Justification

Pedestrian crossings of Boylston at the I-5 on-ramp are increasing as a result of the opening of the I-5 Colonnade open space and increased use of the Blaine and Howe Street stairs. At one time, SDOT argued that a safer crossing here was not needed because Colonnade would provide an alternative route under I-5. As this route takes at least a block detour, it appears that most pedestrians continue to use the sidewalks along Lakeview and Boylston and will use the Boylston crossing whether it is safer or not. It is important that SDOT and WSDOT make this crossing a safe one. This improvement was a high priority in the Eastlake Neighborhood Plan, and it continues to be a high priority for the Eastlake Community Council. (p. 27 of the 1999 Approval and Adoption Matrix, res. 29932).

Reviewing Department SDOT

Dept Recommendations

This location does not fit the criteria for a traffic signal. Other alternatives can be explored but no recommendations are ready for funding at this time.

District Council Lake Union

Project Title

Watershed/Aquatic Center

Project Location

3301 Densmore Ave. N

Project Description

Construct a new facility – a Watershed/Aquatic Center using the buildings and land currently owned by King County-Metro at 3301 Densmore Avenue N. The entire city block parcel, 1.67 acres in size, bounded by N. Northlake Way on the south, N. 34th St. on the north, Densmore Ave. N. on the east, and Woodlawn Ave. N. on the west, is currently for sale by King County-Metro. The existing buildings could be used to house the facility. The South Wallingford Amendment to the Wallingford Neighborhood Plan provides a more detailed description of the proposed project; an excerpt is attached.

Project Justification

The project is necessary to preserve open and public space in Seattle and particularly the Wallingford and Fremont neighborhoods. To quote the South Wallingford Amendment: “The Water/Shed Aquatic and Education Center will be a multi-purpose community facility that is centered around water, our use and enjoyment of it, and how we can better steward our water resources...the Center’s location on the south-facing flank of the Wallingford hill overlooking the Lake Union watershed makes it a prime candidate for demonstrating how solar energy can be efficiently and economically used for heating, and how storm water can be collected and cleaned in water features that create a healthy and aesthetically pleasing urban environment.” The center would serve as a regional facility, but would also provide a Community Center for Wallingford and Fremont neighborhoods—a population of approximately 30,000, according to Census 2000 information. Wallingford and Fremont do not have Community Centers.

Reviewing Department

Parks

Dept Recommendations

Do not consider. (King County has a property sale pending.)

District Council Lake Union and Magnolia/Queen Anne

Project Title

Lake Union Loop Trail

Project Location

City property adjacent to Lake Union

Project Description

Building a bicycle and pedestrian-friendly trail around Lake Union has been a long-held vision for the City. Although many of its individual sections have been completed, the trail as a whole is disjointed, inaccessible and unsafe in places. A Lake Union Loop Trail would be designed to safely accommodate pedestrians and bicyclists on a trail that stays as close to the lake shore as possible. It would entail physical trail construction, re-design and construction of problematic street and trail intersections, additional acquisitions of properties or right-of-ways (although much of it is City-owned), clearly-marked signage, landscaping, and public rest rooms. This trail would promote public use of and interest in the numerous public access sites around the lake, including its 15 street-end parks. It would provide a safe link between the Burke Gilman Trail to the north and downtown Seattle to the south, opening a major corridor for bicycle commuting and recreation. Similarly, the trail would link the University of Washington and the biotech and research hub at South Lake Union. Such a trail would enhance the amenities of Lake Union, including the new park on its south end, the various marinas, restaurants, businesses and residences along its shore.

Project Justification

A Lake Union Loop Trail will dramatically enhance Seattle by:

- Filling major gaps in Seattle’s pedestrian and bicycle trail system
- Boosting economic development around the lake by providing a major amenity
- Reducing greenhouse gases emitted by personal vehicles
- Connecting to multiple transit routes, including the new South Lake Union streetcar line
- Creating a major attraction near downtown that will draw tourists, conventions, conferences, and trade shows.
- Connecting to the Burke Gilman, the Central Waterfront, and Mountains to Sound Greenway regional trails
- Linking the University of Washington with the South Lake Union biotech hub
- Addressing recent health studies that point to designing “walkable” neighborhoods to reduce obesity and related health problems

According to Seattle’s bicycle and pedestrian coordinator, nearly 10 percent of work trips in Seattle are by bicycle or on foot, and in the city's "urban villages" that rises to 20 percent to 25 percent. Thirty-six percent of all Seattleites are considered recreational bicyclists. A Lake Union Trail could significantly increase all of these numbers. Lack of safety and convenience are reasons why people do not commute by foot or

Reviewing Department SDOT

Dept Recommendations

SDOT recognizes the importance of completing this loop. It is very complicated and will require multiple funding sources through a series of projects. SDOT will continue to work with the community to complete the loop system. This may require the appropriation of special funds.

District Council Lake Union and Magnolia/Queen Anne

bicycle. If these issues were addressed by a well-designed trail, then more people would choose to travel in these ways. The Burke Gilman, with one million users annually, and Green Lake – the city’s most popular park, prove that if you build trails, they (pedestrians and bicyclists) will come. Now is the time to build this trail before the City becomes further developed, land costs increase, and our transportation, health and environmental problems worsen. A Lake Union Trail would reflect positively upon

District Council Lake Union and Northeast

Project Title

Lights under I-5

Project Location

Along the Burke Gilman trail under I-5

Project Description

Somehow add lighting to the section of the Burke Gilman trail as it runs underneath I-5., either from I-5, the light pole on the adjacent/ lower street or pedestrian level lighting on the trail itself

Project Justification

Although the city generally does not light multi-use trails instead relying on ambient light, this is an intensively used section of the Burke Gilman trail, both by cyclists and pedestrians. This section has no ambient light, and is very dark. Pedestrians typically have no lights and many bicycle lights are not bright enough to illuminate the path far ahead. It would be safer for all during the dark winter commute months to get lighting installed.

Reviewing Department SDOT

Dept Recommendations

The Project Justification summary explains SDOT's general position on the lighting of trails. However, since this request is for a specific area we will review it and make recommendations this year. If it is determined that lighting is justified, we will request Seattle City Light to make the improvements using the standard DOF budget.