

Vision 2020: Broadview-Bitter Lake-Haller Lake Approval and Adoption Matrix

Table of Contents

Introduction

A.	Purpose and Structure of the Approval and Adoption Matrix.....	2
B.	Activities Already Accomplished by Vision 2020: Broadview-Bitter Lake-Haller Lake.....	2
C.	Acronyms and Definitions	3
I.	Key Strategies	4
A.	Infrastructure - Sewer, Stormwater, Drainage	4
B.	Transportation.....	11
C.	Creating an Urban Village.....	31
D.	Public Safety.....	43
E.	Natural Environment	46
II.	Additional Activities for Implementation.....	53
A.	Outreach	53
B.	Additional Land Use Issues	55
C.	Recreation.....	57
D.	Creeks.....	58
E.	Additional Infrastructure Issues.....	59

Prepared by the Vision 2020: Broadview-Bitter Lake-Haller Lake Neighborhood Planning Committee and the City of Seattle Interdepartmental Review and Response Team for community validation. Compiled by the Strategic Planning Office. June 14, 1999.
Revised by City Council and Council Central Staff. September 14, 1999.

PURPOSE AND STRUCTURE OF THE APPROVAL AND ADOPTION MATRIX

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

The matrix is divided into two sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
- II. *Additional Activities for Implementation*: activities that are not directly associated with a Key Strategy, ranging from high to low in priority and from immediate to very long range in anticipated timing.

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

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

ACTIVITIES ALREADY ACCOMPLISHED BY VISION 2020: BROADVIEW-BITTER LAKE-HALLER LAKE

Generation of Policy Changes in SPU

Several years of hard work by citizens working together through their community councils, the Neighborhood Planning effort, and individually, as well as those who have been working with the Carkeek Park Advisory Committee and the Piper's Creek Watershed Action Plan, have resulted in significant changes to many activities within SPU including: development of a list of essential spot improvements in the drainage and sewage systems, a revised Watershed Action Plan for Piper's Creek, a study for the future directions of the Drainage Utility, support for focusing drainage improvements on neighborhoods in most need, and support for using a range of environmentally sensitive approaches to developing drainage and stormwater system improvements.

ACRONYMS AND DEFINITIONS

AAMA Aurora Avenue Merchants Association	NWH Northwest Hospital
Burlington Northern Burlington Northern Railroad	OED Office of Economic Development (City of Seattle)
Community Broadview, Bitter Lake and Haller Lake neighborhoods, businesses and community organizations	OFE Office for Education (SPO)
CPTED Crime Prevention Through Environmental Design	OH Office of Housing (formerly part of the Department of Housing and Human Services) (City of Seattle)
DCLU Department of Design, Construction and Land Use (City of Seattle)	OIR Office of Intergovernmental Relations (City of Seattle)
DOE Department of Ecology (Washington State)	PSCAA Puget Sound Clean Air Agency (formerly Puget Sound Air Pollution Control Agency)
DON Department of Neighborhoods (City of Seattle)	ROW Right-of-way
DPR Department of Parks and Recreation (City of Seattle)	SAC Seattle Arts Commission (City of Seattle)
ESD Executive Services Department (City of Seattle)	SCL Seattle City Light (City of Seattle)
ETC Elevated Transportation Company	SEATRAN Seattle Transportation Department (formerly part of the Seattle Engineering Department [SED]) (City of Seattle)
FAA Federal Aviation Administration	SKCPHD Seattle-King County Public Health Department
FCC Federal Communications Commission	Sound Transit (formerly Regional Transit Authority [RTA])
FTE Full Time Equivalent	SPD Seattle Police Department (City of Seattle)
GMR General Mailed Release (DCLU publication)	SPL Seattle Public Library (City of Seattle)
HSD Human Service Department (formerly part of the Department of Housing and Human Services) (City of Seattle)	SPO Strategic Planning Office (formerly part of the Office of Management and Planning [OMP]) (City of Seattle)
HPO Historic Preservation Office (City of Seattle, Department of Neighborhoods)	SPU Seattle Public Utilities (City of Seattle)
LUC Land Use Code (City of Seattle Municipal Code Title 23)	SSD Seattle School District
Metro King County Metro Transit Division	Village Bitter Lake Village Hub Urban Village
NATS Neighborhood Action Teams Seattle (City of Seattle interdepartmental teams)	WSDOT Washington State Department of Transportation
NDM Neighborhood Development Manager (DON)	WUTC Washington Utilities and Transportation Commission
NPDES National Pollutant Discharge Elimination System	
NPO Neighborhood Planning Office (sunsetted in June 1999, DON has assumed many of the NPO responsibilities during the transition period)	

I. Key Strategies

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

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, the departments will work together to create a Northwest Sector Implementation Plan that includes evaluation of Key Strategy elements. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key

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

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

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

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE

Description

The issues listed below were raised by community members over a period of three years and were presented to staff of the Seattle Public Utilities in May 1998. There is an interactive relationship between infrastructure issues related to sewer, stormwater, and drainage and those related to the natural environment in the watersheds (drainage basins) of the Broadview-Bitter Lake-Haller Lake area. Please see also the Natural Environment Key Strategy for related issues and recommendations.

In the Broadview-Bitter Lake-Haller Lake area, sewer and stormwater infrastructure and related water passage and water quality issues are key not only to providing for additional growth but essential to reclaiming and preserving the quality of life in the three-neighborhood area. Without improvements, the urbanization of this area cannot continue as the current facilities are inadequate even for present loads. For this reason, all recommendations relating to infrastructure are of very high priority, although on a long-range timeline, for citizens of this area.

Integrated City Response

Seattle Public Utilities has a number of activities already underway which will help to implement this Key Strategy. These activities include: developing new alternatives to concrete sidewalk development that could reduce surface water run-off, laying new sewer lines in the neighborhood, mapping the stormwater and wastewater systems in the area, studying in-flow and infiltration into the City's sewer lines in the Carkeek drainage basin, and additional staffing of review and inspection of stormwater, drainage and grading aspects of site development proposals. In addition, both the Department of Neighborhoods and the Department of Design, Construction and Land Use are increasing their efforts to provide information to the public about neighborhood plan implementation, development in critical areas and watersheds, and drainage improvements required of new development.

However, as the community understands, many of the activities in this Key Strategy are large projects that will change how the City performs its functions and may take some time to implement. Work has started on many of these large projects, and the City looks forward to working with the community over the following years.

Lead Department: SPU

Participating Departments: SEATRAN, DCLU, DON, SPO

Activities Already Underway

1. SPU has begun construction of a new sewer line that will create a direct connection between 9th Ave. N.W. and the Carkeek pump station to reduce sewer overflows in Carkeek Park and adjacent neighborhoods.
2. SPU is replacing existing sewer lines in portions of 9th Ave. N.W., N.W. 118th St., and N.W. 120th St.
3. SPU is completing mapping of the entire drainage, stormwater, and sewer systems, formal and informal, for the Broadview-Bitter Lake-Haller Lake area.
4. SPU is currently developing a hydrologic and hydraulic model for the Thornton Creek Basin. This model is due to be completed in August 1999, and will enable SPU to develop and implement drainage solutions and improve detention within the Thornton basin, to the east of the Densmore Basin.
5. DCLU is expanding a web-based information system that informs applicants of future development of critical areas, watersheds, and drainage systems integral to their site. DCLU expanded its inspection and enforcement staff in 1999 to improve review, inspection and enforcement of critical area and stormwater, grading, and drainage elements of site development proposals.

Tasks to be Undertaken in 1999-2000

1. SPU has initiated a street edge alternatives pilot project within the Piper's Creek Watershed. The project is a partnership between SPU and SEATRAN that will explore new means of providing street and drainage improvements for neighborhoods.
2. SPU is helping to fund a Metro study of the Carkeek drainage basin. This study will examine the overloading of the Metro stormwater treatment facility, including

contributions from stormwater inflow and infiltration into the sanitary sewer system in this area, and propose a solution. The study will yield a preferred alternative by December of 1999 and design work will begin in 2000.

3. In 1999, SPU initiated a drainage study of the Densmore Basin, which contains most of the Bitter Lake Village and Haller Lake, that will identify problems and develop a hydraulic and hydrologic model of the area. This study will enable SPU to develop solutions to broader drainage problems in the area. SPU will include locations identified by the community in the basin study and welcomes additional community input regarding other drainage problems in the area for inclusion in the basin study. SPU will report back to the community on the results in early 2000.
4. In 1999, SPU will produce a brochure to assist property owners experiencing side sewer problems.
5. If the community identifies specific locations where residential areas are being affected by unacceptable levels of through traffic, SEATRAN's Neighborhood Traffic Control Program will work with the community to address concerns at those locations.
6. SEATRAN's Neighborhood Speed Watch Program will work with the community on speed limit enforcement issues, if the community identifies specific locations of concern.
7. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
8. Identify next steps for continued implementation.

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Develop a plan for integrating the area's formal and informal drainage and stormwater systems, including a comprehensive schedule for regular maintenance and those systems' connections with the citywide backbone infrastructure.						
A-1	Complete mapping of the entire drainage, stormwater, and sewer systems, formal and informal, for the Broadview-Bitter Lake-Haller Lake area.	H			SPU	This activity is currently underway. SPU expects to complete this work in 1999 or 2000.

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
A-2	Develop a plan for and implement an integrated stormwater/drainage management system in the Broadview-Bitter Lake-Haller Lake area that addresses environmental concerns and the separation of sewer and stormwater systems. (Public notice is outlined in Plan.)	H			SPU	Stormwater drainage and sewer systems are separated in this planning area. SPU's Drainage Comprehensive Plan, last updated in 1995, addresses management of stormwater and drainage systems. SPU will update this plan in 2000. This process will include opportunities for community involvement.
A-3	Develop a stormwater/drainage maintenance plan and implement it on a regular ongoing basis. (Public involvement and notice is outlined in Plan.)	H			SPU	SPU has an inspection and maintenance schedule that performs this function. SPU inspects drainage and sewer systems on a regular schedule and maintains drainage and sewer systems on an ongoing basis as a result of those inspections, or in response to emergencies.
A-4	Establish a water-quality monitoring program in area creeks, lakes, and Puget Sound outfalls to inform waste water/drainage planning and maintenance. (Public involvement and notice is outlined in Plan.)	H			SPU	SPU monitors water quality in accordance with its National Pollutant Discharge Elimination System (NPDES) permit requirements. In 1999, SPU will complete a drainage policy study that reviews issues and costs related to expanding the Utility's role in surface water quality management. The study will include opportunities for public involvement in fall 1999.
A-5	Complete the drainage program for Licton Springs/Licton Creek and the Wilson-Pacific site (Densmore Drain improvements). (See Aurora-Licton Neighborhood Plan.)	H			SSD, SPU	The Seattle School District is the lead agency on the Wilson-Pacific site. SPU will work with SSD and the community in 1999 to evaluate the potential for drainage improvements on the Wilson-Pacific site. A drainage project would address drainage problems observed in the area from Licton Springs Park southward through the Wilson-Pacific site. Daylighting the creek will be evaluated and considered with regard to the benefits and costs of such a project along with other drainage solutions at this location. SPU has assigned a project manager and allocated \$50,000 design funding to work with the District to study the feasibility of building a drainage facility on its property.
A-6	Explore and make spot drainage improvements to the following locations: <ol style="list-style-type: none"> 1. Intersection of N. 130th St. and Sunnyside Ave. N.; 2. from the churchyard at N. 132nd St. and 1st Ave. N.E.; 3. N. 125th St. near Eagle Hardware; 4. Stone Ave. N. north of N. 137th St.; 	H			SPU, SCL	In 1999, SPU initiated a drainage study of the Densmore Basin (which contains most of the Bitter Lake Village and Haller Lake). This study will identify problems and develop a hydraulic and hydrologic model of the area. This information will enable SPU to develop solutions to broader problems in the area. SPU will include these locations in the basin study

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	5. N. 130 th St. and Aurora Ave. N., Linden Ave. N. and Greenwood Ave. N.; 6. Meridian Ave. N. between N. 130 th St. and N. 133 rd St.; 7. Linden Ave. N. between N. 143 rd St. and N. 145 th St.; 8. 500-532 block of N. 138 th St.; 9. overflow from drainage ditch on north side of N. 137 th St. from 508 N. 137 th St. westward; 10. end of N. 122 nd Pl.; 11. alley of N.E. 92 nd St. between Wallingford and Meridian Ave. N.; 12. Corliss Ave. N. and 1 st Ave. N.E.; 13. areas adjacent to Haller Lake; and 14. N. 115 th St. at Aurora Ave. N.					<p>and welcomes additional community input regarding other drainage problems in the area for inclusion in the basin study. SPU will report back to the community on the results in early 2000. A hydrologic and hydraulic model in development for the Thornton Creek Basin and due in August 1999, will provide similar information for developing drainage solutions for locations to be found within the Thornton basin, to the east of the Densmore Basin.</p> <p>If the drainage problem originates in areas that are the City's responsibility, SPU will make the improvements. Depending on the study results for each location, drainage solutions will be prioritized for inclusion in the CIP or the spot drainage improvement program. Drainage problems found to originate on private property will be evaluated in the context of the Drainage Policy Study outcomes. SPU will work with the community, and would appreciate any help the community can offer in clarifying the problems observed (water ponding, erosion) to further accelerate the process. In particular, SPU has the following comments and/or needs additional information on the following locations (the numbers correspond to the locations listed in the Activity column:</p> <ol style="list-style-type: none"> 3. SPU needs more information on problems observed at this site. 4. In 1993, SPU (then DWU) installed a new pipe and 6 catch basins in this area to alleviate flooding; additional information is needed on types of problems presently occurring. 6. More information is needed regarding flooded basement and external conditions. 7. SCL owns property adjoining Linden Ave. N. between N. 143rd St. and N. 145th St. and should be involved in any drainage improvement plans if there are electrical facilities in the locations proposed for evaluation. 9. The ditch in this area has recently been cleared. If

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>problems continue, SPU should be informed.</p> <p>11. This location is within the Thornton Basin; SPU will evaluate this location to determine the nature of the problem. Making drainage improvements to alleys would require a revision of current policies regarding alleys. SPU and SEATRAN are exploring the use of LIDs to fund alley improvements.</p> <p>12. A drainage project at this location is in the design phase with construction to occur in summer 1999.</p> <p>13. The Densmore Basin study may address areas adjacent to Haller Lake. Specific information from the community on the exact locations and problems observed will be instrumental to the success of the study, particularly if problems have continued following improvements made to Stone Ave. N.</p> <p>14. The culverts at this location were thoroughly cleaned in 1997-8. If problems have continued, SPU should be informed.</p>
<p>Separate the sewer and stormwater systems completely or provide adequate capacity to handle combined flow. In either case, see that stormwater runoff is cleaned before entering creeks, lakes, or Puget Sound.</p>						
A-7	Develop a long-term sewer comprehensive plan to separate sanitary sewage from storm runoff, or develop adequate additional capacity to prevent sewer overflow during storm events.	H			SPU, Metro	Stormwater drainage and sewer systems are separate in this planning area. During large storms, there is some inflow and infiltration of stormwater into the sanitary sewer system. Metro has contracted a consultant to evaluate the sources, impacts, and possible strategies needed to address stormwater inflow and infiltration into the sanitary sewer system that might contribute to sewer backups/overflows in the Carkeek watershed. Other strategies to address this problem that are in place include: SPU and Metro spot sewer system improvements to reduce the risk of sewer backups and overflows in this area and a program to work with property owners in high risk areas to install backup protection facilities.
A-8	Develop and implement programs, including educational	H			SPU,	Private side sewer information is provided by SEATRAN. The

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	programs, to ensure public/private maintenance of the stormwater/drainage system and the sewer system. Work with community.				SEATRAN, Community	public sewer system is maintained by SPU, with no private involvement. In 1999 SPU will produce a brochure outlining steps property owners should take when experiencing side sewer problems. Further educational information is provided by SEATRAN's Street Use Division through the permitting process. SPU is adding staff to expand drainage and water quality outreach programs considerably.
Using developing approaches, provide environmentally sensitive solutions to drainage challenges, including those created by additional paving.						
A-9	Establish a series of pilot projects in the Broadview, Bitter Lake, and Haller Lake areas to showcase the use of permeable sidewalk/pathway paving options.	H			SPU, SEATRAN	At this time, SEATRAN has not identified a design for permeable sidewalks and pathways. However, SEATRAN is developing a low-cost walkway pilot project for implementation in 1999-2000. The project would test alternative walkway design options that may help reduce the amount of permeable pavement and provide opportunities for additional landscaping. SEATRAN is investigating potential locations throughout the City to determine the most appropriate location for the initial project. Information from these pilot projects may provide opportunities for new sidewalk and pathway options in the Broadview/Bitter Lake/Haller Lark areas. SEATRAN and SPU are also collaborating on a pilot street design project that will include alternative paving options (see A-11).
A-10	Develop and implement a re-vegetation program along existing and future above-ground drainage areas.	H			SPU	SPU's policy is to re-vegetate project sites. For example, SPU is developing a contract with Seattle Conservation Corps for re-vegetation and maintenance of the Ashworth (Haller Lake) detention pond and Stone Ave. N. right-of-way.
A-11	Where feasible, use bioswales, new pavement options, creek daylighting, and other environmentally sensitive options for solving local drainage problems.	H			SPU, SEATRAN	SEATRAN and SPU are undertaking pilot projects to explore these options. SPU will design, construct and fund an alternative street design pilot project, "SEA Streets," in collaboration with SEATRAN at NW 117 th St. and 2 nd Ave. NW. This pilot projects is expected to yield tools that could be applied throughout the Broadview-Bitter Lake-Haller Lake area.

