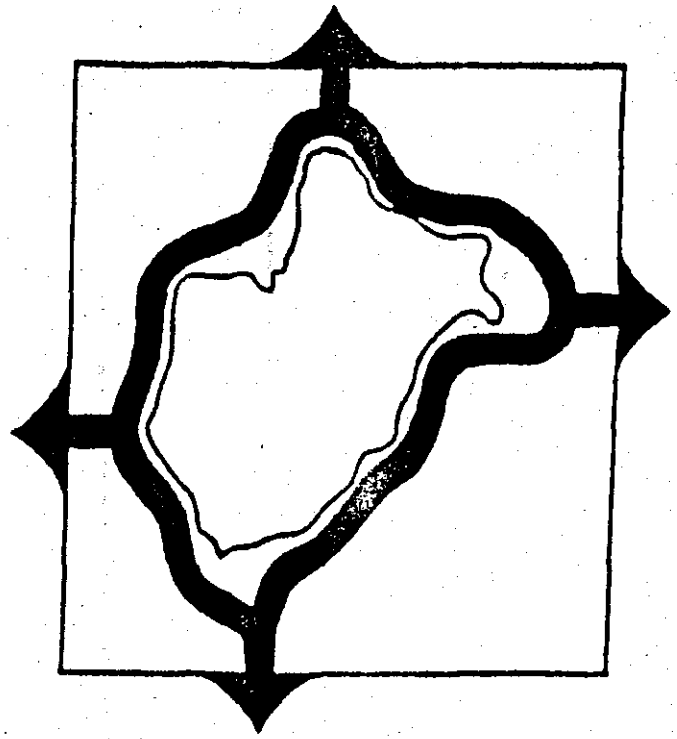
ATTACHMENT 1

Green Lake 2020
NEIGHBORHOOD PLAN



January 29, 1999

Prepared by ANC - A Northwest Collaborative

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Those who have put together this neighborhood plan would like to thank their Green Lake neighbors who have made contributions over the past two and a half years by attending public meetings, returning surveys, and supplying feedback at various junctures of the process. A number of Green Lake neighbors contributed substantially of their time and insights by attending committee meetings, sharing ideas, distributing flyers, manning display booths. We have probably missed a few in compiling this list, but our gratitude is extended to all who have helped along the way: Michelle Ihlan, Patti Bentson, Cathy Clemens, Betsy Geller, Lisa Papp, Deb Slivinsky, Esther Van Dyke, Michael Manley, Sean Stevenson, Emily Woodburn, Shawn Saline, Marcia Norman, Miguel Gavino, Lee Fitchett, Paul Stevenson, Lynn Graves, Regina Hoover, Joe Battistone, John Jendrezak, Joan Shirley, Randy Jones, Libby Sturman, Cheryl Wells, Lindy Perrin, Stan Gregg, Bob Gregg, Bob Clubine, Tom Anderson, Audra Andrews, Fred Repass, David Robinson, Jacob Bozeman, Chris Austin, Steven Kirsch, David Penrose, Mary Horvath, Norman Rogers, Lyle Stevenson, Noreen Gayle, John Jimmerson, Al Levine, Gretchen Maneval, Cheryl McArthur, Damien McBride, Sarah Mitchem, Doug Pflugh, Margaret Rogers, Daniel Speth, Scott Stouffer, Christine Yazunza, Jacqui Silvio-Bams, Leigh Di Ponzi, Ed Atwood, Ann Bikle, Alan Boming, John Hagman, John Davies, Bob Messina, Paul Stevenson, Rietta Stoneman, Jeremy Colangelo-Bryan, Brian Smith.

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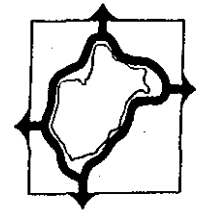
If anyone should be named as a co-conspirator in this planning process, it's The Hearthstone. Since 1996 Jim Stoltzfus and Ric Milsow of that Green Lake institution have generously offered regular meeting spaces for a variety of committees and task-forces and aided and abetted large-scale public meetings whenever asked.



Green Lake 2020
Neighborhood Plan

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Executive Summary

In the early years of the Twentieth Century the Olmsted brothers put forward a visionary plan for Green Lake, a plan based on a bold and progressive series of initiatives originating with the community. The legacy is visible today in Green Lake Park, possibly Seattle's most beloved, and the state's most frequented, park. Nearing the dawn of the 21st Century, the Green Lake 2020 Neighborhood Planning Committee is renewing this initiative and vision through a neighborhood plan for improving the area's physical infrastructure and meeting its human needs.

In a citizen-based planning effort that has taken place over two and a half years, Green Lake residents defined community values and built a series of key goals based upon those values. In brief, they said:

The Bathhouse at Green Lake, painting by Carl Funseth

Green Lake Goals

- Conserve places, buildings, character, and qualities that make Green Lake a memorable community.
- Improve the community's ecological awareness and health.
- Develop a Residential Urban Village to serve as a cultural, residential and commercial center. At the same time, keep the area's many, lively commercial pockets.
- Significantly improve public transit.
- Make walking and bicycling safer and easier.
- Provide moderate-income affordable housing and provide social services that build a stronger community.

Practical steps, both large and small, to achieve those goals are detailed in this Green Lake 2020 Neighborhood Plan. The plan's key strategies include near-term, pragmatic projects as well as longer-term, urban revisions which anticipate and encourage change. Described below are the community visions, developed as "Key Integrated Strategies," that ground the Green Lake 2020 planning effort and the changes that will take place as the plan is implemented:

Green Lake Key Integrated Strategies

1. Create a Vibrant Green Lake Residential Urban Village.

Vision: The Residential Urban Village fulfills its potential as an integrated commercial and residential district. The cohesive community atmosphere is enhanced by residents of diverse social and economic backgrounds living near their places of work, shopping, and play. Public transportation is reliable and within walking distance of residences. The Residential Urban Village boasts attractive streetscapes, and new buildings enhance the scale and character of existing structures constructed in the early 1900s. The Residential Urban Village contains more housing than called for in the Seattle Comprehensive Plan, enabling more families earning 50 to 80 percent of the City median income to live in the Green Lake neighborhood. The Residential Urban Village's existing vitality is enhanced by the implementation of additional pedestrian-friendly elements.

Near Term: With curb bulbs extending into streets and improved crossings, pedestrians will more easily cross streets and board buses. Pedestrians will enjoy streets with more trees and hanging flower baskets which enhance the natural "green" feel of the neighborhood, serve as a visual link to the park, and buffer homes and businesses from street traffic. Public art will enrich the residential urban experience. Strategically placed street furniture will enable pedestrians to rest and meet their neighbors. New businesses will join with old ones to create a robust district.

Urban Revisions: The Residential Urban Village will be shaped through design review and zoning. The Residential Urban Village "Main Street, " Woodlawn Avenue NE, as well as East Green Lake Drive N and East Green Lake Way N will be part of a "Design Review District" in which buildings will incorporate terracing, balconies, setbacks, and other features. These features will harmonize new construction with existing historical buildings in this district. Buildings along Interstate-5 will have 60-foot heights to allow the Residential Urban Village to absorb growth beyond what is now foreseen, while still seeking to preserve the desirable elements of the existing character of the neighborhood. A public plaza will link the Urban Village's main street to Green Lake Park, and provide residents with a place to gather and meet at the heart of the improved Residential Urban Village. A public art sculpture will serve as a gateway into the residential urban village, and will enhance the sense of community.

2. Create a First-Class Public Transportation System

Vision: Green Lake is a mobile community. People who live and work in the neighborhood will have easy access to convenient, reliable, and comprehensive public transit. Visitors from all over the region will easily arrive at Green Lake Park and other attractions by public transit, reducing congestion, parking pressures, and pollution.

Near term: On key routes, buses will run every 10 minutes. They will be equipped to gain traffic signal priority at congested intersections.

Urban Revisions: A new Intra-Seattle rapid transit system will employ SR 99 as a central spine. The new 65th Street Sound Transit station will link to the community with a shuttle that circles Green Lake. A shuttle system will link the Green Lake Residential Urban Village with the neighborhood commercial areas and nearby town centers such as Phinney Ridge, Fremont, and Ballard.

3. Enhance the Environmental Health of the Green Lake Community

Vision: Where green spaces outside the Green Lake Park were once severely lacking, the neighborhood now boasts an expansive and rich diversity of parks and native habitat. *Opportunities for environmental education and stewardship* are increased.

Near Term: More trees will be planted. An inventory of neighborhood habitats will be conducted. Wildlife habitat will be encouraged on both public and private properties.

Urban Revisions: An environmental education center within the Green Lake/Woodland Park area will be established, serving both the neighborhood and the region. Green Lake's water quality will improve through restoration of natural drainage and surface-water biofiltration.

4. Improve Neighborhood Mobility

Vision: The area is accessible via a wide variety of transportation modes, besides automobiles. People feel safe riding bicycles and walking. They leave their cars at home more often. People with disabilities have convenient and safe access to activities.

Near Term: Bicyclists will find more bicycle racks around the lake. With more curb bulbs and pedestrian-activated crosswalk signals at key locations, walking through the neighborhood will become safer and quicker. People with disabilities will also find their access improved at key locations.

Urban Revisions: New pedestrian connections across Aurora will reunite West Green Lake and Phinney Ridge with Green Lake Park. A linear park ("Woodland Greenway"), running south along Woodland Park Avenue from N 50th Street will link Woodland Park and Green Lake Park to the Burke Gilman Trail.

5. Create a "Community Building Blocks" Program

Vision: Green Lake is a community where people know each other. Through cooperation, collaboration, and celebration, residents create a healthy and vibrant neighborhood. Green Lake has the network and connections which ensure that all members of the community are cared for and included in *neighborhood activities.*

Near Term: The Blockwatch program model will be expanded to provide information and access to services. The community will gain more use of existing school properties. Block parties will be easier to set up. People including seniors will gather in new social spaces in the neighborhood and park.

Urban Revisions: Youth and teens will have new play areas and programs. Seniors will have a storefront center along "Main Street"

Land Use, Community Character and The Business Community are more fully developed in Section III. That section addresses specific concepts and recommendations for the Residential Urban Village including concepts for the pedestrian network of streets; development of design guidelines; preservation of treasured places; preservation of existing single-family housing stock for a range of incomes; and fostering and supporting a vital business community.

Implementation and Stewardship of the Green Lake Community Plan is addressed in Section IV.

I Introduction

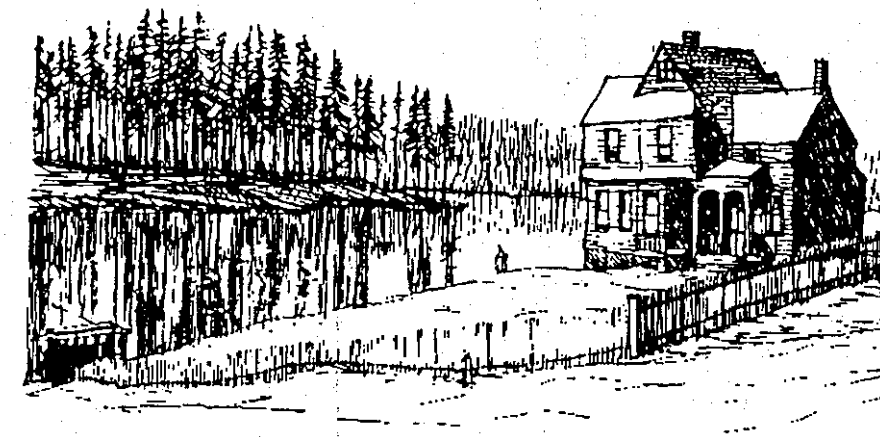
The residents of Green Lake eagerly await the completion of a neighborhood history being written by Louis Fiset. Until then, even a cursory telling of events relating to the Lake and its surrounding neighborhood over the last century offers some relevant lessons to today's neighborhood planning process.

The definable character of Green Lake as a neighborhood is undeniably tied to the physical presence of Green Lake and Green Lake Park. Ninety years ago, however, the lake was larger and configured differently. It related in markedly different ways to its watershed and to both its physical and social environments. Green Lake Park was a far cry from the landscaped and planted reality, with its climax vegetation, that are familiar sights of today. The "Park" was an idea about the possibilities of an exposed and transformed lake bottom. The water level ultimately had to be lowered by seven feet to secure the lake-within-a-park that the Olmsted brothers' envisioned as a centerpiece of the greening of Seattle.

Further, the lake was related to its surrounding human community within a very different social context; it did not belong to the community in the way it does today.

The lake was deeded to the city by the state in 1905, in large measure through the efforts of early Green Lake resident and state legislator, F. A. McDonald. But some of the lakefront property still remained in private hands. A bold process of municipal condemnation, strongly supported by the Green Lake Improvement Club, was required to secure the water park for the citizens of Seattle.

The Green Lake branch library, probably the most recognizable and cherished of the neighborhood's built landmarks, is another product of bold vision and collaborative enterprise. The Carnegie-funded library became a reality for the neighborhood only when



F.A. McDonald home on Green Lake. circa 1890 (source: Historic Seattle, reprinted with permission)

a group of some forty local residents had secured the property on which it was to be built by raising $3000 and obtaining another $1000 from the City Library Board.

The lake and the park and the Green Lake neighborhood we know today are the products of past bold and progressive initiatives, often enacted in the face of opposition. These initiatives succeeded because of collaborative partnerships forged between visionaries, planners, developers, business entrepreneurs, city and state officials, and groups of active citizen residents.

Those who have produced this neighborhood plan, as a part of Seattle's Comprehensive Plan for the beginning of the next century, hope that its vision may one day be characterized as a set of bold and progressive responses to the neighborhood's needs and aspirations.

Background and Purpose of the Green Lake Neighborhood Plan

This Green Lake 2020 Neighborhood Plan is the culmination of eight years of growth planning throughout the state of Washington. Faced with the effects of continuous growth since the end of World War II, the Legislature passed two Growth Management Acts in 1990-91 after many years of debate. This legislation mandates that each County with a city population of 50,000 or more prepare plans for these topics: land use, transportation, housing, capital facilities and utilities. Further planning is encouraged in areas such as: economic development, habitat conservation and community design. These plans, operating over a 20-year planning horizon, are to respond to projected growth targets with strategies that compliment neighboring and regional planning goals.

In 1994, the City of Seattle developed an innovative and widely recognized plan known as "Toward a Sustainable Seattle." It was founded on the principles of making the best use of existing development patterns and directing growth toward Residential Urban Villages.

Growth Management and Neighborhood Planning

In 1995, in order to fulfill its stated goals of managing growth while honoring neighborhood uniqueness, Seattle created a Neighborhood Planning Office with a $4.4 million budget. This office was given the task of empowering voluntary neighborhood planning initiatives within the proposed urban villages, urban centers, and manufacturing and industrial centers. Those neighborhood-based efforts were to review the City's planning goals for each neighborhood and to provide strategic plans fulfilling growth management goals that were customized by each of the neighborhoods for its particular community vision.

The Process: How We Got Here – History and Community Involvement

Green Lake 2020 was formed in May 1996 following a presentation made to the Green Lake Community Council by the Neighborhood Planning Office. Concerns about the impacts of growth led a core group of citizens to apply for neighborhood planning funding.

1. Phase I

During Phase I a survey was developed and mailed to 8,000 Green Lake residents. Respondents identified these needs and concerns:

- Better Traffic Management
- Upkeep of Parks and Green Spaces
- Building a Stronger More Cohesive Neighborhood
- Managing Industrial Activity
- Improved Bike Lanes/Trails
- More Crime Prevention Activities
- Better Pedestrian Access to the Lake and Elsewhere
- More Green Space: Pea Patches and Pocket Parks

The final task of Phase I was to develop a scope of work to address these issues during Phase II planning.

2. Phase II

Phase II planning began in 1998 with the retention of A Northwest Collaborative (ANC) as the consultant team to serve as a professional resource to the Green Lake 2020 Steering Committee and the community.

The development of the Green Lake 2020 Plan began by looking back at the historical planning record, including the Olmsted Plan (1904), the Nyberg/Steinbrueck Inventory of Buildings and Urban Design Resources (1975) and the Green Lake Plan (1981).

The Steering Committee and volunteers engaged in extensive efforts to identify the community's ideas, challenges, visual preferences, and desired policies. These efforts included outreach activities, surveys, public workshops, and town meetings where ideas were gathered and planning concepts were presented and evaluated. From this research and interactive process the Green Lake 2020 Steering Committee, with the help of ANC, has developed this document. The Green Lake 2020 Neighborhood Plan organizes the community's vision into implementable steps.

Green Lake 2020 Town Meeting, 1998

Green Lake 2020 Community Vision Statement

Green Lake is a community where...:

- The diversity and affordability of housing allow a broad mix of people to live in the area. The architectural character of housing creates a pleasant, coherent physical community, and through its careful design, reflects the area's history as a neighborhood of single-family houses while allowing for greater density in designated areas.

- The natural beauty of the Lake is a focal point for the community, providing both visual respite and recreational opportunities for residents of varying ages, incomes, and interests. Residents feel strongly about preserving and enhancing the Lake's natural and recreational qualities.

- Residents know each other through shared activities, as neighbors, or through contact in their daily routines. Residents share a sense of responsibility for the community's well-being, and wish to be involved in projects related to the area's growth, diversity, environment, and history.

- Diverse local businesses thrive because they serve the residents' daily needs, have a critical mass of local population utilizing their services, are easily accessible by foot, and exist in an architecturally interesting and pleasant environment.

Next Steps

The Green Lake 2020 Committee submitted this plan to the Neighborhood Planning Office for review and response by the relevant City departments. Green Lake 2020 then factored these "executive responses" into the Final Plan, which was presented to the community for a "final validation event" on December 14, 1998.

This plan reflects the community comments that were expressed at the validation event. As of this writing, the plan is now being submitted to the Seattle City Council. City Council will hold a public hearing in the community, and prepare its final recommendations for City action. The City Council will vote on the package and will adopt Green Lake 2020's goals and policies into the Seattle Comprehensive Plan. The Council will also adopt a work program for implementing the plan.

Implementation

Implementation of the plan elements will be undertaken in various ways. Though not automatic, implementation may take place through existing City programs and/or community organizations. This plan will make specific recommendations for change, prioritize them into near-term and long-term strategies, specify whether they are high-, medium- or low-priority and identify the agencies, organizations and partnerships that are able to assist with implementation. Continued efforts will be made throughout this planning process to develop strategies for implementing the higher priority elements of the plan. It is our interest in developing this plan that residents and business owners in Green Lake will be partners with the City to implement the plan.

I. Key Integrated Strategies

1. Create a Vibrant Green Lake Residential Urban Village
2. Create a First Class Public Transportation System
3. Enhance the Environmental Health of the Green Lake Community
4. Improve Transportation Mobility and Safety in Residential Areas
5. Create a "Community Building Blocks" Program

These strategies define integrated goals, policies and recommendations to improve a specific area, as in "Key Integrated Strategy #1, Create a Vibrant Green Lake Residential Urban Village," or an entire system such as traffic and transportation, environmental health and open space, or community services. There are several recommendations that are beneficial to more than one key integrated strategy. In this case, the particular recommendation has been placed in the strategy to which it is most central. In some cases we have referenced another key integrated strategy to direct the reader to that section for more information.

Each key integrated strategy is introduced by a narrative providing background information, explaining the rationale for the particular strategy and what it aims to accomplish. Each narrative is followed by a set of goals, policies and recommendations. A map (in some cases more than one) for each Key Integrated Strategy highlights the proposed recommendations. Additional narrative has been provided to explain particular goals, policies and recommendations where needed. Below is a description of the general layout of each Key Integrated Strategy.

a. Title of Key Integrated Strategy

b. Background

c. Goal - 1 (each goal is numbered)

d. Policy (1.1) (each policy has a number that is tied to the preceding goal)

e. Recommendation - each recommendation is preceded by a bullet, and can be found in the Adoption & Approval Matrix, a separate stand-alone document.

f. Map(s) (highlighting the proposed recommendations)

KEY INTEGRATED STRATEGY #1

Create a Vibrant Green Lake Residential Urban Village

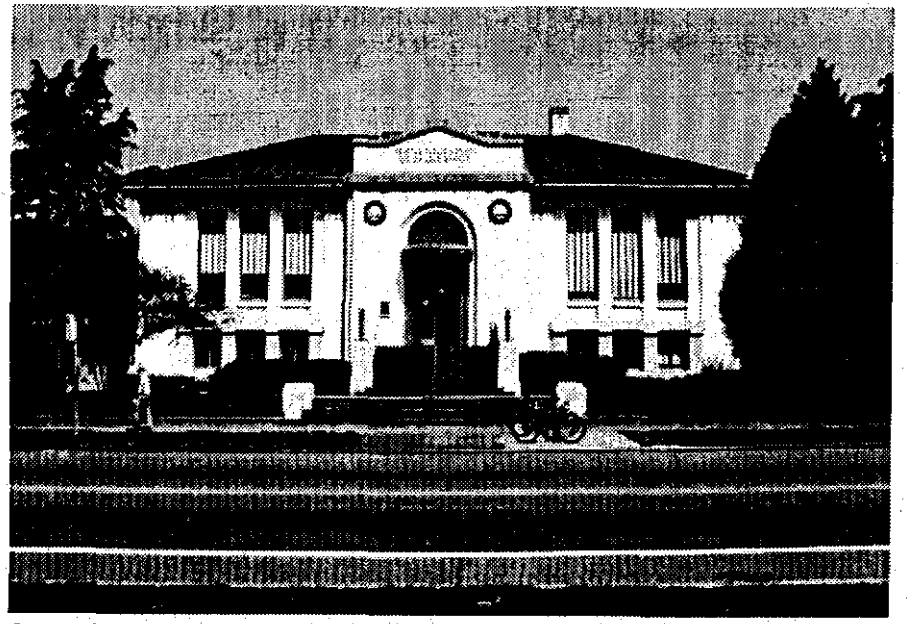
BACKGROUND

The designated Residential Urban Village in Green Lake is one of the primary areas of focus for maintaining and enhancing the character and the quality of life of the Green Lake community. Located on the east side of Green Lake, it is defined by Interstate-5 to the east, the lake and Sunnyside Avenue to the west, NE 75th Street to the north and NE 65th Street to the south. The planning community and citizens who have thoughtfully participated in this process have introduced some subtle but bold proposals to create a thriving and vibrant Residential Urban Village. The guiding principles of this proposal include:

Guiding Principles

- *Maintain the pedestrian-friendly quality and unique character of the Residential Urban Village.*
- *Preserve and enhance the pedestrian scale and quality of the streets. Encourage a lively and thriving neighborhood business core.*
- *Protect the desirable architectural elements that define the character of the Green Lake neighborhood.*
- *Provide safe, attractive public transportation and pedestrian links throughout Green Lake.*
- *Minimize traffic congestion by improving traffic flow through the neighborhood.*
- *Encourage a range of residential and mixed-use development.*
- *Increase the housing stock in the Residential Urban Village to absorb more growth, and to enable moderate income families to live in Green Lake.*

/FW Hall



Green Lake Library

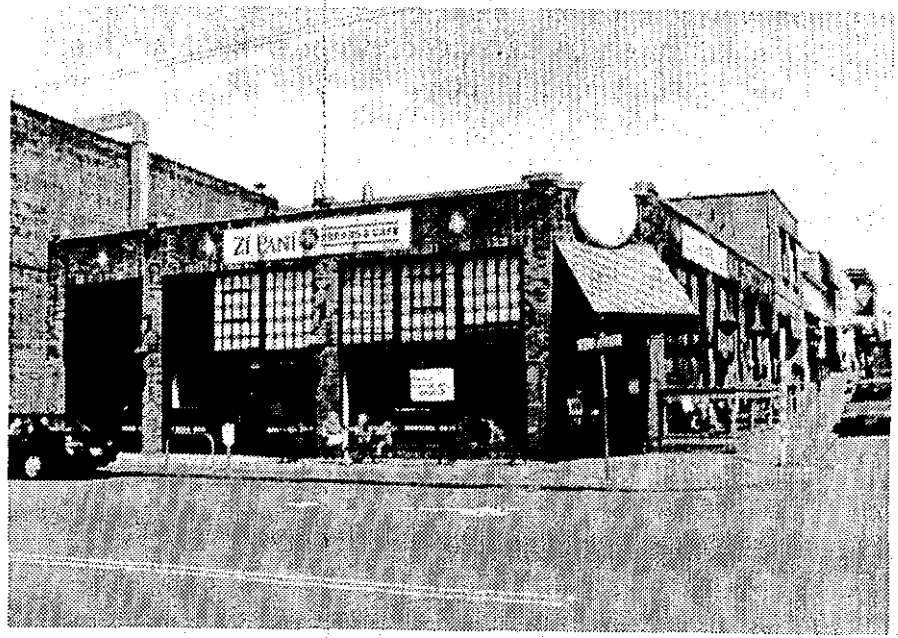
The community preference, expressed very clearly in the Phase II planning effort, calls for a Residential Urban Village that fulfills its potential as an integrated commercial and residential pedestrian-oriented district. Key to this preference is the development of Woodlawn Avenue NE into the Green Lake community's "Main Street," as planned in the early vision of the Olmsted era. This "Main Street" would be characterized by its pedestrian scale and character - a vital street with diverse businesses, open and green spaces, places to sit, street trees, and public art or other identifying features such as unique lamps and paving.

The character, scale and height of the existing buildings are critical components to preserving the pedestrian-friendly and "village" atmosphere of the Residential Urban Village. In order to encourage this preservation, a study was conducted to identify many of Green Lake's "Treasured Places." Many buildings within the Residential Urban Village, such as the VFW and Masonic Halls, have been identified as treasured places. These identified buildings should not be lost and should serve as models for new construction or remodels. These treasured places are further discussed in Section III and Appendix B of this document.

The Green Lake community recommends the development of a public plaza and additional open space within the Residential Urban Village, as well as a storefront neighborhood/senior center. These could meet the community's identified need for a "place it can call its own," as distinguished from the park and lake, which are resources targeted to and serving the entire region. An ideal future location for a public gathering place could be some of the property now owned by Vitamilk Dairy in the heart of the Residential Urban Village.

Intersection of Ravenna Blvd. & E. Greenlake Dr. N

View of Zi Pani along E. Greenlake Dr. N



Another component of preserving the pedestrian-friendly "village" atmosphere within the Residential Urban Village is the adoption of Neighborhood Design Guidelines and a rezone package. The vision that was prevalent through most of the Phase II planning process was to shape the Residential Urban Village through changes in zoning; buildings would terrace from the historic 30-foot height along Green Lake Way up to 60-foot heights along Interstate-5 to follow the natural bowl contour of the land. Initially, a density bonus system was proposed that would allow 85-foot heights along Interstate-5 if a certain number of units in those structures were designated for moderate income families earning 50 to 80 percent of the City median income. The initial intentions behind this rezone plan are outlined under Goal 1. The intentions of this rezone plan were as follows:

1. To harmonize new construction with existing historical buildings in the Residential Urban Village
2. To maintain the existing pedestrian-friendly scale, streetscapes, commercial character, and quality of the Residential Urban Village
3. To enhance a cohesive pedestrian-friendly "Main Street" along a portion of Woodlawn Avenue NE
4. To maintain the pedestrian-scale building facade and quality in the commercial area
5. To provide capacity and incentive for increased housing stock in the neighborhood that includes some moderate income housing
6. To buffer residents west of 5th Avenue NE from the noise impacts of Interstate-5 by allowing taller buildings that would block sound.

This rezone plan has been modified based on input that was received from the community during public meetings. Property owners and the business community were actively involved in helping to develop the modified rezone plan. Instead of proposing to downzone the neighborhood commercial (NC) properties from a height limit of 65 feet to 30 or 40 feet as initially recommended, the current Plan proposes that Neighborhood Design Guidelines be developed. These Neighborhood Design Guidelines would incorporate desirable design features, such as terracing, balconies, and setbacks, in an attempt to define those desirable design characteristics that are specific to the Green Lake neighborhood. By following these Neighborhood Design Guidelines, new construction built on these properties and throughout the neighborhood will harmonize with existing historical buildings and deliver the design quality the Community desires.

Property owners located in the neighborhood commercial (NC) zone have expressed that downzoning their properties from 65-foot heights to 30- or 40-foot heights would make it economically infeasible for them to provide required parking. Discussions have taken place concerning an off-site parking structure located within the Residential Urban Village that would serve as a substitute for parking required within individual buildings in this neighborhood commercial zone (NC). The Community supports this concept as long as the parking structure is located away from pedestrian corridors, contains most of the desirable design elements identified in the City Design Guidelines, and ultimately leads to the 30- or 40-foot building heights initially proposed for the neighborhood commercial (NC) zone.

Under the current rezone plan, parcels located along Interstate-5 are still proposed to have buildings with 60-foot heights. The Community expects that these taller structures would allow the Residential Urban Village to absorb growth beyond what is now foreseen, while still seeking to preserve the desirable elements of the existing character of the neighborhood. All new construction and remodels on these properties may be subject to design review. However, implementing a density bonus system has been eliminated from the proposed recommendations at this time. While the Green Lake Community wishes to maintain its stock of moderate income housing, the Community determined that its goals as

outlined in this Plan can be approached in other ways than through the density bonus concept. Some in the community expressed concern with the proposed 85-foot height density bonus, and with the level of government intervention necessary for implementing such a system. Based on feedback from the City, the Community also understands that this system would require a great deal of time to develop. If circumstances change in the future in such a way as to make the density bonus more feasible and more desirable to the Community, this concept may be reconsidered at that time.

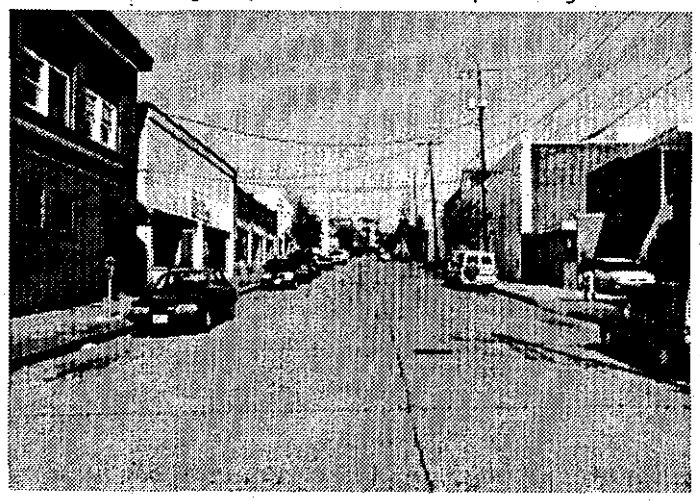
The community strongly believes an impediment to achieving the long-term goals for the Residential Urban Village is the presence of the Vitamilk Dairy industrial plant located in the heart of the Residential Urban Village. Over many years, the Vitamilk Dairy plant has grown enormously from delivering locally in little white milk trucks to distributing regionally using 22-wheel semis. It is apparent to residents and business owners in the vicinity that the Vitamilk industry has long ago outgrown its present location and that this industry has clearly become incongruous in the neighborhood that surrounds it.

Residents living near the dairy have reported that close juxtaposition of these semis and industrial uses with residential uses adversely impacts public health and safety in the area. (Reports have shown that the dairy's industrial operations generate excessive noise, dust, and diesel fumes, and that the number of large semis in such close quarters create a pedestrian hazard in this neighborhood.) The community plans to attempt to work closely with Vitamilk on ways for that industrial facility to conform to existing City requirements. The Green Lake Community's collaboration with Vitamilk might address, among other things, such matters as better approaches to dust and noise control, and more effective ways to reduce diesel fumes from the idling semis or from the many "passes" the semis make through the neighborhood as drivers search for a parking spot.

The community is sensitive to the difficulty of relocation, and understands that Vitamilk has been in the neighborhood for a long time. The community also believes that redevelopment of this property east of Woodlawn Avenue NE should be considered for the good of the community as a primarily residential area that could provide a population base sufficient to catalyze the realization of a "Main Street" along Woodlawn Avenue NE as described above.

The City of Seattle should require a Master Use Permitting process to shape the future use of the C1-40 Vitamilk Dairy property. If Vitamilk considers relocation, the Green Lake Community believes that the City should facilitate such relocation, to the extent permissible. Careful planning for future uses of that property, in the event that Vitamilk relocates, is critical to the character of the Residential Urban Village. Within this Plan, the Green Lake community has made recommendations for future zoning and use of that property, should Vitamilk choose to relocate.

NE 72nd St., looking east, within the Residential Urban Village



Goals, Policies and Recommendations

The goals, policies and recommendations that have been developed to create a vibrant Green Lake Residential Urban Village are an integrated mix of planning strategies involving: Traffic and Transportation; Land Use, Community Character and the Business Community; Parks and Open Space; Human Services; and Public Safety and Community Building.

These goals, policies and recommendations for this key integrated strategy are summarized below and are located on the accompanying map titled "Create a Vibrant Green Lake Residential Urban Village, Key Integrated Strategy #1."

Goal 1 - A vibrant Residential Urban Village with pedestrian-friendly streetscapes that preserve and enhance the unique scale and character of the village.

1.1 Strengthen and enhance the existing character and scale of the downtown area.

- Develop and adopt a rezone plan that harmonizes with the existing historical buildings, streetscapes and pedestrian-friendly character.

  Specific zoning related recommendations (see Proposed Zoning Figural Study Map) include:

- Lower the City's SEPA design review threshold to require design review of new construction in MR, NC, and C zones, as well as for L-3 and L-4 zones with more than 8 residential units, or more than 4,000 square feet of non-residential floor area.
- The Commercial (C1) zone will become a Transformation "Overlay Area." This means that, as a long-range strategy, potential or contingent zoning designations could be adopted in the event that the Vitamilk plant is relocated in the future, to replace the current commercial (C1-40) zoning with neighborhood commercial (NC2-40) and multifamily zoning (L4).
- Include within the City of Seattle's long-term relocation planning process consideration of how to shape the existing C1-40 Vitamilk Dairy property in the event that Vitamilk chooses to relocate. Future site planning for that property will use the Master Use Permit process.
- The Lowrise 3 (L3) zone east of 5th Avenue NE along Interstate-5 between NE 74th Street and NE 70th Street will be upzoned to midrise (MR-60) with a height limit of 60 feet.
- The Single Family (SF-5000) zone in the Residential Urban Village will be rezoned to Residential Small Lot Tandem housing (RSL/T) zoning. This pilot project zoning would specifically disallow "skinnys" to be built, and would require design review of new construction. ("Skinnys" are defined as new construction in residential units that are taller, excluding roofs, than they are wide).
- Create a Green Lake neighborhood overlay to the City's zoning code that would require office buildings to have the same setback requirements as mixed-use residential buildings.
- Develop Neighborhood Design Guidelines that build on community design principles, to reflect Green Lake's traditional community character, human scale, and to incorporate desired design elements.

The Neighborhood Design Guidelines would attempt to do the following:

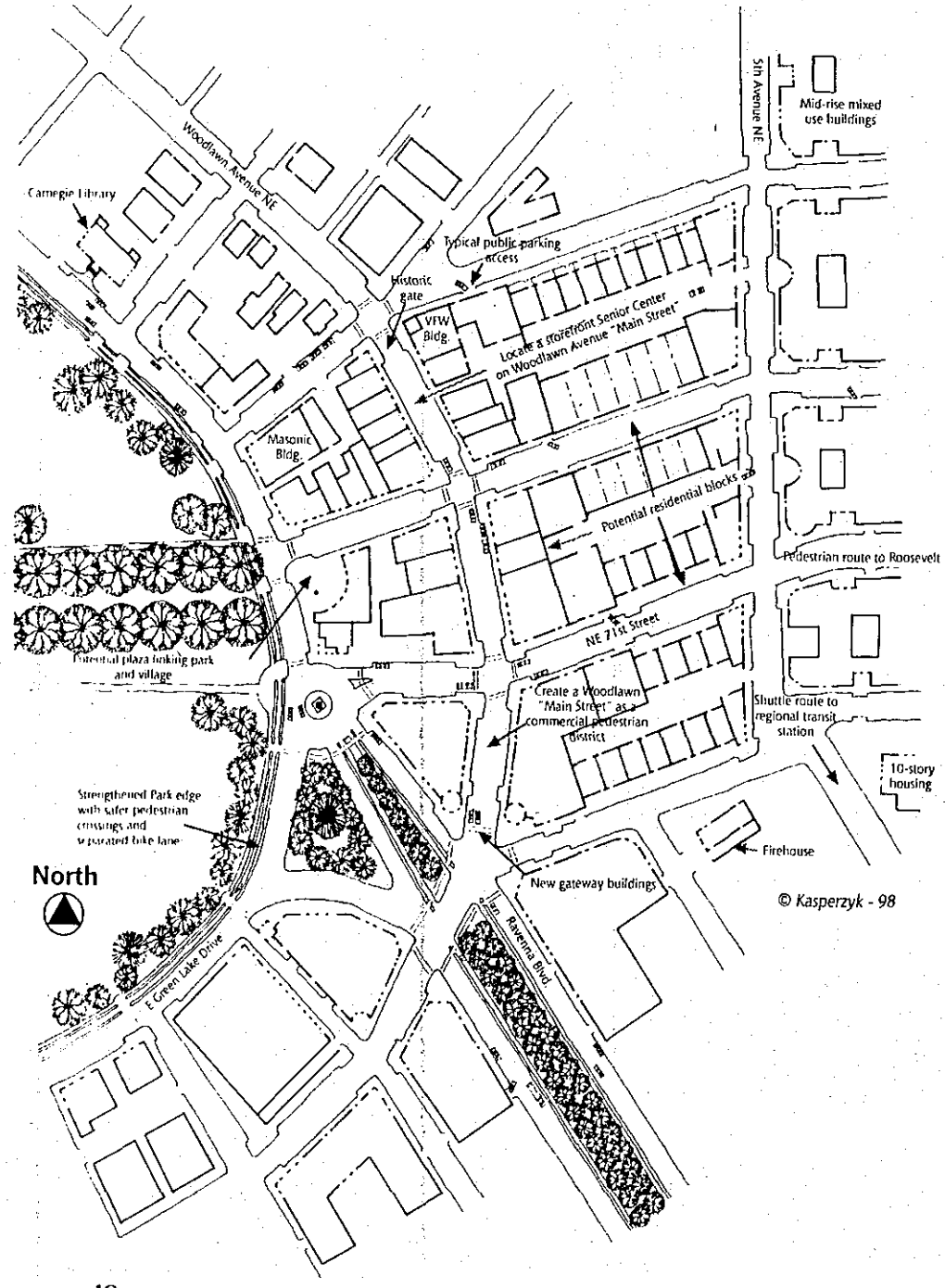
- Establish community consensus that indicates to the City's Design Review Board those guidelines which are most impor-

tant to the Community.

- Create a well defined set of desirable design characteristics that are specific to the Green Lake neighborhood.

- Identify and develop Neighborhood Design Guideline overlays. This means that the Community will study the City Design Guidelines to identify areas in which issues that are important to the Community are emphasized during the design review process.

- Require design review of new construction and remodels in MR, NC, and C zones, as well as for L-3 and L-4 zones with more than 8 residential units, or more than 4,000 square feet of non-residential floor area.



Green Lake 2020 Conceptual Residential Urban Village map
This is a map of Green Lake 2020's Residential Urban Village showing some of the proposed recommendations to improve the vibrancy of the downtown core, such as developing Woodlawn as a "Main Street," providing a strong pedestrian link from the lake into the Residential Urban Village, providing gateway links to the Roosevelt neighborhood and maintaining the scale and character of the existing buildings through a new rezone strategy and design guidelines.
Map produced by A Northwest Collaborative, 1998.

- Promote the protection of the architectural character of the village area in order to retain desirable historic elements, and serve as a model for new development.

- Support placing utilities underground and designating Woodlawn Avenue NE and 1st Avenue NE as priority areas.

1.2 Create a pedestrian-friendly network of streets that improve pedestrian safety, comfort and access.

• Install pedestrian improvements, such as curb bulbs and street trees along designated pedestrian corridors that provide links from the Residential Urban Village to points throughout the Green Lake planning area and surrounding neighborhoods.

- Create a key pedestrian corridor from the Green Lake Public Library to the Hearthstone characterized by street trees, wide sidewalks, curb cuts, pedestrian improvements, public art and street furniture.

- Create attractive links to the future 65th Street Sound Transit light rail RTA station to encourage pedestrian and bicycle use (rather than vehicle use) by a high percentage of residents and visitors.

- Fund a design study to identify streetscape improvements to existing crossings under and over Interstate-5. Install amenities that best enhance these links and provide lighting, landscaping, public art and street furniture.

- Widen the sidewalk along the south side of NE Ravenna Boulevard under Interstate-5 and along both sides of Weedin Place and improve health and safety standards.

- Provide wheelchair ramps and other improvements that ensure mobility for disabled persons at key locations throughout the Residential Urban Village throughout the planning area.

- Work with the businesses that have distribution trucking activity to construct sound barriers, plant trees, install street furniture, provide dust and smell control, and scheduling of operations for sound control.

1.3 Create a vital and identifiable "Main Street" along Woodlawn Avenue NE that supports existing businesses and mixed-use development, and provides additional services and public amenities.

- Maintain the pedestrian-scale through building heights, massing, setbacks, open space, architectural details, and landscaping.

- Design and fund the creation of an identifiable pedestrian-friendly "Main Street" along Woodlawn Avenue NE from 1st Avenue NE (on the north side of the village) to Sunnyside Avenue N (on the south), by designating it as a "Key Pedestrian" street. It would be characterized by wide sidewalks, street trees, art and street furniture.

1.4 Develop an active public plaza in the heart of the Residential Urban Village that would provide public open space and a link between the lake and the commercial district.

- Fund the design and installation of a public plaza in the heart of the Residential Urban Village of 1/4 acre minimum

1.5 Provide additional public open space in the Residential Urban Village.

- Work with the City to create a pocket park at 5th Avenue NE and Interstate-5 right-of-way off of NE Maple Leaf Place. Explore the use of this space as a northern gateway into both the Residential Urban Village and the Green Lake neighborhood.

- Encourage developers to include open and green space in the design of new buildings within the Residential Urban Village and the Green Lake neighborhood.

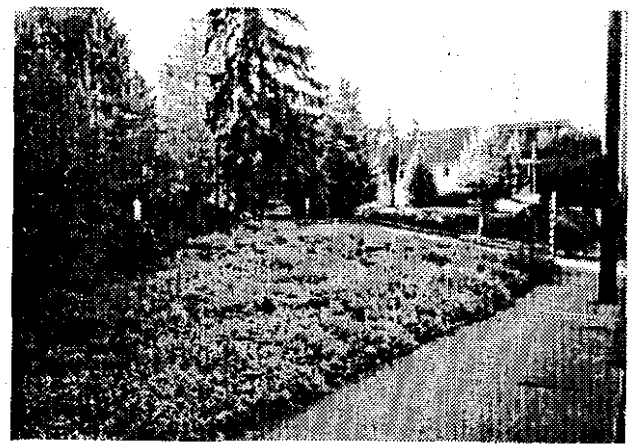
1.6 Encourage a lively and thriving business core.

- Encourage businesses to offer a unique appearance (façade and interiors) that add to the neighborhood character and serve as a pedestrian amenity.

