

PLAN FOR THE
NEIGHBORHOODS OF THE
LAKE CITY COMMUNITY
1999 - 2014

North District Neighborhoods' Planning Effort
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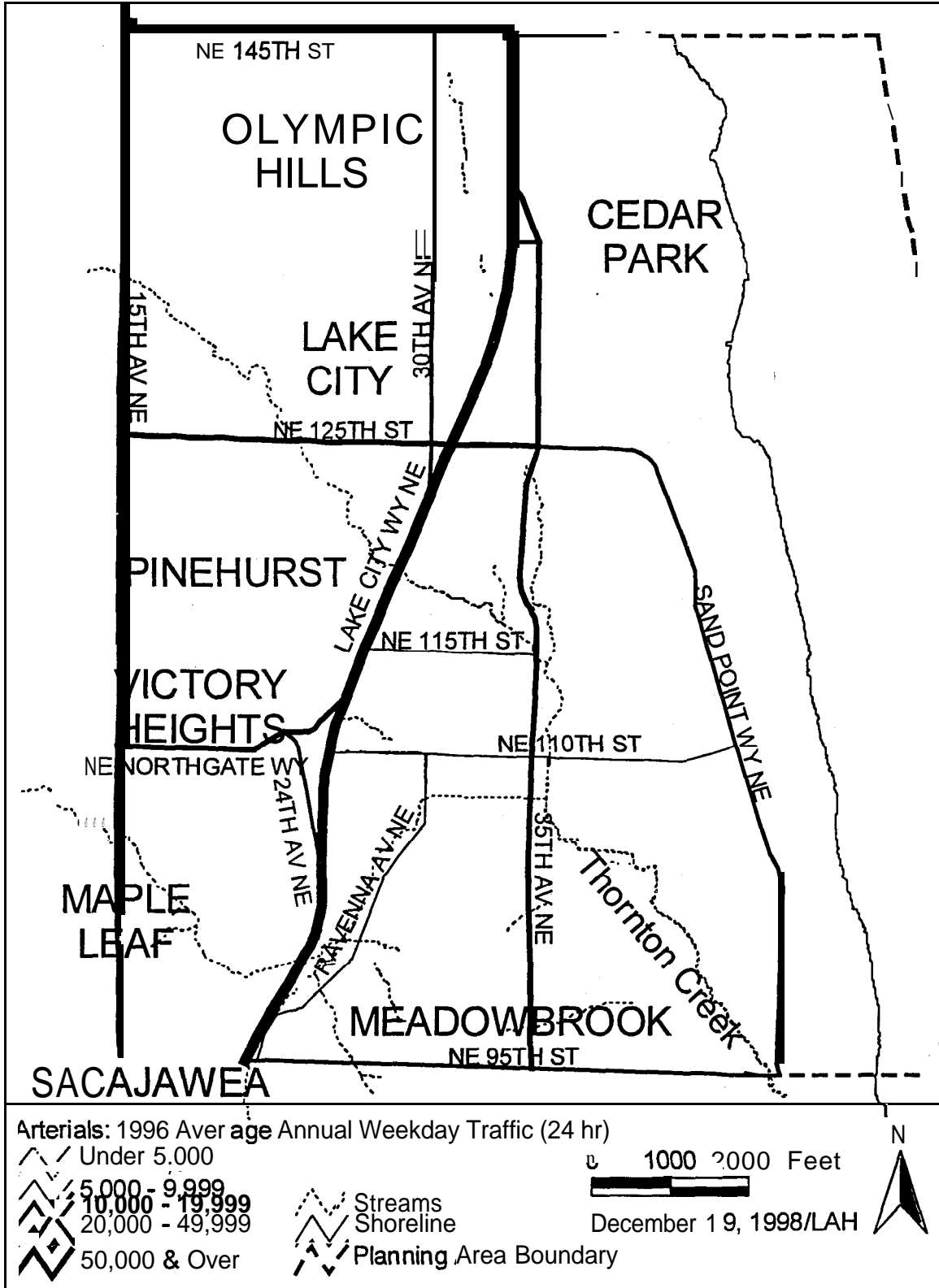


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GLOSSARY

ACTION: A specific project or program.

ADA: Americans with Disabilities Act. The ADA mandates wheelchair-accessible entrances and travel ways for new public facilities (buildings, sidewalks, etc.)

BUILDING (OR BLOCK) FACE: That portion of a building or block of buildings that faces a street.

BUILD-OUT CAPACITY: The maximum possible residential or commercial occupancy permitted on a parcel of property (or for an area of properties) under prevailing zoning

CIVIC CORE: A concentrated area, near to the Lake City business district, in which are located most of the community's public facilities, such as the library, community center, or community openspace.

COMP PLAN (City of Seattle Comprehensive Plan): The City of Seattle's 1994-2014 Comprehensive Plan, adopted by the City Council in 1994 pursuant to the requirements of the state's Growth Management Act. Goals and policies in the North District Neighborhoods Plan will be officially adopted and incorporated into the City's Comp Plan.

CURB BULB: An extension of the sidewalk into a street right-of-way, to effect safer pedestrian crosswalks and/or to help calm or control traffic at an intersection or mid-block along denser pedestrian areas.

CURB RAMP: An ADA-accessible ramp, typically found at building entrances and street crosswalks, connecting walkway surfaces to building entrances and streets by means of a continuous, gentle grade suitable for individuals in wheelchairs or with other ambulatory difficulties.

GATEWAY PLAN: The previous neighborhood plan prepared for the Lake City area, adopted by the Seattle City Council in 1977. All provisions of the Gateway Plan are superseded by this plan.

GOAL (or GOALS): A desired end result, toward which energies and resources are directed.

GREEN STREETS: A general city designation for selected streets or rights-of-way along which various types of pedestrian amenities, including landscaping elements, will be located.

HUB URBAN VILLAGE (HUV): A contiguous area specifically designated by the community pursuant to the City of Seattle Comprehensive Plan, to accept new residential and commercial development so as to meet the Planning Area's allotted share of the City's population and employment growth targets. (See Goal 2.9 for specific boundaries.)

NORTHGATE PLAN (Northgate Comprehensive Plan): The comprehensive plan adopted by the Seattle City Council in 1993 that controls development and growth in the Northgate planning area.

PLANNING AREA (North District Neighborhoods' Planning Area): The area bounded by Northeast 95th Street on the south, NE 145th Street on the north, 15th Avenue Northeast on the west and Lake Washington on the east (see map on Page 2).

P-PATCH: An area devoted to community gardening within which small plots are available to individuals at nominal rents, Seattle's Department of Neighborhoods provides assistance in their planning.

POCKET PARKS: Small public-use parks provided at frequent intervals throughout neighborhoods in the Planning Area.

POLICY: A guiding principle or procedure, considered to be prudent or advantageous to follow in order to achieve a goal.

RIGHTS-OF-WAY (ROW): Land in public ownership for purposes of enabling transportation of goods and people to, from, between and across other land. Includes streets, pathways, sidewalks and utility corridors and easements.

SPECIAL POPULATIONS: People in need of (or who can benefit from) special assistance, such as seniors, the physically challenged, disabled, children and youth.

STEWARDSHIP: Community volunteer efforts to organize or administer and supervise or manage any community project identified in the plan. To "steward" something is to see it through to completion.

STRATEGY: The general manner by which specific actions are to be structured, sequenced and/or prioritized so as to most effectively achieve stated goals, consistent with stated policies.

WATERSHED: An area defined and bounded by natural groundwater drainage, draining ultimately to a major river or body of water.

ZONING: The legally permitted use or uses for a parcel of property. Zoning is established by a local government jurisdiction (e.g. the City of Seattle) through adopted ordinances.

"If self-government in a place is to work, [there] must be a continuity of people who have forged neighborhood networks. These networks are a city's irreplaceable social capital. Whenever the capital is lost, from whatever cause, the income from it disappears, never to return until and unless new capital is slowly and chancily accumulated."

Jane Jacobs, *The Death and Life of Great American Cities* (1961)

PART 1 -INTRODUCTION

The North District Neighborhoods' Planning Area contains a proposed Hub Urban Village (Lake City) surrounded by residential neighborhoods (Cedar Park, Meadowbrook, Sacajawea, Victory Heights, Pinehurst, Olympic Hills). Covering about 4.5 square miles, the Planning Area is bounded by Lake Washington to the east, 15th Avenue NE to the west, NE 145th Street (the city line) to the north and NE 95th Street to the south. More than 400 businesses operate in the Planning Area. The Planning Area also contains approximately 25,000 residents living in approximately 8,500 households.

The Planning Area is required to plan for at least 1,400 new dwelling units (households) and 2,900 jobs over the next 20 years. That is the Planning Area's allotment, or share, of the City's anticipated **20-year** population growth. During the period from 1994 through 1998 absorption rates are ahead of projections, with more than 114 units already completed and approximately 500 additional units in various stages of permitting. While this allotment can easily be absorbed without any zoning changes (the Planning Area's build-out capacity can theoretically accommodate an additional 16,000 dwelling units), it is precisely because such a potentially large increase in the area's population would impose very significant impacts on the area's existing neighborhoods that a key objective of this planning effort was to identify policies that would ensure preservation of the character of the area's existing residential neighborhoods.

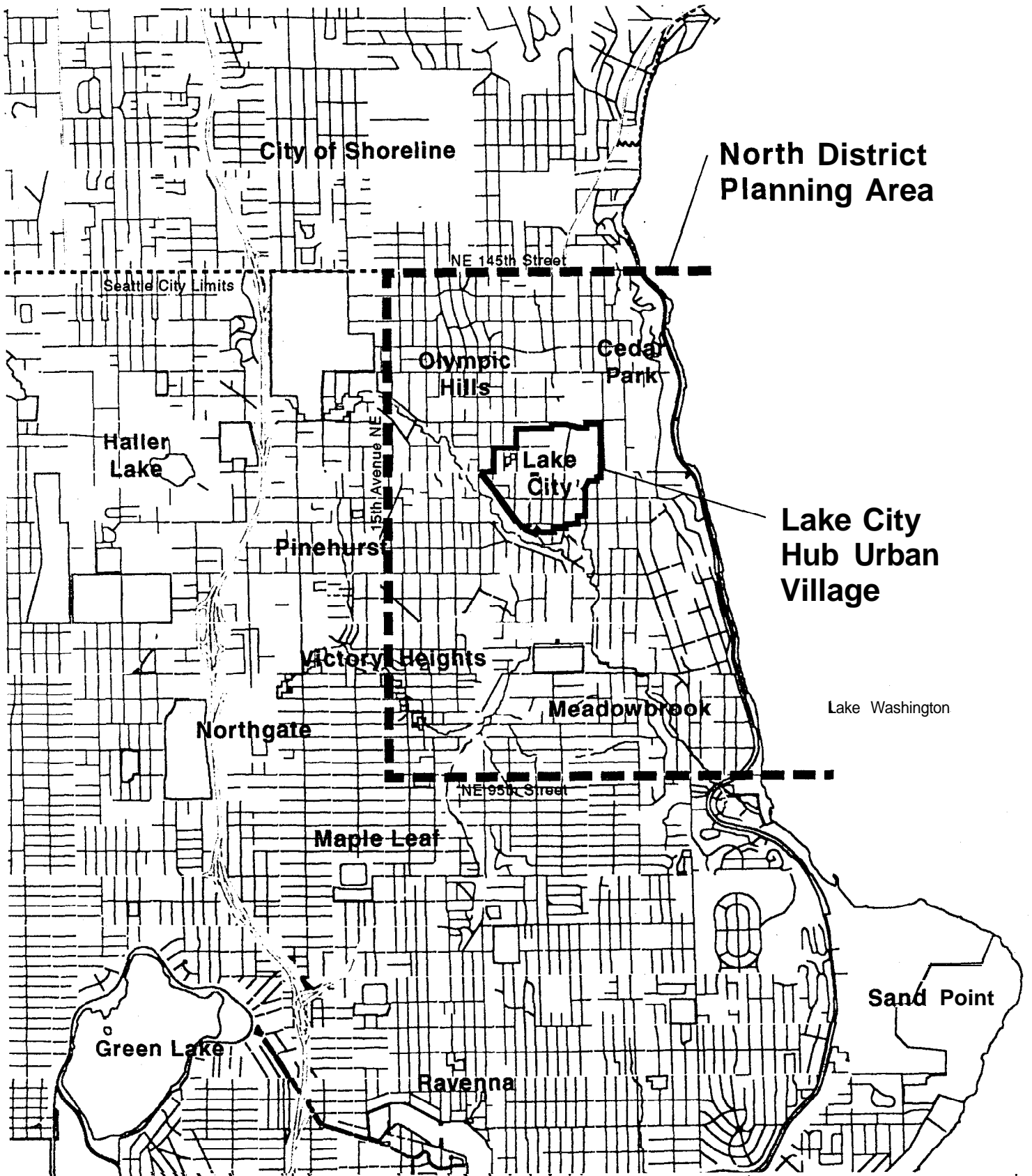
It is not by accident that this large Planning Area was adopted for our planning effort. When the City proposed a Hub Urban Village (HUV) for Lake City and offered the opportunity for neighborhood planning, it was clear to the volunteers who stepped forward to address planning that the neighborhoods adjacent to the village would be directly affected and should have an equal voice at the planning table with those considering urban village needs. An inclusive process was designed which offered any interested citizen with any relationship to the Planning Area an opportunity to become actively involved in planning at whatever level of participation was desired.

Many of the participants who stepped forward are relative newcomers to the area (15 years or less of residence). Getting to know one another and the long time

residents of the community has thus far been the chief benefit of the planning process; the

Illustration 2. Planning Area and Lake City Hub Urban Village

North District Planning Area and Lake City Hub Urban Village



planning effort has largely been about building the essential networks referred to in the introductory quotation. This requires individuals who have a stake in the community and are willing to take the time to talk and work together for the future of the community.

Fortunately, the volunteers for this effort also included long-time residents and business owners. Their collective memory has been very helpful for lodging the planning effort in a firm sense of place and history. Upwards of a hundred area residents and business people have devoted multiple thousands of hours of effort to produce this plan. The goals, strategies and actions contained in the plan have been forged from extensive public input, ranging from surveys and questionnaires of area residents, presentations to numerous local community organizations, discussions in an array of topical work groups and a variety of collective, committee-of-the-whole workshops. The contents of the plan represent the collective voice of the community and the neighborhoods that constitute the North District Planning Area.

This plan aims both to 1) correct the perceived deficiencies that separate the Planning Area from its potential as a unique and vital community and 2) set the stage for new development that can add to that vitality. This plan identifies a set of over-arching goals aimed at solving these problems and establishes policies and strategies by which these goals can be achieved, in cooperation with the City of Seattle and other public and private organizations.

The success of this planning effort, however, is not to be measured by the mere publication of the plan, however arduous that process has been. Instead, its success (or failure) will be measured by how effective it will be in enlisting broad community support in stewarding the neighborhood and community improvements it identifies through to completion in the years ahead. Also critical to the plan's success is the general health of the community--will be the extent to which City officials and City departments will support the goals and projects put forth in this (and other) neighborhood plans. It has been the explicit desire of planning effort volunteers to support the community council system and build upon the significant step in neighborhood empowerment which the City took in 1986 when it created the current system of Neighborhood and District Councils. Proposals within this plan call for strengthening the system and empowering it to accommodate good stewardship by citizen volunteers.

It is the expectation of the planning committee that the City will work in a collaborative manner in implementing the approved plan. Overall achievement of this plan will begin if and when the City assertively obtains the necessary capital to fund the infrastructure so desperately needed in this area. Efficiencies must be leveraged by having representatives work across departments together to coordinate activities and budgets in achieving specific actions called for in the plan. These representatives should be accountable for their assigned responsibilities and receive feedback from the Planning Committee or appropriate stewardship organization. Now that the citizenry has become aware of the planning, it is no longer willing to accept this area being ignored. The citizenry has responded

positively to the plan and is eager to move forward with implementation in partnership with the City. We invite the City to join us to “get going.”

Finally, one must always remember that a plan is a fluid thing. It is never final. Instead, it is a document always in the process of becoming. It is expected that this plan and its elements will likewise ebb and flow as the years progress. Accordingly, this plan represents, at this point in time, the best possible representation of the collective vision, or voice, of the community regarding where it sees itself in the future. After this plan is adopted by the City, future changes will require the normal amendment process for the **CompPlan**.

1 .I THE VISION

The vision of the North District Neighborhoods' Plan is to protect and enhance the residential neighborhoods that surround the Lake City commercial district while the area designated for a hub urban village is developed with a unique, positive image. Important components of this vision are:

- 9 Cut-through traffic on neighborhood streets eliminated or mitigated, pedestrian facilities expanded, and neighborhood-oriented transit opportunities integrated with intra-city and regional systems;
- 9 A safe, convenient, pedestrian-friendly and accessible Lake City business district with new residential and commercial development in the hub urban village that contributes to a vital and attractive community;
- 9 Crime reduced and the reality and perception of security and safety increased throughout the Planning Area;
- 9 A heightened sense of community, expanded opportunities for active community involvement, and shared responsibility to advance and protect community interests;
- 9 Open spaces that are safe, clean and responsive to local needs and natural systems that are protected and restored;
- 9 Residential neighborhoods protected from the impacts of commercial activity and new development.
- 9 A Hub Urban Village as a means to help guide the Planning Area's anticipated growth, protect existing residential neighborhoods and deter inappropriate development from encroaching on those neighborhoods.

The plan envisions a diverse, inviting and engaging business district **conven** and accessible by vehicles as well as by foot, bicycle or wheelchair. The **pla** envisions a hub urban village large enough not only to encourage creative **n** styles of housing, but large enough to permit a graceful transition of density, and bulk at its periphery alongside existing residential areas.

The plan envisions a centrally-located Civic Core with a cluster of **community** facilities and institutions-an expanded library, a new and expanded **commu** center-surrounding an open landscaped plaza serving as a community gath space. The plan envisions new, mixed-use commercial and residential development along streets adjacent to this cluster of community facilities.

Last, but certainly not least, the plan -envisions the elimination of regional **ve** **traffic** from neighborhood and city streets, so that the area's street network c support safe, motorized and non-motorized use by area residents of all age: physical condition desiring to travel within neighborhoods or to schools, the Core, the business district, or any community park, recreational facility or na system in the Planning Area.

1.2 EXISTING CONDITIONS

TRAFFIC, STREETS AND ROADS

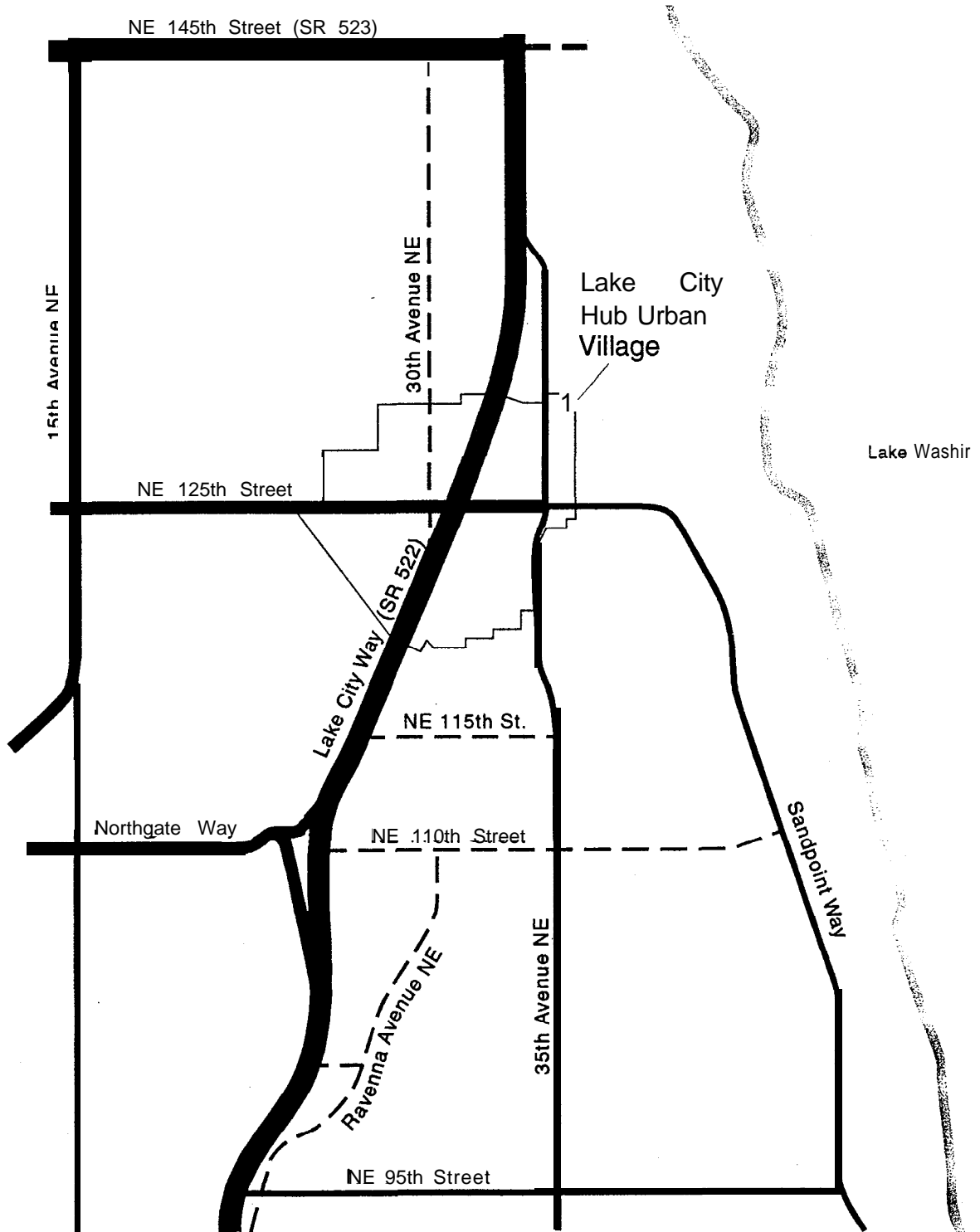
The Planning Area's transportation network is called upon to serve very sign amounts of regional, "pass-through" traffic. Lake City Way (SR 522), the are most notable transportation facility, serves as a major regional travel **corrido** connecting Seattle with residential and employment centers north and east o Washington. Another state highway, SR 523 (NE 145th Street), similarly ser a significant regional road link, providing a shorter and more direct east-wes connection to I-5 from these same suburbs.

Rising levels of regional pass-through traffic on Lake City Way have resulted worsening levels of congestion at several locations in the Planning Area. An and more pass-through drivers have chosen to utilize a variety of short-cuts and neighborhood streets to avoid various congestion points on the state **hig** in our the Planning Area. This is particularly true where the predominant no south traffic flow along SR 522 is interrupted by traffic signals serving east-v traffic joining or crossing Lake City Way. These city streets were not **designe** handle these non-local traffic volumes, are not sufficiently equipped to **contr** speeds characteristic of cut-through **traffic**, and have neither adequate stree shoulders nor separation from vehicle traffic that would enable the safety of pedestrians, children, bicyclists and others attempting to use neighborhood :

Other deficiencies in the Planning Area's transportation network have also lo been simmering. Put bluntly, the area's streets and public utility infrastru languished since annexation to the City of Seattle in the mid-1950s. The **me** commonly cited example: sidewalks that were promised by the City but **were**

delivered. But there's more: drainage in the Planning Area has long been inadequate, and power and street lighting is sub-standard. These conditions have exacted a price not only on the quality of life for area residents, but have also impaired the area's business and economic development potential. They compound the array of problems facing the Planning Area at this crucial time, as population pressures manifest themselves throughout the region and the City.

Arterial Streets



- Collector - under 5,000 (1996 Average Annual Weekday Traffic (24 hour))
- Minor Arterial - 5,000 to 10,000
- Principal Arterial - 10,000 to 20,000
- State Highway - over 20,000

The transportation network serving the Planning Area's core business district is not up to standards, either. Several streets located near to the center of Lake City suffer the very same problems enumerated many years ago in the Gateway Plan. These streets are unattractive, uninviting and inhospitable. They lack curbs, gutters and sidewalks; are cluttered with power poles and wires; and have long streetscape expanses open to disjointed parking areas, storage and service lots, and the backsides of old buildings. These streets have also become subject to significant amounts of non-local traffic seeking alternate routes quicker and less congested than Lake City Way. All these conditions negatively affect the prospect for future development close to the area's business district.

Many area streets, including streets that directly provide access to the business district and Lake City Way from surrounding neighborhoods, are rather neglected and approaching a state of disrepair, with uneven, sometimes cracked and undulating surfaces. While these streets serve to funnel traffic to and through the area, they support few other functions of value to the community. In addition, many carry traffic loads beyond their original design, yielding to the cumulative stresses imparted by frequent transit and other vehicle use.

PEDESTRIAN WAYS

Sidewalks and safe pedestrian walkways are generally absent throughout the Planning Area. This is especially noticeable in areas leading to schools, to the business district, to Lake City Way and transit stops from adjacent neighborhoods. This deficiency restricts the ability of area residents-especially children, the elderly, the disabled and the car-less-to access shops and services, to enjoy their neighborhoods and the community's natural resources, and to even safely travel to school on foot. Yet, at the same time, many residents treasure the uniquely "rural" feeling that the absence of sidewalks provides.

But on streets just off Lake City Way and 125th, adjacent to the business district and near to important community facilities such as the library and community centers, areas for pedestrians are undefined and uninviting-almost hostile. More often than not, pedestrians must use the side of the road to travel to and from their destinations, even in the 'downtown' area. This condition is especially apparent the entire length of 30th, from 145th at the north all the way south of the business district to its intersection with Lake City Way at 123rd.

Inadequate surface drainage is also common throughout the Planning Area, in neighborhoods as well as in blocks surrounding the business district. In combination with the general lack of sidewalks, this means pedestrians often find themselves traversing an obstacle path of puddles and rivulets en route to the grocery store or the bus stop. Whether the weather is wet or dry, pedestrians are under-served.

BUSINESS DISTRICT

Vitality of businesses is generally good along Lake City Way. But the **regional** traffic that brings customers to those businesses also causes traffic and **safety** problems in adjacent neighborhoods. The business district seems to have a lot of parking; but it is poorly organized, poorly signed and inadequate to support further commercial and business development. Nor is there sufficient parking to serve the area's community facilities (library, community center, neighborhood service center).

Lake City is one of the most mature business districts in Seattle. It is also very diverse. Lake City businesses fall into fourteen different business categories, from retail sales to paper goods manufacturing. Perhaps the root of this diversity lies in the fact that many area businesses are quite small and potentially very fragile. Nearly one quarter of the area's businesses generate less than \$100,000 in sales per year. However, automotive retail and service—the historical base of the area's economy—remains strong. The numerous auto-related establishments along the entire length of Lake City Way amply evidence this.

Despite the enumerated problems, the area remains an attractive place to locate new business. The area's growing population and solid personal income levels are factors that attract business to the area, but so is the growing volume of **regional** traffic carried on the SR 522 corridor. Recently, the area's business sector has witnessed the redevelopment of the Fred Meyer store, the development of additional fast food outlets and the arrival of some adult entertainment establishments. Businesses located along Lake City Way display a general orientation to serve customers from outside the area rather than customers living in the Planning Area or nearby neighborhoods. This is not an uncommon **situation** in communities bisected by major highways.

ECONOMIC PROFILE

The physical appearance of the area's businesses doesn't reflect the fact that a significant amount of business activity, estimated at almost \$1.9 billion in 1996, does occur in the Planning Area. Buildings in the central business district—many built in the post-World War II period up to and through the early 1960s—have become old and run-down. To be sure, some newer commercial buildings—such as bank branches, but also including the Washington Mutual office building at Lake City Way and 125th—were constructed in the 1970s. But the general **condition** of the business district, including the commercial strips to the north and south of the central business district, is such that business owners and local residents repeatedly emphasize concerns with crime and public safety.

The area nevertheless annually produces a bounty of tax revenues for **government**. All told, the Planning Area generated an estimated \$117 million in 1997 in state and local taxes. Businesses in the Planning Area produced about \$64 million in

'Source: Regional Analytic Sciences, 1998

while residents paid about \$51 million. An additional \$2 million annually is estimated to be produced through real estate transactions and development activity in the Planning Area. A little over twenty percent of the state and local taxes produced in the Planning Area-about \$25 million annually-goes directly to the City of Seattle.

Several successful automobile dealerships operate in Lake City, and thus a sizable portion of the City's tax revenues received from the Planning Area are collected from customers who live outside the Planning Area, including customers from outside the City. While the City may claim to be interested in protecting and enhancing City tax revenues derived from persons living outside the City, evidence of such concern has not been particularly apparent since the area's annexation into the City.

COMMUNITY FACILITIES AND SCHOOLS

A core of civic facilities-a library, community center, neighborhood service center, fire station, and a nearby post office (which collectively comprise the area's current Civic Core)--supports basic public services and serves some of the cultural needs of the Lake City community.

These current facilities are undersized to adequately serve the area's current population, much less meet the needs of future population growth. But there is little room (land) available to permit expansion of these facilities. For example, a much needed library expansion, including space required for parking, will likely require more nearby land than is currently in public ownership. This need, in combination with other identified needs in the Civic Core such as the creation of an attractive, open public gathering space or plaza nearby, will require creative solutions to "produce" sufficient land for public purposes and enjoyment in the HUV.

Five public schools and one private school, the Waldorf School, serve the Planning Area. The public schools are: Sacajawea elementary, Olympic Hills elementary, John Rogers elementary, Nathan Hale high school and Summit K-12 alternative school (located in the former Jane Addams junior high). The Seattle School District budgets few dollars for maintenance and improvements at these schools and consequently, there are needs to be addressed. Most notable among these are 1) parking improvements at Olympic Hills elementary to serve both the building and community use of the school playfield and 2) landscaping and trees around the grounds and playfields at Nathan Hale.

The last several decades of Seattle's population dynamics are evidenced by there being three public school properties that are now used for purposes other than school classrooms. Those properties are the Cedar Park school, the old Maple Leaf school site, and the former Lake City school (now the Lake City Professional Building).

Three of the public schools (Nathan Hale, Summit K-12 and John Rogers) are located near the Meadowbrook Complex, which includes ball fields, tennis courts, passive park space, a new community center and a swimming pool. Sometimes called the "Meadowbrook Commons," this area also houses sports fields for the

three schools and the new Meadowbrook Pond, a water retention project of Seattle Public Utilities. The Meadowbrook Commons is an important community resource drawing users from throughout north Seattle.

NATURAL SYSTEMS

The Planning Area is blessed with the presence of several noteworthy natural features of high value to area residents. These primarily consist of a major lake (Lake Washington) and a creek (Thornton Creek) whose extensive watershed drains into the lake. Additionally, stands of tall Douglas firs commonly nestle among the area's ridges, ravines, hills and streamsides, providing seclusion in an area that detractors dismiss as nothing more than a sea of car lots or a strip of fast food outlets.

Along the shoreline of Lake Washington, hikers, walkers and bicyclists share a trail (Burke Gilman) reclaimed from an abandoned freight rail line. Sweeping vistas of the forested Cascades and to Mount Rainier are available from the trail and the bluff tops high above the lake. Even 'land-locked' residents, while having their groceries packed at the checkstand, can be rewarded with stunning views of Mount Rainier standing defiantly against the weather on blustery winter afternoons, as clouds part momentarily overhead and sudden, intense sunlight slants across the horizon.

Just beyond the southern boundary of the Planning Area is Matthews Beach, offering year-round wonder and enjoyment. These features sharply distinguish the Planning Area from Seattle's 'inner' neighborhoods and lend a feel of country life valued by area residents.

A feature of particular note is the Thornton Creek watershed. Two-thirds of the watershed, from Thornton Creek's origin north of 193rd at Ronald Bog to its outlet at Matthews Beach, lies within the Planning Area. The creek and its tributaries provide habitat for wildlife, native vegetation and fish and help to nourish the area's prized treescapes. At the same time, it is also used to drain surface water from the Planning Area to Lake Washington. Except for street crossings, over 90 percent of the creek system is open and flowing through ravines, parks or private backyards. Enhancement and preservation of the natural function of the Thornton Creek watershed is very important to many area residents.

DEMOGRAPHICS

The area's population is on the young side, showing a median age of 35.5 years according to 1990 census data. Over one-third of the area's residents have completed four years of college. Approximately ten percent of area residents are currently enrolled in grades K-12. The school district has identified Cedar Park School for retention because of a growing need for elementary education in the area.

The area contains a healthy ethnic composition. In fact, during the 1985 to 1995 period, the 98125 zip code (which largely corresponds to the Planning Area) ranked fifth highest as a destination for immigrants of all zip codes in King, Snohomish and Pierce Counties. While this cultural diversity is an asset to the community, successfully coping with rapidly changing demographics and reaching out to newcomers presents an ongoing challenge for the Planning Area. As they have been traditionally defined, 'minority' populations (i.e. Asian, Black, Native American and other) account for about 18 percent of the area's population. Home ownership levels, at 51 percent, are somewhat below regional averages. Rents, however, are still rather affordable relative to other neighborhoods in Seattle. Along with most of the areas that comprise present-day north Seattle, the Planning Area was annexed to the City of Seattle in the **mid-1950s**, following a vote of (then-county) residents. Despite being part of the City, the area has maintained something of an independent streak and a sense of separation from Seattle.

OTHER COMMUNITY RESOURCES

Approximately half of the residents in the Planning Area have moved here within the last 15 years; and, many of these newcomers come from outside the United States. However, those reviving our community spirit are able to build upon an existing network of long-time residents and community organizations. Active service organizations include the Lion's Club, the Elks, Rotary, Lionesses, Lake City Vigilantes, Kiwanis, Community Center Board, etc. The Lake City Chamber of Commerce is vibrant and growing. Local churches provide an important focal point and source of community support. The North District Council and a variety of community councils and ad hoc community groups provide an important base for communication and civic activism.

PART 2 - PLANNING GOALS

The following presents the goals advanced by this Plan. Later parts of this section present the specific policies, strategies and actions identified for each of these goals. The numbering scheme used for the following goals is not intended to rank or in any way indicate for any goal its relative priority or importance to the community.

Goal 1: Establish a comprehensive, multi-use, neighborhoods-oriented transportation network that integrates with regional and intra-city transportation systems and services.

Goal 2 - Improve Lake City Way to create a pleasant, safe boulevard that accommodates both local and through traffic and transit as well as pedestrian

Goal 3: Develop a cluster of community public facilities, conveniently located and capable of serving the area's projected population.

Goal 4: Attract new businesses and employers to the Lake City business district and stimulate private commercial investment.

Goal 5: Provide opportunities for effective civic involvement by individuals and organizations throughout the Planning Area.

Goal 6: Create the perception and reality of security and safety throughout the Planning Area.

Goal 7: Preserve and improve the area's watershed, green areas and habitat corridors.

Goal 8: Provide parks, public recreation facilities and community areas that are safe, clean, multi-use wherever possible, and responsive to local needs.

Goal 9: Create, and allow for development of, a unique urban area that fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

Goal 10: Provide opportunities for development of a mixture of high quality housing while protecting established residential areas from the encroachment and impact of other uses.

Goal 11: Provide public services adequate for current and future populations.

Goal 12: Develop and implement design review guidelines to enable significant community influence over the quality, function and appearance of future development.

The provisions of this plan supersede the provisions of the Gateway Plan. Additionally, recognizing that part of the North District Neighborhoods Planning Area overlaps a part of the Northgate Planning Area, should any provisions of this plan be found to be inconsistent with provisions of the Northgate plan, the provisions of this plan shall take precedence.

2.1 STREETS, PEDESTRIAN AND BICYCLE WAYS

Goal 1 - Establish a comprehensive multi-use, neighborhood-oriented transportation network that integrates with regional and intra-city transportation systems and services.

This community's transportation routes connect with regional, city and local systems. These "getting around" systems include mass transit, vehicular circulation, parking, pedestrian and multi-modal transportation nodes. Two state highways run through our community. SR 522 (Lake City Way through the Planning Area) extends from the I-405 corridor to I-5. SR 523 (NE 145th Street) lies on the northern boundary of our Planning Area, and links Lake City Way with I-5. Significant vehicular traffic flows along the community **arterials** which include portions of Sand Point Way, 35th Avenue NE, 30th Avenue NE, 15th Avenue NE, NE 125th Street, NE 115th Street, NE 110th Street and NE 95th Street; some drivers detour through our neighborhoods.

The residential streets, collector routes, and infrastructure of Lake City have languished since our annexation to Seattle. The major problems of traffic congestion, pollution, local vs. non-local access, pedestrian safety, convenience, access and quality of life are all issues that we face.

A goal of this Plan is to functionally integrate routes and manage traffic so that the neighborhoods support and, in turn, are supported by the Hub Urban Village. Linkages might be the best term for the Strategy. These linkages will be developed over time through the collaborative efforts between the City and the specific neighborhoods. Our priorities, in order, for sidewalks are: 1) sidewalks installed on streets adjacent to schools and on safe identified routes to schools, 2) sidewalks installed within the core business area, 3) sidewalks in **multifamily** neighborhoods, 4) east/west pedestrian corridors at NE 105th Street and NE 135th Street, and 5) a network of pedestrian amenities throughout the Planning Area. Specified streets for sidewalks are further identified in the Approval and Adoption Matrix.

Policies:

P1. Reduce the impact of cut-through traffic in neighborhoods and allow neighborhoods greater input in selecting and designing mitigation measures.

P2. Ensure safe pedestrian ways, especially for children walking to and from schools, to transit stops along Lake City Way and NE 125th Street, and along 115th Avenue Northeast.

P3. Improve access from residential neighborhoods to the Civic Core and the business district.

P4. Enhance opportunities for non-motorized travel in the Planning Area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.

Strategy 1: Make existing automobile routes more efficient while protecting neighborhoods.

Actions:

- A. Make improvements to Lake City Way (SR 522) as identified by local business and community interests (see Goal 2).
- B. Implement traffic controls and appropriate access management measures along NE 145th. Install appropriate pedestrian and bicycle facilities.
- C. Upgrade NE 130th Street between Lake City Way and 30th Avenue NE to improve access to Lake City Way from residential neighborhoods.
- D. Establish two-way left turns on city arterials wherever appropriate and consistent with other provisions of this plan.
- E. Establish safe and reasonable speed limits, based on engineering studies and nationally accepted criteria, for all arterial streets in the Planning Area. Provide speed enforcement throughout the Planning Area.
- F. Establish standards for improvements to neighborhood, arterial and special zone rights-of-way that retain the informal, rural neighborhood character of residential streets, require neighborhood review and agreement, and ensure appropriate levels of safety.

Strategy 2: Improve the ability to “get around” safely in conducting daily errands, make access to shopping and other services more convenient and identify opportunities to make local streets meet the local community’s needs.