A. INFRASTRUCTURE - SEWER, STORMWATER, DRAINAGE

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
A-12	Update the Street Design Manual to offer options for environmentally sensitive paving and design of pedestrian and bicycle pathways.	H			SEATRAN	SEATRAN is interested in alternative treatments that are environmentally sound. SEATRAN investigates new or developing paving options as information becomes available. SEATRAN will work with the community on specific recommendations the neighborhood has for additional options to be included in the Street Design Manual.
A-13	Provide staff assistance to local groups working on special projects related to drainage and the environment.				SPU	SPU provides assistance through the Community Programs Environmental Partnership. Programs include Stewardship Through Environmental Partnerships (STEP) Grants, adopt-a-street, drain stenciling, etc.
<p>Enforce and strengthen as needed current Land Use Code requirements of new commercial and multifamily development to provide adequate detention and connections to the drainage system</p>						
A-14	Work with community organizations, private developers, nearby property owners and residents to ensure that all new developments within the planning area include environmentally sensitive and well-connected drainage and sewage improvements.	H			DCLU, SEATRAN	DCLU is expanding a web-based information system that informs applicants of future development of critical areas, watersheds, and drainage systems integral to their site. DCLU expanded its inspection and enforcement staff in 1999 to improve review, inspection and enforcement of critical area and stormwater, grading, and drainage elements of site development proposals.
A-15	Thoroughly review all new commercial and multifamily projects within the planning area to ensure enforcement of development responsibilities regarding water detention and sewer and waste water system connections and to ensure adequate surface water and sanitary sewer capacities are available and will be maintained. The City shall require engineering analyses be performed to verify that adequate capacities exist at all points of the systems affected by the proposed project. Where inadequate capacities are likely to result from a proposed development, the City shall ensure that all deficiencies be corrected, either in the course of the development, or by inclusion in the City's capital improvement plan. Copies of this Plan will be made available to City staff responsible for reviewing development projects throughout the life of the Plan.	H			DCLU, DON	DCLU has substantially increased its ability to review and inspect the geotechnical, grading and drainage components of construction projects for compliance with existing requirements by hiring additional staff and creating the Site Development Services Unit. SPU added more staff and will continue to expand inspection and monitoring of existing development for compliance with existing requirements. The Department of Neighborhoods is making all neighborhood plans available electronically at the City's web site in 1999.

B. TRANSPORTATION

Description

The Broadview-Bitter Lake-Haller Lake area lacks adequate multi-modal capability (sidewalks, pedestrian and bicycle pathways, streets, crossings, and curb ramps) to support its current residential population and businesses. Streetscapes are confusing to motorists and pedestrians alike, creating a dangerous mobility environment.

This key strategy is divided into four sections: Pedestrian Circulation, Bicycle Circulation, Vehicular Circulation and Mass Transit. Two maps accompany the Plan that illustrate the first two sections.

Integrated City Response

This strategy is consistent with the Comprehensive Plan, which calls for improvements to all transportation modes. The neighborhood's proposals will help to develop an integrated network of transportation systems, which will help to create a safer, easier and more pleasant multi-modal transportation network. The City has some activities currently underway, including a study of alternative walkway designs, which will help to implement this Key Strategy. The next step for many of these activities will be to prioritize these improvements and begin design for improvements as funding becomes available.

Lead Department: SEATRAN

Participating Departments: DON, DCLU, SPO, SCL, ESD, Arts Commission

Activities Already Underway

1. SEATRAN is currently developing plans for the Interurban trail along Seattle City Light right-of-way from N. 100th St. to N. 128th St.
2. SEATRAN has reviewed the proposed accessible ramp at N.E. 117th St. and has requested funding from WSDOT for the improvements.

Tasks to be Undertaken in 1999-2000

1. SEATRAN, using the community's Early Implementation funds, will work with the neighborhood to develop a street design concept for Linden Avenue North. SEATRAN will coordinate this work with the City's IDT working on the Linden Avenue Project.
2. Improvements to the intersection of N.E. 130th St. and 1st Ave. N.E. will be constructed in 1999. The improvements will include the installation of turn lanes.

3. SEATRAN will be conducting a pilot program on alternative walkway designs, which may create greater opportunities to install sidewalks throughout the City. Even if the pilot program does not include projects in the planning area, the results of the pilot may help with future improvements in the planning area.
4. SEATRAN, in coordination with SPO and the Neighborhood Development Managers (NDMs), will take an active role in the Highway 99 Multi-Modal Study being conducted by WSDOT including: 1) representing the City of Seattle's interests in the use and development of Highway 99, 2) making sure the pertinent neighborhood plan recommendations from all relevant neighborhood plans are timely and effectively presented together in an accessible format to WSDOT and other pertinent stakeholders, 3) assisting WSDOT in their community outreach, 4) encouraging the inclusion of other government entities, such as King County Metro, in the development of this study, and 5) coordinating the City of Seattle's work on Aurora Avenue North, such as the signalization study, with WSDOT's study.
5. The issues of Green Streets and Key Pedestrian Streets have been placed on the Policy Docket. The Executive is reviewing its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, recommendations in this Key Strategy related to Green Street and Key Pedestrian Street designations will be reviewed again.
6. The City is reviewing its policies on crosswalks and will report to the City Council on the results of the study and recommend policy changes. Recommendations for new crosswalks will be reviewed again in light of any policy changes that are made as a result of that analysis.
7. Sidewalk policies, including funding and design, are on the Policy Docket. The City is considering whether or not it can increase funding to increase the level of sidewalk maintenance and construction and how drainage improvements should be paid for as Policy Docket issues. A Policy Docket item will explore placing special emphasis on finding options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them.
8. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
9. Identify next steps for continued implementation

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Pedestrian Circulation						
B-1	Develop a comprehensive plan for designing, funding, constructing and maintaining a primary network of concrete sidewalks, curbs, curb ramps, and gutters and, where the right-of-way allows, a planting strip, on both sides of the street linking key destinations within the community and providing a north/south and east/west network along major streets (see map in Plan). At a minimum, all arterials streets shall be included within this network.	H			SEATRAN	<p>The City supports the goals of this activity and would like to have sidewalks and other pedestrian facilities available throughout the City. Historically, sidewalk construction has been funded by the adjacent property owners either alongside new development or through such mechanisms as Local Improvement Districts. Likewise, maintenance of sidewalks, except in specific cases where City-owned trees have damaged the sidewalk, is the responsibility of the adjacent property owner. The City has constructed some sidewalks in locations that were not directly adjacent to City-owned property; however, funding for those improvements has typically come from Federal or State grants.</p> <p>The City currently does not have any plans or funding to develop large networks of sidewalks anywhere in the City. However, SEATRAN continually looks for opportunities to install sidewalks and walkways on streets that do not currently have pedestrian facilities. In addition, the City is looking at opportunities to increase sidewalk and walkway development, including review of policies related to funding sidewalks for urban villages (see below). These possible opportunities include:</p> <ul style="list-style-type: none"> • SEATRAN will be conducting a pilot program in 1999-2000 on alternative walkway designs, which may create greater opportunities to install sidewalks throughout the city. • Sidewalk policies, including funding and design are on the Policy Docket. The City is considering whether or not it can increase funding to increase the level of sidewalk maintenance and construction and how drainage improvements should be paid for as Policy Docket issues. A second and related Policy Docket item

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>will explore placing special emphasis on finding options for providing sidewalks for designated walking areas such as urban villages and areas that have pedestrian access to them.</p> <ul style="list-style-type: none"> For property owners that are interested, the Local Improvement District (LID) process can be used to pursue street improvements. LID projects use funding provided by adjacent property owners to pay for improvements. Use of the LID process is largely determined by property owners. SEATRAN will work with interested property owners in exploring a LID program in the Broadview, Bitter Lake and Haller Lake neighborhoods. For existing sidewalk locations that don't have curb ramps, SEATRAN has a program which installs curb ramps to improve access for the elderly and pedestrians with disabilities. Community members can call requests for curb ramps directly to this program. It responds best to requests for installation of ramps at specific intersections or along specific routes. This work is done at no cost to those requesting these ramps.
B-2	<p>Design and construct a primary network of concrete sidewalks (to include curbs, curb ramps, and gutters and planting strips) in the Broadview-Bitter Lake-Haller Lake planning area, based on the following prioritized list:</p> <ul style="list-style-type: none"> Both sides of Aurora Ave. N. from N. 105th St. to N. 145th St. Both sides of N. 130th St. from I-5 to 3rd Ave. N.W. Both sides of Greenwood Ave. N. from N. 105th St. to N. 145th St. Both sides of Northgate Way from Meridian Ave. N. to Greenwood Ave. N. Both sides of N. 125th St. from Densmore Ave. N. to 3rd Ave. N.W. Both sides of N. 115th St. from Meridian Ave. N. to Aurora 	H			SEATRAN, SCL, SPU	<p>See B-1 on the City's current sidewalk policies, and current work to explore changes to those policies, including emphasizing development of sidewalks in urban villages.</p> <p>Requests for improvements along Aurora will be forwarded to WSDOT for consideration during the Aurora Multi-Modal Study. See B-15.</p> <p>On Linden Avenue, see C-5. In addition to being a street right-of-way, Linden Ave. N. between N. 128th St. and N. 145th St. is an electrical transmission and distribution right-of-way. SCL has a 100-foot-wide easement over most of this area and operates transmission and distribution facilities on both sides of the street. When studying sidewalk and curb materials, consideration should be given to compatibility with</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Ave. N.</p> <ul style="list-style-type: none"> • Both sides of 3rd Ave. N.W. from Holman Rd. to N. 145th St. • Both sides of 1st Ave. N.E. from N. 117th St. to N. 145th St. • Wide, permeable, sand and paver stone/brick sidewalks, concrete curbs and gutters, and curb ramps on both sides of Linden Ave. N. from N. 128th St. to N. 145th St. • Both sides of 3rd Ave. N.E. between N.E. 116th St. and the existing sidewalk at N.E. 115th St. 					<p>electrical lines, safety and clearance issues, and the heavy equipment SCL must use to construct, operate and maintain its facilities. SCL will be included in the planning and plan-review of improvements on Linden.</p> <p>SPU has funding for drainage facilities built (catch basins, storm drains, culverts, etc.) in conjunction with SEATRAN funded street improvement projects in areas where drainage problems exist.</p>
B-3	<p>Establish a secondary network of footpaths (concrete, asphalt, or gravel walkways separated from the street by as much as the right-of-way allows) to link residents to the primary network, transit stops, parks and other community focal points. (See also Bicycle Circulation below.)</p>				SEATRAN	See B-1 and B-4.
B-4	<p>Provide footpaths based on the following prioritized list. All footpaths shall include curbing or an alternative type of barrier to separate the roadways from the pedestrian paths and prevent parking on pathways.</p> <ul style="list-style-type: none"> • Provide asphalt footpaths on both sides of N.W. 125th St. from 3rd Ave. N.W. to 8th Ave. N.W. • Connect N. 124th St. to N. 115th St. along Stone Ave. N. with a single footpath. • Provide continuous asphalt footpath along one side of Roosevelt between 1st Ave. N.E. and Aurora Ave. N. • Provide asphalt footpaths on both sides of N.W. 130th St. between 3rd Ave. N.W. and 8th Ave. N.W. • Provide a continuous asphalt path on at least one side of the street encircling Haller Lake. 	H			SEATRAN	<p>See B-1.</p> <p>SEATRAN has a citywide competitive process that installs a very limited number of asphalt walkways over the course of a year. These streets will be added to the list of streets for consideration as part of that project. Street segments are judged on the basis of automobile volumes, traffic speeds and whether or not a walkway is physically able to be constructed in the area.</p> <p>SEATRAN has constructed an asphalt walkway which encircles Haller Lake. However, the current walkway requires pedestrians to cross N 122nd and N 128th Street at Meridian Avenue N. Because of site conditions, it may be difficult to construct an asphalt path that remains on the same side of the street completely around the Lake. The pilot program that SEATRAN will be conducting may identify potential alternatives that would help to discourage motorists from parking on existing asphalt walkways.</p> <p>For Stone Ave. N., the City encourages the neighborhood to consider applying for a Neighborhood Matching Fund grant to develop this path. SPU and SEATRAN will work with the community on a design for the path. The community should</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>be aware that this right-of-way is currently used as a drainage facility to prevent flooding in the surrounding area during storms and may itself flood from time to time.</p> <p>Because of site constraints, it may be difficult to construct an asphalt path that remains on the same side of the street on the street encircling Haller Lake.</p>
B-5	Provide an asphalt footpath and traffic barrier along the south side of N. 115 th St. connecting Meridian Ave. N., Northwest Hospital and Aurora Ave. N. with a continuously paved footpath.	H			SEATRAN	See B-1, above.
B-6	Provide asphalt footpath and raised traffic separation barrier along either side of Roosevelt Way N./N.E. between 3 rd Ave. N.E. and Aurora Ave. N. between pavement and existing drainage ditches (traffic separation needed). Or, provide asphalt footpath along either side of Roosevelt Way N./N.E. between 3 rd Ave. N.E. and Aurora Ave. N. outside the drainage ditches (no further traffic separation needed). Or, cover existing drainage ditch along either side of Roosevelt N./N.E. with asphalt footpath.	H			SEATRAN	<p>See B-1, above.</p> <p>Once funding sources are identified, SEATRAN will work with the community to evaluate various walkway designs to determine the most appropriate walkway materials and placement.</p>
B-7	To facilitate implementation of the Linden Avenue improvements described below, designate Linden Ave. N. from N. 130 th St. to N. 145 th St. as a Green/Key Pedestrian/Collector Arterial Street.	H			SEATRAN	See B-36.
B-8	As part of the Interurban Greenway/Urban Trail, the City will provide sidewalks along the west side of Linden Ave. N. between N. 128 th St. and 145 th Ave. N., with benches, waste receptacles and landscaping for pedestrian rest stops along the way. (Permeable surfaces are preferred.) See also Linden Ave. Project below.	H			SEATRAN	See B-36.
B-9	Prior to developing plans for any improvements to pedestrian circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.	H			SEATRAN, DON	<p>See O-1, below.</p> <p>Major construction projects, such as sidewalks, walkways and paths do and will continue to involve community input, especially the abutting property owners. It would be inefficient and costly to subject all pedestrian management issues to a public review process.</p>
B-10	Develop with Seattle Public Schools and local private schools	H			SEATRAN,	This is primarily a community-based activity. The Executive