1.7 Ensure that there are safe and attractive links to Green Lake, Sound Transit, community resources, and the outlying neighborhood commercial areas.

- Employ pertinent recommendations from Key Integrated Strategy #2.

Proposed pocket park on 5th Ave. ∾E



Shops along East Green Lake Drive N

Woodlawn Ave. NE today

East Greenlake Dr. N at NE 72nd St.

GOAL 2 – Reduced automobile speed, alleviated congestion, and improved traffic safety.

2.1 Support transportation and transit related improvements, (see KIS #2).

- At the intersection of NE Ravenna Boulevard, E Green Lake Drive N and E Green Lake Way N conduct a study to evaluate design changes including the use of a traffic roundabout, pedestrian refuge islands, chanelization and curb bulbs. Install capital improvements that would most effectively improve traffic flow, and pedestrian and bicycle safety. Do not install a roundabout if it is found to degrade pedestrian safety.

2.2 Give priority to projects that encourage the use of public transportation and discourage the use of single occupancy vehicular use (see Key Integrated Strategy #2 and #4 for specific recommendations).

2.3 Ensure that the community, the City of Seattle, Metro, RTA and the eventual Monorail PDA work together to design an integrated transportation system with positive impacts on existing uses and long-term redevelopment opportunities (see Key Integrated Strategy #2 and #4 for specific recommendations).

GOAL 3 - Adequate parking available for residents and businesses, that does not detract from the Residential Urban Village character and does not encourage a significant increase in traffic.

3.1 Encourage the development of a parking management plan that assesses opportunities for better use of existing parking and looks at new and innovative opportunities for providing additional parking.

- Develop a parking management plan with input from both residents and business owners.

- Narrow the restricted parking times at under-utilized truck loading zones to allow general parking in the afternoons and evenings.

GOAL 4 – Moderate income housing in the Residential Urban Village.

4.1 Work with public and private entities to provide moderate income housing.

- Support a pilot program to allow detached accessory dwelling units that follow a set of design guidelines.

- Adopt Residential Small Lot zoning in the Single-family (SF) zone of the Residential Urban Village. This pilot-project zoning would specifically disallow "skinnys" to be built, and would require design review of new construction.

GOAL 5 - Enhanced human service in the Residential Urban Village.

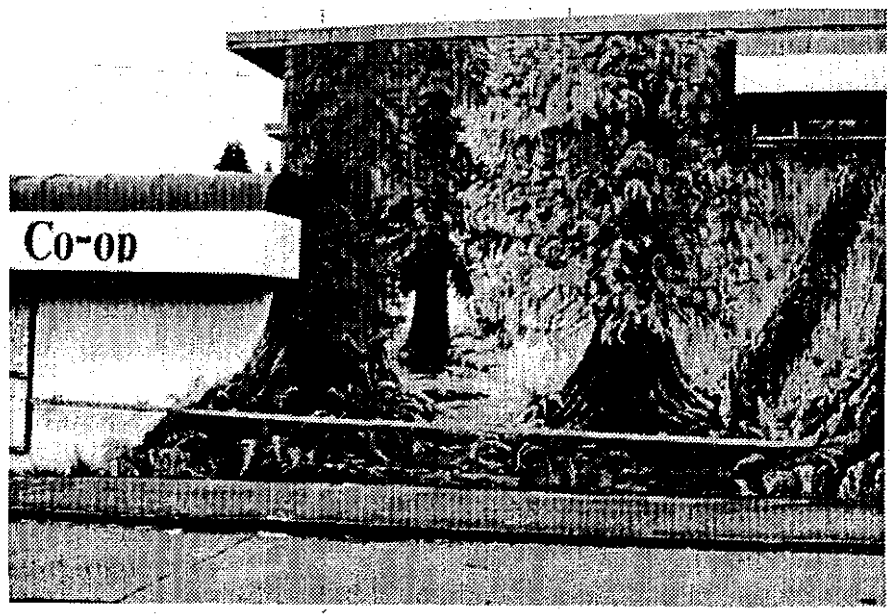
5.1 Provide an office for the Green Lake Community Council, city-wide liaison activities, Green Lake 2020 post-planning stewardship operations, and space for community meetings.

- See Key Integrated Strategy #5 for specific recommendations.

5.2 Provide a location for a neighborhood art exhibition and performing arts center.

- See Key Integrated Strategy #5 for specific tions.

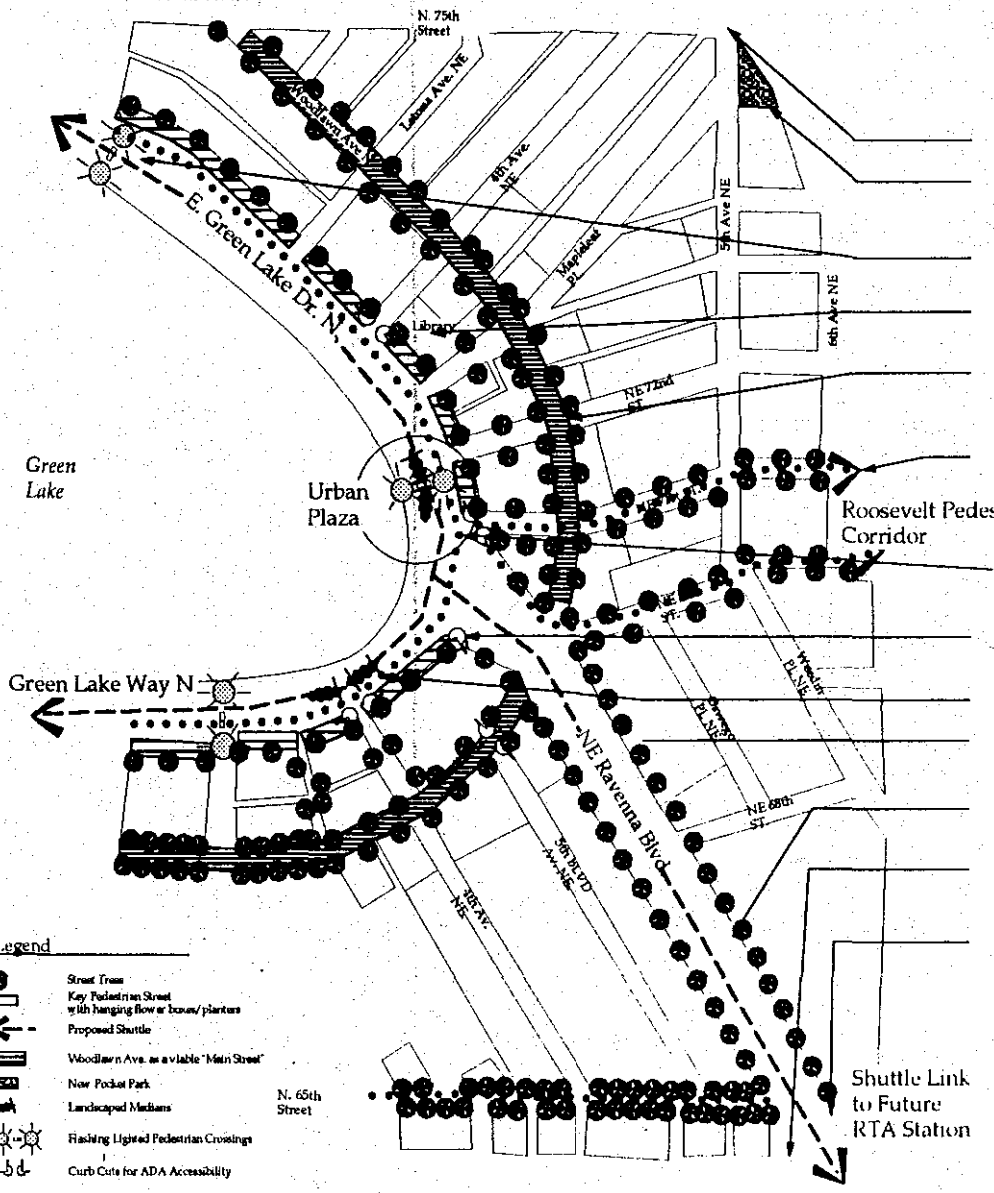
Painted wall, Fremont Ave. N at N 66th St.



Green Lake 2020 Neighborhood Plan

Create a Vibrant Green Lake Residential Urban Village

Key Integrated Strategy #1 Map A



Recommendations

Improve 5th Ave. Bridge, add lighting, art work

Create a pocket park by vacating unused street end and using the I-5 right-of-way.

Improve pedestrian crossing at select intersections by installing pedestrian-activated flashing crosswalks.

Open the Library and Community Center on Sunday.
Create more teen activities at the Community Center and Library.

Create a viable" Main Street" on Woodlawn Ave. characterized by wide sidewalks, street trees, art elements, street furniture and underground utility wires.

Make improvements to 71st. Street bridge to Roosevelt. Add lighting, art, landscaping and drainage.

Develop a plaza in the residential urban village, establish a storefront Senior Center, and a "kiosk network."

Provide wheelchair ramps at key locations

Add pedestrian refuge islands.

Create a Key Pedestrian Street between the Library and the Hearthstone with hanging flower baskets/boxes

Create attractive ped/bike linkages to proposed RTA.

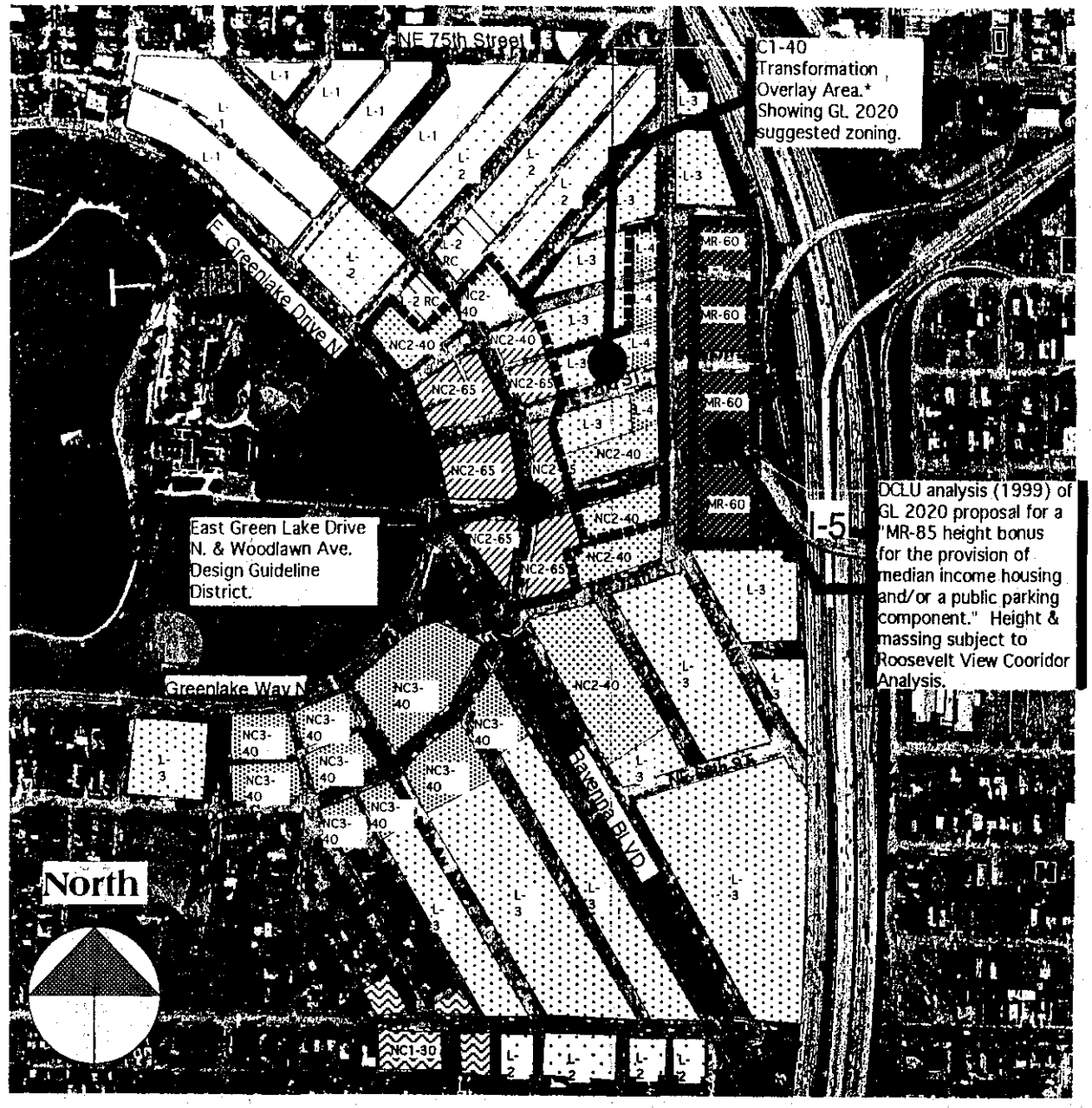
Widen sidewalk along south side of Ravenna Blvd. and add art elements under I-5.

Add a transit bypass lane on Ravenna Boulevard in front of the Park-and-Ride and encourage the use of the Roosevelt Park and Ride on nights and weekends.

Greenlake 2020

NEIGHBORHOOD PLAN

Proposed Zoning
Figural Study



Legend

- Lowrise 1 (L-1)
- Lowrise 2 (L-2)
- Lowrise 2 Res./Commercial (L-2 RC)
- Lowrise 3 (L-3)
- Lowrise 4 (L-4)
- Neighborhood Commercial 2 (NC2-40)
- Neighborhood Commercial 3 (NC3-40)
- Midrise 60 (MR-60)
- Neighborhood Commercial 2- 65 (NC2-65)
- Neighborhood Commercial 1 (NC1-30)
- Existing C1-40 Vita Milk Dairy operation to be involved in City of Seattle mediated long term relocation planning. Future site planning to use Master Use Permit process.

KEY INTEGRATED STRATEGY #2

Create a First-Class Public Transportation System

BACKGROUND

Public transit plays an important role in the community's overall transportation system. Many commuters use transit to get to school or work. Furthermore, a significant proportion of Seattle residents own no car at all, and transit is their primary means of getting around. As Green Lake and the rest of the city grow, travel will also increase. Unless a larger numbers of these trips are taken using transit, traffic will grow to intolerable levels, thereby exacerbating the accompanying problems of congestion, parking availability, cut-through traffic, safety threats to cyclists and pedestrians, and environmental pollution.

Current public transit services provided by METRO within the neighborhood are considered inadequate by the community. Service is often infrequent, slow and unreliable. There are no direct connections to many destinations. Of particular concern is the lack of east-west, crosstown routes as the lake itself precludes a crosstown route along N 65th Street paralleling existing routes along N 45th Street and N 85th Street.

Current planning for a regional transit system, particularly for a possible light rail station in the adjacent Roosevelt neighborhood, must provide for connections to the Green Lake Residential Urban Village and other neighborhoods within the greater neighborhood. The prospect of a Seattle Transit Initiative provides another avenue for addressing Green Lake's transit needs.

The principles that have guided these goals, objectives, policies and finally recommendations include the following:

Guiding Principles

- *Green Lake should be a mobile community where people who work and live in the neighborhood have access to a convenient, reliable, and comprehensive transit system.*
- *Green Lake is a regional destination where visitors from all over the city can easily get to the Park and other attractions by using public transit, thereby reducing congestion and parking pressures on the community.*

The current versions of the City of Seattle's Comprehensive Plan and Transportation Strategic Plan contain policies and strategies that support, in general terms, strategies identified by the Green Lake 2020 Neighborhood Plan. Based on input from Green Lake residents, volunteer committees and local agencies, several transportation strategies were developed to support the neighborhood's vision. The strategies are intended to enhance the efficient movement of vehicles, improve pedestrian and bicycle safety, improve environmental quality and promote economic vitality of businesses in the Green Lake community.

From these principals goals, policies and recommendations have been developed to create a first-class public transportation system within in the Green Lake planning area. They have been the basis for specific recommendations on how to improve the existing comprehensive system. These are described below. The specific recommendations are listed below the corresponding goals and policies and identified on the accompanying map. Some recommendations that do not lend themselves to being mapped are listed simply as a recommendation.

Goals, Policies and Recommendations

Goal 1 – A convenient, predictable, and reliable transit service that provides access to neighborhood activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.

One of the first objectives is to improve service on existing transit routes and to improve internal and regional circulation. The accompanying plan identifies several bus routes that should have service frequency increased to 10-minute intervals. It also calls for restoring service between the west side of the Lake and Wallingford by reinstating bus #6 (or a similar route or shuttle). It further prioritizes infrastructure changes such as providing signal priority treatments for transit at identified intersections.

Another objective is to create additional transit opportunities. One recommendation that has received support is a shuttle service. It would provide service around the Lake and to the neighborhood commercial centers. It would also link with other transit and shuttle routes (one has been proposed on Phinney Ridge) and tie in with the proposed RTA light rail system in Roosevelt and the proposed Intra-Seattle transit system along SR 99.

Providing the opportunity for people to easily take public transit to Green Lake will help all people reach this destination while encouraging others not to drive their cars. An efficient and well-linked system supports this objective.

1.1 Improve transit speed and reliability and provide signal priority treatments for transit at identified intersections.

- Work with Metro to improve service on existing transit routes and increase bus service frequency to 10-minute intervals.

1.2 Create additional, and improve existing, transit links with other transit and shuttle routes and transit stations.

- Work with Metro to restore service between the west side of Green Lake and Wallingford.
- Work with Metro to provide direct transit service to Ballard, Wallingford, University Village, and other major north Seattle destinations.
- Work with Metro to provide a shuttle service, particularly a shuttle around Green Lake.
- Work with Metro to provide frequent connections between Green Lake and the proposed RTA light rail stop in Roosevelt and the proposed Intra-Seattle transit system along SR-99.
- Increase transit frequency between the Roosevelt stop and East Green Lake.

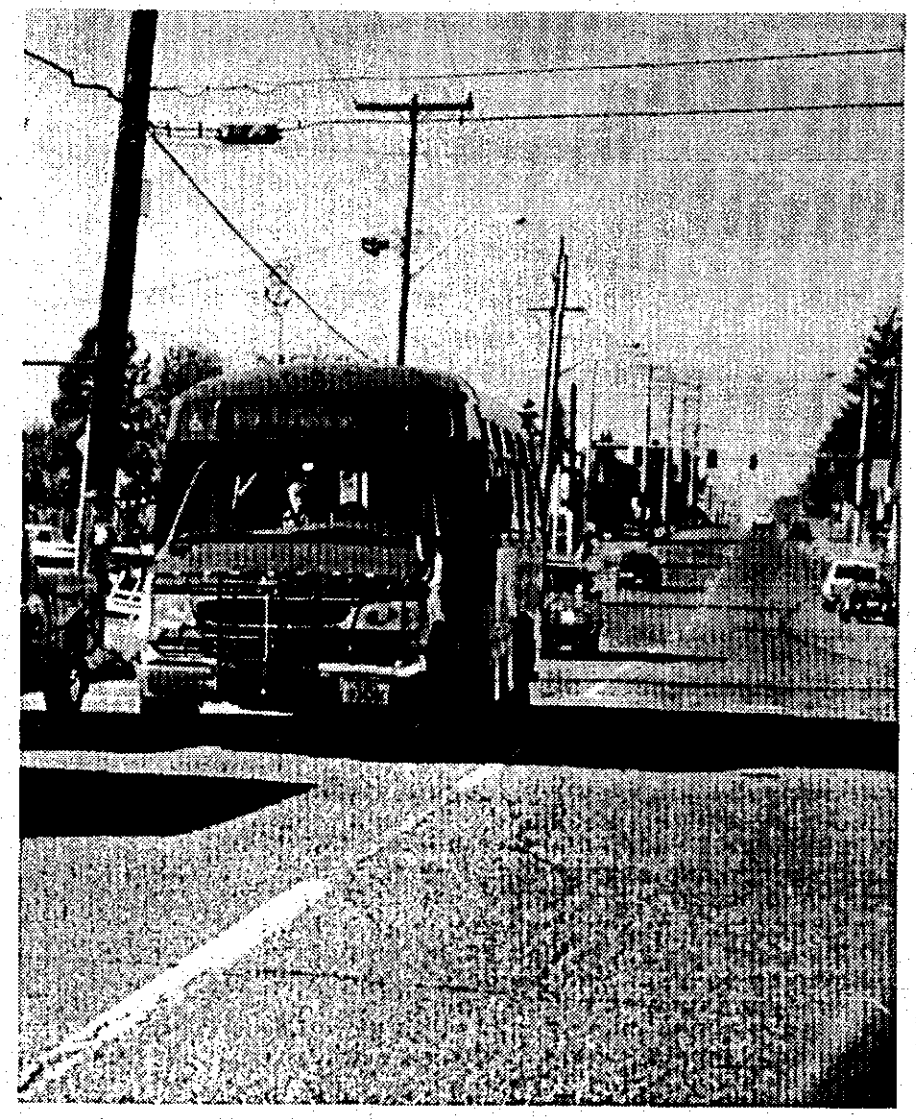
GOAL 2 - Neighborhoods with minimal impacts of transit operations

Minimizing the impact of cars and transit has been of major concern to Green Lake residents. Rerouting transit route #48 from Wallingford Avenue to Green Lake Drive N is one possibility. In addition, the community strongly recommends minimizing noise and particulate pollution by using quieter vans instead of buses on low-ridership evening runs through residential areas.

2.1 Minimize the impact of transit on the neighborhoods

- Encourage use of smaller buses and vans on low ridership routes.

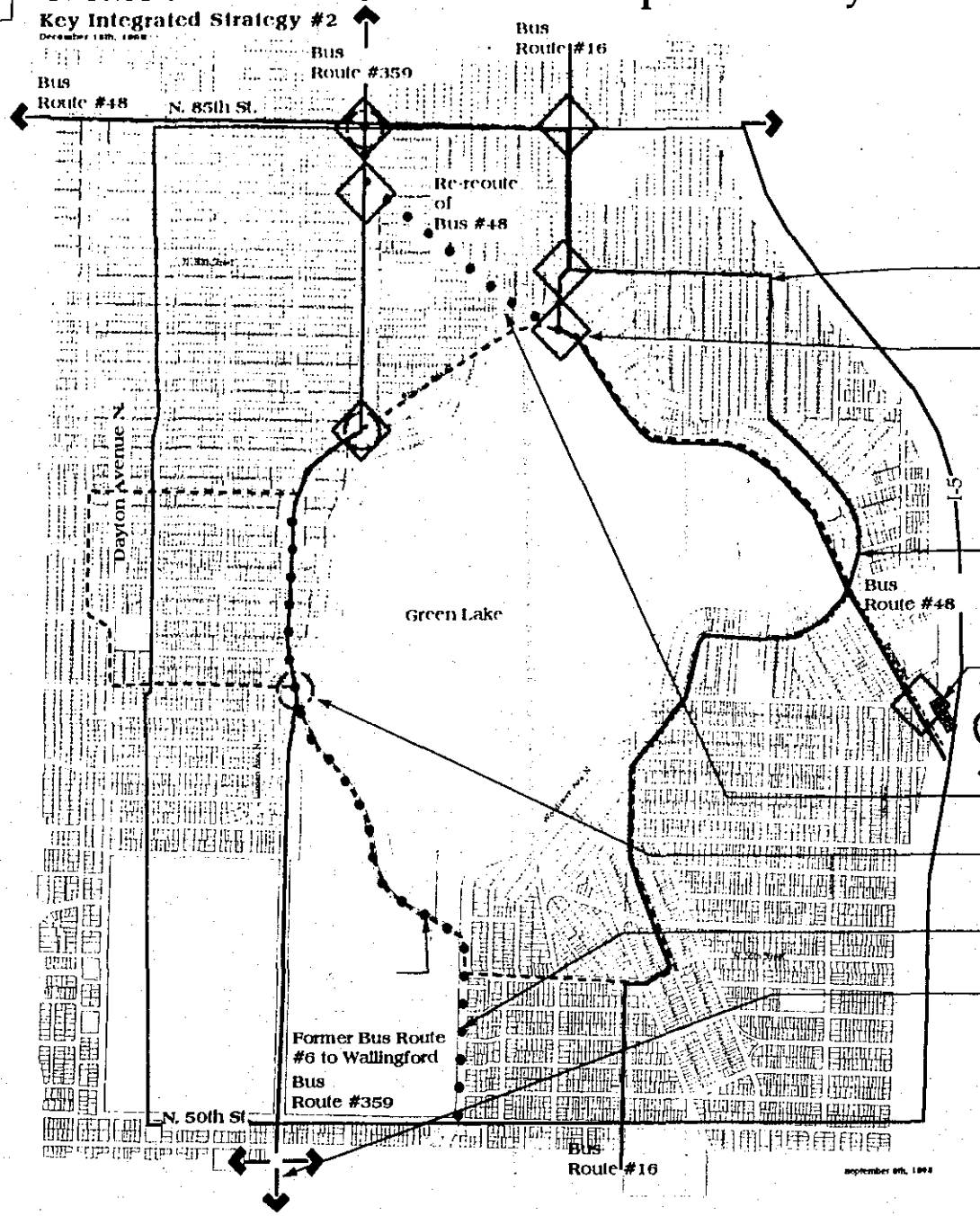
- Consider rerouting Metro route #48 from Wallingford Avenue N to Green Lake Drive N.



Proposed shuttle

Create a First-Class Public Transportation System

Key Integrated Strategy #2



Recommendations

- Use quieter vans instead of buses on low-ridership evening runs through residential areas.

Provide 10-minute headways on routes #16, #48, and #359

Provide signal priority treatments for transit at congested intersections including the signalized intersections along Wallingford Avenue North and Aurora Avenue, and the intersection of Ravenna Boulevard and N 65th Street.

- Provide direct transit service to Ballard and other major north Seattle destinations.

Offer shuttle service around the lake which will eventually connect with the proposed light rail station in Roosevelt. Consider extending shuttle to Phinney Ridge and Meridian neighborhood commercial district.

Provide a short queue jump lane in front of the bus stop at the park and ride lot.

RTA Station and North-South Route

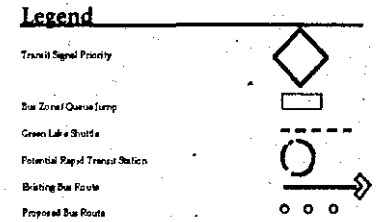
Consider routing transit route #48 from Wallingford Avenue to North Green Lake Drive.

Develop an Intra-Seattle rapid transit system. Support the use of SR 99 as a central spine to such a system.

Restore direct transit service between west side of the lake and Wallingford.

Support SR 99 as Rapid Transit Corridor which links to East-West Routes (Potentially at North 85th St. and North 46th St.)

Legend



Not to Scale

Key Integrated Strategy #3

Enhance the Environmental Health of the Green Lake Community

Background

Ironically, although the area is blessed — even defined — by Green Lake Park, the community outside of the Park is severely underserved by neighborhood green spaces within easy walking distance of their homes. Nature should infiltrate the neighborhood like ripples from the Lake itself, with a network of secondary open spaces and pedestrian-friendly "green" connections between them. Currently the lack of such a network constitutes a serious deficiency.

The planning area's Green Lake Park, Woodland Park and Ravenna Boulevard represent key elements in Seattle's historic open space system. All were part of A Comprehensive System of Parks and Parkways , plan authored in 1903 by the famous Olmsted Brothers' landscape architectural firm of Brookline, Massachusetts. The city-wide network of linked parks and boulevards resulting from the Olmsted plan enjoys national recognition for its vision and continuous open space accessible to all citizens.

The Green Lake neighborhood possesses a yet-to-be-fulfilled opportunity to build on this special legacy at a finer scale. The pattern and precedent embodied in Seattle's Olmsted park and boulevard system can extend more fully and intimately through the planning area, greatly enhancing the neighborhood's environmental quality. In addition, traffic volumes and physical barriers, which isolate parts of the planning area from its major neighborhood parks, need mitigation and correction, to restore the full original value of these open spaces to the community. As population density and pressures on recreation resources increase, these initiatives gain further importance.

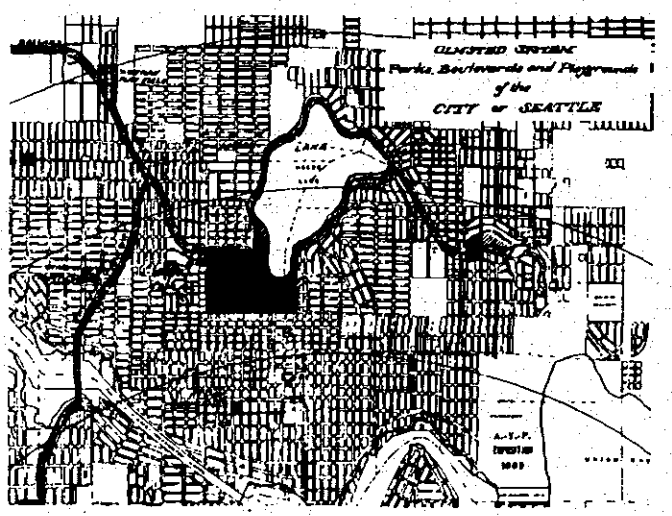
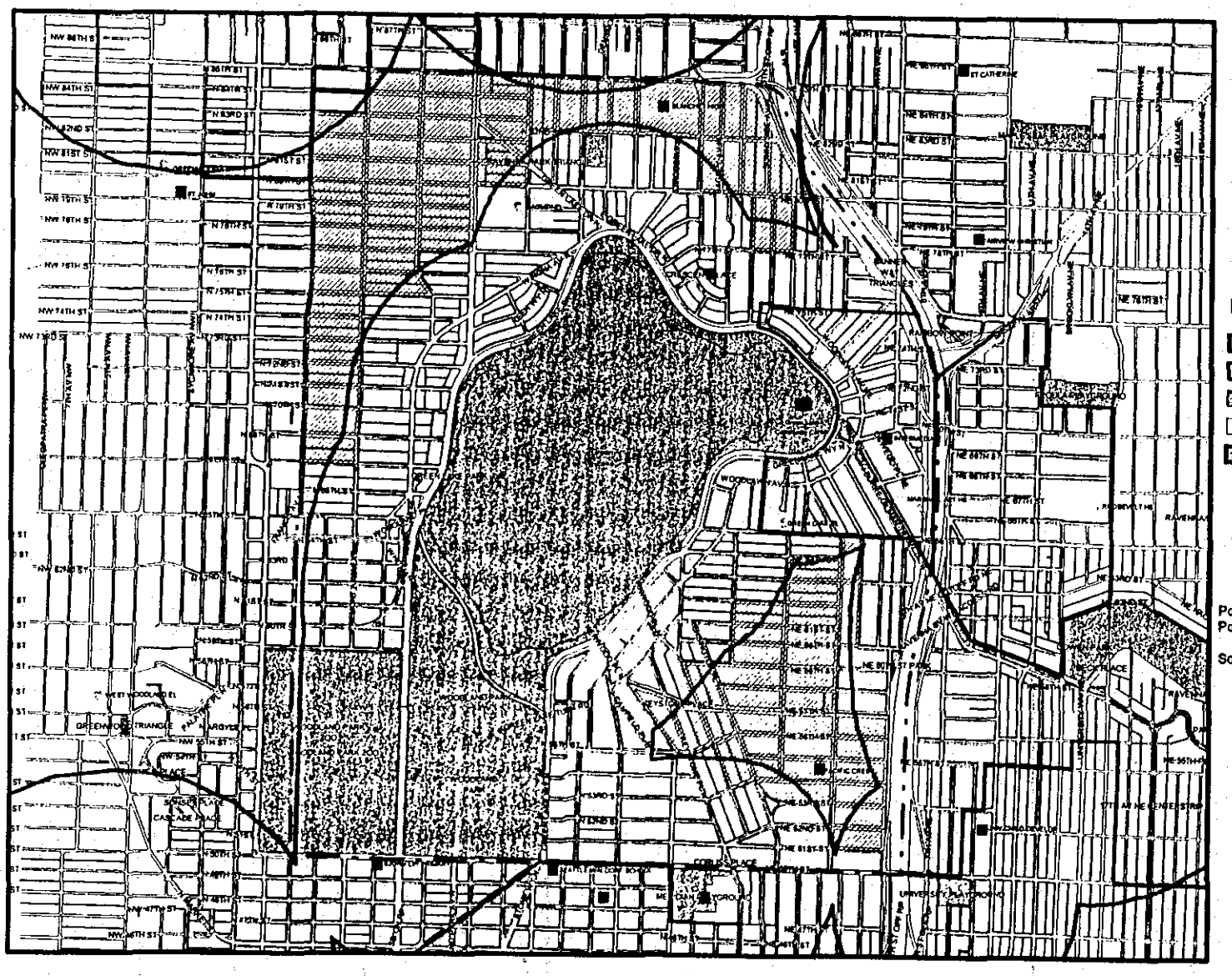


Image of the 1903 Olmsted Plan showing linkages to existing and proposed parks.

The two main parks in the planning area, Green Lake and Woodland Parks, enjoy a region-wide reputation for their unique assets: the lake, the park and the zoo. Local residents both benefit and suffer from this proximity. The negative impacts of these year-round recreational destinations need to be addressed: traffic congestion, scarce parking, noise and air pollution, open space with compromised tranquility. Although Green Lake residents cannot keep these special places to themselves, outside visitors must be accommodated in ways which respect rather than degrade the neighborhood's integrity.

Green Lake



Green Lake 2020

Existing Open Space and Service Areas Analysis Map

Legend

- Urban Village Boundary
- Planning Area Boundary
- Parks
- Blocks
- Service Area Boundaries; hatched areas are farther than 1/4 mile from parks.
- Schools
- Community Center

Population of GL2020 Planning Area 15,750
Population outside 1/4 mi. service area 5,231

Source: US Census, 1990

Scale 1" = .23 miles

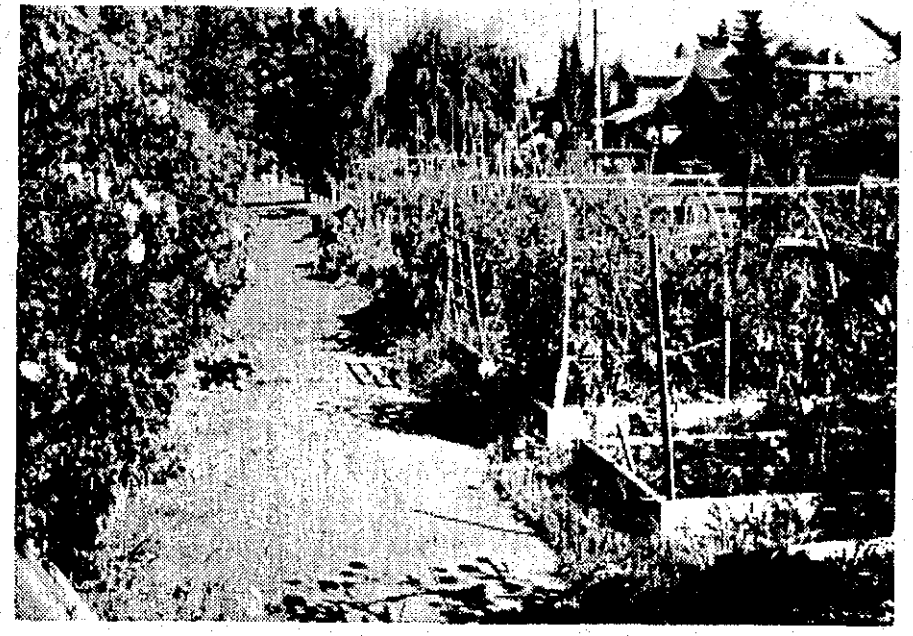
A Northwest Collaborative, 1998

Source of Data is City of Seattle Dataviewer CD, 1997

Map showing the underserved parts of the community that are not within walking distance (1/4 mi.)

Because Green Lake is the most-used park in the city, and indeed in the state of Washington, local residents particularly need alternate destinations within the neighborhood targeted for their local use. Within the planning area, playgrounds, viewpoints, pocket parks, greenways and community gardens currently appear deficient in both number and distribution, as indicated by a recent analysis of existing open space (see accompanying map, p. 31, *Green Lake 2020, Existing Open Space and Service Areas Analysis Map, 1998)*. Strategic acquisition and development should follow a detailed assessment of community open space priorities.

Private vegetable gardens along the street right-of-way in the Green Lake neighborhood



Residents can and should serve as active partners in the creation and care of new neighborhood open spaces such as pea patches, "green streets", and playgrounds. Cultivating such grassroots involvement can awaken appreciation for the outdoor environment, while deepening neighborhood bonds. On a practical level, local advocacy will prove key to enhancing the quantity, quality, and variety of open space in the planning area.

Green Lake and Green Lake Park

A final aspect of this strategy is to increase the visibility of Green Lake and the natural environment as defining elements of community character. This planning area distinguishes itself among Seattle neighborhoods by encompassing a visible and nearly complete watershed, the Green Lake basin, part of the Densmore watershed. The Lake's surface water connections should be reinforced where vestiges remain, and reinstated in symbolic ways where physical linkage is impossible. Reintroducing visible water flow through the neighborhood can provide opportunities for both environmental awareness and aesthetic enhancement.

Historically, the Lake has been both a source of pride and concern. From Seattle's earliest days it was seen as a place to go for the day. Not long after the area was settled, however, people began to complain about seasonal odors. One of the city's major newspapers in the early part of the century opined that draining and filling the Lake could be considered if the odor could not be mitigated. Over subsequent years the level of the Lake was lowered to facilitate development. Natural water flows into and out of the Lake were diverted and contained.

Today there are continuing concerns over the water quality of the lake. Measures are taken to control odor, prevent Eurasian milfoil from clogging swimming areas and keep contaminated storm runoff from entering the lake. A local group of citizen volunteers, the Green Lake Park Alliance, exists solely to advocate for and protect the Lake and Park.

The Lake will always and should always be the defining feature of the neighborhood, but focusing on the Lake by itself is too narrow. Efforts to protect and preserve the Lake will only be successful if the general public realizes that the Lake does not exist in isolation — it is part of a broader watershed. Everything that occurs in this broader watershed has a potential impact on the Lake. People come to the Park to enjoy the trees and the wildlife, often without realizing that the Park is part of a broader urban forest and could, with citizen involvement and planning, be the nucleus for an outward-radiating system of trees and habitat.

Related initiatives to improve other aspects of the neighborhood natural environment should be undertaken as well, focusing attention on the urban forest, wildlife habitat and corridors, groundwater and air quality. Some projects may address multiple aspects simultaneously. For example, a "daylighted" stream might provide groundwater recharge, increase habitat through streamside plantings, establish a movement corridor for small animals, and foster growth of an air-cleansing tree canopy overhead. By such example and its accompanying stewardship, residents of all generations gain appreciation for the natural matrix of natural resources and habitat types within which they reside — in their neighborhood, their city, their region.

The Neighborhood Plan identifies three broad strategies for the Lake and the Park:

- Foster recognition of the broader Densmore Drainage Basin by collaborating with the Green Lake Park Alliance and other local planning groups. Various daylighting plans are being pursued and explored in other neighborhoods. Study and ultimately work toward plans for restoring a natural system of water flow into and out of Green Lake.

- Combine very strong public support for street trees with the urban forest concept and expand the urban forest from the Lake outward through the neighborhood to create more green space and enhance wildlife habitat.

- Advocate for an environmental education program to be housed at the Park with programs focusing on the ecology of the Lake and its relation to the urban environment - past, present and future.

The principles guiding the following goals, policies and recommendations include:

Guiding Principles:

- *Recognize Green Lake and the natural environment as defining elements of community character.*
- *Foster recognition of the Park and the neighborhood as part of the urban forest.*
- *Foster recognition of Green Lake as part of the broader Densmore Drainage Basin and ultimately, the Puget Sound Watershed.*

Several goals have been identified to guide improvements to community parks , open space, recreation and environmental health. These are listed below, accompanied by related policies and specific recommendations to direct implementation. Individual implementation activities are grouped under the appropriate goals and policies. Recommendations for this strategy are also shown on the accompanying *"Enhance the Environmental Health of the Green Lake Community, Key Integrated Strategy #3"* map.

Goals, Policies and Recommendations

Goal 1 – Additional green open space throughout the planning area that is equally accessible to all residents and fulfills the goals of the Seattle Comprehensive Plan

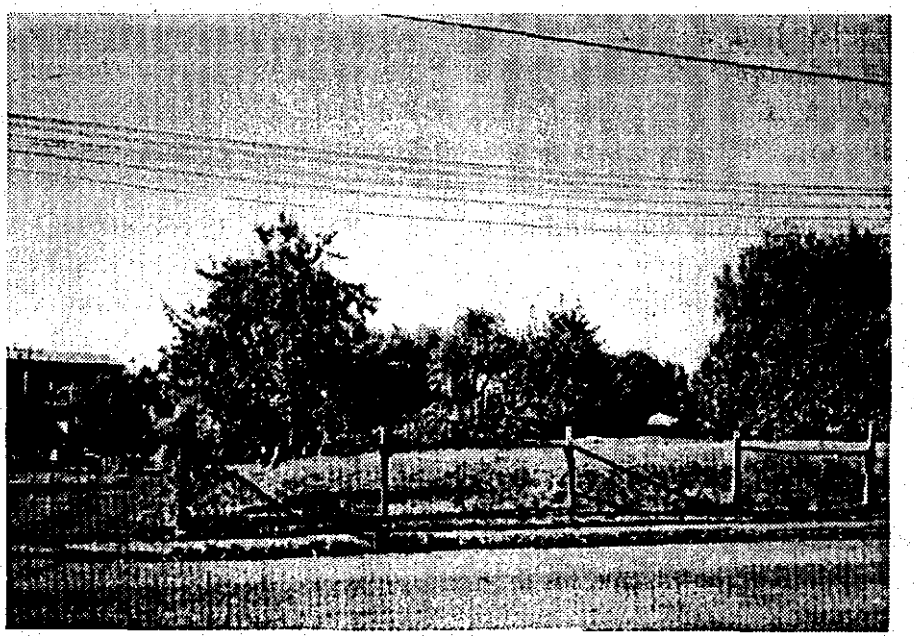
1.1 Work with the City and other partnerships to preserve, enhance, and increase the number of pea patches, pocket parks and accessible open space throughout the planning area.

- Acquire the properties at 67th & Linden and the vacant parcel west of the intersection of 72nd & Fremont and develop as a pocket park or pea patch
- Develop NE 60th Street mini park for habitat planting or pea patches.
- Collaborate with administrators of public and private schools to enhance their open space and integrate them into the community.
- Acquire 1st Ave. NE and NE 56th Street for use as a mini park.

1.2 Safeguard historic park and open space assets, respecting and extending the Olmsted planning legacy wherever opportunities arise.

1.3 Assign highest priority to making unused public land available for permanent open space use.

1.4 Fully support voluntary community efforts to create, improve and maintain open spaces for local use.



Property at N 67th St. and Linden Ave. N

Olmsted's Ravenna Boulevard

1.5 Enhance both the extent and quality of the urban forest, building green connections with existing park lands.

1.6 Incorporate landscape enhancements in all transportation improvement projects and add plantings to existing movement corridors.