Actions:

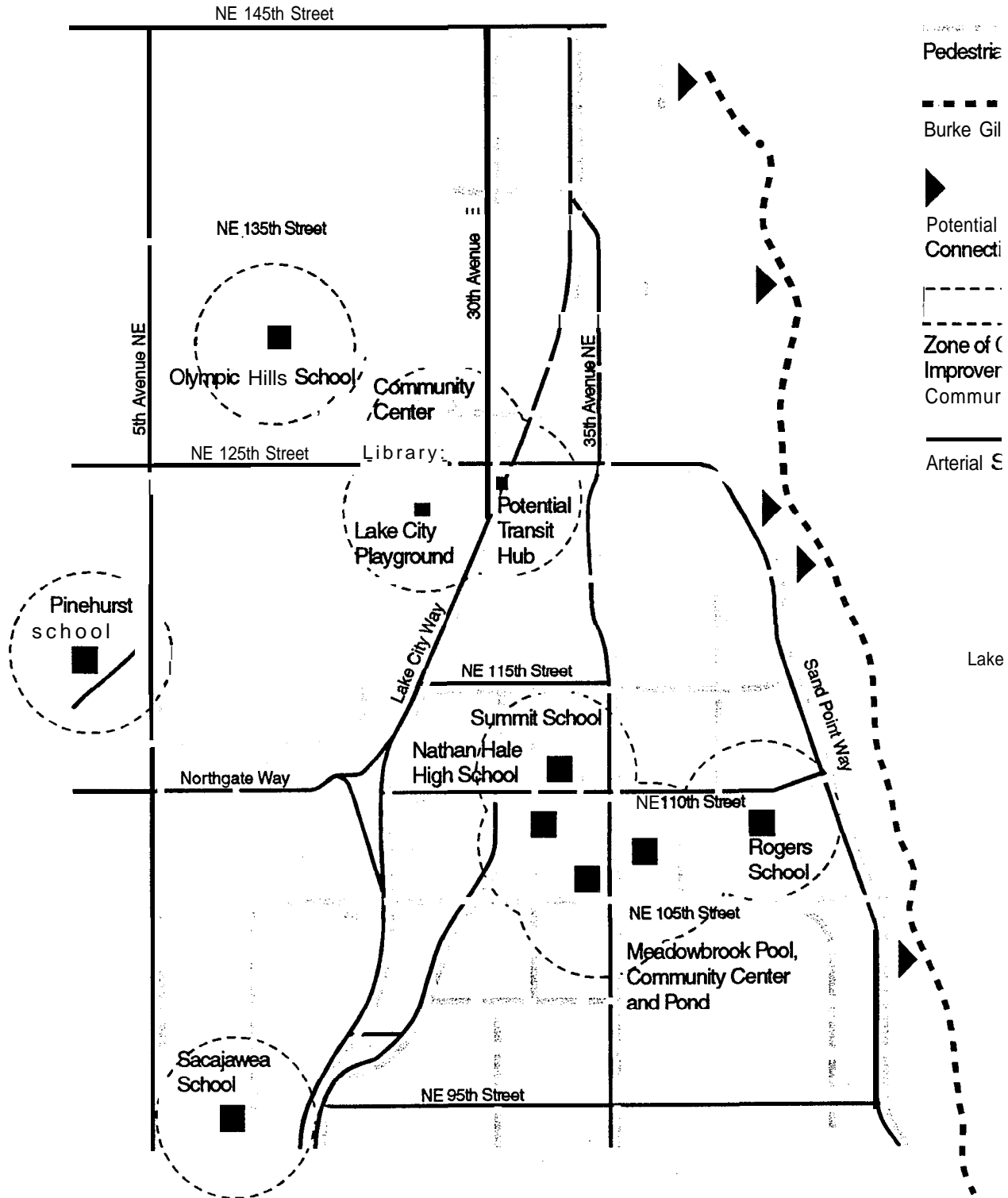
- A. Define the use most beneficial to the community for 30th Avenue NE from 12th to 145th, but especially between 123rd and 130th. Examine its potential for development, given its proximity to the Civic Core and other commercial activities. Consider whether its use as a “by-pass” of Lake City Way for traffic heading east is an acceptable use. Consider improvements (sidewalks, curbs, gutters, crosswalks, drainage, curb ramps, and improved transit stops) for safety, pedestrian, parking and transit purposes from 123rd to 145th.
- B. Locate two sets of drive-by postal collection boxes outside the core area of Lake City. Begin with one in the vicinity of Marketplace Foods (120th and 30th).
- C. Develop traffic calming “gateways” at entrances to residential neighborhoods from arterials and other heavily traveled streets.
- D. Establish a program allowing neighborhood and community design and choice on methods to deal with cut-through traffic on local streets.
- E. Establish convenient local “circulation” services between neighborhoods and the Lake City business district, the Civic Core and other neighborhoods and provide improved access to Metro transit services.

- F. Enhance transit services to and from other Seattle neighborhoods north of the Ship Canal and establish new east-west bus routes that do not require traveling through Northgate.
- G. Increase bus frequency between downtown Seattle and the Lake City business district throughout daylight and evening hours and better coordinate evening service schedules to Lake City area bus stops.
- H. Improve bus stop safety, cleanliness, handicapped access, weather protection, lighting, and schedule and route information.
- I. Plan how Monorail stations may be accommodated along Lake City Way at or near its intersections at 145th, 125th, and near the 'triangle' formed by Northgate Way, Lake City Way and 24th AVE NE.

Strategy 3: Enhance pedestrian-related amenities to encourage both "walk-to-shop" and recreational walking. Our priorities, in order, for sidewalks are: 1) sidewalks installed on streets adjacent to schools and on safe identified routes to schools, 2) sidewalks installed within the core business area, 3) sidewalks in multifamily neighborhoods, 4) east/west pedestrian corridors at NE 105th Street and NE 135th Street, and 5) a network of pedestrian amenities throughout the Planning Area.

- A. Repair broken and uplifted sidewalks throughout the Planning Area.
- B. Keep pedestrian ways accessible by maintaining overgrowth control, enforcing parking restrictions, and encouraging responsible property owners to keep sidewalks clear.
- C. Install sidewalks where absent on streets within the HUV. Maintain all painted crosswalks using the ladder-style of painted lines, instead of the single line on each side.
- D. In areas with high vehicle and pedestrian use, employ curb bulbs, street trees, plantings, parking strips, street lighting fixtures or other devices to more distinctly separate and define pedestrian "zones" from vehicle "zones."
- E. Develop a network of sidewalks and pathways in neighborhoods. As a priority, develop pedestrian ways that connect to schools, parks, the library and other community resources and can serve as safe "children's routes" as well as offer family strolling opportunities. Establish design guidelines allowing options that include permeable surfaces and other surface treatments. Evaluate neighborhoods individually to determine specific needs and most appropriate types and design of neighborhood pedestrian facilities. Be especially sensitive to retaining the existing character of streets in residential areas.
- F. Develop a program for residents and other property owners to participate equitably with the City in funding sidewalks and related drainage improvements. Include criteria that encourage development by block face rather than by parcel.

Pedestrian Routes



Pedestrian routes are shown to illustrate the needs of the community. The actual location, design and configuration of pedestrian routes will be determined by engineering studies and neighborhood involvement process.

2.2 LAKE CITY WAY

Goal 2 - Improve Lake City Way to create a pleasant, safe boulevard that accommodates both local and through traffic and transit as well as pedestrian use.

The Lake City Way corridor, State Route 522, serves as a spine of the North District neighborhoods. The plan aims to improve the function of this regional transportation facility so as to remove the temptation (or opportunity) for non-local, “pass-through” traffic to use city and neighborhood streets simply to detour around congestion points. At the same time, maintaining access, especially left-turn access, into businesses located along the highway is vital to the economy of the area.

Policies

PI. Retain, to the extent possible, existing driveway access and on-street parking along Lake City Way.

P2. Mitigate the ‘dividing’ effect of Lake City Way on the business district and the community.

P3. Establish a pedestrian-friendly atmosphere and “boulevard” look and feel for Lake City Way.

P4. In conjunction with any maintenance or improvements to Lake City Way, repair and re-establish riparian and wetland systems.

P5. Allow no bike routes on Lake City Way.

Strategy 1: Ensure the Washington State Department of Transportation plans (WSDOT) plans for improvements to SR 522 through the Planning Area are acceptable to the local business community.

Actions:

A. Meet with WSDOT and Seattle Transportation (**SeaTran**) representatives to resolve conflicts over proposed roadway improvements along the SR 522 corridor. Ensure adequate access to businesses is incorporated into corridor improvement plans.

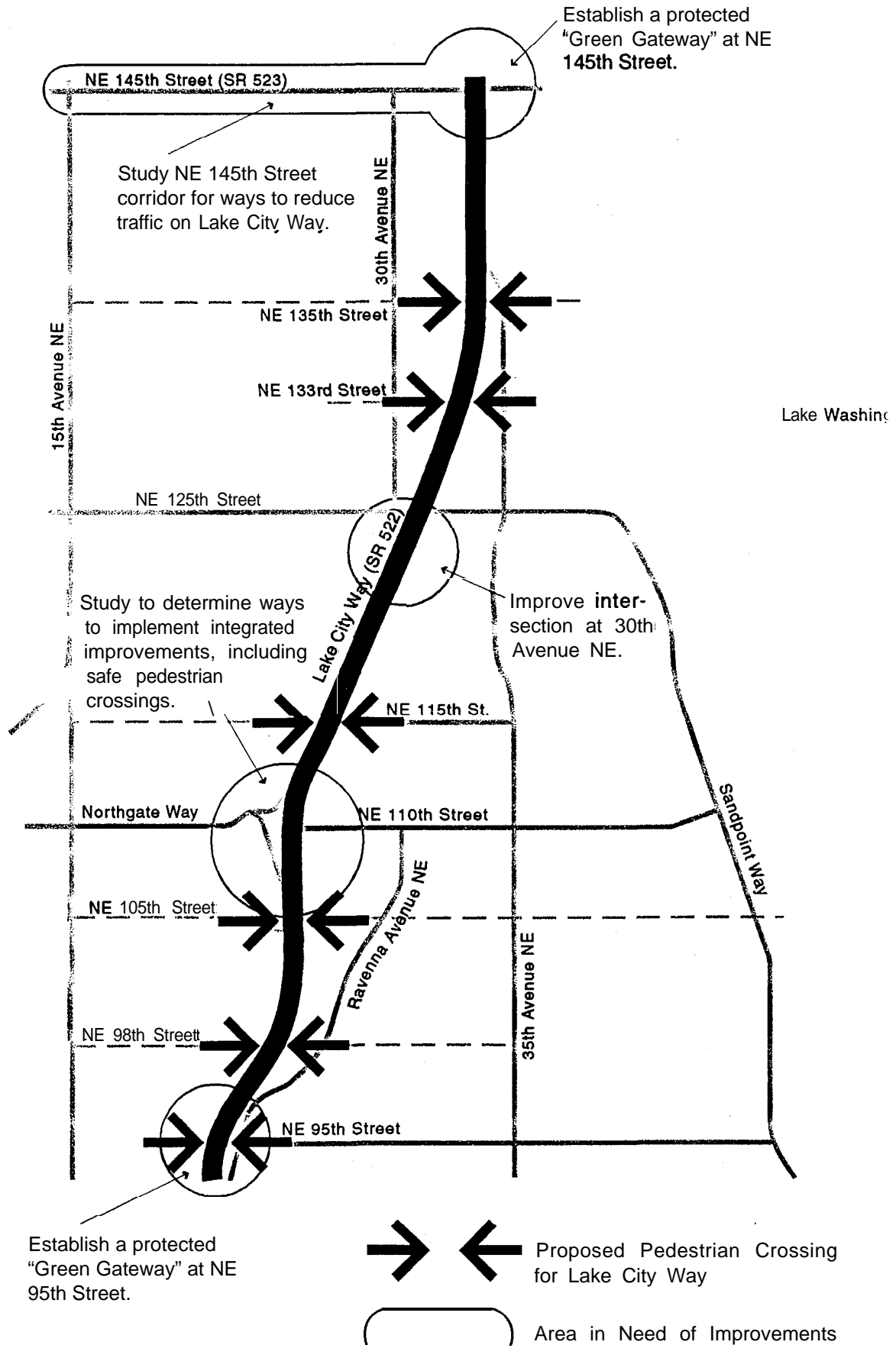
B. In sections of the highway planned to receive raised medians, retain existing “free” turn lanes.

C. Provide improved pedestrian crossings between signaled intersections

D. Incorporate street trees, plantings and ‘gateway’ treatments to bulbs located in center aisle.

Strategy 2: Aggressively pursue ways by which Lake City Way can efficiently and safely serve current and projected traffic volumes while developing its pedestrian appeal and use. Improve and maintain safe pedestrian crossings, coordinating with transit stops as appropriate.

Proposed Lake City Way Improvements



Actions:

- A. Modify the traffic signal at Lake City Way and Erickson Place to allow southbound left-turns from Lake City Way in the absence of oncoming northbound traffic.
- B. Complete the construction of concrete sidewalks-with curbs, gutters and ADA ramps-and installation of street trees along the full length of both sides of Lake City Way.
- C. Identify appropriate modifications to remedy hazardous traffic conditions along Lake City Way between NE 120th and 123rd Streets at the south end of the Lake City business district. Consider restricting left turns from Lake City Way to 30th Avenue NE northbound (possibly to transit only) during afternoon peak hours. In conjunction with any such change, consider restoring left turns for northbound traffic at NE 125th Street, but disallow by signal modifications (or discourage by other means), immediate right turns to go north on 30th Avenue NE by signal adjustments. And, finally, consider northbound traffic to pass through the business district on Lake City Way rather than 'flushing' though on 30th as a by-pass/cut-through route to Interstate 5. Emphasize NE 130th Street as the "portal" by which traffic from northbound Lake City Way can access 30th Avenue NE, but discourage this for all but local traffic.
- D. Improve SR 523 as the major east/west corridor between I-5 and SR 522 to reduce commuter traffic on Lake City Way.
- E. Initiate a comprehensive study of the 'triangle' formed by Lake City Way, Northgate Way and 24th Ave NE to 1) establish safe pedestrian crossings and sidewalk improvements connecting the existing transit stop to local businesses and the nearby high school, 2) develop a more effective roadway alignment and intersection for safer traffic flow (particularly at the southern and western points of the triangle) and 3) assess the potential for locating a Monorail station in this vicinity, capitalizing on the site's topography and location.
- F. Remove Lake City Way from the Seattle Bicycling Guide map to discourage its use by bicyclists, reduce hazards and prevent accidents.
- G. Continue "greening" of the boulevard, including planting and care of street trees along Lake City Way. Include street lighting and street trees or plantings for all sidewalks along Lake City Way, except where lack of visibility presents a safety hazard. Also employ vegetative buffers and trees in median strips and along building surfaces, to absorb noise and reduce air pollution impacts along Lake City Way. Select plantings and maintain them adequately to reduce crime and safety concerns.
- H. Consider creation of a pedestrian bridge or overpass across Lake City Way at or near NE 105th Street to connect two east-west pedestrian corridors passing through adjoining neighborhoods and connecting to community open space and recreational areas to the east.

- I. Provide safe pedestrian passage across Lake City Way using crosswalks, pedestrian activated signals, timed signals, overpasses, etc., at multiple locations, including mid-block where appropriate. Suggestions include NE 98th, NE 105th, NE 115th, NE 133rd and NE 135th Streets.
- J. Keep culverts under Lake City Way maintained to prevent flooding of Thorn Creek and encourage for fish passage and provide enhanced fish habitat.
- K. Preserve and enhance the green “gateways to Lake City” along Lake City Way near NE 95th and NE 145th Streets. Develop these sites as a visible, pleasing and natural portals to the community, letting people know that they are entering or leaving a distinct community.

2.3 CIVIC CORE

<p>Goal 3 - Develop a cluster of community public facilities, conveniently located and capable of serving the area's projected population.</p>
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The “Civic Core” is an area covering about eight to ten square blocks in the heart of Lake City. This area has a concentration of important public and private facilities: the library, community service center, fire station, post office, community center, city park, commercial activities and some other business and institutional services.

It is unique, as well, in that there are several public parcels in relative close proximity: a small urban park, the Lake City Branch Library, Fire Station 39 and Neighborhood Service Center. However, there are many unmet community needs. We think it is crucial to acquire more public land in that same vicinity, now, for the facilities that will be needed to serve the wave of growth we expect in the immediate future.

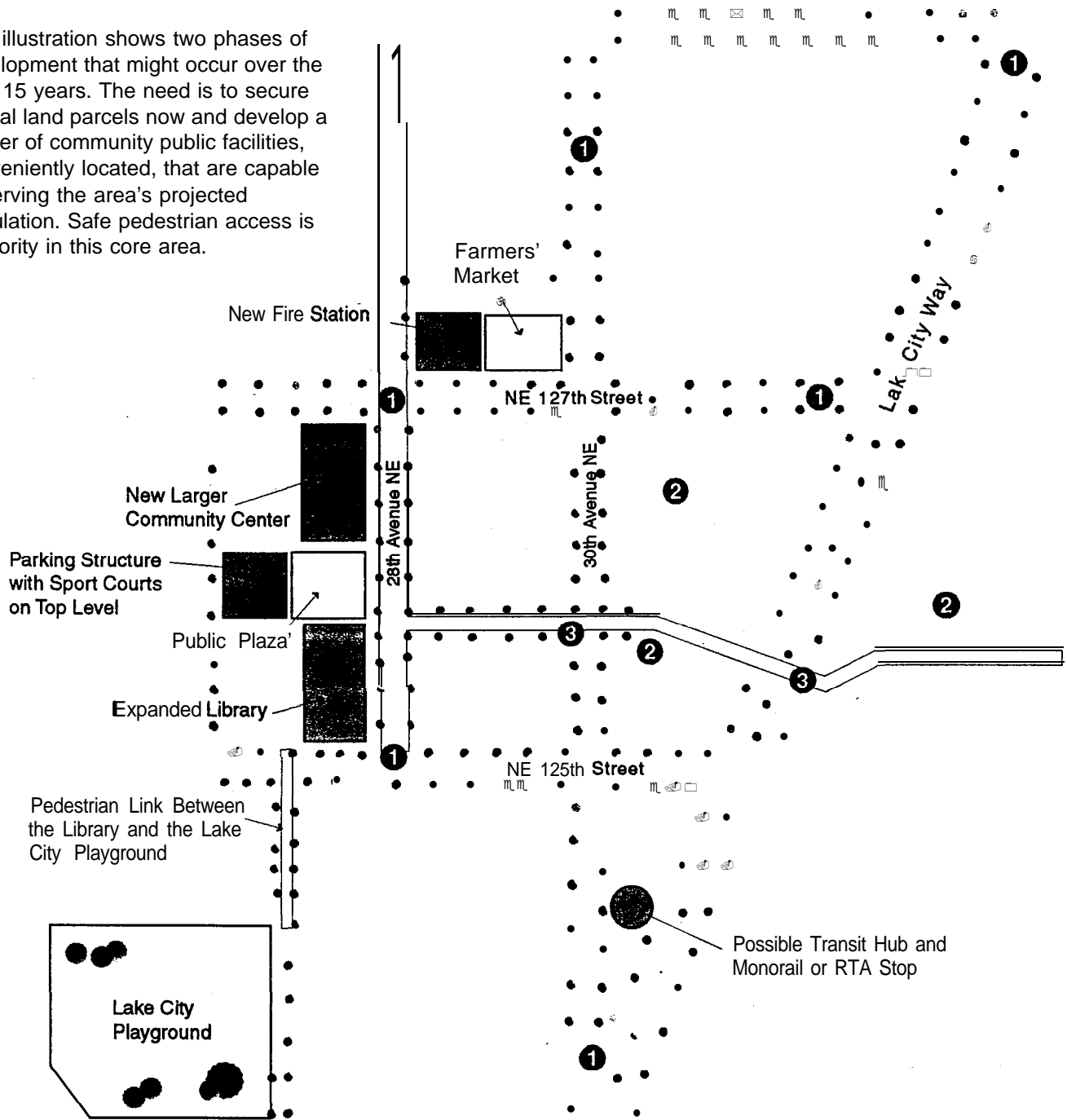
The Civic Core is characterized by a grid work of large ownership parcels bisected on the diagonal by Lake City Way creating a series of irregularly shaped block lots.

The development potential within this Core has staggering implications for the Zoning. It will allow five to seven story residential and commercial structures over much of about ten square blocks where now exist small frame one-story buildings clustered along Lake City Way. At full capacity build-out, the population and transportation needs implied by this building allowance will tax the existing streets and walk ways far beyond their current capacity to serve. The scale of building construction, at the height that is allowed, will change the look of the Civic Core Area dramatically.

Lake City Way is a primary transportation corridor - a state highway - running through the heart of the Civic Core, bringing people and goods to and through the City. The physical appearance of the Lake City Business District is much improved from the 1970s, due to the implementation of most of Phase I, Priority I projects that are outlined in the Gateway Plan.

Lake City Civic Core Phase I and II Development

This illustration shows two phases of development that might occur over the next 15 years. The need is to secure critical land parcels now and develop a cluster of community public facilities, conveniently located, that are capable of serving the area's projected population. Safe pedestrian access is a priority in this core area.



- ① Establish Green Streets in Civic Core (include pedestrian pathways and street trees)
- Center-block Parking Courts
- Begin Mid-block Pedestrian Links
- Trees

However, the anticipated business development and growth did not occur as a result and the district still functions primarily as a commercial strip. Revision of the 'Gateway' concept is not what is needed. What is needed is completion of the Phase I, Priority 2 recommended improvements noted in the Gateway Plan.

With the capital improvements noted in the actions, accompanied by parking improvements, the overall goal of the plan might be reached. These improvements provide the framework for expanding the district beyond the narrow Lake City strip and would help create greater cohesiveness and encourage business development over the entire area.

Lake City side streets such as NE 30th Avenue, NE 33rd Avenue and NE 127th are important to the community as local business area working streets, provide parking access, service traffic routes and internal vehicular circulation. However, these streets lack curbs, gutters and sidewalks, are cluttered with power pole wires; and have long streetscape expanses open to parking and service lots at the backside of buildings.

Improvement of City-owned facilities is long overdue and the City has identified the following improvements within a short time frame: expansion of the Lake City Library, provision for parking for the Lake City Community Center and Library rebuilding Fire Station #39, renovating and providing ADA access to facilities. Neighborhood Service Center (including the Community Policing Center, Municipal Court center and other uses) along with adequate parking. Street improvements especially for pedestrian and other non-motorized uses) were proposed in the Gateway Plan (1977) and are still needed. Drainage improvements have been underway but are not adequate to support growth or fulfill the Gateway Plan.

This is a 5, 10 and 20 year plan for the Lake City Civic Core. It will be implemented in stages. The intent is to begin to secure some critical land parcels now and others later as the population density increases.

Policies

P1. Acquire parcels of land now, contiguous or very close together, that are necessary to build community facilities needed now and in the future.

P2. Create walking and biking paths inside and to the Civic Core.

Strategy 1: Acquire parcels necessary to execute the Civic Core plan.

Actions:

A. Acquire old motor court property and adjacent properties to north.

B. Explore acquisition of other parcels on the same block.

Strategy 2: Implement the Civic Core plan.

Actions:

A. Expand library.

B. Construct new, larger parking facility.

C. Develop new or expanded community center.

- D. Build new fire station.
- E. Develop a public gathering space or plaza linking the library and community center.
- F. Develop a transit hub near to the Civic Core.
- G. Create park or open space on current tire station/NSC site.
- H. Install associated improvements in Civic Core area (sidewalks, pedestrian crossings, curbs, gutters, drainage, street lighting, and street trees).
- I. Underground utilities along 30th Avenue NE and NE 127th Street.

Strategy 3: Enhance pedestrian access to/in Civic Core area.

Actions:

- A. Develop pedestrian connection across NE 125th Street to Lake City playground.
- B. Designate 28th Avenue NE between NE 125th and NE 127th Streets as a Green Street.
- C. Consider closing the north end of 28th Avenue NE (at NE 1 27th Street) to vehicular traffic.
- D. Develop linear street park through the 'Pierre/SeaFirst' block.

2.4 BUSINESS AND **ECONOMIC** DEVELOPMENT

Goal 4 - Attract new businesses and employers to the Lake City business district and stimulate private commercial investment.

Lake City is a unique place in the City and on SR 522. A healthy, viable business district in Lake City is essential to the well being of the Planning Area and provides the economic stability, jobs and services both single and multi-family residents want. Citizens of the Planning Area want to develop, improve and maintain a safe, walkable shopping and community area, which provides adequate services for local needs as well as competes successfully for customers from around the region. Long standing successful auto-oriented, retail and related auto services should also be recognized.

Commercial areas occur along the length of Lake City Way from NE 95th to NE 145th. This area expands from parcels adjacent to Lake City Way in the south end of the Planning Area into several blocks of neighborhood commercial area near the intersection of NE 125th, then narrows to approximately one block on each side of Lake City Way from about NE 130th Street to NE 145th Street.

Policies

P1. Upgrade infrastructure to support our current business and residential population prior to acceptance of any additional growth.

P2. Underground utilities as a part of construction of all sidewalk and street improvements within the Planning Area.

P3. Sanction and encourage home-based businesses in residential areas provided they do not disrupt the neighborhood environment.

Strategy 1: Assess current system capacity and adequacy for power, communications and drainage; upgrade where necessary.

Actions:

- A. Determine quality and capacity of our current infrastructure.
- B. Upgrade all utilities within the HUV: electrical, sewer and storm water drainage, water quality, telephone as needed.
- C. Establish right-of-way improvements that incorporate drainage and utility capacity.
- D. Establish storm water detention and infiltration drainage in neighborhood areas. Develop detention areas as active-use pocket parks.
- E. Storm water runoff from impervious surfaces reduced or coordinated with natural watershed and drainage basin systems.
- F. Establish a comprehensive approach to the capacity and location of utilities.

G. Coordinate utility, drainage and street tree location and design at key designated pedestrian-oriented streets. (Including the Civic Core area, Lake City Way, NE 125th, 127th, 1 10th, 104th, 145th Streets and 15th, 30th and 33rd Avenues NE.)

H. Integrate the street lighting plan with improvements.

I. Connect with fiber optic metropolitan area network (MAN).

Strategy 2: Encourage occupancy of vacant business space.

Actions:

A. Actively seek small businesses when knowledge of a potential vacancy is available.

B. Develop a "Developer's Kit" to inform businesses we want to attract about our community. Include demographic information and survey results.

C. Identify specific businesses needed or desired by the community (reference the surveys); and actively seek appropriate developers to meet these needs.

Strategy 3: Provide pedestrian amenities, increase shopper convenience, and upgrade the appearance to improve the shopping experience within the HUV and develop a HUV image of beauty, success, safety and vitality.

Actions:

A. Upgrade streets, sidewalks, public services and amenities, such as sidewalk benches.

B. Underground utilities as sidewalks and curbs are installed, beginning with Civic Core and HUV.

C. Develop and implement a beautification program throughout the HUV including no billboards and more park-like amenities such as benches, trees, flowers, wider sidewalks and artwork.

D. Develop a Cleanup and Improvement Program.

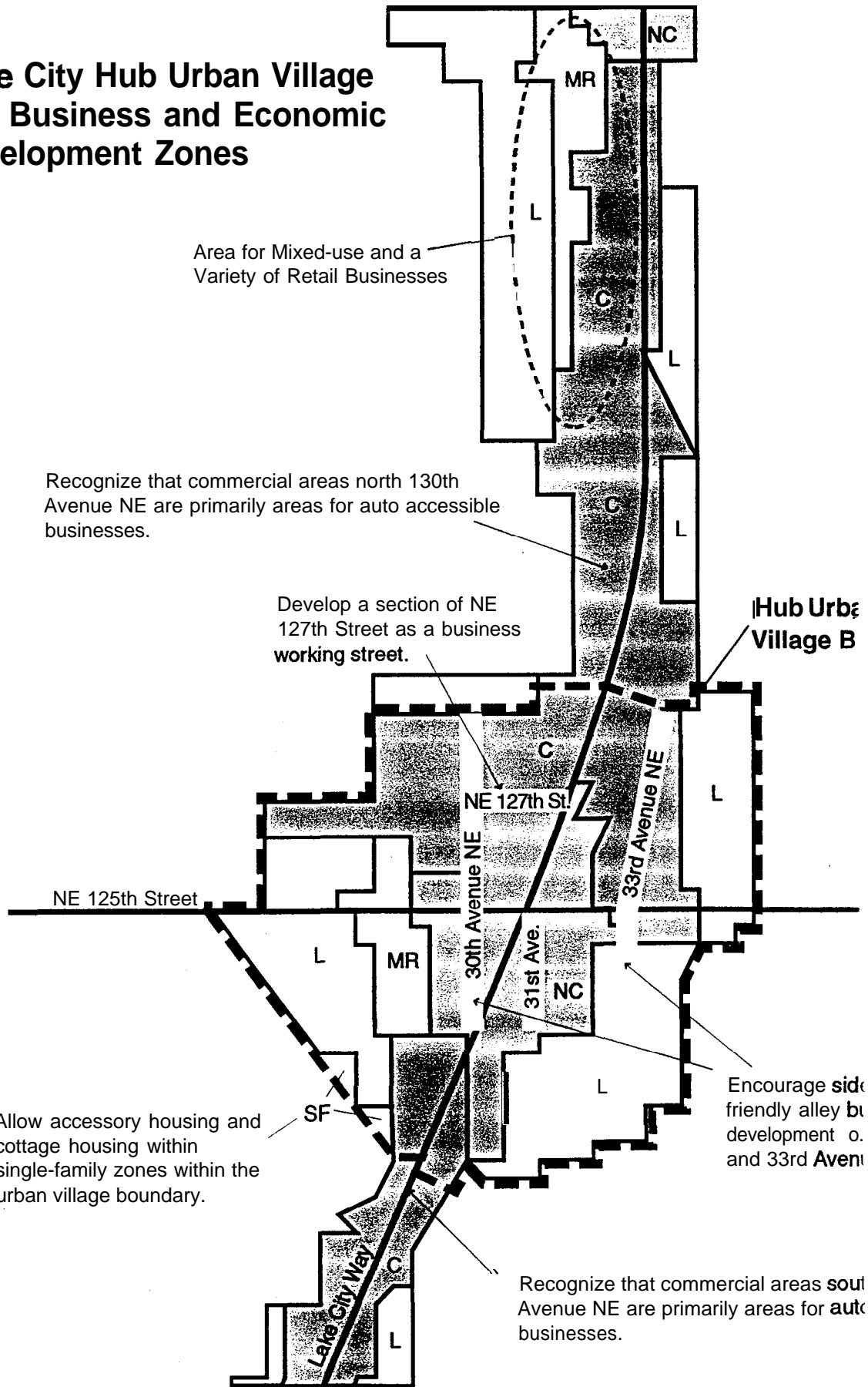
E. Require through Design Review that the visual appearance of commercial buildings with respect to their view from adjacent residential streets is attractive.

F. Improve store entries from rear of buildings along 30th Avenue NE.

G. Set standards and upgrade business signs within the HUV.

H. Develop and implement regulations that place restrictions on the size, style and character of **signage** for the Planning Area as a means of improving the community image.

Lake City Hub Urban Village and Business and Economic Development Zones



Area for Mixed-use and a Variety of Retail Businesses

Recognize that commercial areas north 130th Avenue NE are primarily areas for auto accessible businesses.

Develop a section of NE 127th Street as a business working street.

Hub Urban Village B

NE 125th Street

NE 127th St.

30th Avenue NE

31st Ave.

33rd Avenue NE

Allow accessory housing and cottage housing within single-family zones within the urban village boundary.

Encourage side friendly alley development on 30th and 33rd Avenue

Recognize that commercial areas south of 30th Avenue NE are primarily areas for auto accessible businesses.

Strategy 4: Protect and increase the viability and variety of the commercial areas in the business district by encouraging existing, desired businesses and development of new desired ones.

Actions:

- A. Encourage the development of pedestrian-oriented shopping and new community service businesses within well-defined core area between NE 123rd and 1 30th Avenue s, 27th to 35th Avenue NE.
- B. Encourage development of businesses on side streets and friendly alleys, such as 30th and 33rd Avenues NE, through Design Review and incentive programs.
- C. Through Design Review, require businesses with frontage on two streets, such as those on 30th Avenue NE, to develop an attractive and usable back entry.
- D. Recognize that Lake City Way may more successfully host destination businesses, while 30th and 33rd Avenues NE can be the "back door" for local shopping needs.
- E. Attract businesses that are family-oriented in terms of activities and business hours.
- F. Encourage smaller, more diverse businesses as opposed to warehouse-type franchise stores.
- G. Attract new businesses that are family-oriented and cater to everyday living and business needs.
- H. Attract new businesses that provide more evening and weekend activities, such as a variety of restaurants, a movie theater, a theater company, etc.
- I. Encourage businesses that cater to pedestrian activity.
- J. Encourage development of mixed-use commercial and residential units along the street edge.
- K. Develop Lake City side streets such as 30th and 33rd Avenues NE and NE 127th Street as local business area working streets.
- L. Encourage and support those businesses and industries which employ sound environmental practices.

Strategy 5: Protect the viability of existing auto-oriented and auto-accessed businesses.

Actions:

- A. Encourage direct auto access businesses to locate along Lake City Way north beyond NE 130th Street and south beyond NE 123rd Street.
- B. Require new businesses to develop directly along sidewalks with parking beside, below or in back of the building.
- C. Preserve the left turn lanes along Lake City Way from NE 95th to 123rd Streets and from NE 130th to 145th Streets to ensure customers can turn into businesses.

D. Preserve street parking along Lake City Way.

E. Disallow installation of HOV lanes on Lake City Way.

Strategy 6: Encourage the development of an identity or “theme” for the HUV enhance its sense of place and uniqueness from other areas of the City and to visual continuity.

Actions:

A. Develop a specific theme for the HUV to give an identity to the business corridor and support this identity with specific land use controls.

B. Develop Design Guidelines related to commercial properties which deal with storefront signs, billboards, sidewalk amenities, etc.

C. Encourage landscaping within HUV.

D. Provide care for existing landscaped public and private properties, especially pedestrian-oriented areas.

E. Develop a Lake City entrance sign and attractive landscaping for all major entrances to our community.

Strategy 7: Establish a parking system for local businesses and/or residential retail shopping and cultural activities. Provide adequate, organized, aesthetically pleasing, and well-light parking, which enables people to park once, and walk to perform several errands.

Actions:

A. Encourage the consolidation of off-street parking facilities through the development of pocket parking areas at regular intervals throughout the HUV and near high activity zones.

B. Improve on-street parking along key streets off Lake City Way.

C. Promote joint use or shared parking located within the interior of larger blocks.

D. Develop parking management association to coordinate shared or multiple blocks of off-street parking.

E. Develop relevant studies on Lake City parking issues, commercial property ownership and their future plans.

F. Require through Design Review that parking areas incorporate green spaces at regular and close intervals to provide attractive surface parking areas.

G. Organize on-street parking supply within the HUV.

H. Create regular “pocket parking” areas within easy walking distance of key HUV features.

I. Develop a parking analysis with specific proposals for parking facilities.

J. Restrict non-local parking to specific commercial areas.

K. Require high-density housing to provide adequate on-site, underground parking.

- L. Limit on-street parking where it conflicts with local, safe use.
- M. Clearly mark and provide **signage** to destination parking areas.
- N. Establish permit zones, especially around schools, to limit or sanction non-local parking as needed.
- O. Discourage non-locals from parking in our neighborhoods while using regional transit by: restricting non-local parking availability near mass transit facilities, reducing non-residential parking time near transit facilities during work days and/or establishing a Park 'n Ride near the transit facility. If a Park 'n Ride facility is used, locate it substantially away from the Civic Core in an inconspicuous area. Require significant vegetative amenities be installed.

Strategy 8: Develop and implement Design Review Guidelines and other measures as a means to ensure consistent design quality.

Actions:

- A. Require all buildings to be built up to the sidewalk edge in the Civic Core area. Guide design of all development within the HUV.
- B. Provide direction for appropriate street amenities, **signage**, beautification, compatible building character and typology.
- C. Provide the Design Review Board with guidance related to the desires of the neighborhood.
- D. Ensure the business and economic environment in the Core is designed to be physically attractive to new and old, character-filled businesses.
- E. Create physical distinctions in design between public, semi-public and private areas.
- F. Apply Design Guidelines to address development of Civic Core facilities and ensure that the Civic Core plan will complement and encourage nearby commercial development serving the larger community.

2.5 COMMUNITY NETWORKS

Goal 5 - Provide opportunities for effective civic involvement by individuals and organizations throughout the Planning Area.

The institutionalization and nurturance of social systems are critical to the success of the Planning Effort. The extent to which stakeholders communicate and work cooperatively will drive the implementation of strategies and actions to achieve goals and policies enunciated in this plan. Building community and creating a sense of community where it has been absent are fundamental objectives underlying the North District Neighborhoods' Planning effort.

Policies

P1. Maintain the open and inviting character of community councils and the North District Council so persons and organizations of the Planning Area will feel encouraged toward civic participation.

P2. Build on existing programs and resources, creating new programs or efforts only to fill gaps which existing programs and resources cannot fill.

Strategy 1: Formalize and publicize a comprehensive community network. Build connections and working relationships among residential, business and institutional segments within the Planning Area.

Actions:

- A. Require all City departments and agencies to invite the local community council to co-host any public meeting held within the boundaries of that community council.
- B. Require adequate notice (not less than 30 days) of any public meetings, including agendas of same.
- C. Create if necessary, and publish and publicize the City's notification protocol public notices, meeting announcements, program information dissemination etc.
- D. Expand the Block Watch program to serve as a conduit for other community communication needs.
- E. Publish a directory showing areas of interest and responsibility, methods of communication and purpose/objectives of each community organization.
- F. Coordinate communication efforts so similar messages are conveyed via various media (e.g. kiosks, community web site, local press, flyers, mailers, telephone trees, e-mail, etc.).
- G. Re-invigorate the North District Council, encouraging a wide variety of organizations to be represented there (e.g. civic, social, faith-based, recreational, business and professional).

- H. Create a community stewardship organization whose members represent both residents and businesses in the area, that will coordinate the recruitment of new employers and businesses to the area, execute needed improvements for Lake City, and carry out the implementation of the neighborhood plan as it relates to Lake City. This organization will be a member of the North District Council.
- I. Create a Lake City Arts Council, charged with developing a plan to develop a targeted arts program for the area. Incorporate the program into Design Review guidelines.
- J. Provide a centralized, accessible and modern community center/gathering space.
- K. Form a joint citizens committee to discuss mutual problems for the future improvement of Lake City.

Strategy 2: Create a strong sense of community and individual involvement and responsibility for the good of the community.

Actions:

- A. Create pleasant gathering places that encourage interactions.
- B. Plan periodic community events to increase community participation and face to face meetings of individuals within the community, and introduce, educate, and celebrate cultural diversity and interests.
- C. Perform outreach efforts into communities to encourage participation and gather feedback on how proposed actions would be received. Modify proposed plans as necessary to meet the needs of each community affected.
- D. Encourage and promote regular neighborhood trash patrols on busy street corners or often-polluted areas. Work with local businesses to encourage a regular trash patrol.

2.6 PUBLIC SAFETY AND CRIME PREVENTION

Goal 6 - Create the perception and reality of security and safety throughout the Planning Area.

Personal safety and property protection for the citizenry are primary goals for the community. Crime and Safety strategies create a filter through which all other plans must pass to ensure that community safety is not compromised, and crime does not flourish.

The Chamber of Commerce Crime & Safety Task Force has already implemented many actions and programs that are benefiting the community. A graffiti removal program and a nightly citizen patrol in areas of concern are two examples. Our goal is to expand upon these efforts.

Policies

PI. Give priority to programs and facilities that effectively address causes and prevention of crime and public safety problems.

- P2. Use design standards to ensure pedestrian and bicycle ways are safe to use.
- P3. Use environmental design techniques to reinforce crime prevention.
- P4. Provide the highest levels of fire protection to all places within the Planning Area.
- P5. Identify and remedy known crime problems as they develop.