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	a joint transportation plan to prioritize coordinated improvements in sidewalks, bicycle routes and facilities, and bus routes and facilities.				SPO-OFE, SSD, Community	will forward this and related activities to SSD on the community's behalf and encourages the neighborhood to work with the School District to develop priority locations for improvements based on school and community needs. SEATRAN will assist by providing information such as an inventory of sidewalks throughout the City, designated walking routes for elementary schools, and bike route information.
B-11	The City, in conjunction with the Metropolitan King County Council, shall connect transit stops to pedestrian networks described in B-2 and B-4 below. (See Transit section below.)	H			SEATRAN, Metro	See B-2 and B-4, above. The Executive will consider this recommendation as it works on routes identified in B-2 and B-4 and will also forward this recommendation to Metro on the community's behalf. The next step in implementing this activity is to identify routes to link transit stops to the pedestrian networks if those routes have not already been identified in B-2 and B-4.
B-12	Once a sidewalk network has been agreed upon after public notification and opportunity for comment, the City shall evaluate affected crossing points and develop a prioritized list for additional crossings and/or improvements to existing crossings.	M			SEATRAN	SEATRAN will work with the community to identify improvements for prioritized crossing points. The City is currently reviewing its policies on crosswalks and will report to the City Council Transportation Committee on the results of the study and recommend policy changes in mid- 1999.
B-13	Make indicated improvements to sidewalks and arterial pedestrian crossings and install longer "pedestrian-request only" crossing signals at the following locations, in order of priority: (a) N. 130 th St. and Aurora Ave. N.: add concrete curbs and curb ramps; evaluate possibility of installing ADA accessible ramps at both ends of footbridge or installing ADA accessible underpass. (b) N. 132 nd St. and Greenwood Ave. N.: move signal north to actual intersection and program the signal to control movements on all approaches. Coordinate the signal with the one at N. 130 th St. and Greenwood Ave. N. for Fire Department over-ride, add concrete curb ramps. (c) N. 140 th and Aurora N.: add concrete curbs with curb	H			SEATRAN	a. Construction of wheelchair accessible ramps to the existing pedestrian overpass at N. 130 th St. may be costly and difficult due to site characteristics. However, SEATRAN will forward the request to WSDOT for inclusion in the Aurora Multi-Modal Study. b. This intersection does not meet the warrants to be upgraded to a full, 4-way signal. If the community wants to seek funds to move the existing signal, it would be feasible to move the existing mid-block pedestrian signal that is on Greenwood Ave. N. near N. 132 nd St. to the intersection of N. 132 nd St. SEATRAN would require strong support from the adjacent community. SEATRAN currently does not have funding for this work. c. Aurora Ave. N. was recently repaved. As part of that work, SEATRAN recently completed re-striping of Aurora, which

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>ramps, improve warning lighting and street striping.</p> <p>(d) N. 135th and Aurora N.: add 3 concrete curbs with curb ramps, install east-west curb ramp at northeast corner.</p> <p>(e) N. 130th St. and 1st Ave. NE: add concrete curbs with curb ramps, re-install walk signals for school pedestrian traffic, paint stripes.</p> <p>(f) N. 130th St. and Meridian Ave. N.: add concrete curb with curb ramps, re-stripe.</p> <p>(g) N. 145th St. and Aurora Ave. N.: add curb ramps, lengthen pedestrian-activated crossing times.</p> <p>(h) N. 125th St. and Aurora Ave. N.: add concrete curbs with curb ramps, explore feasibility of lengthening pedestrian-activated crossing times.</p> <p>(i) N. 115th St. and Aurora Ave. N.: add concrete curbs and curb ramps.</p> <p>(j) N. 137th St. and Aurora Ave. N.: add concrete curbs and curb ramps.</p> <p>(k) Explore special effects such as flush surface-mounted flashing signals at crossings on Aurora where children, elderly, or disabled persons regularly use crosswalks, especially school routes and adjacent to child-serving facilities such as the Bitter Lake Community Center and Broadview Library, and residential facilities with large elderly and/or disabled populations</p>					<p>included existing marked crosswalks. Additional requests for improvements along Aurora will be forwarded to WSDOT for consideration as part of the Aurora Multi-Modal Study. See B-15.</p> <p>d. Requests for improvements along Aurora will be forwarded to WSDOT for consideration as part of the Aurora Multi-Modal Study. See B-15.</p> <p>e. Improvements to the intersection of N.E. 130th St. and 1st Ave. N.E. will be constructed in 1999-2000.</p> <p>f. SEATRAN will evaluate this location for possible improvements.</p> <p>g. – j. see d. above.</p> <p>k. SEATRAN is currently evaluating flashing pedestrian crossing lights embedded into the pavement on E. James Way near Seattle University. Future use of this type of device will depend on effectiveness, installation and maintenance costs. The City has installed this type of device in one location on a trial basis. SEATRAN will be monitoring it over the next couple of years before determining appropriate applications.</p>
B-14	Install an accessible ramp at the east end of the N.E. 117 th St. overpass at Interstate 5.	H			WSDOT, SEATRAN	SEATRAN's pedestrian program has investigated the feasibility of construction of a ramp at this location and supports these improvements to this ramp. Because this overpass is a state facility, SEATRAN has forwarded this recommendation to WSDOT seeking funds for this improvement.
B-15	Communicate neighborhood pedestrian priorities to WSDOT for inclusion in Aurora Ave. N. planning efforts and advocate WSDOT for improvements. Improvements to be considered will include those mentioned above as well as possible	H			SEATRAN, WSDOT, DON, SPO	SEATRAN, in coordination with SPO and the Neighborhood Development Managers (NDMs), will take an active role in the Highway 99 Multi-Modal Study being conducted by WSDOT including: 1) representing the City of Seattle's interests in the

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	underpasses or overpasses at N. 130th St., N. 140th St. and/or N. 145th St.					use and development of Highway 99, 2) making sure the pertinent neighborhood plan recommendations from all relevant neighborhood plans are timely and effectively presented together in an accessible format to WSDOT and other pertinent stakeholders, 3) assisting WSDOT in their community outreach, 4) encouraging the inclusion of other government entities, such as King County Metro, in the development of this study, and 5) coordinating the City of Seattle's work on Aurora Avenue North, such as the signalization study (described in B-33), with WSDOT's study.
B-16	Establish a new, dedicated citywide funding source for construction of new sidewalks. Explore the feasibility of creating a "1% for sidewalks" impact fee assessment program to be used solely to fund citywide prioritized sidewalk construction projects.	H			SPO, CBO SEATLAN	See B-1. This specific recommendation will be considered as part of that Policy Docket review.
B-17	In conjunction with community organizations, establish design or development standards for new development that include providing sidewalk connections to the pedestrian circulation network outlined in this Plan.	H			DCLU, SPO, Community	<p>The current Design Review program includes a guideline that supports the creation of convenient and attractive access and the creation of pedestrian oriented spaces. As the neighborhood develops neighborhood-specific design guidelines they are encouraged to emphasize pedestrian connections. DCLU will work with Broadview-Bitter Lake-Haller Lake to assist them in development of design guidelines.</p> <p>DCLU will address neighborhood specific design guideline proposals starting 2nd quarter 1999 and ongoing throughout 2000. DCLU will work with neighborhoods using a three phased process, which will package neighborhood proposals in sets of approximately 6 neighborhoods each. First, more fully developed neighborhood design guideline proposals will be reviewed by DCLU and the neighborhoods with the goal of Council adoption of the first package before the end of 1999. In the second and third phases, DCLU will work with remaining neighborhoods whose guideline proposals are more formulative for presentation to Council in 2000, likely in the 2nd and 4th quarters.</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						DCLU anticipates that this community will fit into either the 2 nd or the 3 rd phase of the process. Funding will likely be needed for the development of neighborhood specific design guidelines. The amount needed will depend on the scope of the neighborhood's proposal. Neighborhood Matching Fund grants or Early Implementation Funds have been used by other neighborhoods and should be considered here.
B-18	In conjunction with community organizations, establish a public process for prioritizing sidewalk construction and maintenance projects.				SEATRAN	SEATRAN will recognize the neighborhood's prioritization of transportation projects (see B-2, B-4, and B-13) if funding is obtained. SEATRAN's highest priority is safety, so sidewalk installation along arterials, near bus stops and schools will be a higher priority than those along quieter streets.
B19	Establish and staff a collaborative sidewalk maintenance program to work with property and business owners, community organizations, and other interested parties to improve maintenance of sidewalks, pathways, and parkway landscaping.	H			SEATRAN, DPR	This activity would require the City Council to change the City's policy on sidewalk maintenance. Currently, sidewalk maintenance is the responsibility of the abutting property owner. SEATRAN has limited funding which is targeted at repairing sidewalk damage caused by City-owned trees. There are no historic boulevards in this area, however, the Parks Department can work with the community to identify areas on parks property that need improvement and strategize funding solutions.

Bicycle Circulation

B-20	Establish a network of designated bicycle streets and bicycle lanes that are integrated into the City bicycle circulation system. Making use of local properties, street easements and public rights-of-way, the City will create bicycle/pedestrian pathways connecting to existing bicycle street lanes and urban trails.				SEATRAN	See activities B-21 to B-26, below.
B-21	Confirm existing bicycle circulation system and identify street segments for designation as bicycle streets, streets that have adequate right-of-way for bicycle lanes, and rights-of-way that could accommodate bicycle trails.	H			SEATRAN	SEATRAN has evaluated the community's bicycle circulation plan. Many of the proposed routes are already on the City's Bicycle Map. SEATRAN will add the following routes, which were identified in the circulation plan, to the Bicycling Guide Map: <ul style="list-style-type: none"> • Extending 1st Ave. N.E. to Roosevelt Way N.E. • Roosevelt Way N from 1st Ave. N.E. to N 135th St.

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<ul style="list-style-type: none"> Sections of N. 135th St. from Roosevelt Way N to Aurora Ave. N. Because in sections it is very steep and narrow, SEATRAN does not believe that Carkeek Park Road is an appropriate route for the Guide Map.
B-22	Establish bicycle lanes on Linden Ave. N. between N. 128 th St. and N. 145 th St. to serve as a segment of the Interurban Greenway Trail system. Consider purchasing or granting easements on surplus City Light right-of-way parcels to add to the street right-of-way for this purpose (see also Linden Avenue Project in Land Use section below.)	H			SEATRAN, ESD, SCL	See also B-36, C-5 and C-10. SEATRAN currently has plans and funding to develop the Interurban Trail system along the SCL right-of-way from N. 110 th St. to N. 128 th St. SEATRAN supports the use of Linden Ave. N. between N. 128 th St. and N. 145 th St. as part of the Interurban Trail. SEATRAN will work with the community to develop strategies for extending the trail to N. 145 th St. Bicycle lanes on Linden Ave. N. are not feasible at this time due to the narrow street width and existing roadway conditions. Improvements to the street so that it could accommodate bike lanes and a continuous walkway appear to be the most promising alternative, but further evaluation is needed. If such improvements can be made, City Light right-of-way will not be needed to add bike lanes to Linden. The community has dedicated \$40,000 of their Early Implementation Funds and SEATRAN has committed to working with the community to determine an appropriate design for Linden. SEATRAN will look at options for bike lanes or paths as part of this work on designs for Linden.
B-23	Use existing adjacent public rights-of-way and work with local property owners to provide a continuous east-west bicycle/pedestrian street/trail network between Meridian Ave. N. at Northgate Way and the Interurban Trail at Linden Ave. <ul style="list-style-type: none"> Develop daytime pedestrian and bicycle access across properties on or near N. 110th St. right-of-way between Meridian Ave. N. and the Interurban Trail at Linden Ave. N. Provide a paved pedestrian and bicycle path along the existing wooded N. 110th St. right-of-way between 	H			SEATRAN	SEATRAN has evaluated N. 110 th Street for potential pedestrian and bike improvements. It would be extremely difficult to establish a bicycle/pedestrian path along or near the N. 110 th St. right-of-way between Meridian Ave. N. and Linden Ave. N. Sections of this right-of-way are steep, wooded, and undeveloped making it difficult to construct a pathway. Nearby alternative routes would require crossing private property. As a result, SEATRAN believes that this is not an appropriate route for a bicycle/pedestrian path. If the community is interested in creating a bicycle/pedestrian

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Meridian Ave. N. and Ashworth Ave. N. The City will provide fencing for neighbors along the right-of-way.</p> <ul style="list-style-type: none"> • Provide an asphalt path along the N. 110th St. right-of-way between Aurora Ave. N. And North Park Ave. N. • Remove ADA, pedestrian, and bicycle impediments on Aurora Ave. N. at or near N. 110th St. 					<p>link through Washelli Cemetery to the north of N. 110th St., they should work with the property owners to obtain permission to access this property. If Washelli agrees to the proposed concept, SEATRAN will work with the community to implement such a path. Currently the City's only bicycle route in the area is along Densmore Ave N from Meridian Ave N to N 125th St. and along N 125th St. to 8th Ave. NW. SEATRAN recognizes the need for an additional east-west crossing in this area, however, identifying an appropriate location to cross Aurora and a lack of through streets in this area are among the issues which have made this difficult.</p>
B-24	<p>Use existing public rights-of-way to establish separate bicycle/pedestrian pathways along the following routes:</p> <ol style="list-style-type: none"> The Interurban Trail (from N. 105th St. to N. 145th St.) following the City Light rights-of-way and then north along Linden Ave. N., to include a separate bike lane or curbing barrier along Linden Ave. N. from N. 128th St. to N. 145th St. Roosevelt Way N./N.E. (either side) from 3rd Ave. N.E. (North Acres Park) to N. 145th St. and Aurora Ave. N. To include curbing or existing drainage ditches as a traffic barrier. N. 135th St. between Ashworth Ave. N. (Ingraham High School) and Stone Ave. N. (existing paved segment to existing signalized Aurora crossing.) This segment would complete a Meridian Ave. N. to Aurora Ave. N. pedestrian/bicycle route. N. 143rd St. between Linden Ave. N. and Greenwood Ave. N. Between 3rd Ave. N.W. and the entrance to Carkeek Park along the existing east-west right-of-way south of N.W. 113th Place. 	H			SEATRAN, SCL	<p>a. a. See B-22 and C-10. SEATRAN has funding to build the trail from N. 110th Street to N. 128th St. Seattle City Light and SEATRAN are negotiating the terms of an agreement for a bicycle/ pedestrian path along the City Light right-of-way from N. 110th St. to N. 128th St. The City Light right-of-way south of N. 110th St. is not wide enough for a pedestrian and bicycle trail, but SEATRAN will work with the Aurora-Licton and Greenwood-Phinney neighborhoods on developing the trail on the street in this area. The right of way is narrower along this portion of the corridor compared to the segment north of N 110th Street. With the narrow right of way and placement of the large utility poles, there does not appear to be sufficient space for a combined bike/ pedestrian trail which would also allow continued SCL access. A trail along this section would be much closer to the homes that abut the property giving the appearance of going through their backyards.</p> <p>The extension would also create a series of mid-block crossings along the route. This raises safety issues with SEATRAN, because motorists are less likely to expect bicycles and pedestrians to be crossing at these locations. SEATRAN firmly believes that Fremont Ave N would be a more appropriate extension of the trail to the north.</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>SCL operates this property as an <u>active</u> transmission and distribution line right of way. SCL's top priority is the integrity, safe operation and maintenance of the electric system that serves all Seattle neighborhoods. As the only electric utility right of way in the northwest part of the City, additional lines will be added to it to meet future electrical growth in the area. At 40-feet wide, this is SCL's narrowest corridor. Coupled with electrical code clearance requirements, this leaves SCL with no flexibility for electrical facility design. SEATRAN has limited funding for this type of work. (See B-6) However, SEATRAN is conducting a walkway pilot project, which will look at alternative ways for providing separation between motorists and pedestrians walkways. Using alternative curb design or drainage ditches for separation are two possible options that are being considered. See B-6.</p> <p>b. Although there is an easement for utility lines through this area, the section of N. 135th St. between Ashworth Ave. N. and Stone Ave. N. is not City right-of-way. A trail along the proposed route would have to pass through the existing yards of two homes. As a result, SEATRAN believes that this probably is not an appropriate location for a bicycle/pedestrian trail.</p> <p>c. This street segment is not appropriate for a bicycle pathway, but it is currently on the City's bicycle map as a residential street commonly used by bicyclists. The City does not generally place pathways along non-arterial streets, such as N. 143rd St. The community should prioritize this right-of-way for pedestrian walkways.</p> <p>d. This street segment is not appropriate for a bicycle pathway. The right-of-way south of N.W. 113th St. is an alley. Alley issues are currently on the Policy Docket. The Executive will analyze how alleys can be integrated into the streetscape, internal circulation and residential and business needs of neighborhoods and present their analysis and recommendations to Council in second</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						quarter 2000.
B-25	Separate all bicycle and bicycle/pedestrian paths along road shoulders with landscaping, trees, shrubs, or other vehicle barriers including drainage ditches, curbs, and parking.				SEATRAN	SEATRAN's current practice is to separate multi-modal pathways from vehicles when there is enough right-of-way to do so.
B-26	Provide adequate bicycle parking and storage facilities at community destinations and transit stops.				SEATRAN	SEATRAN's Bicycle Program will install bike racks in the street right-of-way of commercial districts upon the request of adjacent businesses if there is appropriate right-of-way available. The community should identify locations where additional bicycle parking is needed and ask the business owners to contact the Bicycle Program.
B-27	Inspect area businesses to assure that Code requirements for bicycle parking are being met and request compliance where indicated.	L			DCLU	Where bicycle parking is a condition of a development permit, DCLU would inspect for compliance before issuing a certificate of occupancy, and will inspect sites on a complaint basis. DCLU is also studying mechanisms for making conditions of decisions easily available to the public for future reference. With this information readily available, neighbors may recognize more often when occupants are out of compliance.
B-28	Inspect bicycle parking facilities at public destinations and request more parking where supply does not meet the demand.	L			SEATRAN SPO	The community should identify locations where additional bicycle parking is needed. SEATRAN will install bike racks if requested by property owners and if the space is adequate on the public-right-of way. SEATRAN will provide information on the bicycle rack program to the property owners at the locations identified by the neighborhood. In addition, SPO is conducting a comprehensive, though focused, parking study to provide background information that will form the basis for recommending approaches or solutions for the appropriateness of parking requirements for certain land uses. The study will include examination of bicycle parking requirements beyond what the Land Use Code contains currently.
B-29	Identify long-term bicycle parking requirements at key transit transfer points or other areas of high demand and install bicycle storage lockers as appropriate.	L			SEATRAN, Metro	See B-28. The Executive will forward this to Metro on the community's behalf.
B-30	Prior to developing plans for any improvements to bicycle circulation specified in this section, the City shall provide public				SEATRAN, DON	Major construction projects such as multi-modal pathways do and will continue to involve community input, especially the

