

CROWN HILL/BALLARD APPROVAL AND ADOPTION MATRIX

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Prepared by the City of Seattle’s Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office, June 3, 1998. Amended by City Council Central Staff, August 10, 1998.

INTRODUCTION

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.

The matrix is divided into three 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*: clearly defined activities that are not directly associated with a Key Strategy, ranging from high to low in priority.
- III. *Activities for Longer Term Consideration*: activities that, for a variety of reasons, are not yet ready for a formal City response or are intended to be implemented several years in the future.

The neighborhood planning group or its consultant generally fill in the Activity, Priority, Time Frame, Cost Estimates and Implementor columns. The Executive Response and Executive Recommended Action columns are filled in by City departments. Staff from almost every City department have participated in these planning efforts and in the preparation of this Matrix. The Council Action Taken column is filled in by the City Council. Ultimately, the City Council will approve the Matrix by resolution along with the neighborhood plan.

ACTIVITIES ALREADY ACCOMPLISHED BY CROWN HILL/BALLARD NEIGHBORHOOD PLANNING ASSOCIATION

Creation of *Arts Ballard*, Ballard arts council

The need for an arts council to identify and promote arts issues, improve connections and communications among arts organizations and facilities, and seek funding for these activities was identified during phase I. The CH/B Neighborhood Planning Association Arts and Culture Committee worked to develop an arts council, and, in January, 1997, incorporated Arts Ballard. Arts Ballard has elected officers, published several newsletters, identified several arts priorities, and obtained grant funding from King County. In May, 1998, Arts Ballard obtained a Neighborhood Matching Fund grant for a neighborhood art installation. Arts Ballard is well on its way!

Human Services Directory

A *Human Services Directory* was created during the summer of 1997 under the auspices of the Human Services Committee. The Directory centralizes and organizes information about human services in the Crown Hill/Ballard area—a community first! The Directory, which is available for the public and service providers, is intended to make community members aware of services, aid service providers in referral and networking, and document successful services, as well as gaps, in service provision. The Directory is available at the Ballard Family Center, Neighborhood Service Center, and was provided to all service providers, schools, and community centers in the Crown Hill/Ballard neighborhood.

Human Services Network

One of the desired outcomes of the planning effort was a Human Services Network. In June, 1997, over 40 providers from the Crown Hill/Ballard area attended the kickoff meeting of this network, which continues to meet monthly. The Network addresses issues related to underserved populations, service areas, and programs. The group is working to develop a Neighborhood Matching Fund application to secure the services of part time staff to enhance organization and outreach of the Network.

Community Newsletter

The Crown Hill/Ballard Neighborhood Planning Association placed a high value on communications, and developed a bi-monthly newsletter, *Connections*, as well as an internet web site. With neighborhood planning coming to a close, *Connections*, is making a transition to a product of the Ballard District Council, with distribution to the broader Ballard community. Conversations are underway concerning transition of the web site as well.

Ballard Business Improvement Area

During Phase II, the Crown Hill/Ballard Neighborhood Planning Association was awarded a grant from the City's Office of Economic Development for business district revitalization. The Planning Association Economic Development Committee, in conjunction with the grant committee, conducted a survey of retail core businesses on approaches and interest in commercial revitalization. As a result of this work, Ballard is in the process of developing a Business Improvement Area to promote and enhance the Ballard retail core.

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, departments will complete the next level of feasibility analysis. 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. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1998-2000 versus later 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 Executive Response lists activities already underway and other tasks that the Executive has committed to commence during the remainder of this year or the next biennium.

The Crown Hill/Ballard Neighborhood Plan contains four Key Strategies:

- A. Ballard Municipal Center;
- B. Burke-Gilman Trail;
- C. Crown Hill School; and
- D. Commuter Rail.

A. BALLARD MUNICIPAL CENTER

Description

The Ballard Municipal Center proposal calls for the redevelopment of a large block in downtown Ballard, bounded by 24th NW on the west, 22nd NW on the east, NW 57th on the south and NW 58th on the north. This block is currently occupied by a Safeway, which proposes to construct a new store at 15th and Market in 1999, and a QFC, which has indicated a willingness to work with the City and the community to relocate if a suitable alternative site can be acquired. The Ballard Municipal Center proposal includes:

- two-acre passive park with small children's play area
- 15,000 square foot Ballard Branch Library
- 10,000 square foot Technology Center and Performing Arts/Dance Facility/Community Meeting space
- Co-locate Neighborhood Service Center, with Police Office, Municipal Court, utilities collections, and possibly community-based permitting functions, the Ballard Family Center and Senior Center
- mixed-income multifamily housing units in midrise (65') structure
- a variety of transportation improvements (e.g., bicycle lanes, crosswalks and pedestrian crossing improvements, bus shelters, etc.)
- public art, a community kiosk
- retail space

Integrated Executive Response

The Ballard Municipal Center project not only addresses neighborhood goals, it also contributes to citywide goals for growth management and community building. It has the potential to be a terrific example of urban village development in the following ways:

- improving the provision of public services to citizens;
- incorporating urban open space in an area that does not now meet urban village open space goals;
- increasing the supply of housing for households with a range of incomes;
- encouraging people to use modes of transportation other than the car;
- spurring economic development in the core of a hub urban village;
- using public art to foster a sense of place; and
- encouraging public/private development partnerships.

The project is well developed at a conceptual level. As the community and the City work together to make the project a reality, however, the concept will likely evolve. Some facilities desired by the community may turn out to be impractical, while other good ideas are likely to emerge. The project is also a

complex one requiring many partners — the community, various City departments, and private developers. Department responses included below: ESD, DCLU, DPR, Fire, DHHS, SeaTran, OED, SAC. Compiled by SPO.

Lead Department: DON, with support from ESD

Participating Departments: DPR, SeaTran, others as needed

Activities Already Underway:

1. The library bond issue will be on the November, 1998 ballot.
2. Safeway is planning to relocate.
3. King County/Metro has instituted summertime circulator service.
4. Pursuant to Ordinance, \$350,000 has been appropriated for the Executive Services Department (ESD) to contract with a development manager, obtain financial and development methodology analyses and secure control of properties.

Tasks to be Undertaken in 1998-2000

1. Conduct initial feasibility evaluation:
 - a) Determine funding strategy and development options.
 - b) Develop rough cost estimates for most of the activities.
 - c) Prepare feasibility analysis, detailed timelines and a preliminary project budget.
 - d) Prepare scopes of work and preliminary cost estimates for recommended transportation improvements.
 - e) Based on preliminary cost estimates identify which elements of the proposal, if any, would be good candidates for a neighborhood bond or levy.
2. Confirm project organizational structure: DON, lead, with participation from ESD, DHHS, SPL, DPR and others as required. ESD is beginning with the formation of a task force in 1998.
3. Explore public/private development strategies. Identify potential partner(s) and development methodologies and financial benefits.
4. Explore options for the involvement of a community-based nonprofit to participate in this project, including a new organization or partnering with an existing CDC or PDA.
5. Obtain control of the site. May require assisting QFC with its relocation.
6. Refine project program with community.
7. Refine funding strategy. Elements to include are:
 - a) planning, design and development costs;
 - b) housing: explore use of DHHS funds for low-income housing within mixed-income buildings;

- c) open space acquisition;
 - d) performance space or technology center.;
 - e) ongoing operation and maintenance expense of new public facilities (library, park, other public services).
8. Provide curb bulbs at intersections and restripe parking on NW 56th and NW 57th Streets to accommodate back-in angle parking (south side preferred) between 24th and 20th Avenues NW (BMC-19).
9. Identify next steps for continued implementation.

Activities Associated with Key Strategy

A. Ballard Municipal Center (working name)		
#	Activity	Executive Response
Open Space		
BMC-1	Develop two acre "passive" park as an identifiable civic space for adjoining facilities.	This will be addressed as part of site plan development.
BMC-2	Provide assistance through existing open space funding as well as Conservation Futures for purchasing desired site on a timely basis.	Conservation Futures funding will be considered along with other potential sources, including state Interagency Committee for Outdoor Recreation. A local match from City or other local resources will be needed.
Public Services and Utilities		
BMC-3	Relocate Ballard Branch Library to include new 15,000 sq. ft. library facility; include in library bond in November, 1998.	Ballard branch library is included in the November, 1998 bond issue.
BMC-4	Co-locate Neighborhood Service Center, with Police Office, Municipal Court, utilities collections, and other out-placed government functions as appropriate.	This will be addressed as part of site plan development.
BMC-5	Provide public meeting space for up to 200 people, capable of alternate use as cultural display, performance space or dance facility.	The City is unlikely to be able to fund this additional space; the community and the City can work together to identify a private partner.
BMC-6	Accommodate and assist with community access technology center.	The City is unlikely to be able to fund this additional space; the community and the City can work together to identify a private partner.
BMC-7	Assist QFC with site acquisition and relocation of current occupant(s) as needed.	This will be addressed as part of site plan development.
BMC-8	Consider disposition for other community desired uses for existing library and Senior Center sites.	When a decision is made to vacate either site, an evaluation of those properties will be undertaken, in which community preferences can be considered.
BMC-9	Explore potential for including other government (county, state or	This will be addressed as part of site plan development.

