

B. Community Center – Wilson-Pacific Site

The Wilson-Pacific site is an 11-acre Seattle Public Schools property located between North 90th and North 92nd Streets, and Stone and Wallingford Avenues North. It currently is home to the Coho School and American Indian Heritage School, as well as the District's Wilson Administrative Center and several sports fields (recently funded for improvement). At one time the site housed the Wilson and Pacific Schools (later combined as a single middle school) and, before the schools, a dairy farm.



The Plan calls for implementing the Wilson-Pacific School Master Plan which will result in redeveloping areas of wasted asphalt and ball fields with poor drainage into new recreational features including new ball fields and a running path, as well as parking and landscaping.

One block north of the site is Licton Springs Park. Licton Creek originates in the park and flows south in a pipe under the Wilson-Pacific site. The creek also feeds Pilling's Pond, a privately developed and maintained waterfowl sanctuary on a single-family lot on North 90th Street adjacent to the school site. Storm drainage and flooding have been problems adjacent to the school site.

Together with Licton Springs Park, the Wilson-Pacific site provides the opportunity to create a center or "heart" for the Aurora-Licton Residential Urban Village. The site and its existing buildings can provide ample community meeting space and recreation facilities (both indoor and outdoor), while continuing to accommodate public school programs. A daylighted creek and pond system

could help alleviate local drainage problems while enhancing the site's use by the school district and the community for environmental education. If creatively redeveloped, the Wilson-Pacific site can provide the focus around which the Aurora-Licton community can grow and thrive. This Key Integrated Strategy brings together a diverse group of goals, policies, and recommendations aimed at guiding this redevelopment.

GOALS

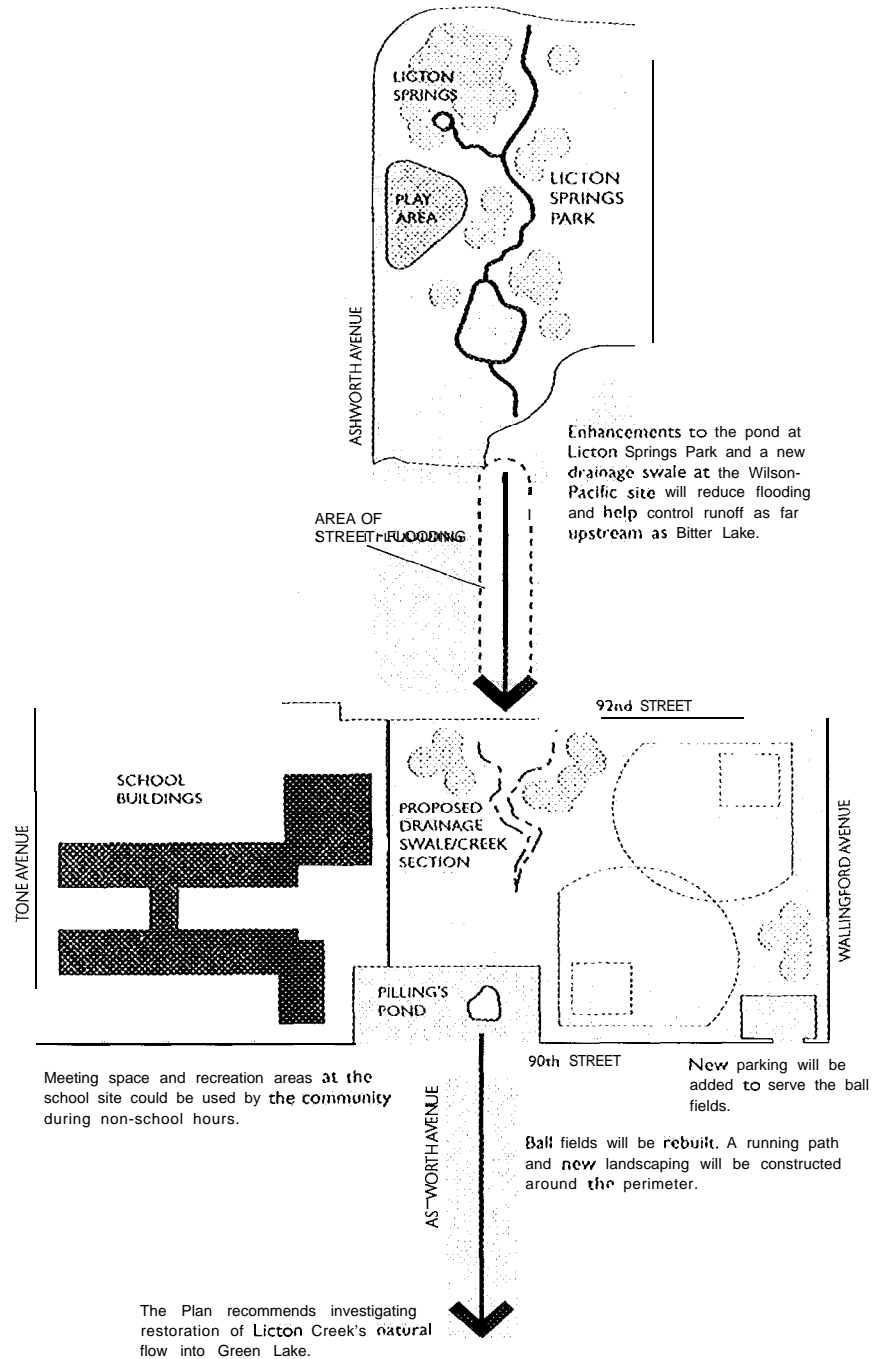
2. **Redevelop the Wilson-Pacific site to serve, in conjunction with Licton Springs Park, as a center for community activities, community meetings, recreation and environmental education.**
3. **Reduce localized and upstream flooding, and enhance runoff water quality with a well designed drainage system at the Wilson-Pacific site that is in harmony with wildlife use and habitat, and that is incorporated into other recreational activities and site uses.**
4. **Continue to offer excellent educational facilities and programs to Seattle Public Schools students and their families at the Wilson-Pacific School site.**