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.					input of the abutting property owners. It would be inefficient and costly to subject all bicycle management issues to a public review process. See also O-1.
Vehicular Circulation						
B-31	Identify constrictions on arterial streets that inhibit optimum traffic flow. (N./N.E. 130 th St. at 1 st Ave. N.E., Stone Ave. N. and Meridian Ave. N. are traffic bottlenecks.)				SEATRAN	See B-34 on N./N.E. 130 th St.
B-32	Using increased enforcement and appropriate traffic calming measures, design and implement measures to slow traffic on arterials to existing posted speed limits.	H			SPD, SEATRAN	<p>The Seattle Police Department does monitor traffic on arterials on an ongoing basis and is looking at ways to do this on a more consistent basis. SPD is currently looking at its Traffic Enforcement strategies to find ways to monitor traffic that are both more consistent as well as more often. The intent is to be more responsive to neighborhood concerns on traffic. Since this is an issue in many of the neighborhood plans, any long term resolutions may require additional traffic enforcement resources.</p> <p>SEATRAN typically does not support the installation of traditional traffic calming devices on arterial streets. However, SEATRAN is currently conducting pilot projects for traffic calming on collector arterials. Information from these projects will help determine future applications that might apply in this planning area.</p> <p>The City has a number of programs to plant trees, which might help to calm traffic along this street without diverting traffic to non-arterials. SEATRAN and the Department of Neighborhoods would be willing to participate as partners with the community and other agencies in working on this issue.</p>
B-33 (T-18)	<p>Aurora Ave. N.</p> <p>(a) Coordinate signalization on Aurora Ave. N. and intersecting arterials.</p> <p>(b) Enforce all peak hour on-street no-parking zones.</p> <p>(c) In conjunction with WSDOT planning for SR 99, identify priorities for limiting or consolidating access driveways along Aurora in conjunction with community organizations and</p>	H			SEATRAN, SPD	<p>a. SEATRAN will be conducting a signal progression study of Aurora Ave. N. in 1999-2000.</p> <p>b. SPD will continue to enforce no-parking restrictions along Aurora during peak hours. If there is a desire to increase this enforcement it may require additional resources since the issues of parking enforcement have been raised in a number of neighborhood plans.</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	property and business owners and residents.					c. See B-15.
B- 34	<p>N. 130th St. In conjunction with community organizations, property and business owners, residents and other interested parties:</p> <ul style="list-style-type: none"> • Develop clarity about the status and expectations of N. 130th St. (please see Plan for detailed explanation.) Explore and design the road to meet current and future expectations, e.g., explore developing a three-lane option or other options. • Provide speed limit enforcement, especially from I-5 to Greenwood Ave. N. • Allow on-street parking along N. 130th St. during non-peak hours, except near intersections. <p>Consider Installing separate left turn lanes on all approaches at the following intersections: a.N./N.E. 130th St. & 1st NE b.N. 130th St. and Meridian Ave. N. c.N. 130th St. and Stone Ave. N.</p> <p>Install synchronized signals along N. 130th St. keyed to the N. 130th St. and Aurora Ave. N. traffic signal. Allow 30 mph timed continuous traffic flows westbound in the PM and eastbound in the AM.</p> <p>Plant and maintain street trees along N./N.E. 130th St. between Interstate 5 and Greenwood Ave. N.</p>	H			SEATRAN, SPD, DON	<p>• N. 130th St. is a 4-lane roadway. Due to existing volume and expected future growth, SEATRAN does not support converting N. 130th St. to a three-lane configuration.</p> <p>• The Seattle Police Department does monitor traffic on arterials on an ongoing basis and is looking at ways to do this on a more consistent basis. Since this is an issue in many of the neighborhood plans any long term resolutions may require additional traffic enforcement resources.</p> <p>• Because of high traffic volumes during some off-peak hours, SEATRAN does not support on-street parking during non-peak hours.</p> <p>a. SEATRAN will improve the intersection of N.E. 130th St. and 1st Ave. N.E. in 1999-2000. The improvement will include the installation of turn lanes.</p> <p>b. and c. SEATRAN will evaluate these intersections for left turn lanes They are saying that they can look for funding to do this work if their evaluation determines that the lanes are appropriate. If turn lanes are appropriate, SEATRAN will apply for funding to make the necessary improvements including widening the street.</p> <p>The signals along N. 130th St. are not interconnected; therefore the signals cannot be synchronized. It might be possible to connect N. 130th St. and Stone Ave. N. and N. 130th St. and Linden Ave. N. to the Aurora Ave. N. interconnect. SEATRAN will look into this and the possibility of interconnecting all of the N. 130th St. signals.</p> <p>The City has a number of programs to plant trees, which might be available for this project. Generally, the City provides the trees and the community/adjacent property owners commit to planting and maintaining the trees. SEATRAN and the Department of Neighborhoods are willing to participate as partners with the community and other agencies in working on this issue.</p>
B-35	Greenwood Ave. N.	H			SEATRAN,	a. SEATRAN recognizes the importance to the community of

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>In conjunction with community organizations, property and business owners, residents and other interested parties:</p> <ul style="list-style-type: none"> a. Provide sidewalks, planting strips, curbs, gutters, parking and two travel lanes in each direction between N. 105th St. and N. 145th St. b. Explore provision of left turn pockets on Greenwood Ave. N., of using the 90 ft right-of-way to provide four travel lanes, parallel parking on both sides, and 5 1/2 ft. bicycle lanes on both sides of the street, and prohibiting parking near intersections to provide additional width for left turn pockets. c. Modify pedestrian signal on Greenwood Ave. N. at N. 132nd St. so it is coordinated with the existing signal at N. 130th St. Add concrete curbs with curb ramps. <p>Fire equipment leaving the station on 130th and traveling north on Greenwood has difficulty making a left turn onto westbound N. 132nd St. because of blocking vehicle queues from N. 130th St. signal. As a temporary measure, consider installing "Do Not Block Intersection" signs at N. 132nd St.</p> <p>Remove the existing pedestrian crossing south of 132nd and install a pedestrian-activated full 3-way signalized crossing at the intersection of 132nd and Greenwood (Broadview-Thomson School) and coordinate it with the main traffic signal at 130th and Greenwood to stop southbound traffic during an emergency call before it can back up and block this intersection (see appendix to Plan document, entitled List of Projects Proposed for Neighborhood Street Fund.)</p> <ul style="list-style-type: none"> d. Confirm the synchronization of traffic signals on Greenwood Ave. N. 				Fire	<p>curb, gutter and sidewalks along Greenwood Ave. N. SEATRAN has installed concrete sidewalks along some segments, and will continue to look for funding opportunities for additional improvements.</p> <ul style="list-style-type: none"> b. Due to a limited right-of-way, not all of the improvements requested by the community can be installed along Greenwood Ave. N. Once funding is obtained, SEATRAN will work with the community to develop an optimal design for the street. c. See B-13. SEATRAN does not support the installation of "Do not block intersection" signs as a temporary measure. It is currently illegal for motorists to block any intersection. SEATRAN and SFD will work w/ community on options to address issues at the intersection. Implementation of some options may require funding that is not currently available. d. The signals on Greenwood Ave. N. are not interconnected. However, they have been checked recently and are timed to operate to keep the traffic flowing in as smooth a manner as possible. See c and B-13, above, regarding pedestrian crossings.
B-36	<p>Linden Ave. N. (see also Land Use Linden Avenue Project (C5-C16))</p> <p>Reclassify Linden Ave. N. Between 130th and 145th Ave. N. as a collector arterial and designate the same segment as a key pedestrian street.</p> <p>Recommend and implement intersection improvements at N. 145th and Linden Ave. N.</p>	H			SEATRAN, DON, SCL	<p>See responses to B-22, C-5 and C-10.</p> <p>Linden Ave. N. was designated per a change to the Seattle Comprehensive Transportation Program as an existing access, planned arterial, after a long community process, approximately six years ago. This action was done through a City Council Ordinance. The understanding with the community and Council at that time was that SEATRAN</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>Designate Linden Ave. N. as a Type II Green Street. Or, if this is not possible because of its status as an arterial, use comparable means to achieve the “greening” of this segment.</p>					<p>would not officially designate Linden Ave. N. as an arterial until funding was available to upgrade the street to arterial standards, including curbs, gutters, sidewalks, etc. With a “planned arterial” designation, SEATRAN is able to apply for outside funds through sources like the Transportation Improvement Board. The planned arterial designation also requires new development to upgrade the street. SEATRAN has been unsuccessful in securing outside funding, mainly due to the cost of improvements.</p> <p>SEATRAN has been working with the community to determine the appropriate street designation and will continue to review the current street designation and possible alternative designations as part of the IDT’s work on the Linden Avenue Project.</p> <p>Once the trail segment to N. 145th St. is completed and the City of Shoreline has completed the trail segment north of N. 145th St., the intersection will be evaluated for improvements to help facilitate the trail crossing.</p> <p>The issues of Green Streets and Key Pedestrian Streets have been placed on the Policy Docket. The Executive is reviewing its policies on Green Streets and Key Pedestrian Streets in 1999. Once this policy analysis is completed, this recommendation will be reviewed again, and the appropriate designation for Linden Ave. N. can be determined.</p>
B-37	<p>Meridian Ave. N.</p> <ul style="list-style-type: none"> • Recommend and implement appropriate traffic calming for Meridian Ave. N. • Provide speed limit enforcement along Meridian Ave. N., especially from N. 130th St. to N. 145th St. • Modify Meridian Ave. N. between N. 130th St. and N. 145th St. Evaluate the need for sidewalks, curbs, gutters or alternatively, asphalt pathways on both sides of Meridian Ave. N. 	H			SEATRAN, SPU, DON	<ul style="list-style-type: none"> • See B-32. • • See B-1. <p>SEATRAN has limited funding for the installation of concrete sidewalks or asphalt pathways. However, SEATRAN continually looks for opportunities for pedestrian improvements on all streets. The City’s work on Policy Docket items referred to in B-1 may help identify additional opportunities to implement this activity.</p> <p>SPU has funding for drainage facilities (catch basins, storm</p>

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						drains, culverts, etc.) built in conjunction with a SEATRAN funded street improvement project in areas where drainage problems exist.
B-38	Study, recommend, design and implement traffic calming measures for N. 143 rd St. between Linden Ave. N. And Greenwood Ave. N.				SEATRAN	SEATRAN is currently seeking funding for street improvements which may facilitate the installation of a traffic circle at Evanston Ave. N. SEATRAN has explored other improvements, but the street characteristics limit the options. N. 143 rd St. is a two lane non-arterial route between Greenwood Ave. N. and Linden Ave. N. This segment of N. 143 rd St. is used by Metro as a transit route. King County is currently exploring moving transit off of N. 143 rd St. in response to community concerns. SEATRAN has worked with residents on this street in an effort to reduce speeds. The community has participated in SEATRAN's Neighborhood Speed Watch program. SEATRAN has evaluated N. 143 rd St. for possible traffic calming devices. Unfortunately, due to street characteristics such as street width and intersection configurations, traffic-calming opportunities are extremely limited.
B-39	In conjunction with community organizations, property and business owners, residents and other interested parties, study and implement ways to protect residential areas from through traffic. -Identify residential areas affected by unacceptable levels of through traffic, study all potential options, and recommend City-approved traffic calming devices to reduce impacts. - Add effective traffic control devices to slow down traffic in residential areas and control speeds on arterials.				SEATRAN, SPD, Community	The community should identify specific locations. SEATRAN's Neighborhood Traffic Control Program will work with the community to address concerns at specific locations. SEATRAN's Neighborhood Speed Watch Program will work with the community on speed limit enforcement issues.
B-40	Prior to developing plans for any improvements to vehicular circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.				SEATRAN, DON	See O-1. Major changes to the circulation system, such as two-way left turn lanes, do and will continue to involve community input, especially the abutting property owners. It would be inefficient and costly to subject all vehicular circulation improvements to a public review process. Additionally, most improvements are made to increase safety and are based on engineering judgment.

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Mass Transit						
B-41	Provide shelters, benches, lighting, curb ramps and wheelchair pads, litter receptacles and updated schedules at transit stops to improve use of the current bus system. Initial location list: <ul style="list-style-type: none"> •N. 130th St. and Meridian Ave. N. (Ingraham High School) •N. 130th St. and Aurora Ave. N. (transfer point) •N. 130th St. and Greenwood Ave. N. (library) •N.E. 130th St. and 15th Ave. N.E. (transfer point) •N.E. 130th St. and 5th Ave. N.E. (transfer point) •N. 130th St. and Linden Ave. N. (Community Center) •N. 145th St. between Linden Ave. N. and Aurora Ave. N. (Post Office and potential future Monorail stop) •N. 105th St. and Aurora Ave. N. (transfer point) •N. 115th St. and Meridian Ave. N. (Northwest Hospital) 	H			SEATRAN, Metro	Metro is responsible for providing shelters, benches, lighting, litter receptacles and schedules at transit stops. The Executive will forward these and related transit requests to King County Metro on the community's behalf. SPO, SEATRAN and DON will review the transit service requests and transit stop improvements identified in the neighborhood plans and integrate those requested improvements into the work being done under Strategy T4 "Establish and Implement Transit Service Priorities" in the City's Transportation Strategic Plan (TSP). The Executive will report to the City Council Transportation Committee on its progress on Strategy T4 as part of its ongoing reporting requirements on the TSP and to the Neighborhoods, Growth Planning and Civic Engagement Committee.
B-42	Work with local organizations to develop transit shelter art projects.				Metro, SAC, DON	This could be an appropriate use of Neighborhood Matching Funds. If there are Neighborhood Matching Funds involved, SAC will provide technical assistance on these transit shelter projects.
B-43	Explore the feasibility and support the development of monorail stops at N. 125 th St. and Greenwood Ave. N. and/or N. 143 rd St. and Linden Ave. N. as the ETC develops its plans.	L			ETC, SCL	SCL operates transmission and distribution facilities on Linden Ave. N. at N. 143 rd St. For safety reasons, structures are not allowed under the power lines. This would need to be addressed if the ETC develops a monorail line with a stop at N. 143 rd St. and Linden Ave. N. The Executive will continue to work with the Elevated Transportation Company as they develop these plans and will forward this recommendation to them.
B-44	Explore feasibility of creating a Transit Center on or near Aurora Ave. N. that would serve as a link to the Northgate and Aurora Village Transit Centers.	H			Metro, SEATRAN	SEATRAN is willing to work with Metro and provide technical assistance on this activity. See B-41.
B-45	Develop regular circulating shuttle service from the Hub Urban Village transit center to Sound Transit's proposed Northgate Light Rail Station and Metro's Northgate Transit Center.		Long range		Metro, ST	The Executive will forward this and other transit-related requests to King County Metro on behalf of the community. While the City is not a public transit provider, the City has worked and will continue to work with Metro and others

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>regarding the need and effectiveness of these transit concepts for neighborhoods.</p> <p>For example, the City and Metro undertook a 6 month demonstration project in 1995 in Ballard to generate technical and operational information on how local, community-level service could be provided. Funding was provided primarily by state grants. An evaluation report of the project was released in March 1996; in comparing the Ballard project and other neighborhood circulator services, the report showed that providing such services would be expected to cost between \$30-40 per service hour.</p> <p>If the community wishes to pursue this activity more directly, the community (possibly in conjunction with the Aurora-Liction and/or Northgate communities) could develop a proposal for Metro's consideration, such as a demand based van or circulator van system as a demonstration activity. Metro may ask the community to provide partial funding for a neighborhood circulator service, particularly for an interim demonstration project. Monitoring and evaluating such a program should be included in any such proposal. Pursuing neighborhood circulator service may be more appropriate in the future once Sound Transit light rail service is extended to Northgate in Phase II.</p> <p>The Neighborhood Matching Fund may be an appropriate source of funding for the community to develop a project proposal for Metro's consideration, but is unlikely to be a source of funding for operating a circulator service.</p> <p>Metro bus hours that are freed up when light rail begins operating may be re-deployed elsewhere within the Seattle/ King County area. Many neighborhoods that are not receiving Sound Transit Phase I light rail service are interested in receiving additional or extended bus service.</p>
B-46	Conduct regular reviews of service needs along existing Metro routes and support increased service on existing routes.		Ongoing		Metro	Metro regularly reviews its transit service through its six-year planning process.