1.7 Provide accessible exterior social space as part of all public construction projects.

1.8 Promote private provision of open space for public use, through donation and project site development.

1.9 Fund and direct the care of public parks and open spaces to insure that quality is maintained or improved, not degraded, through time.

1.10 Increase number and variety of community gathering spaces.

1.11 Improve open space value of vehicular and non-vehicular transportation corridors by adding trees and other vegetation.

1.12 Work with the City and others to enhance the health and quality of the transportation corridors by adding trees and other vegetation to vehicular and pedestrian corridors.

- Plant street trees at Aurora and Winona, North Aurora Ave. (Winona to 80th St.), 56th St. (Kensington to Latona), and on 80th and 85th Streets between I - 5 and Dayton Ave.

- Promote street tree planting throughout the community and provide planning assistance, training, and inexpensive trees to interested neighbors is a part of the program.

GOAL 2 – An abundance of native habitat that supports wildlife The objectives of this goal are to: identify and protect public and private property with significant habitat value; develop overlapping opportunities to enhance open space and habitat, such as school grounds; extend wildlife habitat into surrounding communities, taking advantage of vegetation from Green Lake, Woodland Park and other large tree canopies to create linkages and habitat nodes, and; encourage public involvement, appreciation and stewardship of native habitats. Survival of native wildlife species requires a significant commitment to the maintenance of native plant communities. Northwest native plants can be mixed with horticultural cultivars or used exclusively to create beautiful, lower maintenance landscapes that provide crucial native habitat.

2.1 Create and enhance wildlife habitat within parks, rights-of-way, school properties and other public sites, fostering interdepartmental and interjurisdictional cooperation to maximize habitat extent and quality.

- Inventory public and private property with 'significant ' habitat value by soliciting grants, interns, class projects, etc., to conduct a neighborhood habitat inventory.

- Obtain a list of registered backyard wildlife sanctuaries from the Washington Department of Wildlife.

2.2 Provide support and coordination for private and public efforts to establish and enhance wildlife habitat.

2.3 Develop overlapping opportunities to enhance open space and habitat such as on school grounds.

- Work with school administrators and parent groups to establish or expand wildlife habitat on school grounds, using the Green Lake School Olalie Garden as a model.

2.4 Extend wildlife habitat into surrounding communities by creating links between Green Lake, Woodland Park and other large tree canopy areas.

- Take advantage of the vegetation from Green Lake, Woodland Park and other areas with large tree canopies, to create linkages and habitat nodes. This can be accomplished by encouraging adjacent property owners to work together to develop larger habitat nodes and to develop outreach programs to encouraging private and commercial property owners and managers to add native habitat components to their property.

One of the larger trees in Green Lake that provide habitat for wildlife

GOAL 3 – Environmental education opportunities that provide opportunities to the public to increase their awareness of the natural environment and environmental issues, and provide the opportunity for stewardship. – environmental stewardship the recreational activity of choice for the next decade. As the millennium approaches, environmental stewardship is on everybody's mind. A well-informed citizenry will likely be better prepared to preserve resources. By enhancing wildlife appreciation and teaching stewardship skills, we intend to make environmental stewardship the recreational activity of choice for the next decade.

3.1 Encourage public involvement, appreciation and stewardship of native habitats.

- Develop 'habitat walks,' map Backyard Sanctuaries, and conduct habitat workshops.
- Develop an outreach program to encourage private and commercial property owners and managers to add native habitat components to their property.
- Restore the Aqua Theater for community events or use as an interpretive center.

3.2 Support increased environmental education and interpretation opportunities and public awareness of environmental issues.

- Develop an interpretive naturalist program with classes, nature walks, and workshops in Green Lake Park. This is proposed to be accomplished through assembling a team from the Green Lake Park Alliance (GLPA), Seattle Audubon, and Seattle Parks staff to introduce programs that promote environmental stewardship as recreation.
- Establish an environmental education center in Green Lake Park with naturalist programs on habitat and water quality.
- Improve the community center grounds to include thinning the plane trees and providing more seating.

3.3 Establish means to keep citizen's informed about environmental concerns affecting the community

3.4 Identify and promote initiatives to increase public appreciation of the environment through local example and experience.

GOAL 4 – Increased opportunities for recreation throughout the planning area and for people with disabilities.

Increasing opportunities for recreation will be encouraged by improving the ability of people to locate the many different recreational resources available in or near our community and to expand available recreational activities to serve the full diversity of community residents

4.1 Support increase of activities, communication of the recreational resources available and access to them.

- Create additional passive recreational areas, gathering areas, a shade garden and seating around community center.
- Enhance ADA recreational opportunities around the lake.
- Develop an informational database to identify recreational opportunities available to the Green Lake community
- Increase the use of the community center and greater awareness of recreational opportunities at other sites i.e. Boys & Girls Club, schools etc...

GOAL 5 – Restored and protected natural drainage systems including the streams and wetlands within the planning area.

The natural drainage systems are the heart, lungs and kidneys of the planet's ecosystems. Cities like Seattle all but destroyed these systems in their early developmental stages. Newer municipalities, most notably in our area, Bellevue, have reaped the rewards of keeping many of their streams and wetlands in functional condition. We must begin the process of restoring these essential systems. The longer we wait, the more it will cost.

5.1 Coordinate a water quality program with groups such as the Green Lake Park Alliance: Work as a team with Licton Springs and Ravenna Creek action groups to establish watershed awareness and to consider the possibilities of developing larger plans for collaboration.

- Develop and implement a watershed education program for businesses and residents. A developed community network would monitor water quality, support outreach and educational activities, and identify and evaluate opportunities for the restoration of natural drainage areas.
- Develop a community network to monitor water quality, support outreach and educational activities.

5.2 Pursue restoration of the natural drainage system that served our watershed prior to development as a centerpiece of environmental education, habitat restoration and revegetation activities.

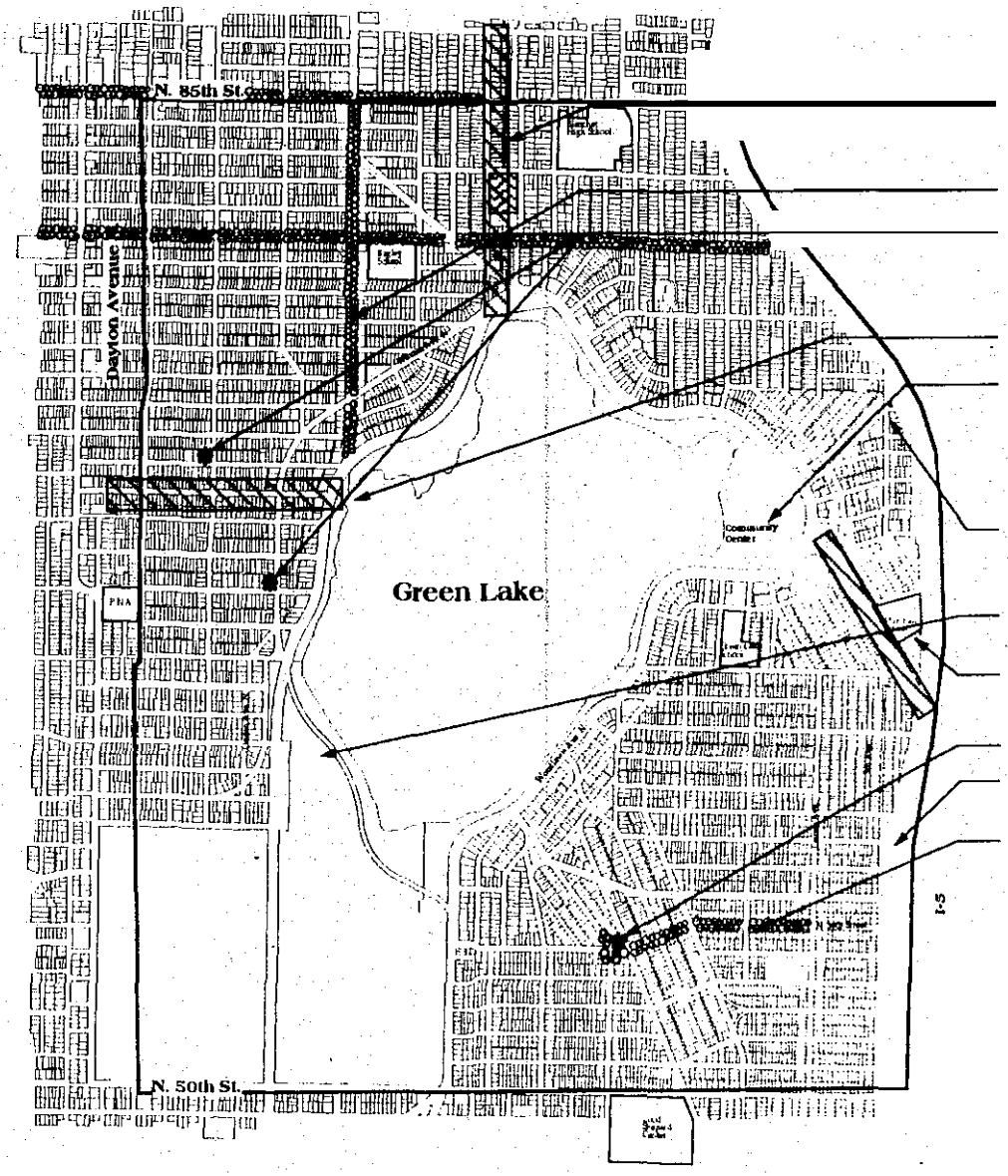
- Consider restoring Licton Creek along the Parks Department property at 82nd and Densmore.
- Evaluate the feasibility of daylighting other segments of Licton Creek.
- Develop a Phinney Ridge water restoration/hillside strategy, coordinated with a hill climb and pedestrian linkage across Aurora to Green Lake.
- Develop a woodland stream in Woodland Park capturing runoff from park and flowing into Green Lake.
- Identify and evaluate additional opportunities to restore the natural drainage system in the neighborhood.

Green Lake 2020 Neighborhood Plan

Enhance the Environmental Health of the Green Lake Community

Key Integrated Strategy #3

December 19th, 1998



e of

freshwater to Green Lake.

Plant street trees at key locations

near 72nd & Fremont

Develop Phinney Ridge water restoration/hill side strategy

Community Center Improvements

- Create passive recreational areas, gathering areas, a shade garden and seating around community center.
- Enhance ADA recreational opportunities around the lake.
- Increase the use and availability of the community center and highlight recreational opportunities
- Establish an environmental education center in Green Lake Park with naturalist and water quality programs.

New pocket park proposal with Dept. of Transportation property at 5th Ave NE and NE Mapleleaf Pl.

Develop woodland stream in Woodland Park capturing runoff from park and flowing into Green Lake. Also to include biofiltration design.

Work with Marshall school administrators and parent groups to establish or expand wildlife habitat on school grounds

Meridian and NE 56th Street Pocket Park & Corridor Improvement

Develop Parks Dept. property at NE 60th street and I-5 as a mini park for habitat pea patch.

NE 56th Street & 1st Ave NE Pocket Park

See the accompanying *KIS #3 Enhance the Environmental Health of the Green Lake Community* narrative for a complete listing of recommendations.

Legend

Not to Scale

Key Integrated Strategy #4

Improve Transportation Mobility & Safety in Residential Areas

Background

Results of a mail survey conducted by Green Lake 2020 in the spring of 1997, which was sent to all residents in the planning area (with a 10% response rate), identified a number of transportation-related concerns. The highest rated was traffic congestion, with 61% reporting it as a "serious problem" (rated 4 or 5 on a scale of 1 to 5). Other concerns in order of importance were: pedestrian safety (59%), bicycle safety (53%), cut-through traffic (52%), speeding (51%), parking availability (41%) and large truck traffic (31%).

In response to this survey, the theme for the Green Lake transportation system, as developed through this planning process, is to develop a strategy that addresses the community's traffic congestion problems, enhances pedestrian and bicycle safety and circulation, encourages alternative modes of transportation, while maintaining community character. To these ends, the Green Lake 2020's transportation consultant has developed a Strategic Transportation Plan. Portions of this study have been included throughout this section for background.

Several guiding principles direct the goals, policies and recommendations for improving transportation mobility and safety in residential areas, they are:

Guiding Principles

- *Green Lake as a community where people who live, work, and visit have safe and convenient access via a wide variety of travel modes including, but not limited to, the automobile.*
- *Green Lake as a neighborhood where people can feel safe walking and riding their bikes.*
- *Green Lake as a place where activities are conveniently and safely accessible to people with physical disabilities.*

Goals, Policies and Recommendations

The transportation issues and recommendations in this key integrated strategy are grouped according to specific traffic issues such as traffic and congestion, pedestrian safety etc. Thus each set of goals, policies and recommendations are introduced by a narrative explaining the background for this particular issue and followed by the proposed solutions.

Traffic Congestion and Safety

On any given sunny afternoon, Green Lake's streets are saturated with cars. The neighborhood boasts one of the most visited parks in Washington State, Green Lake Park, with more than two million users per year (Seattle Department of Parks and Recreation, 1986), attracting cars from all corners of the city — and beyond. This additional traffic exacerbates traffic-related problems commonly found in urban areas of Puget Sound — congestion, conflicts with pedestrians and bicyclists, and parking shortages. Traffic models developed by the City of Seattle show that most roadway sections along Green Lake Way N and Green Lake Drive N currently operate at or over capacity during peak hours. This condition is expected to deteriorate further by the year 2010. Winona Avenue N also operates over capacity.

Congestion is anticipated to increase on other arterials as well. The absence of a programmatic plan to optimize traffic control

and management systems, and effectively manage curb space (parking) use has resulted in undesirable traffic congestion in some areas, particularly on access routes leading to Green Lake Park.

Traffic analysis conducted by the City of Seattle as part of its Comprehensive Plan study indicated that roadways within the Green Lake Residential Urban Village, all of which are classified as minor arterials - except Woodlawn Avenue from N 65th Street to 1st Avenue NE - will operate at acceptable levels of service. Woodlawn Avenue is a collector arterial and is expected to operate under capacity by 2010. East Green Lake Drive N from Sunnyside Avenue N to NE 71st Street is the only minor arterial within the urban village expected to operate at capacity.

Traffic along East Green Lake Drive N

GOAL 1 – Enhanced auto access that does not significantly encourage additional traffic, particularly in residential areas

1.1 Seek to implement design changes for improving the flow of traffic and to minimize congestion at problem areas.

- Conduct a study to evaluate design changes including the use of a traffic roundabout, bicycle lanes, chanelization and pedestrian refuge islands. Install the most beneficial improvements for traffic flow, pedestrian, and bicycle safety. *Traffic roundabouts should not be installed if they are found to significantly detract from pedestrian safety.*

a) The five-way intersection of NE Ravenna Boulevard and E. Green Lake Drive N

b) The five-way intersection of N 50th Street and Green Lake Way

- Work with SEATRANS to assess and implement improvements for traffic flow at the intersections of:

a) Aurora Avenue N and Winona Avenue N;

b) the intersection of West Green Lake Way and East Green Lake Way;

c) Wallingford Avenue N and N 85th Street.

This study would evaluate possible design changes such as signal phasing, bicycle lanes, chanelization and pedestrian refuge islands. The desired outcome of this study is to identify and implement the most beneficial capital improvements to improve traffic flow, and pedestrian and bicycle safety.

- Conduct a transportation study for the Aurora Avenue N transportation corridor to examine options for improving general traffic flow, transit speed and reliability, and pedestrian safety and accessibility. This study is strongly recommended.

Cut-through Traffic, Speeding, and Large Trucks

The peaceful, secluded home on a quiet residential lane is under increasing assault. Congestion on main arterials causes many drivers to take short-cuts onto neighborhood streets. Many drive beyond the 25 mph limit usually found on local roads, thereby creating a safety hazard. Noise from cut-through traffic also concerns many residents. Cut-through traffic is of particular concern along the numerous east-west residential streets between Phinney Ridge and Aurora Avenue North, residential collector streets within the northeast corner neighborhood northeast of the Lake between I-5 and E. Green Lake Drive N, and along West Green Lake Drive near the Bathhouse Theatre. Truck traffic is of particular concern because it generates significant noise and exhaust fumes. The goals, policies and recommendations for these specific issues are as follows:

Goal 2 – Reduced traffic impacts on residential areas

2.1 Promote traffic calming on residential streets by installing traffic circles, chicanes and speed humps.

Traffic crossing through residential areas, with its safety, noise and health-related impacts, raises a great deal of concern in the community. This plan calls for promoting traffic calming on residential streets by installing traffic circles, chicanes and speed humps. This can be done through the existing process with special emphasis on areas that have been identified as having cut-through traffic problems. These areas are listed below and identified on the accompanying map. Recommendations pertaining to specific streets have not been made since this is entails an additional process for selecting particular traffic calming devices.

- Priority emphasis for traffic calming on streets with cut through traffic problems include:

a) N 59th Street
b) N 68th Street
c) N 73rd Street
d) W. Green Lake Dr. N
e) Keen Way N
f) Stroud Ave. N
g) N 77th Street

2.2 Promote traffic mitigation on several recommended arterial streets.

- Build landscaped medians down the middle of Linden Ave. N and Green Lake Drive N.
- Install street improvements to enhance the pedestrian quality and promote traffic calming along N 56th street including widened sidewalks, pedestrian bulbs, benches, and landscaped medians.
- Consider converting N 50th Street and East Green Lake Way, to three lanes to provide pedestrian refuge and facilitate left-turns, while still allowing for considerable traffic flow.

2.3 Reduce parking impact on the residential neighborhoods by non-residents. Visitors to the Lake and commercial areas reduce parking available to residents, thus the following recommendations:

- Study the need and possibility for residential parking zones to limit parking by non-residents.

2.4 Strive to alleviate major congestion bottlenecks.

2.5 Encourage no major increases in vehicle capacity (i.e. road widening, new highways).

Bicycle Safety and Access

Bikes are an increasingly common sight on Green Lake streets. Many residents bicycle for recreation, for short errands and to get to work. The Park attracts additional cyclists from surrounding areas. However, as bicycling increases, so do the conflicts with cars (and pedestrians, too).

A system of on-street bike lanes begins at Green Lake, extends around the eastern half of the Lake, and funnels down Ravenna Boulevard towards the University District and the Burke-Gilman Trail. On-street bike lanes do not extend around the western half of the Lake. The portion of Green Lake Drive N between Stroud Avenue and Winona Avenue N, where the current lanes end, is a high-accident location.

Bike lanes are found on the small trail running inside Green Lake Park. However, this trail only allows travel in one direction (counter-clockwise), and is often crowded with joggers, walkers, pets and kids. It is not a good facility for experienced cyclists. An important bike trip corridor extends south to Fremont and connects with the Burke-Gilman Trail, and the proposed Westlake Trail into Downtown Seattle. Another regional trail is proposed to the north on the old Interurban right-of-way. As of now, special bike facilities assist connections to both locations.

Over the years, the City has installed an impressive quantity of bike racks around the Green Lake community. Unfortunately, bike parking in the Park itself is less plentiful.

The following goals, policies and recommendations propose solutions for these issues and problems that the bicyclists confronts. These recommendations strive to not only create safer passage by bike but also improve the climate for biking, hopefully having the effect of increasing bicycle use and decreasing travel by car.

Goal 3 – Enhanced bicyclist safety

3.1 Improve bicycle safety and access for internal and regional circulation, transportation and recreation. Install new bike lanes and bike improvements.

Improving bicycle safety and access is important for internal and regional circulation, transportation and recreation. Several bicycle improvements have been recommended to continue to make this area bicycle-friendly. One of the broadest ideas is the creation of the "Woodland Greenway." This new bike and pedestrian trail would connect from South Green Lake at the amphitheater south to the Burke-Gilman Trail at N 34th Street. Additional connections would include using the Woodland Park bridges to access Phinney Ridge at the rose garden, and Linden Avenue N and Fremont Avenue N reaching north to the "Interurban Trail."

- Improve the vehicle detector on the east leg of N Green Lake Drive at Aurora Ave. N so it can detect bicycles.
- Stripe bicycle lanes along Winona Ave. and Linden Ave. around the west side of the lake
- Provide a separated bicycle trail along Linden Avenue as it crosses under Aurora Avenue near the old Aqua Theatre.
- Install additional bike racks around the lake. Priority locations are on Park property at the north end of the lake near the wading pool, on the northeast end of the lake across from Latona Ave. N and on the south side of the lake to the east of the Pitch and Put.
- Reconfigure the perimeter of Green Lake Park to include separated bicycle and pedestrian/jogging lanes with improved pedestrian crossings

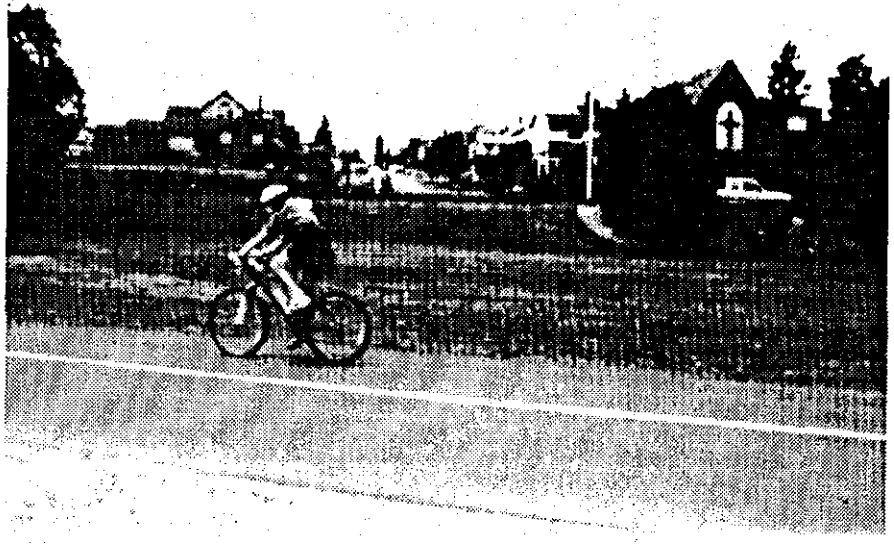
3.2 Support the development of the "Woodland Greenway" bicycle/pedestrian corridor to link Green Lake with Fremont and the Burke-Gilman Trail.

- Develop a bicycle/pedestrian connection between south Green Lake at the amphitheater to the Burke-Gilman Trail at N 34th St.

- Develop additional connections using the Woodland Park bridges to Phinney Ridge at the Rose Garden and via Linden Ave. N and Fremont Ave. N to develop a connection to the north and the Interurban Trail.

3.3 Promote cycling for short to medium-sized trips and commutes to work.

Looking West on N 71st St.

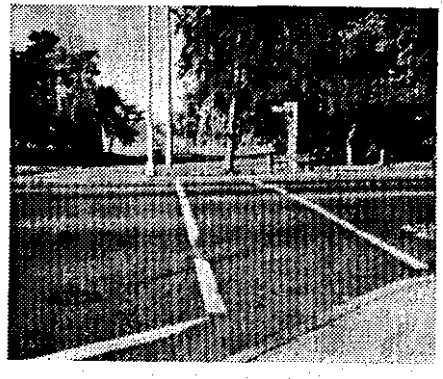


Pedestrian Safety and Access

Lots of people walk around the Green Lake community. Many factors contribute to this, including an extensive sidewalk network, short distances to many destinations and the presence of Green Lake Park. Therefore, pedestrian safety is of paramount importance, especially for vulnerable populations like children, the elderly, and the disabled. Promoting walking is also beneficial because it reduces car trips for short errands and facilitates using public transit.

Heavy traffic volumes make it difficult for pedestrians to safely cross busy arterials. Particularly difficult to cross is Green Lake Way N and Green Lake Drive N to and from the Park. Very few crossing points are controlled with signals or stop signs. Although drivers are legally required to yield at crossing points, most do not. Some would-be pedestrians are intimidated by these hazardous conditions, so they use their cars to drive a few blocks.

Aurora Avenue N is another pedestrian barrier. At five lanes and over 40,000 trips per day, it is the busiest arterial in the area. South of Winona, it offers few places to cross to and from the Park. Further north, signalized crossings come every two or three blocks, but turning traffic still poses dangers to walkers. Another barrier is I-5. The freeway effectively divided Green Lake from its neighbor, Roosevelt, when built in the 1960s. The remaining roadways crossing under the freeway are noisy, dark and dirty.



Existing crosswalk from Residential Urban Village to Green Lake Park

GOAL 4 – Improved Pedestrian Safety, Access and Enjoyment

Installing improvements which help pedestrians cross busy streets at selected locations is the main focus of this objective. Improvements include installing curb bulbs, pedestrian refuge islands, pedestrian-activated flashing light signals and pedestrian-activated half-street traffic signals. They also include special paving materials at crossing locations and reduced wait times. Specific areas for these improvements are located on the associated map titled, Improve Transportation and Mobility and Safety in Residential Areas, Key Integrated Strategy #4, Map A Pedestrian Improvements.

Improving pedestrian safety for persons with disabilities is of major interest. Wheelchair ramps and other handicapped improvements which ensure mobility for disabled persons have been recommended and located. These include a policy statement that a curb cut should be placed at every corner around Green Lake Park so that wheelchair users have the same choice as foot traffic to cross the Lake at all legal crossings.

4.1 Install improvements to help pedestrians cross busy streets at selected locations, with particular focus for persons with disabilities.

- There are many wheel chair ramps between Green Lake Drive N and Aurora that have problems. The curb cut placement at Ashworth N and Green Lake Drive N should be addressed to the City Engineering Dept. On NE 72nd and Green Lake Way, wheel chair ramps should face each other and a curb cut should be placed on the Baskin & Robbins side.

- At Albertson's grocery store there are two pairs of wheel chair ramps across the street and no cuts on the Albertson's side. One should be added there. Additionally, on the southwest side of Albertson's a curb cut is needed towards the Lake.

- Install colored and/or textured paving materials at all crossing points:

a) along Green Lake Way N and W. Green Lake Dr. N between Winona Ave. N and N 78th Street;
b) within the Residential Urban Village.

- Install pedestrian refuge islands and curb bulbs at key locations. Refuge islands and curb bulbs should not be installed where they would unduly hinder trucks and buses on high use streets.

- Widen sidewalks, clean up and provide lighting at key locations:

a) widen sidewalk along south side of NE Ravenna Blvd. underneath I-5
b) along 65th underneath I-5
c) 5th Ave. bridge
d) NE 71st. St. and the NE 71st St. bridge

- Install pedestrian activated crosswalks (with flashing lights) at key locations (see map and matrix for specific locations)

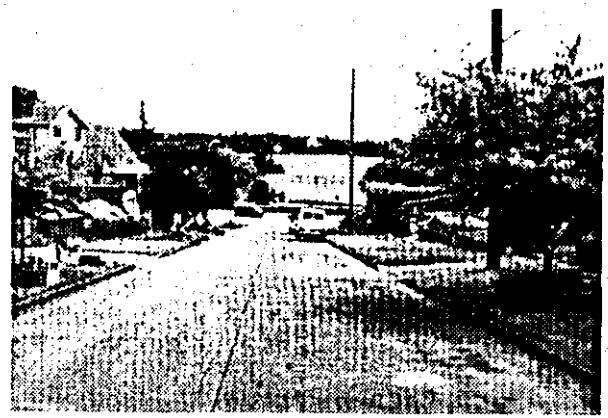
- Install a pedestrian-activated half-street signal across N 50th Street at the intersection with 1st Avenue NE.

4.2 Ensure wheelchair users have the same choice as foot traffic to cross to the Lake at all legal crossings.

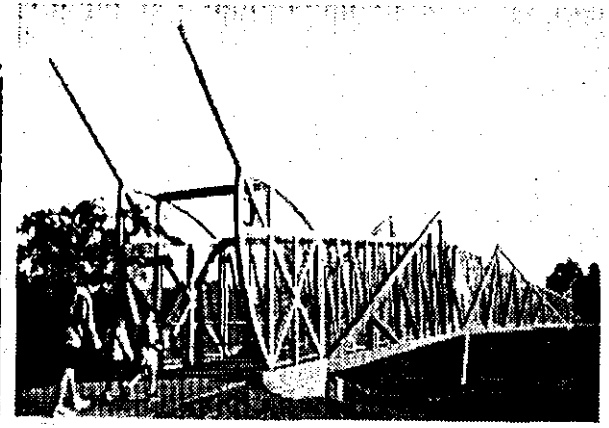
- Install wheel chair ramps at every corner around the perimeter of Green Lake Park so that wheelchair users have the same choice as foot traffic to cross the Lake at all legal crossings.

4.3 Improve pedestrian access across Aurora Ave. N and Interstate - 5.

Pedestrian access across Aurora Avenue N has been an area of great interest. There are few opportunities to cross Aurora and, where they exist, they are relatively unsafe. This plan calls for



Looking East on NE 71st



An example of a pedestrian bridge possible over SR 99

Existing bridge over Aurora Ave. N

conducting a study to evaluate a pedestrian bridge or tunnel across Aurora Avenue to access the Park. The study should also evaluate enhancing the existing at-grade crossing at N 68th Street with a refuge island.

- Reduce the wait time at the existing pedestrian crossing near 86th and across Aurora Ave. N.

- Conduct a study to evaluate a bridge or tunnel across Aurora Ave. N. Add a pedestrian overpass over Aurora Ave. N at N 71st to allow safe pedestrian access to Green Lake, and discontinue the dangerous surface crossing of SR 99.

Parking

It's tough to find a parking space, particularly around commercial centers and the Park. Many households live in older residences with parking for only one car, or none at all. So, they must park their extra cars on the street. However, residents must compete for parking with other drivers patronizing the Park or local businesses. While the lack of parking is an annoyance to many residents, it can threaten the economic survival of many businesses. Some businesses have only a few on-street stalls fronting their storefronts. Most of their business must come from walk-in customers. However, the desire to increase the supply of parking must be weighed against the need to encourage use of transportation alternatives. Too plentiful a supply of parking will attract additional single-occupant car trips to the community, thereby exacerbating other auto-related problems (congestion, pollution, etc.). Balancing these two competing needs has been one of the most difficult challenges in the preparation of this transportation plan.

Existing parking structure on North side of Green Lake

Goal 5 – Improved Parking Throughout the Neighborhoods for Residents and Park Users

5.1 Improve residential parking availability

- Study the need for and possibility of residential parking zones to help limit parking by non-residents.

5.2 Improve parking availability in retail areas to support area businesses

- Narrow the restricted parking times at under-used truck loading zones to allow customers to park.
- Develop a strategic parking management plan for the business area around Green Lake.

5.3 Balance parking capacity needs against discouraging more auto trips

5.4 Efficiently utilize parking resources through parking management and enforcement

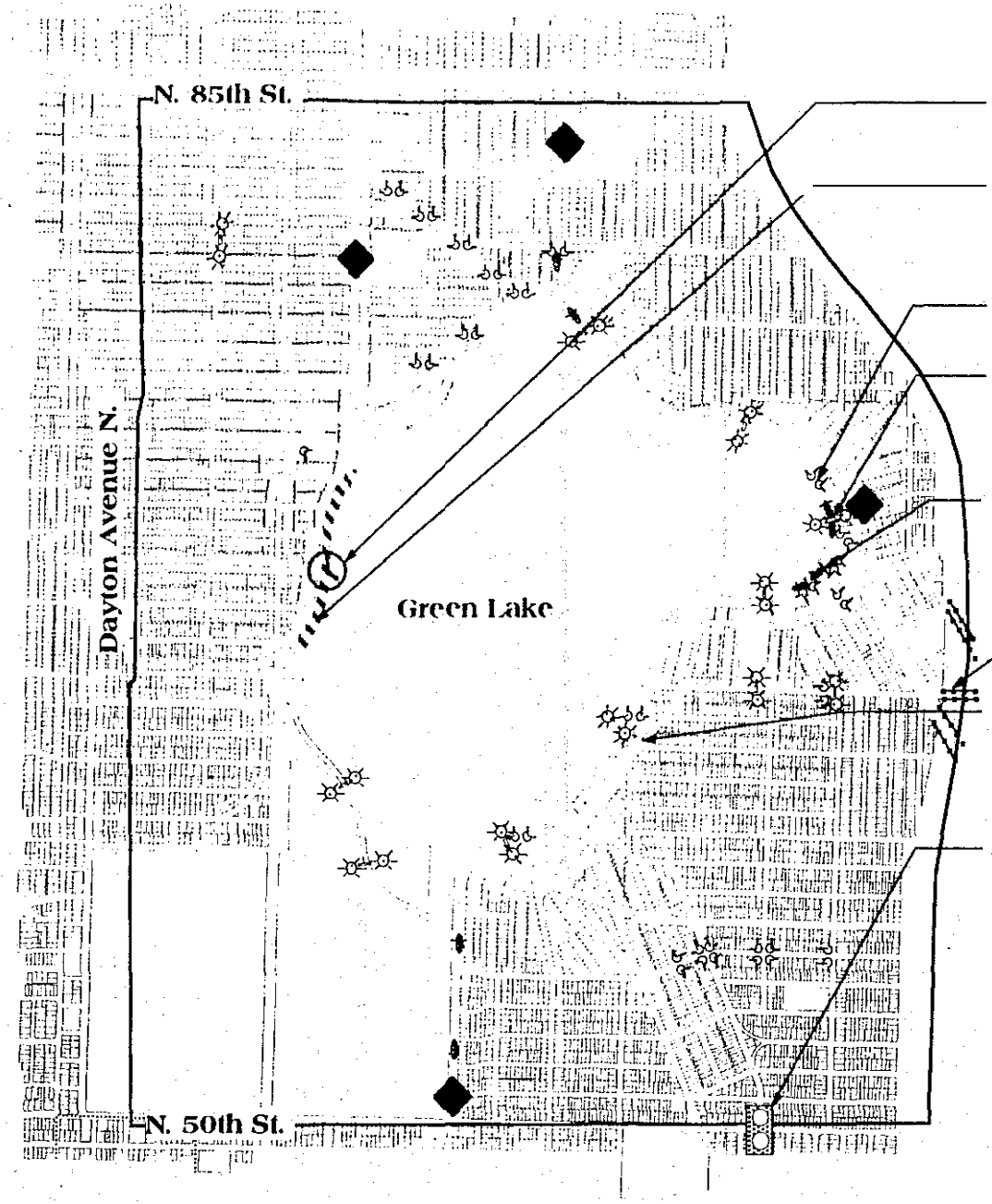
- Establish the use of the Roosevelt Park-and-Ride lot on nights and weekends. Improve transit frequency from the park-and-ride into the urban village. Allow free or reduced-fare rides for those using the park-and-ride.

Green Lake 2020 Neighborhood Plan

Improve Transportation Mobility and Safety in Residential Areas

Key Integrated Strategy #4 Map A PEDESTRIAN IMPROVEMENTS

December 14th, 1998



Recommendations

Reduce waiting time at the existing pedestrian light across Aurora Avenue N at N 68th Street.

Conduct a study to evaluate a bridge or tunnel across Aurora Ave. to access the park. Study should also evaluate enhancing the existing at-grade crossing at N 68th Street with a refuge island.

Install curb bulbs at identified key locations

Install colored and or textured paving materials at all crossing points along Green Lake Way/Drive between NE Winona & N. 78th Street and within the residential urban village

Install pedestrian refuge islands at identified key locations

Provide wheelchair ramps and other handicapped improvements (see list) to ensure mobility for disabled persons.

Improve sidewalks: widen, clean up and ensure adequate lighting

Install pedestrian-activated crosswalks at key locations

Install pedestrian-activated half-street signal across N 50th Street at 1st Avenue NE.

Legend

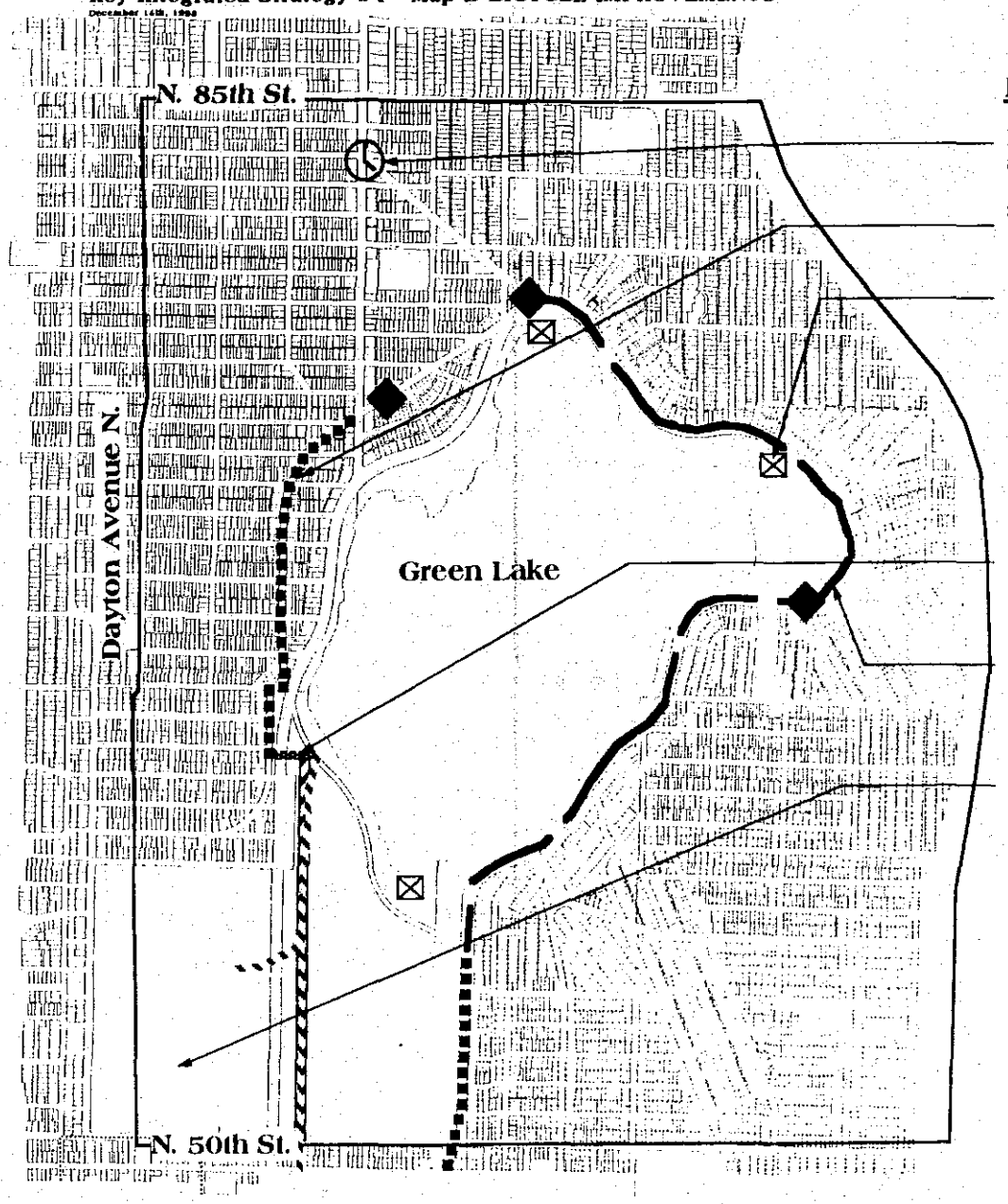
- Green Lake 2020 Boundary
- Pedestrian Bridge Study
- Pedestrian Refuge Island
- Curb Bulbs
- Quicker Pedestrian Cycle/ Improved Loop Detector
- New Pedestrian Traffic Signal
- Flashing Light Crosswalk
- Clean Up Sidewalks (Under I-5)
- 2+ Pedestrian Accidents '91-'96

Not to Scale

Green Lake 2020 Neighborhood Plan

Improve Transportation Mobility and Safety in Residential Areas

Key Integrated Strategy #4 Map B BICYCLE IMPROVEMENTS



Recommendations

Improve the vehicle detector on the east leg of North Green Lake Drive at Aurora Avenue so it can detect bicycles.

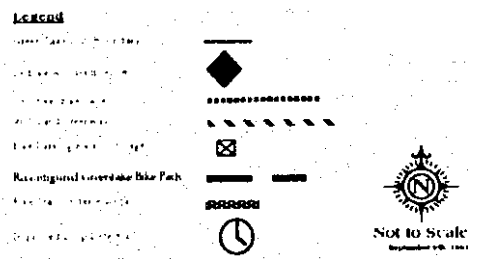
Stripe bicycle lanes along Winona Avenue and Linden Avenue around the west side of the lake.

Install more bike racks around the lake in key locations. Priority locations identified are on Park property at the north end of the lake near the wading pool, on the northeast end of the lake across from Latona and on the south side of the lake to the east of the Pitch and Put.

Provide a separated bicycle trail on Linden Avenue as it crosses under Aurora Avenue near the old Aqua Theatre.

Reconfigure the perimeter of Green Lake Park to include seperated bicycle and pedestrian/jogging lanes with improved pedestrian crossings. Narrow Green Lake Drive/Way to two lanes and one on-street parking lane.

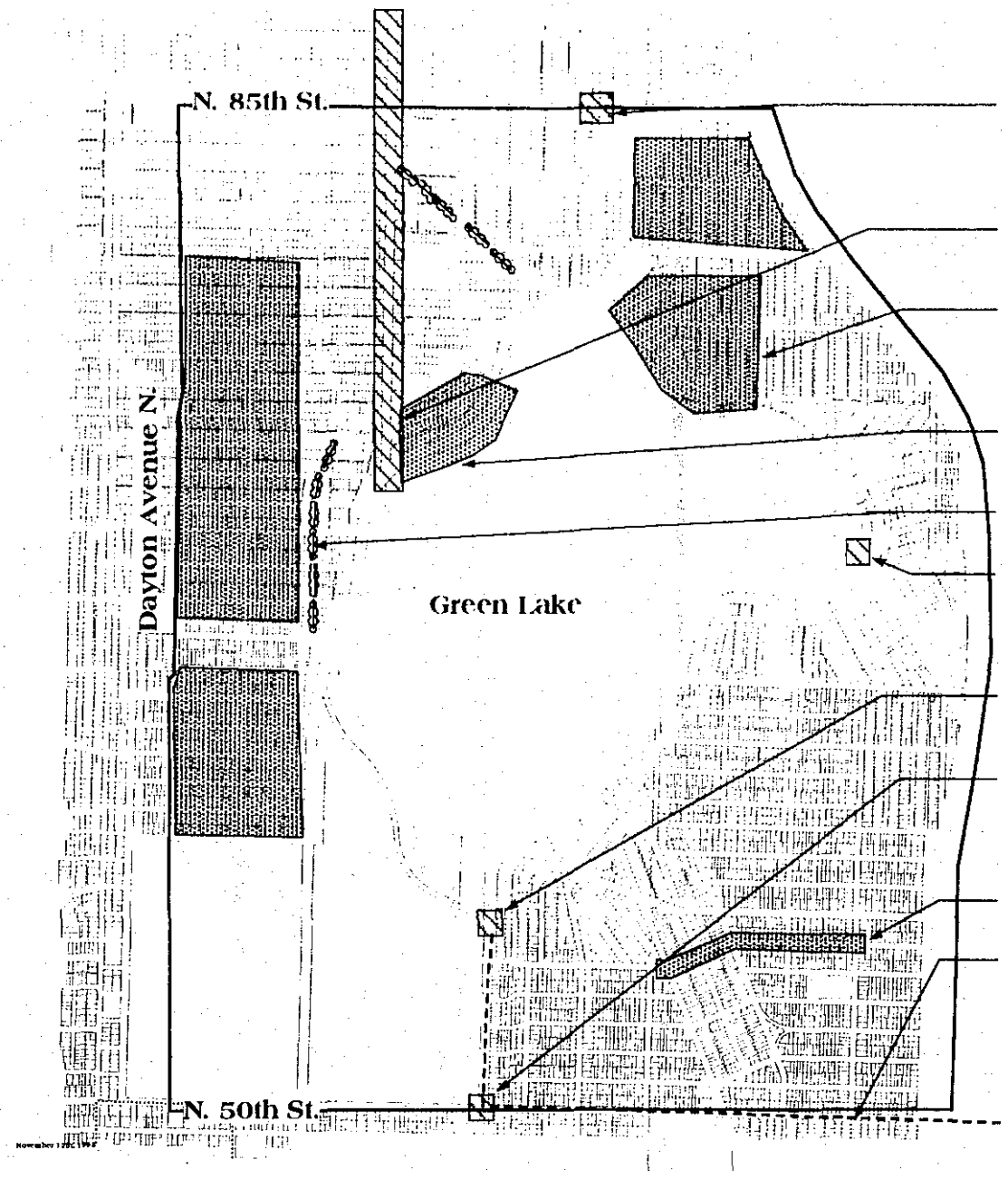
Develop a major "Woodland Greenway" connecting the Burke-Gilman Trail via N 34th St. from South Green Lake at the amphitheater. Connections would include using the Woodland Park bridges to Phinney Ridge at the Rose garden, and Linden Ave. N and Fremont Ave. N reaching north to the "Interurban Trail."