POLICIES

- B-1. **Seek redevelopment of the Wilson-Pacific site to provide a range of active and passive recreation and community activities in conjunction with use of Licton Springs Park. Encourage multiple use of public facilities within the Aurora-Licton urban village, including the Wilson-Pacific school.**
- B-2. **Encourage the continued use of the Wilson-Pacific site as a Seattle Public Schools classroom facility in conjunction with community use.**
- B-3. **The Department of Parks and Recreation should take responsibility for managing community facilities in coordination with Seattle Public Schools.**
- B-4. **Community planning documents, information about the area's history and community resource information should be stored at a permanent**

Community Center - Wilson Pacific Site

Meeting Space and Recreational Opportunities



location near the core of the urban village. The space should be open and accessible to the public during regular hours.

B-5. Strive to enhance the drainage system through such activities as daylighting Licton Springs Creek.

B-6. As modifications to waterways are designed, seek to balance enhanced drainage capacity, natural habitat, historic character and environmental significance.

B-7. Encourage use of Licton Springs Park, the Wilson-Pacific site and Pilling's Pond as a source for community environmental education in conjunction with the redevelopment of the Wilson-Pacific site and efforts to maintain Pilling's Pond.

RECOMMENDED ACTIONS

B-1. Establish a community advisory committee, which might include residents, students, parents, merchants and staff, to work with the city and the School District on Wilson-Pacific site redevelopment.

B-2. Seattle Public Utilities (SPU) and the School District should study the potential to daylight the portion of Licton Springs Creek that runs underneath the Wilson-Pacific site, to reduce local and upstream flooding, improve drainage of the proposed ball fields, and provide an opportunity for environmental education.

B-3. Fund site improvements identified in the Wilson-Pacific School Open Space Master Plan to develop ball fields, passive and active recreation opportunities and improve drainage.

B-4. Fund improvements to Licton Springs Park that enhance community use while preserving and enhancing wildlife habitat, including the Phase II playground improvements planned by the Licton Springs Community Council, and new boardwalks to replace damaged boardwalks.

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 and south of the Wilson Pacific Site to Green Lake.

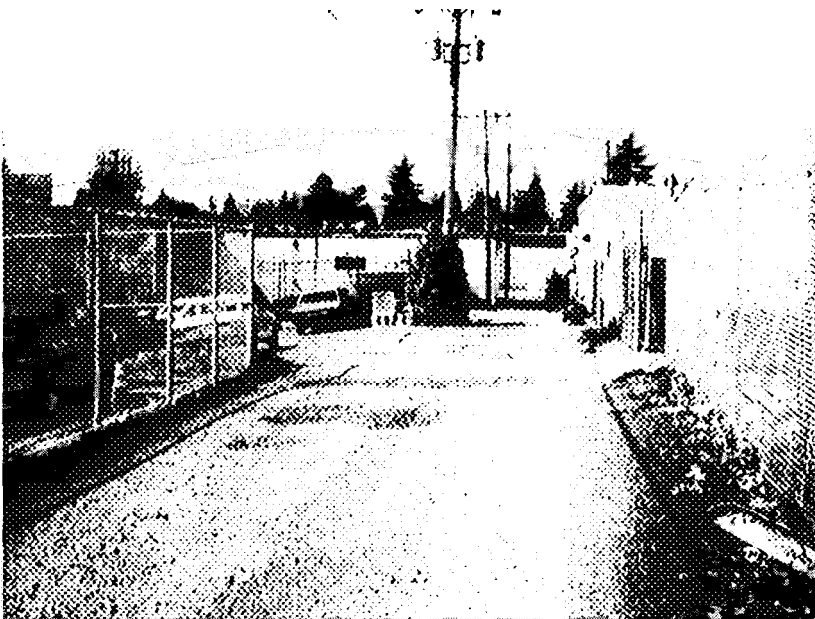
B-6. Explore opportunities for community use of Wilson-Pacific School meeting rooms, office space and shop facilities, secondary to use by Seattle Public Schools educational programs. Consider the possibility of establishing a community office, a place to keep essential community planning documents and resources, at the Wilson-Pacific site.

B-7. Create a pedestrian walkway open to the public along the north side of the site connectin,; North 92nd Street to Stone Avenue North.

B-8. Work with artists and community members to create imaginative interpretations as part of site redevelopment that strengthen the image of the site as a neighborhood environmental education and cultural focal point.

C. Neighborhood Commercial Centers

The Seattle Comprehensive Plan states that, “a broad range of retail services either already exists or can be accommodated in the area to serve the residential population” in each proposed Residential Urban Village (Comprehensive Plan Policy L42.c). Other than Oak Tree Village (which is perceived by the community as serving a wider geographic market and lacking some essential neighborhood goods and services), the Aurora-Litton Residential Urban Village lacks access to local (as opposed to regional) shopping and services.