B. Transportation

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						See B-41.
B-47	Work with local community organizations, including the Aurora Avenue Merchants Association, property and business owners, residents, and other interested parties to ensure that local businesses are accessible by auto, bus, bicycle, and foot.				SEATRAN, Community, AAMA, DON, DCLU	<p>Implementation of the transportation recommendations in this Key Strategy will help to increase multi-modal accessibility to area businesses.</p> <p>Neighborhood specific design guidelines might be considered to help with this activity for new construction, see Key Strategy C. The community should work with the business community to identify tools that can be used to increase accessibility to existing businesses.</p>
B-48	Prior to developing plans for any improvements to mass transit and/or establishment of a transit hub, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.				Metro, ETC	<p>Because the City is not a transit provider, it is not the appropriate organization to provide notification and opportunity for public comment as transit improvements are planned. The City will help by providing transit providers with information about neighborhood plans and names and addresses of community organizations.</p> <p>See B-41.</p>

C. CREATING AN URBAN VILLAGE

Description

The Hub Urban Village proposed by the City at 130th@Aurora seemed to envision development of residential-serving businesses along a regional highway (SR 99 or Aurora). The Broadview-Bitter Lake-Haller Lake group finds such development unlikely and anti-historic. The Planning Group has created a vision of developing a residentially-serving business node in the area one block to the west and one block to the east of the highway, but not fronting the highway. On the west side, building upon recent multifamily development and construction of the Bitter Lake Community Center, the group proposes the "Linden Avenue Project". On the east side, building upon the long-term planning of the Haller Lake neighborhood, the group proposes a systematic approach to continued commercial development with adequate buffering of residential areas along with increased open space to serve increasing density: the "Stone Avenue Project". Improved connections between the two nodes are essential and are addressed in "Transportation".

Please note that increased density in the Haller Lake and Broadview areas has been happening in large part by subdivision and short plat within existing residential areas. The group's concerns about this growth are addressed under Additional Activities, Land Use Issues. While increased density in the proposed Hub Urban Village for residential development occurred before 1994, increased density since that time in the Broadview-Bitter Lake-Haller Lake area has been steady. Actions related to this growth are a high priority.

Integrated City Response

This strategy is generally consistent with the Comprehensive Plan. It contains four projects which will help to develop a hub urban village that will encourage positive development within the village while fostering better transitions between commercial and residential areas. These four projects can be implemented individually; the activities are not necessarily dependent upon each other. The Executive supports the designation of the Bitter Lake Village Hub Urban Village with the neighborhood's proposed boundary changes.

The City acknowledges that the Bitter Lake Village Hub Urban Village is among the least well developed in terms of the character envisioned by the Comprehensive Plan. Some of the basic infrastructure for accommodating growth with less impact is limited. Designating the Bitter Lake Village acknowledges that growth is likely in this area and that providing infrastructure improvements, including those identified by the neighborhood in the neighborhood plan, will be important to address the potential

impacts of that growth and create a viable urban village. The City will continue to seek to identify funding for infrastructure improvements in this area.

The City is excited by the potential of the Linden Ave. N. project described by the community. However, the Linden Avenue project will require the coordination of a number of different stakeholders and may take some time to develop. The City will convene an interdepartmental team to work with the community to determine how best to implement the Linden Avenue recommendations.

The Stone Avenue project contains three separate activities: 1) environmental testing and the redevelopment of ESD's Haller Lake Shops facility (between Stone Ave. N and Ashworth Ave. N, N. 130th St. and N. 125th St.), 2) improvements along Stone Ave. N. between N. 115th St. and N. 125th St., and 3) improvements along private property in this area. The City is conducting a study of its Haller Lake Shops. The objectives of the study are: a) to determine the feasibility of constructing a new SPU North Operations Center in the Haller Lake Complex; b) to improve the efficiency of existing facilities and operations at Haller Lake; and c) to reduce the adverse impacts of City operations on the adjacent Haller Lake neighborhood. As part of that study: ESD and SPU have undertaken environmental testing in the area of the Haller Lake shops, will keep the community notified and involved in discussions about improvements that are planned for the site, and have funds to provide plantings and fencing around the Haller Lake maintenance shops property as improvements are made. SPU has contracted to place additional plantings in the Stone Ave. right-of-way and at adjacent drainage facilities and will work with the community. Development of a pedestrian path through this area will need to be a community-based activity. The City has a number of programs to work with communities to plant trees along City rights-of-way and SEATRAN and DON will work with the community on those activities.

The neighborhood should take the next steps in developing neighborhood-specific design guidelines, with assistance from DCLU.

Lead Department: DON

Participating Departments: SEATRAN, SPU, ESD, DPR, DCLU, OED, SCL, SPO

Activities Already Underway

1. SPO has reviewed the proposed name change and village boundaries and has submitted legislation to the City Council to implement those proposals.
2. SCL is currently working with the community on developing a lighting plan for Linden Ave. N.

- ESD and SPU are currently undertaking environmental testing at the Haller Lake Shops site and will share the information that is discovered with the community.

Tasks to be Undertaken in 1999-2000

- DON will convene an interdepartmental team to identify strategies to implement the Linden Avenue Project. The IDT should include, at a minimum, DON, SEATRAN, DCLU, SPU, SCL, DPR, ESD, OED, and SPO. The IDT will take a comprehensive approach to the Linden Avenue Project, so that issues such as zoning and pedestrian improvements can be discussed at the same time as street design. The IDT shall also work with the community to evaluate possible changes to the zoning along Linden Avenue North to better achieve the community's goals.
- At the same time the City works with the community on the Linden Avenue Project, DCLU will work with the community to review the entire Bitter Lake Village urban village to determine if there are areas where use regulations regarding single-purpose residential structures in commercial zones should be revised.

- SPU has contracted with the Seattle Conservation Corps to re-vegetate the area around Stone Ave. N. and N. 121st St. and will work with the community to develop an optimal planting and recreation design which does not interfere with the existing detention pond.
- ESD is working with SPU to redevelop the Haller Lake maintenance facility on the block between N. 125th St. and N. 130th St., and Stone Ave. N. and Ashworth Ave. N. The site plan will include a number of visual improvements including plantings around the facility. Development of the site plan will include many opportunities for community input.
- Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
- Identify next steps for continued implementation.

C. Creating an Urban Village						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
Responding to the Proposed Hub Urban Village at 130th @ Aurora						
C-1	Change the name of the "Hub Urban Village at 130 th @ Aurora" to the "Bitter Lake Village".				SPO	SPO supports this change and submitted legislation to implement this change to the City Council for its consideration.
C-2	Accept the designation of a Hub Urban Village at "Bitter Lake Village".				SPO	SPO supports this activity and submitted legislation to implement this to the City Council for its consideration.
C-3	Adopt the boundaries of the Bitter Lake Village Hub Urban Village as shown in the Vision 2020: Broadview-Bitter Lake-Haller Lake Neighborhood Plan.				SPO	SPO has reviewed the proposed boundaries and submitted legislation with the proposed boundaries to Council for its consideration. .
C-4a (LU-12)	All provisions designed to increase allowable density beyond that permitted by current zoning, including but not limited to: the Residential Small Lot Zoning Option and the Single Purpose Residential Use Option for development on commercially zoned land, shall not be implemented within the Bitter Lake Village or surrounding planning area.	H			DCLU	According to discussions with the neighborhood planning group, Single Purpose Residential (SPR) uses in commercial zones should be prohibited so that structures cannot be built with increased density. Legislation to prohibit SPR will be prepared for Council action along with the A&A package for the neighborhood plan. Work on the Linden Avenue Project will include review of the entire Bitter Lake Village urban village to determine if there are areas where use regulations regarding single-purpose residential structures in commercial zones

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>should be revised.</p> <p>Residential Small Lot zoning will not be implemented in the Bitter Lake Village Hub Urban Village or the Broadview-Bitter Lake-Haller Lake planning area without community support through the neighborhood plan.</p>
C-4b (LU-12)	Provisions that may be enacted in the future to permit increased density levels beyond those allowed under existing zoning within the village boundaries or the adjacent planning area shall not be implemented without undergoing a public outreach and validation process comparable to that used in adopting this Plan.	H			DCLU	<p>This proposal could raise legal issues and the City does not support the proposed activity at the level of detail recommended. However, the City already has established public review processes for text changes to the Land Use Code. Any Land Use Code change, especially a change that would increase densities, would be subject to those public processes. For specific rezones, future rezone analyses would take into consideration the Council-recognized neighborhood plan among other criteria in evaluating an individual rezone proposal. However, rezone proposals would not otherwise be rejected based on the failure to meet this one criterion.</p>

Linden Ave. N. (between N. 128th St. and N. 145th St.)

C-5 (LU-6-1)	Develop wide promenade-style sidewalks along Linden Ave. N. between N. 128 th St. and N. 145 th St., with signature lighting fixtures, benches, street trees, landscaping, and public art features. If possible, the sidewalks shall be constructed with innovative permeable surfaces.	H			SEATRAN, SCL, DON	<p>The City will set up an interdepartmental team to work with the community to develop a strategy to meet the neighborhood's goals and implement the community's vision for Linden Avenue North. The next step would be to develop a conceptual design for the street. The Community has decided to use \$40,000 of their Early Implementation Funds to help design alternatives for Linden Ave. N. and to further refine the community's proposal. Another potential fund source for the community is a NMF grant.</p> <p>SEATRAN is currently developing plans for the Interurban Trail along Seattle City Light right-of-way from N. 100th St. to N. 128th St. SEATRAN's future plans are to extend the trail to N. 145th St. along Linden Ave. N. SEATRAN will work with the community on trail design.</p> <p>SCL is currently working with the community on developing a lighting plan for Linden Ave. N.</p> <p>SEATRAN has limited funding for the installation of sidewalks.</p>
--------------	---	---	--	--	-------------------	---

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>However, SEATRAN will continue to look for opportunities to install sidewalks on all streets.</p> <p>In addition to being a street right-of-way, Linden Ave. N. between N. 128th St. and N. 145th St. is an electrical transmission and distribution right-of-way. SCL has a 100-foot-wide easement over most of this area and operates transmission and distribution facilities on both sides of the street. When studying types of improvements, consideration should be given to compatibility with electrical lines, safety and clearance issues, and the heavy equipment SCL must use to construct, operate and maintain its facilities. SCL will be included in the planning and plan-review of improvements on Linden.</p> <p>The City has a number of programs which provide street trees to communities. The Neighborhood Development Manager can provide information about which programs are available. SEATRAN and DON would be willing to participate as partners with the community and other agencies working on this issue. However, the neighborhood will have to commit to maintaining the trees.</p> <p>Landscaping along planting strips is the responsibility of the adjacent property owner.</p> <p>Benches and public art are good candidates for the Neighborhood Matching Fund.</p>
C- 6 (LU-6-2)	Ensure that Linden Ave. N. between N. 128 th St. and N. 145 th St. is developed as a segment of the Interurban Greenway/Urban Trail. (This is the highest priority of this Plan. The Interurban Trail improvements are a cornerstone of the Linden Avenue project and are a key element in affecting the other improvements called for in the Plan.)	H			SEATRAN	See C-5. SEATRAN supports the development of Linden between N. 128 th St. and N. 145 th St. as a segment of the Interurban Trail and will work with the community as funding is identified. Community support of SEATRAN's plan to develop the Interurban Trail from N. 110 th St. to N. 128 th St. along the Seattle City Light right-of-way will help support future plans to extend the trail along Linden Ave. N.
C- 7 (LU-	Move the fence during rehabilitation of the Bitter Lake Reservoir to accommodate a children's play area or garden or	H			SPU, DPR, DON,	SPU plans to move this fence where possible at the same time the reservoir is covered, currently anticipated to begin in 2001.

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
6-3)	other public open space feature.				Community	<p>SPU will work with the community in advance to clarify the extent to which the fences can be moved and determine appropriate uses and maintenance of the additional areas. The community should be aware that the extent to which the fences can be moved once the reservoir is covered will be limited by the need to protect reservoir infrastructure including the embankments and must be approved in advance by the WA Dept. of Health. The community should also keep in mind that the further back the fence is moved, the higher the fence may need to be to ensure protection of the reservoir cover. SPU believes that the best area for open space development lies along the north property line, where the fence could be moved back approximately 70 feet. Buried piping and valves that are part of the reservoir's infrastructure lie along the east, south, southwest and west sides of the reservoir, limiting any additional uses of these areas. The southeast corner is free of reservoir infrastructure but functions as a low drainage swale and would likely be undesirable for open space development. DPR will provide assistance to the community and SPU on design for community use of space at this location. DPR does not have funding for developing a design for this space. The Neighborhood Matching Fund is a good source of funding for design and development of this project. Maintenance for this space should be determined as part of the design process. If a P-patch is desired, DON's P-Patch staff is available to work with the community to assess the suitability of this site for a P-Patch.</p>
C- 8	Neighborhood groups will develop a proposal for appropriate use of the space created when the fence is moved in conjunction with the Bitter Lake Reservoir lidding and will seek funding to develop this use. (See Early Implementation Fund Proposal.)	H			DPR, SPU, Community	See C-7.
C-9 (LU-6-4)	Through the use of infrastructure improvements, encourage the development of new housing and small scale, neighborhood-oriented retail establishments along Linden Ave. N. from N. 130 th St. to N. 145 th St., with open space features	Over time			OH, SPU, SEATRAN, DPR, SCL,	See B-22, C-5, C-7.

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	appropriate to the potential population.				DCLU	
C-10 (LU-6-5)	Dedicate City Light surplus properties located along the right-of-way of Linden Ave. N. between N. 143 rd St. and N. 145 th St. (a) to address redesign of the street as a Green Street and portion of an Urban Trail, (b) to provide additional open space for the area.	H			SEATRAN, Maybe P-Patch (DON), ESD, SCL	<p>City departments will work with interested neighborhood groups to evaluate and make recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority. The City's disposition policies provide for community notification and input where there is an expressed community interest in a parcel, whether for open space or other purposes.</p> <p>The three City Light properties along Linden Ave. N. between N. 145th Street and N. 141st Street were recently appraised and the estimated market value ranged from \$960,000 to \$1,160,000. Acquisition (or internal City transfer) of the City Light parcels would require market value reimbursement to SCL from other City funds. Property disposition decisions regarding these parcels will be made by the City Council.</p> <p>Consideration should be given to the possibility of making improvements without using the City Light properties but rather using part of the existing 80-foot wide right-of-way. SEATRAN believes that these SCL properties are not necessary for the future development of bike and pedestrian access along Linden Ave. N.</p> <p>Eventual soft covering of the Bitter Lake Reservoir and moving of fencing by SPU may provide a substantial addition of open space to this area and should be taken into account when considering the acquisition of the City Light properties for open space.</p>
C-11 (LU-6-6)	Work with Broadview-Thomson School and the Bitter Lake Community Center to develop an intergenerational pathway across the School District's open space area adjacent to the Bitter Lake Community Center and Playfield, and the Community Center Playfield connecting Linden Ave. N. and Greenwood Ave. N. (EIF application.)	H			DPR, Community, SSD	DPR will discuss this idea further with the community. Funding does not currently exist for this activity, but if the community is successful in obtaining Early Implementation funds or Neighborhood Matching Funds, DPR will work with the community. The Executive will also forward this and related activities to SSD on the community's behalf.
C-12 (LU-	Ensure that development along Linden Ave. N., including the development of open space, is consistent with the proposed	Over			DCLU	See B-17.