A. Ballard Municipal Center (working name)		
#	Activity	Executive Response
	federal) services or information outlets.	
Residential Development		
BMC-10	Develop mixed income multifamily housing units in midrise (65') structure.	This will be addressed as part of site plan development.
Transportation		
BMC-11	Provide enhanced midblock crossing facilities and through-block pedestrian passages to provide convenient access from the BMC to NW Market Street. Encourage redevelopment of NW 56 th and 57 th as pedestrian streets.	The midblock curb bulbs would be considered only as part of a developed walk-through project so that location of the bulbs can be determined.
BMC-12	Provide underground parking and sheltered bicycle parking sufficient for all uses, taking advantage of shared use provisions.	While underground parking appears to be a common sense facility to have as a component of a municipal center, this type of parking is expensive. The ability to take advantage of shared use provisions will depend on the exact mix of uses on site.
BMC-13	Reconfigure lanes on 24 th Ave NW at NW Market St. to enhance traffic flow and provide space for bicycles. Consider a southbound approach with one left/through lane and one right/through lane to create wider curb lanes.	SeaTran will perform an intersection analysis to determine if this change is feasible without compromising safety and unduly increasing congestion.
BMC-14	Provide bicycle lanes on 24 th NW from NW Market St. to NW 85 th St. This would include a 3-lane configuration beginning a few blocks north of NW Market St.	A conceptual design will be required.
BMC-15	Enhance pedestrian crossings on 24 th Ave NW between 56 th and 60 th St. with curb bulb extensions, medians and crossing signals as appropriate. Consider full signals, pedestrian-actuated signals or signal-free pedestrian rights-of-way at intersections and mid-block locations.	Warrants must be met for signal installation. Locations need to be determined as part of the conceptual design for the proposed three-lane cross-section for 24 th Ave. NW north of NW 60 th St. and as part of the Ballard Municipal Center development.
BMC-16	Secure permanent Metro circulator service connecting Fremont, Phinney, and Greenwood to the Ballard business district, NW Leary Way, NW 65 th St., the Locks, Golden Gardens and future Commuter	KC/Metro is actively working on service revisions for the Ballard area. The King County Council is expected to decide on fall 1998 service changes in May. Summertime circulator service has been instituted.

A. Ballard Municipal Center (working name)		
#	Activity	Executive Response
	Rail Station.	
BMC-17	Consolidate bus stops on 24 th NW between NW Market and NW 65 th St. (presently spaced two blocks apart).	KC/Metro would be the lead agency for this recommendation. SeaTran would work with KC/Metro and the community to figure out how curb space is used.
BMC-18	Provide an improved transit stop at the Municipal Center on 24 th Ave. NW, including enhanced waiting facilities, lighting and bus bulbs as appropriate.	This will be addressed as part of site plan development.
BMC-19	Provide curb bulbs at intersections and restripe parking on NW 56 th and NW 57 th Streets to accommodate back-in angle parking (south side preferred) between 24 th and 20 th Avenues NW.	Feasible and immediately implementable.
Arts and Culture		
BMC-20	Include public art on-site, using 1% for Arts from project for an informational kiosk and for park design, paving, lighting, furniture, landscaping, sculpture, and a water element.	If City capital funds are allocated to the project, inclusion of percent for art funds as part of the capital project will be required. If non-City fund sources are utilized, consider negotiating inclusion of a percent for art component in the budget, or commissioning public art for the site or a community kiosk with the support of a Neighborhood Matching Fund grant.
BMC-21	Proposed park should consider including the possibility of using the park for outdoor performances.	This will be addressed as part of site plan development.
BMC-22	Include an artist as part of the design team for the project.	Depending on the funding methodology, percent for art funds may be available for including an artist on the design team. If percent for art funds are not sufficient for this purpose, other resources must be found.
BMC-23	Consider developing office/meeting/gallery spaces for arts and cultural organizations or activities.	This will be addressed as part of site plan development.
BMC-24	Include an auditorium/performing arts space/dance facility for 150-200 people (see BMC-5).	This will be addressed as part of site plan development.
Human Services		
BMC-25	Consider the inclusion of the Ballard Family Center.	This will be addressed as part of site plan development.

A. Ballard Municipal Center (working name)		
#	Activity	Executive Response
BMC-26	Consider including (relocated) Senior Center.	An expansion of the Senior Center in its current location is being designed and is expected to proceed as planned. This does not preclude locating the Senior Center in the Ballard Municipal Center or the Crown Hill School site at some point in the future.
Economic Development: <i>The project, in and of itself, will be a significant spur to economic development. Specific elements of assistance are as follows:</i>		
BMC-27	Assist with formation of Community Development Corporation or Public Development Corporation, as appropriate.	Historically, the City of Seattle has focused its limited Federal funds (CDBG funds) for CDCs to the geographical areas with the largest concentrations of low and moderate income persons in Seattle: the Central Area, Southeast Seattle, Delridge, Pioneer Square and the International District. Using CDBG dollars for developing buildings for the general conduct of government is usually prohibited. Executive is exploring alternatives to CDCs to facilitate proposals from neighborhood plans.
BMC-28	Include space for retail businesses compatible with on-site services.	This will be addressed as part of site plan development.

Council Action Taken: (A. Ballard Municipal Center)

Approve Executive’s Recommended Response with the following additions:

1. For Lead Department, ESD and DON will work as partners, with ESD as project manager and DON as client, representing the neighborhood’s interests. (ESD will provide technical analysis, be responsible for contracting with a development manager, obtaining financial and development methodology, and securing control of properties. DON will be the key contact with the community.) (The Executive can propose transferring lead to a new division of DON or a new office, if appropriate, after adoption of the budget and creation of the division or office.)
2. Work with QFC or another grocery store to strongly encourage QFC or another grocery store to remain (or locate) within the area.
3. Include a study of mixed-income housing in feasibility analysis of Ballard Municipal Center. The Council strongly encourages mixed-income housing as part of development.
4. Explore possibility of partnering with existing non-profit to develop project.

B. BURKE-GILMAN TRAIL

Description

The proposal is to extend the Burke-Gilman Trail through Ballard within the existing rail right-of-way and on to Golden Gardens Park. Completion of the Burke-Gilman Trail through Ballard will offer transportation, recreation, open space, environmental and economic benefits to the Ballard community, the city and the region.

Integrated Executive Response

The Burke-Gilman Trail is one of the main arteries of the city's bicycle network. Its completion is envisioned in the Comprehensive Plan (Urban Trails Map).

Resolution 29474, passed by the City Council in November, 1996 and affirmed by Ordinance 118734 in September 1997, establishes the extension of the trail from 8th Ave. NW to 11th Ave. NW, as well as development of a trail within the railroad right-of-way west of the Chittenden Locks to NW 67th St. Locating the Burke-Gilman Trail within the railroad right-of-way along Seaview Ave. NW was approved in Resolution 29474. This legislation does not support co-location of the trail and the railroad on Shilshole Avenue. The Executive intends to remain consistent with this legislation.

This recently passed legislation was the result of a thorough evaluation of alternative routes for extending the Burke-Gilman Bike and Pedestrian Trail in the Ballard industrial area to Shilshole. The legislation balances the operational needs of industrial users along the rail right-of-way and the Ballard Terminal Railroad Company that will operate on the rail right-of-way with the interest of the City in expanding bicycle and pedestrian facilities.

Changing the route established by legislation and extending the trail along the entire right-of-way would significantly disrupt the operations of the Ballard Terminal Railroad Company along right-of-way segments too narrow to accommodate the trail and railroad side-by-side. In addition, if the trail were routed through those segments with constricted space and congested industrial activity, many businesses are very concerned that safety and access would be compromised. However, if at some point in the future, the rail spur is no longer necessary, a trail may be considered in the right-of-way.