Parking lots owned by Seattle City Light and unimproved alleys have the potential to become pedestrian oriented commercial areas. They would provide a needed transition from Aurora to residential areas while allowing development to expand south from Oak Tree Village.

Regional commercial services in Aurora-Litton tend to be oriented toward Aurora Avenue North, while residential buildings tend to orient away from the highway. This has resulted in poor transitions between commercial and residential areas, unoccupied or “unowned” spaces, and a perceived increase in the threat of crime.

This Key Integrated Strategy seeks to develop vibrant mixed-use centers, including neighborhood-oriented retail goods and services as well as higher-density housing, to serve the Residential Urban Village. These mixed-used areas will provide an enhanced transition between commercial and residential areas and establish a continual pedestrian presence to reduce the threat

of criminal activity. The recommended actions in this strategy call for further study of several potential sites adjacent to the east side of Aurora Avenue North. The strategy also suggests that steps be taken to make it easier for neighborhood residents to get to existing retail stores on Aurora Avenue and elsewhere in the urban village.

GOAL

5. Create one or more vibrant, safe and attractive commercial areas near the core of urban village that provide the immediate neighborhood with convenient access to retail goods and services, and that do not significantly increase impacts to residential areas such as parking, traffic, crime and noise. This area, or areas, should include residential uses.

POLICIES

C-1. Encourage neighborhood oriented retail stores and services in the urban village that are attractive and accessible to the surrounding community.

c-2. Encourage the development of pedestrian-friendly pathways which will enhance, encourage and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.

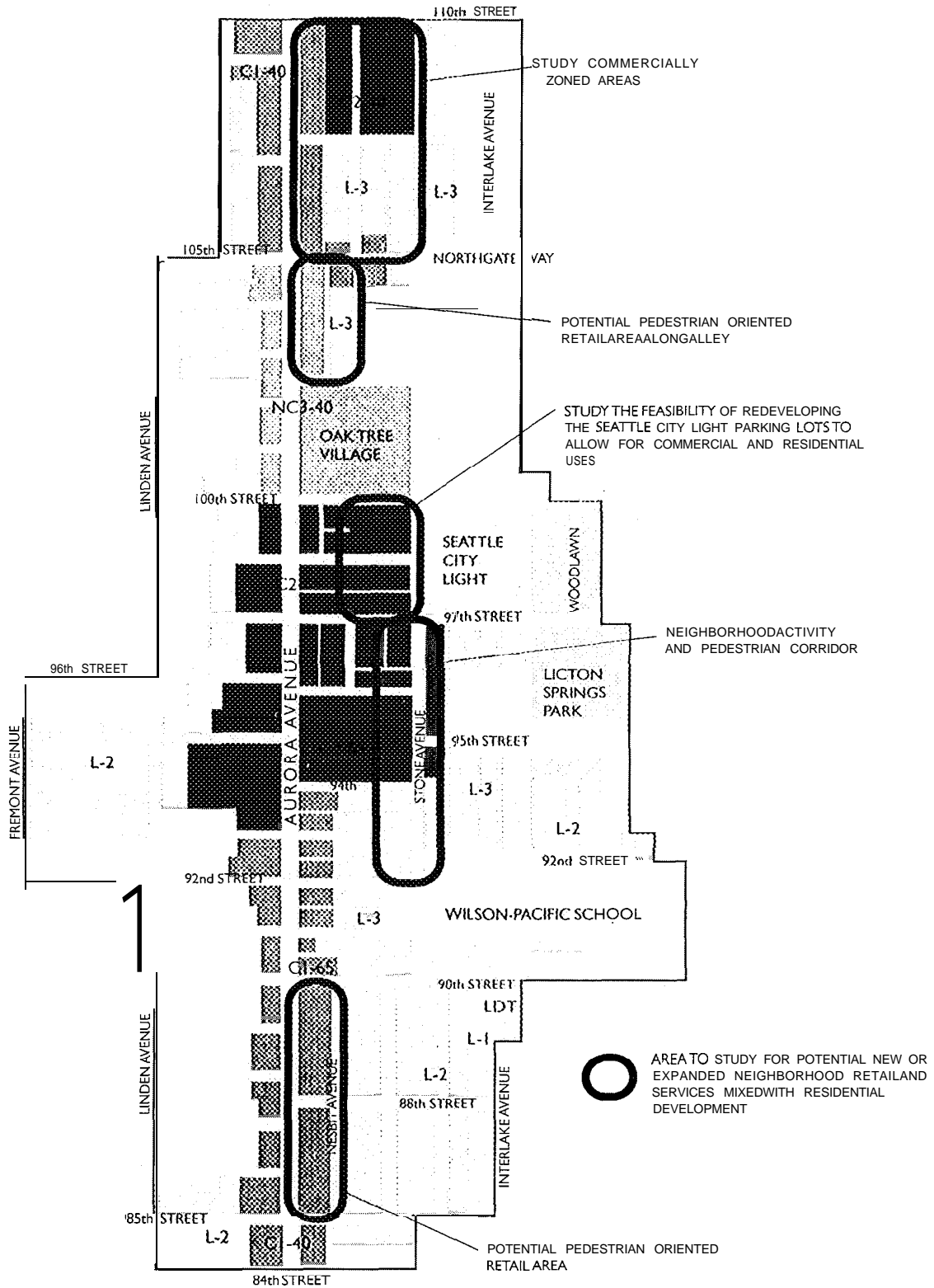
c-3. Encourage pedestrian-oriented commercial activity to locate near pedestrian crossings, transit facilities and along existing pedestrian routes. New developments should provide safe and attractive pedestrian access.

c-4. Encourage the location and development of off-street parking, underground or behind the building.