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
6-7)	Design Guidelines for the area and is done in a way that preserves Mt. Rainier and Cascade views and uses them as a feature where possible. (Neighborhood Design Guidelines have yet to be developed.)	time				
C-13 (LU-6-8)	Design a signature light fixture for the Linden Avenue Project and a lighting plan. (See detail in Plan.) (Early work proposed in EIF Proposal.)	H			SCL (North Service Center)	See C-5.
C-14 (LU-6-9)	Study the public right-of-way (street) system of the super-block between Linden Ave. N. and Aurora Ave. N., N. 130 th St. and N. 135 th St. Develop a plan to provide multi-modal public access.	M			SEATLAN, SPO, DCLU	This idea will be explored through the Linden Avenue North Interdepartmental Team (C-5) and has been forwarded to WSDOT for consideration as part of the Aurora Avenue Multi-Modal Study (see B-2).
C-15 (LU-6-10)	The Seattle Police Department shall review proposed redevelopment plans for Linden Ave. N. and shall provide guidance on preventing crime through environmental design techniques.	ongoing			SPD, DCLU	SPD is very interested in working with DCLU and the community on a CPTED review of this project and other projects in the community. SPD will send a representative to Design Review meetings on projects in this planning area. DCLU will notify SPD of the date and time of specific meetings, and SPD will use the opportunity to comment on the design issues. The current Citywide design guidelines were developed with input from SPD on CPTED techniques and include specific reference to pedestrian safety. If the neighborhood would like to propose specific design guidelines with respect to public safety, they are encouraged to do so. This would capture most commercial and mixed-use development in the HUV along Linden Ave. N.
C-16	The Seattle Police Department and the Department of Design, Construction and Land Use shall work with area residents to identify ways to reduce crime and take more effective enforcement measures against criminal activity and Land Use Code violations.	H			SPD, NATS, DCLU	The North Precinct NATS team has taken this on as a project for review. In mid-1999, the City established a new enforcement process for certain types of Land Use Code and Housing and Building Maintenance Code violations. The new citation enforcement process is intended to help change behavior of code violators from whom the City has had difficulty gaining compliance in the past. The process is built on the traditional citation framework, and includes features such as pre-set penalties that increase with repeat offenses, and an opportunity for a hearing to

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>contest the violation or request mitigation of the penalty. In late 1999, DCLU will prepare an evaluation of the process and make recommendations on whether or not this process should be expanded to cover more types of Land Use and Housing violations.</p>
Stone Ave. N. (between N. 120th St. and N. 145th St.)						
C-17 (LU-7-1)	Erect a terraced wall of varying heights and thicknesses and/or a dense screen of trees and shrubbery from N. 117 th St. to N. 135 th St. along Stone Ave. N. and Ashworth Ave. N. with openings and pedestrian access to businesses and other facilities where appropriate.	H			ESD, SPU, SEATRAN, Community, DON	<p>On Ashworth Ave. N. and Stone Ave. N., between N. 125th St. and N. 130th St. please see C-18</p> <p>On Stone Ave. N. between N. 125th St. and N. 115th St. see B-4 and C-19. A wall along this drainage corridor may exacerbate flooding by interfering with the proper functioning of the stormwater detention facility located in the Stone Ave. right-of-way and would not be appropriate in this location.</p> <p>For plantings along Ashworth Ave. N. between N. 117th St. and N. 125th St., and Stone and Ashworth Aves. N. between N. 130th St. and N. 135th St., adjacent to private property: the City has a number of programs to plant trees which might be available for this project. Generally, the City provides the trees and the community/adjacent property owners commit to planting and maintaining the trees. SEATRAN and the Department of Neighborhoods are willing to participate as partners with the community and other agencies in working on this activity.</p>
C-18 (LU-7-2)	Establish a minimum of 15-foot green belt buffer along City right-of-way from roughly N. 121 st St. to N. 130 th St. Should consist of different types of planting areas including trees, shrubs, and flowers.	H			ESD, Property Owners, SEATRAN, SPU	<p>ESD is working with SPU to redevelop the Haller Lake maintenance facility on the block between N. 125th St. and N. 130th St., and Stone Ave. N. and Ashworth Ave. N. The site plan will include a number of visual improvements including plantings around the facility. Development of the site plan will include opportunities for community input.</p> <p>SEATRAN has specific criteria for landscaping planted in the City right-of-way. SEATRAN's Arborist's office would be happy to assist the community in identifying appropriate sites,</p>

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						species, and potential funding sources for additional landscaping along this route. Because of limited maintenance resources, the community would be responsible for maintaining any additional landscaping. See also C-17, above.
C-19 (LU-8)	Develop and maintain open space: The undeveloped right-of-way called N. 121 st St. (east of Stone Ave.) City-owned parcel and vacant property south of the right-of-way.	H			ESD, DPR, SPU, SEATRAN	The open space to which this recommendation refers is used by SPU as stormwater drainage detention facilities. The “vacant property” contains a large cement flood control structure in its mid-northwest corner. It would be usable and safe as recreational or open space for only 4-5 months out of the year since during the rainy season, it would be not only wet and marshy, but also subject to flood during hard rains. SPU has developed a contract with Seattle Conservation Corps for re-vegetation of this location where it would not interfere with the proper functioning of this drainage facility. The City will work with neighborhood planning groups to come up with an optimal planting and recreation design for this 30,000 square foot parcel, which does not interfere with the detention pond use. Although not specifically mentioned here, such a joint use might also be considered for the detention pond area known as PMA #3706, the Stone Ave. N. Drainage Project.
C-20 (LU-10)	Establish an advisory committee to review, monitor and assess the environmental damage occurring on Stone Ave. N. The land area north and south of N. 125 th St. between Stone Ave. N. and Densmore Ave. N. was used as a dump for decades. Pipes currently exist in the mobile home park to emit methane gas. The Haller Lake Facility has been on its current site for 45+ years. This site was used for City maintenance trucks and employee parking for many years. ESD has recently added the gas station and the Hazardous-Materials facility. Underground storage tanks are also believed to exist. There are reasons to believe that there are toxins on the above site because all manner of refuse and garbage was accepted. The City should identify the type and quantity of toxins that are	H			SPU, ESD	ESD and SPU are currently implementing this activity. SPU’s Materials Testing Lab has tested the soils at the former landfill. ESD has sent community members copies of the final report from this testing. Engineers are available to meet with community members to discuss the test results. Garbage was found south of vacated N. 127 th Street, 10-20 feet thick, with 2-10 feet of cover, depending on the location. The garbage in the area does not appear to have been burned, but does appear to have been ‘well-mixed’ with soil when it was buried. The soil was tested for petroleum hydrocarbons and heavy metals. The levels were all ‘well under the DOE Model Toxic Control Act Action level.’ This does not mean that additional health problems might not arise if the material is

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>present at the site, whether or not hazardous materials from this site have seeped into the ground water, and where these materials have flowed to: Haller Lake? detention ponds? into the Densmore drainage ditch?</p> <p>Before continued use of this site is allowed, these questions need to be addressed and answered in depth, and problems fully rectified.</p>					<p>disturbed. The water table in this area was found to be below the garbage, in the spring 1999 with record precipitation. If there are pollutants leaching from the landfill, it will be very difficult to distinguish them from the background pollutants in the surface water which result from increased surface runoff due to increased paving and greater development in the area.</p> <p>There are six old oil and fuel tanks on the Haller Lake shops site. ESD will remove the tanks in 1999. Soil tests will be conducted as part of the removal process and any soil contamination will be appropriately treated. This work is roughly scheduled for the fall of 1999.</p> <p>Historical topographic maps indicate that Haller Lake previously drained through a wetland in the location of the present-day City facility, so Haller Lake is upstream of the old landfill. If funding for the studies referred to in E-1 is identified, SPU will add sampling of surface waters for possible contaminants to those studies if that is the community's priority.</p>
Design Review						
C-21 (LU-11) & (LU1 1-1)	<p>New Neighborhood Design Review Guidelines for the Broadview-Bitter Lake-Haller Lake area shall be added to the Citywide Design Review Guidelines. All new commercial and multifamily development in the planning area shall be subject to these Guidelines. Design Review Boards shall be established in each of the three neighborhoods to ensure that representatives from each neighborhood are involved in the review of proposed projects in that neighborhood. Representatives shall come from Broadview, Bitter Lake, and Haller Lake, with the addition of a representative from the Aurora Ave. N. business community for projects located on Aurora Ave. N.</p>	H			Community, DCLU	<p>See B-17.</p> <p>Currently, design guidelines apply to projects that meet certain thresholds in all L3, L4, MR, and NC zones in the planning area. In addition, projects that meet certain thresholds in C zones that are within the urban village and adjacent to residentially zoned parcels are subject to design review. In addition to DCLU's work with specific neighborhood on neighborhood-specific design review, DCLU is considering the expansion of design review as part of their 1999 work program, including consideration of additional zones and different thresholds. The neighborhood should be aware that design guidelines are not standards. They can guide design but cannot "ensure" that development adheres to the principles.</p> <p>DCLU, the Seattle Design Commission and the City Council</p>

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						<p>recently examined the design review program and revised the program. Part of this revision included consolidating some of the geographic areas and reducing the number of board members. This was done to increase participation and to increase consistency in the recommendations. DCLU does not believe that circumstances have changed to warrant reexamining this issue and does not support proposals to change the design review process or board composition. Design Review is a public process, all meetings are open to the public and the neighborhood is encouraged to attend. Notification is sent through the General Mailed Release and signs posted on and around the project site.</p>
C-22 (LU-11-1)	<p>Preliminary guidance for developing neighborhood-specific Design Guidelines shall include the following:</p> <ul style="list-style-type: none"> - New development along Linden Ave. N. will create and enhance the pedestrian environment. All new businesses will have pedestrian entries on Linden Ave. N. Those entries shall include amenities such as plazas, benches, picnic tables, art, landscaping and/or alternative features to enhance the pedestrian environment. - New development on the east side of Linden Ave. N. within the Bitter Lake Village shall be situated to preserve views of Mt. Rainier and the Cascades from Linden Ave. N. - In addition to entryways, portions of buildings facing Linden Ave. N. will incorporate windows (that are not blocked from the inside) and interesting wall treatments into the overall design. - Delivery bays will not be sited on Linden Ave. N. - New developments along Aurora Ave. N. will provide pedestrian and/or auto access between (and/or pedestrian access through, where possible) large buildings located on super-blocks, with connections to pedestrian access to and across Aurora Ave. N. - The siting of buildings and the location of mechanical 	H			DCLU	<p>See B-17 and C-21.</p> <p>The community should be aware that these guidelines would need to be revised to be less mandatory. As currently written, these guidelines sound like mandatory requirements. The design review program is a flexible program that can not make specific requirements of a project. DCLU can provide technical assistance to the community to help with these guidelines.</p>

C. Creating an Urban Village

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	<p>equipment, elevator shafts, etc. on those buildings shall minimize noise and visual impacts on adjacent properties.</p> <ul style="list-style-type: none"> - Development shall be sited and designed to screen residential areas from traffic noise, delivery truck noise, and parking lot noises and to maximize open space buffers. - Development adjacent to residential zones or uses will be sited and designed to be compatible in terms of height, bulk and scale with nearby residential development and streetscapes. - Development shall provide landscaping in parking and non-parking areas that enhances the overall character of the development and the overall aesthetic of the area. - Undergrounding of utilities will be encouraged in new developments. 					
C-23 (LU-11-2)	Develop a guide that shows the range of scale and character that exists within each neighborhood (Broadview, Bitter Lake, Haller Lake) to assist in making good land use permitting and Design Review decisions.	M			DCLU, Community	This is a community-based activity. The Neighborhood Matching Fund could be used for this activity. This work could complement the development of neighborhood-specific design guidelines.
C-24 (LU-11-3)	The City shall improve communication with community organizations, property owners, neighborhood residents and businesses in publicizing Design Review procedures.	H			DCLU, Community	<p>DCLU is happy to meet with the community to discuss general information availability and access. DCLU recommends the creation of a watchdog organization that would become knowledgeable on the Design Review process, review DCLU's General Mail Release (available weekly through DCLU's web page or via a subscription) and the Daily Journal of Commerce for local projects of interest, and help organize community participation and reaction to proposals.</p> <p>The Broadview Community Council, the Haller Lake Community Club and the Linden Avenue Task Force will also be placed on the mailing list for General Mailed Release, if they are not already on the mailing list. Community organizations are placed on the GMR list on the condition that the representatives receiving the GMR are responsible for posting, distributing, or perusing the publication for relevant projects and issuing further notice.</p>

D. PUBLIC SAFETY

Description

The Broadview-Bitter Lake-Haller Lake area and the Aurora Corridor is an area in transition. Crime has been, and continues to be, an issue. Review of crime statistics and the work of the Aurora Avenue Merchants Association indicate that crime continues to be a reality, not simply a perception. While homicides are not common, other forms of crime against persons and property continue. As development occurs, the Planning Group feels it is imperative to ensure that crime prevention and crime fighting resources are available to systematically assist local residents and businesses to create a safe and healthy community in the northwest corner of Seattle. The Key Strategy calls upon the City to increase the number and visibility of police patrols, and for improved lighting along streets, sidewalks, in parks, open space areas, and around public facilities.

Integrated City Response

The City supports the goals of this Key Strategy. The Seattle Police Department will work with the community to implement many of these activities, including increasing crime prevention and community policing work in the neighborhoods. The Department of Parks and Recreation and the Seattle Police Department will work with the community on safety issues at North Acres Park, including possible removal of a berm.

Lead Department: SPD

Participating Departments: DCLU, SCL, SEATRAN, SPD, OIR, DON

Activities Already Underway

1. The Executive is currently reviewing its policies on lighting streets, alleys, parks, etc. and will provide the Council with a report, analysis and recommendations by mid-1999. All policies will be in writing and will be shared with the neighborhood planning group.
2. OIR, DON and SEATRAN are working to address issues related to post office mail pick-up systems.
3. DPR is working with the community to resolve safety issues at North Acres Park through the project funded by the City's Cumulative Reserve Sub-fund. DPR and the community are exploring alternatives to removal of the berm.

Tasks to be Undertaken in 1999-2000

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

D. Public Safety						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
D-1 (PS-1)	Increase the number and visibility of police patrols, including community policing, bicycle and foot patrols, in the North Precinct generally and in the Broadview-Bitter Lake-Haller Lake area in particular.	H			SPD	Increasing these numbers can only occur by adding new resources to the Department. The Department is currently working to fill any vacancies at the Precinct. However, many neighborhood plans have expressed a similar interest and to provide staffing above the current budget allocation in this neighborhood and the others would require additional funding resources.
D-2 (PS-2)	Consider developing a "store front" Community Police Office.	L			SPD	If the community is willing to provide this space at no expense to the Department, officers working in the area will be encouraged to use this facility on a 'drop in basis.' SPD does

D. Public Safety

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						not have funding for these types of "store fronts." See also D-3.
D-3 (PS-3)	The City's community policing and crime prevention staff will work with community organizations, property and business owners, residents, and other interested parties to identify high crime areas and target appropriate City and community resources accordingly. The City will provide additional resources to strengthen existing and establish new Block Watch programs, and develop and implement additional crime prevention measures.	H			SPD	Both Crime Prevention and Community Policing officers are more than willing to increase their work with the local community groups. SPD also encourages all blocks in the community to become organized either in a Block Watch or through emergency preparedness, and SPD can assist with this effort.
D-4 (PS-4-1)	Identify areas with inadequate street, sidewalk, pedestrian and bicycle pathway lighting in the planning area and systematically improve the lighting in those areas.	M			SCL, Community , SEATRAN	As with the Linden Avenue lighting plan currently being explored, the Community is encouraged to develop a "lighting plan" by working with Seattle City Light's North Service Center. The plan should include the location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. The Executive is currently reviewing its policies on lighting streets, alleys, parks, etc. and will provide the Council with a report, analysis and recommendations by mid-1999. All policies should be in writing and should be shared with the neighborhood planning groups.
D-5 (PS-4-2)	Identify area parks, open space areas, and public facilities with inadequate lighting and systematically improve the lighting in those areas.	M			DPR, SCL, Community	See D-4. DPR is responsible for lighting in parks and can work with the community to identify areas of particular concern. Funding would need to be secured for most lighting improvements desired by the community as the department does not have funding for this activity.
D-6 (PS-4-3)	Assist resident organizations to develop lighting plans, including porch lighting or driveway lighting or parking lot lighting, to help prevent crime.	H			SCL, SEATRAN, SPD, Community	See D-4.
D-7 (PS-4-4)	The City will provide incentives and education to property owners to create or improve public safety conditions. This may include incentives for proper fencing and lighting for commercial and residential property owners to prevent crime through environmental design and lighting practices.	L			DCLU, SCL, SPD	The Lighting Design Lab provides classes on residential and commercial lighting to address public safety. The Design Review program provides opportunities to provide some incentives for good design, including crime prevention through environmental design principles. See C-15.