Lead Department: SeaTran

Participating Departments: SPU (Burke-Gilman Trail Project Coordinator), DPR, OED, DON, SPO

Activities Already Underway:

1. DPR is cooperating with the Trust for Public Lands to purchase "Shilshole Park" land (approximately NW 53rd St. and 34th Ave. NW) and for the Burke-Gilman Trail. Transaction is still subject to funding and negotiations. [Note: According to DPR and the property owner, the purchase of this property is unlikely to be completed.]

- Design and construction is ongoing along portions of the Burke-Gilman Trail through Ballard. The segment between 8th Ave. NW and 11th Ave. NW has been designed and funds were allocated in the 1998 Capital Improvement Program (CIP) to complete the project, pending site control. The segment from the Chittenden Locks west to NW 67th St. will be designed in 1998; the project is included in the CIP and construction funds will be included in the 1999-2000 budget, upon approval by City Council.

Tasks to be Undertaken in 1998-2000

- Complete design and construction of portions of the Burke-Gilman Trail between 8th Ave. NW and 11th Ave. NW, and from Chittenden Locks west to NW 67th St.
- Encourage community to pursue public art and kiosk activities as community-based project, possibly with a Neighborhood Matching Fund grant. Determine eligibility for percent for art funds.
- Identify next steps for continued implementation.

Activities Associated with Key Strategy

B. Burke-Gilman Trail		
#	Activity	Executive Response
BGT-1	Complete the Burke-Gilman Trail through Ballard along railroad right-of-way between 11th Ave. NW and the Locks. Ensure appropriate design to maximize safety for trail users and minimize impacts on adjacent industrial activities.	See narrative above. (Trail will be constructed between 8th Ave. NW and 11th Ave. NW and from the Chittenden Locks to NW 67th St. Pursuant to Resolution 29474, no trail construction will occur between 11th Ave. and the Chittenden Locks.)
BGT-2	Install public art along trail, using 1% for Arts funding.	If City capital funds are allocated to develop the trail, the project will most likely be eligible for <i>percent for art</i> funds. Otherwise, consider commissioning public art with the support of a Neighborhood Matching Fund grant.
BGT-3	Complete purchase of pending acquisition under DPR's Open Space Program of "Shilshole Park" along the Burke-Gilman Trail.	See narrative above.
BGT-4	Improve the shoreline access at 34 th Ave. NW street end, along the Burke-Gilman Trail.	Additional resources need to be identified for this activity.
BGT-5	Site community informational kiosk at the Hiram Chittenden Locks entrance, along the Burke-Gilman Trail.	Consider commissioning a community kiosk with the support of a Neighborhood Matching Fund grant.

Council Action Taken: (B. Burke-Gilman Trail)

Approve Executive's Recommended Response with the following additions:

1. Address parking issues when designing trail.
2. Ensure work on kiosk is coordinated with the Community Kiosk Task Force.

C. CROWN HILL SCHOOL

Description

Recognizing the valuable asset provided by the Crown Hill School site, the Seattle Parks Department is requested to move to acquire and redevelop the facility into a community sports field complex, retaining the Small Faces Child Care facility. Plan recommendations include:

- Developing the bulk of the site for safe and usable playfields and other open spaces;
- Ensuring adequate parking on-site;
- Improving access through transportation improvements and ensuring consistent transit levels to the site; and
- Providing public art and possibly a community kiosk on site.

Integrated Executive Response

The Crown Hill School strategy is consistent with the urban villages strategy and would help fulfill a need for additional active recreation facilities in the north end as identified in the Parks Comprehensive Plan.

Lead Department for Feasibility Evaluation: DPR

Participating Departments: ESD, SPO, DON

Activities Already Underway

1. Major steps cannot be taken until the District determines its long range plans for Crown Hill. The City will refer the Crown Hill/Ballard Neighborhood Plan recommendations to the School District for consideration in the School District's Facilities Master Plan (due in 1998).
2. The School District has entered into a ten-year lease agreement with the current child care tenant (Small Faces Child Development Center) at Crown Hill School.
3. SeaTran is in the process of evaluating whether a *pedestrian signal* is warranted at the intersection of 15th Ave. NW and Holman Road.

Tasks to be Undertaken in 1998-2000

1. Determine School District interest in:
 - giving up ownership to the City or a private entity who would keep the site in community use; or
 - retaining Crown Hill as a closed school and establishing a long-term lease to allow either a public or private organization to develop and operate sports fields that would be kept in community use; or

- retaining Crown Hill as a school facility and improving the sports fields as: a) part of a school capital development project that includes shared community use; or b) through a funding partnership with a public or private organization that would give priority to community use after school needs were met.
2. Evaluate the need for sports fields in the City system at this location against Parks Comprehensive Plan goals.
 3. Determine competitiveness of this project for the sports field funding from the stadium construction, whether the site remains in School District ownership or transfers to the City.
 4. Conduct preliminary feasibility assessment to enable City to prioritize with strategies from other neighborhood plans. Based on prioritization, City may also review suggested transportation improvements in the vicinity of the site, to:
 - Prepare scopes of work and preliminary cost estimates.
 - Based on preliminary cost estimates, identify which elements of the proposal (e.g., pedestrian improvements on NW 85th St.) would be good candidates for a neighborhood bond or levy.
 - Identify alternative funding sources.
 5. Identify next steps for continued implementation.

Activities Associated with Key Strategy

C. Crown Hill School		
#	Activity	Executive Response
Open Space		
CHS-1	Preserve open space as park.	See narrative above.
CHS-2	Develop existing open space for safe and usable playfields and other open space uses.	See narrative above.
CHS-3	Create attractive gateway to Crown Hill on or near site.	This project could be a good candidate for the Neighborhood Matching Fund.
CHS-4	Create pedestrian “green links” to the site.	This project could be a good candidate for the Neighborhood Matching Fund. Assistance with tree planting projects may be available from SeaTran’s Arborist’s Office.
CHS-5	Work with Parks Department and State of Washington to assist with funding from contribution related to development of the Seahawks Stadium.	A process for allocating these funds will be developed as part of a state grant program, however, it is expected that the process will be very competitive. A City process will also be developed in order to review potentially eligible

C. Crown Hill School		
#	Activity	Executive Response
		projects, which will then be submitted to the state for consideration for funding. It is anticipated that a local match will be required.
Transportation		
CHS-6	Ensure adequate parking, including sheltered bicycle parking, at redeveloped site to avoid spillover parking into adjacent residential areas.	Generally, the goal of avoiding <i>spill over parking</i> onto nearby areas is a good one to include in a redevelopment or new use plan. DCLU suggests careful consideration to balance this goal with the others for the Crown Hill School project. For example, parking can often compete for land that could otherwise be put to park use.
CHS-7	Ensure consistent levels of Metro transit to the site.	<i>Transit service</i> revisions are proposed for the north end of Seattle that will increase the frequency of transit service on the #15, which links this facility with the rest of Crown/Hill Ballard.
CHS-8	Improve pedestrian safety and comfort on 15 th Ave. NW with landscaped center medians with slip lanes at NW 85 th St. and at the Crown Hill School project site. Note: This recommendation comes from Section II of this document, and replaces a less specific one formerly listed here.	Further planning and identification of a potential funding source are needed for this activity.
CHS-9	Improve vehicular and pedestrian access to the site. Enhance sidewalk and arterial crossing facilities on 15 th Ave. NW and Holman Rd. between NW 77 th St. and the project site.	Further planning is necessary to develop recommendations for specific improvements. This project might be a good candidate for a Neighborhood Matching Fund grant.
Arts and Culture		
CHS-10	Provide public art on-site.	If City capital funds are allocated to the project, inclusion of <i>percent for art</i> funds as part of the capital project will be required. If non-City fund sources are utilized, consider negotiating inclusion of a <i>percent for art</i> component in the budget, or commissioning public art for the site with the support of a Neighborhood Matching Fund grant.
CHS-11	Possibly locate community informational kiosk on-site or nearby.	Consider commissioning a community kiosk with the support of a Neighborhood Matching Fund grant.

C. Crown Hill School		
#	Activity	Executive Response
Human Services		
CHS-12	Continue lease with community serving day care facility.	See narrative above.

Council Action Taken: (C. Crown Hill School)

Approve Executive's Recommended Response with the following additions:

1. When reviewing this strategy (and proposals to use other school facilities, such as Monroe and Webster Schools), consider issues related to use of School District sites, including citywide priorities; acquisition and/or rehabilitation costs; operation and maintenance costs, tradeoffs associated with City ownership or lease of properties, etc.
2. Ensure work on kiosk is coordinated with the Community Kiosk Task Force.