RECOMMENDED ACTIONS

c- I. Work with local merchants and property owners to enhance pedestrian access, safety, parking and traffic flow in existing retail stores and businesses.

Neighborhood Commercial Study Areas



c-2. Work with Seattle City Light to study the feasibility to sell and/or redevelop the City Light properties immediately west of Stone Avenue North, between North 97th Street and North 100th Street, to allow for commercial and residential development. The properties should be rezoned (consider NC3-40) before sale to encourage a mixture of activities and to enhance the pedestrian viability of the area. Any redevelopment of the City Light property should include adequate alternative space for City Light parking and operations.

c-3. Study the following areas to look for potential places to encourage new or expanded neighborhood retail and services mixed with additional residential development:

a. Immediately east and west of Stone Avenue North, between North 97th Street and North 92nd Street

b. East of Aurora Avenue North to Nesbit Avenue North, between North 85th Street and North 90th Street; this street should be considered a potential pedestrian oriented retail space

c. East of Aurora Avenue North to Midvale Avenue North, centered along the alley, between North 103rd Street and North Northgate Way; this alley should be considered a potential pedestrian oriented retail space

d. The commercially zoned area east of Aurora Avenue North to Stone Avenue North, between North Northgate Way and North 110th Street

D. Aurora Avenue North

Aurora Avenue North is seen by some community residents as a barrier. Crime and traffic perceived to be associated with the highway has blighted some areas in the Aurora-Litton neighborhood and the other neighborhoods through which it passes. Although the Seattle Comprehensive Plan designates Aurora Avenue North as a “Principal Arterial,” meaning that its main function is moving cars, trucks, and busses, the Comprehensive Plan acknowledges that “changes to [principal arterials] should maintain and enhance pedestrian facilities and operations . . . and aesthetics for pedestrians walking along and crossing a street.” (Policy T15)



Southbound traffic backs up in this view of Aurora Avenue North. A pedestrian walks along the sidewalk close to high speed traffic. “Fifties” style signs define some of Aurora’s character.

The Aurora-Litton community is not seeking to redesignate Aurora Avenue North; as noted in the Planning Objective, this neighborhood plan recognizes Aurora Avenue’s regional transportation and commercial role. This Key Integrated Strategy seeks to begin the process of making Aurora Avenue North a safe and pleasant place for pedestrians, transit riders, business owners and employees, as well as for cars; it also seeks to establish more and better pedestrian crossings at key points along the street. This Key Integrated Strategy also looks forward to the time, as the state makes expected major pedestrian improvements to State Route 99 (as this section of Aurora also is known) through its Urban Mobility Project and as the properties along Aurora Avenue redevelop, when Aurora Avenue North becomes an attractive gateway

to the Aurora-Litton community and to the other neighborhoods along its path.

GOALS

6. Provide safe and convenient pedestrian crossings of Aurora Avenue North that logically link transit stops and retail nodes. Encourage safe and accessible pedestrian routes on Aurora Avenue North and on adjacent side streets that leading to pedestrian crossings.

7. Over time, transform Aurora Avenue North into an aesthetically attractive regional highway and commercial corridor that acts as a gateway to the Aurora-Litton Residential Urban Village and to other communities, and that is safe for pedestrians, motorists, business operators and employees.

POLICIES

D-1. Work with the State to seek safe means for pedestrians to cross Aurora Avenue North at locations that logically connect transit stops, retail nodes and pedestrian routes, including relocated, enhanced and/or additional crosswalks. Encourage the development of sidewalks or other safe, attractive and accessible pedestrian routes leading to pedestrian crossings. Prohibit the development of new pedestrian underpasses under Aurora Avenue unless safety can be assured.

D-2. Work with the State, the Aurora-Litton community, property owners, business owners and developers to identify means of enhancing the visual character of Aurora Avenue North. Encourage the redevelopment of older areas near Aurora Avenue North. Identify and preserve the important cultural, historic and visual landmarks while also encouraging redevelopment of deteriorated areas near Aurora Avenue North.

D-3. Encourage development of design guidelines and other programs to support development of an Aurora Avenue theme or style that is sensitive to crime prevention design principles.

D-4. Work with the State and the Aurora-Litton community to plan streetscape improvements to Aurora Avenue North. Consider such elements

as signal lights, underground wires, street furniture, public art, bus stops, and other improvements that beautify the highway and provide enhanced functionality.

D-5. Crime prevention practices, including police patrols, community policing, and building and site design which discourages crime, should be used in efforts to protect property and people, including pedestrians, customers, workers and motorists, from the threat of criminal activity.

RECOMMENDED ACTIONS

D-1. The city, state and Metro should study the feasibility of establishing several major “mid-block” crosswalks (at mid-block or minor intersection locations), coordinated with relocated and/or enhanced bus stops, and possibly incorporating restricted vehicular access to the minor side-streets to reduce potential pedestrian/vehicular conflicts.

D-2. Rebuild the existing pedestrian overpass at North 103rd Street and Aurora Avenue North so that it meets ADA accessibility standards.

D-3. Install new sidewalks, curbs and gutters, and repair existing sidewalks, on both sides of the entire length of Aurora Avenue North.