D. Public Safety

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
D-8 (PS-5)	The City, in conjunction with community organizations et al, will review and implement measures to increase safety and prevent crime at North Acres Park. These measures may include removing the berm between the children's play area and the parking lot and other measures to increase visibility, as well as increasing the number and visibility of police patrols near North Acres Park.	H			DPR, SPD, Community	<p>DPR is very supportive of this activity and is working with the community to resolve the safety issues at North Acres Park through the project funded by the City's Cumulative Reserve Fund (CRF) for major maintenance projects to implement neighborhood plan recommendations. DPR and the community are exploring alternatives to removal of the berm. SPD will work with the Parks Department and local groups to conduct a CPTED review of North Acres Park.</p> <p>There has been discussion about this site as an off-leash area and, should this proposal go forward, there would be additional public process with the community on design and other aspects of such a proposal.</p>
D-9 (PS-6)	The City will create a program to provide emergency call boxes at key pedestrian locations, perhaps including key Metro bus stops and selected parking lots.	L			SPD COMMUNITY	All pay phones in the City can be used to call 911 for free. This is a community-based activity. The community should work with property owners to have phones installed in areas where additional pay phones are needed.
D-10 (PS-7)	Confer with the U.S. Post Office about how to develop safer mail pick-up systems throughout the Broadview-Bitter Lake-Haller Lake area with specific emphasis on currently unsafe locations along arterials.	H			OIR, SEATRAN, DON	SEATRAN, OIR, and DON are working on this activity.

E. NATURAL ENVIRONMENT

Description

Many citizens in the Broadview-Bitter Lake-Haller Lake area are concerned about the long-term effects of pollution upon their area. Much work has been done to preserve and enhance the Piper's Creek watershed, yet much needs to be done to support the return of fish to the streams -- an indicator of a healthy watershed. Both Bitter and Haller Lakes, while small, have been the site of continuous use for over a hundred years for all kinds of pollution. While much has been improved recently, a great deal still remains to be known about the condition of these lakes in terms of their health. Noise pollution has been increasing over the years, and citizens are concerned that noise is becoming hazardous to human habitation. The Natural Environment section of this Plan recommends actions both to halt pollution and to study the current state of the environmental health in this planning area. A key issue is the continuing burning of medical waste at Northwest Hospital. The Plan calls upon the City to work with other relevant agencies and organizations to eliminate or mitigate the impact of contaminants and provide appropriate remedial services, including health screenings for area residents. The Plan proposes that the Land Use Code be amended to prohibit incineration of medical waste. The Plan also calls for implementation of the Creek Action Plans for Pipers and Thornton Creeks.

Integrated City Response

The City supports the goals of this Key Strategy. The neighborhood has developed a strong set of recommendations to improve environmental health in the community. SPU will explore developing a sampling plan for Bitter Lake and Haller Lake. The medical waste incinerator at Northwest Hospital operates under a legal permit and the City would have legal basis to rescind the permit that allows that burning. According to existing health information, the Public Health Department has found no medical reason to undertake special testing of residents of this community. The City is currently undertaking revisions to the noise ordinance, and welcomes public comment.

Lead Department: DON

Participating Departments: SPU, SKCPHD, DCLU, DPR

Activities Already Underway

1. SPU currently has community involvement/education programs which educate the public about controlling the release of toxic substances into watersheds.
2. SKCPHD is currently involved in region-wide household hazardous waste and small business hazardous waste activities.
3. SKCPHD will require periodic testing of incinerator ash as a condition of Northwest Hospital's waste clearance approval. SKCPHD will not require testing of each batch.
4. SPU will work with DON to ensure that copies of the Vision 2020 Neighborhood Plan are available to members of Creek Action Plan committees.
5. DCLU's 1999 work program includes a review of payment in-lieu-of mechanisms for open space that may help in creating public access to natural areas.
6. The City's noise ordinance is currently being reviewed and updated. Proposed amendments are currently being considered by the City Council.

Tasks to be Undertaken in 1999-2000

1. If funding for additional testing is obtained, SPU will work with the community, SKCPHD and DOE to prioritize and perform some limited testing of surface waters in the Broadview-Bitter Lake-Haller Lake area.
2. The Executive will explore options for regulating medical waste incinerators, with recommendations to the Council for consideration by the end of 2000. Councilmembers will send a letter to Northwest Hospital as requested in Activity E-12.
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities through the Northwest Sector Implementation Plan.
4. Identify next steps for continued implementation.

E. Natural Environment

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
E-1	Seattle Public Utilities, in conjunction with the Seattle King County Department of Public Health, community and environmental organizations, et al, will identify contaminants posing risks to public health and safety in Haller Lake, Bitter Lake, and the Thornton and Piper's Creek watersheds and their likely sources and propose and implement measures for eliminating or effectively mitigating these contaminants.	H			SPU, SKCPHD, DOE	SPU routinely monitors water quality parameters in Thornton and Piper's Creeks as a condition of their NPDES stormwater permit. Parameters monitored include: coliform, arsenic, cadmium, lead, mercury. SPU is seeking additional funds for limited additional sampling and will work with the community, SKCPHD and other agencies to prioritize the testing approach and scope.
E-2	Seattle Public Utilities in conjunction with the Seattle King County Department of Public Health, et al shall develop and implement a program to educate the public about controlling the release of toxic substances into the watershed.	H			SPU, SKCPHD	SPU's Environmental Partnerships Team is available to work with the community to implement this activity through SPU's community involvement/education programs. SKCPHD is currently involved in region-wide household hazardous waste and small business hazardous waste education activities through the Local Hazardous Waste Management Program.
E-3 (E-2-1)	Amend the Land Use Code to prohibit the incineration of medical waste in or near residential zones.	H			DCLU, PSCAA SKCPHD SPU	The Land Use Code allows hospitals in proximity to residential areas. Medical waste incinerators are not currently regulated by the Land Use Code because they are defined as accessory to hospitals. The Executive will explore regulatory options, including: <ul style="list-style-type: none"> • possible legislation prohibiting incinerators under the Land Use Code; • amendments to the King County Health Code that would reduce the size threshold for incinerator regulation or that would prohibit medical waste incineration; and • legislation exercising flow control over the medical waste as part of the commercial waste stream. A report will be submitted to the Council consideration by the end of 2000.
E-4 (E-2-2)	The Seattle King County Health Department shall immediately implement a regular program for testing all ash generated by the incinerator at Northwest Hospital for toxicity and for safe disposal of such ash based on toxicity levels.	H			SKCPHD	SKCPHD will require periodic testing of incinerator ash as a condition of SKCPHD's approval of Northwest Hospital's clearance of waste from the incinerator. SKCPHD will not require testing of each batch.
E-5 (E-2-3)	DCLU shall review the conditions included within the Northwest Hospital Master Plan and provide the City Council, community and environmental organizations, Northwest Hospital officials,	H			DCLU, PSCAA	Under the Major Institution Master Plan, DCLU does not have authority to regulate the incinerator at Northwest Hospital or its emissions. That authority rests with the PSCAA, which is

E. Natural Environment

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	area property owners, residents and other interested parties with an analysis regarding its authority to enforce the conditions therein. Specifically, the Department shall evaluate its authority to revoke any permits issued to the incinerator under the Seattle Land Use Code based on safety violations or on new information regarding the dangers of dioxins, mercury, cadmium, lead, and other pollutants to human health in the environment.					the sole agency with the authority to revoke permits for the incinerator.
E-6 (E-2-4)	DCLU, in conjunction with the Seattle King County Department of Public Health and Seattle Public Utilities, shall establish a method for enforcing the condition within the Northwest Hospital Master Plan providing that the Hospital shall only incinerate infectious waste.	H			DCLU, SKCPHD, PSCAA	The Master Plan requires the hospital to maintain the incinerator according to PSCAA standards. See E-4 and E-5. If NWH violates the state standards, PSCAA has the authority to enforce those standards and require compliance. In such cases, PSCAA will also notify DCLU so that DCLU can determine whether it needs to take steps to enforce the Master Plan conditions.
E-7 (E-2-5)	DCLU, pursuant to the Northwest Hospital Master Plan, shall require Northwest Hospital to provide a comprehensive report to the community on the conditions that led to the 1998 violations of permitted hydrogen chloride standards, the estimated number of weeks the incinerator was in violation, the possible health impacts from these violations, and the safeguards that will be instituted to ensure that such violations are promptly identified in the future, including the possibility of instituting continuous monitoring for hydrogen chloride.	H			PSCAA	The Master Plan requires the hospital to publish a biannual report to the community on incinerator operations and transportation management (called 'MedInfo'). This is appropriate information for publish in 'MedInfo'. However, the hospital has gone beyond publishing this information. Staff from DCLU, SPU, and the Health Department were among those asked to attend a panel discussion about the Northwest Hospital incinerator on February 17, 1999. Others on the panel included representatives from Northwest Hospital, PSCAA, Physicians for Social Responsibility, Vision 2020 Neighborhood Planning, and Washington Toxics Coalition. After presentations by panel members, the public was given the opportunity to ask questions. The forum was moderated by County and City Councilmembers representing and/or stewards for the area. It was suggested as a follow-up to this forum, that a small group be formed consisting of agency staff, Northwest Hospital, and interested neighbors to continue the discussion of issues and potential solutions. Issues identified included testing of bottom ash, water sampling (related to the Bitter Lake reservoir), clarification of "medical waste", dioxins, and overall reduction of waste

E. Natural Environment

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						through recycling, reuse, and use of environmentally-sensitive products.
E-8 (E-3)	SPU, in conjunction with Seattle-King County Public Health Dept., shall collect and analyze data regarding potential health impacts from prolonged exposure over several decades to emissions from the freeway (I-5) and the medical waste incinerator, including dioxins, lead, cadmium, mercury and other contaminants, in combination with emissions from other sources. The other sources shall include, but not be limited to, the property near Stone Ave. N. which was formerly used as a dump and City facilities presently used for household hazardous waste disposal and storage of City-owned heavy equipment.	M			PSCAA, SPU, ESD, SKCPHD	SPU is not the agency chartered to collect health data, but the Executive will forward this and related recommendations to SKCPHD and PSCAA. Responsibility for health impacts from air pollution is PSCAA'S responsibility and outside of the City's scope of authority. SPU already provides on-site mitigation for any accidental releases that might occur at the Household Hazardous Waste facility. See C-20 on the property near Stone Ave. N. The sources of the mentioned contaminants are too numerous to isolate and there is no medical basis for conducting such a study. The Washington State Department of Ecology has authority over contaminated soils in excess of Model Toxics Control Act levels.
E-9 (E-3-1)	The agencies mentioned above shall test the water and sediment in the Bitter Lake Reservoir, Haller Lake, Bitter Lake, and local creeks for dioxin, mercury, lead, cadmium and other potential pollutants as identified by these agencies in consultation with health and environmental organizations.	M			SPU, DOE, SKCPHD, EPA	SPU is required to test on a regular basis for contaminants that SPU may have a reason to believe may be in the drinking water. These kinds of chemicals have never been found in SPU's drinking water distribution system, which includes the Bitter Lake Reservoir. Customers receive information annually from SPU regarding lead contamination that originates in some home and business plumbing systems (due to lead present in soldering materials) but lead has never been detected in the source waters or distribution system. The water in the reservoir turns over on average every 4 to 7 days and is completely drained and cleaned 1 to 2 times annually. Under these conditions, it is unlikely that any contaminants entering the reservoir would have an opportunity to accumulate. However, sampling for these contaminants in Bitter Lake Reservoir and the other surface waters listed will be considered as part of discussions with the community and appropriate agencies regarding the development of a sampling plan as indicated in E-1.
E-10 (E-3-	Based on the analysis above, the agencies will design and implement remedial actions as necessary and propose	H			SPU, SKCPHD,	SPU will share the data collected (see E-1) with relevant regulatory agencies to determine if future actions are

E. Natural Environment

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
2)	measures to prevent further impacts.				DOE	warranted.
E-11	The Seattle-King County Health Dept. will provide health screenings to check levels of contaminants within area residents, with a special emphasis on children and the elderly, who may be more vulnerable to the effects of these contaminants.	M			SKCPHD	The Health Department has the ability to conduct health screenings and lab work for children and other area residents. The information that SKCPHD has does not indicate the need for a community health screening. The federal government established the PSCAA-enforced emission levels. These emission levels are based on risk assessments. If no violation of the levels exist, it would be unlikely that a health risk would occur. If a limit were violated, it would still not necessarily indicate a health risk. Many factors influence health impacts including dose, duration and proximity of the exposed population. SKCPHD does not expect to see any ill effects based on the limits established in the Puget Sound Air Pollution Control Authority's Regulation III.
E-12	The City, after consultation with the Puget Sound Air Pollution Control Authority, will request that Northwest Hospital voluntarily take the following measures to minimize the safety risks from its medical waste incinerator and provide additional public information regarding incinerator operations: <ul style="list-style-type: none"> -Discontinue burning during burn bans and other periods of poor air quality. -Discontinue burning chlorinated plastics, which create dioxins. -Install a radiation detector in the line that feeds the dry scrubber to remedy previous problems with clogged scrubber feed lines. -Install a broken bag detector in the baghouse to detect leaky or ruptured bags, sound an alarm and initiate a shutdown. -Add a wet scrubber to the control system to ensure more efficient control of some pollutants. -Make original records of incinerator operation available to the public in a convenient locations, such as the Broadview Library, and in a timely manner. 	H			City Council, DCLU, PSCAA, Northwest Hospital	See E-5. DCLU can enforce existing rules and conditions of the development permit, but cannot make additional requirements of existing permitted activity. The Executive will forward the community's recommendations to PSCAA and Northwest Hospital on the community's behalf. Councilmembers will send a letter to Northwest Hospital as requested by the community.
E-13 (E-5)	Identify buried reaches of local creeks (Piper's, Broadview, Thornton) and explore opportunities to daylight and/or protect and restore the creeks.	M			SPU	SPU is actively working with the community to protect and restore Piper's and Thornton Creeks through their respective Watershed Action Plans and CIP projects improving detention and fish passage. SPU's first priority is to fund restoration of

E. Natural Environment

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
						existing open creek areas which already constitute 85% of the four major creek systems within Seattle. City policies limit SPU-funded restoration activities to projects on public property.
E-14 (E-5-1)	Continue to implement the Creek Action Plans for Piper's and Thornton Creeks and to revise them as opportunities arise, possibly to include new information from the analyses mentioned above. The City, in conjunction with the parties mentioned above, will evaluate the need for a Creek Action Plan for Broadview Creek.	H			SPU	SPU is committed to implementing the Piper's and Thornton Creek action plans as part of SPU's Urban Creeks Legacy Program. Since Broadview Creek drains a much smaller area than either Longfellow, Piper's or Thornton Creek, it is not appropriate for a formal Action Plan process, which is very costly (e.g. \$400,000 for the Thornton Creek Watershed Action Plan) and dependent on limited DOE funding. In 2000, SPU staff will begin developing a 10 year plan for Seattle's urban creeks and will evaluate the needs and opportunities to develop creek restoration programs for smaller creeks such as Broadview Creek in collaboration with the community. SPU is also developing creek stewardship programs and offers grants for community groups interested in developing a restoration plan.
E-15 (E-5)	The City will provide members of the Creek Action Plan committees with copies of the Vision 2020: Broadview-Bitter Lake-Haller Lake Neighborhood Plan.	H			DON, SPU	SPU will collaborate with DON to ensure that copies are made available.
E-16 (E-6)	Identify environmentally sound ways to increase public access to the area's lakes, creeks, and Puget Sound and to enhance existing public access locations. In addition, establish incentives for private property owners to increase public access to the shorelines and other public natural areas.	M			DPR, DCLU	DCLU's 1999 work program includes a review of payment in-lieu-of mechanisms for open space that may help in creating public access to natural areas. The Shoreline Master Program is aggressive in requiring public access in most cases of multifamily and nonresidential development.
E-17 (E-7)	Review the effectiveness of current Code standards governing noise control as well as current Noise and Land Use Code enforcement procedures. Propose and implement revisions as a result of this review. In addition to standards within the Noise Code, this review shall also consider provisions governing the design, siting, and screening of buildings and appurtenances to minimize noise from mechanical equipment, street and parking lot traffic, delivery trucks, and other noise generating sources and activities. Also, to be reviewed: the flight pattern agreements between the City of Seattle and the Seattle-	H			DCLU	The Noise Ordinance is currently being reviewed and updated. Proposed amendments are out for public comment now, and Council public hearings were held on April 20 th and 27 th . The legislation is still in committee as of August, 1999. In 1999, DCLU added one FTE for noise enforcement. On flight agreements, please see Cr-5.