D. COMMUTER RAIL

Description

CH/B Neighborhood Planning Association studied locations and designs for a commuter rail station as part of the Environmental Impact Statement required for the Sound Transit system. At least five technically feasible sites have been identified between the Ship Canal trestle and Golden Gardens Park. All locations have positive and negative attributes. The station would be a simple loading platform to board the trains. Some weather protection, seating, and security provisions and lighting would be included. No tall structures are required or planned. The station would be accessible to all users, including those with disabilities.

Integrated Executive Response

A provisional commuter rail stop in Ballard was included in the Sound Transit vote, although no funding was identified at that time. The City is working closely with the community to make this project a reality.

Lead Department: SeaTran

Participating Departments: ESD, SPO, DON

Activities Already Underway

1. The City has received a \$2 million grant from the Transportation Improvement Board.
2. A memorandum of agreement regarding commuter rail development between the City of Seattle and the Sound Transit is expected to be signed in 1998.
3. Sound Transit's Draft Environmental Impact Statement is expected this fall which will evaluate station locations and potential impacts and mitigation.
4. The City continues to work with the Ballard Rail Committee as it evolves into a Technical Advisory Committee.

Tasks to be Undertaken in 1998-2000

1. Continue to search for funding to build the Ballard Commuter Rail station.

Activities Associated with Key Strategy

D. Commuter Rail		
#	Activity	Executive Response
CR-1	Promote and secure development of the Ballard Commuter Rail station.	See narrative above.
CR-2	Coordinate with Ballard Terminal Railroad Corporation, Burke-Gilman Trail development, Ballard District Council, Sunset Hill Community Club, and other neighborhood stakeholders on the provisional passenger rail stop.	See narrative above.
Cr-3	Work with KC/Metro to secure bus links to the Ballard Commuter Rail Station.	See narrative above.
CHS-12	Continue lease with community serving day care facility.	See narrative above.

Council Action Taken: (D. Commuter Rail)

Approve Executive's Recommended Response with the following additions:

1. Consider whether to include a park and ride lot at the station, possibly by leasing existing parking spaces.

II. Additional Activities

The activities listed in this section are not directly associated with a Key Strategy. For each activity, the City has identified next steps as a part of the City's work program in response to the neighborhood plan. Many of the next steps are actions to be taken by the City, but in some cases, the neighborhood or other agency will be able to take the next steps. 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.

#	Activity	Priority	Time Frame (Years)	Cost Est.	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
Economic Development								
II ED1	Provide timely permitting of impending projects within the retail core.				DCLU	This recommendation is addressed through two current projects to examine and refine permitting processes: Regulating Construction (PIRC) and Regulating Land Use (PIRL).	Recommendation is already being implemented through department initiative.	C1 Approve Exec's Rec. Action.
Residential Development								
II RD1	Develop new regulations for accessory dwelling units in LDT, L1 and L2 zones that would allow freestanding units such as cottages and garage conversions and permit adjustments to setbacks.				DCLU	Cottage and garage conversions are already allowed in these zones. Any problems with developing such units may lie with development standards pertaining to lot coverage, setbacks etc. Land use code barriers to this type of conversion are being identified in other neighborhood plans. This issue should be dealt with citywide.	Recommendation to allow ADUs in LDT, L1 and L2 zones is already being implemented through existing regulations. Recommendation to adjust setback requirements for ADUs will be considered by DCLU in 1999 as part of its work on ADUs and the Mayor's Housing Action Agenda.	C1, C4 Approve Exec.'s Rec. Action with following clarification: When DCLU reviews ADU regulations in 1999 as part of its work on the Mayor's Housing Action Agenda, DCLU will work with the neighborhood to clarify its request so that DCLU can have enough information to consider the request.

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II RD2	Consider amending existing requirements for accessory dwelling units to permit "rounding up" when the lot includes at least half the amount of square footage needed for an additional unit (e.g. a 5000 square foot lot would permit three units instead of two currently permitted). If rounding up is permitted, implement an administrative design review process to ensure fit with community character.				DCLU	Executive recommends rewording this action to clarify the zones in which it is intended to apply. If it refers to multifamily zones, the concept of rounding-up may be included in the Mayor's Housing Action Agenda. Rounding up would apply to the density standards in multifamily zones.	Recommendation will be considered by DCLU in 1999, as part of implementing the Mayor's Housing Action Agenda.	C4 Approve Exec.'s Rec. Action with following clarification: When DCLU reviews ADU regulations in 1999 as part of its work on the Mayor's Housing Action Agenda, DCLU will work with the neighborhood to clarify its request so that DCLU can have enough information to consider the request.
II RD3	Develop a model live/work project for artists in the Ballard Avenue Landmark District or another area of Ballard as appropriate.				Community	The first step is for the community to identify a building and a developer. DHHS has many contacts which may help the community and can provide technical assistance.	Neighborhood must take first steps to identify building and developer. Recommendation will be considered in the future if proposal is submitted to City.	C4 Approve Exec.'s Rec. Action.
II RD4	Work with residents of Sunset Hill to develop a Matching Fund application to explore design review and possible changes to DCLU codes to ensure that new "mega" houses				Community	This issue has citywide implications and would be better dealt with as a future workplan item. This work is not a high priority for DCLU, given the demand for other work items.	Recommendation will not be implemented.	C5 Approve Exec.'s Rec. Action with following clarification: City's decision not to implement is based primarily on policy reasons rather than

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	achieve better fit with the surrounding community.							workload issues.
III RD1 [From Sec. III]	Where considering promoting easier ability to develop ADUs, undertake a parking analysis to determine if on street capacity can accommodate additional units.				DCLU	DCLU needs more information about the purpose of the study before commenting on its ability to participate.	Recommendation will be considered by DCLU in 1999, as part of implementing the Mayor's Housing Action Agenda.	C4 Approve Exec.'s Rec. Action with following clarification: When DCLU reviews ADU regulations in 1999 as part of its work on the Mayor's Housing Action Agenda, DCLU will work with the neighborhood to clarify its request so that DCLU can have enough information to consider the request.
Transportation								
II T1	Stripe bicycle lanes on 20 th and 28 th Avenues NW.				Community, SeaTran	20 th Ave. NW - collector arterial: To obtain adequate width for striping a bike lane, the center turn lane would have to be removed. Community should document support of adjacent property owners, residents and tenants. 28 th Ave. NW - local street: Bike lanes to channelize traffic are not striped on local streets for two reasons: low traffic volumes make it unnecessary, and curb-to-curb	20 th Ave. NW: Recommendation will be added to the unfunded needs list if community shows support of adjacent property owners and safety considerations are addressed. 28 th Ave. NW: Recommendation will not be implemented because the City does not stripe residential streets.	C3, C5 Approve Exec.'s Rec. Action for 20th Ave. NW with following amendment: recommendation for 20th Ave. NW will be added to the unfunded needs list if support of adjacent property owners, tenants and residents is shown. Approve Exec.'s Rec. Action

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						widths are usually insufficient to accommodate parking, bike lanes and vehicle traffic.		for 28th Ave. NW.
II T2	Enhance pedestrian connections on 28 th Ave. NW from the Ballard Community Center to the street end at Salmon Bay. Complete curb and sidewalk. Provide curb extensions on NW Market Street.				SeaTran	A concept plan would need to be developed. SeaTran does not have funding to prepare the concept plan. The community could apply for a Neighborhood Matching Fund grant to prepare a concept plan for SeaTran consideration.	Recommendation will be considered in the future, but is contingent on funding and staffing availability.	C4 Approve Exec.'s Rec. Action with following addition: Street end improvements and connections to street end will not be made unless City develops street end for public access. City will not develop street end at 28th Avenue NW for public access unless the adjacent properties are redeveloped for non-industrial uses and/or the Council's Transportation Committee's work on shoreline street end policies in 1998 results in policies encouraging public access at this street end.
II T3	Support consolidation and enhanced Metro bus stops on Market Street between 24 th and 8 th Avenues NW. Provide Metro bus stop consolidation and improved stops on Market Street east				KC/Metro	KC/Metro would be the lead agency for this recommendation. SeaTran would work with KC/Metro and the community to figure out how curb space is used.	Recommendation may be considered in the future. Timing is up to KC/Metro. SeaTran will forward recommendation to KC/Metro for consideration.	C2 Approve Exec.'s Rec. Action.