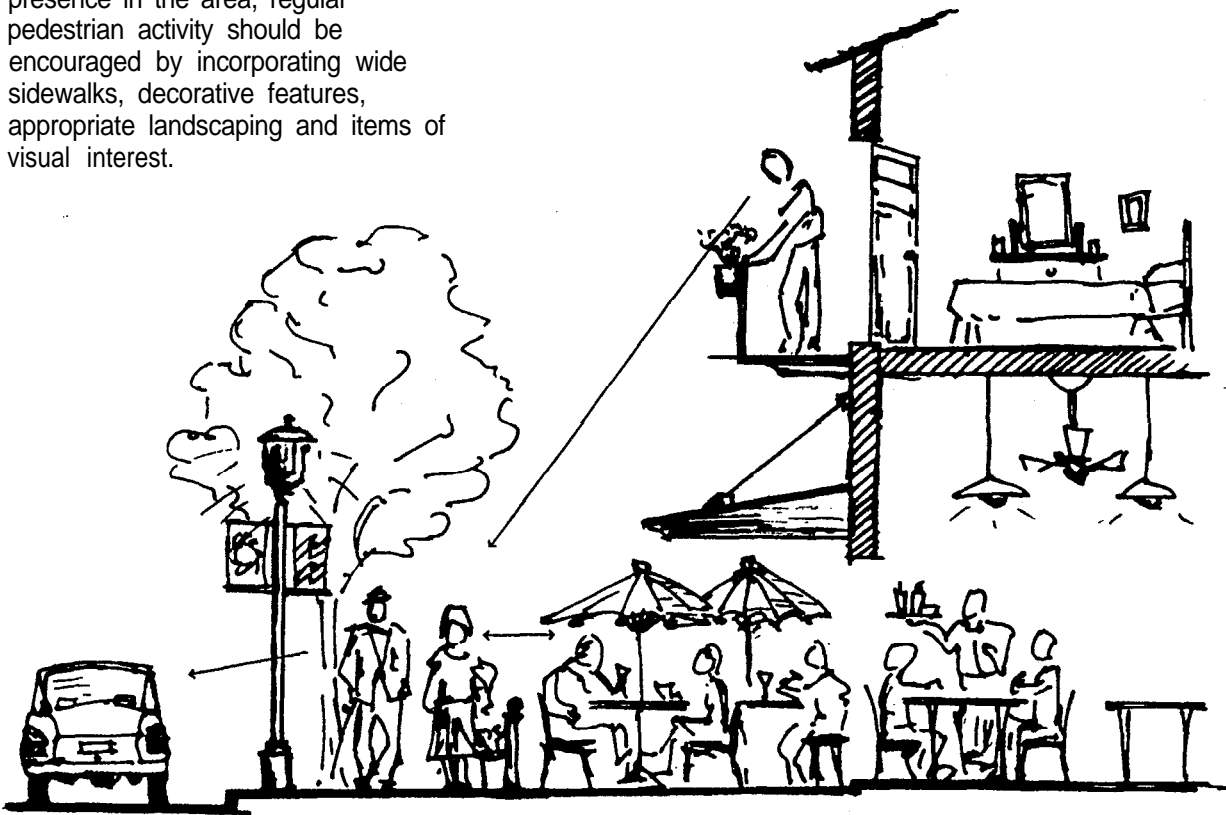
Strategy 1: Create a Crime & Public Safety Council. Take action to bring together and coordinate the efforts of all concerned groups to improve crime prevention and public safety.

Actions:

- A. Include on the Council all organized neighborhood groups. Encourage organization of a new group within each neighborhood.
- B. Enhance citizen self-reliance in preventing crime through related skill building and involvement in specific activities, such as Block Watch, graffiti clean up and community maintenance.
- C. Create education and training for residents and business owners in how to prevent, report and deal with specific crimes.
- D. Involve apartment owners and managers in drug activity prevention strategies, tenant screening training, and reporting of disruptive tenants.
- E. Address opportunities for crime problems caused by any look of deterioration in the business district, gaps in business storefronts or look of abandonment.
- F. Plan and implement community activities that introduce, educate and celebrate cultural diversity and interests.
- G. Extend the residential Block Watch Program. Achieve 100% coverage.
- H. Create a Block Watch program for apartment buildings and businesses.
 - I. Involve apartment owners and managers in drug activity prevention strategies.
- J. Develop local problem-solving teams of both residents and business owners to work on crime-related problems.
- K. Involve Apartment Association in tenant screening training and reporting of disruptive tenants as a major tool for combating crime in residential areas.
- L. Encourage through advertising that citizenry attend the Community Police Academy to learn useful techniques for working on crime-related problems.
- M. Educate the community about the interconnectedness of the drug problem.
- N. Develop a community juvenile offenders diversion group.

Crime Prevention Design Ideas

So that there is always a visible presence in the area, regular pedestrian activity should be encouraged by incorporating wide sidewalks, decorative features, appropriate landscaping and items of visual interest.



Parking areas should be visible from pedestrian spaces and **adjacent** buildings.

To allow visibility between public and private spaces, landscaping should be trimmed out of sight lines and **mid-level** lighting should be installed.

Ground level and above-ground spaces should orient windows, doorways and **balconys** toward the sidewalk to connect buildings to the exterior and to allow one to watch activity on the street.

Strategy 2: Develop pedestrian corridors and key pedestrian streets to encourage “eyes on the street” so problems will be noticed quickly and pedestrian safety and access is assured. Actions:

- A. Maintain a clean and orderly appearance to indicate this is a community that is watchful and cares about what happens to the people and property within its boundaries.
- B. In addition to improved street lighting, improve night lighting around and between buildings, along alleys, inside public spaces.
- C. To help reduce opportunities for criminal activity, restructure on-street and curbside street parking from disorder to order to improve visibility in parking areas and around parked cars throughout the Planning Area, with special attention given to areas with concentrations of apartment buildings.

Strategy 3: Require use of design guidelines that emphasize Crime Prevention Through Environmental Design (CPTED).

Actions:

- A. Require all new buildings to have apartment windows facing the street.
- B. Require each apartment unit have its windows facing in at least two directions to increase visibility of the unit’s immediate neighborhood.
- C. Require that all exterior and interior public spaces of multi-family buildings be well lit.
- D. Require main entries to multi-family buildings be visible from the street.
- E. Place a top priority on sidewalks, curbs, gutters and street-side parking conditions on multi-family housing units.
- F. Place a top priority on installation of night lighting on public sidewalks for multi-family housing units.
- G. Provide on-site, underground parking for all multi-family housing units and mixed-use buildings instead of on-street parking.
- H. Require private developers to install curbs, gutters, sidewalks and street and human-scale sidewalk lighting as part of any multi-family development.
- I. Increase police patrols throughout multi-family areas during the night.
- J. Encourage development of ground accessible units.
- K. Improve the image and appearance of Lake City to reduce opportunity for crime problems caused by a look of deterioration or abandonment in the business district.
- L. Interact with the Design Review Board as design relates to safety issues.
- M. Identify and correct community physical features that aid or encourage criminal activity.
- N. Consult with the SPD in design of new developments.

Strategy 4: Identify sites that cause or contribute to crimes against persons and/or property. Implement measures to eradicate specific crime problems that have been identified as concerns in the Planning Area including car prowls, burglary, prostitution and drug activity, which moves from one area to another to avoid detection. Create an atmosphere of safety, as crime is perceived to be the biggest threat to economic and residential success in Lake City.

Actions:

- A. Work with the Seattle Vice Department and the Task Force to inventory sites that contribute to opportunities for crime.
- B. Map Areas of Concern based on criteria describing situations that cause problems for personal safety and criminal activity, such as dark corners, unlighted parks, topless nightclubs, etc.
- C. Mitigate apartment areas where buildings are long, narrow and perpendicular to the street, with no residential windows to view street activities.
- D. Identify apartment areas that are so distant from public amenities and social services that youth hang out in the street. Provide appropriate social services and youth outreach.
- E. Rectify apartment areas that are not served by sidewalks, adequate street lighting and orderly on-street parking against the curb, all of which create dark and hidden pockets.
- F. Improve lighting and supervision of large commercial parking lots to deter criminal behavior.
- G. Light service sides of businesses and apartments with inadequate lighting and street visibility.
- H. Correct public spaces that have poor visibility from the street.
- I. Require video surveillance of locations of known criminal activity. Develop a local Policing Center location where residents, business people and the SPD can meet to work on problems.
- J. Encourage and train community volunteers to assist the SPD with priority projects in the community.
- K. Provide continued vigilance by the Task Force, eyes-on-the-street, regarding drug activity, appearance of gangs, graffiti, vandalism, car and house prowling.
- L. Develop community program to report drug activity as soon as it is seen, in order to monitor drug movement from one area to another.
- M. Provide more patrol car visits.
- N. Lobby to enact legal measures to take profits out of drug dealing.
- O. Clean up, paint-out graffiti within 24 hours.
- P. Require demolition of condemned structures within 3 months of condemnation.

Strategy 5: Provide effective levels of police protection and enforcement to all places within the Planning Area.

Actions:

- A. Develop a partnership with **the Police** Department for sharing responsibility maintaining order and preventing crime in the Planning Area.
- B. Ensure regular visible police presence in all areas of the community and more often in areas designated “areas of concern.”
- C. Ensure speed limits are enforced.
- D. At problem intersections, **mount** cameras on traffic stop to catch delinquent drivers threatening pedestrian safety. Implement measures to correct **speed** or pedestrian visibility problems.

Strategy 6: Provide the highest levels of fire protection to all places within the Planning Area.

Actions:

- A. Ensure the local fire station has adequate equipment to protect the community.
- B. Upgrade fire fighting capacity and facilities to meet growth anticipated over 15 years.

2.7 NATURAL SYSTEMS

Goal 7 - Preserve and improve the area’s watershed, green areas and habitat corridors.

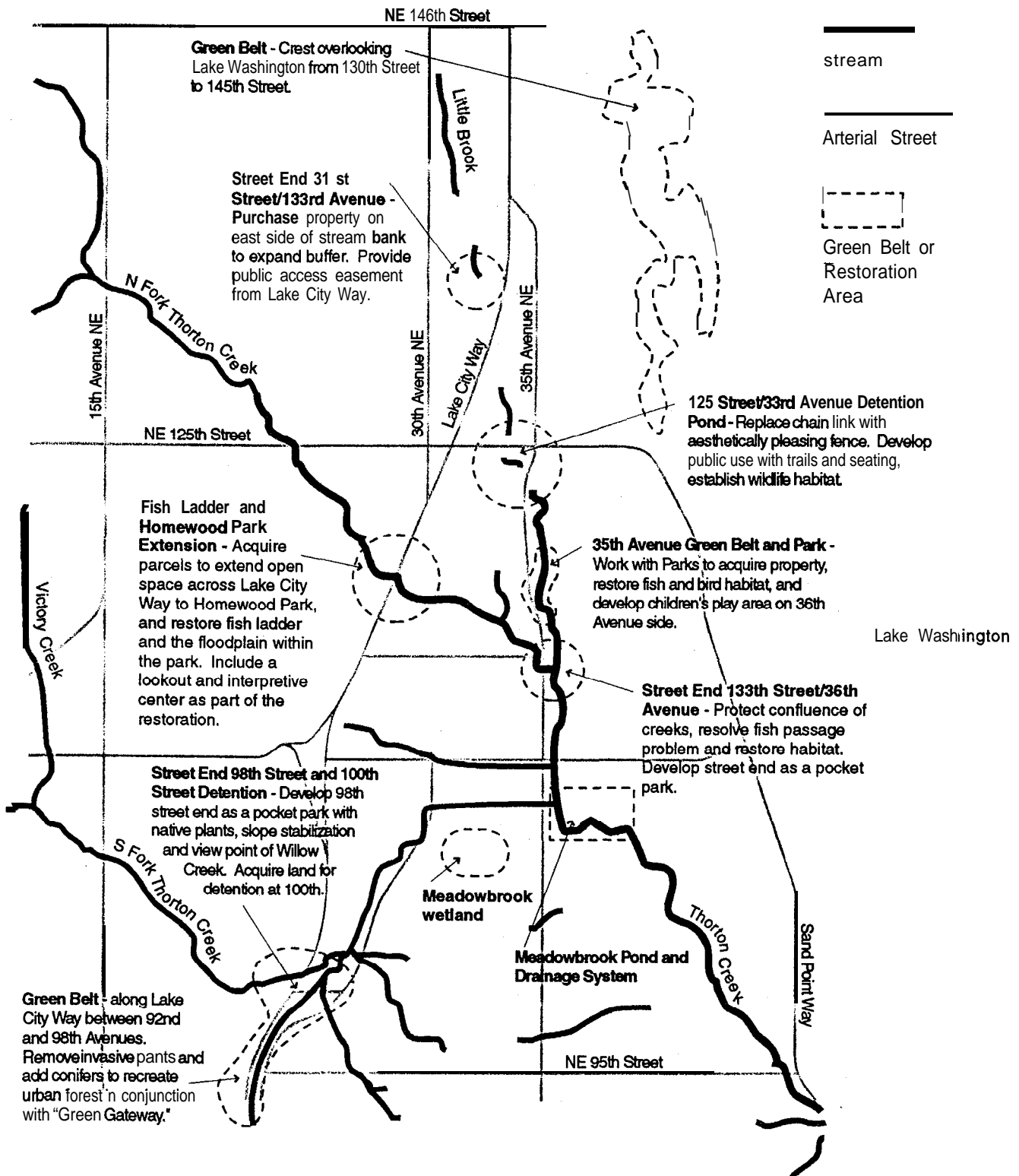
The North District Neighborhoods’ Planning Area lies within the Thornton Creel watershed, the largest natural drainage system in the Seattle area. The many efforts of citizens and business and property owners over the past decade **have** begun to establish models for the care of natural systems, especially water systems like Thornton Creek. These efforts have been able to restore habitat, reduce public infrastructure costs, mitigate the impacts of development, prevent pollution **and** create places for the enjoyment of the public. This plan, aiming to building on these efforts, makes specific recommendations to preserve, restore, improve, maintain and protect the many natural features of the Thornton Creek watershed.

Policies

PI. Prevent degradation of natural systems.

P2. Avoid all land-use actions that negatively effect sensitive ecosystems and natural systems. Where avoidance is not possible, employ the most effective natural mitigation method possible.

Natural Systems



See Appendix 4.6 for additional parks and open space improvements.

P3. Encourage and support businesses and industries that employ sound environmental practices. P4. Assure the protection and security of the rights of landowners in all efforts to enhance or preserve openspace and natural systems including, for example, the purchase of sensitive sites. Strategy 1: Use local successes in environmental restoration and protection as a foundation for further efforts. These successes include reduced dumping/disposal in streams, prevent development on steep slopes, and protecting riparian corridors along stream banks.

Actions:

- A. Identify deficiencies and threats to local natural systems (watersheds, greenbelts, habitat corridors, etc.) in the Planning Area.
- B. Identify and undertake, based on a whole-system approach, appropriate mitigation efforts to correct identified deficiencies. Utilize advances in remediation technologies and research wherever possible.

Strategy 2: Protect natural systems from adverse impacts of development and encourage integration of natural features in new development.

Actions:

- A. Rather than allowing surface runoff, employ design standards that encourage natural water filtration, such as bioswales, and recharge of ground water as far as possible to the entry point of contaminants into watersheds.
- B. Demand compliance and strengthen policies and requirements concerning development near critical sensitive areas.
- C. Through public process, establish special environmental overlay protection areas, where appropriate, to protect environmentally critical areas and sensitive ecosystems, including stream corridors.
- D. Preserve, protect and enhance existing wetland and riparian areas and 'dead' streams and creeks wherever possible.
- E. Permit conditional uses in planned new developments that enhance the natural environment, maintain a balanced urban ecology and protect and prevent impacts to critical areas.
- F. Promote habitat and native plant enhancement in sensitive areas.
- G. Through design guidelines, promote use of native species plants that are tolerant of drought, maintenance free and attractive.
- H. Coordinate local stream restoration efforts between state fish habitat recovery programs and local organizations.
- I. Establish funding mechanisms and programs that can support acquisition, protection and management/maintenance of important natural features.
- J. Remediate steep slopes with bioengineering techniques whenever possible.
- K. Establish local environmental education and awareness programs in conjunction with a community environmental stewardship program to protect confluences and outlets of local streams and remove trash from streams and riparian zones.

- L. Repair and re-establish riparian and wetland systems on public property, including but not limited to: **Homewood** Park and upstream fish habitat; the south fork channel in the **Ravenna/Blindheim** natural area at NE 100th; the Willow Creek tributary flowing along the east side of Lake City Way between NE 95th and NE 98th; and the Last Open Space at 140th and 32nd.
- M. Seek ways to acquire property or work with property owners to repair and re-establish riparian and wetland systems (e.g. on the North Fork of Thornton Creek, fish ladder restoration and channel east of Lake City Way at NE 1 17th; on the South Fork, floodplains/wetland/channel in parcels adjacent to Lake City Way between NE 98th and NE 100th; on Little Brook Creek on 35th Avenue NE between 11 7th and 1 20th; at the Maple School site at 1 00th and 32nd; and at the closed culvert crossing under 1 5th Avenue NE at NE 1 30th Street).

2.8 OPEN SPACES

Goal 8 - Provide parks, public recreation facilities and community areas that are safe. clean. multi-use wherever Possible. and responsive to local needs.

The North District Neighborhoods' Planning Area is endowed with many mature trees and has some significant vegetation corridors; however, on the whole, our community is deficient in quantity, quality, and variety of protected natural resources. Developed open spaces, such as parks, recreation facilities, street trees, public gathering spaces and pea-patches are sorely lacking North of NE 125th Street.

In recent years, a lot of work has been done by local environmental groups to improve this area. Community efforts, combined with those of municipal agencies, have resulted in several new parks and drainage facilities.

Now we are ready to look carefully at our entire system of parks, openspace and natural systems. Our goal is to weave these resources together so they inter-connect and respond to natural laws as well as human needs.

The proposed plan recognizes our current under-met needs, anticipates future needs to meet the expected growth in population, and works to accommodate both in a rational way.

Lake City and the surrounding neighborhoods, because of the abundance of natural features, have the opportunity to be an environmental steward role model for the rest of the City of Seattle. Natural resource management and reclamation now, will reduce long-term liability for environmental cleanup, protect our investments in the public open space infrastructure, and encourage participation in environmental management by our local businesses.

Policies

PI. Provide pocket parks at ½ mile intervals.

P2. Seek active involvement between community councils, neighborhoods, appropriate City departments and the Seattle School District. P3. **Transit-**connection waiting areas and routes thereto, should be safe and pleasant.

P4. Developments of one block or larger size shall include publicly accessible gathering areas or provide for such areas in a nearby location.

P5. Multi-family developments shall include rooftop and/or common area courts devoted to green open space and/or children's play areas.

P6. All parks and public gathering spaces shall be ADA accessible.

Strategy 1: Create and implement **master** plans for areas where more than one agency shares responsibility for adjacent or nearby public facilities.

Actions:

- A. Work with the Library Board, Department of Neighborhoods, Fire **Department** Department of Parks and Recreation, Police Department, Lake Community Center Advisory Board, **SeaTran**, Executive Services Department, North Dist Council, Lake City Community Council, Pinehurst Community Council, Cedar Park Community Council, 26th Avenue Alliance, Olympic Hills Ad Hoc Committee, Lake City Chamber of Commerce and United States Postal Serv to encourage all interested parties to support the goals, policies, strategies at actions of this plan for the Civic Core (see Section **2.1(1)2**).
- B. Work with the Seattle School District, Seattle Public Utilities, Department of Parks and Recreation, **SeaTran**, Meadowbrook Community Council, Meadowbrook Advisory Council, North District Council and all stakeholder an user groups to create an integrated plan for the Meadowbrook Commons.
- C. Coordinate plans and implementation so that open spaces, including transit routes and pedestrian corridors, are beautified and vegetated.

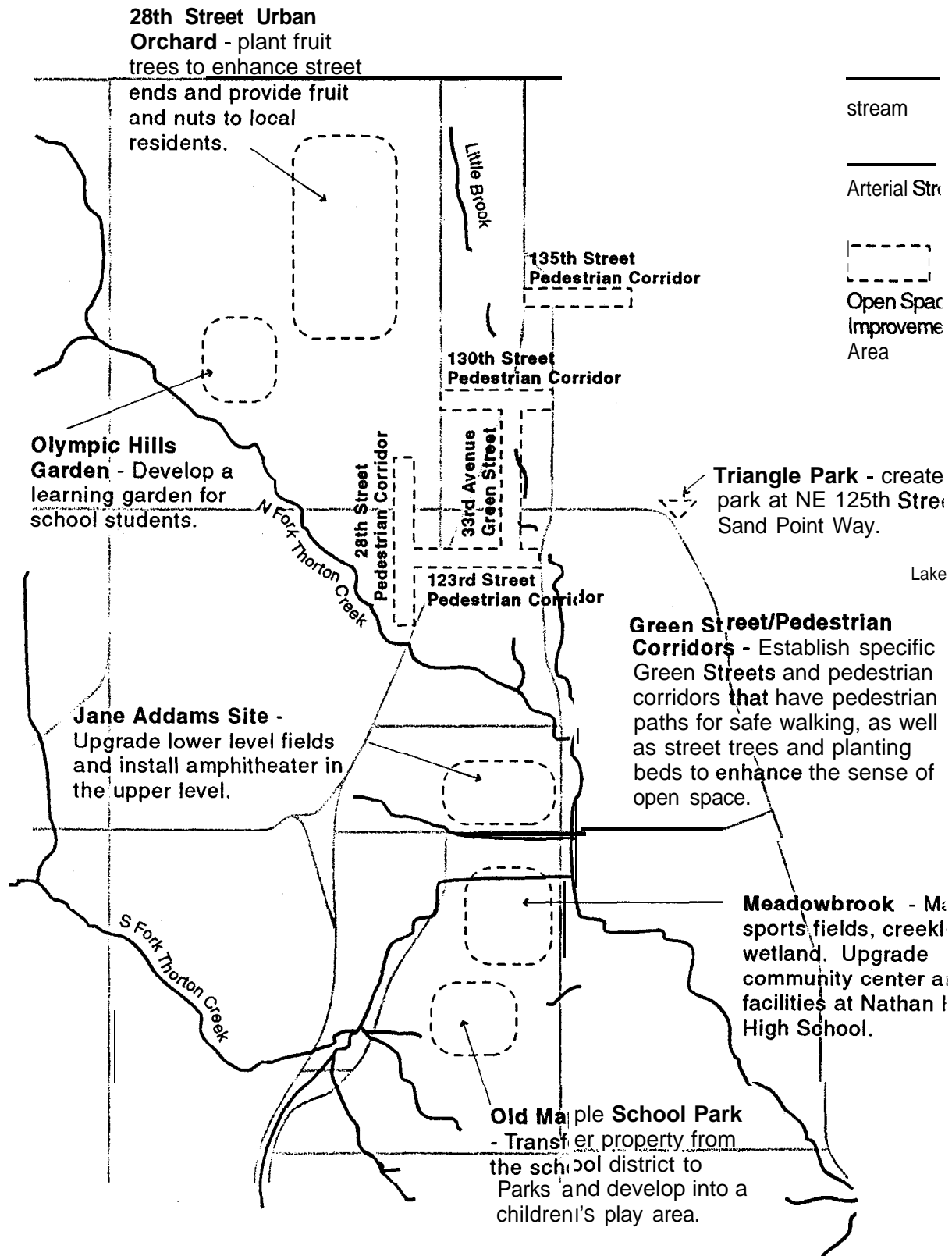
Strategy 2: Provide a wide variety of open space types and uses throughout the Planning Area. Examples include active and passive use parks, sports fields, children's play areas, special gardens, p-patches, wildlife viewing' areas, special conservation reserves, pocket parks, planted medians, plazas, street-end **pocke** parks and view spots, green streets and green street amenities, urban orchards, special pedestrian passages, and a large central open space associated with **the** Civic Core.

Actions:

- A. Negotiate with Seattle School District to permit sports field activities, commur activities and recreation on school grounds after school hours.
- B. Include, wherever appropriate, exercise stations and passive use areas **along** urban trails, pedestrian corridors, and in parks.
- C. Set up agreements to permit and encourage large parking lots to be used **aft** hours for court games such as basketball, tennis, pickleball and volleyball. P court markings and post signs.

- D. Set aside special gardens for botanical, educational, urban agriculture and habitat appreciation in appropriate locations. Possibilities include p-patch or garden sites associated with elementary schools, pocket parks, near multi-family housing or unused street rights of way and street ends.
- E. Assess existing sports facilities, children's play areas, and passive and active parks to determine what improvements or additional facilities are needed, and where new sites can be located; and, develop an implementation schedule.
- F. Provide pedestrian ways to natural open spaces where appropriate via publicly owned property with protective measures to assist enjoyment while preserving natural resources.
- G. Assess use of all publicly owned land for evaluation in renovating, maintaining or establishing park facilities.
- H. Develop a large, central park within the Civic Core and HUV area that includes a central recreational facility. Include at this facility, the following features: large hard-surfaced gathering area using pavers and/or stone and brick; a community Farmer's Market; a central main feature such as a sculpture, restored stream or re-created natural feature, possibly a small lake; an open air amphitheater; large grass and tree open area.
- I. Promote multiple uses of park properties, including environmental objectives, where appropriate and not harmful to natural resources.
- J. Develop active-use public parks that respond to a variety of users, especially teenagers. Validate the design and development of facilities by stakeholders.
- K. Develop more locations for organized sports. Increase use times and the quality of facilities on and around public sports fields.

Proposed Open Space Improvements



See Appendix 4.6 for additional parks and open space improvements.

Illustration 13 - Proposed Hub Urban Village



Strategy 2: Make the HUV a pleasant place in which to live and do business and employ green amenities to develop a unique character for the HUV.

Actions:

- A. For all streets within the Hub Urban Village boundary, provide continuous, barrier-free standard sidewalks, street trees and sidewalk lighting.
- B. Promote the “walk to shop” concept by developing additional pedestrian **acce** routes from adjoining residential, business and public areas.
- C. Encourage a variety of small retail and service businesses in the HUV, as opposed to oversized warehouse-type stores.
- D. Attract and support businesses oriented to local household and commercial needs and also businesses that offer family-oriented activities and hours of operation.
- E. Create a Lake City Light Standard for design and placement of new lights wit the HUV. Incorporate human-scale, unique sidewalk lighting into street **lighti** within HUV boundaries.
- F. Develop a specific theme for the HUV to give an identity to the business **area** and support this identity with specific land use controls within the HUV.
- G. Encourage and support constructive, courteous, respectful relations and on-going communications between businesses and residential communities in a near to the HUV.

2.10 HOUSING DEMAND

Goal 10 - Provide opportunities for development of a mixture of high quality hous in the Hub Urban Village while protecting established residential areas from encroachment by and impacts of other uses.

Policies:

- P1. Development of non-single family parcels adjacent to single family zoning w provide for transitions or buffers adequate to protect the single-family area from adverse impacts.
- P2. Encourage innovative and affordable housing types responsive to market demand and neighborhood desires, including live/work, studio, and in-home business.
- P3. Zoning changes outside the Hub Urban Village will be limited to areas adjac to new monorail or other high-capacity transit stations.
- P4. Design Guidelines for new development shall include standards for crime prevention.
- P5.** Require that all multi-family housing units within the HUV be built in associat with a mixed use on the street level.

Strategy 1: Promote mixed-use development and increased housing opportunities in the HUV and at transit-related locations.

Actions:

- A. Seek to substitute Neighborhood Commercial/Residential zoning on parcels within the HUV that are now zoned Commercial.
- B. Allow rezoning of parcels adjacent to new Monorail or high-capacity transit stations to permit townhouse and other low-rise residential clusters.

Strategy 2: Ensure sufficient affordable housing to meet the need of Planning Area residents, including special-need and diverse populations such as senior citizens, dependent and independent families, young people, singles, new immigrant families, disabled individuals, low income households, and the displaced.

Actions:

- A. Encourage market rate housing developers to include within their developments subsidized housing and "Spartan" units to serve moderate and lower income families and individuals.
- B. Develop incentives for including affordable housing stock in new multi-family units.
- C. Prohibit the combination of adjacent single-family parcels into larger parcels for any purpose, to preserve affordable housing.
- D.
- E. Work with the Seattle Housing Authority to rebuild the Lake City Townhouses for families, and provide needed social programs for its residents and the community. Develop incentives for the preservation, restoration and rehabilitation of housing stock within affordable ranges.

Strategy 3: Work constructively and creatively with developers to increase the quality of new multi-family housing.

Actions:

- A. Actively utilize design review and other comment opportunities in the permitting process to affect the design of proposed new development projects
- B. Ensure that multi-family housing units provide organized parking, human-scale lighting, sidewalks and landscaped areas, including trees.
- C. Require large multi-family and mixed-use buildings to provide below-grade parking adequate for tenant needs.
- D. Use design guidelines concerning siting criteria, program space, and urban design considerations for development in the HUV.
- E. Develop incentives for owner-occupied multi-family housing, including condominiums and townhouses.

2.11 HUMAN SERVICES

Goal 11 - Provide public services adequate to serve current and future population

Public services are an integral part of any community. This plan aims at **supporti** and expanding the level, scope and quality of services provided to the **community**

Policies

PI. Land for capital facilities and other resources shall be acquired in **anticipatio** population growth, based on valid demographic projections.

P2. Community reviews or performance audits of current services will be **conduct** periodically to assess effectiveness.

Strategy 1: Connect service providers to communication network; and, **encourag** coordination between compatible businesses.

Actions:

- A. Develop an awareness and knowledge in the community of what facilities, activities, services and businesses exist through publication and distribution c service provider's directory for the North District Neighborhoods' Planning Are
- B. Encourage co-location of senior and child day care facilities as a means to enhance the well being of both groups of citizenry.

Strategy 2: Work to expand or develop programs and services needed by a diverse population to deal with mental illness, addictive dependencies, as well as the need for day care for young and old, a job resource bank, language services. recycling, a central family service center and other needed social services.

Actions:

- A. Inventory available social services for young and senior citizenry throughout t Planning Area.
- B. Evaluate the need for additional social services for young and old citizenry.
- C. Provide needed facilities and services as identified. Suggestions include sen center(s) and teen center(s).
- D. Encourage development of social services based on the identified need throu use of incentive packages.
- E. Advertise and promote available programs offering assistance for overcoming dependencies, behavioral problems (such as anger and violence managemel and family aid.
- F. Improve services to non-English speaking citizens.
- G. Implement and/or promote literacy assistance from volunteers at the library.
- H. Develop local employment services, including a job bank.

- I. Provide collection bins for recycling of glass and plastics at visible, central locations.

Strategy 3: Provide youth with lawful, constructive activities.

Actions:

- A. Work with Meadowbrook Community Council, Meadowbrook Advisory Council, Nathan Hale High School, Ingraham High School, Department of Parks and Recreation and interested volunteers to renovate the Teen Center at Meadowbrook and develop effective programming.
- B. Connect the high school volunteer coordinators for student public service to the community communication network.
- C. Develop a Lake City job bank.
- D. Determine the best location(s) and develop a Teen Center(s) with after school and evening programs for youth.
- E. Develop a family-oriented skateboard park, modeled after the one in Ellensburg, with picnic benches, artwork and other public amenities, near the Civic Core.

2.12 DESIGN REVIEW GUIDELINES

Goal 12 - Develop and implement design review guidelines to enable significant community influence over the quality, function and appearance of future development.

Policies:

- PI. Require Design Review for any commercial or multi-family development on parcels that are located anywhere in the Planning Area.
- P2. Protect existing riparian and wetland areas and re-establish interrupted systems.
- P3. Provide clear, safe separation of pedestrian and vehicular areas on all arterials and within the HUV.
- P4. Provide amenities along sidewalks which are attractive and safe.
- P5. Use environmental design techniques to reinforce crime prevention.
- P6. Require installation of curbs, gutters, sidewalks and sidewalk lighting as part of any new or renovated multi-family development.

Please see Appendix 4.8 for a list of potential design guidelines.

PART 3 -THE PLANNING PROCESS

3.1 BRIEF HISTORY OF LAKE CITY

Lake City began its urban history with the significant residential development that followed World War II. Annexed into the City of Seattle in the **mid-1950s**, the area had grown into a proud, identifiable and effective community by the 1960s. Its residents had built its own community center, obtained the first medical aid car in Seattle, established a successful annual Pioneer Days community celebration (before **SeaFair** became a city-wide event), and hosted yearly soap box derby competitions. In 1965, a modern new library was added to the community. And with adoption of the Gateway Plan in 1975, community spirit was at its peak.

However, several forces have shaped the Planning Area over time, including some major developments beyond its control or influence. Among them was the construction of Northgate shopping center in the late 1950's. Northgate, with its major department stores as well as its large collection of specialty shops, offered product variety and selection rivaling older shopping districts, even that of downtown Seattle. Northgate exerted a tremendously significant, long-term influence on Lake City's commercial core. Traffic and commercial opportunities were further drawn away from Lake City when Interstate 5 was completed through Seattle in the 1960's.

With the march of time also came demographic changes that slowly, but surely, began to alter the vitality and feel of the community. School enrollments declined in Seattle as the city's population aged and newer suburban areas attracted **young** families to new housing. This demographic shift also shrank the community's pool of resources and volunteers: as the World War II generation aged, their **baby-boom** children moved away, and the new arrivals didn't have the community roots (or time) to join civic and service organizations.

Meanwhile, State Highway 522 began increasingly to take on the role of a **major** 'freeway' serving auto commuters living in the suburbs to the north and **travelling** to their places of employment to the south of Lake City. Traffic volumes and congestion, especially in the Lake City business core, began to mushroom, adding further obstacles to successful reinvigoration of the commercial core. Dramatic physical evidence confirming the changing nature of the community occurred at this time, as two long-standing community entertainment venues—a bowling **alley** and a movie theatre—closed.

The sense of community that had enlivened and nourished Lake City during the years of its growth suffered yet another wound when the Seattle school district adopted a school-busing program in the late 1970s. Whereas the area's **schools** had long served as the focus of neighborhood identity and community activism, loss of a system of truly neighborhood schools greatly diminished their **contribution** to community well-being—and helped to drive many students to private schools further severing community and neighborhood connections.

During the past fifteen to twenty years, new commercial development in the Planning Area was largely confined to multi-family residential apartment buildings (especially in the northern reaches of the Planning Area, but also to the south of the Lake City business district), a handful of commercial office buildings near to the business core (mostly bank branches but also including the Washington Mutual office building) and the **QFC/Bartell's** strip shopping center. In the past ten years, commercial development has continued 'filling' properties along Lake City Way, as witnessed by the enlargement and reconstruction of the Fred Meyer store, new fast food outlets and the arrival of a Walgreen's drug store at **145th**.

The last time Lake City engaged in comprehensive planning was in 1975 and culminated in City Council adoption of the Gateway Plan, making many of that plan's goals and strategies into city policy. The Gateway Plan was a grass roots effort initiated by local business people to identify an assortment of improvements that would enhance Lake City's economic vitality. The Gateway Plan focused on a ten square block area in the central business district and was likely energized by an effort a few years earlier called LIFT (Lake City Improving For Tomorrow) that drew upon resources from the University of Washington's architecture school.

The Lake City business district was significantly improved by some of the projects identified in the Gateway Plan—sidewalks, mid-block pedestrian crossings, street trees, raised medians, traffic signal and intersection improvements and art work along Lake City Way in the central business district. Although the Gateway Plan began the process of improving Lake City, a darkening regional economic picture and insufficient local organization and resources for stewarding the other improvements identified in the Gateway Plan resulted in the plan's goals not being fully realized.

3.2 HISTORY AND PRINCIPLES OF THE PLANNING EFFORT

This planning effort initially grew out of an informal survey of merchants in the Lake City retail core area in late 1993 conducted by the North District Council. The survey revealed several significant problems (criminal activity, inadequate police response, lack of parking, homelessness, and deterioration of buildings) and led to the establishment of a steering committee of individuals who shared the goal of reversing the perceived decline of the Lake City area over the past decade. This group included residents, merchants, property owners, neighborhood activists and others, nearly all who brought affiliations with local civic institutions, local service organizations, local churches, and the Lake City Chamber of Commerce. They first met in February of 1994. The group became aware of potential effects of the upcoming Seattle Comprehensive Plan (which included a proposal that part of the North District be designated as a Hub Urban Village), and agreed to organize and prepare the community to meet and respond to the city's Comp Plan, as well as to focus attention on existing problems.

Meeting regularly through 1994, the steering committee felt strongly that input from the community should be gathered to help design a community-wide survey. A public meeting in June of 1994 included participants from the Thornton Creek

Alliance (a local environmental organization) and from the following neighborhoods: Cedar Park, Olympic Hills, Sacajawea, Victory Heights, Lake City, Meadowbrook and Pinehurst. Through August, September, and October of 1994, meetings focused on reviewing concerns and desires for the North District in eight topic areas: zoning, traffic, public safety, environmental quality, transportation, housing, public amenities, and infrastructure. The comments generated on these topics were used to design a survey to be distributed throughout the Planning Area.

During this time a set of guiding principles were adopted which have carried into present planning effort. Notably:

1. A conscious decision was made to attempt to foster a true grassroots planning effort. Specifically, it was decided not to follow the typical procedure of soliciting representatives from known organizations but instead to inform all residents, business and property owners in the Planning Area about the effort and invite participation from any interested individuals.
2. It was decided to keep the process as open and undefined as possible for as long as possible so that those coming on board later would have opportunities to influence the outcomes.
3. It was clear to the participants that the long range success of the hub urban village concept would require planning for the residential neighborhoods that would surround such a village in addition to planning for the area within the village. It was decided that the planning process must therefore also encompass and address the concerns of all neighborhoods within the Planning Area, not simply focus on the hub urban village.

Early in 1995, the Survey Drafting Committee began working to design a questionnaire to plumb the thoughts and perceptions of area residents on a variety of potential planning topics. (See Appendix 4.3). Issues identified in the previous 1993 informal survey and the 1994 meetings were included, and additional new issues were identified. The questionnaire asked recipients to identify two things they liked best about their neighborhoods as well as to identify two things they wished they could change in their neighborhood.

In addition to the mailed questionnaires, three community consultation sessions were held with people particularly hard to reach through surveys and other outreach efforts (low-income residents, renters, the elderly and/or disabled, and individuals for whom English is a second language). These consultations gathered input concerning community needs from the perspectives of these special-needs populations.

When Planning Area residents were asked, through a survey mailed community-wide, what two things they liked best about where they live, they listed neighborhood qualities such as single family residential character, views and rural feeling as most important.

When they were asked what two things they liked least about where they live, traffic conditions and walking and biking conditions were most frequently cited. Indeed.

“traffic” and “streets and sidewalks” were the only items for which over half the survey responses indicated dissatisfaction.

➤ Overall, their concerns were:

➤ Traffic impacts,

9 Streets and sidewalks,

9 Crime and public safety,

9 Having parks and open spaces close to residences, and

9 Appearance and image of the Lake City area.

They liked:

➤ The rural feeling and character of single-family neighborhoods,

9 Public facilities and public transportation, and

9 Sense of community within neighborhoods.

Transportation and “getting around” were the biggest problems in the Planning Area as identified by the survey. Improving the pedestrian environment and calming vehicular **traffic**, both in the business district and in the surrounding neighborhoods, were the paramount concerns. Additional issues needing attention are crime and public safety, shopping and services in Lake City, and providing more green and open space, especially in areas north of 125th Street.

3.3 VALIDATION PROCESS

In addition to the validation implicit in the process described in the preceding section, specific “validation” steps were taken and are scheduled. . For the purpose of gaining validation for the plan, its elements and recommendations, the planning effort undertook a variety of activities to present the plan and to solicit comments from the community for modifications or additions to the plan. The work products of issue and work groups were organized and combined with illustrative maps by the consultant team of EDL&A/ISD. The resulting early first draft was made available and/or presented at the following meetings:

Meadowbrook Community Council	June 9, 1998
Pinehurst Community Council	June 11, 1998
Planning Area Block Watch captains	June 13, 1998
Lake City Chamber of Commerce	June 18, 1998
North District Council	June 18, 1998
46th District Democrats	June 18, 1998
The Cedar Park Project	June 21, 1998
46th District Republicans	June 22, 1998
Olympic Hills Community	June 23, 1998
Lake City Community Center Board	June 24, 1998

Maple Leaf community Ice Cream Social	July 29, 1998
Victory Heights Neighborhood Picnic	August 23, 1998

Comment forms were provided to attendees at each of these venues. All comments received were logged and indexed (and are included as Appendix 4.0). Comments that expressed strong community sentiment and comments that add missing dimensions to sections of the draft plan were incorporated, through an iterative editing process, into subsequent drafts of the plan.

Three public validation meetings were scheduled. A circulation copy of the final draft plan was presented to the Lake City Chamber of Commerce at its mid-October luncheon meeting. A Circulation Summary that captured all the essential notion the plan in succinct, digestible form was prepared by the consultant team for a community-wide mailing. Included with the Circulation Summary were postage-paid return postcards allowing recipients to provide comment and reaction to the plan elements and its recommendations. Also included were instructions on how to obtain a complete copy of the circulation draft plan for detailed perusal. The Circulation Summary also prominently displayed notice to the community of public meetings scheduled for Saturday, November 21st, in which the plan was presented and discussed. Those meetings were scheduled for 9:30 a.m. at the Meadowbrook Community Center and 1:30 p.m. at the Lake City Community Center.