Green Lake 2020 Neighborhood Plan

Improve Transportation Mobility and Safety in Residential Areas

Key Integrated Strategy #4 Map C AUTOMOBILE-RELATED IMPROVEMENTS



Recommendations

Conduct a traffic study at the intersection of Wallingford Ave. N and N 85th Street to evaluate ways of improving traffic flow.

Conduct a transportation study for Aurora Avenue N. This study should examine options for improving: a) general traffic flow, b) transit speed and reliability and c) pedestrian safety and accessibility.

Promote traffic calming on residential streets by installing traffic circles, chicanes, speed humps through the existing process. Place special emphasis on areas with identified cut-through traffic problems including N. 59th Street, N. 68th St., N. 73rd St., W. Green Lake Dr. N., Keen Way N., Stroud Ave. N. and N. 77th.

Downgrade West Green Lake Drive by the Bathhouse from an arterial to a residential street. Install speed humps, and a gateway treatment at Aurora Avenue.

Build landscaped medians down the middle of Linden Avenue North & Green Lake Drive North

Conduct a study to evaluate design changes including the use of a traffic roundabout, bicycle lanes, chanellization and pedestrian refuge islands. Install the most beneficial capital improvements at the five-way intersection at NE Ravenna Blvd. and Greenlake Way that improve traffic flow, and pedestrian and bicycle safety.

Conduct a traffic safety study at the intersection of West Green Lake Way and East Green Lake Way to evaluate ways of facilitating northbound left-turns.

Conduct a study to evaluate design changes including the use of a traffic roundabout, bicycle lanes, chanellization and pedestrian refuge islands. Install the most beneficial capital improvements at the five-way intersection N 50th Street and Green Lake Way that improve traffic flow, and pedestrian and bicycle safety.

Install N. 56th St. improvements including, widening of the sidewalk, street trees, pedestrian bulbs, benches, and medians.

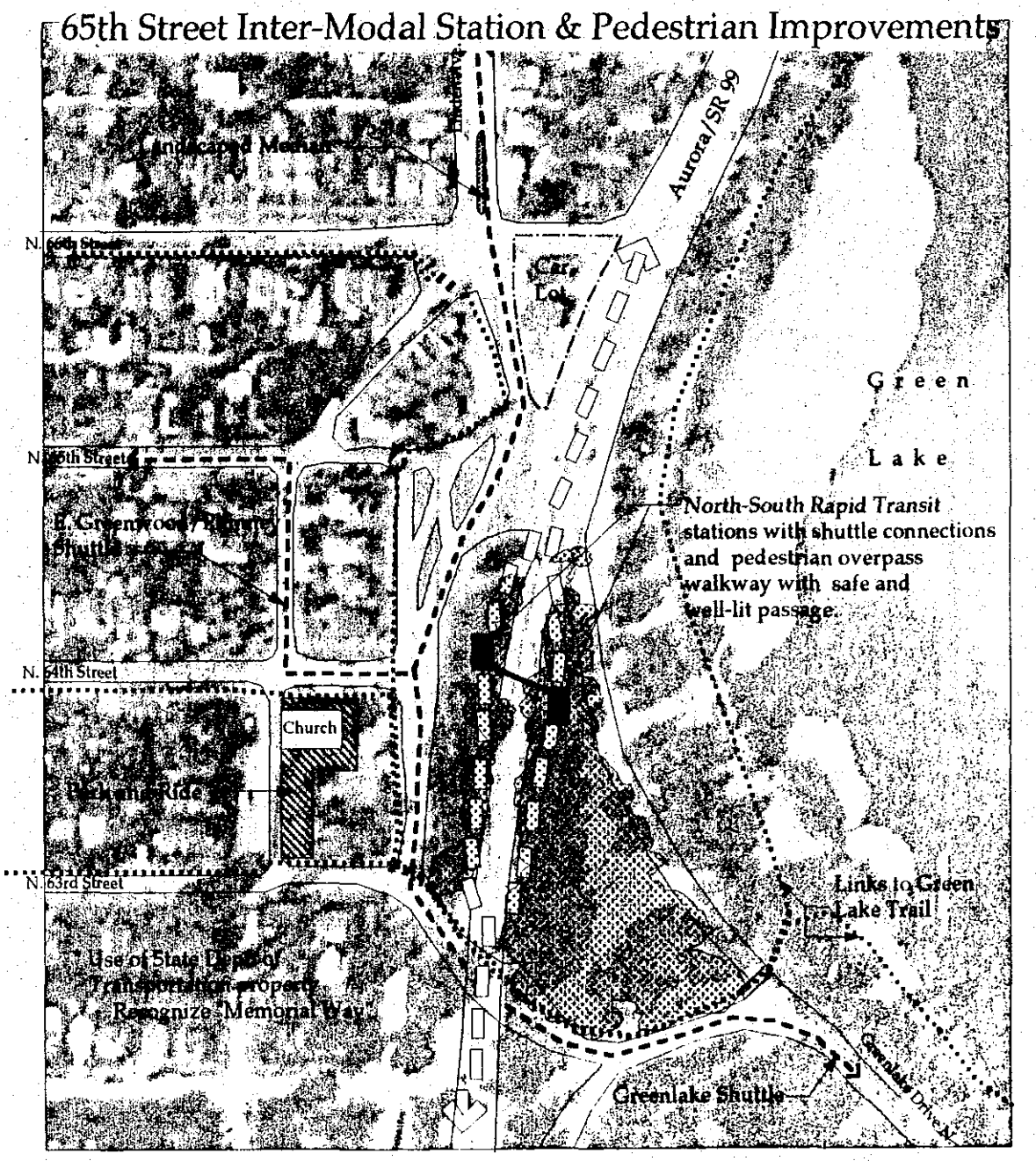
Convert to 3 lane arterials

Legend

- Green Lake 2020 Boundary
- Lanscaped Median
- Left Turn Phasing
- Traffic Calming Priority Area
- Intersection Traffic & Safety Study
- Aurora Traffic, Circulation & Safety Area
- Convertion to 3-lane Arterial

Not to Scale

65th Street Inter-Modal Station & Pedestrian Improvements

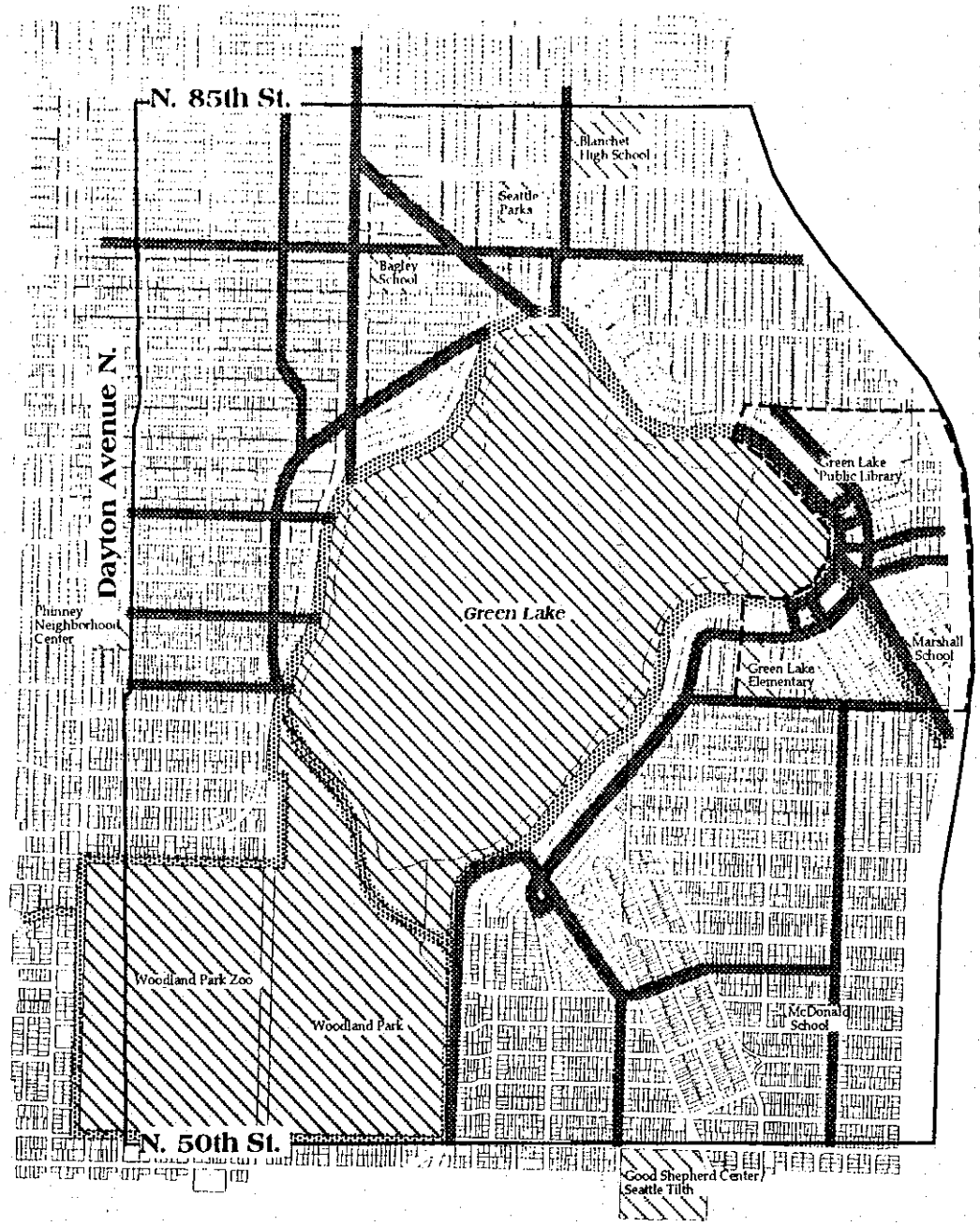


Legend

- Rapid Transit Route
- Neighborhood Shuttle Route
- Pedestrian Route
- Crosswalk
- Trees
- Rapid Transit Station

North

Green Streets, Key Pedestrian Streets and The Woodland Park Greenway



Green Streets & Key Pedestrian Streets

A network of Green Streets and Key Pedestrian Streets have been designed to provide an integrated system of pedestrian-friendly, tree-lined streets in the Green Lake 2020 planning area. "Green Streets" and "Key Pedestrian Streets" refer to specific City of Seattle policies and guidelines to improve the existing street right-of-ways for the increased safety and enjoyment of pedestrian, bicyclists and transit patrons.

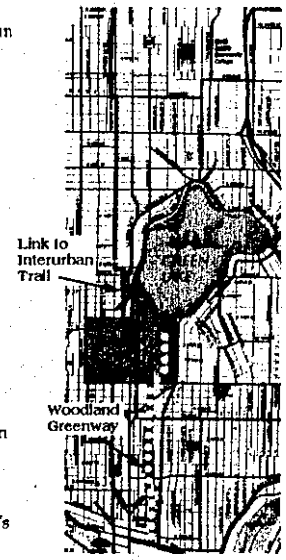
Green Lake 2020's network of Green Streets and Key Pedestrian Streets is greatly enhanced by the rich park and boulevard system laid out by the Olmsted Brothers' 1903 *Comprehensive System of Parks and Parkway Plan.* The plan uses Green Lake Park, Woodland Park, NE Ravenna Boulevard - all originating from the Olmsteds' plan - as the keystones for this new network. The new network will be characterized by street trees and where possible wider sidewalks, art, additional landscaping, street furniture such as benches and trash receptacles and even flower baskets. Areas with the greatest amount of pedestrian activity such as the Residential Urban Village and the neighborhood commercial areas will be targeted for these multiple improvements.

The Woodland Park Greenway

The Woodland Park Greenway is proposed as a major linear park designed for bike and pedestrian connections that would run from south Green Lake to join the Burke-Gilman Trail at N 34th Street. Additional connections would be made west toWoodland Park and north via Linden Ave. N. and Fremont Ave. N to develop a link to the Interurban Trail, a trail route andconnection of open spaces from Snohomish County to Lake Union. Like the original Olmsted plan, it would link neighborhoods via parks and boulevards.

Utilizing existing public right-of-way, the concept strives to unite the communities of Fremont, Wallingford, Green Lake, Phinney Ridge and Greenwood via bicycle and pedestrian improvements.

Recently identified in the "Bands of Green" plan for Seattle's 21st Century Park system, Woodland Greenway could bring a wash of formal parkway to urbanizing neighborhoods in need, and link two of Seattle's most cherished parks, Green Lake and Gas Works.



Legend

- Green Lake 2020 Boundary
- Green Lake Residential Urban Village Boundary
- Key Pedestrian and Green Streets
- Olmsted 1903 Park and Boulevard Design
- Schools, Public Open Space and Cultural Resources

Not to Scale

KEY INTEGRATED STRATEGY #5

Create a "Community Building Blocks" Program

BACKGROUND

The Green Lake community has ranked "building a stronger, more cohesive community" high as a goal in the Phase I survey. This widely-held sentiment showed itself early through informal input into the planning process as Green Lake neighbors attended meetings and workshops and discussed the neighborhood's principal needs.

During the course of that on-going discussion, the point was made: although the lake and the park give the neighborhood an identity, they do not give it a real sense of social focus. As one resident put it, "Green Lake is a neighborhood with a hole at its center-a hole rather attractively filled with water-but a hole nonetheless."

The intent of the "Community Building Blocks" program as a key integrating strategy is to locate and nourish the neighborhood's social core. Specifically, it aims to develop those networks and connections needed to insure that all members of the community are aware of the neighborhood's resources, opportunities, and issues, and are included in its activities. Essential to the strategy are the following:

Guiding Principles

- *Improved physical access within the planning area for all its users.*
- *Enhanced human services and heightened community awareness of their availability.*
- *Effective communication among residents concerning resources, events, activities, and issues of neighborhood interest.*

A "Green Lake Improvement Club" was organized by Green Lake residents on October 22, 1902. Slightly more than a year later, writing in the first anniversary issue of the Green Lake News, F. N. Weyant reported that the club's membership had increased from 18 to 72 members. Among the group's first year accomplishments were the following: street improvements (including street lights), a water system, fire protection (although no fire station yet), beautification of the school grounds, the securing of a modest public library branch and improved street car service (with a reduction in delays between cars from 12 to 7 minutes). A continuing effort had also been made "to get the shore line of Green Lake condemned and made a park in the park system." There had been no visible results to date, but the group was confident that with continued pressure applied to the proper officials, the outcome would be favorable. In addition, in the course of the year, the group had held "one social entertainment."

In continuity with the original Green Lake Improvement Club, Green Lake 2020, the current neighborhood planning effort, has identified a coordinated set of projects whose single, core purpose is to build a stronger, more cohesive neighborhood, one at whose center is a human face and heart. Specific initiatives need to be developed for particular populations within the neighborhood, especially youth and senior citizens. In addition a range of approaches to communicating and building contact among residents needs to be explored, from Web sites to block parties.

GOAL 1 – A comprehensive community building and outreach project that accounts and cares for every resident and envisions a day when all the residents of Green Lake feel connected to their community and neighbors and are informed of neighborhood issues, events, and services.

1.1 Seek out resources to provide organizational assistance to accomplish the goals of the comprehensive community building and outreach project.

- Develop a community communication network. This could include a community newsletter using different distribution methods such as the internet, kiosk system, mailing list sharing by various community organizations, or door to door delivery by the expanded blockwatch program.

- Explore ways for existing Green Lake organizations to share ideas, resources and to work together on common goals with the purpose of strengthening each group.

- Investigate potential community based events and activities which can provide a means for neighbors to connect with each other. These events could be small scale and community oriented as opposed to city-wide activities which historically use Green Lake as their venue. Ideas from our workshop include pancake breakfast, street fairs, post-labor day event ("Their Gone!"), and an expanded "night out" program in the neighborhood.

- Research the opportunity for creating an actual location within the neighborhood that community groups could use to collaborate, cooperate, share ideas and resources. This "neighborhood office" could serve as the informational hub of the area. The "senior center storefront" may serve this need.

1.2 Encourage the development of services for seniors.

- Develop a storefront senior center within the historical Green Lake business district.
  Seniors are important contributors to our community. Providing a senior center within the residential urban village can enhance their lives, enrich our neighborhood and ensure that their social and human service needs are met. Much of the excitement attendant upon this program, and a guarantee of its success as a "Building Block," would be the involvement and partial stewardship of residents of the Hearthstone retirement community.

- Develop a shuttle bus connection to the Wallingford and Greenwood Senior Centers.
  Providing transportation to neighboring seniors can connect our community with programs and services that are close by.

1.3 Seek to expand the Blockwatch program to include environmental health, public services information and community building social activities.

- Develop a program that builds upon the model and existing framework of Seattle's "Block Watch" program. It would embody an aggressive, pro-active approach, as distinct from the traditional "Block Watch" dynamic which is often crime-stimulated and re-active. We envision the block watch to be based on both public safety and social services.

1.4 Develop An Earthquake Awareness Program

An "earthquake awareness" component would be given the highest priority and provide the basis upon which other components would build. The program would involve the collaboration of existing agencies, such as the Seattle Office of Emergency Management and the Federal Emergency Management agency, and participation/sponsorship by area businesses. For instance, local home insurers like Safeco and Pemco, or energy providers like Puget Sound Energy and Seattle City Light, might underwrite the manufacture of simple, single-purpose, non-corrosive wrenches which would be affixed by means of a locking nylon strap to every gas meter/main in the neighborhood.

- Work with local, state and federal partners to implement neighborhood-wide workshops to cover a range of topics from seismic retrofitting of homes to basic safety procedures. *The strength of the program would be the face-to-face distribution of materials and the very localized assessment and cataloging of hazards and resources.* "Watch" captains would continue to monitor any special circumstances or needs of residents within their "blocks," coordinate drills and be the point person for program and resource updates. The quick elaboration and funding of this program could provide a model of preparedness planning that could well become a model for the entire city.

1.5 Support more "teen activities" at the community center, library, and other locations.

Green Lake has good programs for youth and seniors but we feel that there is a need for a targeted effort to serve our teen citizens. The Community Center should offer late night recreation activities such as basketball, swimming, game room activities, etc. They could create programs such as martial arts, dance, ping pong, crafts, pottery, weightlifting, etc. that are exclusively for teens. Kids need a place besides school where they can socialize, learn, exercise, and grow. Currently they are often asked to compete/share with either adults or young children. Some ideas worth studying are keeping the community center open later, building a computer club program where technology skills can be learned, looking at teen clubs in other neighborhoods to see what they offer, asking community center staff to participate more, and providing a cover and lights over the outdoor basketball area. The Community Center has the creative staff, the parking, security, and mission to serve youth. The resources need to be identified to develop the programs.

The library is another place where teens can be served. It can develop a homework center with resources to do research, get tutoring, and complement their studies. Special reading programs using authors that reach the teen audience should be created. We have book clubs for elementary and adults but it will take extra resources to implement a successful teen program.

We have other locations that could offer a "teen centered" program. The Bathhouse Theater, boat house area, secondary schools, and churches. Resources to develop and coordinate are needed to complement the programs that many of these places currently offer. We could have a rotating program where area churches offer their facility to teens and each creates a "special program". There might be an arts and crafts night, a dance night, a writing workshop, an exercise event, a computer instruction program, a music writing class, self-esteem programs, an environmental activities club, a political action workshop so that teens will be encouraged to get involved in the community. The need is big, the ideas many. We just need resources and coordination help to bring them to Green Lake.

1.6 Improve social activity areas and meeting spaces.

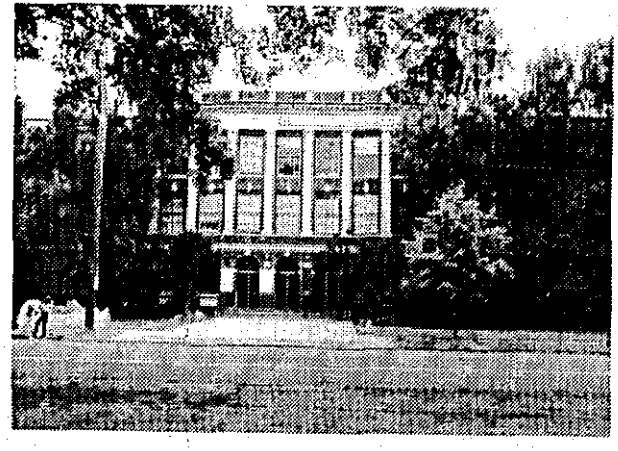
There is a great need in the Green Lake community for a public meeting space. Every strong neighborhood has places for community groups to meet, hold seminars, share ideas, and publicize their activities. We only have one room at the library. The area's public and private schools represent an under-utilized resource that might be able to be accessed. We need to develop the organizational structure that would allow community groups to use the school lunch rooms, auditoriums, libraries, etc. for community use. The current barriers to using the schools should be addressed with a plan to ease the restrictions, costs, etc. There may be opportunities to open up the computer labs, the classrooms, and gyms to community use. Green Lake School, Bagley Elementary School, Marshall, and Blanchet High School are strategically placed to provide space that could be used throughout the community.

Good communities have "public spaces" outdoors for people to meet, socialize, and connect. We really don't have a public plaza. Youngsters and their families often meet on the playground which has taken on this role. We need a place for seniors and adults to sit, play cards, talk, etc. that is covered but still outdoors. The park has its path which is very "motion" oriented and fast paced. There are a few park benches throughout the park but maybe we could explore an area near the Community Center that has tables and benches that encourage folks to sit and talk, think, read, etc. We are thinking of plaza type places you see in the International district, near senior centers, etc.

- Work with the Seattle Parks Department to locate and fund covered areas and benches within the park for social activities. We need a place for seniors and other adults to sit, play cards, talk, etc. that is covered but still outdoors. The park has its path which is very "motion" oriented and fast paced. There are a few park benches throughout the park but maybe we could explore an area near the Community Center that has tables and benches that would encourage folks to sit and talk, think, read, etc. We are thinking of plaza type places you see in the International district, near senior centers, etc.

- Strive to get more community use out of the school properties, including Marshall, Green Lake Elementary, Bagley Elementary, and Blanchet H.S.
  The area's public and private schools represent an under utilized resource that might be able to be made available. We need to develop the organizational structure that would allow community groups to use the school lunch rooms, auditoriums, libraries, etc. for community use. The current barriers to using the schools should be addressed with a plan to ease the restrictions, costs, etc. There may be opportunities to open up the computer labs, the classrooms, and gyms to community use. Green Lake School, Bagley Elementary School, Marshall, and Blanchet High School are strategically placed to provide space that could be used throughout the community.

John Marshall School

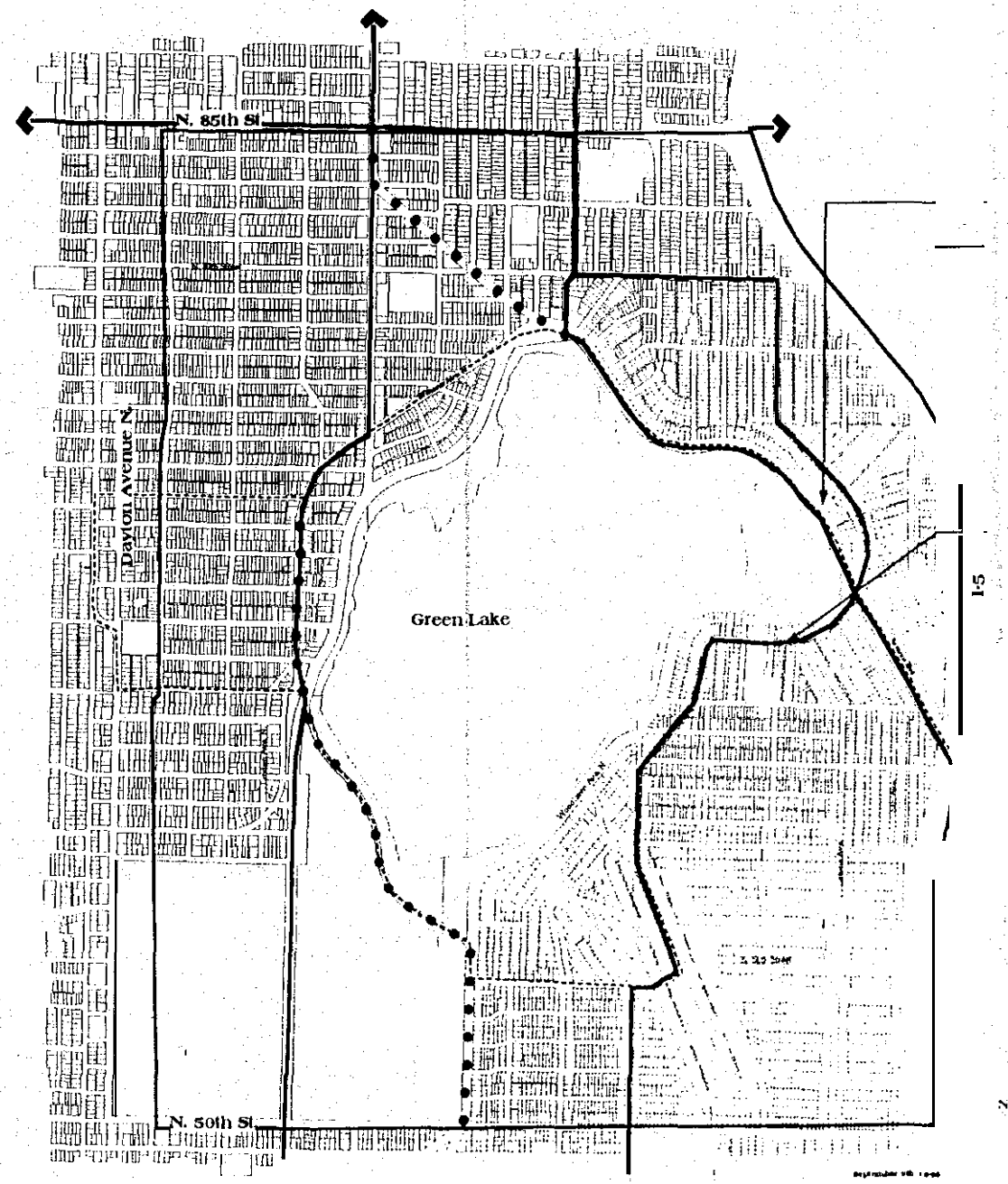


Green Lake 2020 Neighborhood Plan

Create a "Community Building Blocks" Program

Key Integrated Strategy #5

December 15th, 1998



Provide a Senior Center in the Residential Urban Village

Offer shuttle service around the lake which will link to the Wallingford and Greenwood Senior Centers

View of Shops in Residential Urban Village

Not to Scale

Legend

Land Use, Community Character and the Business Community

The goals, policies and recommendations below are a result of input from the Phase I survey, Green Lake 2020 Steering Committee input, topical public forums, a town meeting, and a validation survey gathered during the Phase II planning process. Community consensus played an important part in putting forward these concepts. The concepts addressed below relate to, illuminate, and elucidate the Key Integrated Strategies in specific ways.

Each concept is introduced by a narrative that provides background information, the rationale for the concept and what it aims to accomplish. Each narrative is followed by a set of goals, policies and recommendations. These recommendations can also be found in the Adoption and Approval Matrix (a separate document).

Background

Preserving the existing positive attributes of the Green Lake Community while absorbing urban growth are at the forefront of this community planning effort. When asked, "What makes Green Lake a unique and desirable place to live?" many people listed the lake, the small neighborhood commercial areas, attractive streetscapes, large stock of housing with historical roots, places to walk, and a vibrant community. The community seeks to incorporate these elements into a workable plan for growth.

The Green Lake community grew up slowly and homogeneously around the lake and its surrounding park. In 1911 the lake was drained to reduce the depth by several feet. This provided land to develop the present park and significant arterial roads that surround the lake. These arterials create a pedestrian-restrictive barrier around the lake, and make the lake more accessible to those in vehicles.

Ravenna Boulevard, part of the Olmsted design for the parkland, is a major access to the Green Lake community. Ravenna Boulevard conveniently intersects the neighborhood at the Residential Urban Village, which was developed as a result of the trolley line with stops throughout the Green Lake neighborhood. The Residential Urban Village is expected to develop over the next 15 to 20 years as planned growth is realized in the neighborhood, and as the light rail station is built nearby.

A major arterial, Aurora Avenue North, so grand in scale that the community was not able to absorb its impact, cut through Woodland Park and physically split the community in two.

When Interstate-5 was built, it formed the eastern boundary of the Green Lake neighborhood, and became a boundary between the formerly linked Green Lake and Roosevelt neighborhoods. The community believes that energetic attempts need to be made to reestablish this link in order to create a better transition between the two neighborhoods. In addition to these two distinct boundaries, the perceived northern boundary is N 80th Street, and the southern NE 50th Street. The presence of the lake has successfully prevented more highly traveled arterial streets, which often interrupt the unity of a neighborhood.

Around and between these major features a sea of single-family residences grew, along a grid of streets mostly on the North to South and West to East axes, but significantly interrupted in response to the irregular shape of the lake at certain places. At fairly even distances apart, there are four neighborhood-commercial areas that sustain their neighbors at walking distances. These pockets are highly valued by the community, and equalize the desirability of all parts of the Green Lake neighborhood.

Many residents enjoy the luxury of single-family residences, but there is very little buildable land remaining. Therefore growth has to be absorbed in controlled, prescribed and creative ways. In order to maintain the pattern that has developed over the decades, the community has agreed that any changes must be done with pedestrian-scale and character that is pervasive in the neighborhood as a priority.

Much of the projected growth for Green Lake is proposed to be absorbed within the Residential Urban Village. The single-family areas will take on the rest, but in a manner that will maintain the character and scale so treasured by the community.

As a result of community meetings and outreach, the following guiding principles have been established:

Guiding Principles

- *Foster a sense of community through a "green/key pedestrian streets" theme overlaying all development in the Green Lake neighborhood.*
- *Strengthen the pedestrian-friendly environment through pedestrian corridors, pedestrian plazas, and neighborhood friendly businesses.*
- *Maintain and enhance the pedestrian- and neighbor-friendly character and vitality of the four principal neighborhood-commercial areas (80th-Green Lake Drive N, Aurora-Winona-Linden, Meridian-56th, and Latona-65th).*
- *Preserve the scale and character of all areas containing single-family homes.*

Goals, Policies and Recommendations

With these guiding principles in mind, six Land Use and Community Character Goals have been developed. These goals have been organized into four topical areas: Neighborhood Fabric, Treasured Places, Housing, and Business Community. The Neighborhood Fabric section describes the "green streets" and key pedestrian streets concept and provides recommendations for preserving and maintaining the scale and character of the Green Lake neighborhood. The Treasured Places section presents elements that help define the character of the Green Lake neighborhood, and identifies buildings and places that should be preserved in the future. The Housing section focuses on maintaining and creating moderate income housing within the Green Lake neighborhood. Finally, the Business and Community section describes the current business conditions with improvements suggested by local business and property owners.

Neighborhood Fabric

Green Lake's neighborhood fabric is defined by those characteristics that make Green Lake a desirable place to live: its pedestrian friendliness, tree-lined streets, local businesses that serve the community's daily needs, single-family homes and commercial buildings that reflect the neighborhood's traditional scale and character.

In addition to the Residential Urban Village, the Green Lake community values its four principal neighborhood-commercial areas that are identified by the following key intersections within each area: 1) 80th-Green Lake Drive N, 2) Aurora-Winona-Linden, 3) Meridian-56th, and 4) Latona-65th. These areas are valued because they offer the community a place to meet, serve daily needs, and reflect a traditional and human architectural scale.

Neighborhood fabric is also defined by the style of housing and commercial buildings found throughout the neighborhood. Green Lake is dominated by two- and three-bedroom bungalows that were mostly built in the early 1900s. The most common types of architecture found in Green Lake are the Victorian, Colonial, Tudor

and Craftsman styles. Commercial buildings that were built at the turn-of-the-century boast attractive details, a pedestrian or human scale, and many of these buildings serve as landmark cornerstone buildings. The Green Lake community values these features, and wishes to preserve and enhance this important aspect of Green Lake's neighborhood fabric.

Central to enhancing the desired neighborhood fabric of the Green Lake community, is the "green streets" network that would link the Lake with neighboring commercial and residential areas within the Green Lake neighborhood. In addition, the "green streets" network will link the corridors of the adjacent neighborhoods and with significant transit stops. Two types of "green streets" improvements are proposed in this plan: green streets and key pedestrian streets. Green streets are characterized by wide sidewalks, tree plantings, bicycle lanes, curb ramps and traffic control at intersections, landscaping, and judicious location of street furniture, hanging flower baskets, and public art. Green streets may also include curb bulb extensions and marked crosswalks at midblock. Key pedestrian streets are green streets that accommodate a high level of pedestrian travel demand, including the elderly and physically disabled.

GOAL 1 - A Pedestrian network of streets, districts and corridors highlighted by designated "Green" or "Key Pedestrian" Streets throughout Green Lake, creating safe and attractive pedestrian and bicycle corridors and fostering a sense of community.

1.1 Seek to enhance the visual and pedestrian appeal of streets that link a network of pedestrian and bicycle corridors.

- Designate several streets as "Key Pedestrian Streets:"
  - -E Green Lake Drive N and East Green Lake Way N
  - Latona Avenue NE between NE 50th Street and E Green Lake Way N
  - N 56th Street between Meridian Avenue N and Latona Avenue NE
  - NE 65th Street between NE Ravenna Boulevard and Woodlawn Avenue NE
  - Aurora Avenue N between W Green Lake Drive N and N 85th Street
  - Winona Avenue N between West Green Lake Drive N and N 73rd Street
  - Linden Avenue N between N 73rd Street and N 85th Street
  - E Green Lake Way N between Kenwood Pl. N and N 50th Street
  - NE Ravenna Boulevard between Roosevelt Avenue NE and Green Lake Wy N
  - 1st Avenue NE between N 75th Street and N 80th Street
  - Green Lake Drive N between Aurora Avenue N and W Green Lake Drive N
  - N 85th Street between Dayton Avenue N and Interstate-5
  - Linden Avenue N between N 73rd Street and Aurora Avenue N
  - Woodlawn Avenue N from Sunnyside Avenue N to Kenwood Pl N
- Designate several streets as "Type III Green Streets"
  - NE 71st between Green Lake Way N and Roosevelt Avenue NE
  - Wallingford Avenue N between N 85th Street and W Green Lake Drive N
  - Kenwood Pl N between N 56th Street and E Green Lake Way N
  - N 67th Street between Dayton Avenue N and Aurora Avenue N
  - N 71st Street between Dayton Avenue N and Aurora Avenue N
  - NE 65th Street from Woodlawn Avenue N to E Green Lake Way N

- Build a median and/or plant trees at the intersection of Woodlawn Avenue N, Kenwood Place N, Wallingford Avenue N, and McKinley Place N

Trees along Ravenna Blvd.

Hanging flower baskets in Residential Urban Village

- Place benches, hanging flower baskets, planters, and decorative light posts on:
  - Green Lake Drive N between W Green Lake Dr N and N 80th Street
  - E Green Lake Drive N between Stroud Avenue N and Ashworth Avenue N
  - at the intersection of Aurora Avenue N and Winona Avenue N
  - at the intersection of Green Lake Drive N and N 80th Street
  - E Green Lake Drive N between Stroud Avenue N and Ashworth Avenue N
  - on Ravenna Blvd between NE 65th Street and E Green Lake Drive N
  - on Woodlawn Avenue NE between Sunnyside Avenue N on the south end of the Residential Urban Village and 1st Avenue NE on the north end of the Residential Urban Village
  - at the intersection of NE 65th Street and Latona Avenue NE

- Place benches in the triangle in the intersection of Ravenna Blvd and E Green Lake Drive N or along the edge of the Albertsons parking

- Place a sculpture in the Residential Urban Village. One suggestion is to place a large climbing tree sculpture in or near Albertsons. Specifically, the triangle in the intersection of Ravenna Blvd and E Green Lake Drive N or in the corner of the Albertsons parking lot would be ideal locations.

1.2 Seek to provide a sense of entry/gateway into the Green Lake neighborhood.

Gateways as a means to distinguish or highlight the Green Lake Neighborhood has been recommended for some of the main arterials as one enters into the neighborhood. These gateways have yet to take a specific form, but the intent is for the resident or visitor to be aware when entering into the Green Lake region. These gateways, whether a grove of trees or tree lined streets, sculpture, sign or artistic element, could communicate the unique character of the neighborhood. Many other neighborhoods use gateways as a means of identifying the entrance to a community: Seattle's International District has painted pillars in red and gold with a fish motif; the entrance to Washington Park Arboretum is distinguished by stone pillars; tree-lined Ravenna Boulevard on the east side of Green Lake creates a sense of entry into the community.

- Create gateways to Green Lake neighborhood at the intersections of Aurora Avenue N and N 85th Street, as well as Aurora Avenue N and N 50th Street.

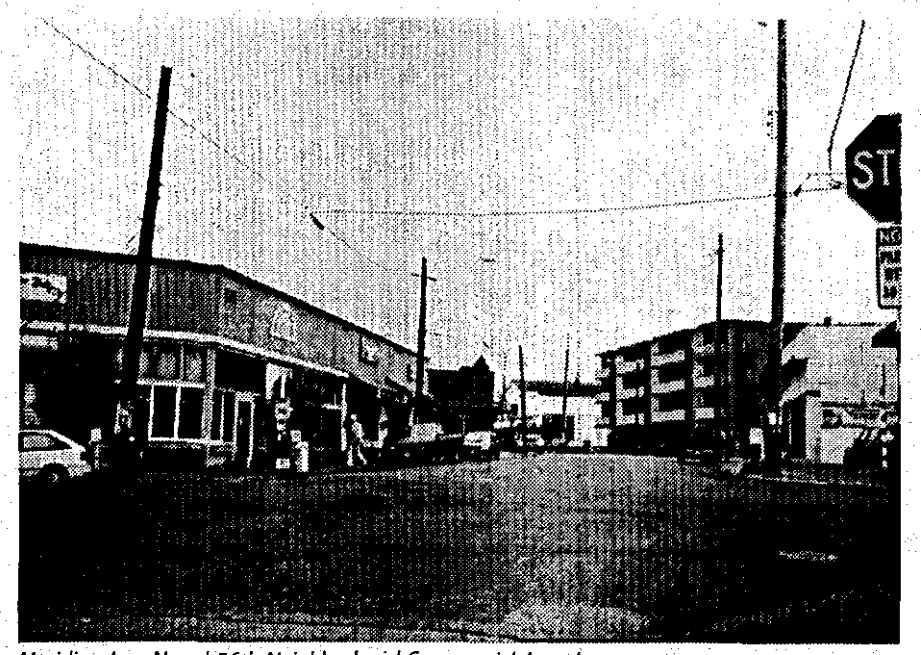
- Study additional locations for gateways into the neighborhood, design them, and obtain funding for their construction.

An example of a gateway treatment under I-5 from the International District

GOAL 2 – Maintained and enhanced neighbor-friendly character and vitality in the four principal neighborhood-commercial areas (80th Green Lake Drive N, Aurora-Winona-Linden, Meridian-56th, and Latona-65th).

2.1 Work with the local Chamber of Commerce to formulate a business development strategy that attracts and nurtures a positive mix of independent pedestrian-oriented businesses serving local needs.

2.2 Encourage businesses to establish and maintain pedestrian gathering areas, such as green space, sculptures, and fountains.



Meridian Ave. N and 56th Neighborhood Commercial Area

GOAL 3 - Neighborhood Design Guidelines that enhance and perpetuate the desired community character

3.1 Develop Neighborhood Design Guidelines that build on community design principles, to reflect Green Lake's community character, human scale, and to incorporate desired design elements.

- Adopt development standards or design guidelines that would address transitional massing between commercial and residential uses on abutting and nearby properties.
- Develop Neighborhood Design Guidelines to recognize local concerns and design issues.
- Develop voluntary contextual design guidelines for single-family residences.
- Along the Aurora Corridor, establish guidelines for awning and sign height and size, and provide facade improvement incentives.
- Implement an Aurora Avenue Corridor Improvement Project Strategy to include more stringent design review, facade improvement incentives and a public safety program.
- Designate locations for bus shelters.
- Prohibit construction of large parking lots or above-ground parking garages in the neighborhood commercial areas and encourage, instead, underground parking garages.

3.2 Lower the City's SEPA design review threshold to require design review of new construction within the neighborhood planning area in all MR, NC, and C zones, as well as L-3 and L-4 zones with more than 8 residential units or more than 4,000 square feet of non-residential floor area.

3.3 Seek to preserve scale and rhythm between structures, especially in areas bordering single-family homes.

3.4 Seek to develop and publish a conservation strategy of noteworthy structures and structural components. Use the Treasured Places Inventory as a basis.

GOAL 4 – The 'Treasured Places' are protected and/or enhanced and remain important defining elements of the character of Green Lake.

4.1 Seek official landmark designation for significant buildings and landscapes.

Below are the headings of each of the eight categories found on the Treasured Places map, followed by a brief description and a photograph that most appropriately captures the essence of each category.

4.2 Seek to develop new policies and recommendations designed to preserve buildings and places like those noted on the map that would not be eligible for landmarking.

- Actively promote the preservation, restoration, and adaptive re-use of Green Lake's built resources.
- Add treasured places to this document through time.
- Establish a "star" system, in which specified Treasured Places receive plaques that designate them as highly valued to the community.
- Develop a means for the community to receive news about plans to demolish a Treasured Place, through such methods as the "kiosk" network or e-mail.