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	and west of Leary Way and on 24 th NW.							
II T4	Restore two way travel on Ballard Ave. to improve access for all modes of travel and including traffic calming enhancements to prevent cut-through traffic.				SeaTran, Community	Portions of this project (restoring two-way travel) are feasible and immediately implementable, but are not warranted from a technical or safety standpoint. However, SeaTran can implement the proposal provided the community can demonstrate support from adjacent property owners. SeaTran does not have funding for recommended traffic calming enhancements.	Recommendation to restore two-way travel will be implemented, if the support of adjacent property owners, businesses and residents can be shown.	C2, C4 Approve Exec.'s Rec. Action with following addition: SeaTran to coordinate with Crown Hill/Ballard and BINMIC to address support for and issues related to traffic calming features.
II T5	Provide safer bicycle access to Ballard Ave. NW for westbound travel on NW 45 th and 46 th Streets (via Shilshole Ave. NW and 17 th Ave. NW). Consider striping, signage and structural improvements.				SeaTran	Bike lane in Shilshole street right-of-way: a concept plan is needed showing how both a bike lane and back-in angle parking would be accommodated. Bike lanes on NW 45 th St.: The Burke-Gilman Trail is going to be extended west on the south side of NW 45 th St. to 11 th Ave. NW. Bike lanes on NW 46 th St.: Street is too narrow.	Bike lane in Shilshole St. right-of-way: may be considered in the future, if the support of adjacent property owners, businesses and residents can be shown. Bike lanes on NW 46 th St.: Recommendation for striping will not be implemented because street is too narrow. Signage may be added at key junctions, subject to funding availability.	C4, C5 Approve Exec.'s Rec. Action.
II T6	Enhance the mid-block crossing on NW Market				SeaTran,	Pedestrian improvement program staff can examine this intersection	Recommendation may be considered in the future, but is	C4

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	Street at Ballard Ave. NW.				KC/Metro	to see what improvements might be made.	contingent on availability of funding for construction and ongoing maintenance costs.	Approve Exec.'s Rec. Action.
II T7	Complete bicycle lanes on 8 th Ave. NW from NW 105 th St. to the Burke-Gilman Trail.				SeaTran	SeaTran would not recommend bike lanes on 8 th NW north of NW 85 th . The street width can not accommodate both parking and a bike lane. Current bike volumes would not justify installation of a bike lane with the resulting parking loss in this residential area. Bike lanes are already striped between NW Market St. and NW 85 th St. South of NW Market St: effects on parking, traffic and truck circulation would have to be evaluated and the support of the adjacent residents, property owners, businesses. Coordination with the BINMIC plan is necessary.	North of 85 th : Recommendation will not be implemented, unless bike travel volumes increase significantly. South of Market: Recommendation will be considered during annual review of bicycle network, implementation is subject o safety considerations.	C5, C4 Approve Exec.'s Rec. Action.
III T1 [From Sec. III]	Historic District/Market Street Area Complete sidewalk network where no sidewalks currently exist. Construct curbs and sidewalks,				SeaTran	SeaTran does not support a planted median on Shilshole, but would recommend a continuous center turn lane. SeaTran would also recommend back-in angle parking.	Unless otherwise noted, recommendations will be considered in future, contingent on funding and staffing availability, and/or further analysis by SeaTran.	C4, C5 Approve Exec.'s Rec. Action.

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	parallel parking and loading location, landscaping (along sidewalks and in possible median) and bicycle lanes on Shilshole Ave. NW between NW Market St. and 17th Ave. NW. · Improve the NW Leary Way/17th Ave. NW/NW 48th St. intersection. Consider redesigning the NW Leary Way/17th Ave. NW intersection. · Improve the NW Market St./Leary Way/22nd Ave. NW intersection. · Provide circles on Ballard Ave. NW at large intersections to calm traffic and provide space for landscaping and/or public art. · Improve bicycle and pedestrian connections to, and safety on, Shilshole Ave. NW.					Other recommendations may be considered in the future, consistent with City policies on sidewalk construction. Some of these projects may be good candidates for the Business Improvement Area to take on.		
III T2 [From Sec.	15th Avenue NW/NW 85th Street Gateway · Acquire (or coordinate with owner/developer) on the				SeaTran	DPR: This open space opportunity would need to be prioritized with those from other neighborhood plans, assuming a	Unless otherwise noted, recommendations will be considered in future, contingent on funding and staffing	C4, C5 Approve Exec.'s Rec. Action.

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III]	<p>northeast corner of 15th Ave. NW/NW 85th St. and provide a public use area that includes seating, art, a bus stop with enhanced shelter and information, and retail services integrated into the pedestrian orientation of the space.</p> <p>Construct landscaped medians on 15th Ave. NW north and south of left-turn lanes at NW 85th St. Widen sidewalks and provide streetscaping along northeast block faces.</p> <p>Construct ornamental arch or gate spanning intersection of 15th Ave. NW/NW 85th St. Integrate with traffic control and street lighting.</p> <p>Provide signalized mid-block pedestrian crossing on 15th Ave. NW between NW 83rd and 85th Streets. Coordinate with adjacent</p>					<p>fund source is identified to pay for such acquisitions.</p> <p>SeaTran: Conceptual design is needed to determine location and extent of median.</p> <p>SeaTran: 15th Ave. NW is a designated over-height truck route. The City must maintain the ability to easily remove overhead obstruction along this route.</p> <p>SeaTran is currently analyzing the intersection of 15th Ave. NW and Holman Rd. NW to determine if warrants are met for a pedestrian signal.</p>	<p>availability, and/or further analysis by SeaTran.</p>	

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	signals on 15th Ave. NW.							
III T3 [From Sec. III]	15th Avenue NW/NW 65th Street Crossroads Improve physical appearance and pedestrian safety of intersection at 15th Ave. NW at NW 65th St. · Construct landmark features (e.g. art, fountain, signposts, etc.) in pedestrian islands on northwest and southeast corners of 15th Ave. NW at NW 65th St. Construct landscaped medians on 15th Ave. NW north and south of left-turn lanes at NW 65th St. Widen sidewalks and provide streetscaping (trees, special lighting, etc.) along northeast block faces.				SeaTran	SeaTran would analyze this location to make sure that trucks turning movements could still be accommodated. See comments for III T8. SeaTran would not recommend the placement of non-breakaway objects in islands due to safety and liability considerations. SeaTran: The benefit to pedestrians of landscaped medians around the intersection must be evaluated. Increase in ongoing maintenance costs must be addressed.	Recommendation for pedestrian safety improvements will be considered, subject to review of turning radius requirements. Other recommendations may be considered in the future, subject to funding (construction and maintenance) and staffing availability.	C4 Approve Exec.'s Rec. Action.
III T9 [From Sec.]	Transit Provide daytime, evening and weekend service to				SeaTran, KC/Metro	KC/Metro is actively working on service revisions for these areas. Most, if not all, of these service changes are under consideration.	SeaTran to forward recommendations to KC/Metro.	C2 Approve Exec.'s Rec. Action.

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III]	Golden Gardens Park. · Operate a bus route (possibly a rerouted Route 46) along length of Leary Way NW between Ballard and Fremont. · Extend service period of express routes 15, 17, and 18 to approx. 6:30 p.m.; consider midday service on these express routes. · Add bus stop south of NW 65th for Route 18 express. · Consider adding new east-west service along NW 65th St. and operate service using smaller buses or vans. · Improve lighting at bus stops and provide bus bulbs where feasible.					The King County Council is expected to decide on fall 1998 service changes in May. Improved lighting at bus stops and bus bulbs ought to be considered as part of larger pedestrian improvement projects.		
III T10 [From Sec. III]	Traffic Calming Construct curb bulbs at the following intersections; NW 59th St./22nd Ave. NW; NW 61st St./22nd Ave. NW; NW 65th St./32nd Ave. NW; NW 67th St. at 16th, 17th, 18th, 22nd				SeaTran	SeaTran: NW 59th St./22nd Ave. NW: feasible, but the curb bulb would only narrow the street to 25 feet and would have very little traffic calming effect. NW 61st St./22nd Ave. NW: feasible, but the curb bulb would only narrow the street to 25 feet	Unless otherwise noted, recommendations will be considered in future, contingent on funding and staffing availability, and/or further analysis by SeaTran. Community may want to pursue Neighborhood Matching Fund	C4, C5 Approve Exec.'s Rec. Action.