D-4. Study the intersection of Aurora Avenue North and North 90th Street to determine the cause of the high reported incidence of accidents involving pedestrians, and take remedial actions as appropriate. Investigate such strategies as:

- a. Enforcing parking restrictions near the intersections
- b. Focus special jaywalking enforcement at the intersection
- c. When occasion allows, require current setback standards with the southeast corner of the intersection is redeveloped

D-5. Enforce consistent speed limits along Aurora Avenue North to ensure pedestrian and vehicular safety. Consider adjusting speed limits for better consistency and installing better speed limit signage.

D-6. Develop and staff an Aurora Avenue North task force to coordinate the recommendations of neighborhood planning groups with the state Department of Transportation Urban Mobility Study of State Route 99.

D-7. The state Department of Transportation, as part of its planned Urban Mobility Study, and in cooperation with SeaTran, Metro, Seattle City Light, Sound Transit, the Licton Springs Community Council and the Aurora Avenue Merchants Association, should plan and install thematic streetscape improvements including:

Improved street and directional signage

Improved low level lighting

More attractive signal standards, light standards and other fixtures

Accessible sidewalks

More vegetation, including replanting median strips that are paved over; vegetation should not block visibility of retail services

Underground utilities

Street furniture and public art

D-8. The state Department of Transportation in cooperation with SeaTran and the Licton Spring Community Council should install street signs on Aurora Avenue North signaling when one is entering the Aurora-Litton neighborhood. The signs should be installed after the community reevaluates and determines the name for the neighborhood.

D-9. As part of the Aurora-Litton neighborhood design guidelines, to be applied to new commercial and multi-family development through the city's design review process, 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 principals in design. Property and business owners should be actively involved in the development of these Aurora Avenue design guidelines.

D-IO. Develop and apply Aurora-Litton 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.

D-I I. Develop an economic development council and economic development program to encourage redevelopment along Aurora Avenue North.

D-12. The city and neighborhood should identify important cultural and historic elements, and visual landmarks, and develop programs to encourage their preservation.

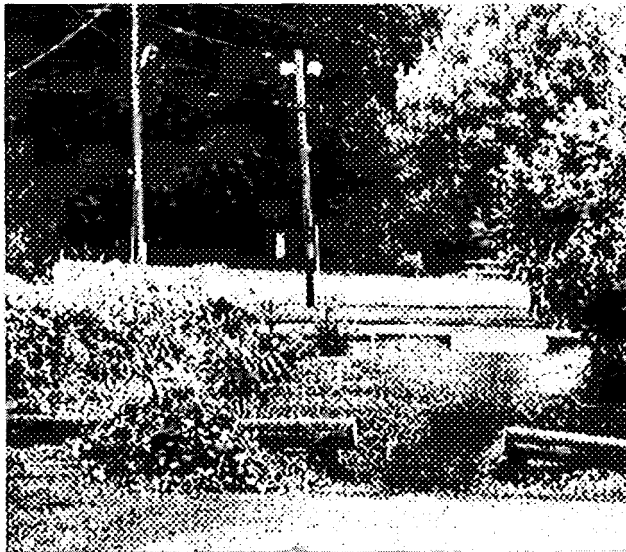
D-13. The Seattle Police should increase patrols of Aurora Avenue North and adjacent side streets and alleys, and coordinate community policing efforts from an Aurora Avenue “storefront” location.

D- 14. The City should investigate the feasibility of using zoning incentives to encourage the construction of second-story pedestrian skybridges to connect future multi-story development at a few selected locations along Aurora Avenue North.

E. Neighborhood Connections

A network of safe and attractive pedestrian and bicycle connections is a key to the success of the City's Urban Village strategy. This neighborhood plan envisions such a network in the Aurora-Litton Residential Urban Village, connecting commercial and residential areas to one another and to transit stops, and connecting the village to nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit station. Aurora Avenue North (discussed above) currently is very unsafe to cross, and very difficult to walk along; crossing Northgate Way is not much better. Pedestrian crossing of I-5 is very limited, unsafe, and uncomfortable, and does not link destinations well on either side. The location and design of existing I-5 exits may encourage cut-through traffic in parts of the neighborhood.

This Key Integrated Strategy begins the process of creating this pedestrian and bicycle network by suggesting specific streets that should be considered for pedestrian and bicycle improvements, and by recommending other actions that the City and the State can take to make it easier and safer to walk and bike around the Aurora-Litton neighborhood.



With help from Seattle's Transportation Department, neighbors worked to clear blackberry bushes and open a pedestrian path connecting Licton Springs Park with a 95th Street street-end. The community used to neighborhood matching funds to install landscape plants.

The goals, policies and recommended actions of this strategy are coordinated with those of the Aurora Avenue North strategy. For example, the goal of providing safe pedestrian access across Aurora Avenue North, in the Aurora Avenue North strategy, is critical to the success of the goal expressed here to have comprehensive pedestrian routes.

GOAL

8. Establish a comprehensive network of safe and attractive pedestrian and bicycle connections to transit, between com-

mercial and residential areas, and between the urban village and nearby destinations, such as North Seattle Community College and the proposed Northgate Sound Transit Station.

POLICIES

E-1. Provide programs for safe and attractive pedestrian and bicycle access on all streets throughout the urban village, and connecting to the Northgate Sound Transit Station, Northgate Mall, the potential Northgate library, the Greenwood Library, Green Lake Park, and the Bitter Lake Community Center.

E-2. Seek to incorporate bicycle improvements to into plans for Key Pedestrian Streets in the Aurora-Litton urban village.