Common Building Types

Buildings in this category represent prevalent building types constructed in Green Lake during the last century, primarily residential structures: plain early houses, company cottages, bungalows, Tudor-, Colonial- and California-style houses, and others.

#1 Classic Seattle Bungalow (southeast corner of N 60th Street and Linden Avenue N)

Treasured Places

Green Lake is built around a popular treasured place - the lake - which gives this neighborhood its unique form and identity. Other special places also contribute to the neighborhood's essential character. This community without the Lake at its heart is inconceivable. Likewise, a neighborhood without features which impart beauty, personality, and livability would be a great loss for both local residents and the city as a whole.

Fortunately Green Lake's most prominent features, its parks, views, and major public buildings, are fairly secure. Smaller, more subtle elements may prove more vulnerable to the changes which accompany growth. As a foundation of the neighborhood plan, residents identified buildings, landscapes, streetscapes, destinations and urban design elements they especially value (or dislike), creating the Treasured Places Map. This map, found in Appendix B, documents what the plan should especially strive to safeguard, build upon, or improve, in shaping future community character.

In 1975, the Historic Seattle Preservation and Development Authority documented the significant historic and urban design features of Green Lake, through an extensive inventory process. This was part of a citywide grant project and the result was a folding map entitled "Green Lake: An Inventory of Buildings and Urban Design Resources." This Historic Seattle document effectively presents the common architectural themes found in the neighborhood, and identifies architecturally-significant buildings which should be preserved. Also included are views and vistas, significant streetscapes and tree locations.

This comprehensive 1975 survey assembled much valuable information about Green Lake's physical character. Two decades later, the inventory and map remain substantially accurate. The Green Lake 2020 Treasured Places survey has added to this Historic Seattle document a populist, subjective perspective on what elements make the neighborhood special. Measured not by urban design and architectural historical standards but by the observations and sentiments of local residents, five "Treasured Places" categories supplement the original three illustrated on the inventory map. By adding these categories to the Historic Seattle map, a new "Treasured Places" map was created. With permission from Historic Seattle, a reformatted version of the original map, text and photos has been included in Appendix B.

The 1975 categories were: *Common Building Types, Significant Buildings,* and *Urban Design Elements.* 1998 additions include *Treasured Buildings, Treasured Landscapes, Favorite Destinations, Most Disliked Places,* and *Places which Would Be Missed.* Taken together, a picture emerges of citizen-generated favorites and historically-significant features. While overlap among categories is considerable, what Green Lake residents value extends beyond architecture and design to places and elements that specially enrich their daily lives.

The Treasured Places Survey was conducted by the Green Lake 2020 Land Use and Community Character steering committee as a written questionnaire, and delivered to neighborhood households as part of a late spring 1998 newsletter publicizing Green Lake 2020. Copies were also made available at public workshops, the Town Meeting, Green Lake Public Library and the Community Center.

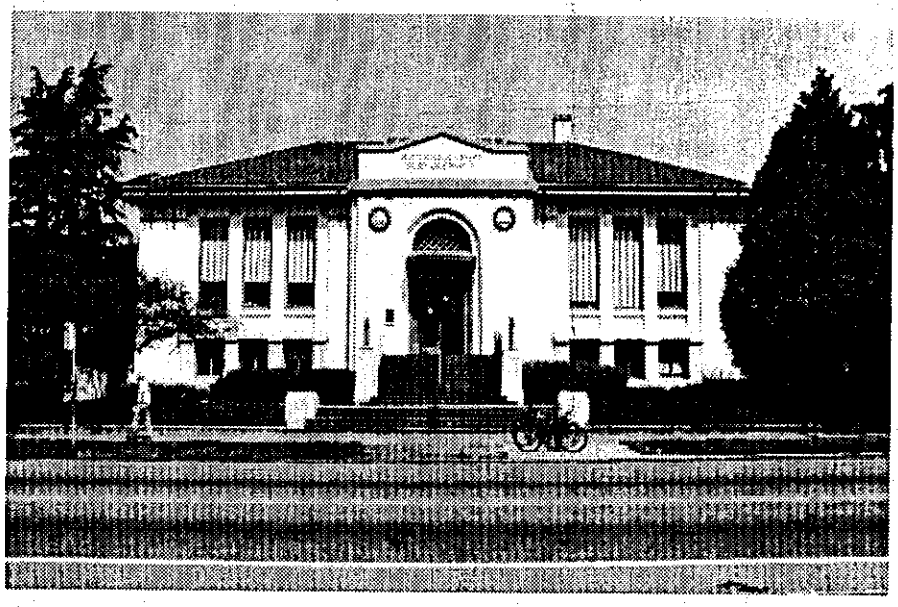
The Treasured Places Map constitutes a significant part of a cultural resources inventory of the Green Lake neighborhood. At a minimum it catalogs those elements that fuse into a unique sense of place and are the wellsprings of fundamental affective connections between generations.

Treasured Buildings

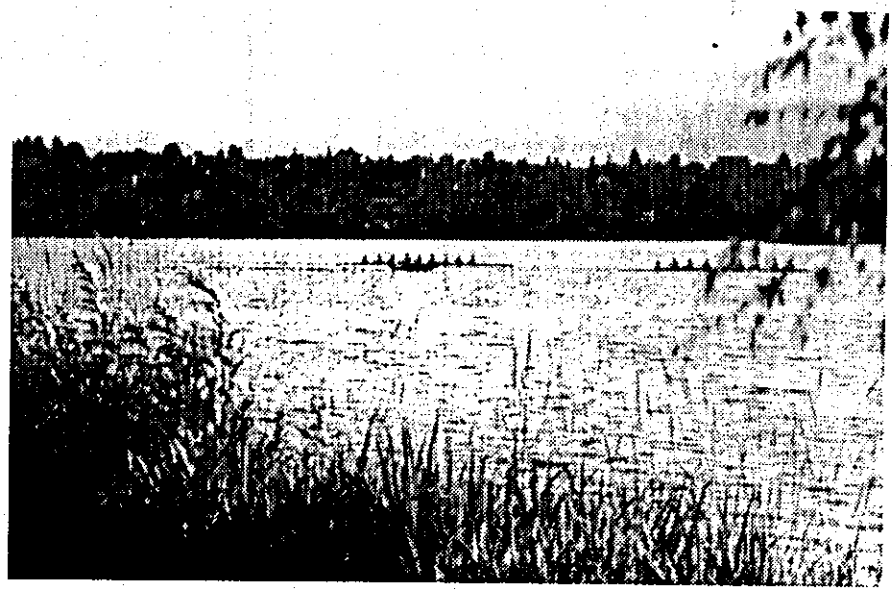
Buildings in this category were selected through a community process that determined which buildings residents believe are important to Green Lake. While these buildings may also be considered architecturally significant, they are treasured for what they represent or offer to the community.

Treasured Landscapes

The landscapes in this category are those the community believes are important to the character and neighborhood fabric of Green Lake. Many of the landscapes in this category have historic significance, while others, including street medians, neighborhood parks, and views, do not.



#4 Green Lake Public Library (7364 East Green Lake Drive N)



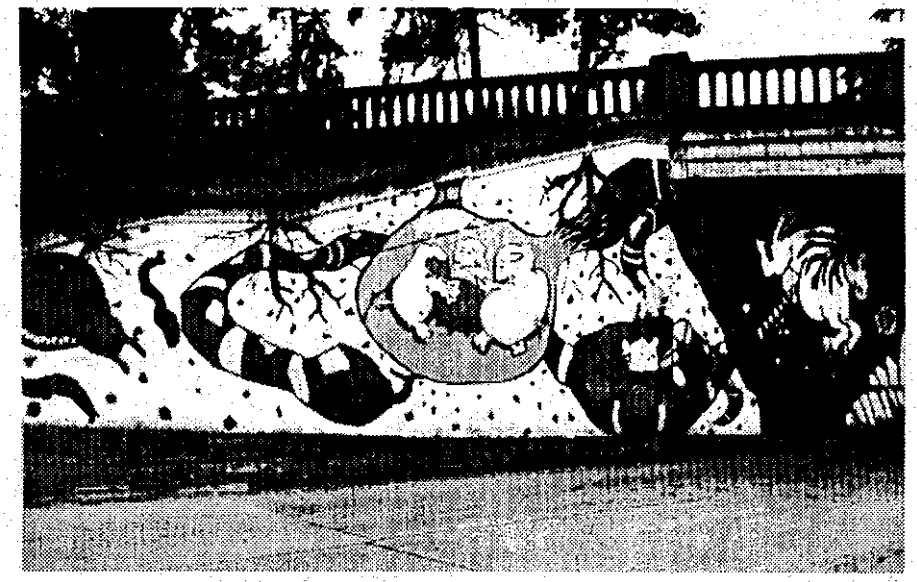
#5 Vista of Green Lake (View west from southeast shore)

Urban Design Elements

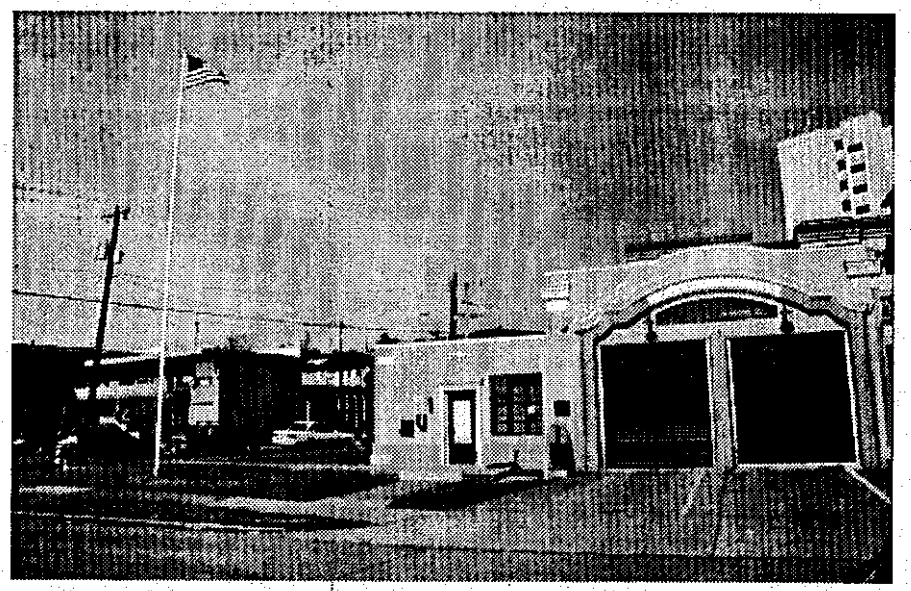
Urban design encompasses all parts of the built environment other than buildings. The Green Lake neighborhood and surrounding parklands possesses many notable urban design elements in addition to the lake itself. Other urban design features include such things as picturesque streetscapes, views, crosswalk signals, bus shelters and other public furnishings, murals and public art, and residential rock walls and front yard gardens.

Significant Buildings

Buildings within this category are deemed to have architectural significance, and were selected according to standards set by architectural historians. The structures in this category are remarkable, some because they are examples of identified historical architectural styles, such as the Green Lake Public Library, others because they are unique and appeal to popular taste, such as Twin Teepees.



#2 Mural (N 63rd Street and Whitman Place N)



#3 Fire Station № 16 (6846 Oswego Place NE)

Favorite Destinations

Destinations in this category were selected for their popular appeal. While Green Lake Park and Woodland Park Zoo are favored destinations, many businesses were nominated for this category. Favorite destinations offer many daily necessities and amenities to residents of Green Lake. They include places where neighbors can gather, shop or engage in recreational activities.

Most Disliked Places

This category was included in order to identify areas that need improvement. While the corridors surrounding Vitamilk and Albertsons received the highest number of votes, the freeway underpasses were not far behind. Such disliked places represent special opportunities to enhance neighborhood character and design in response to popular pressure.

#6 North Lake Courtyard (7900 East Green Lake Drive N)

#8 Streetscape at NE 71st (View east from East Green Lake Drive N)

Would Be Missed

This category includes any building, place or defining element that is so liked that its elimination would mean a deeply-felt loss for the community. Nominations ranged from prominent civic structures to simple elements like "trees" and "alleys," pointing to the importance of both the great and the small, the things which knit the whole together. These nominations contribute immensely to the neighborhood fabric and character of Green Lake.

#9 Street Trees (McKinley Place N at Wallingford Avenue N)

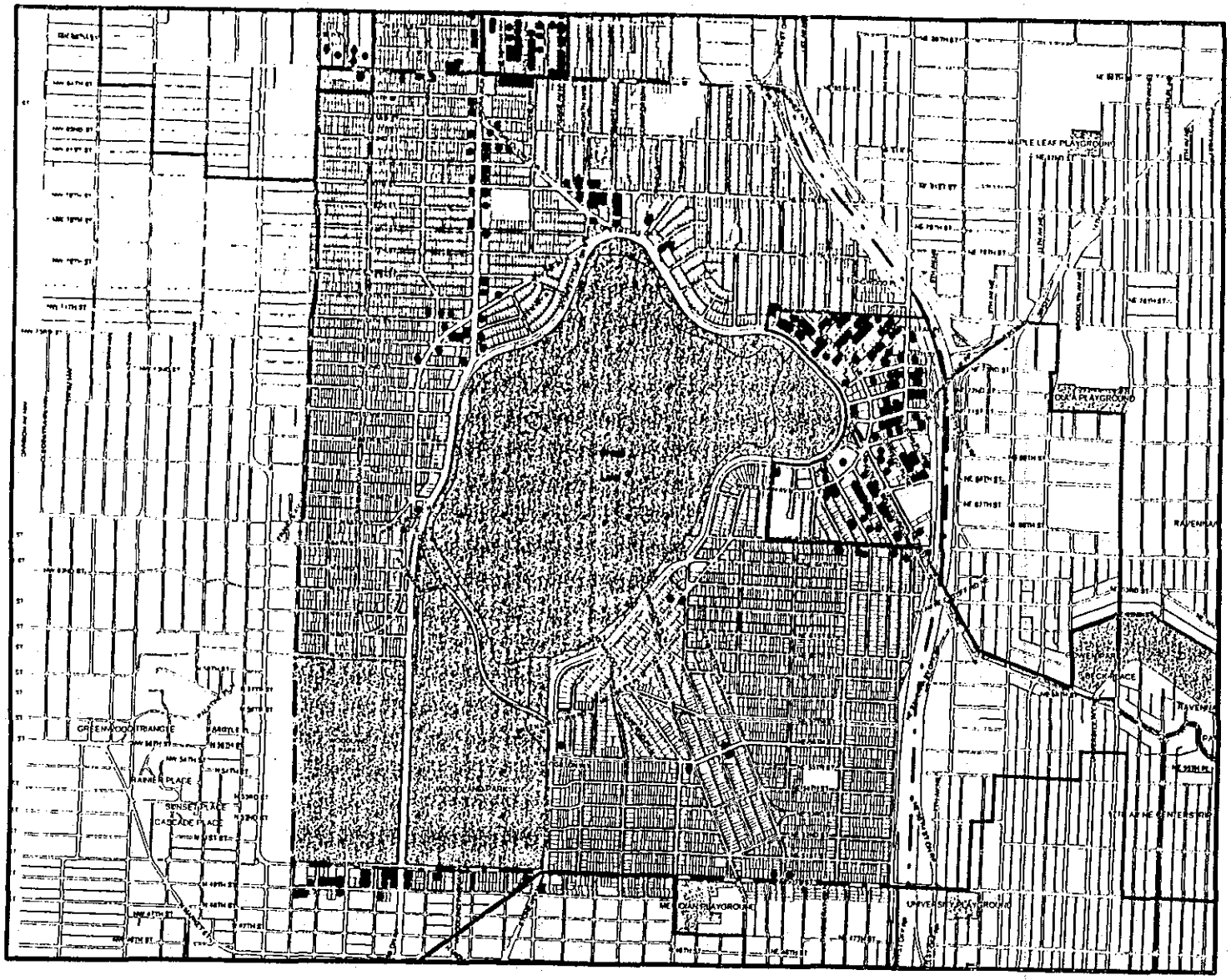
Housing

The Green Lake neighborhood is comprised mostly of single-family residences that were constructed between 1900 and 1950. Many of these homes are two- and three- bedroom bungalows, which were constructed because of their affordability. Green Lake also has many multi-family dwellings, which are mainly located along arterials or bordering neighborhood commercial areas. Most of the multi-family housing that exists in Green Lake consists of rental apartments. However, the construction of luxury condominiums is on the rise. Green Lake maintains one senior residential center.

Because of its central location and natural beauty, Green Lake is becoming an increasingly desirable place to live. As a result, the housing stock has become less affordable over the past few years. The Green Lake community believes that the neighborhood already contains a sufficient amount of low income housing, and wishes to ensure that a range of moderate income housing remains available throughout the neighborhood. Moderate income home ownership should mean that such residents as grown children, or elderly parents, of neighborhood residents would be able to afford to own their own homes.

The single-family homes provide Green Lake with much of its neighborhood charm, and it is the community's objective to preserve and enhance the architectural integrity and character of these homes. In addition, the community wishes to preserve the safety and desirability of all areas of the neighborhood. The Green Lake 2020 housing strategies are intended to integrate affordable housing in a way that preserves the neighborhood fabric of Green Lake.

One proposed solution to the housing crunch in the Green Lake neighborhood is to make moderate income housing available through new construction in the Residential Urban Village. Within the Residential Urban Village, the existing single-family (SF) residential lots could be rezoned to allow for the Tandem Housing



Map showing parcels with additional residential unit capacity

element of the Residential Small Lot. This proposed rezone would allow the construction of an additional detached single-family home in the back yard of an existing home. Tandem Housing units would be particularly desirable if constructed on lots with alley access, because they would not negatively impact streetscapes or the overall feel of the existing neighborhood. It is the intent that side-by-side street-front units (in other words, "skinnys") and cottage housing would be specifically excluded from this rezone. Also, any owners of eligible lots who wish to participate in the Tandem Housing option should, as a condition of receiving a building permit, be required to submit their building plans for design review by the City. The primary objective of this review is to insure that any proposed structures conform to the scale and character of the neighborhood in general.

Another proposed solution is to encourage the development of accessory dwelling units to increase the housing stock, while simultaneously protecting the character of the single-family areas.

The key unresolved issue is whether the housing plan is currently, or will in the future, remain adequate to address the housing conundrum in the Green Lake neighborhood – to balance the provision of affordable housing with maintaining the quality of housing stock. Affordable housing elements of the neighborhood plan were seen to be potentially controversial when the community was asked for input. The Green Lake community believes that the neighborhood already contains much of the low income housing that exists in Seattle. As a result of these comments, the goals and objectives have been refined to encourage moderate income housing.

GOAL 5 - Housing which conforms to the existing single-family character of the neighborhood for a range of incomes.

5.1 Strive to preserve the integrity of the single-family housing stock.

- Investigate existing programs, and develop new ownership assistance programs to help create opportunities for moderate income residents to be able to afford or maintain ownership of their homes.

- Enact a pilot tax-abatement program with the City to reduce real estate taxes for low-income homeowners, seniors, veterans of war, and disabled persons.

5.2 Encourage housing in the Residential Urban Village for those whose income is 50 to 80 percent of the City median income; locate moderate income housing within new construction and remodels.

- Enable qualified tenants of assisted-rental housing, and existing residents who are renting housing, to achieve an ownership stake in their own residence.

- Work with the City, employers, churches, and other philanthropic organizations to develop an "Equity Partnership Investment Program" to share housing ownership and equity with moderate income working residents.

- Support trends toward co-oping of rental apartment complexes. Develop a program of renovation assistance for co-oping. Challenge financial institutions to develop a loan pool for tenant-owned apartment buildings.

5.3 Support incremental growth throughout the neighborhood through the development of accessory unit housing (such as "mother-in-law units") in the single-family areas, while preserving the nature of single-family homes.

- Offer incentives to encourage existing residents to develop Accessory Dwelling Units (ADUs or mother-in-law apartments) in the homes they live in.

- Support a pilot program to allow detached accessory dwelling units that follow a set of design guidelines.

5.4 Support incremental growth throughout the neighborhood by exploring the applicability of the Residential Small Lot tandem units, guided by a pilot study in the Residential Urban Village.

- Adopt Residential Small Lot zoning in the single-family zone of the Residential Urban Village. This zoning would specifically disallow "skinnys" to be built, and would require design review of all new construction.

Business Community

Goal 6 - Foster and Support a Vital Business Community

The Green Lake 2020 steering committee has reached out to the business community on several occasions since 1996, to gain their input and involvement in the planning process. (See Outreach, Summary, Appendix F.) At a Chamber of Commerce-sponsored forum in June 1998, a variety of impediments were identified and discussed by the members of the business community who participated. Among them: the lack of parking, traffic congestion, the lack of direct sight lines between the lake as an attraction and the entirety of the east Green Lake business area.

Another impediment to development that was identified at the forum was the lack of motivated land owners. Some were viewed as neither interested in selling nor in developing their properties. This was partially due to absentee landlords, the difficulty in assembling buildable parcels of land, the cost to build, develop and lease and a lack of innovation and direction. This made it difficult to implement many of the recommendations that were targeted toward improving the vitality of the commercial area.

Regarding specific businesses and economic vitality, there was a concern that the loss of the Vitamilk Dairy could cost the community a valuable member. There was also interest and support for the possibilities offered in transforming properties currently in industrial use to purposes more in keeping with the intended character of a Residential Urban Village. To this end two ideas about leadership were proffered by the Green Lake 2020 steering committee and their economic development consultant:

- Support private capital development as a catalyst to get the Residential Urban Village moving.

- Create capital improvements through an "informal" Community Development Corporation working as a subcommittee of the Chamber of Commerce.

There were a number of other recommendations that were presented by the Green Lake 2020 Committee and consultants that were supported by the business community, most of which were very consistent with the residential community's values, such as:

- Foster a pedestrian environment with Woodlawn Avenue NE serving as a main pedestrian street with linkages to others pedestrian connections ;
- Create a business and community plaza as a gathering place.
- Take advantage of the NC2-40 zoning and develop tolerances and balance between the residents and service businesses.
- Preserve the character of the community and develop a tradition of participation in both the residential and business communities.
- Promote Woodlawn Avenue NE as a "Main Street," and increase the hours of business operation.
- Create a walking map to foster movement within and recognition of the commercial districts.
- Create a well-designed parking structure, and develop a shuttle bus system.

6.1 Support private capital development as a catalyst to get the urban village moving.

- Formulate a business development strategy that 1) encourages businesses serving local residents' needs, 2) encourages businesses that provide focal gathering places for local residents, and 3) encourages businesses with high sidewalk appeal that are pedestrian friendly and offer a unique appearance to neighborhood character.

6.2 Support the development of capital improvements through an "informal" Community Development Corporation working as a subcommittee of the Chamber of Commerce.

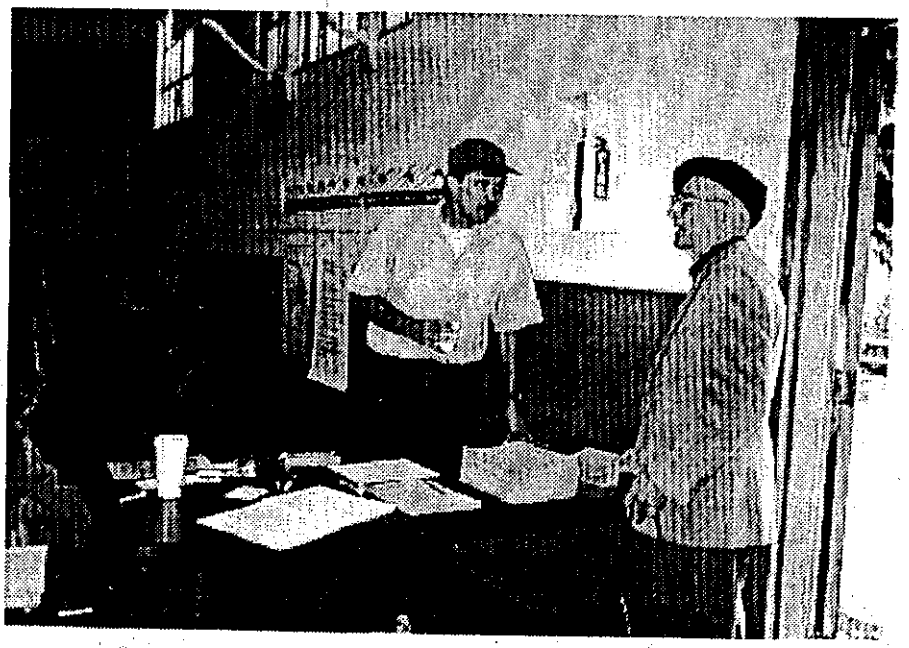
- Work with businesses to develop pedestrian-friendly environments, construct sound barriers, plant trees, install street furniture, and provide dust control and smell control (diesel) solutions and to develop a schedule of operations for sound control.

- Encourage businesses to enhance their appearance including facade improvements. Establish and maintain pedestrian gathering areas, such as green spaces, sculptures, and fountains.

IV. Implementation and Stewardship of the Green Lake Community Plan

The Green Lake Community has invested much effort in producing the Green Lake Plan, calling on a wide range of community energy, commitment, and talents, to achieve a worthwhile product. This Plan reflects a consensus of the Green Lake Community that involves all stakeholders, including residents, property owners and business owners. The Community is vested in the success and implementation of the Plan.

Whether or not the current steering group known as Green Lake 2020 is in existence in the future, the Community requests that the City continue to facilitate the Green Lake Community's active involvement in Plan implementation, in appropriate ways, throughout the process. The Green Lake Community wishes to be involved in monitoring implementation of the goals, policies, and recommendations in this Plan, and seeks to ensure that responsible stewardship of the Plan is in place.



Green Lake 2020 Neighborhood Plan
APPENDICES

These appendices are meant to accompany the Green Lake 2020 Neighborhood Plan, January 29th, 1998

Appendix A
Discussion o Transportation Action Items

GREEN LAKE 2020 PHASE II
NEIGHBORHOOD PLAN

DRAFT
TRANSPORTATION
STRATEGIC
PLAN

Prepared by

Green Lake 2020
Transportation
Committee

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The theme for the Green Lake transportation system is to develop a strategy that addresses the community's traffic congestion problems, enhances pedestrian and bicycle safety and circulation, encourages alternate transportation modes, and maintains community character. These and other community issues were discussed at community workshops held to identify problem locations and potential solutions. Seattle Transportation (SEATRAN) and Seattle Office of Strategic Planning (OSP) also provided input in refining community potential solutions within the community.

This report reviews traffic and transportation problems and potential solutions, and proposes strategies to mitigate traffic problems, enhance pedestrian and bicycle safety and access, and manage use of curb space.

KIS II. CREATE A FIRST-CLASS PUBLIC TRANSPORTATION SYSTEM

Public transit has an important role in the community's transportation system. Many commuters use transit to get to school or work. Furthermore, a small, but significant, proportion of Seattle residents own no car at all -- transit is their primary means of getting around. But, beyond the direct benefits to current transit users, service improvements are integral to the overall viability of our transportation system. As Green Lake and the rest of the city grows, travel will also increase. Unless a growing proportion of these trips is done by transit, traffic will increase to intolerable levels -- thereby exasperating the accompanying problems of congestion, parking availability, cut-through traffic, safety threats to cyclists and pedestrians, and environmental pollution.

Current transit services provided by METRO are considered inadequate within the community. Service is often infrequent, slow, and unreliable. There are no direct connections to many destinations. Of particular concern is the lack of east-west crosstown routes. The lake itself precludes a crosstown route along N 65th Street parallel to existing routes along N 45th Street and N 85th Street. Current planning for a regional transit system -- particularly a possible light rail station at Roosevelt -- must provide for connections to the Green Lake urban village, and other neighborhoods within the greater community. The prospect of a "Seattle Transit Initiative" provides another avenue for addressing Green Lake's transit needs.

Reduce Delays to Route #16 Express with a Transit Bypass Lane on Ravenna Boulevard In Front of the Park-and-Ride:

The Route #16 Express travels northwest up Ravenna Boulevard in during the evening commuting period. A bus stop is located just before the traffic light at Northeast 65th Street to serve the park and ride users. The traffic back-up at the light prevents the bus from discharging passengers until the green light. By the time passengers have unloaded, the light has already turned red, so the bus has to wait through two cycles. Parking restrictions at the bus stop are minimal, so often the bus cannot even pull completely out of the travel lane when it stops at the transit zone. While some of these cars are presumably transit users, many of the cars are observed to park overnight. Some have been observed with "For Sale" signs.

Parking should be prohibited along the east side of Ravenna between 65th Avenue and the park-and-ride entrance. This will eliminate 8-9 legal parking spaces. However, it will significantly improve travel speed and reliability for the #16 Express.

Provide a Protected Left-Turn Phase off of Wallingford Avenue N at N 45th Street to Reduce Delays to Route #48:

Route #48 is a valuable crosstown route connecting the urban villages of Greenwood, East Green Lake, Roosevelt, and the University District; and also serves the transfer point to Eastside buses at Montlake. It is particularly valuable to commuting university students. The northbound run takes a left-turn off of Wallingford Avenue N onto N 85th Street. However, there is no protected left-turn phase or pocket. Hence, buses can be delayed by heavy volumes of oncoming southbound traffic. A protected left-turn phase here would improve speed and reliability for northbound buses. One option is to allow a left-turn phase only for buses through transit priority.

Restore Direct Transit Service Between West Side of the Lake and Wallingford:

For many years, Route #6 ran down Aurora Avenue, Linden Avenue, West Green Lake Drive, and Stone Way. This provided direct service between the west side of Green Lake and the Wallingford urban village. However, Route #6 is scheduled for elimination as of February, 1999. The extra service hours will be applied to providing much-needed frequency improvements on Routes #16 (Northgate-East Green Lake-Fremont-Downtown) and #359 (Aurora Corridor). Nonetheless, residents west of lake miss the service connection to Wallingford. As new transit service is added in the future, this connection should be restored.

Provide Ten-Minute Headways on Routes #16, #48, and #359:

These three routes are very important to the Green Lake Community, providing service to numerous Seattle destinations, and transfer points to other areas. Route #48 currently maintains 15-minute daytime headways during the week. Service improvements scheduled for February 1999 will improve daytime headways on Routes #16 and #359 to every twenty minutes. These improvements are very much appreciated. However, these headways can still allow for a sizeable wait for some passengers, particularly those transferring to or from other routes. As transit service is added in the future, Metro should strive to provide ten-minute headways on these routes.

Provide Signal Priority Treatments for Transit at Congested Intersections Including the Signalized Intersections Along Wallingford Avenue N and Aurora Avenue, and the Intersection of Ravenna Boulevard and N 65th Street:

Signal priority treatments are an emerging technology which reduces transit delays at signalized intersection. The transit vehicle sends a radio-frequency signal to the traffic signal to either extend or hasten the appropriate green phase, thereby getting the bus through the intersection faster. This technology has been in use for many years with emergency vehicles, and is currently used for transit in some areas -- including the City of Bremerton.

Metro is currently testing the technology with an eye towards applying it at selected locations. Their project along Aurora Avenue North from Winona Avenue N to the Snohomish County Border will equip selected METRO buses with devices that will allow intersection signal controllers (computers) to identify oncoming buses. The Seattle Comprehensive Plan includes the intersections listed above on the Transit Priority Network to be given priority for transit improvements. Signal treatments at these locations will improve transit speed and reliability for routes #16, #48, and #359.

Consider rerouting Transit Route #48 From Wallingford Avenue to Green Lake Drive North by Duke's Restaurant:

Increased transit service is an overall benefit to the Green Lake Community. It improves mobility for residents, and may help to reduce private auto traffic and its accompanying problems. However, the standard bus emits noise and exhaust fumes that often harm residents living along the route. Efforts need to be taken to mitigate these impacts.

One particular problem location is found along the two blocks of Wallingford Avenue between 80th Street and 85th Street, a narrow arterial bordered primarily by single-family homes. Along this roadway two bus routes -- Routes #16 and #48 -- converge for a short time. Between the hours of 4 PM and 5 PM, no less than 17 bus runs pass through this section of road on weekdays. One suggestion is to reroute Route #48 away from Wallingford Avenue to continue along Green Lake Drive North as far as Aurora. At 85th Street, the outbound route would turn left off of Aurora to resume its current route west to Greenwood. The return run would retrace these steps in reverse. There are advantages and disadvantages to this suggestion. The reroute would provide a wider distribution of transit service benefits as well as neighborhood impacts in the area immediately north of Green Lake. It would also eliminate a difficult, unprotected left-turn off Wallingford Avenue onto North 85th Street. In contrast, the turns along the proposed route are wider -- generally easier for buses. However, transfers between Routes #48 and #16 would be more difficult requiring bus users to walk an extra block between routes. Students at Blanchet High School and Licton Springs residents would have to walk further to the bus.

Use Quieter Vans Instead of Buses on Low-Ridership Evening Runs Through Residential Areas:

The use of vans and mini-buses should be considered on low-ridership runs late at night. The use of electric trolleys -- which are quieter and cleaner than diesel coaches -- should also be considered.

Create attractive linkages to the RTA in the Roosevelt Urban Village:

The proposed Roosevelt light rail station would be within walking distance of the Green Lake Urban Village. There are two roadways leading directly towards the station - N 65th Street and Weedin Place -- which pass beneath I-5. Consequently they are dark, dull, and dirty. Improvements to the pedestrian corridor would encourage residents and visitors to use the light rail system.

Weedin Place is particularly inhospitable to pedestrians. The lighting is bad, and the pillars supporting the freeway force pedestrians to the far side of the sidewalk. Consequently, walkers are fully visible from the street, making the pedestrian susceptible to crime. Lighting should be improved, and the sidewalks should be widened to extend further into the street to allow pedestrians to walk within full view of the street. The sidewalks along Weedin Place are also quite muddy. There appears to be some sort of drainage problem which deposits sediment on the walkway. These walkways should be cleaned-up, and these drainage problems must be alleviated.

Pillars along Jackson Street where it passes under I-5 in the International District were recently painted alternately red and yellow. It is now much more attractive. The pillars along Weedin Place and N 65th Street should be painted in a similar manner.

Develop an Intra-Seattle rapid transit system. Support the use of SR 99 as a central spine to such a system:

Aurora Avenue N is an attractive corridor for intra-city rapid transit. The corridor connects several urban villages: Aurora Avenue @ 130th Street, Aurora Avenue @ 97th Street, Wallingford, Fremont, Seattle Center, S Lake Union, and Downtown. Improved public transit would also support economic development along Aurora Avenue, and provide an alternative way for visitors to get to the lake.

Possible stops for such a system in the Green Lake community are at the vicinity of N 85th Street, Winona Avenue, and N 62nd Street Multi-modal transfer points could be established at these locations to allow for transfers to local shuttles and crosstown transit.

Provide Direct Transit Service to Ballard and other Major North Seattle Destinations:

The Seattle Comprehensive Plan calls for direct transit connections between designated urban villages. Currently, transit service in North Seattle concentrates on connecting neighborhoods with the major centers of Northgate, the University District, and Downtown Seattle. However, other direct connections are lacking. Most notable is the lack of a direct connection to Ballard, a major employment and residential center designated as a "hub urban village" in the comprehensive plan. The City should encourage Metro to provide direct service between Ballard and the twin residential urban villages of Green Lake and Roosevelt.

The prospect of a possible light rail station in Roosevelt may lead to additional service converging on the rail stop from other parts of Northeast Seattle such as Wedgewood, Maple Leaf, Lake City, Ravenna, and University Village. Such routes should be extended to also serve the East Green Lake Urban Village.

Offer Shuttle Service Around Green Lake to Connect with the Proposed Light Rail Station in Roosevelt. Consider Extending Shuttle to Phinney Ridge, and Meridian (Honey Bear):

The lack of direct east-west transit service for the Green Lake community is an identified concern of residents. Currently, there are east-west routes running along 45th and 85th Streets, but the lake prevents an intervening east-west route along 65th Avenue. Thus, there exists a gap of forty blocks in the transit network. As a result, riders have great difficulty getting between locations in East Green Lake/Roosevelt, and West Green Lake/Phinney Ridge. The need for this connection would increase if a light rail station is established in Roosevelt. A strong connection between the lake and any regional transportation system provides an alternative means for park users from around the city to get there.

KIS IV. IMPROVE TRANSPORTATION SAFETY & MOBILITY IN RESIDENTIAL AREAS

The theme for the Green Lake transportation system is to develop a strategy that addresses the community's traffic congestion problems, enhances pedestrian and bicycle safety and circulation, encourages alternate transportation modes, and maintains community character. A Transportation Strategic Plan has been developed by the teams traffic consultant, portions of this study have been included below for background.

A mail survey conducted in the spring of 1997 identified a number of transportation-related concerns. The highest rated was traffic congestion with 61% reporting it as a "serious problem" (rated 4 or 5 on a scale of 1 to 5). Other concerns in order of importance were: pedestrian safety (59%), bicycle safety (53%), cut-through traffic (52%), speeding (51%), parking availability (41%), and large truck traffic (31%).

TRAFFIC CONGESTION AND SAFETY

On any given sunny afternoon, Green Lake's streets are saturated with cars. The neighborhood boasts one of the most visited parks in the greater Seattle area, Green Lake Park, with more than 2,000,000 users per year (Seattle Department of Parks and Recreation, 1986), attracting cars from all corners of the city -- and beyond. But, this additional traffic exasperates traffic-related problems commonly found urban areas of Puget Sound: congestion, conflicts with pedestrians and bicyclists, and parking shortages. Traffic models developed by City of Seattle show that most roadway sections along Green Lake Way/Drive currently operate at or over capacity during peak hours, and are expected to deteriorate further by year 2010. Winona Avenue North also operates over capacity. Congestion is anticipated to increase on other arterials as well. The absence of a programmatic plan to optimize traffic control and management systems, and effectively manage curb space (parking) use has resulted in undesirable traffic congestion in some areas, particularly on access routes leading to Green Lake Park.

Traffic analysis conducted by City of Seattle as part of its Comprehensive Plan study indicated that roadways within the Green Lake residential urban village, all of which are classified as minor arterials except Woodlawn Avenue from N 65th Street to 1st Avenue NE will operate at acceptable levels of service. Woodlawn Avenue is a collector arterial and is expected to operate under capacity by 2010. East Green Lake Drive N from Sunnyside Avenue N to NE 71st Street is the only minor arterial within the urban village expected to operate at capacity.

The peaceful, secluded home on a quiet residential lane is under increasing assault. Congestion on main arterials causes many drivers to take short-cuts onto neighborhood streets. Many drive beyond the 25 mph usually found on local roads, thereby creating a safety hazard. Many residents are also concerned about the noise resulting from cut-through traffic. Cut-through traffic is of particular concern along the numerous east-west residential streets between Phinney Ridge and Aurora Avenue North, residential collector streets within the northeast corner neighborhood northeast of the Lake between I-5 and E Green Lake Drive N, and along West Green Lake Drive near the bathhouse theater. Truck traffic is of particular concern because of the significant noise and exhaust fumes they emit.

Install Capital Improvements at the Intersection of NE Ravenna Boulevard @ Green Lake Drive/Way to Improve Traffic Flow, and Pedestrian and Bicycle safety. Conduct a Study to Evaluate Design Changes Including the Use of a Traffic Roundabout, Pedestrian Refuge Islands, Chanellization, and Curb Bulbs:

The five-way intersection at NE Ravenna Boulevard @ Green Lake Drive/Way is one of the most congested intersections in the community. Currently, this intersection is controlled by all-way stop signs. This arrangement treats cross street movements more favorably, without lost time during amber and red phases associated with traffic signals. However, the rate at which vehicles enter the intersection is relatively low and, therefore, the total intersection capacity is somewhat limited. The unusual alignment of approaching legs of the intersection, and the associated competing modes of pedestrians and bicycles, adds a high degree of driver confusion as to who has the right of way, thereby adding to delay. Drivers, particularly those new to the park area, need more time to familiarize themselves with the intersection. The confusion and multiplicity of traffic movements is also detrimental to cyclists and pedestrians attempting to navigate the intersection.

One option is a traffic roundabout. Traffic entering the intersection proceeds in a clockwise direction around a large traffic circle until it reaches the appropriate receiving roadway. Entering traffic must yield to traffic already in the circle. The device has been widely used in Australia, Europe, and New England to allow high traffic volumes to negotiate busy intersections.

Installing a roundabout at this intersection is feasible because there is ample space to install it. The roundabout not only might reduce the delay at Ravenna and Green Lake Way intersection, but it also has the potential of reducing delays at Ravenna and Woodlawn intersection due to traffic back ups from Ravenna and Green Lake Way intersection.

The roundabout overcomes many disadvantages of stop signs and traffic signals. There is no sequential assignment of right-of-way and, therefore, no wasted time. Left turns are not subordinated to through traffic. Vehicles enter under yield control instead of stop control and, therefore, have lower headways and higher capacities. Unlike traffic signals, there are no electrical components to malfunction.

Limitations of Roundabouts:
Steady-state entry headways are shorter at traffic signals because of the positive assignment of right-of-way. By using long cycle times to minimize the effects of startup lost time, it is possible under most conditions to achieve higher approach capacities.
For very low-volume applications, AWSC are easier and less expensive to implement.
Since a roundabout operation is not periodic, it is not possible to coordinate the operation of roundabouts on an arterial route to provide smooth progression for arterial flows.
Roundabouts offer the least positive form of control. Each vehicle entering the intersection must yield to all traffic that has already entered.
Roundabouts might impose a new form of traffic control that is not familiar to motorists in Seattle. The effect of this, however, is expected to be temporary.

The intersection lies between Green Lake Park and retail establishments of East Green Lake, so lots of people cross here. The bike lanes going around the park to the north and south converge here to meet with the Ravenna Boulevard lanes. Consequently, any changes to this intersection must adequately accommodate the high volumes of pedestrians and cyclists that are found here. Varying opinions

have been expressed by others regarding how well traffic roundabouts can accommodate non motorized users. This issue must be examined very carefully in any study. If a roundabout were to have seriously negative consequences for cyclists and pedestrians, it should not be installed.

An alternative to a roundabout would be minor curb bulbs, which would reduce crossing distances for pedestrians at a more compact intersection. Narrowing the intersection and adding curb bulbs would minimize pedestrian crossing distance, and provide a refuge for pedestrians at the intersection. If space is available, refuge islands should also be considered. Crosswalks should be highlighted by the use of colored paving materials.

Install Capital Improvements at the Five-Way Intersection of N 50th Street and East Green Lake Way to Improve Traffic Flow, and Pedestrian and Bicycle Safety. Conduct a Study to Evaluate Design Changes Including the Use of a Traffic Roundabout, Bicycle Lanes, Chanellization, and Pedestrian Refuge Islands:

This five-way intersection is another major congestion point in the community. The traffic cycle is very long, so drivers must wait a long time. A roundabout is also an option here. Although pedestrian and bicycle traffic is less than at Ravenna/Green Lake Way, these modes must still be adequately accommodated. The intersection is now somewhat difficult to cross for walkers. The crossing distances are long; and the multiplicity of turning movements bewildering. Pedestrian refuge islands should be considered to enhance the pedestrian environment.