Comments mailed in, comments received from the mid-October Chamber of Commerce meeting and comments from the November public meetings will be carefully recorded and attached as Appendix 5.0. Comments that express strong community sentiment and comments that add missing dimensions to the draft plan will be incorporated into the draft forwarded to the Seattle City Council.

3.4 PLANNING EFFORT PARTICIPANTS

The following people all attended at least one meeting of the public, issue groups, work groups, or the Planning Committee:

Joe Abellere	Zahida Bashir	D o n Butchart
Femi Adeyemi	Michelle Beaumont	Diane & Harald P. Cagot
Pauline D. Adams	Sheila M. Belcher	Lorraine Calissi-Corral
Charles R. Adrianse	Priscilla Bell-Lowe	Gene Cameron
Teri & Eric Aldrich	Rosann Benedict	Samuel Cardenas
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PART 4 -APPENDICES

4.1 1995 SURVEY AND RESULTS

In September of 1994 an application was submitted for Department of Neighborhood Matching Funds in the amount of \$25,510. This proposal was for community outreach and education efforts. Matching contributions included \$16,270 in professional services and \$20,140 in non-professional services, totaling over 2,400 hours of volunteer effort. The grant was intended to fund: 1) a survey of households, businesses, and landowners within the working boundaries of the planning effort; 2) a public meeting; and 3) preparation of a document compiling the results of the survey, to be used as a springboard for continuing planning efforts. In December of 1994, the steering committee was informed that they had been granted the full \$25,510.

Throughout the months of planning and grant application, support was provided by both the Department of Neighborhoods and the (then) Department of Planning. The Department of Neighborhoods provided technical assistance in the preparation of grant applications, mostly through Mary Lynn Jensen; and encouragement from Jim Diers, Director. The Department of Planning assigned Dotty DeCoster as Project Manager for many neighborhoods in the North End. Throughout the process, Dotty has regularly attended steering committee meetings and provided valuable assistance in working with various city departments and information systems.

In the last months of 1994, three committees were formed. The Survey Drafting Committee put many hours into the difficult task of developing a questionnaire to be mailed to the entire community. The Outreach Committee began working on ways to ensure that members of the community who might not respond to a mailed questionnaire be given opportunities to contribute their opinions. The Publicity/Education Committee made plans to ensure that community members became aware not only of this planning effort, but also of the importance of responding to the survey.

In 1995 and 1996, the Planning Steering Committee gathered input from a broad spectrum of the community. A variety of public meetings and workshops provided community members with opportunities both to learn about the planning effort and contribute to that effort. A mailing of 16,400 survey packets provided a parallel opportunity, and invited community members to participate in future planning activities. Community consultations were conducted to reach people considered unlikely to respond to mailed questionnaires, focusing on low-income households, multi-family renters, and those who were elderly, disabled, and for whom English was a second language. Following is a presentation of the methodology and results associated with the survey and community consultations.

METHODOLOGY

Survey

Early in 1995, the Survey Drafting Committee began working to design a questionnaire. Issues identified in the 1993 **informal** survey and the 1994 meeting were included, and new issues were identified. Although the committee contacted eight consultants in an effort to get professional help in designing the survey, none of the parties contacted were interested in doing the job for the amount of money that was available. After continued informal recruitment, however, a consultant was hired to provide information and guidance to the group during a single two-hour session. Two draft questionnaires were pre-tested by the Planning Steering Committee. The final version was then prepared for distribution.

The City of Seattle provided a mailing list of all residents, property owners, and businesses within the working boundaries of the planning effort. That list was divided into five sectors: the proposed Hub Urban Village, plus the four sectors produced by dividing the remaining area by Lake City Way and Northeast 125th Street. The questionnaires were color-coded so that returned surveys from each sector could be identified easily. In addition, random samples were identified and tracked from each sector. These random sample survey packets contained questionnaires that in addition to color coding were also labeled according to parcel number, sector number, and census tract block number. The colors and mailing label identifiers facilitated coding and analysis of the survey responses, and made it relatively easy to perform follow-up on the random samples.

In addition to the questionnaires, the mailing packets included:

- 1) cover letter with acknowledgments;
- 2) "Preparing to Plan" - a summary of issues for volunteer solicitation;
- 3) volunteer response postcards;
- 4) map of planning area showing neighborhoods included and listing, on the reverse, local community councils and organizations.

An additional follow-up postcard was sent to the random sample constituents to encourage them to return their surveys and other information.

At this point, a new committee, the Data Analysis Committee, began evaluating responses. This included coding responses, collating, organizing, and analyzing the results.

Rating-scale responses were coded using a Likert scale (ranging from -5, very dissatisfied, to +5, very satisfied) and the data were entered into a computer and formatted as a spread sheet. This enabled us to generate line and bar graphs. Written comments were categorized; each category was assigned a number; and the responses were entered into the computer so they could be visually displayed as bar graphs.

Community Consultations

Three community consultation sessions were held to gather input from people particularly hard to reach through the survey and other outreach efforts. These sessions focused on special populations from the following groups: low-income residents; multi-family renters; and people who were elderly, disabled, and for whom English was a second language. The objectives of these consultations were: to reach members of the community who had not participated in the planning effort; to provide information about the goals and process of the planning effort; and to determine factors that contribute to low participation. Each session lasted approximately one and a half hours. A 20 minute introduction of the planning effort was followed by over an hour of discussion among participants who, in each session, talked about issues that interested and concerned them.

RESULTS AND FINDINGS

Survey

Because an unknown number of addresses in the mailing list were duplicated, the mailing reached fewer than 16,400 addresses. However, based on the total of 16,400 packets sent out, the overall response rate for questionnaires was approximately nine percent (over 1400 returned). In addition, approximately 300 people returned postcards indicating that they wanted to volunteer and an additional 400 asked to be kept informed of our progress.

In the random samples (for which follow-up mailing were performed) the response rate was 14 percent. Addresses of respondents to the random sample were plotted on a map of the survey area, and revealed a fairly even distribution throughout the area (see Attachment D). The single exception to this was the Northwest sector, which appeared to be slightly under-represented. Random sample responses were similar to responses to the larger mailing, therefore analyses and presentation of data includes all responses.

A. What Do You Like Best; What Should be Changed?

The first two questionnaire items asked what two things were liked **best** and what two things should be **changed** in the respondent's neighborhood. Two sets of concerns ranked very highly throughout the survey area. When asked what two things are liked **best** about neighborhoods, neighborhood qualities such as single family residential character, residential views and rural **feeling were** important.

When asked "What two things would you most like to **change** about your neighborhood?", traffic conditions and conditions for walking / bike were most frequently cited. In addition, in a ranking described below, "traffic" and "streets and sidewalks" were the only issues where more than 50 percent of respondents were dissatisfied.

B. Like&scale questions

Twelve issues were presented for ranking by respondents along a scale from minus 5 (worst ranking) through 0 (no opinion) to plus 5 (best ranking). For this summary the responses are divided into three categories: Satisfied (all positive rankings),

Dissatisfied (all negative rankings), and No Opinion (all zero rankings). In **Figure 1** the twelve issues are shown in descending order of percentage of dissatisfied respondents.

Figure 1 - 1995 Planning Questionnaire - Overall Responses

- 1 Streets and Sidewalks
- 2 Traffic
- 3 Lake City
- 4 Shopping & Professional Services Along Lake City Way
- 5 Crime
- 6 Parks and Open Space
- 7 Schools
- 8 Sense of Community
- 9 Public Transportation
- 10 Social Services
- 11 Shopping & Professional Services Along 15th Avenue
- 12 Public Facilities

The method chosen for sorting the mailing list by sector was effective for four of five sectors, but addresses sorted and coded as falling within the boundaries of the proposed Hub Urban Village turned out to be scattered throughout the planning area. Therefore, at present no good data are available for residents within the proposed boundaries of the Hub Urban Village. In an effort to use all available data, the labels on random-sample responses located within the proposed boundaries of the Hub Urban Village were examined for parcel numbers and placed accordingly into one of the four remaining sectors.

Some issues generated notable differences among the four sectors, while responses on other issues were similar for all sectors. The issues generating most dissatisfaction overall also generated most dissatisfaction in each sector. (These were also the things most respondents wanted to change.) "Streets and Sidewalks" and "Traffic" generated high percentages of dissatisfied respondents in all four sectors of the planning area. This dissatisfaction ranged from 52 percent of respondents in Southwest to 64 percent in Northeast for streets and sidewalks; and from 50 percent in Southeast to 63 percent in Northeast for traffic.

Appearance and characteristics of the Lake City area were unsatisfactory for most respondents from Northeast, Southeast, and Southwest sectors; but respondents from Northwest sector split slightly in favor of satisfaction regarding this question. Lake City appearance ranked fifth as a "top concern" and fifth as an area where volunteer effort is needed.

With regard to shopping and services available along Lake City Way, satisfied respondents outnumbered dissatisfied respondents north of 125th Street (45 to 33 percent in Northeast and 41 to **25 percent** in Northwest), but the reverse was true

south of 125th Street (35 to 41 percent in Southeast and 32 to 37 percent in Southwest).

Respondents from south of 125th Street expressed general satisfaction with "Crime" (47 percent satisfied in Southeast and 43 percent satisfied in Southwest), while those north of 125th were predominately dissatisfied (40 percent dissatisfied in each sector). Crime also ranked high (fourth) in unsolicited comments and first in the percentage of respondents saying a volunteer effort is needed.

A similar split, though more pronounced, was evident in responses related to "Parks and Open Space." Southeast (60 percent) and Southwest (55 percent) sector respondents expressed general satisfaction with while Northwest (44 percent) and Northeast (52 percent) sector respondents were predominately dissatisfied. In comments from throughout the survey area, however, respondents indicated a need for more parks and open space closer to residents.

Regarding "Schools," in all four sectors, respondents with no opinion outnumbered both satisfied and dissatisfied respondents. In fact, in three sectors more than half the respondents had no opinion. The Southwest sector produced relatively more satisfied respondents (28 percent), while Northeast, Northwest, and Southeast sectors produced more dissatisfied respondents 28, 24, and 33 percent, respectively). When respondents with children in the household were examined separately, the "no opinion" group shrank in every sector, but remained larger than satisfied or dissatisfied in Northeast and Northwest. In the Southeast dissatisfaction predominated, and in the Southwest satisfaction predominated.

Generally favorable responses, ranging from 37 to 47 percent satisfied respondents, were received from throughout the survey area with regard to "Sense of Community".

"Public Facilities" and "Public Transportation" also drew generally favorable responses from throughout the survey area. Satisfied respondents ranged from 54 percent (Southwest) to 67 percent (Southeast) for public facilities and from 48 percent (Southeast) to 61 percent (Southwest) for public transportation)

Social Services" drew predominately "no opinion" from all four sectors. Of those with an opinion, satisfied respondents outnumbered dissatisfied in every sector except Northeast, where the split was 17 percent satisfied, 22 percent dissatisfied, 61 percent no opinion.

"No opinion" respondents predominated east of Lake City Way, but in every sector those expressing satisfaction outnumbered those expressing dissatisfaction with regard to shopping and services along 15th Avenue NE.

C. Volunteer Solicitation

305 volunteer postcards were returned. These fell into issue categories as follows. Most people volunteered for more than one issue.

Sense of Community	120
Green Places	114
Urban Villages	98

Crime & Public Safety	92
Future Growth	79
Getting Around	78
Protecting What's Here	73
Schools	58
Shopping & Services	46
Getting Help	23
Other (25 assigned above)	46
- Lake City Appearance	7
- Kids' Stuff	6
- Other Unassigned -	8

It is interesting to note that although "Sense of Community," generated **most** "satisfied" responses to the questionnaire, it drew more volunteers than any c topic, and tied for second as an item worthy of a volunteer effort.

D. Is Neighborhood Volunteer Effort or Activity Needed?

To the right of each of the twelve questionnaire items, respondents were **offer** opportunity to indicate whether a volunteer planning effort was needed with re to that issue by checking "yes" or "no" in a shaded box. As Figure 15 indicate over the planning area most survey respondents did not check either option, making no response. The only exception to this general rule was with regard "Parks and Open Space", where 52 percent responded. Figure 15 shows responses to the twelve questions in order from highest percentage of "yes" answers to lowest.

Figure 15 - Is Neighborhood Volunteer Effort or Activity Needed?

1	Crime
2	Sense of Community
3	Parks and Open Space
4	Streets and Sidewalks
5	Lake City
6	Traffic
7	Schools
8	Shopping & Professional Services Along Lake City Way
9	Social Services
10	Public Facilities
11	Public Transportation
12	Shopping & Professional Services Along 15th Avenue

Interest in a volunteer effort with regard to "Parks and Open Space" was prim: the Northeast Sector, where 64 percent of respondents indicated their prefer 46 percent of them wanting a volunteer effort with regard to "Parks and Open

Space.” In Southeast Sector 52 percent of respondents indicated a preference, 34 percent wanting a volunteer planning effort.

In only the Northeast Sector a majority of respondents also indicated a preference with regard to “Traffic” and “Streets and Sidewalks”. Regarding “Traffic” 55 percent responded with 37 percent wanting a volunteer planning effort (see Figure 17). Regarding “Streets and Sidewalks” 54 percent responded with 37 percent wanting a volunteer planning effort (see Figure 18).

E. Demographics

A portion of the survey asked questions about the respondents' demographic characteristics and housing. These questions permitted analysis of the extent to which, the survey respondents reflect the demographics of the neighborhood in general. As might be expected with a good response rate, the full range of demographic options was represented.

Specifically, respondents live in both multi-family and single-family housing, have resided here for varying periods of time, represent households of all sizes, come from all four major ethnic groups as well as other categories, and cross the age spectrum. The respondents did, generally, reflect the population of the survey area as measured by the 1990 U.S. census.

There were aspects of our respondent sample which differed from demographic data (according to the 1990 census) by more than ten percent:

Over-represented

- Ages 45 to 64
- Lived in neighborhood five years or more
- Living in single-family residence;

Under-represented

- Ages 25 to 34
- Living in neighborhood less than five years
- Living in multi-family housing
- Single-person households.

Community Consultations

The community consultation meetings were held as follows:

<u>Date</u>	<u>Location</u>	<u>Attendees</u>
2/26/96	Jackson Park Village	16
2/28/96	Lake City House and Village	13
3/28/96	Remington Place Retirement Center	42

Each community consultation session resulted in a variety of comments on issues related to transportation, open space, safety, sense of community, and other concerns. These comments were concordant with those of questionnaire respondents (see Attachment E). Participants in the community consultation groups were invited to participate with other volunteers in subsequent planning efforts.

CONCLUSION

A successful outreach effort informed the planning process about the issue's importance to the residents, property owners, and businesses in the planning area. After two years of preparatory work by individual citizens and by various committees, the community-at-large had now been involved in this planning process for about a year: Approximately 16,000 households were notified about the process, and several hundred individuals participated, either through volunteer efforts or by attending public meetings or community consultation sessions. As a result of the process, new leadership evolved, and relationships with government agencies were strengthened.

Overall, respondents to the survey and participants in community consultation sessions were concerned about the following issues: traffic, streets and sidewalks, crime, having parks and open spaces close to residences, and the appearance of the Lake City area. Respondents reported that they liked the rural feeling and the single-family residential character of their neighborhoods, public facilities and transportation, and the sense of community within neighborhoods. There was a consensus on the issue of schools.

4.2 1996 SURVEY AND RESULTS

After several months of volunteer work on the issues established by the 1995 survey, a questionnaire was developed to determine which specific projects people were willing to work on. It was mailed in May 1996 to the 942 persons who had responded to the previous survey. The following table summarizes the response, indicating by planning area quadrant which projects respondents were willing to work on.

Project	NE	NW	SE	S W	Other
1. Bicycle/Pedestrian Paths	2	2	9	1	
2. Arterials/Peak Hour Diversion	4	1	5	1	
3. Street Improvement Demo Project	1		4	1	
4. Key Intersections or Street Segments	2		4	1	1
5. Parking Study					1
6. Continuous Sidewalks on LC Way		1	3	3	
7. HUV Designation/Boundaries	2	1	2	2	
8. Development Council	2	1	4	2	
9. Image Building	4	2	7	2	
10. Civic Core	1	1	2	2	
11. Community-based Solutions		1	4		
12. Employment Job Bank	1			2	
13. Volunteer Bank/Training Center	1			2	
14. Green Spaces/Open Spaces	2	1	8	2	1
15. Community Use of Schools		3	4	2	
16. Community Newsletter	3	1		1	
17. Community Directory	1				
18. Arts Commission/Arts Center	1	2		2	
19. Local History	3	4	2	1	
20. Neighborhood Fair & Activities	1		2		
21. Community Activities		1	1	1	
22. Shuttle Service			1	1	

23. Housing			3	1	
24. Human Services Infrastructure		1	2	1	
25. Community Centers of Activities		2	1	1	
26. Involving More People in Planning		1		2	
27. Facilitator Training for Study Groups	2		1		
28. Plan for Fall Public Meeting			2	3	
29. Join in Planning Committee	5	4	9	5	1
30. Will donate Professional Services	1	2	4	3	
TOTAL	15	13	30	12	3
Can't help now, keep me informed	5	5	7	6	1

☒ Responses from people: 1) living outside the Planning Area, 2) using a PO address, or 3) who did not provide an address.

4.3 1997 SURVEY AND RESULTS

In the fall of 1997 all residents, businesses and property owners in the North District Neighborhoods' Planning Area received a survey asking specifically what should be done to improve our community. More than 400 persons took the time to respond. This report itemizes and summarizes what a first look at those survey responses tells us.

Cedar Park Associates, our data entry and analysis consultants, compiled the responses and looked for correlations. As a first screen, volunteers Kelly Meinig and A.J. Skurdal organized the data according to strength of sentiment, looking for either 60 percent or more of respondents agreeing or 60 percent or more of respondents disagreeing with mentioned possibilities. There were 243 scaled variables on the survey. Of these 243 variables, 127 prompted 60% or more of respondents to either agree or disagree. Work groups and the Planning Committee will be certain to consider these "preference" items as we develop a draft Neighborhood Plan for public and city review.

Of course, not every one who sent back a survey completed every item of the survey. One practical effect of the "60 percent" test is that at least 137 respondents must have indicated a preference one way or another for that item to be considered further. In fact, all but three items passed this test with more than 150 respondents indicating a preference.

Other study and analysis of survey results will ensue. For example, we may want to look at items where a simple majority agree or disagree, with low percentages of respondents in opposition. Results for the first look, the "60 percent test," are given in this report. The survey was divided into sections, which are matched in this report.

Transportation and Getting Around

Respondents gave 132 mentions of traffic control measures they think are needed. The most popular single response was to the effect "no traffic problems," with 22 such respondents. They were followed closely by 19 folks who wanted more traffic circles and 17 other folks who want no more circles and/or to remove some of the existing circles.

Respondents also gave 177 mentions of specific locations where traffic control or traffic calming measures may be needed. The "Getting Around" work group has been taking traffic counts throughout the planning area, and will be incorporating respondent suggestions into their deliberations as we work towards a cohesive **traffic** management plan.

Regarding public transit, respondents agreed on a need to increase bus frequency to downtown Seattle and to improve quality of bus stops.

Regarding bicycle routes, respondents were interested in better access to the Burke **Gilman** trail and marked lanes on arterial streets.

In descending order of strength of sentiment, the following criteria were **end** for building sidewalks: streets with high traffic volumes, streets along walking to schools, streets near businesses, streets with bad sight distances, streets high density living (e.g. apartment buildings), streets with drainage problems making it difficult to walk, streets with ditches, streets near parks, and streets traffic flow measures.

Green and Open Spaces

Use of school fields as community, multiple use areas after school hours **dre** strongest response of any survey item, with 286 respondents indicating extreme agreement. Only 11 respondents indicated any disagreement with this idea. respondents agreed that field lighting should be provided for activities in ever hours.

Natural/wild spaces, grassy open parks and children's play areas were the th types of open space respondents agreed are needed. In addition, bioswales vegetative filtering of water were viewed as favorable uses of open space **an** suitable requirements for installation within parking areas.

Respondents said they would not use p-patches or a farmers' market to prod sell goods, but would shop at a farmers' market. Finally, respondents **wante** see the Lake City Community Center improved to allow for a greater variety c uses.

Crime and Public Safety

All of the ideas offered in the survey for improving public safety in both reside areas and the business district (anti-graffiti efforts, improved sidewalks, additi police presence, improved lighting, beautification, and improved litter control) with agreement except using video camera monitoring of shopping and busin areas, where only 51% of respondents agreed and 24% were neutral.

Shopping & Services in Lake City

Only three of the types of Lake City businesses listed in the survey are used i 60% or more of respondents: grocery, automotive and coffee shops. **Respon** wanted to see more of three other businesses: theaters/entertainment, **hardw** and restaurants. Respondents felt the following things would make shopping Lake city a more positive experience and increase the likelihood of their return improved image, greater variety of services/businesses, more shopping on sic streets and friendly alleys, and easier pedestrian access.

The following niches all appeal to respondents as possibilities for how Lake C should become known (listed in order of decreasing passion): fresh market/produce, walking zones in business areas, restaurants, plant **nurserie** family activities, evening entertainment, and outdoor recreation. They did not Lake City to become known and/or to draw people for automotive.

On increasing our sense of community, respondents felt the following things v help (again listed in order of decreasing passion): stronger restrictions on **bill** size and placement, trees along the main streets, park and street benches, **st**

fronts on friendly alleys (like Post Alley), hanging plant/flower baskets, flowers in median strips, wide sidewalks. stronger restrictions on neon sign usage, and artwork (e.g. wall murals).

Respondents liked the idea of using natural features as a symbol or theme for Lake City.

Future Growth

Townhouses were acceptable to respondents to accommodate future growth, whereas 3, 4 or 5 story apartment units were not. This is an example of the kind of preference which may not be amenable to much influence by neighborhood planning, since much land in the Lake City core area is already zoned for 45, 65 and 85 foot heights. Single family zoning, on the other hand, can be protected.

Most respondents had heard of the Hub Urban Village concept, and all six of the possible benefits of accepting the designation would convince most respondents to do so. Among perceived disadvantages that would be unacceptable, higher density was most frequent, with 42 mentions. Other mentions included traffic (28), controlling outsiders (23), poor design/construction (15), and multifamily residences (12).

The survey asked what folks are willing to do to learn more about the Hub designation proposed in Seattle's Comprehensive Plan. This item drew the lowest response rate to pass the "60 percent test." Respondents were willing to read informational materials delivered to their home; and attend a short, evening information meeting in their neighborhood. Respondents were not willing to attend a half day workshop or seminar on a weekend. Of the 186 respondents who indicated a preference on this item, 80 percent were willing to do something to learn more about the designation prior to making a decision about accepting or rejecting it.

Schools

The survey asked how schools and neighborhoods can be mutually supportive. Respondents agreed with the following ideas (in decreasing order of passion): after school activities for students, better sidewalks leading to schools, after school programs for community, increased safety on routes to schools, improved grounds maintenance/landscaping, play grounds improved, playing fields improved, structural improvements to school buildings, increased security, and libraries open to the public in evenings.

Lake City's Civic Core

Of the ideas for additional services and activities to improve the community, the following drew responses in agreement: activities for youth; activities for seniors; a larger, more comprehensive Community Center in Lake City; a teen center, a multi-purpose gymnasium, and volunteer coordination.

In the larger planning area, respondents wanted a movie theater, greater restaurant variety, and sidewalk cafes. They did not want high tech game rooms or an automobile museum.

Respondents felt services for teenagers need to be improved.

Unpleasant walking in the core area was attributed to: lack of sidewalks on **bac** streets, no clear boundaries between automobiles and pedestrians, unsafe fee: when crossing streets, traffic moving too fast in proximity to sidewalks, no good central places to park a car safely and then walk, and no landscaping to buffer pedestrians from cars.

Design guidelines were viewed favorably to help guarantee a consistent design character and style in the Lake City Business District.

Overview

This section let respondents tell us what areas need the most Attention. Respondents agreed with the following (descending order of passion): sidewalk improving green & open spaces, security and public safety, maintenance.

General

This section informed us about general characteristics of the respondents. Mor respondents reside in the Southeast sector of the planning area than any other - 46%, SW - 25%, NE - 12%, NW - 17%). Other respondent characteristics, compared to 1990 Census data for the planning area, are as follows.

	1997 Respondents	1990 Area Popul:
Living in planning area		
less than five years	31%	52%
more than five years	69%	48%
Rent home	10%	46%
Own home	90%	54%
Single family residence	81%	58%
Non-single family	19%	42%
Households, one person	18%	36%
More than one person	82%	64%
Avg persons/household	2.5	2.1

Households with children	27%	20%
Households w/o children	73%	80%
White, non-Hispanic	87%	82%
Non-white	13%	18%

Most survey respondents (72%) do not anticipate moving in the next one to three years. Varying degrees of satisfaction with residence in percent location were expressed by 95% of respondents, with the biggest portion (48%) being very satisfied. For those who do anticipate moving, the most common reason (16 responses) was for a better neighborhood, followed by a bigger house (9 responses). Most respondents (81%) do not work within the planning area.

One Word Description of Lake City

In response to a request for a one word description of Lake City, the most frequent comment (31 responses) was "run down." Or perhaps it should be spelled "rundown." Of 341 responses to this item, about 44% were negative in nature, 32% positive. Respondents who indicated they might move within the next one to three years were significantly less satisfied with their location and were more likely to describe Lake City in negative terms.

contributors to this summary, in addition to the 401 survey respondents, include Sally Knodell, Kelly Meinig, Cheryl Klinker, Linda Peterson, and Penny Livingston.

4.4 1997 ECONOMIC DEVELOPMENT SURVEY AND RESULTS



4.4 1997 ECONOMIC DEVELOPMENT SURVEY AND RESULTS

Lake City Business District - Business Survey & Economic Analysis

Business Survey: Key Findings

To better understand the priorities and opportunities for Lake City's businesses and the overall business district, a survey was conducted in June of 1997. A total of 397 surveys were distributed to all commercial businesses **along** the Lake City Way Northeast corridor from Northeast 145th Street to Northeast 95th Street. The corridor included businesses between 34th Avenue Northeast and 35th Avenue Northeast. A total of 186 surveys were completed and analyzed. This is a return rate of 47%.

Business Profile

- **Type of Business in Lake City:** 45% are retail and 15% are professional services. By comparison with other Seattle area business districts, **Lake City has one of the most diverse** business districts in **Seattle**.
- **Years in Business in Lake City:** Average: 14.72 years in Lake City. By comparison, Lake City is **one of the most stable and mature business districts in the area**.
- **Ownership vs. Renting of Business Space in Lake City:** 26% own their business space
- **Square Footage of Business Space in Lake City:** Average - 5,695 square feet
- **Full Time and Part Time Employees:** Average - 10 full time and 2 part time employees
- **Residence of Owner of Lake City Business:** Lake City - 16% of business owners

Satisfaction with Doing Business in Lake City

Satisfied:	42%	
Very Satisfied:	32%	
Somewhat Satisfied:	21%	Total: 94% - Somewhat Satisfied+
Somewhat Dissatisfied	3%	
Very Unsatisfied:	3%	

Level of Satisfaction of Businesses in Seattle Business Districts

<u>District</u>	<u>% Very Satisfied</u>	<u>% Somewhat or Very Dissatisfied</u>
Lake City	32%	6%
Rainier Avenue	41%	16%
Broadway	43%	15%
Roosevelt	51%	7%
15th Avenue	55%	3%
Queen Anne	56%	5%

Of these seven business districts, Lake City has by far the fewest number of businesses who are very satisfied with their business location. It appears that most businesses **think that Lake City is a "good" or "OK" place to do business.**

Sales

- Lake City's diversity of businesses is again reflected in annual sales. Nearly 25% of the businesses are extraordinarily small - and potentially very fragile - with annual sales under \$100,000. Over nearly 30% of Lake City's business report annual sales of more than \$1 million.

Trends in Lake City Business Sales During Past Three Years

Dramatically increased	9%	
Grown steadily	44%	53% grown steadily+
Remained about the same	34%	
Decreased slightly	8%	
Dramatically decreased	4%	

- By comparison, **Lake City's business sales are reported by businesses to be slightly higher than other key Seattle neighborhood centers.** However, the number of businesses (17%) who reported slightly or dramatically decreasing sales in the past three years in the area between 115th and 95th is cause for concern.

Projected Business Sales Over Next Five Years

Dramatically increase	12%	
Grow steadily	59%	71% grow steadily+
Remain about the same	24%	
Decrease slightly	3%	
Dramatically decrease	1%	

- The number of businesses (31%) who project slightly or dramatically decreasing sales in the next five years in the area between 115th and 95th is cause for concern.
- In the next one to three years, do you anticipate **expanding**: Yes - 36% (64 businesses)
- Will you move your business outside of Lake City: Yes - 13% (23 businesses)

Customers

- Percentage of Sales from Customers/Clients Who Live in Lake City:** Average. 38.26. **Lake City is a destination business center** that significantly takes advantage of its central location and the high traffic volumes along Lake City Way.
- Businesses in the corridors between 115th and 95th are significantly less dependent on Lake City residents for their customer base.

Other Top Areas that are Customers/Clients of Lake City Businesses

<u>Area</u>	<u>Number of Mentions</u>
Seattle	35
Bothell	23
Puget Sound area	20
Everywhere/all over	19
Northend	18
Nationwide	17
Shoreline	15

Why Locate in Lake City

- According to its businesses, **location, convenience to home, high traffic counts and inexpensive rents** are the biggest reasons why businesses have opened in Lake City. This question again shows how much of a destination Lake City is as a business district. Access to the local market was rated only the seventh highest factor.

Overall Priorities to Improve Lake City Business District

1. Security and Public Safety	5.99
2. Maintenance	5.88
3. Business District Improvements	5.79
4. Retaining Existing Businesses	5.70
5. Improvements to Buildings	5.57
6. Attracting New Businesses	5.51
7. Marketing and Public Relations	5.26
8. Parking	5.09
9. Street Amenities	4.78
10. Better Public Transportation	4.32
11. Additional Housing	2.85

Percentage who rated a given priority a “6” and “7” - very high priorities

Security and Public Safety	69%
Maintenance	86%
Retaining Existing Businesses	63%
Business District Improvements	61%
Attracting New Businesses	58%
Improvements to Buildings	54%
Marketing and Public Relations	50%

Current Opportunity

- According to the respondents, **taking advantage of its location, promoting Lake City to improve its image, cleaning up and improving the appearance of the district and its businesses and attracting new businesses to Lake City** were seen by the majority of businesses as the biggest opportunities for the neighborhood.

Current Threat

- According to those responding to the survey, **crime and public safety issues continue to be the biggest current threat** to the economic success of the Lake City business district. This was followed by rundown properties and maintenance, traffic and lack of parking.

One Word Description

- When asked for a one word description of Lake City, its businesses indicated that it is a business **district in transition** with businesses expressing nearly as much negative sentiment as positive. **The most common repeated words to describe the district were “ok” and “old.”**

Future Activities and Amenities

- Regarding attracting specific types of businesses, virtually all of the interest focused on **retail and professional services**. Only three comments mentioned the creation of light industrial/manufacturing jobs in Lake City.
- Regarding future activities and amenities, the majority of comments focused **on efforts to attract more upscale, name retailers to the business district**. This was closely followed by an interest in

seeing more **upscale and diverse restaurants** move into the business district. Third tier of responses focused on three areas - **creating more family entertainment, including a movie theater, in the district, developing professional office space and creating more promotion activities** (street fairs, picnics, sales events, holiday promotions, etc.)

- Very few comments addressed the amenities question. These comments focused primarily increasing pedestrian amenities, making improvements to buildings and adding parking.

Advertising and Promotion of Businesses

- By far the two most common tactics used by Lake City businesses to promote their business are **using the yellow pages and promoting through word of mouth advertising**. The second most popular advertising vehicle was newspapers. The third most popular vehicles were radio advertising and direct mail.

Interest in Lake City Marketing Programs

- Overall, businesses responded that there were **very interested in participating in an overall campaign to promote Lake City as a place to shop**. This interest is reflected in the following:

Advertising with a similar business	26%
Advertising as a neighborhood cluster	53%
Promoting Lake City as a place to shop	72%

Participation in Community Events

- Less than 25% of all Lake City- businesses indicated that they were active in local events.

Economic and Trade Area Analysis

This discussion examines the existing and projected business, economic and population levels in the Lake City trade area. The purpose of the analysis is to assist in identifying existing commercial activities, local buying power, current retail and service configurations, market trends and business characteristics. Working with the Lake City project study committee, the general trade area was defined as that area which extends north to south from 145th to 95th and east to west from 15th Avenue to Lake Washington.

Lake City Business District Economy

- The data indicates that **business activity in the Lake City area totaled almost \$1.9 billion in 1996**.
- **Wholesale was the leading revenue generator in the Lake City economy**. The area's 99 **wholesale businesses** generated \$582 million in sales, almost 31% of total economic activity and **was the largest revenue generator** in Lake City. The 72 firms dealing in durable goods employed 689 people and generated \$310 million in sales in 1996. The 27 firms specializing in non-durable goods employed 370 people and generated \$272 million in sales.
- **Finance, insurance and real estate (FIRE) was the second largest revenue generator**. An estimated 103 FIRE firms generated \$330 million in sales and employed 1,374 people in 1996. Insurance and real estate firms employed 902 of the persons working in these areas. Credit institutions generated \$98 million in revenue and employed 79 persons. Depository institutions employed 187 persons and had \$73 million in sales.
- **Services** comprised more than 17% of business activity in 1996 and the **third largest revenue generator**. An estimated 604 firms generated \$328 million sales and employed about 4,830 people. Forty-one percent of the sales (\$134 million) and 33% of the employees (1,614 persons) were in the business district.

health services area. Another \$43 million in sales was in the business service area. Engineering, accounting and other professional services generated \$48 million in sales and employed 504 persons. The 361 legal service employees in the area generated \$41 million in sales.

Personal service sales in the Lake City area were just \$8 million. Auto repair services captured \$15 million in sales. More than \$100 million of all service activity was in business to business areas such as professional and business services.

- **Retail ranked fourth in revenue generation.** A total of 245 firms employed 2,890 persons and generated \$319 million in sales, an average of more than \$1.2 million in sales per outlet. Retail sales were skewed by high food store and automobile dealership sales. The area's 28 food stores generated \$49 million and employed 252 persons. Lake City's 23 auto dealerships and gas service stations enjoyed \$78 million in sales, an average of almost \$3.4 million per outlet.

Home furniture and furnishings was also a major revenue generator. The 34 stores in this retail sector captured \$58 million in sales while employing 329 persons. Miscellaneous retail¹ accounted for another \$44 million in sales. An estimated 457 persons worked in this retail sector.

- **Manufacturing was the fifth largest business sector.** A total of 58 manufacturing firms generated \$195 million in sales, slightly more than 10% of total business activity. An estimated 1,490 persons work in manufacturing. Food and related products had the totaled \$42 million in 1996. One hundred eighty-five persons worked in this sector. Printing and publishing employed 216 persons and had \$25 million in sales. Industrial machinery had \$21 million in sales while employing 151 persons. Transportation equipment was the largest employer. Lake City's two transportation firms employed 278 persons and had \$12 million in sales. **Lake City is one of the few remaining neighborhood business districts in Seattle with a fairly healthy manufacturing sector.**

Household Trends

- There are an estimated 27,000 persons currently living in Lake City, an increase of 8.2% since 1990. Population is expected to increase an additional 5% by 2002 to 28,441 persons. The number of households increased 8.8% between 1990 and 1997 and will increase another 5.55 by 2002.
- Housing units have kept pace with population and household increases. The number of housing units grew from 10,744 in 1990 to an estimated 11,660 in 1997 an increase of 8.5 percent. The number of housing units is expected to grow to 12,302 by the year 2002.
- Estimated average household income in the Lake City area is \$61,588 and is expected to increase to \$76,871 by year 2002. By comparison, the City of Seattle average household income in 1996 was \$52,309.
- Twelve percent of the households, about 1,300 homes, have incomes of less than \$15,000 annually. This number is expected to drop to 1,168 homes by the year 2002. Another 1,283 households, 11.5% of the total, have incomes between \$15,000 and \$25,000. This number will also decline by within the next five years. The largest income segment is between \$25,000 and \$50,000 annually. Forty percent of the households in the Lake City area have incomes in this range. The percentage of households in this range is also expected to decline by the year 2002.
- **Twenty-five percent of households have annual incomes between \$50,000 and \$100,000.** Another 12% have incomes in excess of \$100,000 annually. The percentage of households in these two categories is expected to increase by the year 2002 to 27% and 19% respectively.

¹ Miscellaneous retail is a large, generalized category that includes business ranging from gift shops to drug stores to antique malls. It customarily accounts for a significant portion of an area's retail sales.