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	<p>Avenues NW; NW 77th St./32nd Ave. NW; NW 95th St./13th Ave. NW; NW Market St./28th Ave. NW; 12th Ave. NW north of Holman Rd.</p> <p>Construct indicated traffic-calming features at the following locations: · NW 70th St. east of 15th Ave. NW (choker); NW 73rd St. east of 15th Ave. NW (choker); NW 75th St. east of 15th Ave. NW (choker); on 15th Ave. NW at 75th St. (medians); NW 83rd St. west of 15th Ave. NW (closure with pocket park); NW 60th St. at 26th Ave. NW (closure at playground); 32nd Ave. NW between NW 58th and NW 70th Streets (various treatments and locations)</p>					<p>and would have very little traffic calming effect NW 67th St. at 16th, 17th, 18th, 22nd Avenues NW: not feasible due to street width NW 95th St./13th Ave. NW: not feasible due to street width.</p> <p>SeaTran: All these facilities would require a feasibility analysis, which depends on funding and staffing availability. Closures especially require an analysis of traffic diversion impacts on surrounding residential streets and emergency vehicle access.</p>	grants.	
III T11 [From Sec. III.	<p>Bike Lanes and Trails</p> <p>Plan and provide a complete network of bicycle routes and facilities. Make</p>				SeaTran	<p>SeaTran: Ballard Bridge — not feasible without total bridge reconstruction NW 45th St. — see comments for</p>	<p>Unless otherwise noted, recommendations will be considered in future, contingent on funding and staffing</p>	<p>C4, C5</p> <p>Approve Exec.'s Rec. Action.</p>

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	<p>improvements to bicycle facilities opportunistically whenever street improvements (including repaving) and other development projects occur. Analyze and construct, where feasible, facilities (e.g. new bikeways, lanes, boulevards, signals, parking/storage, rest areas, special crossing treatments) along the following key bicycle access routes:</p> <p>Ballard Bridge (bike lanes/wider sidewalks needed); NW 45th St. (end of currently planned Burke-Gilman Trail); NW 46th St.; Leary Way NW west of 12th Ave.; NW Shilshole Ave.; NW Ballard Ave. NW; NW Market St.; NW 65th St.; NW 77th St. (an urban trails route); NW 90th St.; 3rd Ave. NW; 8th Ave. NW (complete bike lanes);</p>					<p>II T5 NW 46 St. — see comments for II T5 NW 65th St. — not feasible NW 77th St. — residential street, no signage NW 90th St.— residential street, no signage 3rd Ave. NW — street width too narrow for bike lanes 14th Ave. NW — feasible 17th Ave. NW — residential street, no signage 20th Ave. NW — see previous comment regarding bike lanes on 20th NW 24th Ave. NW— could be examined in conjunction with proposal for a 3-lane section along this street 28th Ave. NW — residential street, no signage 32nd Ave. NW — would need to remove parking for bike lanes</p>	<p>availability, and/or further analysis by SeaTran.</p>	

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	14th Ave. NW (complete medians); 17th Ave. NW; 20th Ave. NW (including bike lanes); 24th Ave. NW; 28th Ave. NW (including bike lanes); 32nd Ave. NW							
III T13	14th Avenue NW Boulevard: Continue boulevard treatment along 14th Ave. NW through better definition of parking spaces, landscaping and medians as appropriate, and safety improvements at intersections.				SeaTran	SeaTran: 14th Ave. NW is in need of complete reconstruction. Coordination with BINMIC is essential. Construction of landscaped medians north of NW Market St. is on SeaTran's unfunded needs list.	Recommendation will be considered in the future, subject to funding availability and coordination with BINMIC.	C4 Approve Exec.'s Rec. Action.
Open Space								
II OS1	Preserve all City and Seattle School District owned properties that are proposed for sale for open space and community uses. Locations include Whittier, Loyal Heights, Leary, Market, Sunset, Ballard, Monroe and Olympic sites.				DPR, ESD, SPO-OFE, School District	DPR property is preserved as a result of Initiative 42. Prior to other City-owned land being placed for sale, the City will evaluate properties (see response for II OS3). The potential for use as open space will be included in the evaluation. The City will work with the School District to look for opportunities for use of schools for recreation, environmental, and open space purposes where	City Property: Recommendation will be considered on a case-by-case basis, based on existing City regulations and policies. School District property: Recommendation is the responsibility of the Seattle School District. SPO/OFE will forward recommendation to	C2, C4 Approve Exec.'s Rec. Action.

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						appropriate. SPO-OFE serves as the liaison between the City and the School District. This recommendation will be forwarded for consideration by the School District's Long-range Facilities Planning Committee (plan due in late 1998).	School District.	
II OS2	Preserve all street end public rights-of-way for future water, view, or pedestrian access.				SeaTran	Adopted shoreline policies govern use of street end public rights-of-way, and attempt to balance competing needs for these locations. Future decisions concerning the use of street ends will be made on a case-by-case basis and will abide by these policies.	Recommendation will be considered on a case-by-case basis, based on existing City regulations and policies.	C4 Approve Exec.'s Rec. Action.
II OS3	Preserve vacant surplus City properties for open space.				ESD	All surplus properties are evaluated on an individual basis. First priority is other City uses, which could include open spaces or P-patches. Reuse for other community priorities will also be considered.	Recommendation will be considered on a case-by-case basis, based on existing City regulations and policies.	C4 Approve Exec.'s Rec. Action.
II OS4	Complete purchase of pending acquisitions under open space program,				DPR, SeaTran	Acquisition of the lower portion of the Sunset Hill Greenbelt for the extension of the Burke-Gilman	Recommendation is being implemented for Sunset Hill Greenbelt (with the exception of	C2, C4 Approve Exec.'s Rec. Action.

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	including Sunset Hill Greenbelt.					Trail is being pursued. No steep slope property acquisition is anticipated at this site. SeaTran is in the process of having the property appraised. Negotiations with Burlington Northern, the current property owners, will follow.	the steep slope, which City will not acquire), but is contingent on negotiations with property owners.	
II OS5	Continue pursuing acquisition of open space as defined by the Ballard Open Space Committee list.				DPR, Community	These proposals will need to be considered in conjunction with priorities from other communities.	Recommendation will be considered in the future, subject to funding availability and consideration of citywide priorities.	C4 Approve Exec.'s Rec. Action.
II OS6	Provide additional staffing at Ballard and Loyal Heights Community Centers.				DPR	Although DPR recognizes that both facilities need additional staffing, Loyal Heights is the greater priority. The ability to fund this recommendation will depend on the outcome of the budget process.	DPR has requested funding for additional staffing for Loyal Heights community center in the 1999-2000 budget. Final decision is subject to budget decisions and DPR consideration of Citywide staffing needs. Additional staffing for the Ballard Community Center may be considered in the future.	C4 Approve Exec.'s Rec. Action.
II OS7	Assist neighborhood open space and recreation organizations in project implementation and				DPR	DPR recognizes the need to fund the requested services, however the ability to fund this recommendation will depend on	DPR has requested funding in the 1999-2000 budget. Final decision is subject to budget decisions and DPR consideration	C4 Approve Exec.'s Rec. Action.

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	support.					the outcome of the budget process.	of Citywide staffing needs.	
II OS8	If the Ballard Municipal Center is not developed, provide a two-acre park within the Hub Urban Village to accommodate the additional residential density called for in the Comprehensive Plan.				DPR	DPR will weigh this priority with priorities in other communities. Note that the location may influence park programming (e.g., an active park vs. a passive park).	Recommendation may be considered in the future, if BMC is not developed. City action is contingent on site and funding availability and consideration of citywide priorities.	C4 Approve Exec.'s Rec. Action.
II OS9	Develop public access to the shoreline at 28 th Ave. NW.				DPR	This location is in the heart of the industrial area in BINMIC and the effect on industrial activity would have to be evaluated. In addition, this recommendation will have to be prioritized with other neighborhood plan recommendations.	Recommendation may be considered in the future, but City action is contingent on coordination with BINMIC Plan, funding availability, and consideration of citywide priorities.	C4 Approve Exec.'s Rec. Action with following addition: City will not develop street end at 28th Avenue NW for public access unless the adjacent properties are redeveloped for non-industrial uses and/or the Council's Transportation Committee's work on shoreline street end policies in 1998 results in policies encouraging public access at this street end.
II OS10 and III	Improve existing parks, including: Gilman, Salmon Bay, Sunset Hill View,				DPR	The following projects have been proposed as part of DPR's 6-year CIP, although not for funding in	Recommendations for Gilman, Salmon Bay, Sunset Hill View, and Soundview Parks will be will	C4 Approve Exec.'s Rec. Action.

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Council Actions: References C1-C5 are to categories identified in Resolution 29716 pertaining to City Council review of proposed neighborhood plans. C1 = City has implemented; C2 = City can implement within existing resources, C3 = City will consider when adopting the budget and/or Capital Improvement Program; C4 = City will consider at future time (due to need to coordinate with citywide issues or other neighborhood plans, evaluate policy or regulatory changes, identify fund sources, etc.); C5 = City will not implement (for reasons stated).