E. Natural Environment

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response
	Tacoma Airport, King County Airport, local seaplane airports to ensure that flight plan agreements are being followed and determine whether revisions are required.					
E-18 (E-8)	Analyze the impact of redevelopment of the Bitter Lake Reservoir on the flow of ground water discharge into Bitter Lake and implement measures to ensure that Bitter Lake is not negatively impacted by this redevelopment.	H			SPU	SPU will study this in conjunction with the design process for the covering of the Bitter Lake Reservoir. SPU is scheduled to begin construction in 2001.
E-19 (E-9)	Explore the need for additional signage and safety monitoring of Bitter Lake, Haller Lake and local Puget Sound beaches, including the possible need for life guard service at Puget Sound beaches. Determine whether additional signage is required to prevent against swimming in dangerous areas and consumption of contaminated fish, shellfish, or seaweed.	L			DPR, SKCPHD	SKCPHD currently posts warning signs at beaches that may contain contaminated fish, shellfish or seaweed. Historically, DPR did provide lifeguards at Alki and Golden Gardens; however, the number of swimmers did not warrant that continued investment. DPR does not believe the levels of swimming in Puget Sound warrant lifeguards.
E-20 (E-10)	Provide for improved garbage and recyclables collection through litter barrels, recyclable barrels, and litter pick-ups at area beaches, parks, bus stops, and other public gathering places.	L			SPU, DPR SEATRAN, Metro	Public space (other than parks) garbage collection is currently provided by SEATRAN north of I-90 and by DPR south of I-90. SPU provides funds and acts as liaison for this service and is willing to work with the community to address this issue. Some routes are at capacity and expansion needs may be addressed in commercial contract negotiations currently underway. DPR has begun a pilot program for picking up recyclables at the Green Lake athletic fields and Woodland Park picnic shelters. Any expansion of this program will require significant additional funding as the recycling program is very expensive due to high associated labor costs. SPU actively seeks partnerships with other agencies, e.g. Metro, to manage litter generated by their clients. See also B-41. SPU currently does not provide public space recycling but is considering adding this service for selected areas as part of the contract negotiations.

II. Additional Activities For Implementation

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

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

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
A. Outreach							
O-1	Prepare and distribute annual reports on the progress made towards completion of the action items specified in this Plan, including work completed to date and work scheduled to be completed within the coming five years. Such reports shall be provided to the Northwest District Council, the Broadview Community Council, the Haller Lake Community Council, and any other interested stewardship organizations. Such reports shall also be publicly available at the Broadview Library.	H	1999-2014		DON, other City departments as appropriate	The City supports the notification of community members about progress on neighborhood plans.	DON is developing a central database for purposes of tracking progress on all neighborhood plans. DON will generate reports from the database to keep community groups apprised of progress toward their action items to date and what projects are slated for implementation over the next biennium. Where possible, DON will indicate when projects are slated to be implemented in the next 5 year period. The City's notification process is currently on the Policy Docket. The City's public information officers from various departments are working

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
							<p>together to inventory the current practices used by City departments to do public notification about capital projects. The City will review and analyze this information and present recommendations on how the City's notification processes can be improved and what budget or project thresholds might exist that either trigger notification or allow exemption from notification. This analysis and recommendations will be presented to Council in the fourth quarter, 1999.</p> <p>Neighborhood plans and capital projects will also be on the Policy Docket. Each capital department, including SPU, will be asked to develop an internal process that ensures that neighborhood plan requests are considered as CIP projects are developed. Members of the interdepartmental sector teams and the six neighborhood development managers will participate in the development of these departmental processes. The Executive will report to Council on the development of this process in the fourth quarter of 1999.</p>
B. Additional Land Use Issues							
ALU-1 (LU-	Ensure that the siting of new homes within the planning area is done in such a manner as to	H			DCLU	The Land Use Code contains regulations for platting in SMC 23.22.	Portions of this activity are currently being implemented.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
13)	conform to the extent possible with adjoining residences and streetscapes. Review short plat/subdivision rules and regulations and develop training programs for permit staff. A site visit should be required for each proposed short plat/subdivision.					Staff reviewing applications for short plats and subdivisions are knowledgeable planning professionals. Site visits are undertaken as part of each short plat/subdivision application.	The City does not support changes to the short plan/subdivision regulations at this time.
ALU-2 (LU-14)	Create regulations and mechanisms for review of short plat/subdivision rules and regulations that prevent thoughtless lot clearing and provide for creative designs that encourage saving healthy old trees. Work with Seattle Housing Authority to prevent thoughtless clearing of old trees when they purchase single family houses/lots.	H			DCLU, SHA	SPO and the Urban Forestry Task Force published a study this year on improving the protection of trees during development and did not call for a prohibition or blanket permit for tree removal in their recommendations. They do suggest looking at regulatory changes for tree removal on vacant lots, which is being studied in DCLU's work program. They also suggest that Design Review consider a guideline for trees in multifamily and commercial development.	In the fall of 1999 DCLU will be proposing regulatory changes for tree removal in short plats and subdivisions. After the Design Review program is updated pursuant to neighborhood planning, DCLU will consider amending the design guidelines to provide more direction related to trees as projects are redeveloped (2001-2002).
ALU-3 (LU-15)	Create a new zoning category or other regulatory tool to preserve the mobile home communities at N. 125 th St. and Stone Ave. N. and on Ashworth Ave. N.	M			DCLU, SPO, OH	The City currently has restrictions on changes of use of mobile home parks, which require a 12 month notice and relocation assistance for the park residents before mobile homes can be closed. The City Council considered a mobile home park zone in 1991 and decided not to create such a zone. Zoning alone may not be a guarantee of the preservation of these communities. The City will consider creating a new zoning category, as well as other options and strategies. DCLU will prepare draft legislation and also work with OH, the community and property owners to consider additional options and develop strategies for preservation of mobile home parks. Recommendations, with draft legislation, will be presented in fourth	DCLU will present recommendations, with draft legislation, to the Council in fourth quarter 2000.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
ALU-4 (LU-16)	Develop a program for providing for undergrounding utilities, or at least preparing for their undergrounding, when new development, street, sidewalk, and drainage work are undertaken. Provide utility incentives to property owners to underground existing systems. Provide incentives or require undergrounding utilities in new developments.	L			SCL, Community	<p>quarter 2000.</p> <p>Undergrounding utilities is very expensive and currently, the cost of undergrounding is borne by property owners. For new private development opportunities, the neighborhood may encourage property owners and developers to underground electric utilities. For those interested in converting from an overhead electrical system to an underground system, Seattle City Light offers "Voluntary Underground" program. (Neighborhood Matching Fund grants may be available to neighborhoods to help defray the cost of undergrounding existing electric utilities.) The community should submit a preliminary site drawing of the proposed area to enable SCL to develop initial engineering cost estimates for the needed utility work. The City's 1999- 2000 budget includes funds to enable City Light to conduct feasibility analysis and cost estimates for proposed undergrounding of utilities in some communities.</p>	SCL will work with the community through the voluntary undergrounding program.
ALU-5 (LU-18)	Provide assistance to homeowners wishing to develop accessory dwelling units. The City will take measures to ensure that adequate parking is provided along with accessory dwelling units.	On-going			DCLU, OH		Activity is currently underway. DCLU has client assistance memos available for broad distribution to help people understand how to legally establish an Accessory Dwelling Unit (ADU). Additional parking is a requirement of ADUs. In August 1999, the City amended the ADU development standards to assist homeowners who want to develop ADUs. Those

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
							amendments did not include any changes to the parking requirements.
C. Recreation							
R-1 (R-1)	The City will negotiate with the Seattle School District to purchase or to otherwise ensure that District's open space area adjacent to Bitter Lake Community Center and Playfield will remain in use in perpetuity as public open green space for adult and children's recreational use. The City will also work with the School District, community organizations, property owners, residents, and parents of school children to plan and develop the intergenerational walkway described above.	H			DPR, SPO, SSD, OFE	DPR maintains this property and supports ongoing maintenance of the property as open space. The City has no knowledge of any School District plans to sell this property and will not pursue acquisition of this property as long as the School District intends to keep it in use as publicly accessible open space. See C-11 on the intergenerational pathway.	DPR will continue to work with the community on any opportunities to enhance the public space at this location. The City will forward the community's interest in keeping this property in public open space use to SSD.
R-2 (R-4)	The City, in conjunction with the Seattle School District, shall develop agreements, policies, and procedures to govern the planning of new sports facilities at Ingraham High School. These agreements shall ensure adequate community representation within the planning process and opportunity for public comment prior to completion of any planning efforts.	H			SSD, SPO, DPR, OFE	The School District is the lead agency in the redevelopment of their sports facilities. They have indicated that they intend to involve community members in discussions of design of these facilities.	The School District will need to implement this activity. The City will let the School District know about the Community's interest in being involved with planning for improvements at Ingraham.
R-3 (R-5)	Work with the Seattle School District, community organizations, property owners, residents, and parents of school children to assess the need for playground improvements and community linkages at other local schools within the planning area.	M			SSD, DPR, DON, SPO, Community	The community should work with the principals and PTAs of neighborhood schools to determine whether improvements are necessary. Neighborhood Matching Funds can be used for the design and implementation of playground improvements. The Broadview-Thompson PTA received a Neighborhood Matching Fund grant in 1999 to make improvements to the Broadview Thomson Elementary School Playground. The new Grey to Green program is a potential funding source for this activity. Interested community	The community should take the next steps to implement this activity. The City will forward this activity to SSD.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
						members should contact the DPR Planning Unit.	
R-4 (R-6)	The City will ensure that Bitter Lake, Haller Lake, and North Acres, Bitter Lake, and Carkeek Parks, as well as any new parks that may be developed in the planning area, are safe, well-maintained and interpreted. Work with neighborhood groups to expand the Adopt-a-Park and Adopt-a-Street programs to help maintain local Parks and Green Streets and to improve local school playgrounds and environmental facilities.	M			DPR, SPU, SPD	DPR does this on their property to the extent possible given their limited resources. The neighborhood is encouraged to pursue an NMF grant for interpretative signage as DPR does not have any funding that part of the activity. The City is very supportive of neighborhood efforts to expand the Adopt-a-Park and Adopt-a-Street programs for City property. However, DPR cannot spend public dollars on property that is not owned by the City.	DPR and SPU will contact the community to talk about opportunities to expand the Adopt-a-Park and Adopt-a-Street programs.
R-5 (R-7)	The City will continue to offer excellent public services and maintenance at the Bitter Lake Community Center, the Helene Madison Pool, the Broadview Library, and other City facilities. The City will involve community organizations, property owners, residents, facility users, and other interested parties in planning for the improvements to the Broadview Library, as well as in any future planned improvements to the Bitter Lake Community Center, Helene Madison Pool, and other City recreational facilities.	H			SPL, DPR	DPR appreciates the ongoing support of the community for the staff and programming at the Bitter Lake Community Center and the Helene Madison Pool. DPR will involve the community in any future planning for improvements at parks or DPR owned facilities. The Library appreciates the ongoing support of the community for the staff and programming at the Broadview Library. The community will have opportunities to be involved in improvements to the Broadview Library.	Implementation of this recommendation is currently underway.
R-6 (R-8)	Study and implement means of protecting Carkeek Park users and Broadview area residents and visitors from the hazards of the railroad right-of-way.	H			DPR, Sound Transit, Burlington Northern	As park property owners, DPR provides safe passage over the tracks by the pedestrian overpass. Other safety concerns should be addressed to Burlington Northern.	Implementation of this recommendation is currently underway. The City will forward this activity to Burlington Northern and Sound Transit.
D. Creeks							
Cr-1	Encourage the City's Creek stewards to identify buried reaches of the creeks (Piper's, Broadview,				SPU	See E-13, E-14. Creek stewardship program support is available through	This recommendation is currently being implemented for

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
	Thornton) and study opportunities to daylight and/or protect and restore the Creeks.					the SPU Environmental Partnership Team.	some creeks and will also be considered in the Northwest Sector Implementation Plan in the future as opportunities arise.
Cr-2	Continue to implement the Creek Action Plans (Piper's and Thornton) and to revise them as opportunities arise, including new information outlined in E-13.				SPU	See E-13. Plan implementation and monitoring are underway.	Activity is currently underway.
Cr-3	Develop a Creek Action Plan for Broadview Creek.				SPU	See E-14.	Broadview Creek will be prioritized with other creeks in the City.
Cr-4	Ensure that members of the Creek Action Plan committees have copies of the Vision 2020: Broadview-Bitter Lake-Haller Lake Neighborhood Plan.				DON, SPU	See O-1.	SPU will collaborate with DON to ensure that copies are made available.
Cr-5	Review the flight pattern agreements between the City of Seattle and the Seattle-Tacoma Airport, King County Airport, and local seaplane airports to ensure that flight plan agreements are being followed.				SPO, OIR, FAA	The City does not have jurisdiction over or agreements regarding flight patterns, which is a federal activity. As flight patterns change, the City may have opportunities to provide input, but will need to balance the needs of the Broadview-Bitter Lake-Haller Lake community with the needs of all of the other neighborhoods in the City.	The City does not have authority to implement this activity.
Cr-6	Notify and involve neighbors in the Broadview, Bitter Lake, and Haller Lake communities in Creek Action Plan and flight pattern agreement processes.				DON	See O-1	
Cr-7	Explore the need for and provide additional warning notices to prevent consumption of contaminated fish, shellfish, or seaweed.				SKCPHD	SKCPHD currently posts warning signs at beaches that may contain contaminated fish, shellfish or seaweed.	Activity is currently underway.
Cr-8	Carefully study the redevelopment of the Bitter Lake Reservoir to ensure that ground water discharge into Bitter Lake is taken into consideration.				SPU	See E-18.	SPU will study this issue in conjunction with the reservoir design process.

E. Additional Infrastructure Issues

All-1	Working through City interagency work groups, ensure that private utility backlog is addressed so				ESD, WUTC,	The City has varying responsibility and authority to regulate investor-owned	The City is working to ensure that cable systems upgrades
-------	---	--	--	--	------------	--	---

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	City Response	City Action Taken
	that growth does not decrease or extend the timeline for service to existing residents and businesses.				FCC	utilities. The City has franchises with cable companies which grant the City some authority over how cable companies do business in Seattle. Telephone and natural gas utilities are regulated by the Washington Utilities and Transportation Commission, while the Federal Communications Commission regulates cellular telephone utilities.	occur in a timely manner for all City customers. The City does not have the authority to regulate the growth plans of other private utilities.
AII-2	Double check that City Light capacity for the Broadview-Bitter Lake-Haller Lake area is adequate to provide for growth without creating backlogs or delays in service for current residents and businesses.				SCL	Seattle City Light has sufficient power in this area to serve the existing electrical load and to accommodate growth over the next ten years.	Activity has been completed. SCL regularly evaluates the power system's capacity and need throughout the city to address growth.

BBHMTX12_.DOC