Consumer Spending Patterns

- In the study area, three areas - shelter, transportation and food and drink - account for 65% of consumer expenditures. The remaining **35%**, of service sales are distributed among entertainment, apparel, health care and other categories. **Estimated total expenditures were more than \$4 million annually.**
- The estimated retail sales in Lake City were in 1996 were \$319 million. Service sales were more than \$328 million. **These numbers suggest that Lake City attracts a large number of buyers from outside the area.** Consumers come from the surrounding areas to shop in Lake City stores for selected products and services.
- Four areas, food stores, auto dealerships, home furniture and furnishings and miscellaneous retail outlets account for 72% of the area's retail sales activity and 62% of the retail outlets. Health services constitute 22% of the total service establishments and generate 41% of service sales. Business and professional service organizations comprise 45% of the service outlets and generate about 41% of total sales. The 405 consumer **service** stores generate approximately \$59 million in sales, an average of slightly more than \$146,000 per outlet

Conclusions

- **Lake City enjoys one of the most diverse economies of any business district in Seattle.** This business district has a strong foundation in the wholesale, FIRE, retail (particularly its automobile, food and furniture sectors) and service areas. Its business base attracts customers from throughout the region. In addition, the local population has an annual average household income that is **near** \$10,000 higher than the Seattle average.
- **Lake City's central location, combined with a growing population with disposable income, combine to make it an attractive market for existing and potential businesses.**
- **Lake City should focus its efforts on building on the strengths and niches of its existing, diverse business base.** Primary economic strategies should be targeted to assist existing businesses grow and prosper. This strategy will indirectly lead to opportunities to attract new investment.
- In addition, **greater emphasis should be given to capturing more of the local convenience market. Providing** additional personal and repair services **could** contribute substantially to this market. Finally, **opportunities to expand its wholesale base should be pursued.**

4.5 NEIGHBORHOOD TRAFFIC VOLUMES AND PATTERNS

The following traffic counts were performed on neighborhood (non-arterial) streets. Traffic was counted on non-holiday weeks between 10/97 and 4/98. The weekly counts were averaged to daily and peak (heaviest) hour counts.			
Street	Between	Avg Peak Hour Vols	Avg Day Vols
NE 98th	20th & 23rd NE	215	2,210
NE 105th	27th NE & Ravenna	180	1,918
NE 105th	39th & 40th NE	186	1,898
NE 115th	19th & 20th NE	171	1,745
NE 115th	36th & 38th NE	147	1,651
NE 115th (2)	20th (S) & 20th (N) NE	161	1,480
NE 123rd	Sand Pt Way & 42nd NE	139	1,430
NE 137th	19th & 20th NE	115	1,267
NE 123rd	36th & 38th NE	115	1,234
NE 105th	32nd & 35th NE	112	1,203
27th NE	NE 130th & 133rd	106	1,115
NE 98th	32nd & 35th NE	97	1,017
NE 130th	23rd Pl & 25th NE	112	1,014
37th NE	NE 137th & 140th	140	977
19th NE	Brockman Pl & NE 130th	95	914
35th NE	NE 140th & 143rd	171	880
20th NE	NE 133rd & 135th	101	851
NE 127th	26th & 27th NE	104	831
20th NE	NE 140th & 143rd	109	828
NE 135th	20th & 22nd NE	80	822
39th NE	NE 130th & 135th	116	816
30th NE	NE 110th & 113th	92	806
42nd NE	NE 125th & 135th(13200)	71	796
NE 97th	48th & 49th NE	87	785
Pinehurst Way NE	NE 120th & 123rd	84	773
NE 137th	25th & 26th NE	75	761
NE 143rd	19th & 20th NE	76	755
37th NE	NE 130th & 135th	83	717
NE 135th	37th & 39th NE	90	713
45th NE	NE 97th & 100th	69	653
25th NE	NE 113th & 115th	60	615
NE 145th	37th & 38th NE	69	608
31st NE	NE 110th & 113th	126	603
NE 120th	36th & 38th NE	55	558
Goodwin Way NE	NE 113th & 17th NE	54	547
Exeter NE	NE 110th & 113th	55	537
NE 100th	32nd & 35th NE	61	501

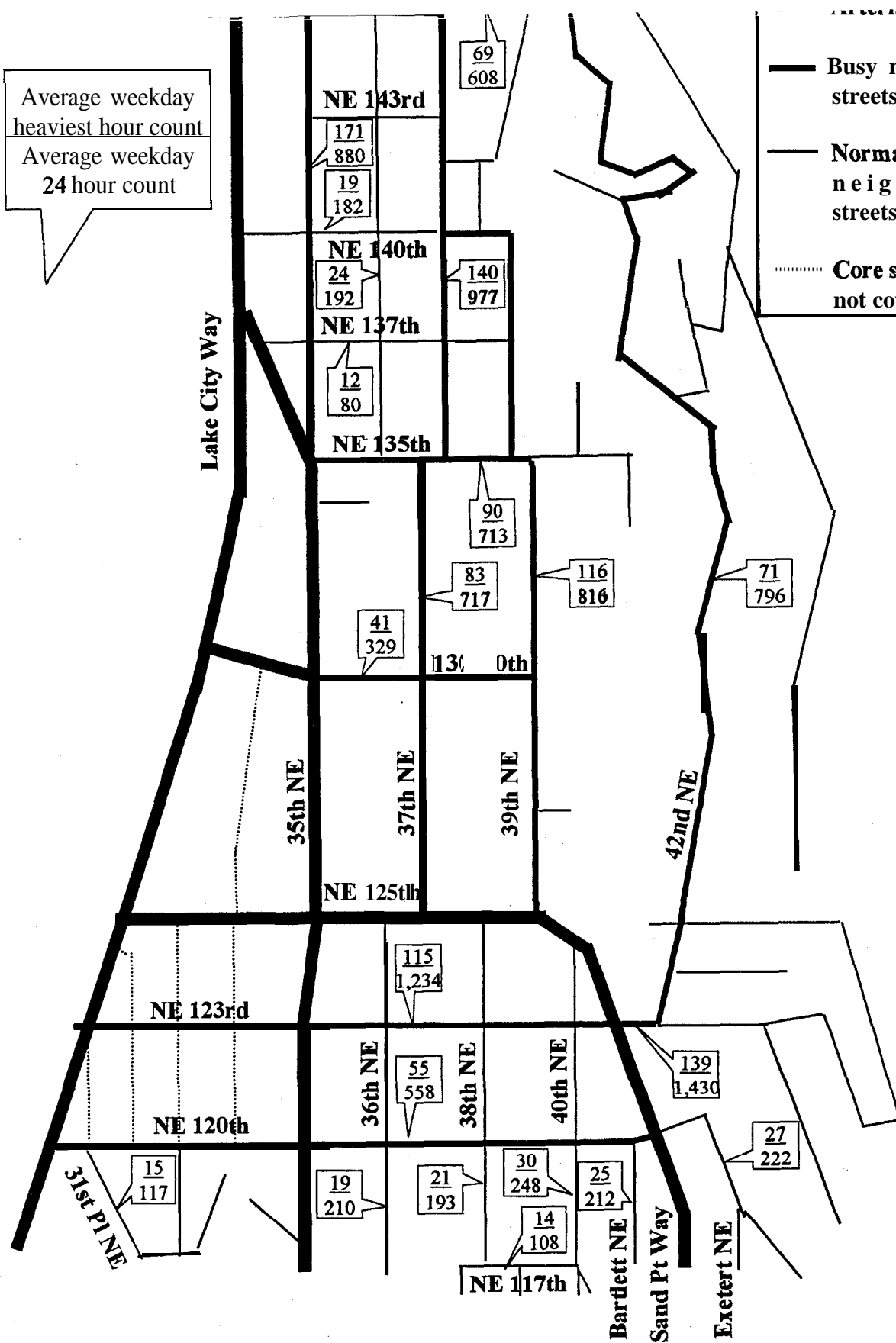
Street	Between	Avg Peak Hour Vois	Avg Day Vois
NE 100th	21st NE & Lake City Way	46	496
NE 97th	12th & 15th NE	52	491
20th NE	NE 104th & 105th	49	490
25th NE	NE 130th & 133rd	49	483
25th NE	NE 117th & 120th	52	465
NE 120th	22nd & 23rd NE	48	458
42nd NE	NE 96th & 98th	51	452
NE 117th (2)	22nd & 23rd NE	50	439
27th NE	NE 97th & 98th	43	426
NE 143rd	25th & 26th NE	54	421
NE 117th	28th & 30th NE	47	416
26th NE	NE 115th & 117th	47	414
NE 106th	Alton NE & Sand Point Wy	45	402
NE 100th	12th & 15th NE	41	388
NE 140th	25th & 26th NE	47	387
NE 117th	22nd & 23rd NE	43	384
27th NE	NE 140th & 143rd	41	384
28th NE	NE 115th & 117th	49	383
23rd NE	NE 105th & 107th	40	376
NE 98th	38th & 40th NE	41	373
17th NE	NE 140th & 143rd	47	367
NE 97th	46th NE & Sand Pt Way	40	352
32nd NE	NE 97th & 98th	39	349
39th NE	NE 105th & 110th	47	348
NE 104th Way	Lakeview Ln & Lake City Wy	36	345
NE 103rd	Sand Pt Wy & 48th NE	38	344
23rd NE	NE 113th & 115th	37	342
NE Brockman Pl	17th & 19th NE	38	338
NE 130th	35th & 37th NE	41	329
NE 107th	19th & 20th NE	35	321
NE 107th	Durland & Exeter NE	34	321
38th NE	NE 110th & 113th	37	316
Lakeshore Blvd	NE 97th & 100th	34	315
NE 107th	28th & 30th NE	34	300
40th NE	NE 95th & 96th	34	288
25th NE	NE 140th & 143rd	40	280
19th NE	NE 113th & 115th	30	278
40th NE	NE 100th & 103rd	29	272
NE 98th	12th & 15th NE	31	262
23rd NE	NE 117th & 120th	31	254
40th NE	NE 117th & 120th	30	248
NE 103rd	32nd & 35th NE	28	238

street	Between	Avg Peak Hour Vols	Avg Day Vols
Alton NE	NE 105th & 107th	25	237
20th NE	NE 113th & 115th	26	226
23rd NE	NE 130th & 133rd	26	226
Exeter NE	Sand Pt Way & Durland NE	27	222
17th NE	NE 117th & 120th	28	220
NE 105th	Sand Pt Way & Duriand NE	25	219
23rd NE	NE 140th & 143rd	27	212
Bartlett NE	NE 115th & 120th	25	212
27th NE	NE 110th & 113th	27	210
36th NE	NE 115th & 120th	19	210
17th NE	NE 97th & 98th	28	208
NE 105th	20th & 23rd NE	28	205
17th NE	NE 113th & 115th	24	202
231-d PL NE	NE 140th & 143rd	24	200
40th NE	NE 110th & 113th	28	194
38th NE	NE 117th & 120th	21	193
36th NE	NE 137th & 140th	24	192
46th NE	NE 97th & 100th	28	189
20th NE	NE 117th & 120th	24	189
19th NE	NE 140th & 143rd	24	186
NE 140th	36th & 37th NE	19	182
24th NE	NE 140th & 143rd	23	179
Alton NE	NE 110th & 113th	20	176
28th NE	NE 110th & 113th	21	166
38th NE	NE 100th & 103rd	17	165
NE 113th (2)	19th & 20th NE	20	149
NE 113th	19th & 20th NE	20	147
16th NE	NE 117th & 120th	24	146
43rd NE	41st & 44th NE	19	140
NE 1331-d	26th & 27th NE	19	137
Lakeside NE	NE 107th & 113th	16	136
32nd NE	NE 100th & 103rd	17	124
44th NE	NE 103rd PI & 104th PI	15	124
19th NE	NE 117th & 120th	17	121
31st PI NE	NE 118th & 120th	15	117
48th NE	NE 97th & 100th	16	116
Bartlett NE	NE 110th & 113th	12	113
20th NE	NE 105th & 107th	13	111
NE 117th	38th & 39th NE	14	108
NE 100th	Sand Pt Wy & 48th NE	15	105
NE 100th	38th & 40th NE	16	95
NE 97th	17th & 19th NE	12	92
NE 104th	17th & 20th NE	12	87
17th NE	NE 106th & 107th	11	86
Duriand NE	NE 107th & 110th	11	84
49th NE	NE 97th & 100th	13	84
NE 137th	35th & 36th NE	12	80
NE 113th	38th & 40th NE	11	80

Street	Between	Avg Peak Hour VoIs	Avg Day VoIs	
NE 140th	19th & 20th NE	11	75	
26th NE	NE 140th & 143rd	8	65	
28th NE	NE 140th & 143rd		43	

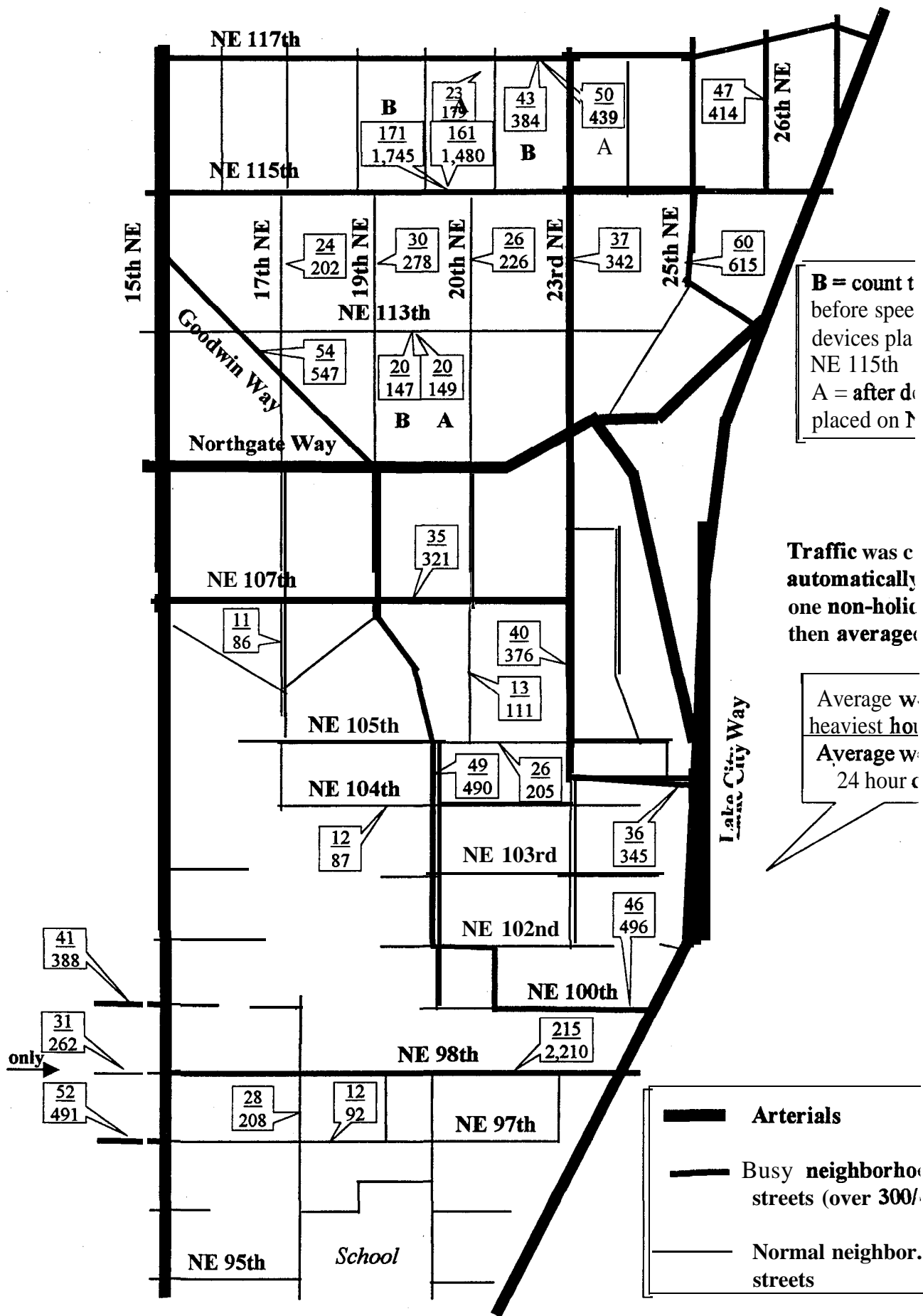
Average weekday
heaviest hour count
Average weekday
24 hour count

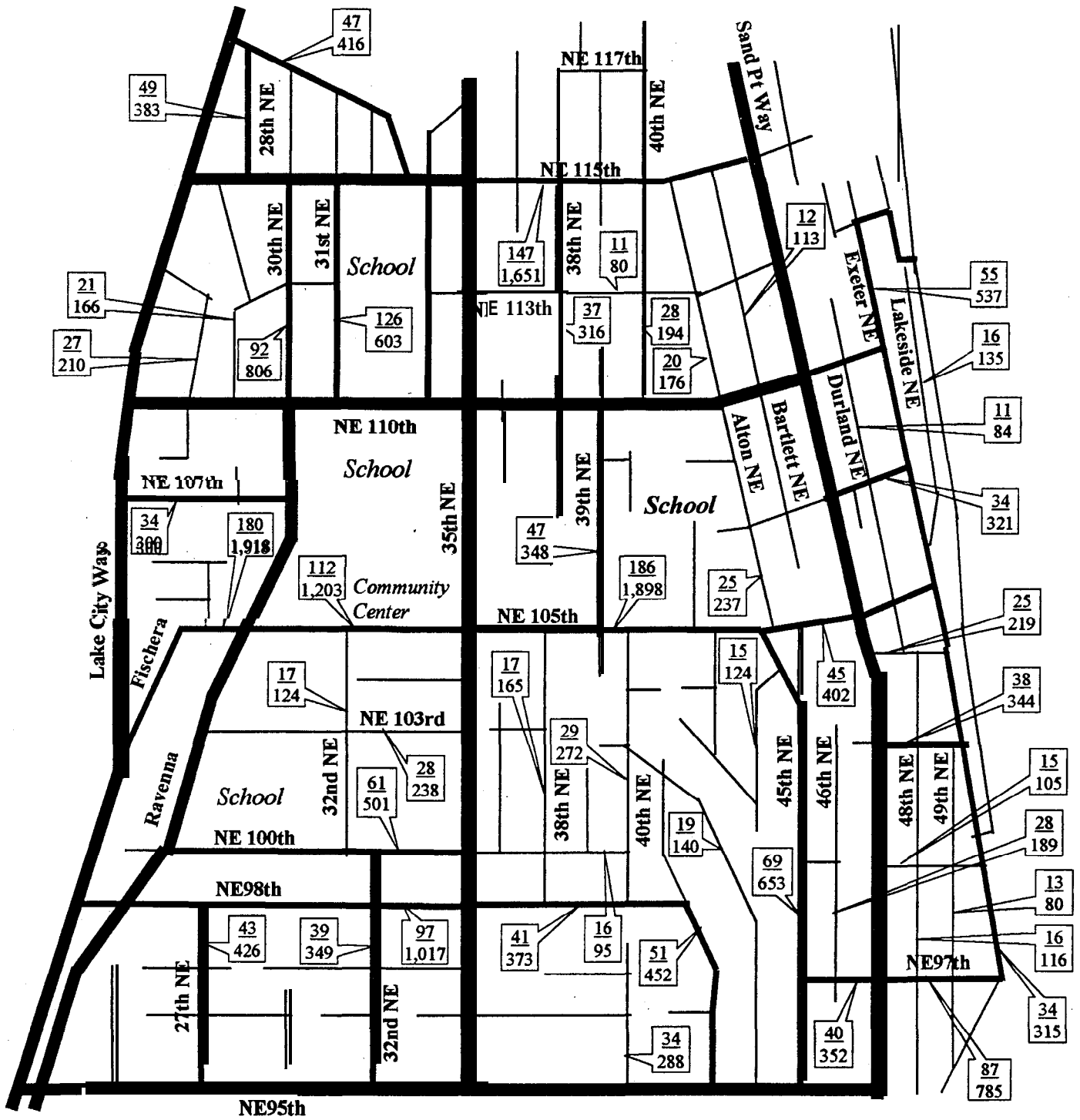
- Busy neighborhood streets (>300/day)
- Normal neighborhood streets
-** Core streets not counted



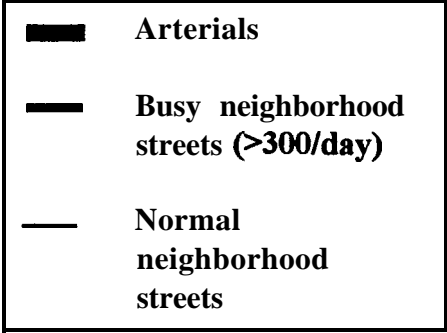
Northeast Quadrant Neighborhood Traffic Patterns

Southwest Quadrant Neighborhood Traffic Patterns

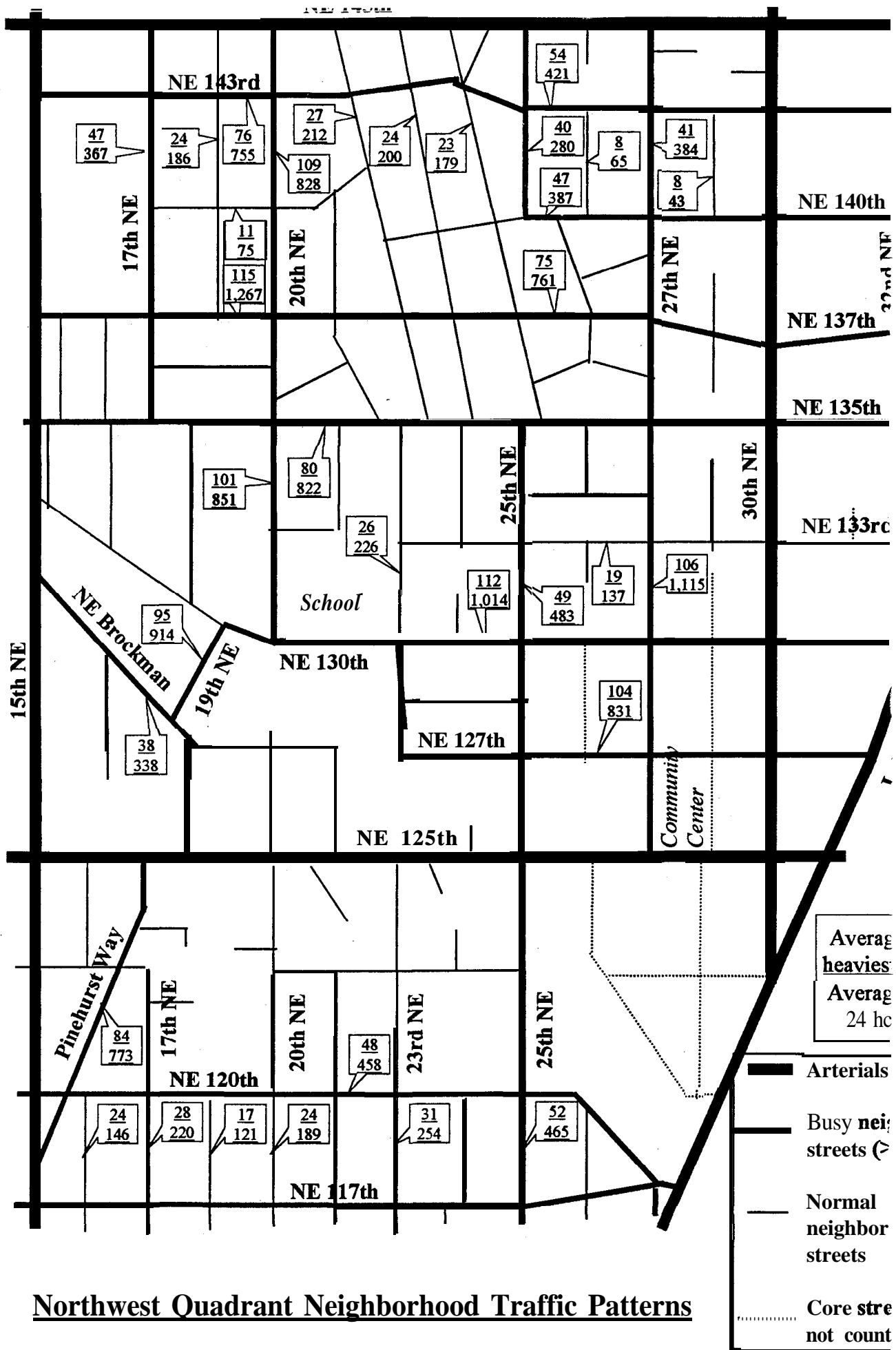




Average weekday
heaviest hour count
 Average weekday
 24 hour count



Southeast Quadrant Neighborhood Traffic Patterns



Northwest Quadrant Neighborhood Traffic Patterns

4.6 OPEN SPACE WORK GROUP RECOMMENDATIONS

EXISTING PARKS AND OPEN SPACES

1. Last Open Space – Support development of children’s play area, plaza area, picnic space, foot path, natural habitat area, and creek diversion and daylighting.
2. Cedar Park – Support development of children’s playground.
3. Davis Park – Create safer and more inviting space by removing brick walls, providing more open access, lowering berms, removing trees strategically, providing seating for summer concerts and activities, installing better lighting, and better signage, OR relocate and redevelop as part of a Civic Core Plaza/Open Space.
4. Lake City Park – Create better connection to sidewalks and pedestrian passageways from surrounding commercial areas, lower and/or remove walls to provide more visibility into site, and enhance with seating and areas for plants.
5. Lake City Playground – Plant conifers on west side of park along with native shrubs but not too densely that it compromises safety. Add water feature and a path through the conifer grove. Improve signage at NE 125th and Lake City Way to direct people to the park. Start an annual community event for this site. Install irrigation system for maintaining health of trees. Upgrade some play structures.
6. Homewood Park – Triangle across the street could be developed to better relate to the park entrance and enhance streetscape. Flowering plants and shrubs are needed along back of Peking Garden restaurant to improve 28th Avenue NE. Develop picnic area at top of slope in the park. Restore wetland in floodplain along Thornton creek and add conifers to help stabilize steep slope. Enhance fish and bird habitat with more woody debris, boulders, and more diversity of vegetation. Remove invasive plants.
7. Victory Heights Park – Upgrade field and make improvements as needed to Field House. Find ways to support efforts by Victory Heights neighborhood.
8. Meadowbrook – Maintain sports fields, creeklet, and wetland. Upgrade the old community center and support new and continuing programs for youth. Upgrade track at Nathan Hale and provide areas for other sports uses as well. Provide seating area for spectators.
9. Jane Addams – Upgrade lower level area for field space for local little leagues, T-ball, and other recreational sports such as volleyball, pick-up soccer, and Frisbee. Install amphitheater in the upper level.

10. Meadowbrook Detention Project – Ensure Seattle Public Utilities continues to manage the site and maintain a healthy environment for public use as well as wildlife use. Create another entrance/exit on south side and provide loop connection.
11. Ravenna-Blindheim Natural Area – Ensure Seattle Public Utilities finishes fish passage project under Lake City Way at NE 100th in the park, re-vegetates with native plants and trees, and resolves bank undercutting, slope slides, and erosion. Work with Seattle Audubon or other organization to develop educational/program center and preserve historical building on west side of site.
12. 95th Street Natural Area – Preserve habitat remnants in the ravine and restore the rest. Property has been acquired by Seattle Parks and Recreation Department.
13. Burke Gilman Trail – Preserve and enhance vegetative corridor and resolve encroachments.

POTENTIAL IMPROVEMENTS

1. 28th Street Urban Orchard -A system of street ends where a tributary of Thornton Creek runs north and south, both daylighted and culverted. Fruiting trees could be planted to both enhance these neighborhood streets as well as provide fruits and nuts for local residents.
2. Street End 31st/NE 1 33rd – Little Brook Creek daylights on the eastern side of dead end street. Property owner of car lot is interested in **selling property** on east side of stream bank to expand buffer and provide a local pocket park. An easement would be needed to provide public access from Lake City Way.
3. Gathering Space/Plaza on NE 130th – Develop planted area on north side of Clark's Office Supply to become partial plaza and partial garden area with benches. This would further enhance the Lake City Commercial core, provide a nice place to wait for a bus, and provide opportunities for community building.
4. 33rd Avenue NE Greenstreet – Develop a Type III street that still has access to vehicular traffic, but controlled to increase pedestrian safety. Provide planted sidewalks and other pedestrian amenities. Daylight Little Brook Creek where possible, or create water conveyance that assimilates function of Little Brook Creek and use as landscape enhancements as the area is redeveloped. Create a pocket park around the existing daylighted portion and connect to Fortune Development pedestrian areas.
5. Civic Core Plaza/Open Space – Create an open area, Town Square in association with the Civic Core that would be easy to access from other Civic Core facilities like the Library and the Community Center. Use a large open grassy and landscaped area as well as a large plaza space in order to accommodate a Farmer's Market, Arts and Crafts Fairs, Summer Concerts, Heritage and Holiday festivals, and other community events.

6. Lake City Community Center – Reconfigure and expand to accommodate both indoor and outdoor activities for all ages. Develop programs for youth and seniors. Accommodate community activities and events.
7. 28th Street Pedestrian Corridor – Create a strong pedestrian passage way from the Library and Civic Core area to **Homewood Park** at NE 120th and Lake City Way. Use meandering pathways enhanced with planted beds. Use creative and artistic **signage** and structures to designate beginning and end of route.
8. Triangle on NE 125th/**Sandpoint** – Create a small pocket park to enhance arterial and create a gathering place for bus users.
9. 35th Avenue NE Greenbelt and Park between NE 1 17th and NE 120th – Work with Seattle Parks and Recreation to acquire property. Restore Little Brook Creek Tributary for fish and bird habitat. Develop neighborhood children's play area on 36th Avenue NE side of site.
10. Fish Ladder Restoration and Park Extension – Acquire parcels on NE 11 7th and Lake City Way to extend the passive open space from across Lake City Way to the west. Restore fish ladder and create an outlook. Create a small interpretive center about salmon.
11. Olympic Hills Garden – Work with school staff to develop unused space at Olympic Hills into a learning garden for students. (Use Decatur as model).
12. 130th Street Pedestrian Corridor – Enhance route from Civic Core area through sidewalks and tree plantings to establish a safe walkway for students and neighborhood residents.
13. Street End NE 1 1 3th/36th Ave NE – Protect confluence of Little Brook Creek and resolve fish passage problem. Restore habitat vegetation. Develop street end as local neighborhood pocket park.
14. Kramer Creek Street End – Define pedestrian trail that neighborhood has informally used. Restore native plant vegetation and provide stronger protection for Kramer Creek at this entrance point to neighborhood from Lake City Way.
15. NE 1 00th Natural Area and Detention Project – Work with Seattle Public Utilities to acquire property, remove existing older homes, and restore the course of Thornton Creek, providing space for detention to reduce flooding and erosion problems downstream. Provide trail system and public access points to enhance enjoyment and help protect restoration. This would be an expansion of existing Parks Dept. owned property.
16. Old Maple School Elementary Park – Acquire property from Seattle School District and develop a neighborhood children's play area. Develop a detention/habitat area at northeast corner of site to improve flooding and erosion downstream and protect headwaters of tributary to Thornton Creek.
17. NE 98th Street End – Develop as a pocket park for neighborhood with native plants, access point to view Willow Creek. Stabilize steep slopes through revegetation and natural structures.

18. **Lake City Way Greenbelt 95th to 98th** -Acquire or protect through other means. Remove invasives and add Conifers to recreate urban forest succession, stabilize slopes, and provide a portal entry to Lake City commercial areas.
19. **Pedestrian Corridor on NE 123rd from 35th Avenue NE to Lake City Way** – Restore pedestrian safety through sidewalks and curbs, and enhance with street trees and planted areas.
20. **Pedestrian Corridor on NE 1 35th to Cedar Park from Lake City Way** – Restore pedestrian safety through sidewalks and curbs, and enhance with street trees and planted areas.
21. **Work with Tenney Toyota** to daylight Little Brook Creek and incorporate into landscape at NE 135th and 32nd Ave NE. Create stronger pedestrian spaces along edges of her commercial properties.
22. **Improve the NE 125th and 33rd Ave NE Detention Pond** by developing habitat, replacing chain link fence with aesthetically pleasing and artistic fencing, and developing public use through trails and seating.
23. **Provide pocket parks along Burke Gilman Trail** and restore planted areas along trail from encroachments.
24. **Acquire** or use other methods to develop pocket parks in the northwest quadrant.
25. **Develop and implement a street tree master plan** that includes other pedestrian amenities and street furnishings for the Planning Area with emphasis on the length of Lake City Way and the Civic Core.
26. **Identify and use street ends on NE 1 30th and NE 1 35th** as view spots over Lake Washington.

OPEN SPACE PROGRAMS

1. **Educational Program for Business Owners** – Promote planted areas around businesses, environmentally friendly gardening techniques, landscape design, retention and care of trees.
2. **Festivals in Our Parks Program** – To promote enjoyment and maintenance of our parks and promote ethnic heritages found in Lake City.
3. **Green Streets Fund and program** for installation of pocket gardens, planters, art, fountains, sculpture, plaza enhancements, benches, bus stop enhancements, etc.
4. **Historical Preservation Program** – Rediscovered Lake City's past through installation of historical **signage**, restoration and reinstallation of historical artifacts and events that promote Lake City's history. Develops educational workshops and school curriculum.

5. Recycle Programs, Anti-Graffiti programs, and Adopt A Street programs for trash pickup in parks, keeping drainage systems clear of leaves and trash, and keeping parks and buildings free of graffiti.
6. "After Hours" Program - Parking lot recreation programs and agreements with schools and businesses who can make parking lots available during hours when they are closed for business.
7. Food Share Program from private and public gardens and orchards.
8. Open Space Land Trust – for local businesses and residents who want to donate property or funds for development, acquisition, and maintenance of open spaces and park.
9. Stream and Street Tree Fund – development within the Planning Area contributes to a fund that would support street tree planting and stream restoration efforts.

4.7 HUB URBAN VILLAGE BOUNDARY CONSIDERATIONS

In deciding where to place the HUV boundary, the planning Committee looked at three proposals shown in the map below:

The City of Seattle Comp Plan proposed boundaries;

Planning Effort Large HUV Option;

Planning Effort Small HUV Option.

Option 1 was prepared by the City of Seattle and presented in the Comprehensive Plan. The precise location of the proposed boundary was drawn somewhat arbitrarily; straight lines were used for simplicity where possible. It was intended to include commercial and multi-family zoning between NE 120th Street and NE 145th Street, as well as some single family zoning which would be eligible for cottage housing development.

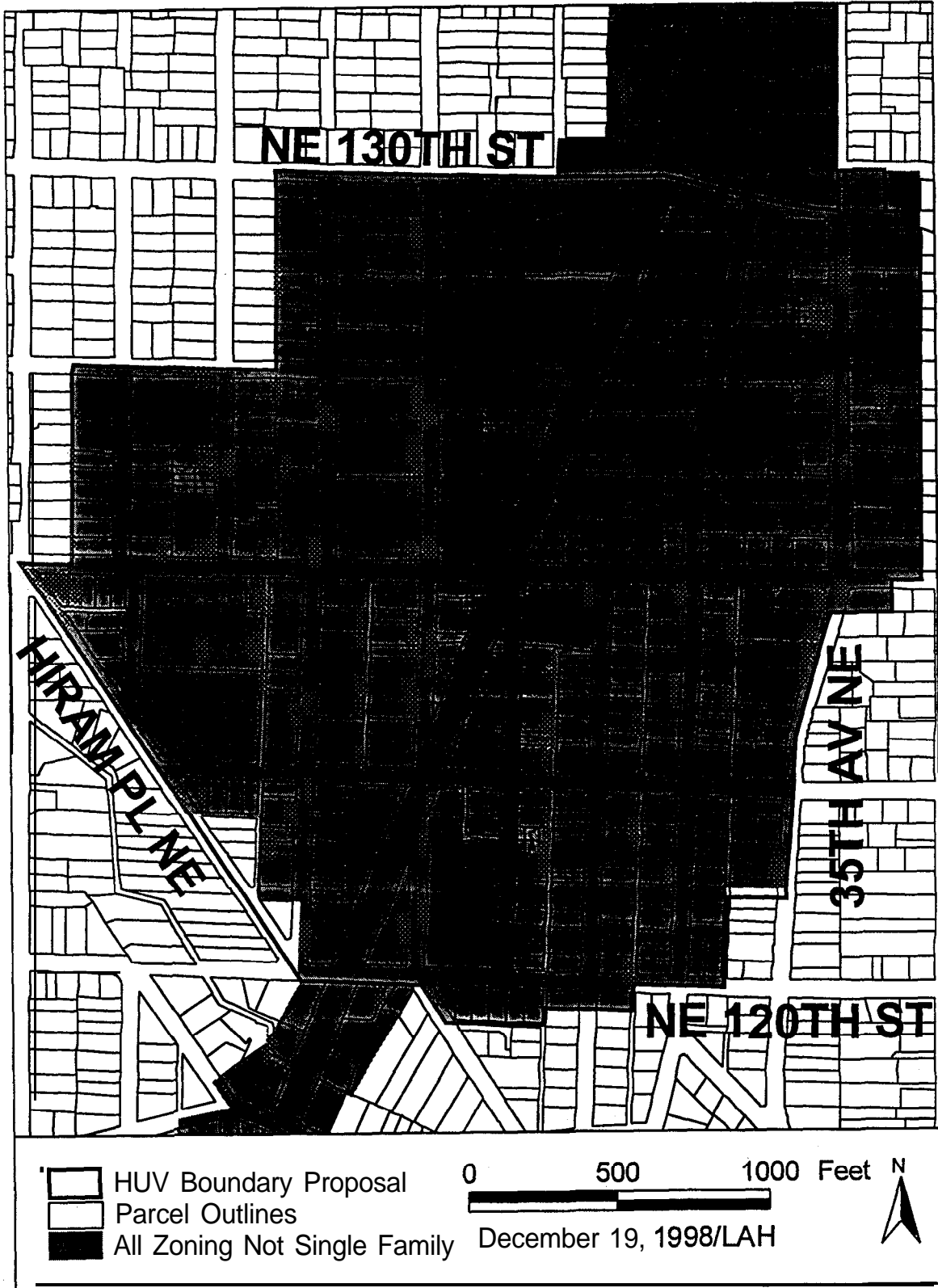
Planning Committee volunteers thought that the boundary needed to be well-defined using as much detail and logic as possible, including our intentions as to what the boundary represents and how it should be used. Further, when defining the area within which growth is to be contained, it is crucial to define areas of transition between land uses of different zoning, scale and character, to protect our single family housing. We reasoned that what happens on each side of the boundary is as important as what happens within the boundary; and, as a result, the actual boundary should be drawn parcel by parcel.

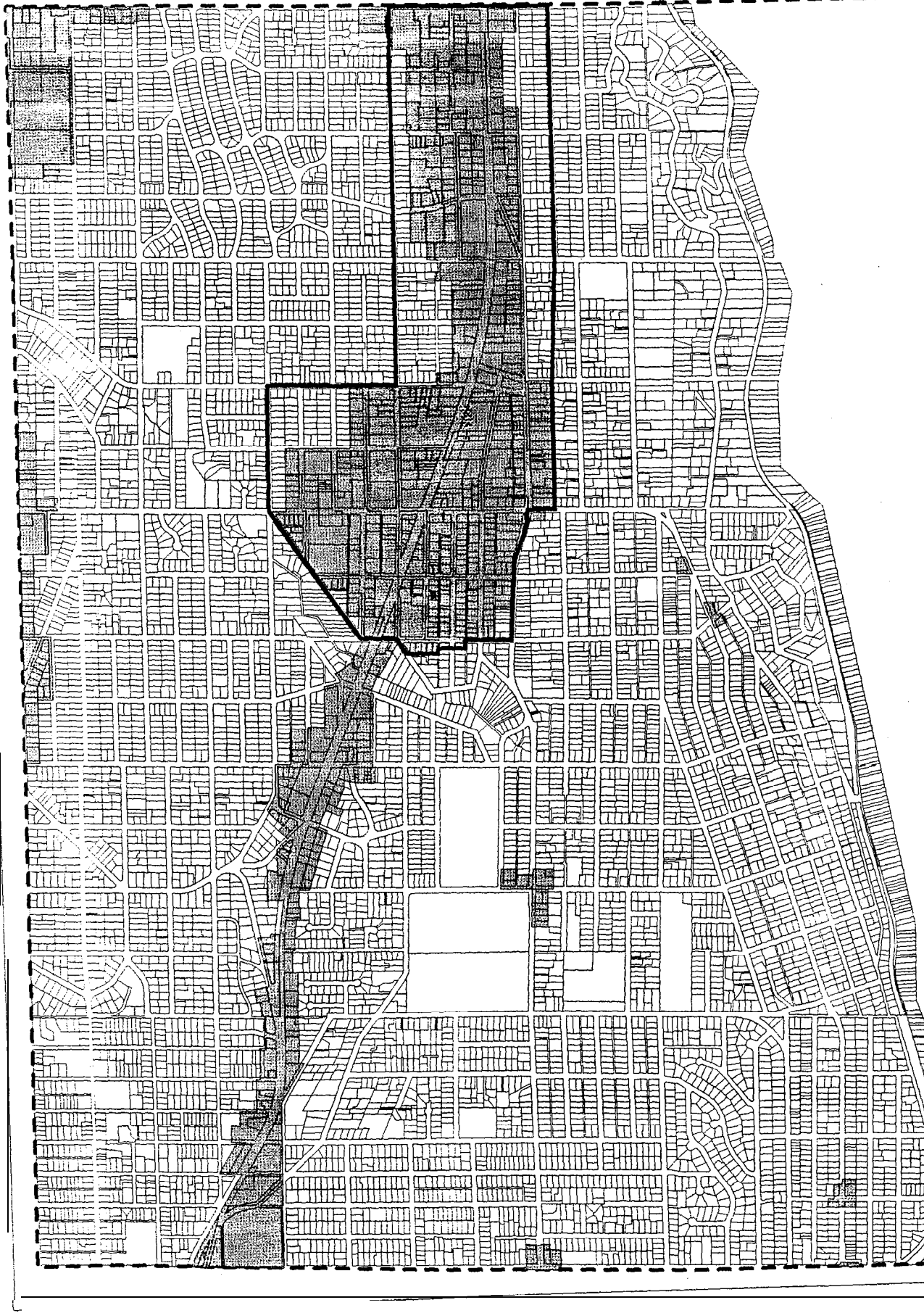
The general boundary description of Option 2 was the area bounded by NE 145th Street, NE 1 10th Street and generally along the boundary between single family (SF) and other zoning to the east and west.



Option 3 provided a counterpoint to Options 1 and 2. This boundary encompassed a smaller area that would still meet the City's requirements for a Hub Urban Village and provided for construction of the number of households set out by the City as our neighborhood's "share" of the projected population growth for Seattle by the year 2014 (approximately 1,400 households). Of note, all three options meet the requirements of a HUV as given by the Comprehensive Plan as did our final choice



During Validation there were repeated requests for more information concerning the HUV. This was not surprising considering even the volunteer planners were divided on the issue. Much of the debate stemmed from the inability for the City, planners, or anyone else to clearly articulate exactly what the HUV's consequences were (See Appendix 4.10, City Responses).


Finally on December 1st, 1998 after holding yet another HUV Workshop, a straw vote was taken wherein it was clear that the current choice (Small Boundary minus selected single-family parcels) was preferred. This boundary option was formally chosen at the December 15th, Planning Committee Meeting.