E-3. Strive to develop improvements to Stone Avenue North that encourage safe pedestrian, bicycle, transit and auto use in support of neighborhood and retail activities. Consider improvements such as parking to encourage retail activity and wide sidewalks to support window shopping and sidewalk vending.

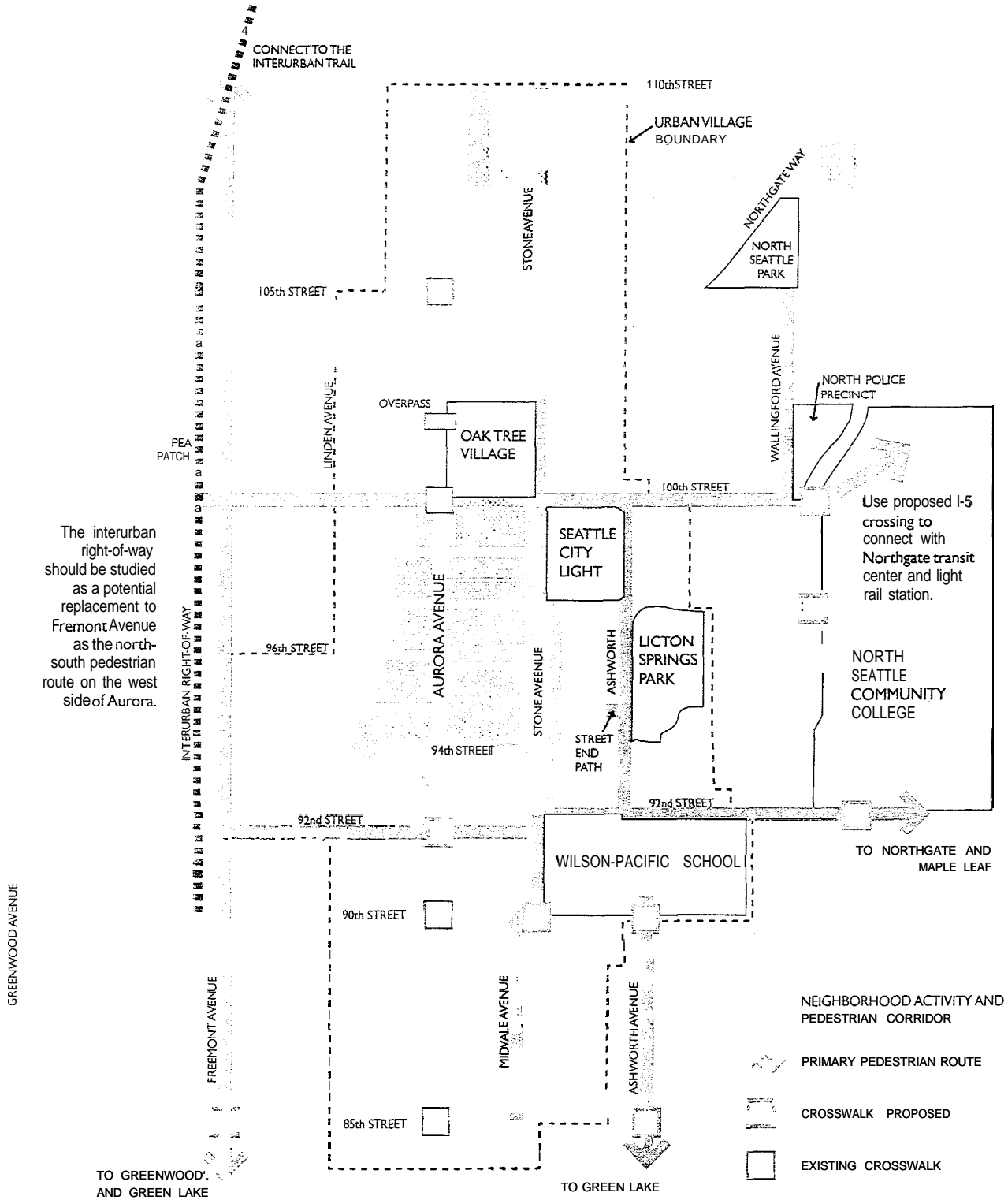
E-4. Support the City's plan for developing the Interurban Trail.

E-5. Provide enhanced transit service between downtown and the Aurora-Litton urban village. Seek to coordinate improvements to transit service with crosswalks and pedestrian, bicycle and transit shuttle routes.

E-4. Encourage the development of local transit shuttle service within the urban village, and to nearby destinations, such as Northgate. This shuttle service should be integrated into existing pedestrian and transit routes.

E-7. Seek to enhance and preserve alleys as safe, efficient, pedestrian and local access corridors throughout the Aurora-Litton planning area. Work to develop minimum standards for alley construction, lighting, drainage and maintenance.

Key Neighborhood Connections



RECOMMENDED ACTIONS

E-1. Fund and install traffic calming devices, including signage, curbs and plantings, on Key Pedestrian Streets and specific residential streets designated by the community to reduce pedestrian/vehicle conflicts.

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-Litton Residential Urban Village (or as renamed by the community).

E-3. Reduce the potential for injury to pedestrians and motorists by reducing high speeds, and correcting blind corners and hidden intersections on arterial streets, especially Northgate Way between Stone Avenue North and Meridian Avenue North, and North 85th and North 80th Streets immediately east of I-5.