Convert Four-Lane Arterials to Three-Lane Arterials (One In Each Direction with a Two-Way Left-Turn Lane), Specifically Green Lake Way N Near Woodland Park, and North 50th Street. Add All-Day Parking or Bike Lanes with the Extra Space. Add a Pedestrian Refuge Island Around N 52nd Street.

The current four-lane section does not provide any refuge for vehicles entering and exiting the two streets from adjacent driveways. A stopped vehicle waiting to make a turn maneuver might cause an accident because of the high vehicle speeds and limited sight distances at certain locations along Green Lake Way. Converting the current four-lane roadway to a three-lane roadway would reduce potential accidents between turning and on-coming vehicles since turning vehicles would have a turning lane or pocket to wait for adequate gaps in opposing traffic stream before making the maneuver. The three-lane roadway proposal also minimizes the length of crosswalks, therefore, it could provide an opportunity to add curb bulbs and refuge islands for added pedestrian safety at crosswalks. Another advantage is to provide additional space for either 24-hour on-street parking, or bicycle lanes. However, these benefits must be weighed against whether three lanes allow adequate capacity to accommodate traffic volumes.

Conduct a Traffic Study at the Intersection of West Green Lake Way and East Green Lake Way to Evaluate Ways of Facilitating Left-Turns:

This intersection is difficult for vehicles turning left off of W Green Lake Way to go northbound onto E Green Lake Way. Northbound through traffic is heavy, and is bound to get worse as traffic volumes increase. The desirability of a traffic light to facilitate these turns should be evaluated.

Conduct a Traffic Study at the Intersection of Wallingford Avenue N at N 85th Street:

There is no turn pocket or protective phasing for left-turns off of Wallingford Avenue N onto N 85th Street it either direction. As a result, traffic on Wallingford Avenue is often delayed by traffic waiting for a break in traffic to allow them to turn. Currently, there is no space to install an exclusive left-turn lane at this intersection, so the intersection would have to be widened on the north and south legs, or utilize split phasing.

Route #48 is a valuable crosstown route connecting the urban villages of Greenwood, East Green Lake, Roosevelt, and the University District; and also serves the transfer point to Eastside buses at Montlake. It is particularly valuable to commuting university students. The northbound run takes a left-turn off of Wallingford Avenue N onto N 85th Street. However, with no protected left-turn phase or pocket, buses can be delayed by heavy volumes of oncoming southbound traffic. A protected left-turn phase here would improve speed and reliability for northbound buses.

Conduct a Traffic Study at the Intersection of Aurora Avenue N at Winona Avenue:

On the northbound to westbound movement, left turns are allowed and left-turn pocket is provided, but there is no protected phasing. A protected left-turn phase for drivers turning westbound onto Winona could improve traffic safety and access. Left-turns are currently illegal southbound to eastbound. Traffic to destinations along Winona Way such as the PCC often use residential streets as a result. The desirability of a left-turn pocket, with possibly a protected left-turn phase, for southbound traffic should also be studied. Enhancements to bike and pedestrian safety should also be considered.

Promote Traffic Calming on Residential Streets by Installing Traffic Circles, Chicanes, and Speed Humps Through the Existing Process. Place Special Emphasis on Areas with Identified Cut-Through Traffic Problems:

For many years, the City has installed traffic circles and other traffic calming devices at selected locations, primarily at the request of residents. These useful devises discourage cut-trough traffic on residential streets, and encourage slower driving speeds. This plan does not seek to identify specific locations for traffic circles and other devises. This is best left to the existing process which requires broad support from the neighborhood. However, a number of locations are identified where cut-through traffic is a particular problem. These locations should receive priority for allocation of traffic calming devices.

The east slope of Phinney Ridge between Aurora Avenue and Greenwood/Phinney Avenue receives high volumes of cut-through traffic on residential streets running east-west. This traffic should be encouraged to use arterials including N 65th Street and N 80th Street.

Another location is the small area between Winona Avenue N and the lake near the Bathhouse Theater. Drivers use Keen Way N and Stone Avenue N to avoid the light at Aurora Avenue and Winona Avenue. Drivers also speed along W Green Lake Drive. Traffic calming on these roads should be a priority.

Large volumes of cut-through traffic have also been reported in the area northeast of the lake roughly between Blanchet High School and the East Green Lake Urban Village. Many of these trips are by drivers getting to and from I-5.

Residents living in the Meridian neighborhood (near the Honey Bear) are concerned about speeding along N 56th/55th Street. The roadway is very wide, so drivers go too fast. This plan recommends curb bulbs for several intersections between Kensington Place N and Latona Avenue NE (listed under pedestrian improvements). The Wallingford neighborhood planning effort -- which shares this geographic area with Green Lake 2020 -- also urges consideration of other traffic calming measures such as speed bumps and traffic circles. Wallingford's final recommendations for this roadway may be incorporated into the Green Lake 2020 final report. However, a few special considerations are in order for this roadway. It is an arterial, so any calming measures must not be so restrictive as to push traffic onto neighboring residential streets. Furthermore, transit route #16 operates on part of the roadway, so that portion between Kensington Place N and Meridian Avenue N must be open enough to allow the buses to move freely.

Build Landscaped Medians Down the Middle of Linden Avenue North & Green Lake Drive North:

Landscaped medians can help to reduce traffic speeds, provide refuge for pedestrians crossing the street, and enhance the aesthetic appearance of wide streets. On the other hand, they may serve to limit driveway accesses along the roadway by preventing left-turns directly into driveways. SeaTrans is very unlikely to approve any medians if adjacent property owners object to limiting their driveway access.

Nonetheless, there are two locations where landscaped medians might be desirable. Linden Avenue North is a very wide two-lane arterial between North 66th and 73rd Streets. On-street parking currently exists on both sides of the street, and bicycle lanes are also proposed along here. Measurements are needed to determine if all of these needs can be accommodated safely within the existing roadway width, while still allowing room for a median island. However, medians have been previously installed successfully on similar streets such as 8th Avenue NW with the same profile.

Another promising location is Green Lake Drive between Aurora Avenue and Winona Avenue. The median can be installed in underused stretches of the existing two-way left-turn lane running down the middle of the road. A short landscaped median was recently built at the southern end of the road near the lake. Additional medians could be added at other locations. Left-turn pockets should be retained at major left-turning locations including the intersection of Aurora Avenue North, and probably North 80th Street.

Another consideration is an intermittent landscaped median on Green Lake Way/Drive in the urban village. Because of the narrow width of the road, only a narrow median -- perhaps only four feet -- would work. This median might help to slow traffic as it moves through the urban village, provide limited refuge for pedestrians crossing the roadway to and from the lake, and improve the aesthetic appearance of the road.

Conduct a Transportation Study for Aurora Avenue N.

This Study Should Examine Options For Improving: (a) General Traffic Flow and Safety, (b) Transit Speed and Reliability, (c) Pedestrian Safety and Accessibility:

PEDESTRIAN IMPROVEMENTS

Many factors contribute to the high incidence of walking in the Green Lake community: an extensive sidewalk network, short distances to many destinations, and the attraction of Green Lake Park. Therefore, pedestrian safety is of paramount importance, especially for vulnerable populations like children, the elderly, and the disabled. Promoting walking is also beneficial in that it reduces car trips for short errands, and facilitates access to public transit.

The ability to safely cross busy roadways is a very high goal of the Green Lake Community. Signalized crossings are found at a number of locations. However, many crossings are unsignalized, and passing cars do not always stop -- even at designated crosswalks. Many pedestrians are discouraged from walking at all. So, some people are discouraged from walking in the first place. Many pedestrians are unlikely to travel very far out of their way to use safe crossings, so crossing improvements must be frequent enough to satisfy the need for pedestrian circulation.

Crossings to the lake are of the highest concern to Green Lake residents. Traffic gets heavy along Green Lake Drive/Green Lake Way, especially during the summer when many residents also want to use the park. However, most crossing points are unsignalized, and many drivers fail to yield the right of way. For residents west of the lake, Aurora Avenue poses a barrier even more daunting. Other problem arterials include N 50th Street, N 65th Street, and N 80th Street. The intersection of N 65th Street at Latona Avenue N is

offset, so it is especially hazardous to cross for pedestrians. Fremont Avenue is an important north-south non-motorized corridor. A half-street signal currently exists at 85th Street, but crossing treatments are also needed at 80th Street.

A variety of crossing treatments are recommended including curb bulbs, pedestrian refuge islands, enhanced paving materials, half-street signals, and pedestrian-activated flashing light crosswalks. If subsequent engineering investigation may determine that certain treatments are not appropriate for the specified locations, alternative treatments should be considered.

The use of orange flags -- as used in downtown Kirkland -- is another possible strategy. Pedestrians picked them up and carry them across the roadway at major crossing locations; once across the flags are left behind for the next person. The orange flag increases the visibility of the pedestrian. Perhaps flags could be distributed to certain at-risk populations, such as the elderly residents of the Hearthstone.

Another barrier is I-5. The freeway effectively divided Green Lake from its neighbor Roosevelt when built in the 1960s. The remaining roadways crossing under the freeway are noisy, dark, and dirty.

Build Curb Bulbs at Selected Pedestrian Crossings:

Curb bulbs are useful on wide streets with on-street parking to reduce pedestrian crossing distance and calm traffic speeds. However, they should be used sparingly on streets with high truck or bus volumes. Some locations identified for curb bulbs are:

- Winona Avenue, between N 76th Street and Ashworth Avenue N
- Linden Avenue at N 68th Street
- North Green Lake Drive, between Aurora Avenue and Winona Avenue
- Northeast 56th Street, between Kensington Place N and Latona Avenue N
- East Green Lake Way at N 64th Street
- East Green Lake Way at Kenwood Place
- N 65th Street at Latona Way
- Wallingford Avenue North at North 80th Street (with triangle refuge island on south leg)
- East Green Lake Way/Green Lake Drive between 4th Avenue NE and 4th Avenue NE
- Winona Avenue at Linden Avenue and at N 73rd Street
- Woodlawn Avenue at 5th Avenue NE

Install Pedestrian-Activated Flashing Light Crosswalks (Crosswalks that Utilize Lights Embedded in the Pavement Along Either Side of the Crosswalk) at Key Crossing Locations:

This technology has been used with great success in several southern California cities, and in Kirkland. Tests indicate that drivers yield more readily to pedestrians at flashing-light crosswalks than at unimproved crosswalks. They are much less expensive than regular half-street traffic signals ($10,000-15,000 as opposed to $40,000-50,000).

Several locations around the lake have been identified as needing these improvements (listed clockwise around the lake starting at Stroud Avenue):

- N. 78th Street
- Sunnyside Avenue N (north side of the lake)
- NE 72ND Street
- Sunnyside Avenue N (south side of the lake, near the Hearthstone)
- N. 64th Street
- Kenwood Place
- Woodland Park (at least two locations between parking and the lake)

Other recommended locations for flashing-light crosswalks include:

- N 65th Street at Sunnyside Avenue N (across from the elementary school)
- N 65th Street at Latona Avenue N
- N 80th Street at Fremont Avenue N

Conduct a Study to Evaluate Grade-Separated Crossings of Aurora Avenue N such as a Bridge or Tunnel. Study should also evaluate enhancing the existing at-grade crossing at N 68th Street with a refuge island:

Green Lake residents living west of Aurora Avenue strongly desire grade-separated crossings of the highway to the park. The current at-grade crossing near N 69th Street is not considered safe. Some drivers don't notice the crosswalk, and drive through the red light. Refuge for slow pedestrians caught mid-street is inadequate, all there is a gap in the Jersey barrier. An enlarged refuge island at least four-feet wide is needed. A larger refuge island might also make the crossing more noticeable to drivers who occasionally drive through the red light.

A separated crossing will allow users to safely get to the park without waiting for a signal, and without delaying traffic. If a fixed-rail transit system is established along Aurora Avenue, the need for a grade-separated pedestrian crossing would increase. However, there are a number of problems with bridges and tunnels. They are very expensive. Furthermore, the landing areas at either end of a bridge require a lot of space, particularly for the necessary wheelchair ramps. One option is vacating part of a street on the western side of Aurora Avenue, provided suitable access to adjoining properties is maintained.

The waiting time for pedestrians at the existing signal is now excessively long, at least a minute. Independent research indicates that pedestrians have a tendency to jaywalk after waiting at least 30 seconds. The pedestrian signal does not appear to be coordinated with the distant signals further north. Therefore, the waiting time at this signal should be reduced.

Install Pedestrian Refuge Islands at Key Crossing Locations:

Pedestrian refuge islands make it easier for people to cross roadways by breaking the crossing into two segments. Thereby crossing distance is reduced for each leg of the crossing, and pedestrians need only worry about traffic coming from one direction or the other, not both directions at once. A number of locations are recommended for pedestrian refuge islands:

- East Green Lake Way N at West Green Lake Way N (near the golf course)
- East Green Lake Way N around N 52nd street (requires conversion of East Green Lake Way to three lanes)
- Green Lake Drive N at NE 72nd Street & NE 73rd Street
- Green Lake Drive N at Stroud Avenue N
- South leg of Wallingford Avenue N at N 80th Street

Install a Half-Street Pedestrian-Activated Signal Across N 50th Street At 1st Avenue N:

Half-street traffic signals require vehicles to stop on a red indication (just like a typical traffic signal) only after being activated by a pedestrian. There is no protected crossing of busy North 50th Street for 1200i between Sunnyside and Thackery Avenues. Around 1st Avenue, there is a small neighborhood retail pocket with a laundromat and two small stores. A half-street signal is needed here.

Provide Lighting, Landscaping, bike lanes, and other amenities to existing crossings under and over I-5. Expand sidewalk along the south side of Ravenna boulevard under I-5, and both sides of Weedin Place under I-5:

The construction of I-5 in the 1960s effectively split the area in two, dividing Green Lake from the Roosevelt community. Only a few links still remain, but they are not particularly amenable to non-motorized travel across the freeway. Residents on both sides of the freeway place a high priority on improving these non-motorized links to reunite the two neighborhoods. This will become even more important for Green Lake residents if a light rail station is established in Roosevelt.

Three roadways cross underneath I-5 in the vicinity of the park-and-ride lot: Ravenna Boulevard, 65th Street, and Weedin Place. The pedestrian facilities are generally poorly illuminated, dirty, and not at all inviting to pedestrians. Expansive mud flats form across some of sidewalks, indicating some sort of drainage problem which washes mud onto the sidewalks. More lighting is needed, especially on Ravenna Boulevard and Weedin Place.

Large pillars supporting the freeway are placed square in the middle of the sidewalks. This reduces pedestrian visibility, making them more vulnerable to criminal assault. The lack of visibility caused by these pillars also poses a traffic hazard for pedestrians crossing the southbound freeway on-ramp off of Ravenna Boulevard. Expanding the sidewalk on the south side of Ravenna would provide more space for pedestrians to walk in front of the pillars, and cross the on-ramp in fuller view of turning traffic. This would narrow the southeast-bound roadway some, but there would still be more than sufficient width for the one existing traffic lane plus the wide bike lane. However, southbound buses at the nearby bus stop just beyond 7th Avenue would have to pull into traffic before turning onto the freeway.

Construction of a Roosevelt light rail station should include funding for cleaning-up the sidewalks under the freeway, improving lighting, and possibly adding artwork such as murals to make the walkways safer and more inviting to walkers. Furthermore, the pedestrian walk signals on N 65th Street at 8th Avenue North and at Roosevelt Way are too short. The "Don't Walk" signal goes on a full 15 seconds before the west-eastbound traffic signal goes yellow. Pedestrians just getting to the intersection are required to wait through an entire signal for no apparent reason.

There are also two bridges crossing I-5: 1st Avenue Northeast and NE 70th Street. Although both of these streets have sidewalks, they are not especially pleasant to walk across. Adding some landscaping might help to buffer the walkways from traffic to encourage walking. There also may be room for bike lanes on these two bridges. Bike lanes on NE 70th Street could be extended further east across Roosevelt Way to provide a useful bike connection to the lake. The Roosevelt planning group is currently examining this possibility.

Install Colored and/or Textured Paving Materials at all Crossing Points Along Green Lake Way/Drive Between Winona Avenue and N 78th Street, and Within the Residential Urban Village:

Colored and/or textured paving materials serve to notify drivers that they are coming upon a pedestrian crossing. They are also very attractive. They are recommended for the two commercial centers adjoining Green Lake Park at all crossing locations.

Provide Wheelchair Ramps and Other Handicapped Improvements Which Ensure Mobility for Disabled Persons:

Although substantial progress has been made towards providing wheelchair ramps on city streets, most streets are still inaccessible. An inventory of intersections shows that the Green Lake community is no exception to this. Because the list of unimproved street corners is overwhelming, a list of high priority locations has been prepared. A number of factors were considered in selecting these locations: proximity to retail center, community facilities, and transit; potential for providing linkage between neighborhoods; and neighborhood density.

BICYCLE IMPROVEMENTS

Bikes are an increasingly common sight on Green Lake streets. Many residents bicycle for recreation, for short errands, and to get to work. The park attracts additional cyclists from surrounding areas. However, as bicycling increases, so do the conflicts with cars (and pedestrians, too).

The existing system of on-street bike lanes begins at Green Lake, extending around the eastern half of the lake, and funneling down Ravenna Boulevard towards the University District and the Burke-Gilman Trail. On-street bike lanes do not extend around the western half of the lake. The portion of Green Lake Drive between Stroud Avenue and Winona Way, where the westbound lanes end, is a high accident location. Bike lanes are found on the small trail running inside the park. However, this trail only allows travel in one direction (counter-clockwise); and is often crowded with joggers, walkers, pets, and kids. It is not a good facility for experienced cyclists. An important bike trip corridor is south to Fremont to connect with the Burke-Gilman Trail, and the proposed Westlake Trail

into Downtown Seattle. Another regional trail is proposed to the north on the old Interurban right-of-way. As of now, there are special bike facilities to assist connections to either location.

Provide a Separated Bicycle Trail on Linden Avenue as it Crosses Under Aurora Avenue Near the Old Aqua Theater:

A major hazard for bicycles is where Linden Avenue curves under Aurora in the vicinity of N 62nd Street. The road is very narrow all along the approaches to the underpass, and car traffic is busy. In addition, the roadbed is in badly in need of maintenance with many potholes and large cracks, creating an additional hazard for cyclists. There may be sufficient space for a separated bicycle pathway just north of the roadway at the underpass, such a trail could be provided in the open area north of the supporting pillars. However, a portion of the retaining wall would have to be moved back on the western approach to the bridge.

Develop a Major "Woodland Greenway" Connecting the Burke-Gilman Trail from N 34th Street to South Green Lake at the Amphitheater. Additional Connections Would Include Using the Woodland Park Bridges to Phinney Ridge at the Rose Garden, and Linden Avenue N and Fremont Avenue N Reaching North to the Interurban Trail:

Another possibility is on-street bike lanes along East Green Lake Way/Stone Way. To make room for bike lanes, this option would probably require conversion of this arterial from four-lanes to three.

Reconfigure the perimeter of Green Lake Park to include separated bicycle and pedestrian/jogging lanes with improved pedestrian crossings.

A separated bike path along the perimeter of the park would improve safety, particularly where the current bike lanes end near Wallingford Avenue N. A number of bicycle accidents occur here.

Stripe Bicycle Lanes Along Winona Avenue and Linden Avenue Around the West Side of the Lake:

While of great benefit to cyclists, bicycle lanes extend only 2/3 around the lake. Cyclists wishing to continue around the lake must either use the arterial streets of Linden Avenue and Winona Avenue, or move to the Green Lake pathway in the park. Because of

congested conditions, the pathway is not a good option for experienced, adult cyclists wishing to circumnavigate the lake. Furthermore, the path only allows wheeled travel in the counterclockwise direction; clockwise travel is illegal. Cyclists should be encouraged to stay on the arterial street system.

Bicycle lanes are feasible along Linden Avenue/Winona Avenue west of Aurora Avenue. This road has sufficient width for bike lanes. Unfortunately, Winona Avenue between Aurora Avenue and Wallingford Avenue is not wide enough to accommodate bike lanes, so, there would still remain a gap in the continuous lanes around the lake. A number of bicycle accidents have occurred along this roadway section in recent years. Removal of parking on one side of the road would allow for bike lanes, but given the high demand for parking in the area, this doesn't seem feasible.

Install More Bike Racks Around the Lake:

Over the years, the City has installed an impressive quantity of bike racks around the Green Lake community. Unfortunately, bike parking in the park itself is less plentiful. Green Lake Park is a major destination for recreational bicyclists. Several locations have been identified where bike racks should be installed for cyclists including near the old Aqua Theater, the wading pool, and additional parking at the Community Center.

Improve the Vehicle Detector on the East Leg of North Green Lake Drive at Aurora Avenue so It Can Detect Bicycles:

Bike lanes were recently striped on Green Lake Drive North running northwest of the lake. However, cyclists have encountered difficulty getting a green signal to cross Aurora Avenue where the lanes end. Apparently, the signal loop detectors in the turn pocket are too weak to detect a bicycle. This location needs to be improved to allow westbound bicyclists to get a green light to proceed west along North 83rd Street.

PARKING

It's tough to find a parking space, particularly around commercial centers and the park. Many households live in older residences with parking for only one car, or none at all. So, they must park their extra cars on the street. However, residents must compete for parking with other drivers patronizing the park or local businesses. While the lack of parking is an annoyance to many residents, it can threaten the economic survival of many businesses. Some businesses have only a few on-street stalls fronting their storefronts, most of their business must come from walk-in customers. However, the desire to increase the supply of parking must be weighed against the need to encourage use of transportation alternatives. Too plentiful a supply of parking will attract additional single-occupant car trips to the community -- thereby exasperating other auto-related problems (congestion, pollution, etc.) -- and undermine efforts to promote transit use.

Balancing these two competing goals has been one of the most difficult challenges in the preparation of this transportation plan. A number of ideas were considered throughout the planning process including installation of additional parking meters, and higher off-

street parking requirements for multi-family developments. These proposals generated strong feelings both pro and con. This lack of consensus one way or the other compelled Green Lake 2020 to drop these ideas from the final plan. This in no way infers that Green Lake 2020 is opposed to these ideas; this planning effort takes a neutral position, for now. However, as Green Lake becomes an increasingly attractive destination, pressure on existing parking facilities will increase to intolerable levels -- unless transportation alternatives are aggressively promoted.

Encourage Use of the Roosevelt Park-and-Ride on Nights and Weekends. Improve Transit Frequency From the Park-and-Ride Into the Urban Village. Allow Free or Reduced Fare Rides for Those Using the Park and Ride:

King County METRO operates a park and ride lot at the southwest corner of 8th Avenue NE and N 65th Street. The facility is heavily used by commuters during the day, but virtually lies empty on weekends and in the evenings. Green Lake 2020 Transportation Committee should coordinate with King County Metro to publicize the facility for the park users on weekends and in the evening. A shuttle service might be needed to ferry people to/from the park and ride lot to the Lake to encourage its use.

Study the need & possibility for residential parking zones to help limit parking by non-residents through the existing process:

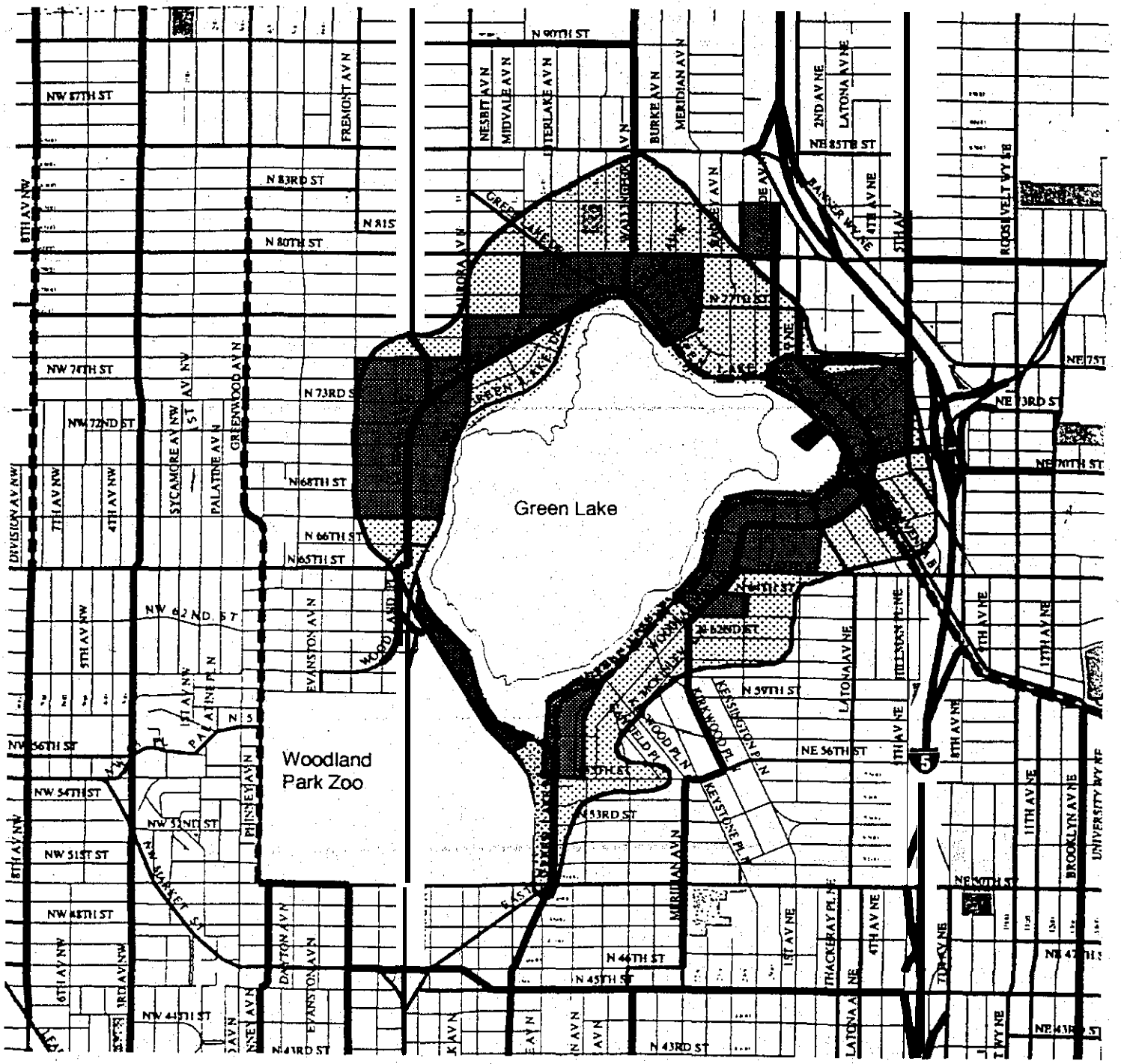
Residential parking zones are a useful tool to preserve on-street parking for the people who live nearby. Parking problems are particularly acute within a few blocks of Green Lake Park.

Narrow the Restricted Times at Underutilized Truck Loading Zones to Allow General Parking:

A significant proportion of curb space within the East Green Lake Urban Village is devoted to truck loading zones. The spaces are typically restricted to trucks all-day. These spaces appear to be underutilized. If restricted times were shortened, perhaps to the morning, this would allow customers to use these spots during the afternoon. Such a change would require the approval of the adjacent business owner.

Surface parking is ugly and detracts from the pedestrian-friendly atmosphere that the community desires for its commercial centers. Development regulations should encourage the provision of underground parking for new developments.

Appendix A.1 Parking Inventory Map



Parking inventory
Greenlake 2020

Study Method xplanation:

The study was conducted on two days, an overcast Thursday (June 18, 1998-- approximately 6:30p.m.) and on a sunny Saturday (June 20, 1998-- approximately 2:30p.m.). On the graphic, me internal circle reprsents the 6/1 8/98 parking situation and the outer circle the 6/20/98 parking situation. A windshield survey of each block was conducted assessing the extent of parking unavailability. Restricted parking was given fOr any block where less man 20°A of parking was available. These areas were generalized to form the twoareas.

Findings:

As seen in me graphic, the weekday parking situation on a "non-peak/cloudy" day is typically worse in high use areas (retail are as) and streets nearest to the lake. On "peak/sun ny", weekends the peak extends farther into neighborhood areas as parking fills along areas closest to retail areas and the lake. Note on Satudays some vehicles perk in unrestricted areas adjacent to me retail to avoid parking meters

Legend

m Area of parking on a cloudy weekend day in July

Area of parking on a warm sunny day in July

Study by John Davies, Greenlake 2020 Traffic and Transportation Committee

Appendix A. 2 List of Proposed Locations for Wheel Chair Ramps

PRIORITY LOCATIONS FOR
HANDICAPPED ACCESS IMPROVEMENTS

Wheelchair Ramps:

NE 65th Street (4th Avenue NE to NE Ravenna Boulevard)	6 ramps (3 new, 3 to be replaced)
Latona Avenue (NE 50th Street to NE 65th Street)	48 ramps
N 65th Street (Woodlawn Ave. NE to Sunnyside Ave. N)	13 ramps
Meridian Avenue N (N 55th Street to N 50th Street)	12 ramps
N 50th Street (Woodlawn Avenue N to Meridian Avenue N)	10 ramps (6 new, 4 to be replaced)
N 50th Street (Eastern Avenue N to Thackery Avenue N)	6 ramps
NE Ravenna Boulevard (I-5 to 9th Avenue NE)	several, to be coordinated with Roosevelt
5th Avenue NE (NE 71st Street to NE Maple Leaf Place)	17 ramps
NE Maple Leaf Place @ NE 73rd Street	3 ramps
Woodlawn Avenue NE (4th Avenue NE to NE 75th Street)	6 ramps
Latona Avenue N @ 2nd Avenue NE and Woodlawn Ave. NE	3 ramps
Woodlawn Avenue NE @ 5th Avenue NE	1 ramp
Green Lake Drive N (Aurora Avenue N to Stone Avenue N)	8 ramps
Winona Avenue N (Stone Avenue N to Ashworth Avenue N)	9 ramps
N 50th Street (Dayton Avenue N tp East Green Lake Way N)	14 ramps (13 new, 1 to be replaced)
Aurora Avenue N (West Green Lake Drive N to N 78th Street)	13 ramps
Linden Avenue N (N 66th Street to N 73rd Street)	23 ramps
Linden Avenue N (N 74th Street to N 79th Street)	18 ramps
Fremont Avenue N (N 81st Street to N 84th Street)	6 ramps
W Green Lake Dr N (between Stone Avenue N and N 76th St)	2 ramps
Stone Avenue N @ N 79th Street (crosswalk to school)	2 ramps
NE 71st Street @ 6th Avenue NE	phone pole obstruction

Appendix A.3 Green Lake 2020 Neighborhood Plan Traffic Analysis o Selected Intersections, by K2 & Associates, Traffic Consultants

GREEN LAKE 2020 NEIGHBORHOOD PLAN
TRAFFIC ANALYSIS OF SELECTED INTERSECTIONS

PREPARED FOR: A Northwest Collaborative/Green Lake TransportationC ommittee

PREPARED BY: Felix Kwakwa/K2 & Associates, Inc.

DATE: October 8, 1998

This technical memorandum summarizes traffic analysis and improvement evaluations conducted at four selected intersections at Green Lake. The Transportation Committee selected the intersections for analysis and assessment. The analysis involved determining whether existing conditions warrant protected left turn phasing for northbound and southbound approaches at Wallingford Avenue N. /N.85th Street, and Aurora Avenue N. /Winona Avenue intersections, An assessment of installation of a roundabout at Ravenna Boulevard/Green Lake Way/Drive, and at Green Lake WayIN. 50th Street/Stone Way intersections was also conducted. Finally, problems along NE 71st Street between 5th Avenue and Woodlawn Avenue were reviewed and suggested improvements are presented. Traffic data and assumptions used in conducting the analysis, and resulting findings at each of the selected intersections are presented below.

LEFT TURN SIGNAL PHASING ANALYSIS

In order to maintain or enhance safety and traffic flow efficiency at signalized intersections. Seattle Transportation (SEATRAN) has a setof safety and operational warrants that must be met before it would consider the provision of a left turn phase at any signalized intersection. According to SEATRAN Policy No. 40, there must bean existing or projected congestion reduction or safety improvement need as defined below. Typically, other alternatives such as prohibiting the left turn movement (and encourage left turns at a downstream or upstream intersection), retiming the traffic signal, and adding a left turn lane at the intersection would be evaluated first, before considering the installation, Of a left turn signal phase. The improvement needs that must be justified and the" analysis required are described below.

- Left Turn Capacity - The left turn capacity of an approach is determined based on opposing volume and number of lanes, considering whether or not a left turn lane exist at the intersection.

- Congestion Reduction – If the left-turn demand is greater than 90% of the left turn capacity on one approach, an exclusive left turn phase is probably needed to reduce congestion. If the left-turn demand is less than 70"/0 of the left-turn capacity on one approach, there is probably no left-turn congestion reduction need, Between 70 and 90% further analysis is necessary.

- Safety Improvement – If the number of left-turn collisions in a recent 12-month period is five or more, or an average of three or more per year over the current period, there is a safety improvement need. If three or four left-turn collisions occurred in a recent 12-month period, then further analysis is necessary as stated below.

- Further Analysis -

  Delay - A congestion reduction need *may* exist if a left-turn delay of 2.0 vehicle-hours *or* more *occurs* in a peak hour on the approach. Also, there must be a minimum left-turn volume of 2 per cycle during the peak hour, and the average delay per left-turning vehicle must be at least 35 seconds.

  Volume - A congestion reduction need *may* exist when the product of left turning and opposing volumes plus conflicting pedestrian volume during peak hours exceeds 100, 000 on a four-lane

street or 50,000 on a two-lane street. Also, the left turn volume must be at least 2 per cycle during the peak hour period.

Pedestrian Volume – A congestion reduction need may exist when the num ber of pedestrians in conflict with the left turn exceeds 150 per hour.

A review of traffic data from a permanent count station located "at' Green' Lake Way N., north of N., 57th Street revealed a general annual average week-day traffic growth rate of about 3.5% for northbound traffic, and approximately 4,5% for southbound traffic. There was no apparent trend in the annual peak hour traffic data collected at the permanent count location. The lack of a trend for the historic peak hour volumes, coupled with the somewhat removed location of the permanent count station in relation to the intersections of interest adds complexity to estimating current peak hour traffic volumes for analysis. For that reason, the most recent traffic data collected in October 1995 by SEATRAN was used in performing the anal ysis. Current turning movement counts for AM and PM" peak periods should" be collected at all selected intersections for further analysis, if desired.

◆ **Wallingford Avenue@? N. 85th Street**

A left turn congestion and safety need analysis 'was conducted at the intersection for both northbound and southbound left turn movements. Backup of the analysis is attached. The following conclusions are made based on results of the analysis.

Northbound left-turn traffic *does not meet* volume or accident warrant, in the AM and PM peak periods Southbound left turn traffic *meets* volume or accident warrant, in the AM and PM peak periods.

Normally, opposing left turn movements favor efficient signal timing. Since only the southbound left turn movement warrants a left turn signal phase, a split phase timing plan will have to be implemented for the southbound approach. Support for the "split phase plan however, requires intersection delay anal ysis to assess the impact of the southbound left turn split phase timing plan on the overall operation of the intersection,

◆ **Aurora Avenue N. @ Winona Avenue**

Currently, left turns are prohibited 'on the north leg (from southbound to eastbound). There is no left turn pocket on the north leg, but a left *turn* pocket is provided on the south leg, without a left turn phasing. A left turn and safety need evaluation were performed at the intersection using the most recent data available at SEATRAN. Backup of the traffic and accident analysis is attached. The following conclusions are made based *on* results of the analysis.

Northbound left-turn traffic *does not meet* volume *or* accident warrant in the AM and PM peak periods. Southbound left turn traffic *does not meet* volume or accident warrant in. the AM and PM peak periods.

ROUNDABOUT INSTALLATION ANALYSIS

Roundabouts are a relatively new intersection control strategy in the City of Seattle, therefore, SEATRAN does not have any established analysis methodology to assess or quantify impacts and benefits at a roundabout intersection. Generally acknowledged anecdotal benefits of a roundabout include efficient movement of traffic compared to an All Way Stop Controlled or a Traffic Signal Controlled intersection due to the absence of a sequential assignment of traffic and clearance (lost) time. Another benefit exhibited by a roundabout is that left turns. are not subordinated to through traffic.

A roundabout is not a standard traffic control device, therefore, approval is required from WSDOT for its installation, even on a City arterial, WSDOT is in the process of developing design standards for roundabout design in Washington State. There are software programs such as "RODEL" model that are

used to analyze roundabouts, The City of University Place recently installed the first arterial roundabout in Washington State after an extensive national and international research and documentation on its impacts and benefits, and coordination with Washington State Department of Transportation (WSDOT). Consultant has requested information on methodologies used to analyze roundabouts, from City of University Place, Maryland Department of Transportation (DOT), and Florida DOT. SEATRAN and WSDOT staff would be consulted to work with consultant to develop a methodology for performing detailed analysis at proposed roundabout locations after the requested data is received. This extensive effort, however, may be more than the project's available budget would allow. *In the meantime,* a brief qualitative evaluation of a roundabout installation at the selected intersections is provided below.

◆ **Ravenna Boulevard @ Green Lake Way/Drive**

In spite of the absence of an accepted methodology to quantify the benefits of a roundabout, installing a roundabout at this intersection is feasible and would also be expected to enhance traffic flow due to existing layout and traffic volumes which support an efficient roundabout operation.

◆ **Green Lake Way@ N.50th StreeUStone Way**

Based on preliminary evaluation with SEATRAN *staff, this signalized* intersection *may not be a good* candidate for a roundabout due to existing intersection configuration (intersection legs are not evenly spaced), and high traffic volumes. Further assessment on the feasibility of a roundabout at this location may be necessary after additional information on roundabouts is received,

OTHER SUGESTED IMPROVEMENTS

. .5th Avenue NE @ NE 71st Street

The Vitamilk Plant, a dairy products processing plant, is located at the north side of NE 71st Street between 5th Avenue NE and Woodlawn Avenue North. Most of the Vitam ilk trucks access the plant for loading and unloading via westbound on 5th Avenue, Approximately once a week, a double-tanker truck also makes sugar delivery to the plant via NE 71st Street. " On street parking is permitted sparingly along the south side of NE 71st *Street;* whereas on-street parking is prohibited along the north "side of the. street.

NE 71st Street is one of the main, access roadways to I-5 freeway from Green Lake Way. As a result, there is high traffic volume especially during the PM peak period, typically between 3:30 -6:00 PM, Due to the need for Vitamilk trucks to back in and out of holding areas along both sides of NE 71st Street, stopping vehicles on NE 71st Street to allow for truck turn around almost instantly causes backups along NE 71st Street. The extent of queue backups along NE 71 st Street is also exacerbated frequentl y as *traffic* southbound on I-5 divert at NE 7? st Street Exit. and use NE 71st Street to get to Aurora Avenue N. or use local streets to bypass I-5 freeway congestion to downtown Seattle.

Other traffic related problems within the area include difficulty that trucks encounter in making left turns from southbound on Woodlawn Avenue N. to eastbound on NE 71 St Street due to encroachment of westbound traffic into the intersection.

To enhance pedestrian and vehicular safety along NE 71st Street between 5th Avenue NE and Woodlawn Avenue N.. either of the following improvements should be considered.

- **Convert NE 71 st Street from a Two-Way Street to a Westbound One-Way Street**

This option is not expected to provide major benefits as it would continue to allow diverted vehicles that do so to avoid southbound I-5 freeway congestion. It is expected, however, to result in a reduction in the

number of vehicle conflicts, and vehicles that have to wait (queue) due to truck turn round or northbound I-5 freeway ramp congestion. Further analysis is needed to assess the impact of the road-use revision on adjacent streets and area circulation.

- **Convert NE 71st Street to a "Truck and Deliveries Only" Access Street**

Due to conflicts between Vita milk trucks and general-purpose vehicles along NE 71st Street between Woodlawn Avenue N, and 5th Avenue NE, restricting the roadway to truck and deliveries only use would significantly enhance safety and truck maneuverability. Traffic to and from I-5 freeway would have the option of accessing I-5 freeway from streets located one block to the north and south of NE 71st Street. Further analysis is needed to assess the impact of the road-use revision on adjacent streets and area circulation

TREASURED PLACES

Green Lake is built around a popular treasured place, the Lake which gives this neighborhood its unique form and identity. Other special places also contribute to the neighborhood's essential character. A community without the Lake at its heart is inconceivable. Likewise, a neighborhood without features which impart beauty, personality and livability would be a great loss for both local residents and the city as a whole.

Fortunately, Green Lake's most prominent features, its parks, views and major public buildings, are fairly secure. Smaller, more subtle elements may prove more vulnerable to change which accompanies growth. As a foundation to the neighborhood plan, residents identified buildings, landscapes, streetscapes, destinations and urban design elements they especially value (or dislike), creating the Treasured Places Map found in Appendix B. Such documentation indicates what the plan should especially strive to safeguard, build upon or improve in shaping future community character.

In 1975, citizens of Green Lake documented significant historic and urban design features of their neighborhood through an extensive inventory process. Part of a citywide grant project directed by Historic Seattle Preservation and Development Authority, the result was a folding map entitled Green Lake: An Inventory of Buildings and Urban Design Resources.. This Historic Seattle document effectively presents the common architectural themes found in the neighborhood, and identifies architecturally-significant buildings which should be preserved. Also included are views and vistas, significant streetscapes and tree locations. With permission from Historic Seattle, a reformatted version of the original map, text and photos has been included in Appendix B.

This comprehensive 1975 survey assembled much valuable information about Green Lake's physical character. Two decades later, the inventory and map remain substantially accurate. The Green Lake 2020 Treasured Places survey has added to this Historic Seattle document a populist, rather subjective perspective on what elements make the neighborhood special. Measured not by urban design and architectural historical standards but by the observations and sentiments of local residents, five "Treasured Places" categories supplement the original three illustrated on the inventory map. By adding these categories to the Historic Seattle map, a new "Treasured Places" map was created.

The Treasured Places Survey was conducted as a written questionnaire delivered to neighborhood households as part of a late spring 1998 newsletter publicizing Green Lake 2020. Copies also were made available at public workshops, the Town Meeting, Green Lake Public Library and the Community Center. The survey form and results are found in Appendix B, with illustrated examples expanding upon the

original Historic Seattle material. Locations are mapped and listed, so that curious readers can easily find treasured places throughout the neighborhood.

The 1975 categories are Common Building Types, Significant Buildings, and Urban Design Elements. 1998 additions include Treasured Buildings, Treasured Landscapes, Favorite Destinations, Most Disliked Places, and Places which Would Be Missed. Taken together, a picture emerges of citizen-generated favorites and historically-significant features. While overlap among categories is considerable, what Green Lake residents value extends beyond architecture and design to places and elements that specially enrich their daily lives.

The Treasured Places Map suggests several important follow-up activities, including but not limited to:
- Developing new policies designed to preserve buildings and places like those noted on the map.
- Seeking official landmark designation for significant buildings and landscapes.
- Promoting new development sensitive to valued existing characteristics of scale, rhythm, material use.
- Monitoring identified Treasured Places and adding others through time.