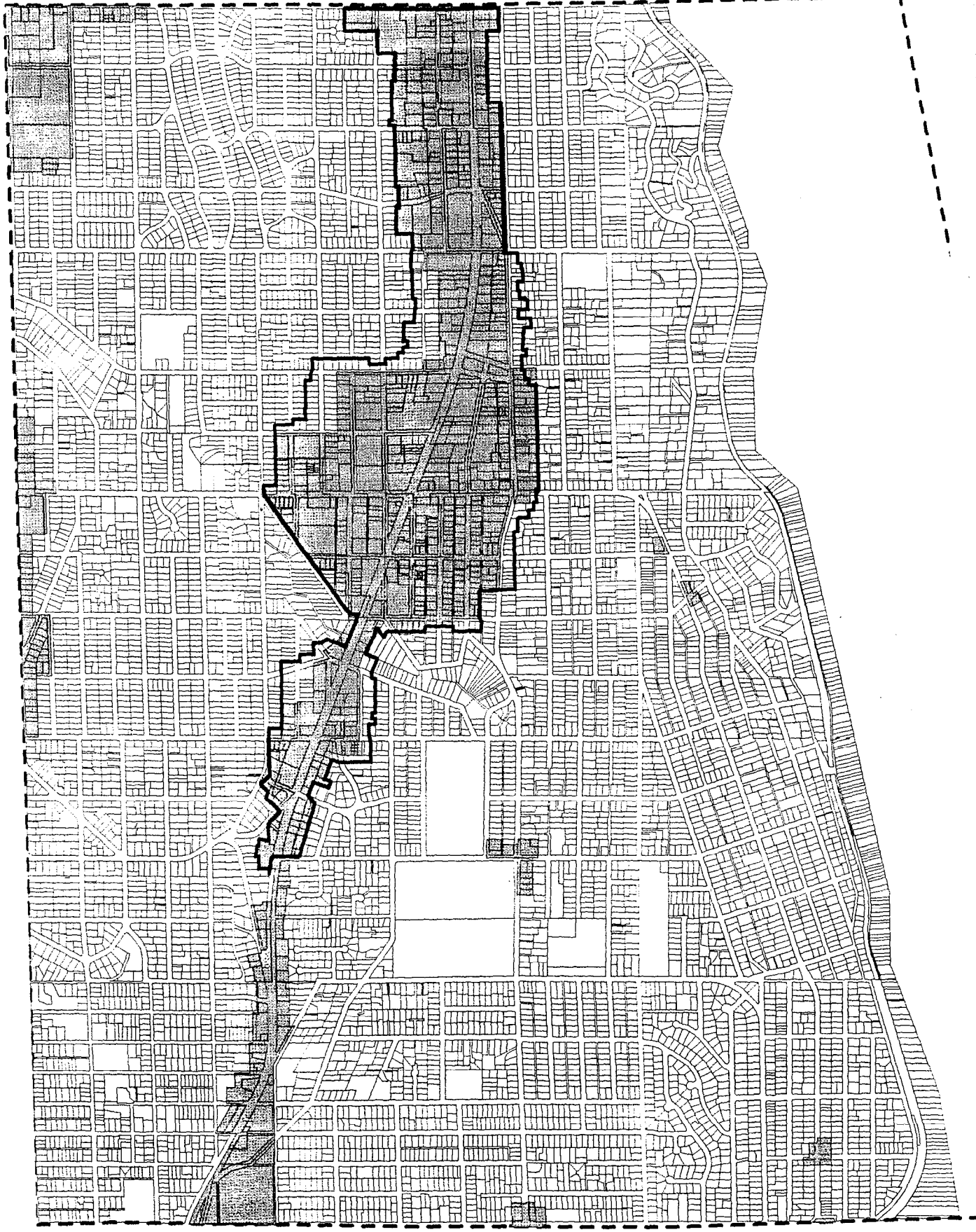








 City Proposed Boundary
 Parcel Outlines

 All Zoning Not Single Family
 Planning Area Boundary

0 1000

November 9, 1991



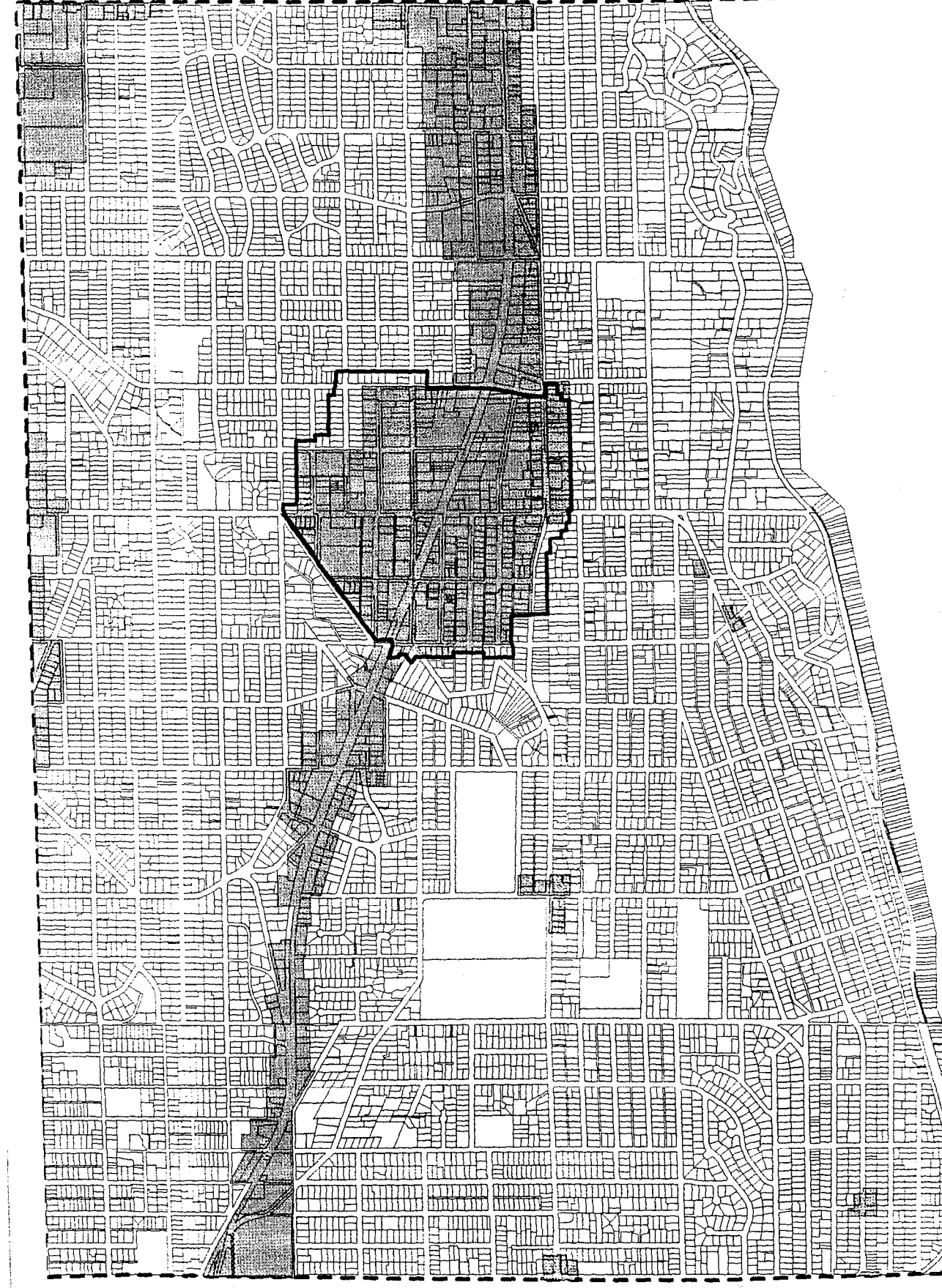
 Large Boundary Proposal
 Parcel Outlines




 All Zoning Not Single Family
 Planning Area Boundary



0 1000 2000 Feet

November 9, 1998/LAH





 Small Boundary Proposal  All Zoning Not Single Family  0 1000 2000

 Parcel Outlines  Planning Area Boundary November 9, 1998

With the primary goal of preventing development within the HUV from negatively impacting single family residences outside of the HUV, the following objectives guided the development of boundary location criteria:

- 9 Keep higher density development within the Hub Urban Village boundaries.
- 9 Require a smooth [aesthetically pleasing?] transition between zoning types.
- 9 Encourage a similar appearance of development on both sides of a street to encourage continuity in the feel of a community.
- 9 Require adequate and pleasant transitions between properties along the boundary.
- 9 Provide a smooth transition in the feel and physical texture of a community across a change in topography.
- 9 Encourage the mixing of residential development in neighborhood Commercial zones.
- 9 Allow owners of single family parcels within the boundary to benefit from use of the Residential Small Lot Zone for either detached mother-in-law or cottage-style housing, provided such development will not negatively impact the adjacent properties.
- 9 With exceptions for new transit stops, discourage upzoning of any parcel in the Planning Area, as our community has more than enough capacity to absorb growth estimates.

Given the above objectives, the following boundary location criteria were developed:

- 9 Generally along the boundary between single family (SF) and other zoning to the east and west, as modified below.
- 9 Where long single family parcels have been subdivided, include within the boundary, only the parcel adjacent to the street. Exception: If the back lot is adjacent to or within a zoning category higher than single family, include the back lot as well.
- 9 Include the whole parcel for long, un-subdivided single family parcels that are along the boundary.
- 9 If the difference in potential build-out, between a single-family parcel and the parcel across the street or adjacent to the lot is significant, include the single-family lot within the boundary.
- 9 On flat streets, place the boundary along the back lot line of a parcel.
- 9 Include parcels that lie on a major bus route, particularly if it is in a mixed zone area.
- 9 Include parcels that lie across the street from undeveloped higher density zoning.

- 9 Place the boundary along the centerline of streets where natural breaks in topography provide an adequate transition between zoning types.
- 9 Place the boundary along the back edge of a parcel where natural breaks in topography provide an adequate transition between zoning types and the street feels strongly single family on both sides of the street.
- 9 Locate the boundary along the street centerline when a major arterial creates a natural transition between zoning types from one side of the street to the other.
- 9 On flat streets, where the transition between zoning types is very abrupt, extend the HUV boundary outward from the Civic Core, if it will not negatively impact the feel of the existing single-family neighborhood.
- 9 If the single-family parcel is near the Civic Core, in a high-density area, or in a logical place for mother-in-laws or cottage-style housing, include the parcel.
- 9 Exclude single family parcels that are difficult to access safely due to high traffic volume on the access streets.

4.8 DESIGN GUIDELINES

DESIGN GUIDELINES direct the quality of the outcome of any physical development, action or program. They are intended to be the basis for discussion between neighborhoods, the City, and developers to work toward achieving a better community through attention to good design principles.

Guidelines for Seattle must have 3 parts:

1. The title or subject.
2. A one or two sentence description of the guideline. This description is clear, concise and direct and uses language such as "Projects should...".
3. Explanations and examples which further illustrate the idea and provide guidance for how the issue should be approached. These can be photographs, sketches of good examples, diagrams, lists of good ideas, or examples or lists of solutions to avoid.

TRANSPORTATION & GETTING AROUND

PEDESTRIAN WALKWAYS -- Safe, clearly marked separation of pedestrian and vehicular areas must be provided along all arterials, the Civic Core and pedestrian corridors. . Wider sidewalks with street trees, walkway lighting, barrier-free access and other amenities that make sidewalks more attractive, pleasant and safe should be emphasized.

TRAFFIC SEPARATION -- The physical separation of pedestrians from traffic must increase proportionately as the incidence and intensity of traffic increases within the Planning Area, an example is moving from quieter residential areas toward the busy Civic Core. Separation devices include: street trees, wider walkways, walkway lighting, planting strips, on-street parked cars and street furniture.

CRIME PREVENTION AND SAFETY

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN -- "Crime Prevention Through Environmental Design (CPTED)" guidelines must be adopted for all public area and new private development design. The Seattle Police Department should be consulted in design of developments to ensure CPTED Design Guidelines are met.

EXISTING PUBLIC SPACES -- Community physical features should be evaluated related to crime prevention based on CPTED Design Guidelines.

EYES ON THE STREET -- To reinforce community crime prevention, pedestrian corridors must develop with eyes looking out onto the street and into public spaces. Design of new developments should ensure that some windows from interior spaces always look onto adjacent streets in more than one direction. This can include corner windows and/or bay windows. Visibility from the street into all outdoor public areas, such as parks, and parking lots must be ensured.

IMAGE & APPEARANCE

Measures should be taken to improve the image and appearance of Lake City to create the perception and reality of security and safety. Any look of deterioration, abandonment, graffiti or gaps between businesses or store fronts, dark alleys, parking lots or spaces between buildings and the like in the business district; should be corrected to eliminate opportunities for crime problems.

PUBLIC COMMUNITY SPACE -- Pleasant public gathering spaces should be provided in the business district to encourage casual interaction and planned community events.

HOUSING & HUB URBAN VILLAGE

DESIGN REVIEW FOR PROJECTS -- Design Review should be required for any commercial or multi-family development of parcels that are located in the Planning Area.

INNOVATIVE HOUSING DESIGN -- Design Guidelines related to Multi-family housing developments should encourage innovative housing design.

DEFENSIBLE SPACE -- To optimize personal and public safety in multi-family developments, an emphasis on defensible space (crime prevention) concepts must be included in the Design Guidelines.

WINDOWS ON THE STREET -- All new multi-family buildings should be required to have apartment windows facing the street.

WINDOWS IN TWO DIRECTIONS -- Each apartment unit must have windows facing in at least two directions to increase visibility of the unit's immediate neighborhood.

LIGHTING -- All exterior and interior public spaces of multi-family buildings must be well lit.

MAIN ENTRIES -- Main entries to multi-family buildings must be visible from the street.

ORDERLY STREETS -- Multi-family zoned areas should have top priority for installation of crime-prevention and safety features such as sidewalks, curbs, gutters, street-side parking controls and installation of night lighting on public sidewalks. Private developers must be required to install curbs, gutters, sidewalks and sidewalk lighting as part of any multi-family development.

BUFFER DIFFERENT LAND USES -- Differing land uses should be separated by establishing performance standards considering such matters as terrain features, screening, landscaping and fencing.

PRESERVE AMENITIES -- Natural and manmade community amenities should be preserved and enhanced.

Develop Design Guidelines related to multi-family housing issues which encourage and provide incentive for innovative housing design and emphasize crime prevention through defensible space concepts.

DESIGN REVIEW REQUIRED -- Actions, such as cutting down trees, eliminating a green buffer, adding floodlights, clearing land and so forth, should require Design Review on property within the HUV boundary.

ECONOMIC DEVELOPMENT

BUILDING APPEARANCE -- The visual appearance of the back-side of commercial buildings should be improved with respect to view from adjacent residential streets.

BEAUTIFICATION PROGRAM -- A beautification program should be developed throughout business area with more park-like amenities, trees, flowers, and artwork in the business areas

CIVIC CORE

CIVIC CORE DESIGN GUIDELINES -- Design Guidelines must be developed for the Civic Core to:

- * provide direction for appropriate street amenities, signage; beautification; compatible building character and building typology,
- * provide the Design Review Board with guidance related to the desires of the neighborhood,
- * ensure the business and economic environment in the Core is designed to be physically attractive to new businesses, residents and shoppers,
- * guide design of Civic Core residential, commercial and civic projects,
- * mitigate harsh visual transitions between zoning changes in the Core, Design Guideline transition measures must be developed.

PARKING LOCATIONS -- Parking in the Civic Core should be located to facilitate multiple errands and activities in the course of a one-stop visit to the Core. Parking should be located to the rear of buildings, in the interior of the block and/or underground.

RIGHT-OF-WAY USE -- Public land and right-of-ways should be used in creative ways to provide multiple-use opportunities for the public.

IMPROVED IMAGE -- The Civic Core image must be improved by providing street curbs, gutters, and sidewalks; burying power service; and in-filling long streetscape expanses open to parking and service lots, and the backside of buildings.

WALKING ENVIRONMENT -- The Civic Core must be developed as a pedestrian friendly environment.

OPEN-SPACE LINKS -- Linkages should be developed to connect between open spaces and activities outside the Civic Core with the Core.

THE LAKE CITY "LIGHT" -- A new, aesthetically pleasing, safety-oriented lighting scheme to light sidewalks (as opposed to the streets) of Civic Core and multi-family areas must be developed and carried out in all new developments.

LAKE CITY WAY SET-BACKS -- New development along Lake City Way, in the business district and Civic Core, should be encouraged to set back from the sidewalk seven feet (per the Gateway Plan) to increase the width for public and business use of the sidewalk.

OPEN SPACE & NATURAL SYSTEMS

OPEN SPACE ACCESS -- Publicly owned open spaces should be linked by pedestrian-friendly corridors.

PARK DESIGN -- Existing parks must be improved and maintained for safety features, such as visibility into and out of all areas within the park.

PARK RESPONSE TO LOCAL NEED -- Existing Planning Area parks should be improved and maintained to respond to local character and need.

ACTIVE PLAY AREAS -- New active-use public parks should be developed that respond to a variety of users, especially teenagers.

CHILDREN'S PLAY AREAS -- Design children's play areas to provide age separation, appropriate equipment and multiple developmental learning opportunities. (This is already in the Seattle Park Department Park Design Guidelines)

DISTANCE FROM OPEN SPACE -- Densely developed residential areas in the Planning Area should have parks and public open space within an easy walking distance of 10 minutes or +/- 1/2 mile.

MULTI-USE PARKS -- New and existing Park Department facilities should be developed to support multi-use where appropriate and not harmful to natural resources.

NATURAL SYSTEM PROTECTION -- Existing riparian and wetland areas shall be protected from harm and destruction. Interrupted riparian and wetland systems should be re-established and re-established through acquisition where and whenever possible.

SENSITIVE AREAS -- In sensitive-area zones, natural habitat and native plant enhancement should be promoted.

CORRIDORS -- Effective animal habitat corridors should be established and must have sufficient mass to support wildlife. Existing significant natural resources in the Planning Area must be protected. Green corridors that influence community character and establish an identity in the Planning Area must be protected from interruption. View corridors of Lake Washington and Mt. Rainier, discovered along public right-of-ways, should be protected by building setbacks.

DRAINAGE & RUN-OFF -- Run-off from sidewalks and streets should be re-injected into the ground water resource using surfaces which allow filtration (alternatives to solid paving) and other associated treatments to render run-off petroleum-free.

CONDITIONAL USES -- Conditional uses in planned developments that enhance the natural environment, help maintain a balanced urban ecology, and protect and prevent harm to critical areas should be permitted.

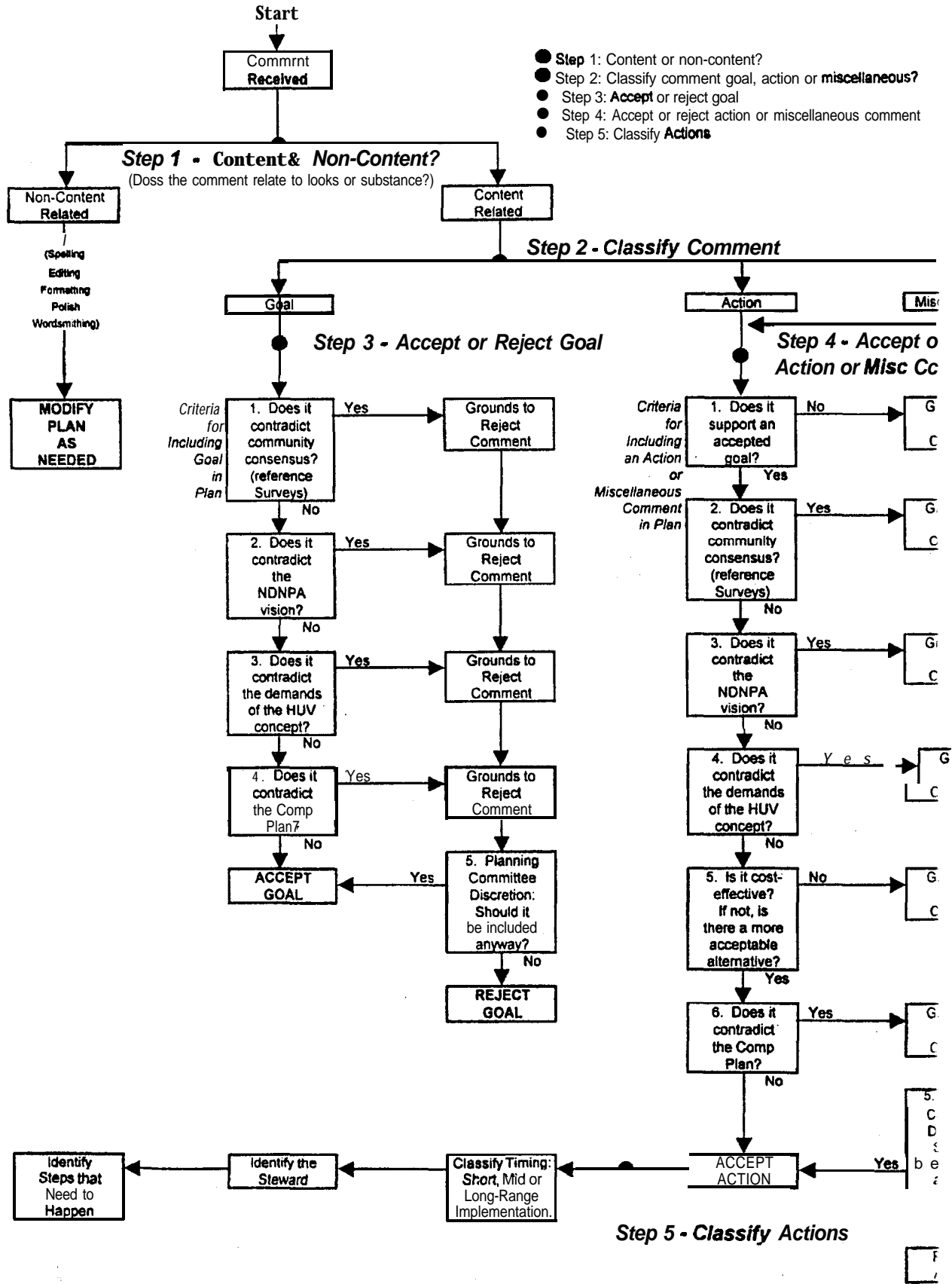
ENVIRONMENTAL OBJECTIVES -- Open space systems should be used where possible to accomplish environmental objectives, such as drainage control, noise buffering, and improved wildlife habitat (e.g. fish recovery efforts).

4.9 DRAFT PLAN PUBLIC COMMENT

Flow Diagram for Handling Plan Comments

North District Neighborhoods' Planning Area

JU
DRAFT



North District Neighborhoods' Planning Area Comment Tracker

August 5, 1998

No. COMMENT

- 1 What are these symbols representing on the map? . and 0
- 2 What is meant by**line** on this map? It this a bike trail or what?
- 3 Goal **#3**: Get and keep all commercial vehicles and non-local commuters off all residential streets. Protect us **from**them.
- 4 4. Are there neighborhood-specific goals, strategies or actions for your neighborhood we have missed? Can't think of any.
- 5 1. "Existing Conditions" is the problem statement - do you agree? For the most part
- 6 **Traffic**: Proposed solution **#4**. Install speed bumps - I've seen this used on streets with similar problems.
- 7 **Traffic**: Proposed solution **#5**. More enforcement of speed limits by radar patrols.
- 8 Add sidewalks between NE 125th and NE 130th.
- 9 Add an **accessible** basketball court close to 12546 33rd Avenue NE.
- 10 Add housing for the disabled into the 20 year growth plan.
- 11 Turn the old bowling alley into a theatre and bowling alley.
- 12 Add a playground to the Lake City Park on Lake City Way and NE 125th.
- 13 Add a food bank in Lake City.
- 14 Increase police patrol on 33rd Avenue NE; some cars have been vandalized.
- 15 Mount cameras on stop lights to catch delinquent drivers that threaten safety when crossing the street.
- 16 The painted line they put on 33rd Avenue NE hasn't been repainted for at least 5 years.
- 17 There needs to be a traffic diversion on 33rd Avenue NE to slow down cars.
- 18 Turn the old bowling alley into a theater and bowling alley.
- 19 Add stops to the Route 75 bus near the QFC on Roosevelt.
- 20 METRO: Have METRO notify passengers of holiday service more in advance.
- 21 METRO: Provide more east and west service.
- 22 1. "Existing Conditions" is the problem statement - do you agree? Yes
- 23 There is a major need for sidewalks on 33rd Avenue NE from 125th to NE 130th.
- 24 Would like to see a movie theater.
- 25 We also want traffic slowed down on 33rd NE (between NE 125th and NE 130th) traffic sign, chicanes, traffic circles.
- 26 [Add] housing for disabled, handicapped and senior.
- 27 [Add] bicycling lane on 35th NE from Lake City Way down to NE 45th.
- 28 [Add] bus routes from Lake Cii to Aurora. More E to W bus routes.

NO. COMMENT

- 29 Housing and Business should limit the height of the buildings.
- 30 Multi-person housing must have a green area.
- 31 Multi-person housing must have under building parking.
- 32 Add better sidewalk and curb ramps.
- 33 Add basketball courts nearby.
- 34 Add better wheelchair access for the people in wheel chairs like curb ramps for people to get around better.
- 35 Add a food bank in Lake City.
- 36 Add bike racks for people who ride so they can park their bikes.
- 37 1. "Existing Conditions" is the problem statement - do you agree? Essentially
- 38 1. "Existing Conditions" is the problem statement - do you agree? Yes, clear
- 39 Add a safe crosswalk with curb at ramp 33rd Avenue NE and nE 130th to enter Fred Meyer.
- 40 Also the corner of 33rd Avenue NE and NE 125th needs a safe crosswalk with appropriate curb ramps.
- 41 Also a pedestrian crosswalk would be good across NE 125th at 33rd Ave NE. I'm in a motorized wheelchair.
- 42 There needs to be a safe crossing with curb ramps on the corner of 33rd Avenue NE and NE 130th.
- 43 Crown Hill Ballard and Pioneer Square propose cooperative artist live/work spaces.
- 44 Both Central and Wallingford place a priority on keeping elderly residents in the neighborhood.
- 45 1. "Existing Conditions" is the problem statement - do you agree? Yes
- 46 Wrote: "Not Important" next to: Major central gather space.
- 47 Wrote "Get bus routes off of SF residential streets' next to: Improve local transit.
- 48 Wrote: "Get **73, 77** out of our neighborhood!" near 20th NE turnaround block.
- 49 Wrote: "I like shuttle idea. Smaller vehicles, less noise, less stink."
- 50 Wrote: "Cover open drainage areas to make neighborhoods look better."

No. COMMENT

- 51 Action 3. Sidewalks/Trails. What areas are being considered/planned? Resistance would be very high in our area if an invasion is planned.
- 52 No sidewalks please. This encourages more aggressive motorist behavior. The beauty of a park setting is the ability to meander and stroll while enjoying the environment without restrictions. Plan sidewalks for those who want them. We don't!
- 53 Is commercial parking in residential areas a wide spread problem or is this preventive as other **Seattle** communities deal with this p r o b l e m ?
- 54 Goal **#11**. This will happen only when the Police Dept budget and manpower levels will accommodate such cooperation. Remember the recent shifting of police Dept personel to satisfy 911 calls?
- 55 Goal **#3**. Action 2. Does this currently exist and how does one get involved?
Phone: 361-3745
- 56 Goal **#3** Single Family Areas A Keep SF at all costs. Keep developers out of SF areas. Preserve our families and the rural environment as untouchables.
- 57 For a 20 year plan, I would submit the need for bicycle lanes on the main arterials as a transition away **from** car traffic to public transportation and further to mass transportation.
- 58 There needs to be more evening and night life in the businesses to attract people to the core area. Like the Fiddler's Inn in Wedgewood, live music, great pizza and microbrews would be a **B12** shot to Lake Cii.
- 59 2. Do you agree that the **goals** stated in the draft plan should be the goals for our planning effort?
Yes I generally do.
- 60 Vehicle Circulation: I strongly agree that there needs to be speed enforcement on residential streets and that some streets need to see a reduction in drive through **traffic** (I live on such a stree - the 2000 section of I 15th NE.)
- 61 1. 'Existing Conditions" is the problem statement - do you agree? Yes - I feel that you did an excellent job addressing the complexity of the needs of this area.
- 62 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you change? I agree w/most goals as stated on page 16.
- 63 5. What do **youlike** best about the draft plan? The attempt to protect single family neighborhoods, the provisions for sidewalks and the attempt to make the Lake City core more attractive as a destination.
- 64 Traffic: Proposed solution **#1**. Put up traffic control signs - remind people that this is a residential street with a speed limit of 25 (or yellow advisory speed signs of 20 mph)
- 65 Traffic: Proposed solution **#2**. Install chicanes at the entrance to streets. i've seen this be effective in other neighborhoods with similar cut through traffic problems (NE 70th Street by I lth Ave NE.)
- 66 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 4. It is much safer to have buffer between pedestrian traffic and car traffic.
- 67 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 5. It will help narrow the street and slow traffic.
- 68 Lake Cii Way: I think the idea to install concrete barriers down Lake City Way is a bad idea for the following reasons. 2. It would be detrimental to the development of a **cental** business core tha we are trying to encourage in this area.
- 69 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? See above. I agree that trees and landscaping along Lake **City** Way would definitely improve aesthetics.
- 70 We need a curb ramp on the north side of NE 130th and 33rd Avenue NE because it would connect to the existing crb ramps **onthe** south side where 33rd Avenue NE connects with NE 130th.

- 71 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort/ What would you change: the sidewalk on the east side of NE 33rd Avenue, all the way from 125th to NE 130th!
- 72 What do you like best about the draft plan? Very extensive, but too detailed for the average Lake City resident to understand involved in.
- 73 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you change: none
- 74 5. What do you like best about the draft plan/ using identical plans for each subject is clear and excellent! Information in bullets nice touch.
- 75 Greg Potter: 12546 33rd Avenue NE #215
Please make a safe walkway with curb ramps all the way 33rd Avenue NE on one or both sides (east side most important)
- 76 Chris Kuykendall: 12546 33rd Avenue NE #706
Please put a safe walkway along 33rd Avenue from NE 125th to NE 130th especially on the east side.
- 77 Ron Johnson: 12546 33rd Avenue NE #302
Please put a smooth walkway down 33rd Avenue NE from NE 125th to NE 130th especially on east side.
- 78 Several neighborhoods, including the Central Area recommend home ownership programs for low to moderate income: the Central Area this includes ownership of non-detached units.
- 79 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? Jackson park mentioned once. There are a lot of "dead end" streets crossing creeks that could be pocket parks for neighborhoods.
- 80 5. What do you like best about the draft plan? The "Master Plan" is beautiful, but where is #12? The existing CC is here should be the first thing to go and then the boarded up/abandoned housing project.
- 81 Checked: Life line for local business; poor pedestrian access across; undesirable image as a city retail core; lack of direct unsafe routes to schools & parks for children.
- 82 Wrote: "Yes" next to:
Goal 8: Protect property outside, the HUV boundary from negative impacts of development within the boundary.
- 83 Wrote: "Yes" next to:
Will provide a buffer or transition to adjacent SF housing.
- 84 Wrote: "Yes" next to:
Preserves street character.
- 85 Wrote: "Yes" next to:
Goal #1: Protect single family neighborhoods from the incursion of commercial and multi-family development
- 86 Wrote: "Yes" next to:
Goal #2: Protect SF housing and ensure continuity in the "feel" of a single family neighborhood.
- 87 Wrote: "Sidewalks" next to:
Connecting community to Lake Washington
- 88 Wrote: "Not important" next to:
Central outdoor gathering space
- 89 Wrote: "Security issues. Kids are not as nice as they used to be. What would the hours be?" next to:
6. Open after-hours courts on time-restricted parking areas (basketball, tennis, volleyball)
- 90 Wrote: "Yes" next to:
I. Provide safe spaces to wait for transit connections such as North side of Clark's Office Supply along NE 130th

No. COMMENT

- 91 Wrote: "Yes" next to:
Goal #12, Action 1. Develop plantings at street ends and vestige lots between streets.
- 92 Wrote: "No" next to:
Development: farmers market suggested at bokstore site next to Kemo's. Better location may be within Civic Core.
- 93 Wrote: "absolutely!" next to:
Local parking only-discourage commercial parking in residential
- 94 Wrote: "Be careful that you don't cut off locals from easy access to their own neighborhoods!" next to:
Reducing non-local access to arterials
- 95 Wrote: "Traffic circles don't work. Neither do those weird "S" things. A lot more people will stop ar at least sow down for a stop sign than for a yield sign or other intersection control (except a light of course.)
- 96 Wrote: "No" next to
5. Add 2-way left turns on arterlals for more efficient inner community access.
- 97 Wrote: "No offense, but this is a waste of time and money. People are going to go as fast or slow as they want, no matter what speed limits you post & there's no way to enforce it effectively."
- 98 Wrote: "Yes" next to:
Goal #4/Action 1. Establish storm water detention and infiltration drainage in neighborhood areas.
- 99 Wrote: "Yes" next to:
Goal #4/Action 3. Establish a comprehensive approach to the capacity and location of utilities.
- 100 Wrote: "Cover open drainage areas to make neighborhoods look better."
- 101 Wrote: "Absolutely." next to:
Goal #5/Action 4. Require high density housing to provide on-site parking.
- 102 Wrote: "Yes - sidewalks and curbs would help define parking areas better SF areas, too" next to:
Orderly on-street parking.
- 103 Wrote: "Yes" next to:
Preserve character and SF housing stock.
- 104 Wrote: "Only if it doesn't impact neighborhood to greatly in aesthetics or crime that low-income housing." next to
Encourage building affordable housing.
- 105 Wrote: "Yes" next to:
2. Encourage owner occupied multi-family housing.
- 106 Wrote: "W/ as little traffic impact to neighborhoods as possible" next to:
Provide pedestrians, vehicular, and transitroutes to/from the commercial zones.
- 107 Wrote: "Need better retailers (i.e. capital hill) next to:
Encourage local use of businesses in the community.
- 108 Wrote: "Yes" next to:
Goal #10: Ensure pedestrian safety and access in the business area.
- 109 HUB Urban Village Boundaries.
The description of the attributes for Proposal #2 also applies to the other two proposals.

- 110 Traffic calming in a parklike setting that is a top priority. This planning effort for the most part will do very **little** to help us neighborhood on NE 137th Street We are committed to calming our street and feel the planning effort could do more
- 111 Bike routes - This is good. We need better **signage** than what currently exists on both arterials and side streets. These be made effective enough to educate the motorist to share the road with bikes, pedestrians and wildlife even on resider such as NE 137th.
- 112 Goal **#2** Strategy A Actions 3: Hooray! another bullet for the lawless commuters to **bite**. Support on NE 137th Street is this issue. Street closures as mentioned above would be the most effective plan to instantly resolve problems for the le dollars.
- 113 Bicycle Circulation: Goal **#7**: Designating some residential streets as bike routes would aide in curtailing conflicts **betwe** motorists/bikers and pedestrians. This however should not restrict bicyclist to certain routes but instead give them a **sa** motorists. Support for this is very high.
- 114 Goal **#12**: Sidewalk Improvement Standards: This appears to be directed to existing conditions which would not **involve** 137th. However under 2. planning such walkways would be met **with** extremely high resistance as **it** would **dramatically** quality of life in our parklike envions. Plan for those who want, not for those who don't!
- 115 We need to connect the Burke **Gilman** Trail at NE 123rd and Sandpoint Way down to NE 125th to the trail, back up th Sandpoint Way north to NE 125th. We might have to sacriice parking behind businesses on main arterials or in lots b mode of transpotation that would bring people to the area by bike and bus.
- 116 Whether people want the rural atmosphere of Lake **City** negates the 20 year plan need for walkways to the core area, i transit and bicycle routes. We need to put some sort of broad shoulder or asphalt or cement walkways, let the neighbc
- 117 I. "Existing Conditions" is the problem statement - do you agree? Since many people had an oppportunity to state **wha** problems in our area, I feel the existing conditions statement and especially the major planning issues diagram satisfac: needed improvements.
- 118 Open Space: I think Cheryl Klinker has done a fine job with the goals, strategies and actions in this section. It would b open space could be attained in my area, the area bounded by **15th, 125th, Northgate Way** and Lake City Way.
- 119 Civic Core: I most strongly support the ideas of pedestrian emphasis, a civic plaza, open space and pedestrian green-v great ideas! We should do everything we can to insure that these are created. They **will** help make the Civic Core a m place to visit and thus also help bring long term economic success.
- 120 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or c thinking we could dig a lake, as suggested broadly, thinking about how popular Green Lake is -find an appropriate **loc**: the size, etc. I tend to not use the transit system so feel that I can't speak to this at all.
- 121 4. Are there neighborhood-specific goals, strategies or actions for your neighborhood we have missed? NO -you hav them by discussion upgrades in services, safety, environmental concerns, road repairs (which are being completed **no**v outreach programs for the "youth" of our area? Or some way to include them in this project?
- 122 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro **anc** consider encouraging more multifamily units closer to 145th and LCW since 145th **wil** be developed more as a lane **to**v
- 123 Traffic: Proposed solution **#3**. Install sidewalks with parking strips to make these streets narrower. As long as they an open for speeding **traffic**, they will attract speeding **traffic**. **Traffic** is less likely to speed along a narrower street with **car**: the edges. Especially if number 1 and 2 above are also implemented.
- 124 Sidewalks: Another topic I feel strongly about is the topic of sidewalks. I am very much in support of having sidewalks a neighborhood. However, I am against extra wide sidewalks, and/or sidewlaks on only one side of the street, two sugge at the meetings I attended. I am opposed to these options.

- 125 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 1. To be in sync with the rest of the city. I don't want some new method of sidewalk planning tried out in our neighborhood, setting us apart from the accepted standard for our area.
- 126 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 2. I think it is important to have sidewalks on both sides of the street. Without them, people will continue to walk in the street if they want to walk on the other side of the street for whatever reason.
- 127 Sidewalks: I am in favor of the traditional Seattle neighborhood sidewalks with planting strips along the streets for the following reasons. 6. We deserve sidewalks just as much as the rest of the city, they've been promised for years and never delivered. We pay taxes and should enjoy the same street amenities as the rest of the city.
- 128 Lake City Way: The final topic I wanted to comment on is the recent suggestion I read about in the newspaper regarding installing concrete barriers down Lake City Way. I think this is a bad idea for the following reasons. 1. It will turn Lake City into another Aurora Ave (and it would be ugly.)
- 129 Lake City Way: I think the idea to install concrete barriers down Lake City Way is a bad idea for the following reasons. 3. I don't think we should do anything else to encourage or facilitate single car drive through traffic on its way north. Lake City Way is not a freeway and should serve the neighborhood it runs through, not the suburbs to the north east.
- 130 Add sidewalks between NE 125th and NE 130th between 33rd Avenue NE. He comes through Value Village and exits onto 33rd Avenue NE. Patrick would like a pedestrian activated crosswalk from this driveway that enters this street (33rd Avenue NE) to the east side of the street.
- 131 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. I would hope that the goal of "Business Diversity" means that the plan would encourage needed businesses, such as hardware stores and quality arts and crafts.
- 132 5. What do you like best about the draft plan? I applaud that it addresses pedestrian needs. Lake City is sorely lacking in sidewalks or even paths for pedestrians or children on bicycles. Pedestrian safety is important. Also we need more access to Burke-Gilman trail.
- 133 Add a curb ramp next to the driveway into Fred Meyer on NE 130th on the west side of the driveway. There are elderly people and disabled who find it difficult to walk on the uneven and bumpy cracked cement and sidewalk and asphalt. If you tried rolling a shopping cart up the street, you would find out how rough it is.
- 134 On 33rd NE (between NE 125th and NE 130th) we want sidewalk. All of Lake City House wants sidewalks. If we don't have a sidewalk on 33rd NE (between NE 125th and NE 130th), we need to paint sidewalk there. We had painted sidewalks on 33rd NE. It was done more than 5 years ago. We need to have it done again. It is wearing off (almost gone.)
- 135 3. Please review the strategies for each goal, and indicate those strategies & goals you feel strongest about, pro or con. Mostly bus service improvements. There are no buses running from Lake City to N 130th and Aurora, even though that area has recently added Eagle hardware, Albertsons and other stores, along with an expanded Employment Security Office.
- 136 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? Area still needs a theater, bus shelters and better postal service (certified letters, etc. have to be picked up two miles north in North City office!)
- 137 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. 1. Feel strongest about pedestrian circulation because it is the most important means to reduce car use and promote community. Stairs linking upper Lake City to Lake increase quality of life and open space access.
- 138 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. 2. Bike circulation plan excellent! Lacks connection between Burke Gilman and upper Lake City. Perhaps best at 125th to 123rd but that is only way for hardy riders although it can be walked.
- 139 4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? No, but I want to underscore the stairwell connection between upper and lower at 125th. Would reduce danger to pedestrians forced to walk up 123rd.