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OS8 [From Sec. III]	Ross, Bergen Place, Marvin Gardens, and Soundview parks. Note: the community listed this recommendation in Section III: Long-Term Activities.					<p>the 1999-2000 budget:</p> <p>Improvements to Gilman Park including utility improvements, fencing and minor tennis court improvements. Courts, landscaping, security lighting have not been identified in the CIP.</p> <p>Improvements to Salmon Bay Park including re-landscaping with trees/shrubs and turf, and renovation of the irrigation system.</p> <p>Improvements to Sunset Hill View Park including irrigation, drainage and a reforestation/ landscape restoration project.</p> <p>Improvements to Soundview Park including irrigation, drainage and a reforestation/landscape restoration project.</p>	<p>be added to the Capital Improvement Program for consideration during the next six years. Implementation is contingent on DPR request(s) for and Council approval of funding in budget(s), and DPR consideration of citywide priorities.</p> <p>Recommendation for Ross Park, Bergen Place, and Marvin Gardens will be considered in the future, subject to funding availability and consideration of citywide priorities.</p>	
II OS11	Improve Ballard Swimming pool. Note: the community listed this recommendation in Section III: Long-Term Activities.				DPR	DPR's 6-year CIP funds the following improvements to the Ballard Pool: renovate building to create an area to store chlorine, replace or renovate filter tank, replace plastic pool liner, and modify the HVAC system to meet adopted air change standards. All are currently under consideration	Recommendation will be considered in the City's budget and Capital Improvement Program for 1999-2000. Final decision is subject to budget decisions.	C4 Approve Exec.'s Rec. Action.

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#	Activity	Priority	Time Frame (Years)	Cost Est.	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
						for funding in 1999-2000.		
III OS11 [From Sec. III]	Improve boat ramp at 14th Ave. NW.					DPR recently improved the boat ramp at this location with SPIF funding. Please identify specific additional improvements.	Recommendation may be considered in the future, but is contingent on funding availability and consideration of citywide priorities.	C4 Approve Exec.'s Rec. Action.
III OS 16 [From Sec. III]	Secure future of Webster Park.					DPR currently has a 25-year lease with the Seattle School District for Webster Park.	Recommendation is being implemented.	C1 Approve Exec.'s Rec. Action.
III OS18 [From Sec. III.]	Develop landscaped boulevards, including the following: 8th Avenue NW 14th Avenue NW 24th Avenue NW					SeaTran: Three blocks of planted medians were recently constructed along 8th Ave. NW. The area to the south of these new medians and 14th Ave. NW south of NW Market St. are in industrial areas. Installation of landscaped medians in these locations could negatively effect movement of freight and goods. Installation of planted medians along 14th Ave. NW north of NW Market St. is on SeaTran's unfunded needs list. Planted medians increase on-going maintenance costs. As more and more are installed, the ability to	Recommendation will be considered if community submits more developed proposals. Implementation is contingent on funding availability.	C4 Approve Exec.'s Rec. Action.

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						adequately maintain them becomes a budget issue.		
III OS20 [From Sec. III.]	Develop gateways to the community at the following locations: · Along Salmon Bay, due west of Locks · 15th Ave. NW at the Ballard Bridge · Leary Way NW at 8th Ave. NW · NW Market Street along the hillside along NW 46th St. · NW 65th, 80th, 85th Streets and Holman Road at 3rd Ave. NW · Around the Hub Urban Village (four sites)					Conceptual designs should be developed for evaluation by SeaTran and Fire. This could be a fun community project, perhaps funded by the Neighborhood Matching Fund, perhaps a competition, or a series of competitions to develop designs for these gateways.	Recommendation will be considered if community submits more developed proposals. Implementation is contingent on funding availability.	C4 Approve Exec.'s Rec. Action.
Arts and Culture								
II AC1	Design and install a demonstration community kiosk.				Community	This recommendation will be considered as part of a Key or Integrated Strategy and may be a good candidate for a Neighborhood Matching Fund grant.	Recommendation will be considered as part of the Key or Integrated Strategies.	C4 Approve Exec.'s Rec. Action with following addition: City and community should coordinate efforts with the Community Kiosk Task Force.

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II AC2	Commission and install public art, using 1% for Arts funds from Ballard projects for use in Crown Hill/Ballard.				SAC	The Seattle Arts Commission's goal is to develop, where feasible, site-specific art projects that are integrated with City capital projects. Recommendation will be implemented as opportunities arise.	Recommendation will be implemented on a case-by-case basis.	C4 Approve Exec.'s Rec. Action.
Human Services								
II HS1	Expand senior center at new site in or near Ballard Hub Urban Village.				ESD	The expansion will continue at current site. Other siting options may be considered in the long-term.	Recommendation may be considered in the future	C4 Approve Exec.'s Rec. Action.
II HS2	Assist community to develop Matching Fund application for human services network organizing and service referral.				Community	The City routinely provides general grant preparation assistance to groups to prepare Neighborhood Matching Fund grant applications.	Recommendation will be implemented if community contacts DON for assistance.	C2 Approve Exec.'s Rec. Action.
Monroe School								
III 1 [From Sec. III]	During the next five years, use as temporary grade school; work to have satellite campus of North Seattle Community College located on site. Additional uses to include non-profit arts organization;					DPR is interested in discussing the possibility of collaborating on improvements to the site that would result in park, open space and recreational improvements for the community. Resources and staffing are not available to initiate this work but funding has been	Recommendation will be considered, subject to funding availability and consideration of citywide priorities. SPO-OFE serves as the Liaison between the City and the School	C4 Approve Exec.'s Rec. Action.

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	continuing education center; and a community center. Provide recreational activities, such as basketball courts and passive open space or P-patch.					requested in the 1999-2000 budget to provide staff support for these types of activities.	District. This recommendation will be forwarded for consideration by the School District's Long-range Facilities Planning Committee (due in late 1998).	
Webster School								
III 2 [From Sec. III.	Continue occupancy by Nordic Heritage Museum on short-term lease.					In accordance with the wishes of the neighborhood, the School District and the Nordic Heritage Museum are in the process of negotiating a short-term lease.	Recommendation is being implemented, implementation is contingent on negotiations.	C4 Approve Exec.'s Rec. Action .

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III. Activities For Longer Term Implementation

The activities in this section are not yet ready for a detailed City response, for a number of reasons: (1) because the neighborhood needs to develop the idea further; 2) the activities are of interest for the longer-term; and/or 3) the activities were proposed as a result of validation and the City did not have time to develop a detailed response. As a result, the City is not likely to work proactively to implement the activities in this section. Instead, the activities will be included in the City's database for monitoring neighborhood plan implementation. Should an opportunity arise to further develop the activity, the City will work with neighborhood representatives to consider the activities for implementation. Opportunities might include combining the activity with another City project, or finding a source of funding through a new or expanded federal or state grant program.

If the neighborhood or City staff further develop any of these activities to a level sufficient for a more detailed City response, they will be considered relative to the neighborhood's priorities for other activities being considered for implementation. For items requiring Council approval, an amendment to the City's approved work program for the neighborhood plan may be presented to the City Council for approval.

#	Activity	City Department Comments
Monroe School		
III 1	[Moved to Section II.]	
Webster School		
III 2	[Moved to Section II.]	
Open Space		
III OS1	Improve all City owned properties, preserved from sale, for open space and community uses.	The City's ability to improve any properties preserved for open space depends on future staffing and capital resources.
III OS2	Improve vacant surplus city properties for open space.	The City's ability to improve any properties preserved for open space depends on future staffing and capital resources. ESD leads a process in which each surplus property is evaluated on an individual basis. First priority is other City uses, which could include open spaces or P-patches. Reuse for other community priorities will also be considered.
III OS4	Pursue unfinished case studies from CH/B NPA open space and recreation Phase II report including the following: Develop "Shilshole Creek" Develop "Urban Oasis" Develop Hub Urban Village NE Quadrant Park	Further examination of these concepts by DPR will require staffing, which is dependent upon future resources. The Neighborhood Matching Fund may be a source to further refine these concepts.