Throughout the plan are included goals and initiatives which directly or indirectly support preservation of those places and qualities most treasured by Green Lake's citizens.

At a minimum the following Treasured Places should be given close consideration for protection:
Individual buildings: Green Lake Library, Fire Station #16, Twin Teepees Restaurant.
Thematic Nominations or protections: school buildings should be evaluated, Victorian residences, Bunglow-style residences
Olmsted landscapes: Green Lake Park, Ravenna Boulevard and Woodland Park

GENERAL DESCRIPTION

The Green Lake Community derives much more from Green Lake than its name alone. The lake is the physical heart of the community, dominating all other features; and also serves as the community's social center where local residents meet while strolling, jogging or cycling around the pathway, or at the community organizational and social functions held at the recreation center.

Moreover, the lake's unique qualities are important factors in attracting a diverse residential population, including younger families for the variety of recreational opportunities available, and the elderly for visual amenities as well as the stable social setting.

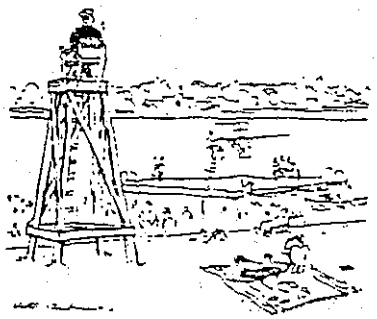
The area's bowl-like topography enhances the lake's unifying focal role by providing views of the water and by forming an imageable community-scaled topographic "room." The most identifiable physical boundaries are formed by Phinney Ridge to the west and the Central Freeway on the east. To the southwest, lower Woodland Park provides a pleasantly forested green belt as well as numerous athletic fields and a miniature golf course. The land to the north rises more gradually from the lake so that the topographic enclosure is less pronounced.

Although the Freeway and Aurora Avenue North are intrusive upon the residential ***neighborhoods,*** producing noise ***and*** air pollution and separating ***Some*** areas from the lake, they provide the community with excellent bus and auto access to downtown and other locations. Green Lake is connected to the University District by the Ravenna Boulevard bike path, making the area attractive to college students. East-West arterials include North 80th and North 85th Streets to the north, and North 50th Street to the south.

The residential areas surrounding the lake are quite similar in their housing types and in their environmental qualities. The houses are generally modest in size but vary widely in age and stylistic treatment. The residential streets are often well landscaped and many offer views of Green Lake and the mountains beyond.

There are several small commercial districts of widely differing character. The Green Lake shopping district is the most central to the community. Its pleasantly curving streets, and proximity to the lake make it potentially one of the city's most physically attractive community shopping districts. Aurora Avenue to the North of 80th becomes northern Seattle's oldest and largest highway-scaled commercial strip. Phinney Avenue North and Greenwood Avenue North form a more modest neighborhood Commercial strip serving the Phinney Ridge area with groceries, barbershops, drug stores, cafes, and other local services. In contrast with Aurora Avenue's bustling, brightly lit and garish character, the Phinney Ridge strip has a lower-keyed, well-worn appearance.

Just as the lake itself is the key element in the area's identity and environmental amenities, so is it an important factor in many of the community's problems and concerns. Not only is the lake heavily used on a day-to-day basis, but many special events such as motorboat racing, Fourth of July fire works and water sports events are scheduled during the summer, drawing large crowds of spectators. Proper clean-up and maintenance as well as thoughtful scheduling of events in the park lands is therefore a major issue if Green Lake's attractiveness is to be preserved. A further problem is that the heavy use of the lake often causes congestion of local streets and parking lanes.



Close proximity to recreational open space and good access to downtown and the University make the Green Lake area attractive for apartment development. Consequently there have been many new apartments built recently to the north and east of the lake. While portions of the community are suitable for new apartments, it is important to insure that new developments do not interfere with important view corridors to the lake, nor intrude into the residential setting either visually or by causing parking and traffic congestion. Obviously, careful management of land-uses and zoning issues is in order.

The maintenance and upgrading of existing housing stock is another problem which the local community has addressed. Because of the widely varying ages of houses in the area, many of them require work if the housing stock is to remain solid. The influx of young families suggests that many of the smaller cottages and houses will be enlarged, or altered in order to meet the new requirements of today's life style. In response to this interest in remodeling and restoration, the Green Lake community has recently sponsored a series of home repair workshops which have been widely attended by people from all over the city as well as by local residents.

Thus, new problems as well as potential, are emerging with the lake's increasing popularity and the renewed interest in the area's pleasant residential neighborhoods. Realization of these potentials will depend upon the concerted efforts of community residents, businesses, and the Seattle Parks Department.

GREEN LAKE

SUMMARY MAP SHOWING
VISUAL STRUCTURE

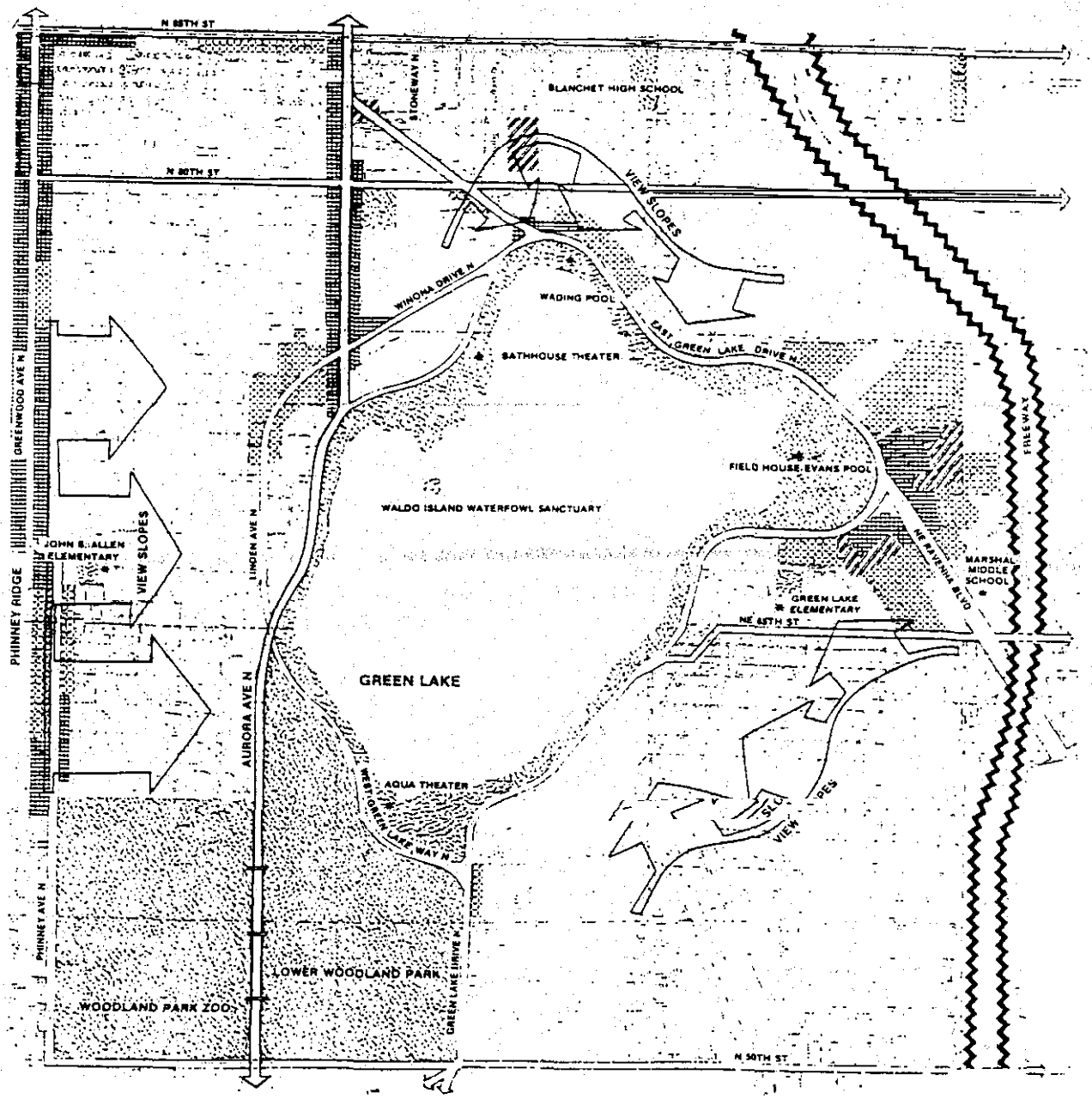
LEGEND

Predominantly Multi-Family Residential

Community Businesses

Parks/Open Space

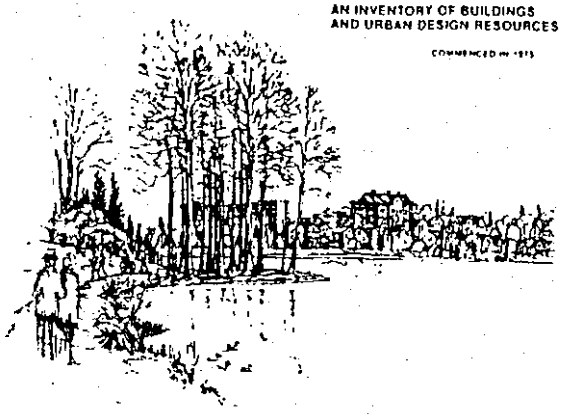
Other Commercial Uses



GREEN LAKE

AN INVENTORY OF BUILDINGS
AND URBAN DESIGN RESOURCES

COMMENCED in 1975



HISTORIC SEATTLE PRESERVATION AND DEVELOPMENT AUTHORITY

CONSULTANTS: FOLKE NYBERG
VICTOR STEINBRUECK

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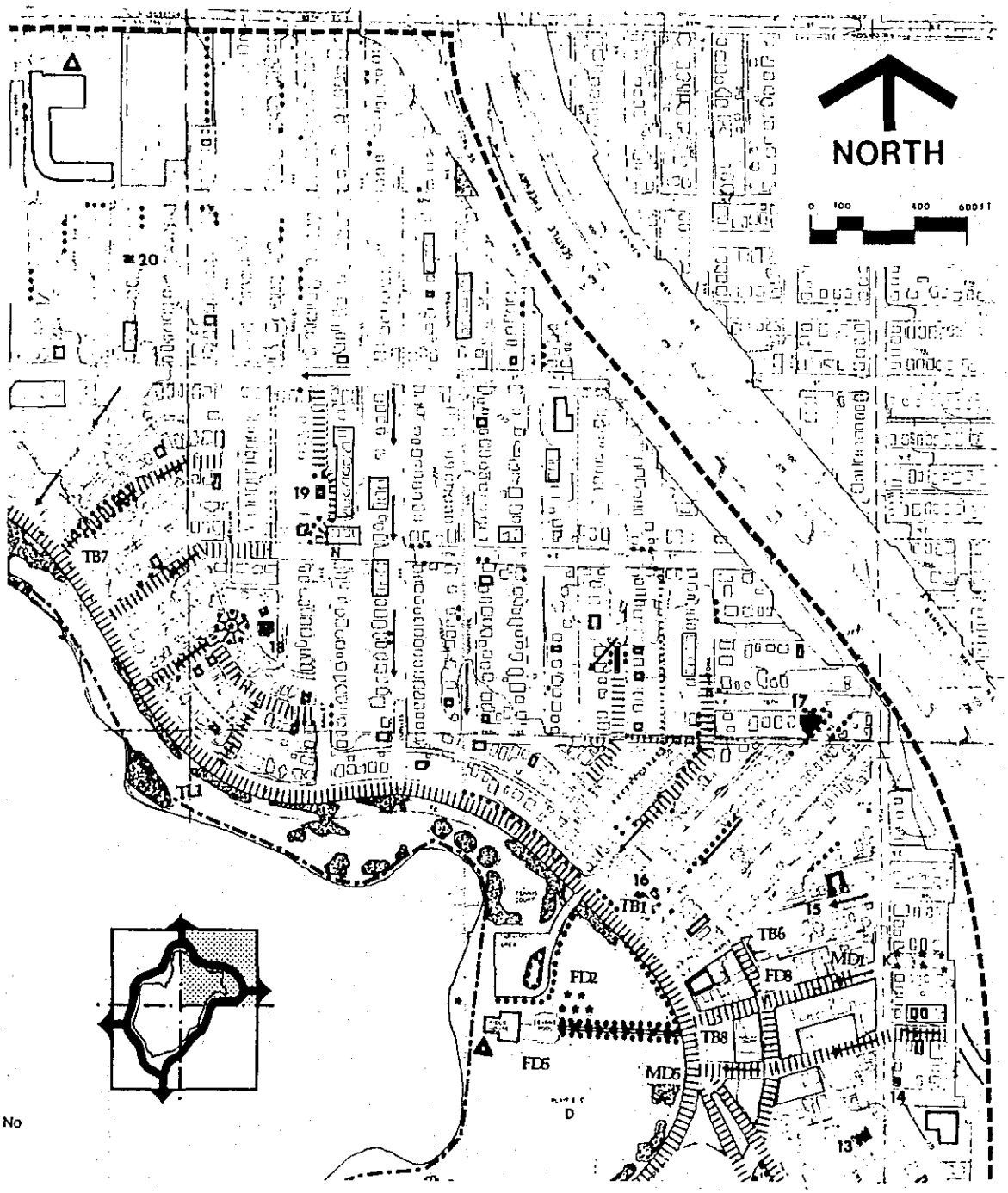
Historic Seattle Preservation & Development Authority.

LEGEND

- Significant to the city—warrant further evaluation for designation as historic landmark
- Significant to the community—special quality and character in relation to this neighborhood
- Building Group
- Landmark
- Street Furniture
- Civic Art
- Landscaping/Vegetation
- Open Space
- Street Trees
- Streetscape
- Roadway Element
- View
- Pathway/Bikeway
- Area Boundary
- 25 Building Reference Number
- N Urban Design Reference No.
- m Common Building Reference No



LEGEND

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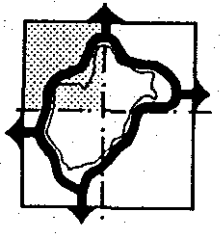

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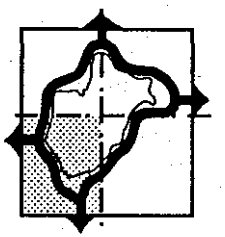
- m Common Building Reference No

NORTH

0 100 400 600 FT



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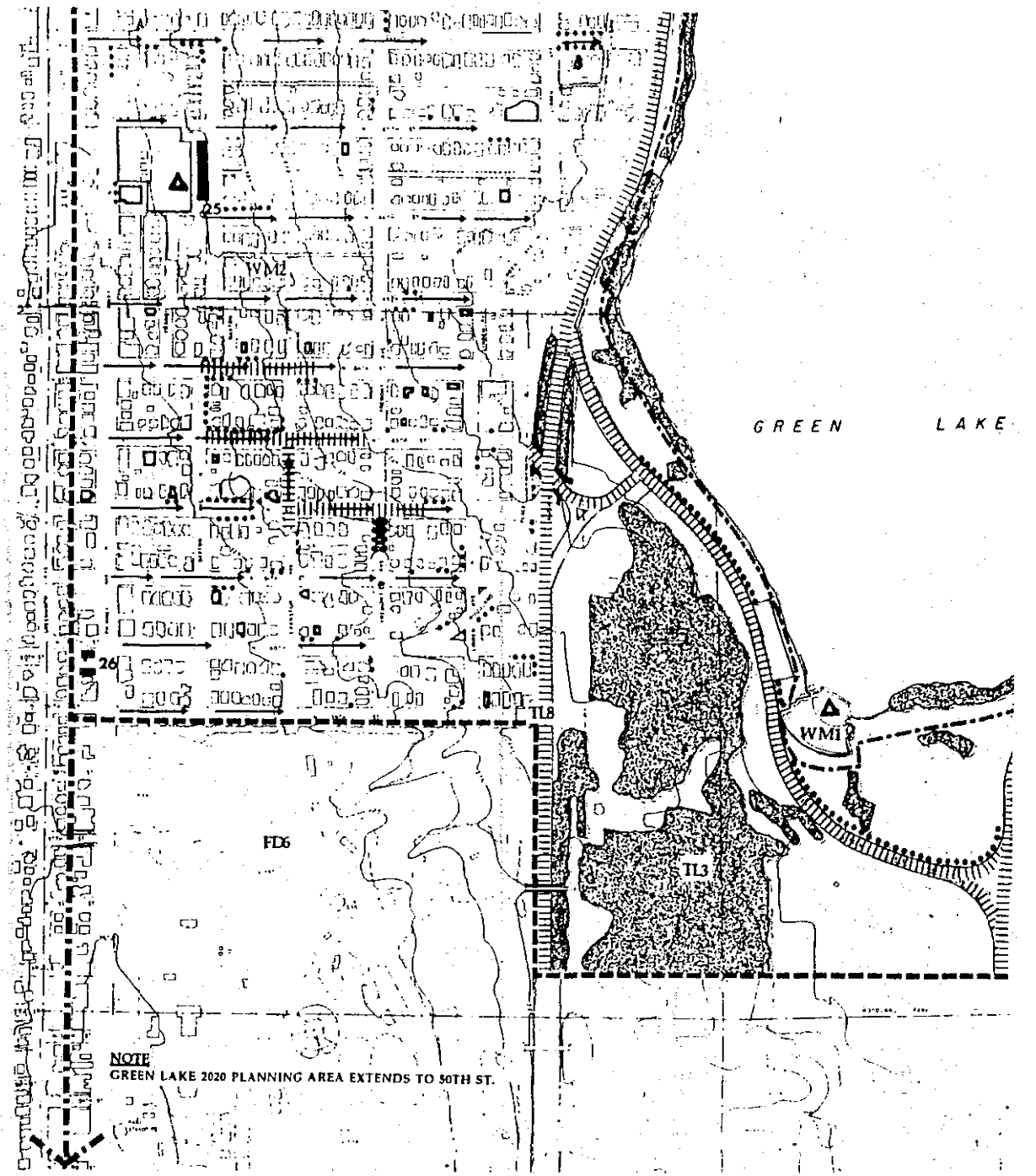

NOTE
GREEN LAKE 2020 PLANNING AREA EXTENDS TO 50TH ST.

LEGEND

- Significant to the city—warrant further evaluation for designation as historic landmark
- Significant to the community—special quality and character in relation to this neighborhood
- Building Group
- Landmark
- Street Furniture
- Civic Art
- Landscaping/Vegetation
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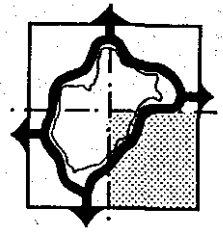

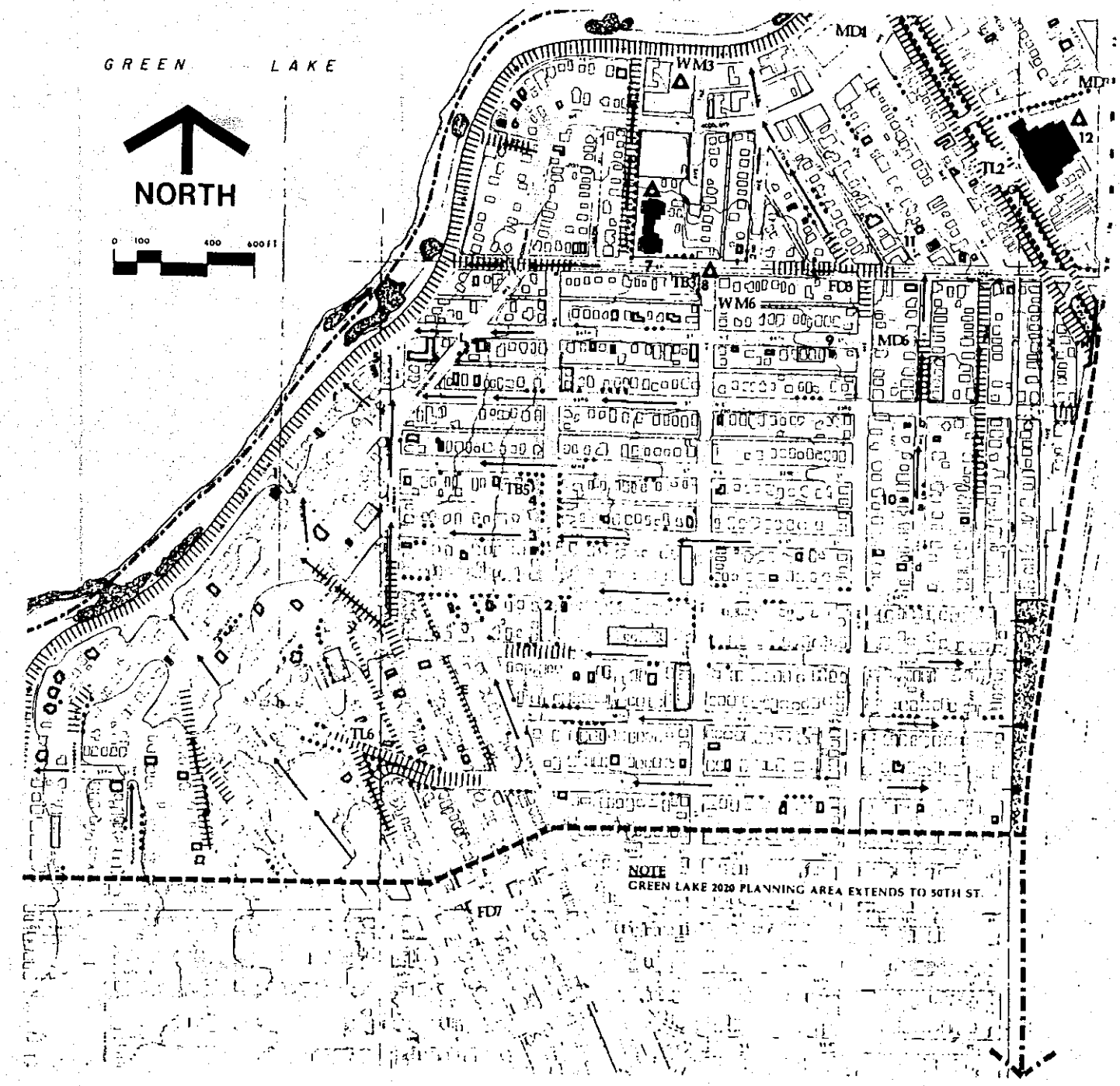

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URBAN DESIGN ELEMENTS

As mentioned , . the General Descri ption. the community's most important urban design feature is the lake itself and the park lands which surround it Besides the sandy bathing b..che%, Green Lake Park incl udes a bike and pathway, a wading pool, an aqu a-theat re, the commu nit y recreation center play fields, and the Bathhouse Theatre. From dawn til d., " there is a steady stream of walkers, joggers . . . cyclists circling the lake. Fishermen . . . women are a perma nent year-round fixture along the shores as well as athletic teams practicing at sports Summertl me, of course, also finds pion ickers, swimmers and boaters.

The park is pleasantly landscaped in the "Romantic" tradi tion brought m Seattle by the Olmsted Brothers. It is a "natural istic" style of landscaping featuring unsymmetrical groupings of trees, grassy hill sides and , gentl y undul ating, natu ral-looking . horeline treat ment intended m create · pastoral effect The park , heavy use in fete . ! years, however is, m a certain extent, in conflict with its passive landscaping . . . . acter . . that the pathway has become over-crowded and the vegetation near the shoreli nes is showing signs of deterio ration

Lower Woodland Par. m the southwest of the lake offers addi tional play fields and tennis courts and also includes some secluded wooded areas which are among the most pleasant passive spaces in north-central Seattle Bridg es over Aurora link Lower Woodland to the Zoo

Green Lake s residential areas are visually enhanced by view of the lake street plantings and an unusually large . ...7,* of rock walls irregular street patterns on the easte rn side of the lake also add interes t to the streets capes and discou rage through traffic

Ravenna Boulevard linking Green Lake to the University district Cowan and Ravenna Parks and the 17th Ave Boulevard was part of the 1903 Olmsted Plan its route follows the old Ravenna Creek which drained Green Lake into Union Bay The Olmsted Plan called for a lane on each side of the stream but when the level of Green Lake was lowered by 7 feet, the creek went dry and lake runoff was directed to a sewer. The Ravenna Creek Ravine was thus filled in allowing for a boulevard on the "New York Plan a landscaped center strip between two separate traffic roadways Construction started in 1912 and was completed in 1925

Bicyclists had always kept an eye on the boulevard as a potential bikeway By 1934 the requests for a bicycle route became organized and continued until 1973 when a bike lane was finally dedicated

A VIEW Views of the Lake are important in establishing the area s identity and sense of community

B PATHWAY, BIKEWAY The wide popularity of this heavily-trafficked path helps unify the community socially and physically

C WALDO WATERFOWL SANCTUARY The s and was built by W P A in 1935 it was officially estab shed as a game reserve and named in honor of sportsman Waldo J Dan

D PLAYFIELDS The many types of athletic sports that take place are themselves interesting and colorful attractions

E ALLEYS Many of the local alleys feature the views of pleasant landscaping and make for interesting pedestrian paths

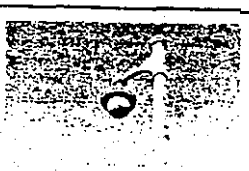
F LOWER WOODLAND PARK quiet, ,0,,,,,, ,,,, which is often in contrast with the bustling heavily-used lake and playfields below

G RAVENNA BOULEVARD Part of the extensive Olmsted Plan to connect Seattle's parks with a ..[.... of scenic drives it is a good example of the "New York" type of boulevard

H FREEWAY OVERPASS The freeway overpass at Ravenna Boulevard disrupts the continuity of the landscaped open space as well as contributing to noise and air pollution of the immediate vicinity

I COMMERCIAL STREETSCAPE The pleasant qualities of the business area could be enhanced by pedestrian scaled street furniture, tree planting and activity generating uses

J RESIDENTIAL STREETSCAPE Pleasant residential landscaping, curving sidewalks and views of the lake combine to produce a fine residential pedestrian setting



K LAMP POST Examples of the early twentieth-century street lights add a touch of grace to streets north and east of the lake

L ROCK WALL Finely constructed rock walls are common, ranging in materials from cobblestones to massive granite boulders

M AURORA STRIP Brightly painted signs, acres of parking lots and plethora of architectural styles and gimmicks make Aurora Avenue North an important example of the American commercial str ,

N HOUSE GROUP Rows of similarly-scaled and detailed Californian Style or Tudor-styled houses help give continuity and a sense of place to some streets

O AURORA OVERPASS The pleasantly designed pedestrian overpasses serve the vital function of connecting Lower Woodland park and Green Lake with the ...

COMMON BUILDING TYPES

Building development in Greenlake has occurred gradually and continuously over the past one hundred years. Consequently there are examples of house types from every decade since about 1880. Another historical factor which bears on the housing stock is that the people buying or building houses in the Green Lake area have always been predominantly of the middle-income groups. This has meant that while few large or elegant homes were built, the majority of houses have been generally well-maintained by relatively stable, family-oriented residential populations.

The area's oldest houses date from the 1880's and 1890's. The majority are located on the east of the lake since early development was encouraged there by the rail line and the saw mill. The most common house types built during this period were the pioneer farmhouse and the company cottage. The former type was common throughout the northern United States and familiar to early farmers, while the latter was usually built by non-farming residents of modest means, typically, millworkers families early. Reflecting more comfortable times, most of the houses of the 1890's were built in the Victorian style or were decorated with scrollwork brackets, ornamental gable tracery or a bay window.

The period from 1900 to World War I saw the rise of a new progressive spirit in the design of . . . . . houses. The Victorian ornamentation was rejected in favor of simplified rustic detailing and the informal character of the bungalow. The term 'bungalow', stemming from the word 'Bengla

originally referred to a one-and-a-half story cottage common in British India. The Indian house type, however, had little in common with the American variety. The American bungalow (or California bungalow) derived at least in part from the work of architects Greene and Greene, who built several prototypical examples in southern California. This new type of house rapidly became popular, and by 1910 they had become America's first coast-to-coast fad in house construction. Their popularity was due to the fact that their modest size (1½ stories), open interior planning, and straightforward construction responded to the need for an inexpensive, functionally efficient and stylistically innovative house type. The bungalow was one of the most progressive phenomena in American house design. Through the use of relatively open planning, large glass areas, porches and terraces, they were able to achieve a new integration of exterior and interior space.

Bungalows, Craftsman Style cottages . . . other twentieth-century . . . . . forms can be found throughout the community but they are especially common to the west of the . . . . which . . . . undergoing rapid real estate development coordinated with the establishment of Woodland Park during that period.

World War I brought an end to the popularity of the bungalow and Craftsman Style and ushered in a period of traditionalism and eclecticism. Colonial style houses, reflecting a post-war patriotism were

quite popular. The lure of sunny California and picturesque Europe was also evident in the number of California (or "Spanish") styled and "Builder's Tudor" houses built at this time.

Again, houses of this period are scattered throughout the community — are most common — the northwest of the lake where houses, builders during the 1920's could buy up several adjacent lots and develop them together.

The Great Depression severely curtailed the housing industry throughout the nation and when house construction began again in the late 1930's house design emphasized economy. Residences were built to conform with minimum Federal Housing Authority . . . . . in order to qualify for F H A financing, which was the only source for small home loans. The result was that houses of this period feature compact, standardized plans, clipped eaves, . . . porches, low ceilings and roof lines, with very little stylistic embellishment. The majority of this house type are found in the . . . orthwest part of the community where vacant lots were still common.

The 1950's saw the rise to popularity of the California Ranch House Style. Associated with the western frontier sunny California . . . a new informal patio-oriented lifestyle, the Ranch House became the favorite of the post-war speculative builder . . . home buyer.

a PLAIN EARLY HOUSE 1870-1900. Straight-forward houses built by the area's early residents feature simple, basic forms and minimal ornamentation.

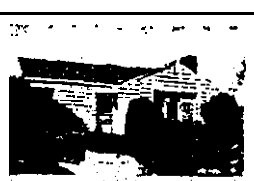
b COMPANY COTTAGE 1889-1910 Standardized houses differing only in minor details were typically built for mill workers' families and are precursors of today's tract homes.

c BUNGALOW 1905-1920 A popular, modest type showing California Oriental or Craftsman influences. Considered more architecturally progressive than elaborate eclectic homes.

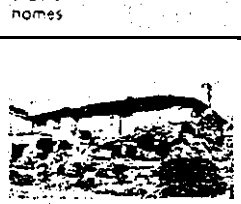
d COLONIAL STYLE HOUSE 1900-1940 Conservative traditionalism is expressed in these very popular homes of varying size, quality and age. Other house types may also feature decorative "colonial" details.

***e CALIFORNIA STYLE* HOUSE c. 1918-1930** Expressive of the exotic qualities of the promised land of sunshine movies and orange groves, these houses deserve maintenance of their original character.

f BUILDERS' TUDOR COTTAGE c. 1918-1940 Steep pitched, multi-gabled and dormered roofs, and brick or stucco walls characterize these houses very common to the area.



g DEPRESSION ERA HOUSE 1929-1950 Clipped eaves, minimal ornamentation, sunken garages, corner windows, and metallic awnings are the distinguishing features of these small cottages.

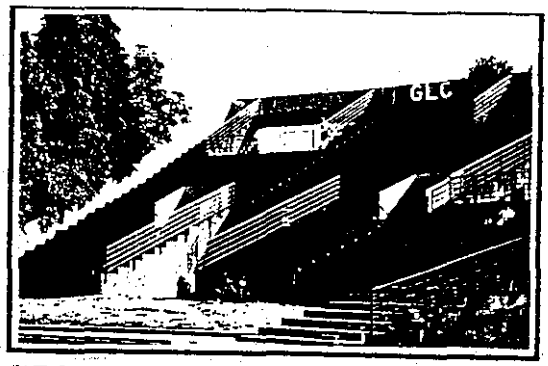


h BUILDERS' RANCH HOUSE 1950-1960 Immensely popular after World War II, ranch houses emphasized a horizontal profile and incorporated modern innovations with traditional stylistic motifs.

i CONTEMPORARY APARTMENTS 1950- The environmental success of new apartments depends upon their design sensitivity to surrounding buildings and streetscapes.

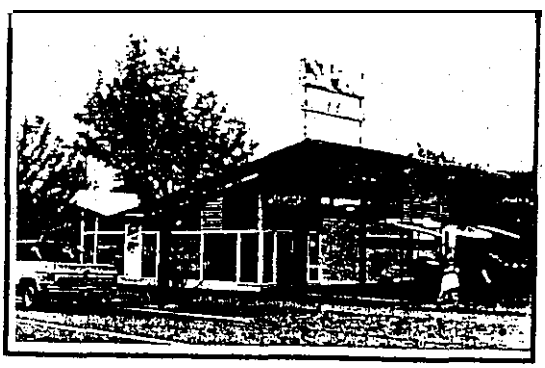
j COMMERCIAL BUILDING 1910- Well-built commercial buildings, often with living units above, are an important community resource and serve a variety of functions.

WOULD BE MISSED



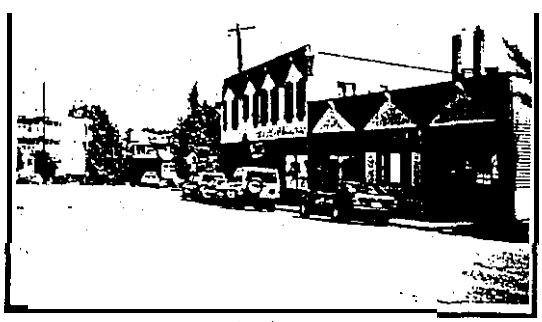
WM-1 Aqua Theater
Green Lake Park, south shore

WM-2 Bungalow blocks
N. 65th St. & Dayton Av. N.



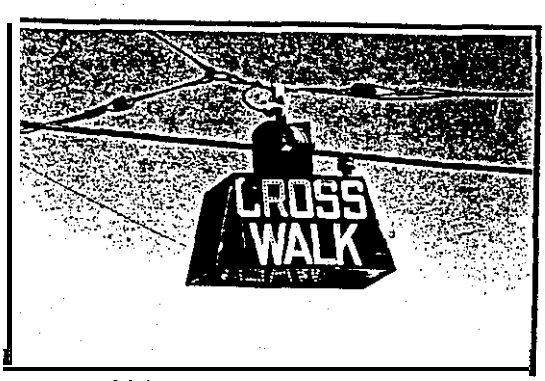
WM-3 Spuds Fish & Chips
6860 E. Green Lake Way N.

WM-4 Bicycle paths
E. Green Lake Drive N



W-5 Building in Linden-Winona District
Linden Av. N. & N. 73rd St.

WM-6 Alleys



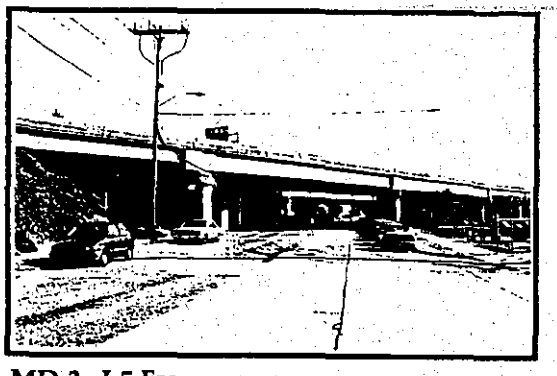
WM-7 Old street signals & signs

WM-8 Tudor rows
N 78th St, between Aurora Ave. N & Stone Ave N

MOST DISLIKED' PLACES

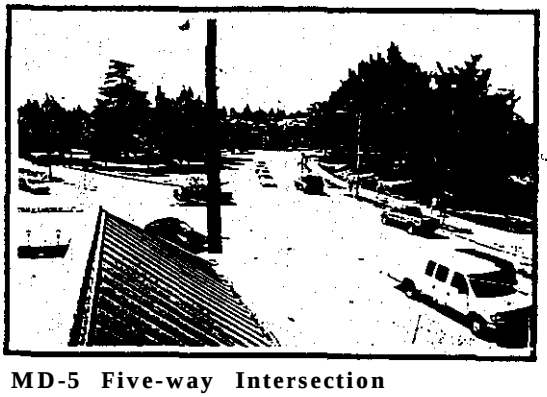
MD-1 Vitamilk Dairy site
427 N.E. 72nd St.

MD-2 Aurora Strip
Aurora Av. N. north of lake

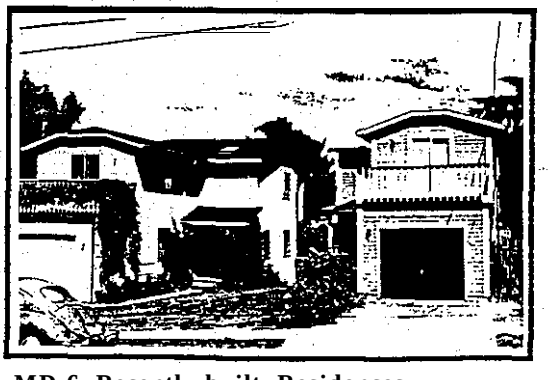


MD-3 I-5 Freeway overpasses
Weedin Pl. NE & NE 69th St.

MD-4 Albertson's Store parking lot
6900 E. Green Lake Wy.

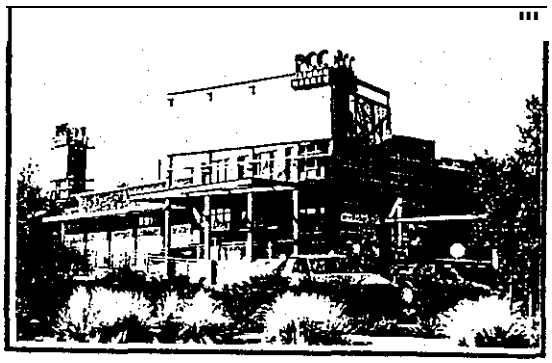


MD-5 Five-way Intersection
NE Ravenna Blvd., NE 71st & E. Green Lake Dr. N

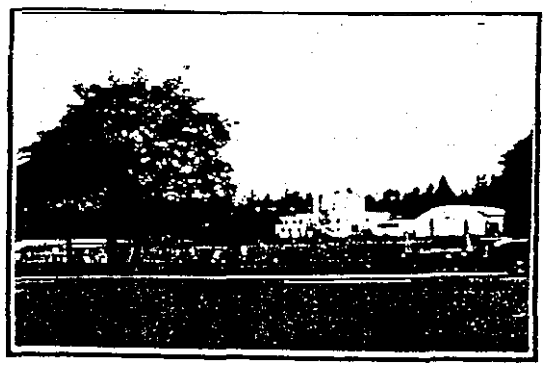


MD-6 Recently-built Residences
Latona Av. N.E. & N.E. 64th St.

FAVORITE DESTINATIONS



FD-1 Puget Consumer% Coop (PCC)
Aurora Av. N. @Winona Av. N.



FD-2 Green Lake Community Center
7201 E. Green Lake Dr. ,?.

FD-3 Neighborhood Commercial District
NE 65th St. & Latona Ave., NE

FD-4 Wading Pool
Green Lake Park, along south shore

FD-5 Green Lake Park
Basketball court@ Community Center

FD-6 Woodland Park Zoo
5500 Phinney Av. N.

FD-7 "Tangletown" Commercial District
Meridian Av. N, & N. 56th St.

FD-8 Green Lake Commercial District
Woodlawn Ave. NE & NE Maple Pl.

TREASURED LANDSCAPES

TL-1 Green Lake Park
View west from Gaines Pt., north shore

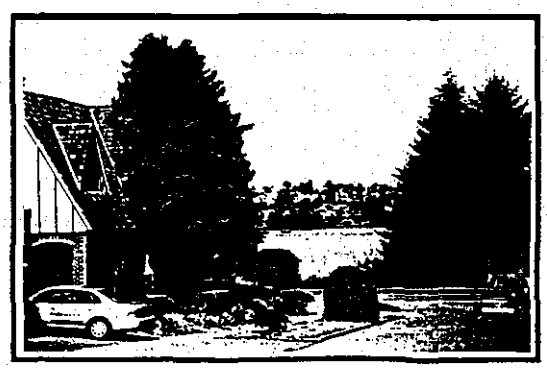
TL-2 Ravenna Boulevard
View to northwest near Marshall School

TL-3 Woodland Park
Picnic shelter. . . .

TL-4 Duck Island, Green Lake
Also "Waldo Waterfowl Sanctuary"

TL-5 "Home for Wildlife"
Restoration area, north shore of lake

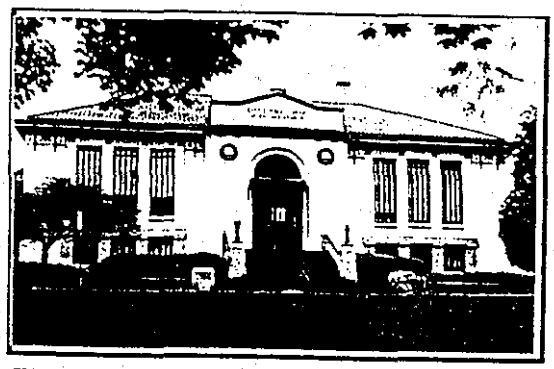
TL-6 Public Green Space
N 57th St. & Keystone Pl. N



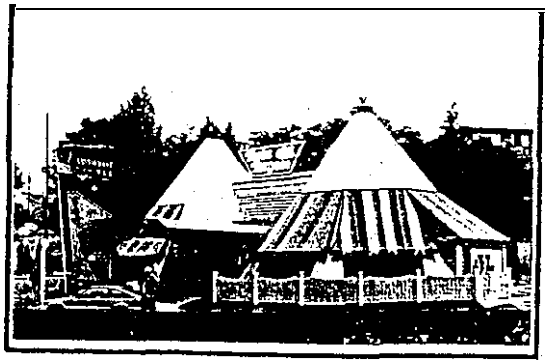
TL-7 View of Green Lake
Looking west from N 63rd St. & Woodlawn Ave. N

TL-8 Aurora Avenue N at Woodland Park
View south with footbridges

TREASURED BUILDINGS

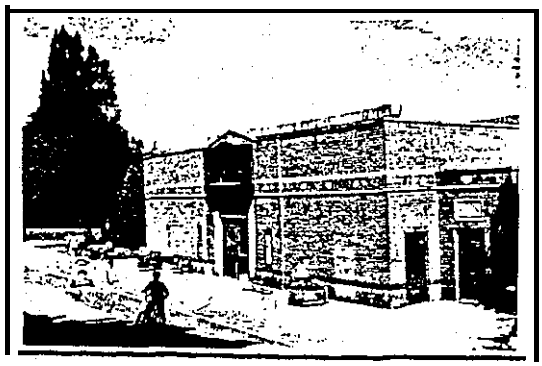


TB-1 Green Lake Public Library
7364 E. Green Lake Dr. N.