- 140** 1. "Existing Conditions" is the problem statement - do you agree? Yes . Suggest adding cross walk traffic lights **syncro** nearby (adjacent) main intersection lights to provide safe crossings for foot traffic often visually blocked by car in one of
- 141** 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you ch: plan format is improperly bound has not content ref section or index and is too redundant and voluminous making it imp: easily use. What goals? What section? Change the presentation. "No one" will use this! - yes.
- 142** 3. Plesae review the strategies for each goal, and indicate those strategies & goals you feel strongest about, pro or con spent 12 hours going over it, I'm too exhausted! So in general: there is too much emphasis on image and not enough : Get the retail/commercial substantive things right first, then decorate.
- 143** We are especially impressed by your efforts to restore urban creeks and streams as discussed on pages 27, 31, 37-39 your draft. Our community is working to daylight Ravenna Creek. Restoring these streams will have a cumulatively ber onthe Lake Washington drainage basin.
- 144** Our northwestern border touches Lake City Way Northeast and one of our **arterials**, 25th Avenue Northeast connects t support your plan to route more traffic to I-5, rather than via Lake **City** and Roosevelt Avenue. We oppose any change: make Lake City Way into a major arterial, rather than a community arterial.
- 145** There needs to be a pedestrian crossing with curb ramps at 33rd Avenue NE and NE 130th to enter Fred Meyer's **prop** motorized wheelchair. They have a walkway throught the parking lot going north and south that could connect **Thank**
- 146** Goals/Comprehensiveness. The University Community Urban Center completed an analysis of demographic trends ar stock as a basis for then developed strategies for the types and location of future housing in the urban **cente**. This plan on where to put housing and less on housing programs.
- 147** The Central Area has strong goals that focus on keeping people in the community. This plan does a very good job of c sophisticated response to this complicated issue, especially regarding how to improve the neighborhood without **causir** that drives out current residents.
- 148** Strategies: A number of plans contain unique strategies that could be useful toothers. These include the following: Cer proposes good models for assisted living that would help elderly residents stay in the community as their housing **needs**
- 149** Strategies: Wallingford has an interesting proposal to sanction home businesses in residential areas, as an effort to ma more affordable and reduce traffic (people commuting to jobs). This assmes that home businesses do not generate m is saved.
- 150** Several neighborhoods including University, Wallingford and Crown Hill/Ballard **recomend** expanded use of Accessory (ADU) and the use of shared parking in some areas to create more affordable housing and to address related parking (
- 151** Community Differences/Issues: Indicate diiering opinions and concerns in the community and how they were dealt **wit** planning process (including decisions not to address certain issues). This will help in the future as the Cii and commu face the realities of housing needs and demands.
- 152** Design Review can be an effective tool, but should not be used to accomplish all goals. both **incentivesw** and **restrictio** considered. neighborhoods should capitalize on existing neighborhood design reveiw guidelines or those being develo neighborhoods.
- 153** 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you ch: Eliminate the planting strip **inthe** center of LCW. Angle the parking. Encourage non locals to stop and shop but use m:
- 154** 3. (Continued) Theme/awnings. Fire & police enhancement needed eventually. Encourage MF housing in the core to businesses thriving. Have culturally diverse events and recreation. Abandonned buildings and businesses need **remoc** occupancy. incentives or penalties or both.

No. COMMENT

- 155 Goal 5: "No. Don't let anyone with a slightly large lot to just add houses to neighborhoods. It just adds to noise congestion. I personally bough (?) have to get away from congested living. I don't want the guy next door to be able to put a two story house in his backyard and then sell **it** off."
- 156 In regard to where to put the HUV boundary: Wrote: "No! not if bus route turns around in SF residential neighborhood. i.e., **73, 77** on 20th NE and NE 135th and 17th NE" next to:
5. Include parcels that lie on a major bus route, particularly if in a mixed zone area.
- 157 Wrote: "Absolutely" next to:
Goal **#7**: Protect SF housing adjacent to the boundary from development that will negatively impact their property. "These developments include but are not limited to..."
- 158 Wrote: "Yes" next to:
Goal **#8**: protect property on, but outside the HUV **boudnary**, particularly SF residences, from negative impacts of development within the boundary.
- 159 Wrote: "I just don't find this to be terribly important" next to:
Goal **#4**: Support the concept of central community core area and provide a large public gathering space that accommodates a variety of uses and links critical core elements.
- 160 Wrote: "No - intersection is already difficult because of Fred Meyer **traffic**" next to:
Improvement NE 130th north of Clark's office supply. Develop into more of a gathering plaza, read paper, drink a cup of coffee, wait for bus. Daylight the stream.
- 161 Wrote: "I'd volunteer to help kids with this. Yes." next to:
Development: Olympic Hills Elementary - Learning Garden would be for students only. Find funding and work with school staff to develop and maintain.
- 162 Wrote: "No - see previous notes. Kids don't need to be out playing basketball at **11:00** at night" next to:
Dual use: set up agreements to use large parking lots after hours for pickup basketball or other pickup games. Paint court markings on it.
- 163 Wrote: "No! Leave as 4 lanes. Going to 2 lanes **w/** center turn lane would back things up and no way to get around bus." next to:
? turn lane (on LCW)
- 164 Wrote: "No" as shown:
Reduce drive through **traffice** from LCW using steet **signage** (no), calming (no weird, no traffic, "**S** things", circles), one-way (no) and closures (no)
- 165 Wrote: "Yes" next to:
Goal **#6**; Discourage non-locals from parking in neighborhoods while using regional transit.
Action 3. Establish Park n Rides near transit facilities.
- 166 Wrote: "Police needs to make bicyclists follow basic vehicle laws. i.e. stop signs, yielding to pedestrians, etc." next to
Goal **#8/Action** 3. Establish a minimum of striped routes in neighborhoods with additional improvements commensurate with local street improvements.
- 167 Wrote: "yes - either one would be great" net to:
3. Establish 5' wide concrete sidewalks in all residential areas with planting and curb separation from vehicles.
4. Establish 8' **wide** concrete sidewalks in all residential areas with planting and curb separatin from vehicles.
- 168 General statement:
Making statements like: "encourage building affordable housing" is nice; but, it will get absolutely nothing done. If a statement like that is going to be made, we need to back it up with specific actions. Otherwise, it's useless.
- 169 Wrote: "Maybe - If neighbors oppose having extra unit within neighborhood, the city has a responsibility to listen - not just ram this HUV down everyone's throat." next to:
Goal **#2/Action** 2. Encourage accessory units in single family areas within HUV boundaries.

No. COMMENT

- 170 Comment on comment 219 above by SPO.
The problem is: the land use code does nothing to prevent zoning sprawl. The HUV boundary can be used in proposals clearly the line where we don't want density spreading beyond.
- 171 HUB Urban Village Boundaries.
The final plan should include for each alternative an analysis showing how policies L32 and **L34-L40** are met by each boundary proposals.
- 172 Land Uses.
The draft plan focuses on Single Family areas while the majority of the land within the Hub Urban Village is zoned **commercial**.
- 173 Other. We recommend that the final plan provides a selected number of goals that would be included in the **Comprehensive Plan**. These should address elements in the plan that are specific to the Hub Urban Village, and that the City can implement.
- 174 Note on Elsie Crossman's last comment:
The City is looking to influence only the area contained within the HUV boundary. This is an argument for a larger **boundary**.
- 175 "Goal #2: Description: Protect SF housing and ensure continuity in the "feel" of a SF neighborhood." There are **policy** in the Comprehensive Plan and the Land Use Policies to maintain single family neighborhoods. It is not clear how the City's goal to ensure there is "feel" of continuity in a neighborhood. This goal should be deleted.
- 176 "Housing. Goal #2/Action I : Encourage accessory units in single family areas **within** HUV boundary." **Accessory** units are **allowed** in all Single Family areas in the City, as it is a state requirement. There is very **little** land zoned Single Family **within** the boundary. How does the neighborhood want the city to encourage development of these units?

- 178 Good — finally we see something about keeping non-local traffic under control. The best way is to close or dead end through streets. **If** this is done, the money saved by putting in circles and chicanes could be used in neighborhoods that want them instead of a dead end street. Street closures instantly solve commercial/commuter and wreckless residential traffic problems.
- 179 Goal #13: City Light **will** not let all existing utility poles have a street lamp on them. But the Dept has a program where a **citizen** can pay for a light if they want one. Crime should get you a light without residents having to pay extra for a **little** safety. 23rd PI NE between 133rd and 145th has a history of night prowls and not enough lighting to discourage this criminal **activity**. City tight has scoffed at past requests for additional residential lighting.
- 180 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. Urban Village Boundary: I strongly agree **with** the goals of the NDNC outlined in this section, and also agree that with these **goals** in mind the Urban Village can provide a number of **benefits** of the greater community. I also feel that the NDNC proposed Hub Urban Village Boundary Area will best attain these goals and therefore i support that option.
- 181 Pedestrian Circulation: This is best attained wih the installation of good sidewalks and some benches. As outlined above, if there aren't enough funds for sidewalks and benches on all streets, then **priority** should be given to those streets with the highest traffic volumes. Perhaps sidewalks that allow rainwater to percolate into the underlying soil could be constructed, so that storm run-off is not so rapid.
- 182 Bicycle Circulation: Bicycle lanes need to be separated from parking on arterial streets (watch out for those car doors!) I am not sure I support the establishment of official bicycle **lanes on** residential streets. Residential streets make fine bicycle routes as **is**, and local residents generally like their streets the way they are and may not appreciate the changes (such as painted lines or signs.)
- 183 Housing: Whoever did the work on this section has done a wonderful job! The ideas outlined on the diagram that I most strongly agree with are to buffer SF and MF housing, to preserve solar and **view** access, building under-building parking and the promotion of ownership, and these ideas are generally supported in the accompanying goals, strategies and actions. Goals #4 and 5 could be further supported by the promotion of ownership.
- 184 5. What do you like best about the draft plan? The NDNC has made a great effort to publicize its activities and include anyone who wants to be invlved. This may seem to make the process harder sometimes, but it will ensure the long term success of the planning process. In general, I feel all our hats should be lifted to those who have worked so hard on the Plan so far!
- 185 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? What would you change? I agree with the stated goals, as a starting place. (I know that this doesn't invite discussion, yet it is true for me now. I would need to be able to talk to others to hear some other points of view to be presented with opposing ideas of considerations.)
- 186 5. What do you like best about the draft plan? I am very impressed with the level of professionalism and sophistication in this plan with the full "scope" covered by the plan. The fact that we have this opportunity is energizing and exciting. Thanks to all of you who have already put in the thought and time. This indicates I want to volunteer and will call and see what is available. **365-0289**.
- 187 Reference the Attached Maps. This is an opening for a discussion: to close Lake City Way to through traffic and instead redirect the traffic to I-5, Sandpoint, etc. and created complexes - a park area in the center, businesses surrounding them, parking designated in lots between the complexes to be shared by all of the businesses. The diagram is not specific as to placement, it conveys the rough idea only!
- 188 Traffic: Proposed solution #6. Artificial dead ends halfway between 125th & 145th. cut off the through routes by ending streets with chicanes and "Do Not Enter" signs. This still allows emergency vehicles access but limits cut through traffic. this is slightly inconvenient for neighbors, but not as much as one way streets. This has been effective on NE 98th ST and other residential streets with high volumes of cut through traffic leading to Northgate Mall.
- 189 Sidewalks: I am in favor of the traditional **Seattle** neighborhood sidewalks with planting strips along the streets for the following reasons. 3. The traditional sidewlak with planting strip allows for a more attractive street. large sidewalks with concrete right up to the curb are ugly, and would make residential streets look like arterials and should not be considered for use on residential streets.

No.	COMMENT
190	4. Are there neighborhood-specific goals, strategies, or actions for your neighborhood we have missed? Yes. You mit people come to core areas. #1 Good retail/commercial. #2 Easily accessible to cars/transportation. #3 Convenient arr: mall!) . Our core may need bulldozers or relocation to work. (Both options) Less emphasis on bikes and cultural cent: utilized and both block development.
191	Housing is an issue that has received a lot of attention as more people find it difficult to buy or rent housing in Seaffle ar As many of you have seen, older people face few options for staying in their neighborhoods if they move from their hon adults often have to go together to buy or rent. Singles and people on fixed incomes struggle to keep up with payment have homes; families can't afford the size houses they need.
192	The Planning Committee has reviewed the first neighborhood plans and find many good gpals and strategies emerging some plans do not address housing in a thorough manner and some seem to be hesitant to realy take on these challer is an esential as public safety, transportation and education and should be an integral part of how we plan for our future
193	The Planning Commission is concerned that a number of the neighborhood plans only superficially address housing is: needs. While we understand that planning committees have experienced differences of opinion regarding growth and planning process should carefully and thoughtfully address housing needs as an individual, neighborhood and city-wide
194	Suggestions: Housing element: Indicate how the plan addresses current and future housing needs. If the plan does nc housing element, include a discussion of housing in the background/introduction explaining why the community decide a housing element. This should contain a statement that the neighborhood accepts the Comprehensive Plan Housing Policies and confirms that they will guide housing development.
195	Building Types and Density: To be affordable, new multi-family housing development isnot necessarily large scale. Five buildings with wood-frames are among the most affordable types of structures and fit easily within 65' heights. Neighbc keep this in mind when considering rezones to limit density so their actions don't unintentionally work against affordabili
196	Wrote: "This is very important. not everyone wants to live close and comfy with neighbors. One of the great things abo the large lots and space between houses" next to: Goal #5: Allow owners of SF parcels to benefit from SF zones within HUVs , provided the flexibility will not negatively imr the community.
197	Wrote: 'Yes" next to: Remediate steep slopes with bio-engineering Establish habitat corridors Protect confluences and outlets of streams
198	Wrote: "get rid of traffic circles and yield signs and pput in stop signs. Traffic circles are the most dangerous intersectio no one understands how to turn left around them or who has right-of-way. I see 3 or 4 near misses a day near my hou: to: 9. Traffic calming devices.
199	Wrote: 'Yes" next to: Acquisition and Development: 35th NE to 36th NE, 117th to NE 126th undeveloped property. Portal entry, children's pi area, natural area with interpretive trails. Street end development for access. neighborhood is underserved. Parks Dep tried to acquire in the past.
200	Wrote: 'Yes" next to: Pedestrian emphasis adjacent to LCW. 125th to remain 2 way Alternate routes to I-5 to encourage destination rather than drive through community.
201	Wrote: "Bike lanes only if bus is removed and sidewalks are installed. Too much chance of kids getttng hit the more ve you add to street. 135th needs to be narrowed. People treat it like a shortcut to LCW even though it doesn't go throug ; tend to ignore the "rules of the road" when it suits them. but, I'd rather have bikes than the buses & traffic we have now. points to 135th and 15th NE area.)

- 202 Wrote: "Yes - make rules about plantings more public. Sometimes calling the city to get info or permission can be frustrating" next to:
4. Encourage each neighborhood area to develop cooperative planting programs that look good and generate interpersonal interaction.
- 203 Wrote: "This doesn't seem fair to the SF housing that probably pays more in taxes proportionally than MF. Also MF is **generally** apartments. The tenants are generally transitory and aren't necessarily going to care about the neighborhood." next to:
5. Multi-family zoned areas have top priority for sidewalks, curbs, gutters and street-side parking controls.
- 204 HUB Urban Village Boundaries.
Under the Land Use Code, areas that meet the Single Family **criteria** must remain zoned Single Family, unless a neighborhood plan provides otherwise. If the neighborhood plan for the Hub in Lake City does not propose rezoning Single Family Land to a more intensive use, the land **will** remain Single Family if it meets the Single Family criteria.
- 205 HUB Urban Village Boundaries.
The proposed guidelines seem to be based on the idea that the designation of Hub Urban Village **will** affect the type of development that can take place inside and outside the boundaries particularly for Single Family areas. This is incorrect, the village designation does not change the zoning designation or development standards.
- 206 HUB Urban Village Boundaries.
Alternative **#2** adds the narrow Lake City Way strip from NE 120th St. to NE 110th St that are auto-oriented (with CI zoning) and that would be **difficult** to integrate to the core. We suggest taking a closer look at the policies mentioned above before finalizing your recommendations for this narrow strip.
- 207 "Goal **#3/Strategy A**. Require green belts and parking areas behind and between adjacent lots that are zoned different." The City cannot require a greenbelt as part of landscaping/buffers setbacks, as funding for additional acquisition is limited. The location of off-street parking is regulated in the Code. This goal and strategy should be deleted.
(Note by K. Meinig: she doesn't understand the type of "greenbelt" we are talking about here.)
- 208 "Goal **#8**: Protect property on, but outside, the HUV boundary, particularly single family residences, from negative impacts of development within the boundary." Again, zoning standards do not change because a property is inside or outside a village. There are some zoning categories that can occur only inside a village, but the Council must rezone the property first. This goal is unnecessary.
- 209 "Goal **8/Strategy A**: Require design review for actions such as cutting down trees, eliminating a green buffer, adding flood lights, etc." Design review is provided for the review of new projects in Multifamily and Commercial zones. The concerns expressed in this strategy seem to deal with enforcement issues. These actions are outside design review. This goal, strategies and actions should be deleted.
- 210 "Goal **#8/Strategy B**: Establish design review for Single Family Lots. Set standards in single family lots inside HUV to match adjacent single family lots. Set architectural character standards for single family lots just within the boundary that match single family lots just" The **City** does not support requiring design review in Single Family areas due to concerns with housing costs.
- 211 "Goal **#%/Strategy B**" The **City** is sponsoring the Housing Seattle Design Demonstration Project to seek real projects that bring well designed affordable housing to **Seattle** neighborhoods. This is part of the Housing Action Agenda that the City has adopted and is sponsoring a design competition to **allow** innovative housing designs. **The** same standards apply in single family lots whether they are inside or outside an Urban Village.
- 212 "Goal **#10**: Protect Green Belts" Needs to provide more information as to what is intended with this goal. The city owns greenbelts and as such they are protected from development. The City is looking at ways to address landslides areas (some are in greenbelts). IS there another concern with greenbelts?
(Note by K. Meinig - our definitions are different. Our greenbelts are not necessarily city-owned)
- 213 "Housing: Goal **#1/Action 1**: Develop land use policies which specifically protect single family along the edge conditions of the HUV boundary from more intense use." There are policies in the comprehensive Plan and Land Use Policies to maintain single family neighborhoods. The Single Family Policies **specifically** address "edges" in single family areas. This would apply in areas regardless of a village designation.

No. COMMENT

- 214 "Housing. Goal **#3/Strategy A**: Protect residential areas from the encroachment of incompatible uses." Goal is **consist** Comprehensive Plan and the Land Use Policies. Action A, however is unclear as to what uses are considered **incomp** current use provisions for Single Family or Multifamily areas allow almost no or very few uses other than residential user
- 215 "Housing. Goal **#J/Action 2**: Develop regulations which define proper and ample separation, buffers and screenign bet family areas and other uses." There are many regulations related to set backs, location of parking, screening and other change (increased) for multifamily or commercial lots **adacent** to single family areas. It would be helpful to be more spe current standards are considered inadequate and why.
- 216 "Housing. Goal **#7 Design Guidelines**." Design guidelines are not standards. The concepts of crime prevention are a guidelines and are already addressed int he City's Deign Guidelines, but should not be treated as standards. The items are written as standards. Check what is already required (like curbs, gutters, sidewalks) and revise proposal.

- 217 (paraphrased) Request my property (2448 **Northgate** Way) be designated C-I, L-I or L-2 in the Plan; its zoned R-7200. The property is within **100** ft of the LCW and Northgate Way intersection. This is a very high traffic location, better suited for C or MF. It is at the same elevation as the other C and MF zones on the W side of LCW with the SF area at a higher elev. along 24th NE. The properties will also be close to the monorail terminal. **With** the terminal, the surrounding area would be developed and will need more C or MF.
- 218 Transit Circulation: I generally agree with the goals in this section, and most strongly agree with Goal **12**, to establish sidewalk improvement standards. If there **aren't** enough funds for all streets, then priority should be given to those streets with the highest traffic volumes. I think that the primary transit station and satellite stations are well located at 125th and 145th and 107th respectively. I am unsure of whether to support the idea of the establishment of shuttle transit routes on residential streets. Local residents may not want the additional traffic.
- 219 Traffic: I attended some of the traffic and transportation meetings held at **Little** Lake City Hall because of my concern regarding traffic in our neighborhood. We live on 39th Ave NE and get a huge amount of cut through traffic at rush hour using our residential street (and 37th) to avoid traffic and lights on LCW and 35th Ave NE. Traffic on our street was measured at about four times the average for a residential street. And because it's five or more blocks between intersections, and the road is wide, cars really speed.
- 220 Traffic: I understand that various solutions are being offered to this problem, one of which is to make these streets one way streets. I would not support that unless other more reasonable, and more convenient (for residents) methods are tried. I know the goal is limiting traffic, but I think this should be done with the least inconvenience to people who need to drive on these streets - the people who **live** there. I've outlined my suggestions below to deal with this problem and ask that you give them some serious consideration, particularly the first three.
- 221 Traffic: Proposed solution **#7**. Traffic circles may not be a useful tool in this neighborhood because of the long distance between intersections. Although the installation of a traffic circle on 37th (where a young boy on his bike was killed by a bus) has caused more traffic to choose to cut through along 39th. I think the first 3 **items** would go a long way toward eliminating the problem of speeding cut-through **traffic** and also fulfill the function of enhancing the neighborhood. The other suggestions may also be useful, although less convenient for residents.
- 222 Lake **City** Way: I think the idea to install concrete barriers down Lake City Way is a bad idea for the following reasons. 4. All efforts should **be made** toward making mass transit more appealing. Improvements geared toward moving single occupancy vehicles should be discouraged. We will never be able to keep building or widening enough roads to keep up with car volume, instead we should make single occupancy travel less convenient, and mass transit more convenient, only then will people consider using mass transit.
- 223 2. Do you agree that the goals stated in the draft plan should be the goals for our planning effort? I agree with the goals, yet I would add that the commercial corridor shall be "cleaned up", both aesthetically and in the type of business. I'm discouraged at the proliferation of pawn shops (which simplify liquidation of stolen merchandise), topless bars, "Lingerie modeling shops" **etc.** These so called "adult entertainment" establishments encourage prostitution and other illegal activities. Lake City should not be known as an "adult **entertainment**" destination in the city.
- 224 5. What do you like best about the draft plan? Agree with all points made and good **aesthetics**. Differ on priorities. Need more emphasis on police if safety is an issue. One on core foot beat with one car backup-through evening 12 PM. Tremendous job here but needs more organization if not **condemnation** 8 specifics. Library location might better serve as a **Oreality** (?) Restaurant. Also how about a conveniently located entertainment center-theater - bowling - restaurant/coffee shop - **video** games - community center?
- 225 We are writing to urge you to carefully and thoughtfully address future housing needs in your neighborhoods. While **it** is often difficult to look very far into the future, we can at least look at the future needs of our own children, of our parents, neighbors and ourselves. Let's plan for the most possibilities for housing young adults, families with children, elderly and people with special needs. If every neighborhood plan addresses even the needs of its own populations we will accomplish much toward creating more options for affordable housing in our community.
- 226 As neighborhoods sprint to the last phase of their planning processes, we encourage you to look at what other neighborhoods are doing, particularly related to affordable housing. Here are some of our initial observations about the first plans we have reviewed and some general suggestions. Goals/Comprehensiveness: Several plans have fairly comprehensive housing elements. These include University Community Urban Center and the Central Area Neighborhood Plan.

- 227 Neighborhood plans are not required to have a housing element, but the Commission strongly urges all neighborhoods to address housing. We believe it is integral to the future health and character of each neighborhood and the city as a whole. Here are suggestions for addressing housing in the plans: Housing targets: include a brief, clear description of the Housing targets in the Comprehensive Plan and describe if and how the neighborhood proposes to meet them (including affordability targets).
- 228 Community Connectedness: Housing is more than size and density, it is being part of a community. One of the most important things that people raise is commitment to the community that comes from homeownership. Given the reality of more than half the population being renters, one challenge is to help people feel connected and a sense of responsibility for their community. The form of neighborhood associations, community centers, supporting community events and celebrations and other programs that bring people together...
- 229 3. Please review the strategies for each goal, and indicate those strategies and goals you feel strongest about, pro or con. Core flooding problem must be fixed. A park in core with recreation and other amenities shelters/plantings/farmers market would be fun. Integrate the core/acquire land. Pay park n ride essential/coordinate F Pedestrian bridges/stairs. Sidewalks a must. Orderly parking and facilities for short term parking. Encourage remodel/rebuild businesses & buildings along core, LCW and surroundings.
- 230 Wrote 'Yes' next to:
 Establish green buffers between SF and core and commercial corridor;
 Improve local pedestrian & bike routes to parks, schools, etc;
 Preserve SF character; primary transit station:
 Strengthen local support of businesses
 Establish central location of community critical services.
- 231 Wrote 'Yes' next to:
 Pocket parks
 Green pedestrian and bike routes
 Stewardship of streams and habitat areas
 Establish trees, plantings and amenities along arterials and LCW
 Connecting schools, parks, community, bus facilities and open space
- 232 Wrote: "Yes" next to:
 8. Develop roof top greenspace requirements for MF units.
 Wrote: "Cool" next to:
 Site of Caveman Restaurant: Fish ladder restoration, interpretive center, look out, connection to Homewood Park across Way.
- 233 Wrote: "Yes sidewalks" next to:
 Establish well defined, safe pedestrian routes to schools and parks for children.
 Multiple points of access to the Burke-Gilman trail
 Pedestrian emphasis zone with sidewalks, curbs, signalization, amenities
 Wrote: "Sidewalks, curbs on both sides of street" next to:
 Sidewalks curbs (low cost) one side two way in key locations
- 234 Wrote: "Yes" next to:
 5. Establish regular service between Civic Core and community at half-hour intervals.
 6. Establish direct downtown bus service at half-hour intervals.
 "other than 73, we need bus service that takes you downtown in less than 45 minutes w/o having to switch buses or connect better to reduce wait times at transfer points.
 3. Protect neighborhood against non-local cut through traffic.
- 235 Wrote "Yes - In all neighborhoods not just commercial areas" next to:
 4. Establish standardized 26' street width with parking on each side, and planted buffer separating 8' wide sidewalks from traffic.
 5. Establish standardized 26' street width, 8' wide sidewalks adjacent to parking, and a planted buffer between residential sidewalks.
- 236 Both "Other possible actions" 3 and 4 are completely unacceptable.
3/4. Establish 5' or 8' concrete wide sidewalks in all residential areas...
 Both of these actions run diametrically opposite the survey results. I was extremely disappointed to see this verbiage in like it was snuck in. It completely runs against the survey results - why did we do the survey if the results will be ignored? reference the survey responses and the sidewalk plan I designed, which is unbiased & based upon survey responses.

- 237 Wrote: "Yes - sidewalks and curbs would help define parking areas better SF areas, too" next to:
Orderly on-street parking.
- Wrote: "Yes" next to:
100% block watch
- 238 Wrote: "Yes" next to
1. Provide more patrol car visits.
2. Get to know precinct captain. Added: 'where is the precinct?'
7. Involve apartment owners and manager sin drug activity prevention strategies.
Goal #6: Provide youth with lawful, constructive activities and alternatives to gangs. Added: 'Yes. How about better parenting!'"
- 239 Wrote: 'Yes" next to:
2. Encourage owner occupied multi-family housing.
- Wrote: "Absolutely' next to:
Goal #3: Maintain the existing low density, small scale single family neighborhoods.
- 240 Action: 2. states "Encourage owner occupied multi-family housing." HOW???
- This is not an action. If this is what we want, how are we going to achieve it? The plan has to plan. Not just say we want to encourage something. It will never happen unless we state how. What specific actions will be taken to make this happen? This is a general comment. The entire plan is rife with statements like this one. No back up, no meat. No real action. Fluff statements. We've got to get these out of here or back them up with real direction or it won't happen.
- 241 Growth Estimates. The Comprehensive Plan designation for Lake City is for a Hub Urban Village which includes growth planning estimates for households and employment. The draft plan does not seem to address employment estimates. The final plan should either confirm or propose changes to both the household and employment estimates (1400 households and 2900 jobs) in the Comprehensive Plan's Land Use Appendix B. Staff from SPO is available to provide assistance on this matter.
- 242 HUB Urban Village Boundaries.
Goal #1 implies that Single Family zoning is protected only under proposal #2. Under the City's current Land Use policies and zoning regulations, the City does nto allow commercial or multifamily development in Single Family zoned land. Regardless of Urban Villgae boundaries or designation, Single Family areas are protected by the Comprehensive Plan and current zoning designation criteria.
- 243 HUB Urban Village Boundaries.
Policy L32 in the Comprehensive Plan sets criteria for designating Hub Urban Villages. In addition, policies L34 to 40 provide direction regarding size, distance, zoning, residential and employment densities, ability to accommodate growth and planning estimates for designating Hub **Urban Villages**. The guidelines under Goal #1 are very detailed regarding specific lot configuration, but do not address the criteria under L32 or the policies L34 -L40.
- 244 Other. The draft plan indicates that goals represent ideal conditions to direct public and community resources and energies in the area. Regarding City actions, some of these goals are outside the scope fo the Comprehensive Plan and would not be appropriate to incorporate them into the Plan. For example: goal 4, Crime Prevention and Safety: "Eliminate feelings and reality of victimization". It is not practical to expect that City actions would eliminate feelings that victims may have. The City, on the other hand, can work to reduce crime hence avoiding having victims.
- 245 Note on Elsi Crossman's comments.
Lake City's commercial corridor is stretched out so the HUV guidelines on pages Land Use 20-22 of the Comp Plan tit in some areas and not in others. I think it is up to us to describe **how/what** we want to HUV to represent thinking 30 years down the line for what we envision Lake Cii to become. L32 best describes the largest HUV boundary. L34 and **L35** best describe the fist-sized boundary. L36 and L37 for either. L38 leans for the larger. L39 and L40 don't help in decision.
- 246 Note on Elsi Crossman's comments. She states: "The proposed guidelines seem to be based on the idea that the designation of Hub Urban Village will affect the type of development that can take place insde and outside the boundaries **particularfy** for Single Family areas. This is incorrect, the village designation does not change the zoning designation or development standards." We need to talk about this with the City. It seems to me that the HUV boundary is a line demarking increased density and can be used to clearly describe our intent to contain sprawl and protect SF.

- 247 "Goal #J/Strategy A. Require a smooth transition between zoning types." The Comprehensive Plan, the Land Use Po rezone **criteria** in the Land Use establish the need to provide a transition between areas of different zoning categories. large treed steep sloped areas throughout the City that the City owns, which means they would not be developed. (Note by K. Meinig: our definitions of greenbelts differs than hers.)
- 248 "Goal #5: Allow owners of single family parcels the benefit from the new zoning flexibility created for single family zones clarify, do not know what the new zoning is. there is no difference in the standards for Single Family zoned lots **whethe** located inside or outside the village. if the planning group wants to propose RSL zoning allowing cottage housing in Si areas within the village boundaries, the plan should recommend so and outline the area where this could happen. Cha this goal.

4.10 CITY RESPONSES

The Appendix contains the following documents:

November 20, 1998	City of Seattle Strategic Planning Office
November 24, 1998	Letter from NDNPE to Seattle City Attorney
December 9, 1998	Seattle City Attorney's Response
December 9, 1998	Seattle Planning Commission
February 8, 1999	City of Seattle Strategic Planning Office

City of Seattle
Strategic Planning Office



Lizanne Lyons, Director
Paul Schell, Mayor

To: North District Neighborhoods' Planning Group and Interested Citizens
From: Tom Hauger, Interim Assistant Director
Date: November 20, 1998
Subject: Preliminary City Response to the North District Neighborhoods 2nd Draft Approval and Adoption Matrix

This memorandum provides a preliminary and incomplete City response to the North District Neighborhoods' Plan. The City's response will consist of three levels: 1) Those actions which the City can commit to implementing will be highlighted. 2) Those recommendations which need additional funding and prioritization before the City can begin to implement them. 3) Issues or questions arising from any North District Neighborhoods recommendations. The responses below follow the North Districts* neighborhood plan recommendations in the matrix. The reference to the proposed neighborhood activity is shown in parentheses.

The City supports the overall goals of the North Districts Neighborhoods' plan. Many of the recommendations are complex, interrelated recommendations that will require the coordination of many different groups and will be implemented over many years. Other recommendations are relatively independent and may be implemented as funding and/or staffing is identified.

Streets, Pedestrians & Bicycle Ways

1. Steep slopes make access to the Burke-Gilman Trail difficult between NE 105th St. and NE 145th Street. The City would like to work with the community to find appropriate connections. If specific locations have been identified as potential access points, SEATR will assess the viability of those locations.

Improvements at 105th appear to have potential, but will require further analysis before feasibility can be affirmed. Some of the issues are: Impact on stability of slope, cost, loss of green space, access from community, etc. The recommendation also does not make it clear what kind of access is desired – simple staircase or full ramp to facilitate wheeled access to trail. A full ramp would eat up a lot of the slope to make it an acceptable grade. (Page 6, and 2)

2. The issue about improvements to NE 105th is not classification of the street, but what kind of improvements would enhance bicycle and pedestrian use. The first problem is that there are major gaps in NE 105th – west from Fischer Place to Lake City Way, and from Lake City Way to NE 105th. Each of these involves a significant elevation change, and would require a structure meeting ADA specifications if the goal is to complete non-motorized access. T

would be very expensive. At this point **SEATRAN** is not even sure if space exists for landings, especially at the west side of Lake City Way where NE 105th Street begins again. There is also a substantial grade change on NE 105th Street where it splits from NE 104th and heads up to Sand Point Way, and then several steep blocks down to the **Burke-Gilman** Trail. Even if the improvements were made west of Fischer Place to re-connect NE 105th, access to the **Burke-Gilman** Trail for bicyclists will never be that attractive because of the steep hills east of NE 104th. From a pedestrian standpoint, the main problem is a lack of sidewalks or walkways. (Page 6, 3)

3. The City tries to separate-pedestrian and bicycle ways from vehicular traffic and parking and improve the distinction between pedestrian spaces and vehicular space whenever possible.

When possible, **SEATRAN** tries to identify non-arterial routes for bicyclists. The North District's Neighborhoods currently have a good mix of arterial and non-arterial routes. However, the fact that many residential streets are discontinuous due to the topography means the use of arterial streets for through bike routes is unavoidable. In addition, non-arterials generally do not have signalized crossings at major arterials, limiting their usefulness as through routes. **SEATRAN** will continue to look for opportunities to stripe bike lanes on arterial streets. Lane markings – whether bike lanes or ordinary traffic lanes – are only in very rare circumstances painted on non-arterial streets. (Page 6.4; Page 7, 3)

4. The City has reviewed a 1998 Neighborhood Street Fund (NSF) proposal for a proposed drive-by postal drop at 120th and 30th Avenue NE. **SEATRAN** supports the concept of a drive-by postal drop and has agreed to a westbound drive through which could be designed to accommodate two vehicles at a time. An eastbound drive through on the north side of the street will not work. The next step is to identify funding for design and construction. (Page 7, 2)
5. The proposed Key Pedestrian Streets along NE 130th Street and 30th and 33rd Avenues NE will be designated. The next step in implementing the recommended improvements is to develop a vision for future improvements and begin preliminary engineering designs. SPU will evaluate this section of 30th NE for spot drainage improvements. A 60" storm drain and detention basin has been installed along 33rd Ave. NE between 123rd and 130th. (Page 7.4 and 5)
6. Work has been done to propose additional sidewalk and drainage options to be included in the Street Design Manual. **SEATRAN**, however, has not yet been funded to revise the Street Design Manual. This is an issue for Council. SPU has agreed to consult with **SEATRAN** in developing additional options related to environmental concerns recommended in your Plan. (Page 8, 2)
7. It is not clear what a "Pedestrian/Bicycle Residential Street" designation would bring to the menu of street designations. Please be more specific about how the neighborhood envisions this designation being used. A description of how the Pedestrian/Bicycle Residential Street would differ from other designations, such as Urban Trails, Green Streets or inclusion on the City's bicycle map. (Page 8, 3)
8. **SEATRAN**'s Street Use division will work **with** the community on the siting of directional signs to community resources. The Neighborhood Matching Fund has been used for similar

activities in other neighborhoods. There is currently a community wayfinding program underway in Downtown Seattle. Information from that project may be useful in **designing** and siting signs that are helpful and do not contribute to visual clutter. (Page 8, 4)

9. It is not clear what the Neighborhoods are asking for when they say: "Extend the process to neighborhood decision-making and review in evaluating the types of traffic calming and pedestrian safety improvements proposed for local neighborhoods." Are you looking for additional notice of improvements, expanded petition areas when improvements are proposed, or future work with **SEATRAN** on neighborhood-wide traffic calming projects. discussed elsewhere? It is clear that **SEATRAN** does not have staffing to support **extensive** of their work with neighborhoods, so perhaps this is an issue for City Council. (Page 9, 4)
10. City departments will make **sure** that the street classifications map and other City maps are up to date citywide and reflect current street designations and redeveloped street segments. (Page 10, 1 and 2)
11. More information about specific problems along **145th** will be needed before **SEATRAN** is able to make improvements. (Page 10, 3)
12. The installation of two-way left turn lanes where appropriate is **SEATRAN's** current practice. (Page 10, 4)
13. The Neighborhood Street Fund is a good source of funding for traffic calming 'gateways.' The community should identify specific appropriate locations. (Page 10, 5)
14. **SEATRAN** needs to see the neighborhood bicycle plan before they can respond to recommendations for striped bikeways. Their standard practice is to look for opportunities for bike lanes on arterial streets. (Page 11, 2)
15. The installation of bicycle ramps along stairs seems appropriate as public stairs are built as existing stairs are reconstructed. **SEATRAN** will explore making this a policy addition to developing stairways. Experience in **other** places suggests that bicyclists do not **necessarily** prefer these ramps – it has been said that it can be hard to control the bicycle when going down the stairway. Nevertheless, **SEATRAN** will evaluate this option if new stairways are planned. Retrofitting older stairways may be difficult and costly and will have to be looked at on a case-by-case basis. (Page 11, 4)
16. The City supports the inclusion of bicycle facilities at transit stops. This recommendation will be forward to Metro, Sound Transit and the Elevated Transit Company. (Page 11, 5)
17. **SEATRAN** and SPO will bring the North District Neighborhoods' bus recommendations to Metro and work with them when appropriate. (Page 12, 1-5)
18. The Lake City Multi-modal process is the most appropriate venue for exploring restricted turn lanes at intersections and center aisle turn lane improvements along Lake City Way. City and County have contributed funding for pedestrian and transit improvements which to begin shortly. The State has not yet found funding for their section of the project, which would include speed and safety improvements. (Page 12, 6; Page 13, 1-2)
19. Pedestrian improvements along Lake City Way will be considered as part of the Lake City Way Multi-Modal project, to begin shortly.