E-4. The community should work with the city to identify and designate appropriate Key Pedestrian Streets, Green Streets, Kid Streets and bicycle routes. Improvements should be implemented as recommended and prioritized by the community. Primary pedestrian routes suggested by the community include:

a. North 100th Street between Greenwood Avenue North and North Seattle Community College; a crosswalk should be installed on College Way at North 100th Street with an overhead warning light due to limited sight distance

b. Stone Avenue North from North 90th Street to North 110th Street; between North 92nd Street and North 100th Street, Stone Avenue North should be recognized as a Neighborhood Activity and Pedestrian Corridor and have wider sidewalks; a crosswalk and stop light should be installed at Northgate Way and Stone Avenue North.

c. North 92nd Street between Fremont Avenue North and 5th Avenue NE; create a pedestrian walkway open to the public along the north side of Wilson-Pacific School connecting North 92nd Street to Stone Avenue North. Consider installing a signalized pedestrian

crossing at Aurora Avenue North and North 92nd Street (or adjust pedestrian route to correspond with best crossing).

d. **Fremont Avenue North from North 110th Street to North 85th Street and continuing south to connect to Greenwood and Green Lake; 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 North 105th Street and Fremont Avenue North.**

e. **Ashworth Avenue North from North 92nd Street to North 100th Street including the “street park” and pedestrian path at North 95th Street and Ashworth Avenue North; special emphasis should be made to provide access to Licton Springs Park**

f. **Wallingford Avenue North from North 100th Street to North Seattle Park; pedestrian improvements to this section of Wallingford Avenue should consider alternatives to typical sidewalk construction so as to preserve the “quiet” character of the street; pedestrian paths may be appropriate**

g. **Ashworth Avenue North from North 90th Street, along Licton Springs Creek, south to connect to Green Lake; coordinate crosswalk locations on North 85th and North 80th Streets**

h. **Midvale Avenue North from North 85th Street to North 90th Street, and connecting to Stone Avenue North along North 90th Street**

E-5. To ensure the safety of school children, install crosswalks with pedestrian activated signals and/or crossing guard on North 90th Street immediately adjacent to Wilson-Pacific School.

E-6. Study ways to ease east/west auto traffic congestion, increase east/west access across Aurora Avenue North, and reduce the presence of cross-town traffic on residential streets.

E-7. Install improvements on North 100th Street between Greenwood Avenue North and North Seattle Community College to meet the existing

traffic demand by repaving to accommodate two lanes of traffic and two lanes of parked cars, installing curbs, sidewalks and street trees. Eliminate parking on 100th between Aurora Avenue North and Stone Avenue North. If it will facilitate City Light vehicle access of Aurora Avenue, consider replacing the traffic circle at North 100th Street and Stone Avenue North with a four-way stop.

E-8. Install a marked crosswalk with an overhead warning light on College Way North at North 97th Street to provide safe pedestrian access to North Seattle Community College from the surrounding neighborhood and to facilitate the use of transit by college students.

E-9. Fund and install the pedestrian/bike trail development proposed by the City along the Interurban Trail north of 110th connecting Aurora-Litton with the Bitter Lake Community Center. Study portions of the Interurban right-of-way south of North 110th Street to identify opportunities to continue the pedestrian/bicycle trail and/or create green spaces.

E-10. Investigate the establishment of a transit shuttle to connect transit, pedestrian and bicycle routes with neighboring destinations such as Northgate and Green Lake.

E-11. Add or relocate bus stops to best serve the core of the urban village and to connect with pedestrian routes and crossings.

E-12. 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. Metro, in cooperation with the Seattle Police Department, should work with the community to identify and resolve transit safety issues.

E-13. Metro should maintain service to the core of the urban village including the No. 6 bus route.

ADDITIONAL ISSUES

This section documents goals that will facilitate the Aurora-Litton Urban Village plan yet are not included among the Key Integrated Strategies. These goals relate to area-wide concerns and other issues throughout the planning area.

F. PARKS AND RECREATION

Goal

9. Increase active and passive recreation opportunities, and general open space, easily accessible to all residents in the Aurora-Litton planning area.

Policies

F-1. Work to develop new open space, active recreation and passive recreation opportunities in areas that are currently not well-served by park facilities, including the area west of Aurora Avenue North, between North 85th Street and North 100th Street.

F-2. Seek opportunities to enhance the usability and accessibility of existing parks and open space areas in the Aurora-Litton planning area.

F-3. Seek to incorporate opportunities for community environmental education as open spaces are developed or redeveloped.

Recommended Actions

F-1. Develop a neighborhood park at the Greenwood “green house” site (North 87th Street and Fremont Avenue North) to provide recreational opportunities accessible to those living west of Aurora Avenue North and north of North 85th Street. Investigate other opportunities if the green house site is unavailable.

F-2. Develop a comprehensive use plan for North Seattle Park that encourages continued use of the disc golf course. The plan should study the

feasibility of community reuse and preservation of the Kelm House, should study the development of a community garden on a portion of the park, and should study the development of a sculpture garden on a portion of the park. Potential community uses of the Kelm House may include an arts center, meeting space and restrooms. An access path should be installed that connects the parking area on North 105th Street with the north side of the park.

F-3. Develop a plan for public use of open space areas that are along and part of the Interurban right-of-way between North 85th Street and North 110th Street. Add grass and vegetation to the Interurban right-of-way area just north of North 90th Street where it is 100 feet wide and open gravel.

F-4. Investigate ways to broaden community use and access to natural areas at the North Police Precinct, the Seattle-King County Health Department North District Office and at North Seattle Community College.

F-5. Preserve and enhance wetlands and riparian corridors throughout the planning area.