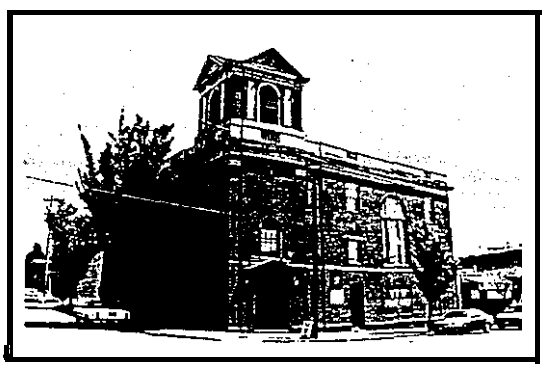
TB-2 Twin Teepees Restaurant
7201Aurora Av. N.

TB-3 Green Lake United Methodist Church
6415 1st Av. N.E.



TB-4 Bathhouse Theater
7312 W. Green Lake Dr. N.

TB-5 Victorian Residence
2153 N 62nd St.



TB-6 VFW Building
7220 Woodlawn Av. N.E.

TB-7 New Residential Construction
7726 E Green Lake Dr. N

TB-8 Masonic Building
7210 E. Green Lake Dr. N.

SIGNIFICANT BUILDINGS

Residence, 1909. 5858 East Green Lake Way N (M. Quale) A prominent "Classic Box" house.

2 Residence, 1906, 2303 N. 60th S,. (T. Duffy). Finely detailed and immaculately maintained turn-of-the-century house.

3 Residence, c. 1890. 2159 N. 61st S,. (J. Duninger) A fine example of a late nineteenth century house with Victorian ornamentation.

4 Residence, c. 1890. 2153 N. 62nd St., (J. Trumbull) .

5 Hog" Residence, 1916. 3612 East Green Lake Way N, Remodeled ," 1972 by Anker Molver.

6 McCallum House, 1948. 6602 East Green Lake Way N. (A. Polik) Engineer McCallum.

7 Green Lake Elementary School, 1902. N. 65th St and Sunnyside Ave N. Architect: Stephen.

8. Green Lake Methodist Church, 1903. N.E. 65th St and 1st Ave N.E.

9 Residence, c. 1895. 149 N. 64th St.

10 Residence, c. 1885. 6039 4th Ave N.E This example of the "plain-early" style of house built by early settlers merits careful restoration.

11. Apartment, c. 1925 6510 4th Ave N.E. Architect P. Dermanis Its simple form and appropriate materials make this contemporary apartment building one of the more architecturally successful examples of its type

12. John Marshall Middle School, 1927, N.E. Ravenna Blvd and N.E 68th St. Architect, F.A Naramore. The orderly and imposing facade of this school building make it a dominant landmark along Ravenna Blvd

13, Fire Station No 16 1928. 6846 Oswego Pl N.E. Architect: O R Huntington

14 Residence, c 1885. 502 N E 70th

15 Apartment c 1925 438 N E 73rd St

16. Green Lake Public Library, 1910. 7364 East Green Lake Drive N.

17. Eleventh Church of Christ, Scientist, 1941. 333 N.E. 76th St Architect Tennyson Ballamy. The church's design shows an interesting solution to a difficult site

18. Greenlake Christian School 1916. 7514 0,," Court.

19. Piccardo House, 1891. 2200 77th Ave N. (W. Freeman) Part of a large estate this fine turn-of-the-century house is still surrounded by a large, well-landscaped lot

20 Residence c 1900 804 1 Stroud Ave N (G Lancaster). Well-maintained and composed turn-of-the-century house

21 Residence, c. 1885. 8215 Interlake Ave N. (H. Ingraham)

22 Daniel Bagley Elementary School 1930. N 80th St and Stone Ave N. Architect F A Naramore A pleasantly-scaled modernistic adaptation of the "English Collegiate" style

23 Twin TeePees Restaurant 1934 7201 Aurora Ave N. Builder Holtzheimer. This building was an early roadhouse restaurant constructed of prefabricated concrete in California and trucked to the site

24 Residence c 1890 730 N 75th St (T. Barton) *

25 John B Allen Elementary School 1918. 6601 Dayton Ave N. Architect Edgar Blair (Wooden building designed in 1904 by James Stephen.) *

26 Chuck's Super Service 1923. 5919 Phinney Ave N *

* See captioned photographs below

21 RESIDENCE c. 1885 A simple basic form with a gabled roof, stock materials and details and rudimentary scrollwork ornamentation make this an excellent example of a decorated pioneer type house.

4 RESIDENCE, .. 7890 A finely composed, large Victorian house. The circular verandah and the second floor sleeping porch show that period's emphasis on porch life.

9 RESIDENCE. c. ,890.. interesting Victorian house which features a complex and improvised eclectic composition of forms, among them a turret . . . a unique corner oriel window

24 RESIDENCE. c. 1890 A well-maintained example a "Victorian Classic Box" type 01,...., featuring delicate ornamental details

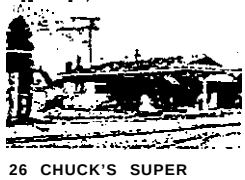
8 GREEN LAKE METHODIST CHURCH. 1903 Rough masonry and irregular massing of geometric forms give this *community landmark* a Romanesque Shingle Style character

7 GREEN LAKE ELEMENTARY SCHOOL, 1902 Architect: James Stephen. An impressively-sited and well-designed example of an early, wooden Seattle school building, with some classical *detailing.*

16 GREEN LAKE PUBLIC LIBRARY, 1910 The architects, Somervell and Cote', executed ,", prominently sited library in the then popular Spanish colonial style.

18 GREEN LAKE CHRISTIAN SCHOOL. 1916 A unique example of a shingled Crafts man style school building complete with a bell tower.

2.5 **JOHN B ALLEN ELEMENTARY SCHOOL, 1918** Architect: E. Blair A subtly proportioned and refined masonry school building



26 CHUCK'S SUPER SERVICE. 192, The oldest Mobile station in the state. . has been sympathetically maintained.

15 APARTMENT, c. 1925 This group of vaguely California-styled apartments surrounding a well-landscaped court is subtly composed and detailed.

13 FIRE STATION NO. 16, 1928 Architect: O.R. Huntington. This subtle and very unusual combination of Art Deco and eclectic Spanish Baroque styling illustrates the pluralistic design directions of the 1920's.

5 McCALLUM HOUSE. 1948 Built by engineer McCallum, this pleasantly sited and composed house appropriately incorporates reinforced concrete construction into the "International" architectural style

13 TWIN TEEPEES RESTAURANT. 1934 An important example of local Highway Architecture" designed to attract attention through outrageous metaphors. Also serves as a symbolic gateway to Aurora's Commercial Strip

3 HOUGH HOUSE. 1916 A sensitive remodeling of an older house by architect Anker Molver which combines traditional materials and forms and new design ideas

Appendix =

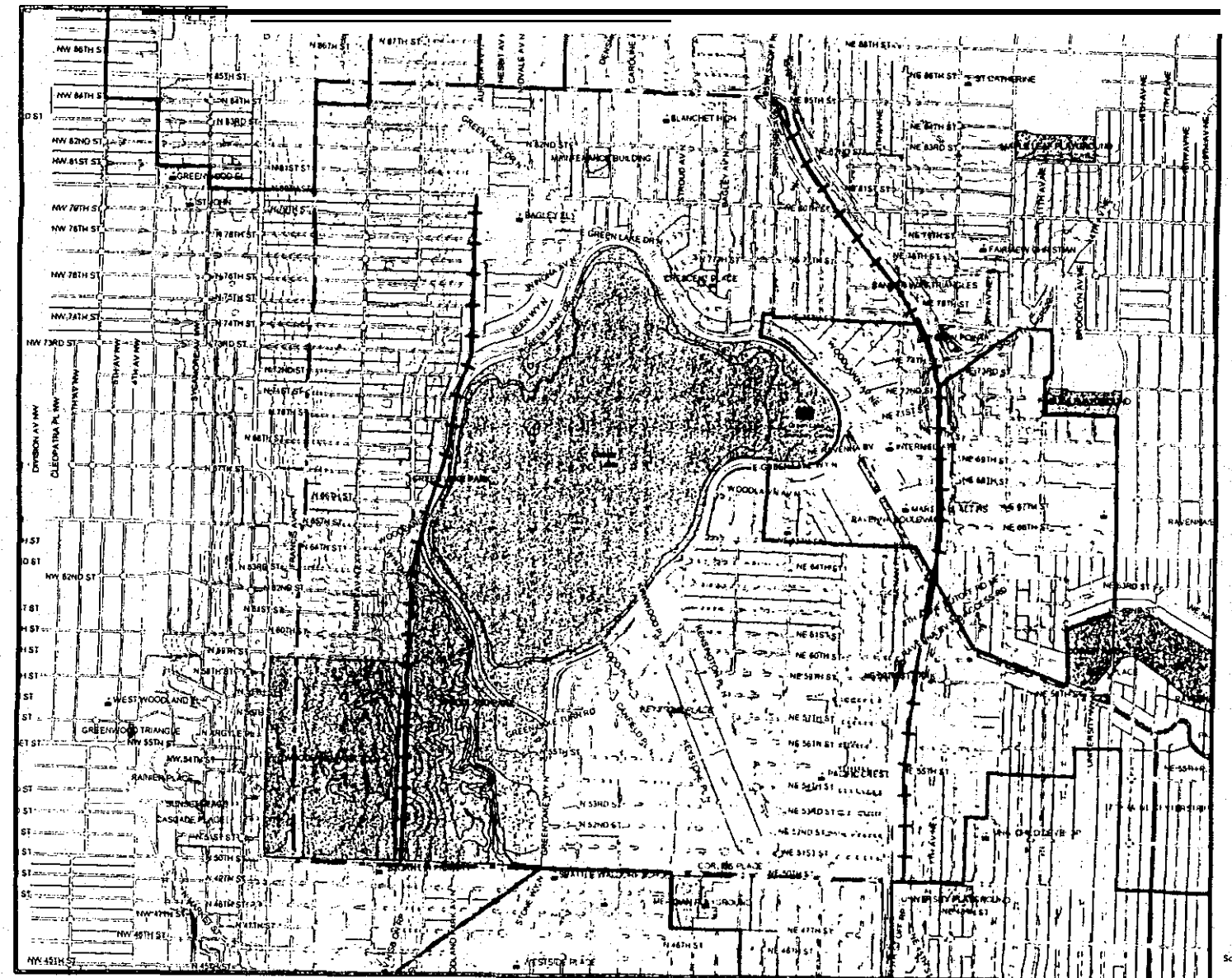
Green Lake Chronology

years ago	[illegible] watershed.
years ago	[illegible] use in Green Lake
1850's	First settlers arrive at Green Lake, named for the algae that give it its color. Silting of lake hastened by logging.
1904	Olmsted Brothers' Plan for City recommends lowering the Lake level to create more parkland.
1907 - 1910	City condemns/purchases private land to acquire lake shore
	[illegible] constructed (to collect sewage from N. end of Seattle). Lake levels lowered seven feet. Natural outlet of Lake (Ravenna Creek) cut off and filled to create Ravenna Blvd.
1912-1933	Dike is constructed in the lake. Lake is dredged and filled to add 100 acres to the beach/park.
1916	Water quality problems first recognized. Construction of streets/sewers eliminated many natural springs/creeks and created Lake stagnation problem. (
1922	First water quality control measures: chlorine plant constructed at the north shore. Constructed a 36"-pipe to bring City water from the Green Lake and Maple Leaf Reservoirs (500,000 gals per day). Treated water with copper sulfate to kill the algae.
1925	Lake closed to swimming. Many ideas on how to improve water quality.
1926	Proposal to drain lake and turn it into a saltwater pond.
1930's	Masses of floating algae interfere with swimming and boating, gives off bad odor as it decays.
1932	Bond issue approved by voters, including "improvement of the lake."
1935	WPA project to dredge and purify the lake. Est. 1.5 million cubic yards of sediment dredged from east side of lake, pumped into the sewer, and discharged into Puget Sound. Portions of shoreline cleaned and graded. Overflow from city reservoirs and several springs diverted from sewer back into the lake.
1936	Proposal to create a 150-foot tall cascading fountain with sculptured dolphins and colored lights in the Lake.
1936-1937	UW chemical and biological studies. About 3,800 lbs. of copper sulfate were added to control algae. Duck Island constructed.
1941	Complaints about algae and chemicals used to control it

1955	Densmore Storm Drain constructed north of Green Lake. Previously stormwater drained into the sanitary sewer under low flow and overflowed to Green Lake during heavy rainfall.
1957	Section of N. Trunk Sewer collapsed creating a crater in Ravenna Blvd; raw sewage backed up into the Lake and increased its depth by 7 inches.
1958	Beached closed all summer due to pollution.
1959	Underwater chlorination lines installed at West Green Lake beach.
1960	Dredging of 1.2 million gals of sediments, construction of 4 new inlets for city water and sewer outlets. Renewed attack on weeds and construction of seawalls to prevent erosion. Water lilies appear on freshened water.
1962 - 1965	City adds dilution water from drinking water reservoirs (2.8-5.9 million gals per day).
1967	UW study determined lake water quality had improved. Chlorination stopped (after 8 years).
1971	Algae returns
1973	Algae bloom temporarily closed one beach. National canoe and kayak championship contestants complain about weeds entangling equipment
1974	Complaints about swimmer's itch
1977	Drought/water shortages temporarily stop piping of drinking water into the lake. Late summer algae out-of-hand, beach closed.
1978	Eurasian Milfoil (invasive non-native plant) grows over 90% of lake, restricting lake use.
1981	Masses of decaying algae wash up on shore, stink, and create an obnoxious scum

Open Space Map, Existing Conditions

Existing Open Space and Service Areas Analysis Map



Green Lake 2020

Open Space Map
Existing Conditions

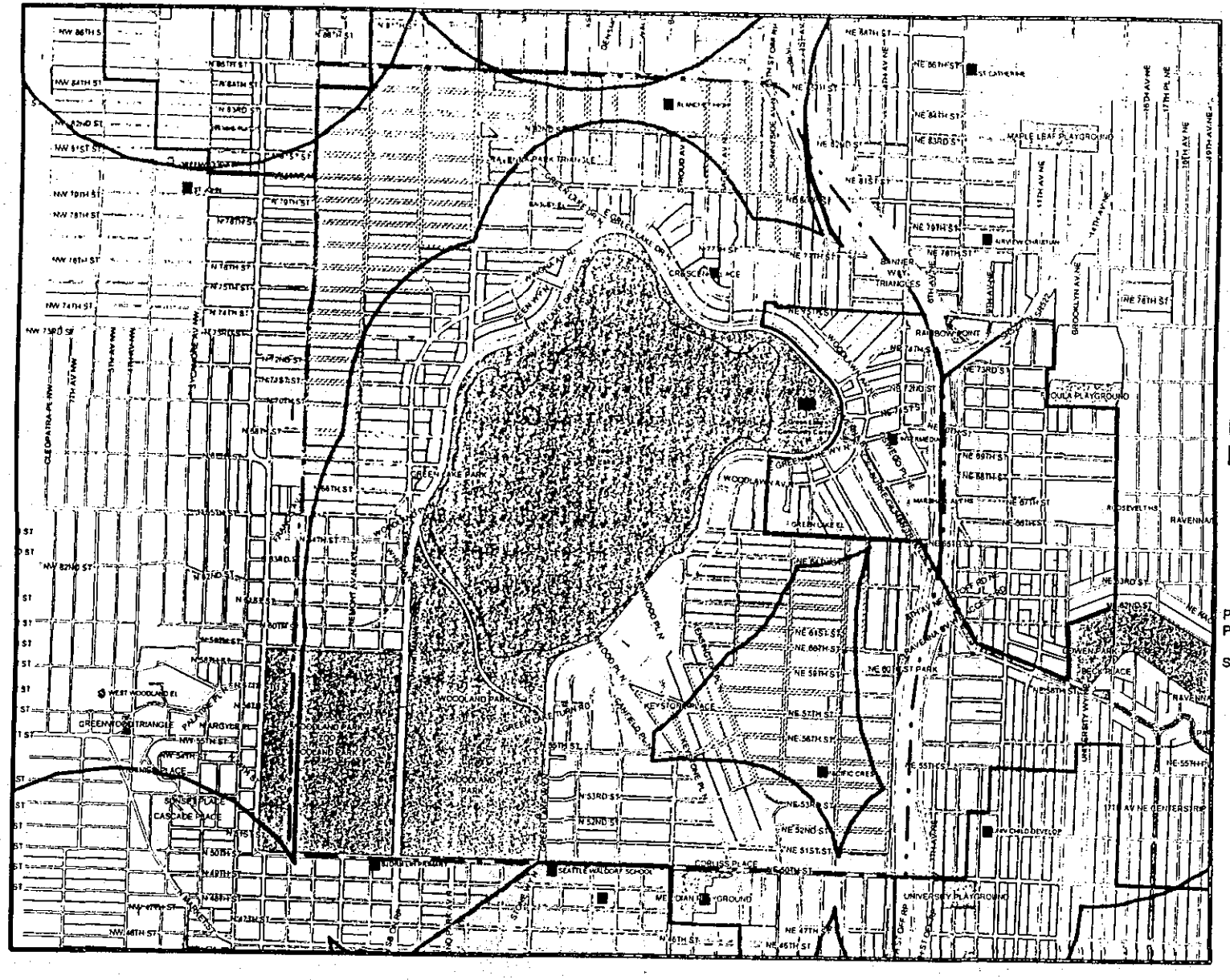
Legend

- Urban Center Boundary
- Planning Area Boundary
- Parks
- Service Area Boundaries, hatched areas are farther than 1/4 mile from parks
- Schools
- Community Center
- Traffic Circles

Scale 1" = .23 miles

A Northwest Collaborative, 1998

Source of Data is City of Seattle Data never CD 1997



Green Lake 2020

Existing Open Space and Service Areas Analysis Map

Legend

- Urban Village Boundary
- Planning Area Boundary
- Parks
- Blocks
- Service Area Boundaries; hatch areas are farther than 1/4 mile fr parks.
- Schools
- Community Center

Population of GL2020 Planning Area 15
Population outside 1/4 mi. service area 5

Source: US Census, 1990

Scale 1" = .23 miles

A Northwest Collaborative, 1998

Source of Data is City of Seattle Datanewer CD

Appendix E. Zoned Capacity Analysis Narrative

Zoned Development Capacity in the Green Lake 2020 Neighborhood Planning Area.

Zoned Development Capacity refers to the amount of residential development (measured in additional housing units) and non-residential development (measured in square feet)that could be added under the City's current zoning.

Estimates of development capacity describe the size of the container, not how much will be poured into it. These estimates do not take into account site constraints, availability of financing, market conditions or the capacity of the infrastructure including roads and utilities.

Development capacity is not a prediction that a certain amount of development will occur in some fixed time, or that it will ever occur it is just a prediction on how much could occur under the current zoning.

The King County Zoned Development Capacity Model

The Zoned Development Capacity model is a computer model that operates on a database containing information about each parcel of land. The parcel is the unit of analysis. The data used was supplied by the City of Seattle's (on a CD-ROM) and was originally gathered by King County. The data is current as of February, 1997.

The major variables that the model considers are:

- zoning and height limits
- lot size
- the current land uses of buildings
- the land and building valuations
- the ratio of the units currently on the property to the number that could be developed

The overall procedure of the model is to look at each parcel and either remove it from consideration for redevelopment (by setting its redevelopable unit count to zero) or to calculate its redevelopment based on the identified parameters. Any one of the variables can stop redevelopment of a parcel. For instance, a parcel that is too small will not be redeveloped; neither will a parcel containing a park or a school. So the properties that "get through" the model are ones with a relatively high likelihood of actually being considered for redevelopment. This model is geared to "think" like a relatively conservative, risk-averse property owner. More detailed information on the model and its assumptions can be found in the document titled: Comprehensive Plan Zoned Development Capacity , developed by the City of Seattle's Office of Long-range Planning, November 1991.

If a parcel is identified as being "redevelopable", the number of additional units that could be built on that parcel is calculated. The additional unit capacity for all properties is then totaled to give the additional capacity for the entire study area.

Zoned Development Capacity in Green Lake

The zoned development capacity model that was run for Green Lake looks at the capacity for the "residentially-enabled" zones. In Green Lake's planning area these zoning areas include the primarily lowrise multifamily and low-density commercial zones. The following table displays the existing zoning with the corresponding amount of additional unit capacity.

Zoned Development Capacity Chart for the Green Lake 2020 Neighborhood Planning Area

Code	Zoning Description	Additional Unit	Notes
5000	size of 5000 sf	0	Single Family. There is no additional capacity for SF lots measuring 5000 sf in size.
L1	Lowrise 1 zoning is characterized by townhouses in scale with single family surroundings. The density limit is 1/1600(6 units/9,600 s.f. lot).	72	Additional Capacity in the L1, L2 and L3 Zones. The greatest amount of additional capacity for lowrise residential 1 development is located primarily in Green Lake's Residential Urban Village located on the east side of Green Lake. Additional
L2	Lowrise 2 is characterized by a variety of multifamily housing. The density limit is 1/1200 (8 units/9,600 sf lot).	101	capacity exists in the neighborhood commercial area on the north end of lake near the intersection of Green Lake Dr. N. and W. Green Lake Dr. N. and around the intersection of Winona
L3	Lowrise 3 is characterized by moderate scale multifamily housing. The density limit is 1/800(12 units/9,600 s.f. lot).	290	Ave. N. and N. 73rd St.
L1/ RC	Lowrise 1/Neighborhood Commercial. This zone allows for commercial on the groundfloor and residential above. Density limits are similar to	17	Additional Capacity in the L1/RC, L2/RC and L3/RC Zones. Additional capacity in this zone is located in similar areas to the
RC		12	
RC		15	
NC2	purpose commercial structures. Max. 4000 sf for most uses, 10,000 sf for multipurpose convenience stores and medical offices.	96	Additional Residential Capacity in the NC1, NC2, and NC3 Zones: Additional capacity in the neighborhood commercial areas provides for the greatest amount of additional capacity. Again the primary areas for this additional capacity takes place in the Residential Urban Village, the neighborhood commercial area
	Neighborhood Commercial 2 - includes single purpose commercial structures, multistory mixed use. Max. 15,000 sf for most uses, 50,000 sf for multipurpose convenience stores.	257	along the north side of the lake; the area around Winona Ave. N. and N. 73rd St.; a few units around Meridian and NE 56th St.; and additionally some areas along Aurora Ave. N. The model clearly shows that the greatest amount of additional development capacity is available in neighborhood commercial zones
	commercial structures, multistory mixed use. No size limits for most uses; 50,000 sf for multipurpose convenience stores	500	

(The Zoning Descriptions in this chart are an abbreviated description of what the zoning allows. For more information on the specific zoning category, please refer to the City of Seattle's Department of Construction and Land Use (DCLU)Zoning Charts, available through DCLU at 684-8850.)

Summary of Conclusions

The conclusions that we can draw upon by running the zoned development capacity model are displayed on the accompanying maps and summarized below. The first map titled, Green Lake 2020, Parcels with Additional Unit Capacity, is in black and white and indicates with a dot the parcels that have additional residential unit capacity. On the right margin of this map a table shows the different zoning categories and the corresponding number of additional units by zone The second map entitled, Green Lake 2020, Land Use and Development Potential within the Green Lake 2020 Planning Area, also shows dots indicating parcels with additional development capacity but in addition this map shows in color the general types of land use in the planning area.

- There are 1792 units of additional residential capacity in the Green Lake 2020 planning area. The zoning areas with the most significant opportunity for growth are in the L1, L2 and L3 zones and the NC1, NC2, and NC3 zones.

- 463 are located in L1, L2 and L3 zones; 44 in the L1/PC, L2/RC and L3/RC zones; and 853 in the NC1, NC2, and NC3 zones.

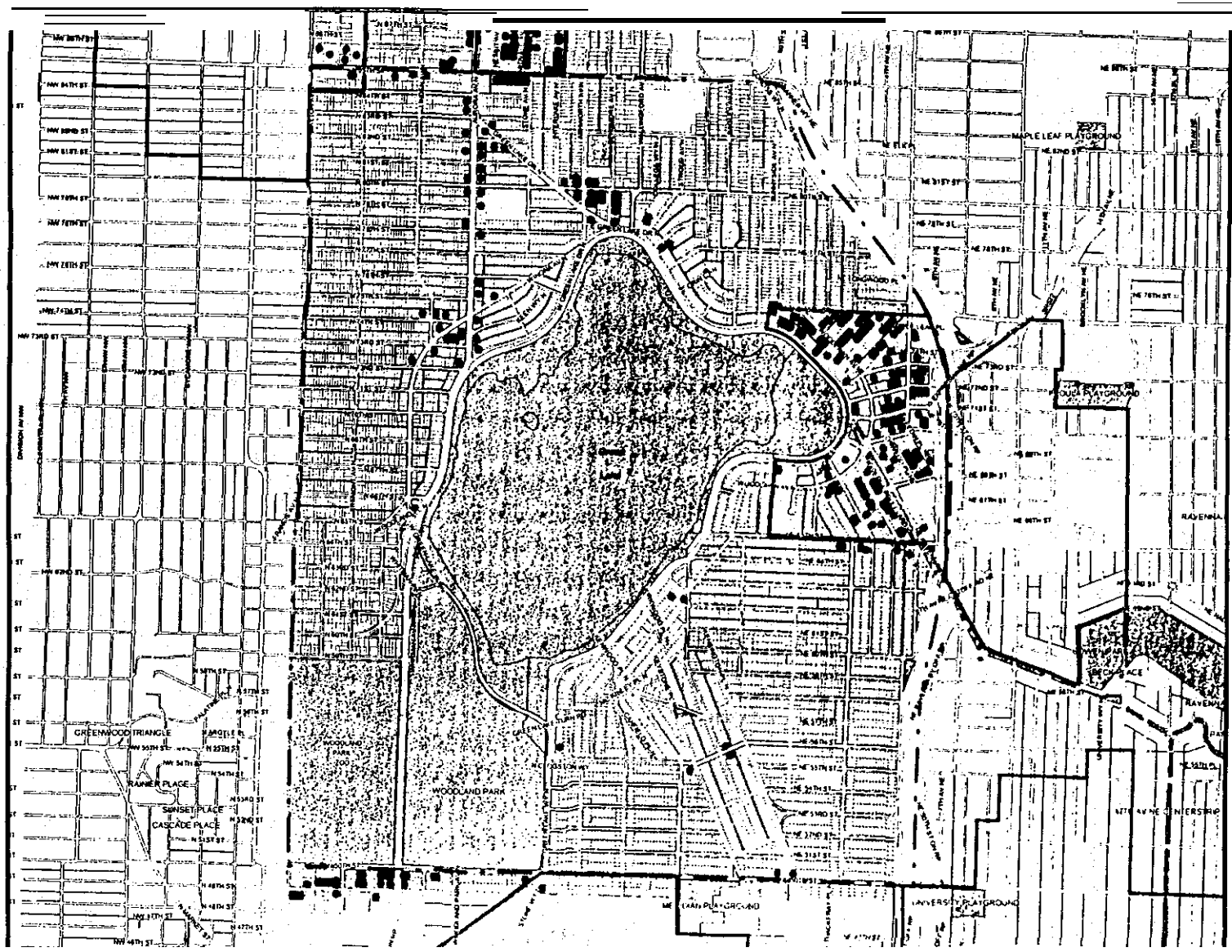
- There is no additional capacity for housing in the single family zones with lots that have a minimum of 5000 sf.

- The greatest percentage of additional capacity for residential development occurs in the Residential Urban Village area. This is shown on the accompanying map by the number of dots identifying parcels with additional unit development capacity.

- The other areas that indicate additional residential capacity are located in the neighborhood commercial area on the north side of the lake near the intersection of Green Lake Dr. N. and W. Green Lake Dr. N.; around the intersection of Winona Ave. N. and N. 73rd St.; along Aurora Ave. N.; and a few units near the Meridian and NE 56th St. neighborhood commercial area.

This summary document has been compiled by Page Crutcher of A Northwest Collaborative using the following sources:

Source information: Tim Rood, Ravenna Planning Associates paper titled "The Workings of the Zoned Development Capacity Report and Model"; the City of Seattle's Office of Long-range Planning, Comprehensive Plan Zoned Development Capacity , November 1991; the City of Seattle's Department of Construction and Land Use Zoning Charts; Green Lake 2020, Parcels with Additional Unit Capacity Map and Green Lake 2020, Land Use and Development Potential within the Green Lake 2020 Planning Area, Map by Ravenna Planning Associates as a part of A Northwest Collaborative, 1998.



Lake 2.2.

Parcels with Additional Unit Capacity

Legend

- Urban Village Boundary
- Planning Area Boundary
- Blocks
- Parks
- Parcels with Additional Unit Development Capacity
- Schools
- Community Center

Zoning	Add'l Unit Cap
L2	101
C1	432
SF 5000	0
L2/RC	12
NC1	98
L1	72
NC3	500
L3	290
L1/RC	17
L3/RC	15
NC2	257

Scale 1" = .23 miles

A Northwest Collaborative, 1998

Source of Data is City of Seattle Dataviewer CD
Landownership data is current as of February 1997
Capacity Analysis derived from "Zoned Development Capacity Report," City of Seattle 1991

Green Lake 2020

Land Use and Development Potential within the Green Lake 2020 Planning Area

Land Use

- Business
- Industry/Utility
- Open Space
- Other Housing
- Public/Institutional
- Single Family
- Vacant/Unknown

● *Black dots on parcels indicate properties with development potential of additional units.*

"Development capacity" calculates the number of housing units that could be built on a parcel based upon zoning, existing land use, valuation and other criteria. It is not a projection of what will be built or where.

Development capacity analysis is intended to provide general information about the location and amount of new housing units.

GREEN LAKE 2020 OUTREACH to the Business Community

On October 26, 1996, from 10:00 am until 4:00pm, Green Lake 2020 co-sponsored, with the Green Lake Community Center, a "Green Lake Community Fair." The Saturday was chosen to coincide with the annual "Green Lake Clean-up." On September 23, 1996, in preparation for the fair, Malcolm Boyles, Director of the Community Center, sent letters to each of the businesses in the Green Lake area, inviting their participation in the event. "This is a tremendous opportunity for Green Lake's business people to mingle with other businesses, the public, and some of the millions of Green Lake's visitor," Boyles wrote.

"Did you know that Green Lake has been designated a Residential Urban Village under the City of Seattle's Comprehensive Plan?" Boyles' letter asked, and "Did you know that Green Lake 2020 is the newly formed neighborhood planning group as sanctioned under that Plan?" The letter went on to stress the important and vital role the area's businesses could and should play in the planning process.

Participation of the business community in the fair was scant and response to this and to other overtures to get involved in the planning process on their part was practically non existent. By December of 1996, a business-liaison committee of Green Lake 2020 had made contact with several area business owners and was instrumental in reviving a Green Lake Chamber of Commerce that has lapsed into dormancy some time before. One of the members of that liaison committee subsequently was hired away by the awakened Chamber to spearhead its revitalization effort. In February, 1997, Green Lake 2020 made a luncheon presentation to the reborn Chamber, urging the business community, as vital neighborhood stakeholders, to get involved in the planning process.

Green Lake 2020's Phase I consultant conducted face-to-face interviews with a select few of the business/property owners within the designated Residential Urban Village in order to identify a set of common issues. In general, the participation by businesses in the planning effort during this period was selective, restricted and passive one. Some of the businesses contacted allowed notices of neighborhood-wide meetings and workshops to be posted in their establishments. Meanwhile representatives of Green Lake 2020 made presentations to the Chamber of Commerce to keep its members abreast of planning events and developments.

In the late spring and early summer of 1998, after planning was well under way, a renewed effort was made to involve the business community in that effort. As Key Strategies emerged for the Residential Urban Village and the rest of the neighborhood, Green Lake 2020 made presentations of these to the Chamber of Commerce at their regular meetings. In June 1998, a Chamber -sponsored luncheon forum was presented on behalf of Green Lake 2020 by its consultants in order to elicit a discussion of area- specific commercial issues. An agreement on the part of the Chamber and Green Lake 2020 to conduct a formal mail survey to business owners fell through, but Green Lake 2020 did conduct a series of face-to-face interviews with twelve business owners during the summer of 1998 to solicit reactions to elements within the plan as they has been formulated to date.

Prior to the Town-meeting held at Bethany Lutheran Church on August 3, virtually all the business and property owners within the Residential Urban Village were informed of the meeting and of the (then) proposed downsizing of properties along E. Green Lake Dr.

N. and Woodlawn Avenue NE from NC2-65 to NC2-40 or NC2-30. Although few of the affected property/business owners attended the Town-meeting, several initiated conversations with the Green Lake 2020 chair and the Steering Committee's consultants over the weeks following the public event and began to familiarize themselves with the Green Lake 2020 Working Plan. On October 16, the Green Lake 20202 chair and Land Use Committee co-chairs invited a representative group of business/property owners to hear particulars of the Plan; voice their concerns and engage in a discussion that included representatives of the City of Seattle's Department of Construction and Land Use and City Councilman Nick Licata. As the North Central Outlook subsequently reported, "Business representatives were out in force " at the Green Lake 2020 rezone presentation at the Hearthstone on the evening of November 2.

On November 24, 1998, Seattle's Department of Neighborhoods facilitated a meeting between business/property owners and the Green Lake 2020 volunteer planners which resulted in a coalition position. In response to property owners' concerns about a reduction in heights making property development economically impracticable, the steering committee offered to retreat from its rezone proposal in exchange for the business community's buying off on the rest of "the Plan" and for actively joining in the planning process from that point on, which several did, especially addressing neighborhood design guidelines and parking management planning.

GREEN LAKE 2020 PHASE II 1998 OUTREACH CHRONOLOGY

Monday, January 5th	Public Meeting at Green Lake Library 7 - 9 p.m.
Monday, February 2nd	Public Meeting at Green Lake Library 7 - 9 p.m.
Monday, March 9th	Public Meeting at Green Lake Library 7 - 9 p.m.
Monday, April 6th	**"Community/Environmental Health Workshop" Public Meeting at Green Lake Library 7 - 9 p.m.**
Monday, April 20th	**"Local Motion Transportation Workshop" Green Lake Presbyterian Church 7-9 p.m.**
Monday, May 4th	**"Residential Urban Village & Community Character Workshp" Public Meeting at Green Lake Library 7 - 9 p.m.**
Friday, May 15th	Saturation Mailer #1 Camera Ready
Monday, June 1st	Public Meeting at Green Lake Library 7 - 9 p.m.
Tuesday, June 23rd	Green Lake Business Community Forum Sponsored by the Green Lake Chamber of Commerce, The Hearthstone, 12:00 p.m.

Saturday, June 27th	**Town Meeting & Town Meeting Survey** **Green Lake Community Center 10 - 2 p.m.**
Monday, July 6th	Public Meeting at Green Lake Library 7 - 9 p.m.
Monday, August 3rd	**Residential Urban Village Workshop** **Bethany Lutheran Church 7 - 9 p.m.**
Monday, September 14th	**"A Community Dialogue About the Future"** **Public Meeting at Green Lake Library 7 - 9 p.m.**
Monday, October 5th	Public Meeting at Green Lake Library 7 - 9 p.m.
End of October	Green Lake Business Community Survey This survey targeted 12+ business and property owners in the Residential Urban Village.
Monday, November 2nd	**Green Lake Rezone Analysis Event** **The Hearthstone 5:30-8:30 p.m.** **Survey distributed and compiled**
Monday, November 9th	Saturation Mailer #2 Camera Ready
Tuesday, November 24	Green Lake 2020 Meeting with Property owners Affected by Proposed Downzone Hearthstone, 12 – 2:00p.m.
Monday, December 7th	Public Meeting at Green Lake Library 7 - 9 p.m.
Monday, December 14th	**Green Lake 2020 Neighborhood Plan** **VALIDATION EVENT** **The Hearthstone 8 - 10:00a.m. and** **6:30 - 8:30 p.m.** Survey distributed and compiled
Wednesday, January 13	Green Lake Community Council Public Meeting at Green Lake Library 8-8:45 p.m.

General publication of all meetings and events took place in the following publications: The Jet City Maven, North Central Oulook, and The Seattle Press.

GREEN LAKE 2020
REZONE SURVEY RESULTS
November 2nd, 1998

Total of 22 surveys received.

Please select the option(s) that best describes your relationship to the Residential Urban Village:

(18) Property Owner	(0) Employee	(3) Resident
(1) Lease Holder	(8) Business Owner	(3)Other (G L Resident)

The following survey questions correspond to numbers on the attached map:

1) Change the zoning in the area bounded by East Greenlake Drive N and Woodlawn Avenue NE between NE Maple Leaf Place and NE 70th Street from neighborhood commercial with building heights of 65 feet ("NC2-65") to "NC2-30" or "NC2-40". This zoning change would lower the height of future buildings in this area from 65 feet to 30 or 40 feet.

Agree (8) **Disagree (14)**

Reason for selection:
Agree: Preserve scale and character, view shed, 65 ft. too high, preserve view from the lake.
Woodlawn already has its share of traffic.

Disagree: Could be done well.
Economic impact will be too great if reduced to 30'. 40' better.
Rezone will prohibit goals for urban village.
Infeasible with current parking requirements.
Greater height will encourage better quality buildings.
Not everyone will build up to the allowable height.
Would limit and discourage development.

2) Facilitate the long-term relocation of Vitamilk operations. Eventually rezone the current commercial use ("C1-40") to neighborhood commercial ("NC2-40") and low-rise multifamily residential ("L-4") uses. This eventual relocation of Vitamilk would eliminate a commercial/industrial facility in the Residential Urban Village. A future rezone would change the allowed use of the Vitamilk property from an auto-oriented, primarily retail-service commercial area to a pedestrian-oriented shopping district with residential housing. The potential future building heights would remain unchanged at 40 feet.

Agree (11) Disagree (4)

Reason for selection:
Agree:
Their presence is adverse to the community coherence.
They would do better if located outside the city.
Noisy.
Incompatible use.
They have existed there longer than most of us.
It is dangerous for pedestrians.
More potential residential area.
Good for neighborhood; fewer big trucks.
Important to make Urban Village concept successful

Disagree:
Totally impractical.
Creates difficulty for achieving goals of the urban village.
Where would they relocate to?
Perhaps they could move towards the freeway, and then use the $50,000 seed money to help them.

Concerns:
Agree:
Must be fair to Vitamilk, a longtime business.
No more expansion.
Since money was spent on expansion, it is unlikely that they will move soon.
Must include plently of parking and respectable shops.
40-foot height limit would create boring skyline; would prefer varied heights from 20 to 65 feet.

Disagree:
Don't use wording that will put pressure on Vitamilk. Wait until they relocate before considering rezones.

3a) Change the zoning of the area east of 5th Avenue NE from NE Maple Leaf Place south to NE 70th Street from lowrise multifamily residential ("L-3") to midrise multifamily residential ("MR-60"). This zoning change would increase the height of future buildings from 30 feet to 60 feet in this area.

Agree (14) Disagree (5)

Reason for selection:
Agree:
Perhaps allow offices in these buildings too.
Buffers sound from freeway.
Adds needed density.
Good access from the freeway.
Good views for more people.
Follows contours of land.
The land has exceeded the buildings' value; more opportunity for people to live in Green Lake; it will control the rent hike by providing more housing.

Disagree:
Creates difficulty for achievement of goal.
Would impact property values on east side of freeway.
Not at the expense of NC2-65 owners.

Concerns:
Agree:
Designs must integrate with neighborhood.
No higher than 60'.
Parking.
Pedestrian safety.
Public transportation accessibility.
The buildings are good for many years and development at greater heights may not happen for a long time.

3b) Alternative to (3a): Institute a density bonus system for the area east of 5th Avenue NE from NE Maple Leaf Place south to NE 70th Street that allows these property owners a density increase only if development projects are terraced down from east to west and contain a certain number of units that are affordable to households earning moderate income (50-80 % of City median). This proposed change would maintain the existing zoning of lowrise multifamily housing ("L-4"), but would allow height increases if the aforementioned conditions were met.

Agree (7) Disagree (10)

Reason for selection:
Agree:
More interesting and aesthetic neighborhood.
Option 3a has an advantage over 3b.

Disagree:
Mechanism for policing.
Bonus system not defined well yet.
Greater height will not increase lower cost housing.
Moderate income housing is not appropriate in this location.
Green Lake has enough affordable housing.
Bonus should be more design review.
Prefer proposal 3A.
Better apartments would be developed if this requirement were not included.

Concerns:
Agree:
Too many restrictions.

Disagree:
Buildings should not be higher than 60".
Reduced quality of buildings with affordable units

4) Change the zoning of lots in the area south of Woodlawn Avenue NE to NE 65th Street, between Sunnyside Ave N and 4th Avenue NE that are currently zoned single family residential ("SF-5000") to residential small lot allowing tandem housing ("RSL/T"). This zoning change would allow the number of homes on a 5,000 square foot lot to increase from one house to two houses.

Agree (12) Disagree (2)

Reason for selection:
Agree:
Increases housing stock.
This is already a dense area.
Helps increase density and lowers cost of housing.

Disagree:
Most buildings in this area are already ugly appartments.
4th Avenue already has enough apartment buildings and multiple families.

Concerns:
Agree:
No "skinnies", tandem only.
Must pass design review to fit character of neighborhood.
Old bungalows may be torn down.
Parking.
Public transportation accessibility.
Pedestrian safety.

GREEN LAKE 2020
VALIDATION EVENT
Partial Survey Results
December 14

Green Lake 2020 Neighborhood Planning Key Integrated Strategies #1
Create a Vibrant Urban Village

1. Develop design guidelines specific to Green Lake which respect and reinforce the existing neighborhood scale and character.
(43) Support
(5) Do not support
(4) Neutral/No opinion

2. Encourage businesses with high sidewalk appeal, that are pedestrian-friendly and offer a unique appearance that adds to the neighborhood character.
(48) Support
(2) Do not support
(3) Neutral/No opinion

3. Develop Woodlawn Ave. N.E. into a viable "main street" for the Residential Urban Village
(42) Support
(6) Do not support
(4) Neutral/No opinion

4. Develop a plaza in the heart o the Residential Urban Village.
(31) Support
(10) Do not support
(11) Neutral/No opinion

5. Change the zoning in the southern part of the Residential Urban Village to allow for residential small lots and tandem housing.
(22) Support
(19) Do not support
(11) Neutral/No opinion

Green Lake 2020 Neighborhood Planning Additional Goals, Policies & Recommendations
Land Use, Community Character & Business

1. Develop a network of "green streets" and "key pedestrian streets" to encourage pedestrian traffic throughout the neighborhoods and the Residential Urban Village.
(46) Support
(4) Do not support
(1) Neutral/No opinion

2. Support incremental growth through the creation of accessory dwelling units within the single-family areas.
(33) Support
(11) Do not support
(6) Neutral/No opinion

3. Improve the intersection of Winona and Aurora for pedestrians.
(39) Support
(0) Do not support
(13) Neutral/No opinion

4. Establish design guidelines for new construction and remodels that are adjacent to single family residences to ensure a graceful transition.
(46) Support
(3) Do not support
(3) Neutral/No opinion

5. Create/maintain "green" on Green Lake Drive N. and N. 80th St. including benches, garbage cans, trees and planting where appropriate.
(46) Support
(1) Do not support
(5) Neutral/No opinion

6. Attract neighborhood-friendly businesses along Aurora, such as Chubby and Tubby and the PCC.
(48) Support
(2) Do not support
(2) Neutral/No opinion