#	Activity	City Department Comments
	Develop 28 th Street Promenade Develop Baker Park Expansion Develop Plumis Park	
III OS5	Create pocket parks, including children's play areas.	DPR's ability to pursue pocket parks is dependent upon future staffing and capital resources.
III OS6	Create tennis courts.	DPR is generally supportive of this concept. DPR is working with the School District on a joint Athletic Field Development plan that identifies several projects in the Crown Hill/Ballard area. Other opportunities might include Crown Hill and Monroe School, depending on the School District's long- term plans for these sites.
III OS7	Create play fields.	DPR is generally supportive of this concept. DPR is working with the School District on a joint Athletic Field Development plan that identifies several projects in the Crown Hill/Ballard area. Other opportunities might include Crown Hill and Monroe School, depending on what the School District's long-term plans are for these sites.
III OS8	[Moved to Section II.]	
III OS9	Preserve remaining natural vegetated areas. Note: the community listed this activity in Section II: Near-Term Activities.	DPR: Until specific proposals are identified, it is not possible to know whether any funding can be made available to support the proposal.
III OS10	Preserve remaining natural areas and connect to improved parks and developed green corridors.	DPR supports this activity and encourages the community to identify opportunities where the community, DPR and SeaTran can work together to make this possible. Until specific proposals are identified, it is not possible to know whether any funding can be made available to support the proposal.
III OS11	[Moved to Section II.]	
III OS12	Develop community climbing rock, skateboard park, sledding hill, Frisbee golf course, or other active sports facility if the neighborhood supports such a program.	DPR: Needs further discussion.
III OS13	Develop urban forest, primarily through street tree plantings.	Street tree planting projects can be good candidates for the Neighborhood Matching Fund, which often has a special fund for this purpose. SeaTran's arborist office and Seattle City Light's Urban Tree Replacement Program may be able to offer technical or organizing support.

#	Activity	City Department Comments
III OS14	Renovate Golden Gardens bathhouse.	DPR is supportive of improvements to the Bathhouse and participated in a study which was funded through the Neighborhood Matching Fund and the Ballard Advisory Council, to evaluate improvement options. At this time, DPR does not have funding for the improvements. The community has pursued fundraising efforts but has not been successful to date.
III OS15	Develop East Ballard pocket park.	DPR needs additional information to consider this proposal. Funding for acquisition and development are not available at this time. Evaluation of this proposal will need to occur along with priorities from other communities for open space acquisition and is dependent on resources.
III OS16	[Moved to Section II.]	
III OS17	Develop additional P-patches.	SPO: In order to meet Comprehensive Plan goals for community gardens, the Ballard Hub Urban Village area could plan for 3 additional P-patches, and the Crown Hill area could plan for one.
III OS18	[Moved to Section II.]	
III OS19	Develop green links by increasing street trees and landscaping within the public right-of-way and adjacent private property and connecting open space sites with other public facilities using pedestrian friendly design elements.	Street tree planting projects can be good candidates for the Neighborhood Matching Fund, which often has a special fund for this purpose. SeaTran's arborist office and Seattle City Light's Urban Tree Replacement Program may be able to offer technical or organizing support.
III OS20	[Moved to Section II.]	
III OS21	Preserve remaining natural areas and connect to improved parks and developed green corridors.	DPR supports this activity and encourages the community to identify opportunities where the community, DPR and SeaTran can work together to make this possible. Until specific proposals are identified, it is not possible to know whether any funding is available or can be made available to support the proposal.
III OS22	Create a marine park from Golden Gardens to Pipers Creek Outfall.	Clarification is needed on this proposal. DPR owns much of the tidelands surrounding and to the north of Golden Gardens Park. The tidelands that are held by private property owners between Golden Gardens and Carkeek are mostly undeveloped. The State owns property past the tidelands.
III OS23	Develop public/private partnerships and joint use for open space and recreation facilities.	DPR is supportive of this recommendation and will continue working with the School District and others on joint use of facilities.
III OS24	Develop and showcase green link/green street in the Ballard Hub	SeaTran: Recommendation may be a good candidate for Neighborhood Matching

#	Activity	City Department Comments
	Urban Village. Note: the community listed this activity in Section II: Near-Term Activities.	Fund to develop a more detailed proposal.
III OS25	Develop "Hidden Beach Trail" along Seaview Avenue. Note: the community listed this activity in Section II: Near-Term Activities.	SeaTran, SPU, ESD and DPR: Project needs further development. Additional studies (e.g., geotechnical) and property research may be needed prior to approving a proposal. DPR does not currently have the staffing available to review the proposals in detail or to conduct any studies to determine the proposal's viability. Recommendation may be a good candidate for Neighborhood Matching Fund to develop a more detailed proposal.
Transportation		
III T1	[Moved to Section II.]	
III T2	[Moved to Section II.]	
III T3	[Moved to Section II.]	
III T4	Prevent cut-through traffic on NW 83 rd St. east and west of 15 th Ave. NW. Note: the community listed this activity in Section II: Near-Term Activities.	SeaTran: A concept plan would need to be developed, and the potential effects of traffic diversion would need to be evaluated.
III T5	Provide traffic calming measures on 32 nd Ave. NW between NW 58 th and NW 77 th Streets. Consider curb bulbs at NW 64 th , 65 th , 75 th , and 77 th Streets. Note: the community listed this activity in Section II: Near-Term Activities.	SeaTran: Conceptual design needs to be developed and each location evaluated to see if it meets the criteria for that type of measure.
III T6	Provide traffic calming measures, including curb bulbs, on NW 67 th at 16 th , 17 th , and 18 th Avenues NW. Note: the community listed this activity in Section II: Near-Term Activities.	SeaTran: Conceptual design needs to be developed and each location evaluated to see if it meets the criteria for that type of measure.
III T7	Provide traffic calming measures on 22 nd Ave. NW at NW 59 th , 61 st , and 67 th Streets. Note: the community listed this activity in Section II: Near-Term Activities.	SeaTran: Conceptual design needs to be developed and each location evaluated to see if it meets the criteria for that type of measure.

#	Activity	City Department Comments
III T8	Improve physical appearance and pedestrian safety of intersection at 15 th Ave. NW at NW 65 th St. Note: the community listed this activity in Section II: Near-Term Activities.	SeaTran: Conceptual design needs to be developed.
III T9	[Moved to Section II.]	
III T10	[Moved to Section II.]	
III T11	[Moved to Section II.]	
Other Transportation Issues and Projects		
III T12	Waterfront Connections: Extend streets and/or public walkways to shoreline along 14 th , 24 th and 28 th Avenues NW.	SeaTran: Conceptual design in conformance with adopted shoreline policies, which govern use of street end public rights-of-way, and attempt to balance competing needs for these locations. The street end at 14 th and 24 th Avenues NW are already developed as public access points and boat launches. The street end at 28 th Ave. NW is in the heart of the industrial area, and is unlikely to be developed for public access.
III T13	[Moved to Section II.]	
III T14	Central Ballard Gateway: Construct mid-block pedestrian crossings, intersection curb bulbs, and possibly other treatments that signify the entrance to central Ballard (e.g. arch, art, special paving , signage, etc.) on NW Market St. at approximately 25 th Ave. NW.	See comments III OS20 above.
Residential Development		
III RD1	[Moved to Section II.]	
III RD2	Develop neighborhood design review guidelines to include pitched roofs, ground related housing; front doors visible from the street, and on-site parking off existing alleys or beside/behind rather than in front of the structure. Encourage useable landscaped open space on all sides of the structure, including planting, trellises, and open fences. Barren landscapes and blank surfaced buildings should be discouraged.	Neighborhood Design Guidelines could be developed with the support of a Neighborhood Matching Fund grant. DCLU can provide technical assistance. See "Preparing Your Own Neighborhood Design Guidelines" in the Neighborhood Planning Toolbox.
III RD3	Develop, possibly through a Neighborhood Matching Fund grant, a	The City, through DON, routinely provides only general grant preparation assistance

#	Activity	City Department Comments
	<p>renovation guide to encourage and assist with conversion of existing single homes into ground related multifamily homes in all existing multifamily zones within the CH/B NPA planning area. The renovation activity should be monitored for program evaluation and adjustment.</p> <p>Note: the community also had this proposal listed in Section II - Near Term Activities.</p>	<p>to groups to prepare Neighborhood Matching Fund grant applications. More specific technical assistance for this recommendation is not likely to be available. Encouraging such conversions is not likely to lead to significant numbers of new housing units, and may not help the community achieve its housing affordability goals, although it may be an attractive way to allow some growth while maintaining community character.</p>
Human Services		
III HS1	Attract a private party to develop an adult day center within the Crown Hill/Ballard area.	Developing an adult day program targeting older and disabled adults is a needed service for this area. Currently there are no publicly-funded programs for this type of facility. This goal is consistent with Aging and Disability Services (DHHS).
III HS2	Develop an assisted living facility within the Crown Hill/Ballard area.	DHHS funds are available to nonprofits for the acquisition and rehabilitation or new construction of this type of housing on a periodic, competitive basis. DHHS is also able to provide technical assistance. An affordable assisted living facility within this area is consistent with DHHS Aging and Disability efforts to encourage assisted living development for low-income, Medicaid eligible older and disabled adults.

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