G.ARTS AND LIBRARY SERVICES

Goal

10. Provide the Aurora-Litton neighborhood with enhanced access to information, arts, cultural activities and library services.

Policies

G-1. Promote the creation and display of public art, especially art that reflects the historical and cultural aspects of the surrounding environment.

G-2. Encourage the creation of areas for local artists to work and areas for the public display of art.

G-3. Provide enhanced library access to the Aurora-Litton neighborhood. Explore shared use opportunities with existing local educational facilities.

Recommended Actions

G-1. Create an Aurora-Litton arts council to manage the design and installation of public art in Aurora-Litton and other North Seattle neighborhoods. This might be accomplished in conjunction with the Green Lake, Greenwood and Broadview/Bitter Lake/Haller Lake urban villages.

G-2. Seek opportunities to develop community art studio space that would be easily accessible to the Aurora-Litton urban village with studio space available for rent by Seattle residents.

G-3. Investigate opportunities for public display of art indoors and outdoors.

G-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-Litton Residential Urban Village.

H. PUBLIC SAFETY

Goal

II. Work toward a neighborhood where all people feel safe from the threat of disease, injury and criminal activity.

Policy

H-1. Strive to reduce the fear of crime and the potential for criminal activity in residential areas through such tools as lighting design, fencing, building design and landscaping.

H-2. Develop programs to reduce public health hazards resulting from criminal activity.

Recommended Action

H-1. Instigate a neighborhood safety program to encourage crime reducing activities, such as:

- a. The use of front porch and back porch lights at night, and discourage the use of high “security” lights**
- b. Proper trimming of shrubs to increase the visibility of the street, doorways and pedestrian areas**

I. GENERAL TRAFFIC MANAGEMENT AND PEDESTRIAN ACCESS

The ALPG recognizes that a more comprehensive traffic plan is needed to resolve all the transportation issues in the neighborhood. Some minimal general traffic management goals, policies and recommended actions (in addition to those that are part of the Key Integrated Strategies) were identified and are set forth below.

Goal

I-2. Ensure safe and adequate pedestrian, bicycle, auto and transit access throughout the Aurora-Litton planning area.

Policies

I-1. Work with the Aurora-Litton neighborhood and property owners to encourage the development of sidewalks on all streets throughout the neighborhood.

I-2. Reduce the opportunity for cross-town or cut-through traffic to travel through residential areas.

I-3. Work with residents, property and business owners, and surrounding neighborhoods to develop strategies to improve traffic flow and enhance safety.

I-4. Develop strategies to minimize impacts of public service vehicles by designating primary routes, traffic patterns, parking and special signalization.

Recommended Actions

I-1. Paint a ladder crosswalk with warning signs on North 92nd Street at Meridian Avenue North.

I-2. Investigate the use of pedestrian refuge islands and “runway” lights to enhance pedestrian safety in crosswalks.

I-3. Install a traffic circle at the intersection of Densmore Avenue North and North 88th Street.

I-4. Provide turn lanes and turn signals for each direction at the intersection of North 85th Street and Wallingford Avenue North.

I-5. Due to the high speeds and limited sight distances on Northgate Way, and to reduce cut through traffic (to the I-5 entrance at North 107th Street and to Aurora Avenue North from Northgate Way), close North 107th Street from access turning right off of Northgate Way; limit access to Northgate Way from North 107th Street to right turn only.

J. SOUND TRANSIT AND REGIONAL TRANSPORTATION

Goal

13. Provide the neighborhood with excellent multi-modal transportation services, connecting it to downtown Seattle, other neighborhoods and regional destinations, that minimize negative impacts to residential areas.

Policies

J-1. Work with the State and transit providers to develop connections between the Northgate transit center, the proposed Sound Transit light rail system and the Aurora-Litton urban village.

J - 2 . Prevent regional traffic from adversely impacting the residential and commercial areas.

Recommended Actions

j-1. Study the feasibility of providing a pedestrian and transit only passageway(s) under I-5 to connect the Aurora-Litton Residential Urban Village with the proposed Northgate Sound Transit Station. The study should also consider the feasibility of allowing Thornton Creek to run adjacent to the pedestrian way. A pedestrian and transit 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.

J-2. SeaTran, in cooperation with the state Department of Transportation, Metro, Sound Transit, the Licton Springs Community Council, the Aurora Avenue Merchants Association and other North Seattle communities, should conduct an Aurora-Litton/North Seattle traffic study to address transportation problems that impact Aurora-Litton, but extend beyond the urban village and involve several North Seattle communities. The study should include an analysis of impacts by regional transportation systems -- Highway 99, I-5, Sound Transit -- as well as east-west traffic flow.

J-3. The state Department of Transportation, in cooperation with SeaTran, Metro, Sound Transit, the Licton Springs Community Council, and other North

Seattle communities, should study the existing freeway on/off ramps with the potential of adding/modifying on/off ramps to best connect traffic flow with streets of capacity and traffic generators; consider providing more direct access from I-5 to North Seattle Community College and the Maple Leaf neighborhood.

K. PARKING MANAGEMENT

Goal

15. **Minimize non-residential on-street parking in residential areas.**

Policy

K-1. Seek to minimize the impact of public facilities and major institutions, including North Seattle Community College, the North Police Precinct and the Seattle City Light North Service Center, on the residential on-street parking supply.

Recommended Actions

K-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.

K-2. Study the potential to implement a modified RPZ (Residential Parking Zone) near North Seattle Community College and the North Police Precinct that would allow greater parking flexibility for residents.