20. SEATRAN will look at making changes to the left-turning signal at Erickson Place. (Page 13.4)
21. Lake City Way is on the Seattle Bicycling Guide Map only between 137th and 145th. This section of the bike route provides important connections to areas north of Seattle. Lake City Way between 137th and 145th Streets is on the bicycling guide map because **this** is the only location where there is a signalized crossing of NE 145th. It is also a section of Lake City Way that has lower motor vehicle volumes than areas along Lake City Way south of 137th. In addition, Lake City Way becomes Bothell Way; which has a shoulder and is a major King County bike route that links up with the Burke-Gilman Trail. Lake City Way is simply the best available link to the County as unfortunately there is not good alternative route. However, if alternative routes that provide the same connections can be-identified, SEATRAN will consider removing Lake City Way from the map. (Page 14.3)
22. If property acquisition emerges as a possible drainage/flooding solution, property acquisition to improve fish passage will be evaluated against other solutions, taking into consideration various cooperative approaches to managing habitat. (Page 15, 1)
23. Please identify specific concerns at Lake City Way/Northgate Way and 24th Avenue NE. WSDOT has been contacted about this location and are aware of some concerns. (Page 15, 2)
24. Fish passage improvements are being installed in culverts at 100th and 120th under Lake City Way. The culvert at 130th St is in good condition and there are no plans for a project at that location. (Page 15, 6)

Civic Core Public Facilities

1. The City's Executive Services Department has been working with the Planning Group to develop City development alternatives in the spirit of the Civic Core proposal. Since the Library Bond Issue is now a reality, plans to expand the Lake City Library, construct additional space for the Lake City Little City Hall (and potentially future Library expansion), develop parking for these facilities and the Lake City Community.Center, and redevelop Davis Park to include a plaza and more active recreational opportunities are underway. E.S.D. has been exploring potential property acquisition on the block that includes the Lake City Library and Community Center. The current goal is to try to obtain property control--on--one or more of the several-lots at the north end of **the block**. Actual design of the Lake City Library extension, including **the Little City Hall space**, will be conducted through a Seattle Public Library design process in conjunction with the Department of **Parks and Recreation (DOPAR) and local groups and citizens**. **We anticipate** that design work will begin next year. Acquisition of additional property will depend upon raising additional funds. We anticipate that the Mayor and City Council will be seeking additional funds to support Neighborhood Planning projects during the next year and that property acquisition to support Phase I of the Civic Core project could be eligible for these funds.
2. Renovation or building of a new Fire Station (#39) is on the City's agenda. The decision about when and how to do this will be made next year after the City has completed a citywide review of Fire facilities and response times.

3. The City-owned parking area west of the Fire Station will be used for short-term public parking and construction Staging during the next few years. Once construction has been completed on the block including the Library and Community Center, and the Fire Station has been rebuilt or restored, the City may consider surplusing this property.
4. We recommend that the Neighborhood Planning group consider developing a concept plan for the potential Green Street proposed along 28th NE as a part of the design work for the Library extension. It might be appropriate to extend this concept plan to include the segment of 127th between 30th and 28th. It is helpful to the City to know precisely what you would like to have happen. Neighborhood Matching Funds could be used to support developing concept plan.
5. 127th between Lake City Way and 28th drainage for sidewalks. SPU provided the drainage work in conjunction with SEATRAN improvements, and will do the same if they extend sidewalks.8U

Early Implementation Funds

City Council has made \$50,000 available to Neighborhood Planning groups as a “down payment on implementation of their plans. The North Neighborhoods Planning Effort has proposed that this funding be made available to assist the City in gaining options on property in the block where the Lake City Library and Community Center are located to facilitate speedy work to provide for the Civic Core proposal. The City has been asked to review actual spending of the funds with the Planning Committee. (The City does not have allocated funds to pursue options at this time and would have to wait for such an allocation which might prevent timely work to move forward with the Civic Core proposal.) The City is already exploring options and, if the use of Early Implementation Funds is validated, will proceed and report to the Planning Committee.

Natural Systems and Open Space

1. Evaluating natural systems conditions and identifying mitigation to address deficiencies is being accomplished through developing the Thornton Creek Action Plan. (P. 12, 2)
2. No current funding is allocated to create and implement education/stewardship programs. SPU will review and prioritize as part of the Creeks Initiative planning effort. (P. 12, 2)
3. Coordinating stream restoration efforts with State and local efforts is underway. (P. 23, 6)
4. SPU can collaborate with SEATRAN to use street design standards that use natural methods to filter street runoff. (P. 24, 2)
5. SPU will evaluate repair and re-establishment of riparian and wetland systems through development of the Thornton Creek Action Plan and prioritize actions through the Creeks Initiative planning effort. (P. 24, 4, 5)
6. Referring to permitting sports field and other activities on school grounds after hours, DOPAR already works very closely with the school district through a Joint Use agreement. The community could provide additional information as to what is not being achieved by the current agreement. (P. 25, 1)

7. SPU will include providing trails, keeping open spaces accessible, and providing educational and interpretive materials in priority drainage/creek projects, to the degree that such open space improvements are incidental to, or directly supportive of drainage purposes. (P. 26, 2,3,4)
8. Developing exercise stations is not part of **DOPAR's** current design practices - we would need to discuss this concept further with the community. (P. 25, 2)
9. **DOPAR** needs more information about the proposal to "permit and encourage time-restricted parking areas to be used for off-hours court games" including what courts the community has discussed. (P. 25, 3)
10. If the community is interested in developing special gardens on park property, **DOPAR** would work with the community to develop gardens that worked at the specific site and is appropriate for park property. (P. 25, 4)
11. The **COMPLAN** for **DOPAR** will be updated in 1999 to reflect changing conditions and neighborhood planning and will address maintenance planning. (P. 26, 1 "Assess...")

Hub Urban Village

1. Please clarify the small-lot recommendation. If the neighborhood is proposing implementing the small lot zoning immediately, a rezone will be required. If the neighborhood would like to support rezones to allow small lot single family development in the future, a policy should be developed for inclusion in the Comprehensive Plan. (Page 28, 1)
2. As part of the plan's approval and adoption, the recommendations to prohibit single-purpose residential buildings in commercial zones in the Hub Urban Village, will be implemented, according to the Planning Group's recommendations. (Page 28, 2)
3. Your Plan recommends that future zoning changes only be allowed when necessary to meet growth needs, community needs, and when adjacent properties will not be adversely affected. The City will continue to use the rezoning criteria adopted in the Land Use Code as the criteria under which rezoning are appropriate. If the neighborhood has specific recommendations about how those criteria could be improved, DCLU will consider them. (Page 28, 3)
4. In order to encourage smaller, more diverse businesses, it is possible to work with organizations which support small business start-ups and entrepreneurs. This will enable area business district organizations to promote the area and its interest in supporting the small businesses. Community Capital Development, a non-profit, is one organization that could be contacted.

The Neighborhood Business Council, through its contract with the Office for Economic Development, can also provide information regarding efforts to create a business district which supports a wide variety of small businesses. NBC can also assist the community in developing a specific theme to give an identity to the business area. The group should begin by asking 'what positive attributes/aspects do residents and the larger Seattle-area community know about the area and its business district. This will help to develop an effective marketing theme to maximize the area's competitive advantage. (Page 29, 2, 4)

Additional Activities

1. DHHS supports many of the housing recommendations. (Page 31, 1-4)
2. Using regulation to make it more difficult to combine platted parcels and limit the square footage of buildings on single-family zoned lots, will be difficult, controversial activities, which will require additional analysis. These recommendations will be considered in the long term but will not be immediately prioritized. (Page 32, 1-2)
3. There are currently some setback requirements for commercial uses adjacent to **residential** buildings. If the neighborhood can site examples of specific problems that need to be addressed, the City will be better able to address the community's concerns. (Page 32, 3)
4. The recommendation suggesting allowing affordable townhouses and **other** low-rise multifamily structures near Monorail or other transit stations outside of the urban village boundaries is most appropriate as a comprehensive plan policy. (Page 32, 5)
5. The neighborhood can use the neighborhood matching fund to develop **neighborhood-specific** design guidelines which address community concerns. (Page 33, 1-2; Page 38, 5)
6. The City tries to provide adequate notice of all meetings. Although providing at least 30 days of public notice before meetings is a good idea, it may not always be appropriate or **practical**. For example, if an emergency meeting needs to be held on a specific topic, 30 days may not be available.

Similarly, although co-hosting meetings would be a good rule of thumb, it is not **necessary** always appropriate. For example, the City Council, from time to time, holds public **hearings** in communities. These hearings are generally not appropriate as a co-hosted event. (Page 34-5; Page 34, 1)
7. Other communities have used the neighborhood matching fund to develop directories of services and organizations. DHHS can assist in an advisory capacity for human services organizations. (Page 34, 4; Page 37.5)
8. OED can work with the community to discuss an appropriate organizational structure for Lake City Development Council. Both a Development Council and an Arts Council will support community-based activities. (Page 34, 7; Page 35, 1)
9. The community is encouraged to develop a lighting plan by working with the Seattle City Light North Service Center. The City generally does not provide lighting in alleys. Light in Parks is the responsibility of the **DOPAR**. **SEATLAN** is in charge of lighting on arterials. (Page 35, 3; Page 36, 5)
10. Speed limits are currently based on engineering standards and nationally accepted criteria. However, other criteria are also used, including the presence of children, driveways or the pedestrian-orientation of an area. (Page 37, 1)
11. **DOPAR** appreciates the support of the community and is interested in expanding its teen programming. The Garfield Teen Life Center is a program recently developed by the department which we hope to replicate in other areas when the programming is established and funding is available. (Referring to the Meadowbrook Teen Center, P. 37, 2)

12. The Seattle Jobs Initiative can work with low-income individuals in Lake City who are seeking jobs. In addition,. the SJI can work with Lake City businesses who can offer jobs to Seattle residents that pay at least \$8 an hour plus benefits. (Page **37, 4**)
13. Please clarify the term 'communication network' on page 37. If the community is looking for a technology network, that is a very cost intensive service. (Page **37, 5**)
14. Undergrounding utilities is very expensive and generally paid for by the adjacent property owner.
15. The current electrical system's capacity has been assessed for the capacity to accommodate projected growth. A North Substation rebuild is expected to replace two old transformers, increasing capacity in the North District's area. At all times, capacity is expected to be more than adequate to meet demand. (Page 38.2)

If you have any questions about these preliminary responses please contact Lish **Whitson** at 233-0079 or Ann Sutphin at 684-8374 in the Strategic Planning Office. The Planning Committee's work is due December 18, 1998. This will represent the neighborhood's final plan and matrix reflecting any changes as a result of the validation event comments or as a result of the City preliminary response. In addition, several other items and decisions will need to be made to provide all of the information necessary to forward your plan to the City Council. Please contact Dotty DeCoster from the Neighborhood Planning Office if you have questions about these additional required materials.

CC: Dotty DeCoster

**NORTH DISTRICT
NEIGHBORHOODS'
PLANNING EFFORT**
c/o LAKE CITY LITTLE CITY HALL
12707 30TH AVE. NE
SEATTLE, WA 98125
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Planning Committee Chair

A.J. Skurdal

Operations Committee

Kathy Andersen, Dick Harris
Skip Knox, A.J. Skurdal (Chair)

NPO Project Manager

Dotty DeCoster 684-8745

November 24, 1998

The Honorable Mark Sidran
Seattle City Attorney
600 Fourth Avenue
Seattle, Washington 98104

Dear Mr. Sidran:

On behalf of the North District Neighborhoods' Planning Effort Operations Committee, a citizen advisory committee formally lawfully created through legislation enacted by the City of Seattle Council and Mayor and under the lawful direction and supervision of the city of Seattle Neighborhood Planning Office, I hereby request a formal and specific opinion, signed by you, delineating the legal implications of the "Hub Urban Village" boundary as found in the Municipal Code and Director's rules of the City of Seattle and as the City's response to the requirements of the Washington Growth Management Act of 1990 and Amendments and the subsequent City of Seattle Comprehensive Plan as amended. I further request that this opinion include a characterization of each and every Department as it relates to the Urban Village Boundary.

We have read the Comprehensive Plan; various city memoranda; the Planning Commission's October 1, 1998, Issue Paper; and the Strategic Planning Office "Questions and Answers about Designating an Urban Village as a Residential Urban Village or Hub Urban Village." We are unable to answer citizen questions about the relative utility of designating an Urban Village versus smaller Urban Village or all the implications of specific boundary placement.

As the North District Neighborhoods' Planning Committee coordinates the finalization of the proposed Hub Urban Village boundary, it is important that your office promulgate a useful clarification of its meaning. Please inform City NPO Project Manager Dorothy Skurdal and me of your intentions pertaining to the timeline of your response.

It is intended to distribute copies of your opinion to a variety of community groups and the print press. Please respond as soon as practical. Your response is of the essence.

Sincerely,

A.J. Skurdal, Chair

Cc: Dotty DeCoster
Kerman Kermoade
Bob Tobin

SEATTLE CITY ATTORNEY
MARK H. SIDRAN

December 9, 1998

Mr. A.J. Skurdal
Planning Committee Chair
Lake City Little City Hall
12707 30th Ave. NE
Seattle, WA. 98 125

Dear Mr. Skurdal:

City Attorney Mark Sidran has asked me to respond to your letter of November 24, 1998, in which you asked for a description of the effect of an "urban village" designation under the City's Comprehensive Plan. You state that you have been "unable to answer citizen questions about the relative utility of a larger versus smaller Urban Village or all the implications of specific boundary placement." While this letter attempts to identify some potential implications, there are several important factors which limit the ability to predict such effects.

First, it is important to realize that whether and how development occurs in the City is largely the result of private, market decisions. The City can zone land for particular uses and densities, but has little control over whether development actually occurs. For example, there are many areas of the City which have long had zoning which allows greater density than currently exists, but growth has not occurred in these areas for reasons which have little to do with zoning.

A second factor which impairs predictability is the fact that the regulatory effect of urban village designation varies significantly because the regulatory "tools" available to urban villages are largely optional to the neighborhoods. In other words, the City offers a "menu" of regulatory measures which may be implemented in urban villages, and the neighborhoods (with City Council approval) can largely pick and choose which measures they wish to apply in their urban village. Therefore the regulatory effect of urban villages may vary significantly from village to village, and until the regulatory tools are selected for each neighborhood it is necessarily hard to predict what the regulatory effect may be.

A third limitation is our inability to ascertain what additional zoning tools may be suggested by neighborhoods or citizens in the future, and adopted by future City Councils. That is another way of saying that while we can identify the menu of regulatory tools available today, we have no way of knowing how and whether future neighborhood

Mr. A.J. Skurdal
December 9, 1998
Page 2

proposals or Council decisions may change the effect of urban village designations. lack of predictability is not unique to urban villages, of course; it applies to any land use policy.

Having identified these limitations, let's turn to the Comprehensive Plan, which is the basis for the urban village concept. There are two principal ways in which the envisions that the urban village concept will be implemented. The first method is through the City's capital investment strategy. In general, the Plan encourages the location of capital facilities in urban villages, as an incentive to development. For example, Capital Facilities Policy "C6", Transportation Goal "G7" and Transportation Policy "T55". The fact that the Plan emphasizes investment in urban villages does not mean investment may not be made in other areas, but it reflects the City's policy that the urban village strategy needs to be considered when investment decisions are made. Whether these policies have made a difference in capital decisionmaking since the policies were adopted in 1994, I do not know. The City's Strategic Planning Office may be able to offer you an opinion on that question.

The second principal way in which the urban village concept is implemented is through the City's land use regulations, or zoning. Here, however, the second limitation described above inhibits predictability. Very few land use effects flow automatically from the urban village designation. Most potential effects depend upon whether the neighborhood elects to authorize the use of optional development tools, and the "mix" of those tools.

With respect to those zoning effects which are automatic, most persons would probably agree that there is no significant difference between being in or outside of an urban village. There are some slight differences between rezoning criteria (for example, with respect to the L3 and L4 zones), and design review is somewhat more widely applied within an urban village.

The potential for differences increases with respect to the regulatory mechanisms which are optional. For example, if a neighborhood approves of single purpose residential structures in commercial zones, the density available to such a structure is somewhat higher within an urban village than without. Similarly, if a neighborhood chooses to allow low residential Small Lot Zoning, then a variety of additional housing types may be allowed, such as "tandem" housing or "cottage" housing, which may result in smaller lots and structures than conventional zoning. Generally, if authorized by the neighborhood plan, it can be easier to rezone property to multi-family or commercial zones, than it


Mr. A.J. Skurdal
December 9, 1998
Page 3

accomplish such a rezone for land lying outside an urban village. (These measures are also discussed in the issue paper you have received, entitled "Questions and Answers about Designation as a Residential Urban Village or HUB Urban Village.") Because not enough time has passed, since neighborhood plans began being adopted, it is difficult to predict what effect, if any, these measures may have on development within urban villages. Nonetheless, information might be available from the City's Department of Construction and Land Use or Strategic Planning Office about the extent to which these measures have actually influenced development decisions.

I appreciate your desire to have some certainty regarding the effect of the urban village designation and choices made in the neighborhood plan. Unfortunately, based upon the information which we have today, it is difficult to predict those effects. While my office cannot serve as the committee's attorney, based on the practical background explained above, it is my personal opinion that the marginal effect of urban village policies and regulations is not significant at this time. (I suspect, however, you could find others with a different opinion.) In any event, I hope this letter provides you with additional information which will be useful.

Very truly yours,

MARK H. SIDRAN
Seattle City Attorney

By 
ROBERT D. TOBIN
Assistant City Attorney

RDT/



City of Seattle

Paul Schnell, Mayor

Seattle Planning Commission

Marty Curry, Executive Director

December 9, 1998

North District Planning Committee
c/o A.J. Skurdal, Chair
3246 NE 104th Street
Seattle, WA 98125

Dear Members of the North District Planning Committee:

The Planning Commission is pleased to share its comments on the North District **Draft Plan** with you. These comments are the result of analysis by a team of Planning Commissioners which included a walking tour and presentation to the full Commission, and review by the Commission's Neighborhood Planning Committee.

The Planning Commission reviews neighborhood plans at several stages. They review preliminary recommendations when available; they review and comment to the **community** on the Draft Plan; and they make recommendations to the City Council on the **Final Plan** and Approval and Adoption Package. The Commission focuses on the areas where its response and feedback can be most effective given the diverse mix of skills and backgrounds of the Commission and its citywide perspective. Although its review is tailored to respond to the different character and context of each plan, the scope of its review includes the following five categories:

- **consistency of the plan:** consistency between the plan's stated vision and specific recommendations, its interaction with other plans, and its consistency with the Comprehensive Plan;
- **resources and responsibilities:** identification of resources-within or outside of the neighborhood-that play a role **in** implementing key recommendations and actions of the plan;
- **cumulative issues:** identification of common themes that emerge from the plan and other plans, and the identification of contributions the plan makes to citywide Comprehensive Plan goals;
- **the plan document:** how the plan reads as a clear statement of goals and priorities to guide to the community and the city in moving toward the community's vision over time; how the plan responds to opportunities and challenges that are specific or unique to the neighborhood.



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The Planning Commission commends the North District Planning Committee for its work over the past four years. It is clear that the Committee has worked diligently to involve a broad spectrum of citizens and to address a comprehensive set of issues. This is a challenging area as we saw in the walking tour, and one that has much potential for developing stronger identity in its business/commercial core as growth occurs.

The Commission makes the following comments and suggestions in the spirit of helping assure this plan has lasting value and provides clear guidance to the participants and members' of the North District community, the City, other agencies, and adjacent communities.

I. PLAN CONSISTENCY

The North District neighborhood plan appears to be consistent with the goals, policies and specific growth targets in the Comprehensive Plan. The neighborhood plan focuses on accommodating **future** growth targets for housing and employment while improving the quality of life of current and future Lake City residents. The Plan is also internally consistent, with policies and actions clearly reflecting the twelve goals. **While** the Commission is aware that there has been collaboration among planning areas in north Seattle, it is not clear in the North District Plan whether these plans are consistent with one another.

II. RESOURCES AND RESPONSIBILITIES

The North District **Draft** Neighborhood Plan is clearly organized with strategies and actions to support each of the Planning Goals. These serve to provide an excellent framework for developing more specific projects and for making decisions regarding implementation of various aspects of the plan. While the plan presents broad policy statements and general strategies and actions, in many cases these do not give specific direction as to where to focus resources (e.g. install sidewalks where absent in the **HUV**).

The matrix divides the list of twelve goals into four Key Strategies and an additional eight activities. This organization aids the reader in **understanding** how the community expects to work toward its vision of the **future**. In reviewing the plan, however, it is unclear how the Planning Goals are prioritized for the community aside from the four Key Strategies. **The Commission recommends that the community more boldly present the community's areas of priority within the remaining eight Planning Goals areas.**

The matrix developed by the neighborhood and the City further refines these policies and assigns specific priorities to each recommendation. This is the most refined system of priorities used by a neighborhood and helps to show relative values of each **specific** recommended action.

Finally, the Planning Commission commends the thorough outreach conducted by the planning committee. This has resulted in a high degree of **civic** engagement and has built a strong basis for stewarding the plan through implementation. **The Commission recommends, however, that the plan matrix identify more specifically how the community will coordinate among to implementing plan actions.**

M. SPECIFIC ISSUES

Four of the North District's Planning Goals stand out as being areas of emphasis for the community. These are the Civic Core, Open Spaces/Natural Systems, Streets, **Pedestrian** and Bicycle Ways, and Lake City Way. Our comments and recommendations focus on these four areas in particular, with comments on other elements as a secondary priority.

Civic Core

Recognizing the importance of a vibrant "downtown" to the entire Lake City Planning Area, the Planning Commission commends the North District Planning Committee for its emphasis on the **future** of this area through the Civic Core element of the plan. The Civic Core plan develops a strong vision for creating a focal point for the Lake City downtown. The proposed civic core results in a less **linear** business/services district and one that is friendly to pedestrians, merchants and residents alike. This key strategy is critical to the success of some of the other elements of the North District Plan. It is encouraging to see the City's positive response in beginning to work on some of the land acquisition proposals expressed by the community.

The Commission recommends that the community present this portion of the plan in clear and explicit terms in order to emphasize its importance. This should include a more specific description with a map and visual design concept illustrating how various elements of the Civic Core relate to one another in creating a well defined and **functional** business/services area. In addition a conceptual map would be **useful** in illustrating how the pedestrian connections tie together the civic core, the primary public facilities and **new** private development opportunities. **On a more strategic note, the Commission recommends that the community make suggestions regarding how community or agency resource can leverage City funds and commitments.**

Community Networks

The Community Networks section of the plan provides good principles for engaging citizens in moving forward to implement specific strategies and actions of the plan. The development of a clear implementation plan—including **strategies** how the community will organize to work with the City and other **agencies**—will be critical to the success of the North District Plan and will ensure implementation of specific actions sooner rather than later. **The Commission recommends that the community provide a more detailed description of its proposed organization for plan implementation and stewardship.**

This will be important to both the **community** and the City in clearly identifying the primary point of contact within the community for the City and others to work within implementing the plan.

Lake City Way

Planning around Lake City Way **presents** a real challenge since this key street is a state highway. While this designation offers more potential for State **funding** of improvements, these funds also are based on maintaining the street's **traffic** capacity.

The Commission supports the community's concept of focusing development of pedestrian oriented public services and retail uses away from Lake City Way while continuing to support a strong business mix along this important thoroughfare. **The Planning Commission recommends that the plan present a clearer description of the priorities for pedestrian improvements along Lake City Way, particularly around transit stops.**

Streets, Pedestrian and Bicycle Ways

The Commission supports the recommendations presented within this plan element. In particular, the graphics illustrating Livable Streets is useful in understanding the types of streets desired in the Civic Core and in residential areas. Touring Lake City provided Commissioners with a graphic demonstration of the challenges facing the neighborhood with regard to pedestrian walkways. The Commission supports the North District's desire to create a better balance between cars, pedestrians, and bicycles, and its desire to get City commitment to provide needed infrastructure improvements in key areas.

The Commission strongly recommends that the community identify exact locations of high priority needed infrastructure improvements such as sidewalks. For example, Strategy **3-A**, is a good general recommendation, but can be acted upon by the City only if the Plan identified specific blocks where **the need** is greatest. Some specific concepts are presented in the Civic Core element. These need to be **refined** and presented in this section.

Open Spaces and Natural Systems

These two sections of the plan are well-conceived and well presented. The Planning Commission commends the neighborhood for creating broad recommendations that highlight the natural features of Lake City and their value to the community while remaining realistic about the effects of growth, density and increased activity in the area. The Commission particularly supports the educational component of these elements. This is a good model that the City should support and encourage as a model for other neighborhoods.

The Commission recommends that the community continue to develop more detailed plans for the area's open spaces. It should include a map with design features of open spaces and pedestrian walkways within the Civic Core. This would greatly

enhance the planning committee's ability to communicate the importance of this element to the City and to the community. The Commission encourages consideration of making the connections among these open spaces and the civic core the highest priority for sidewalks and other infrastructure improvements.

Business and Economic Development

Maintaining and expanding a healthy business core is critical to the character and success of the Lake City business and civic core concept. The Planning Commission is impressed with the involvement and commitment of the local business **community** in local planning efforts. Also impressive are the community's efforts through surveys and individual contacts with businesses to ensure that the economic development strategies presented in the plan are consistent with the needs of area businesses.

While parking availability within the core business area is a clear priority in the plan, the strategy for providing it in a way that is consistent with pedestrian access goals is not clear. This is an issue that **is** important to local businesses, and further planning would greatly enhance this element of the plan. Strategies such as shared parking between businesses should be included in this discussion. In addition, a clearer description of pedestrian/patron uses and needs would enhance the community's ability to plan in this regard. **The Commission recommends that the plan be more specific in addressing parking needs and strategies within and around the Civic Core. The Commission also recommends that the use of the "back of lots" bordering Lake City Way as a place to add more active uses and encourage a concentration of activity that supports area businesses be more specifically explored in the plan.**

Finally, the preliminary design guidelines presented in this section of the plan make sense. **The Commission encourages the community to further develop these guidelines and illustrate the kind of development desired for this area through visual aids in the final plan**

HUB Urban Village

The Commission appreciates the inclusion of this specific section articulating the community's acceptance of the urban village designation and confirming the zoning and development policies that support the urban village concept. **As** noted in earlier sections, it will be important for the final plan and Adoption/Approval Matrix to clearly identify priority actions.

Housing Demand

This element, while short, encompasses a variety of strategies and actions to promote higher density development within the urban village and affordable housing wherever possible. However, some of the policies seem to be at odds with one another. The Commission questions Policy P-1, providing transition or buffers to single family zones by developing adjacent non-single family parcels as single family uses. Such parcels should be considered as good candidates for low density multi-family, which might be a

better transition than single family housing. This would seem to be consistent with P-2. The Commission also encourages reconsideration of P-5 which requires all multi-family units within the HUV to be part of mixed-use developments. The community should **allow** more flexibility since ground floor **commercial/retail** space is sometimes **difficult** to fill on side streets or outside of the major business/commercial core. Single purpose residential uses may be appropriate in such locations. Finally the Commission is concerned about the action in Strategy 2 that would prohibit the combination of adjacent **single** family parcels into larger parcels for any purpose. It may not be legal to exact such prohibitions on a neighborhood basis if combining parcels is allowed through City land use processes.

Design Review Guidelines

The Commission appreciates the **plan's** recognition that design review can be an effective tool in shaping development to be compatible with the character and goals of the community. The language of Coal may be too strong, however, since design review guidelines will more likely give the community significant influence—rather than **control**—over the quality, function and appearance of **future** development.

IV. THE PLAN DOCUMENT

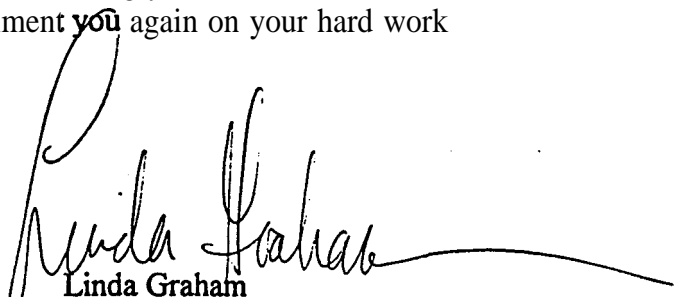
This is a very well-written and well-organized plan. Not only does the plan **convey** a clear vision for the **community**, but it is a pleasure to read. Commissioners also noted the inclusion of excellent graphics, but missed a clear and readable map for reference. Commissioners were impressed by the level of detail of the preliminary work: the research and information gathered **from** the community. This effort provided a strong and logical foundation upon which to base the recommendations throughout the plan. The narrative describing the existing conditions presents excellent statistical information that supports the vision statement and the policy recommendations.

Thank you for the opportunity to review and offer comments and suggestions on the North District Draft Plan. Please don't hesitate to contact us for clarification and further discussion on these comments. We look forward to seeing your Final Plan and the Approval and Adoption Package and we compliment **you** again on your hard work

Sincerely,



Karen Daubert, Chair
Seattle Planning Commission



Linda Graham
Neighborhood Planning Committee

City of Seattle
Strategic Planning Office



Lizanne Lyons, Director
Paul Schell, Mayor

To: North District Neighborhoods' Planning Group and Interested Citizens
From: Tom Hauger, Interim Assistant Director
Date: February 8, 1999 .
Subject: Preliminary City Response to the North District Neighborhoods 2nd Draft Approval and Adoption Matrix

This memorandum provides a preliminary and incomplete City response to the North District Neighborhoods' Plan. The City's response will consist of three levels: 1) Those actions which the City can commit to implementing will be highlighted. 2) Those recommendations which need additional funding and prioritization before the City can begin to implement them. 3) Issues or questions arising from any North District Neighborhoods recommendations. The responses below follow the North Districts' neighborhood plan recommendations in the matrix. The reference to the proposed neighborhood activity is shown in parentheses.

The City supports the overall goals of the North Districts Neighborhoods' plan. Many of the recommendations are complex, interrelated recommendations that will require the coordination of many different groups and will be implemented over many years. Other recommendations are relatively independent and may be implemented as funding and/or staffing is identified.

Streets, Pedestrians & Bicycle Ways

1. Steep slopes make access to the Burke-Gilman Trail difficult between NE 105th St. and NE 145th Street. The City would like to work with the community to **find** appropriate connections. If specific locations have been identified as potential access points, SEATRA will assess the viability of those locations.

Improvements at 105th appear to have potential, but will require further analysis before feasibility can be affirmed. Some of the issues are: Impact on stability of slope, cost, loss of green space, access from community, etc. The recommendation also does not make it clear what kind of access is desired – simple staircase or full ramp to facilitate wheeled access to trail. A full ramp would eat up a lot of the slope to make it an acceptable grade. (Page 6, 1 and 2)

2. The issue about improvements to NE 105th is not classification of the street, but what kind of improvements would enhance bicycle and pedestrian use. The first problem is that there are major gaps in NE 105th – west from Fischer Place to Lake City Way, and from Lake City to NE 105th. Each of these involves a significant elevation change, and would require a structure meeting ADA specifications if the goal is to complete non-motorized access. Thi

would be very expensive. At this point **SEATRAN** is not even sure if space exists for landings, especially at the west side of Lake City Way where NE 105th Street begins again. There is also a substantial grade change on NE 105th Street where it splits from NE 104th and heads up to Sand Point Way, and then several steep blocks down to the Burke-Gilman Trail. Even if the improvements were made west of Fischer Place to re-connect NE 105th, access to the Burke-Gilman Trail for bicyclists will never be that attractive because of the steep hills east of NE 104th. From a pedestrian standpoint, the main problem is a lack of sidewalks or walkways. (Page 6, 3)

3. The City tries to separate pedestrian and bicycle ways from vehicular **traffic** and parking and improve the distinction between pedestrian spaces and vehicular space whenever possible.

When possible, **SEATRAN** tries to identify non-arterial routes for bicyclists. The North District's Neighborhoods currently have a good mix of arterial and non-arterial routes. However, the fact that many residential streets are discontinuous due to the topography means the use of arterial streets for through bike routes is unavoidable. In addition, **non-arterials** generally do not have signalized crossings at major arterials, limiting their usefulness as through routes. **SEATRAN** will continue to look for opportunities to stripe bike lanes on arterial streets. Lane markings – whether bike lanes or ordinary traffic lanes – are only in very rare circumstances painted on non-arterial streets. (Page 6, 4; Page 7, 3)

4. The City has reviewed a 1998 Neighborhood Street Fund (NSF) proposal for a proposed drive-by postal drop at 120th and 30th Avenue NE. **SEATRAN** supports the concept of a drive-by postal drop and has agreed to a westbound drive through which could be designed to accommodate two vehicles at a time. An eastbound drive through on the north side of the street will not work. The next step is to identify funding for design and construction. (Page 7, 2)
5. The proposed Key Pedestrian Streets along NE 130th Street and 30th and 33rd Avenues NE will be designated. The next step in implementing the recommended improvements is to develop a vision for future improvements and begin preliminary engineering designs. SPU will evaluate this section of 30th NE for spot drainage improvements. A 60" storm drain and detention basin has been installed along 33rd Ave. NE between 123rd and 130th. (Page 7, 4 and 5)
6. Work has been done to propose additional sidewalk and drainage options to be included in the Street Design Manual. **SEATRAN**, however, has not yet been funded to revise the Street Design Manual. This is an issue for Council. SPU has agreed to consult with **SEATRAN** in developing additional options related to environmental concerns recommended in your Plan. (Page 8, 2)
7. It is not clear what a "Pedestrian/Bicycle Residential Street!" designation would bring to the menu of street designations. Please be more specific about how the neighborhood envisions this designation being used. A description of how the Pedestrian/Bicycle Residential Street would differ from other designations, such as Urban Trails, Green Streets or inclusion on the City's bicycle map. (Page 8, 3)
8. **SEATRAN's** Street Use division will work with the community on the siting of directional signs to community resources. The Neighborhood Matching Fund has been used for similar

- activities in other neighborhoods. There is currently a community wayfinding program underway in Downtown Seattle. Information from that project may be useful in designing and siting signs that are helpful and do not contribute to visual clutter. (Page 8, 4)
9. It is not clear what the Neighborhoods are asking for when they say: "Extend the process for neighborhood decision-making and review in evaluating the types of **traffic** calming and pedestrian safety improvements proposed for local neighborhoods." Are you looking for additional notice of improvements, expanded petition areas when improvements are proposed, or future work with **SEATRAN** on neighborhood-wide **traffic calming** projects, discussed elsewhere? It is clear that **SEATRAN** does not have staffing to support extensions of their work with neighborhoods, so perhaps this is an issue for City Council. (Page 9, 4)
 10. City departments will make sure that the street classifications map and other City maps are up to date citywide and reflect current street designations and redeveloped street segments. (Page 10, 1 and 2)
 11. More information about specific problems along 145th will be needed before **SEATRAN** is able to make improvements. (Page 10, 3)
 12. The installation of two-way left turn lanes where appropriate is **SEATRAN's** current practice. (Page 10, 4)
 13. The Neighborhood Street Fund is a good source of funding for **traffic** calming 'gateways.' The community should identify specific appropriate locations. (Page 10, 5)
 14. **SEATRAN** needs to see the neighborhood bicycle plan before they can respond to recommendations for striped bikeways. Their standard practice is to look for opportunities for bike lanes on arterial streets. (Page 11, 2)
 15. The installation of bicycle ramps along stairs seems appropriate as public stairs are built and existing stairs are reconstructed. **SEATRAN** will explore making this a policy addition to developing stairways. Experience in other places suggests that bicyclists do not **necessarily** prefer these ramps – it has been said that it can be hard to control the bicycle when going down the stairway. Nevertheless, **SEATRAN** will evaluate this option if new stairways are planned. Retrofitting older stairways may be difficult and costly and will have to be looked at on a case-by-case basis. (Page 11, 4)
 16. The City supports the inclusion of bicycle facilities at transit stops. This recommendation will be forwarded to Metro, Sound Transit and the Elevated Transit Company. (Page 11, 5)
 17. **SEATRAN** and SPO will bring the North District Neighborhoods' bus recommendations to Metro and work with them when appropriate. (Page 12, 1-5)
 18. The Lake City Multi-modal process is the most appropriate venue for exploring restricted turn lanes at intersections and center aisle turn lane improvements **along Lake City Way**. The City and County have contributed funding for pedestrian and transit improvements which are to begin shortly. The State has not yet found funding for their section of the project, which would include speed and safety improvements. (Page 12, 6; Page 13, 1-2)
 19. Pedestrian improvements along Lake City Way will be considered as part of the Lake City Way Multi-Modal project, to begin shortly.

20. **SEATLAN** will look at making changes to the left-turning signal at Erickson Place. (Page 13, 4)
21. Lake City Way is on the Seattle Bicycling Guide Map only between 137th and 145th. This section of the bike route provides important connections to areas north of Seattle. Lake City Way between 137th and 145th Streets is on the bicycling guide map because this is the only location where there is a signalized crossing of NE 145th. It is also a section of Lake City Way that has lower motor vehicle volumes than areas along Lake City Way south of 137th. In addition, Lake City Way becomes Bothell Way, which has a shoulder and is a major Ring County bike route that links up with the Burke-Gilman Trail. Lake City Way is simply the best available link to the County as unfortunately there is not good alternative route. However, if alternative routes that provide the same connections can be identified, **SEATLAN** will consider removing Lake City Way from the map. (Page 14, 3)
22. If property acquisition emerges as a possible drainage/flooding solution, property acquisition to improve fish passage will be evaluated against other solutions, taking into consideration various cooperative approaches to managing habitat. (Page 15, 1)
23. Please identify specific concerns at Lake City Way/Northgate Way and 24th Avenue NE. WSDOT has been contacted about this location and are aware of some concerns. (Page 15, 2)
24. Fish passage improvements are being installed in culverts at 100th and 120th under Lake City Way. The culvert at 1 30th St is in good condition and there are no plans for a project at that location. (Page 15, 6)

Civic Core Public Facilities

1. The City's Executive Services Department has been working with the Planning Group to develop City development alternatives in the spirit of the Civic Core proposal. Since the Library Bond Issue is now a reality, plans to expand the Lake City Library, construct additional space for the Lake City Little City Hall (and potentially future Library expansion), develop parking for these facilities and the Lake City Community Center, and redevelop Davis Park to include a plaza and more active recreational opportunities are underway. E.S.D. has been exploring potential property acquisition on the block that includes the Lake City Library and Community Center. The current goal is to try to obtain property control on one or more of the several lots at the north end of the block. Actual design of the Lake City Library extension, including the Little City Hall space, will be conducted through a Seattle Public Library design process in conjunction with the Department of Parks and Recreation (**DOPAR**) and local groups and citizens. We anticipate that design work will begin next year. Acquisition of additional property will depend upon raising additional funds. We anticipate that the Mayor and City Council will be seeking additional funds to support Neighborhood Planning projects during the next year and that property acquisition to support Phase I of the Civic Core project could be eligible for these funds.
2. Renovation or building of a new Fire Station (**#39**) is on the City's agenda. The decision about when and how to do this will be made next year after the City has completed a citywide review of Fire facilities and response times.

3. The City-owned parking area west of the Fire Station will be used for short-term public parking and construction staging during the next few years. Once construction has been completed on the block including the Library and Community Center, and the Fire Station has been rebuilt or restored, the City may consider surplusizing this property.
4. We recommend that the Neighborhood Planning group consider developing a concept plan for the potential Green Street proposed along 28th NE as a part of the design work for the Library extension. It might be appropriate to extend this concept plan to include the segment of 127th between 30th and 28th. It is helpful to the City to know precisely what you would like to have happen. Neighborhood Matching Funds could be used to support developing a concept plan.
5. 127th between Lake City Way and 28th drainage for sidewalks. SPU provided the drainage work in conjunction with SEATRAN improvements, and will do the same if they extend sidewalks.8U

Early Implementation Funds

City Council has made \$50,000 available to Neighborhood Planning groups as a “down payment on implementation of their plans. The North Neighborhoods Planning Effort has proposed that this funding be made available to assist the City in gaining options on property in the block where the Lake City Library and Community Center are located to facilitate speedy work to provide for the Civic Core proposal. The City has been asked to review actual spending of the funds with the Planning Committee. (The City does not have allocated funds to pursue options this time and would have to wait for such an allocation which might prevent timely work to move forward with the Civic Core proposal.) The City is already exploring options and, if this use of Early Implementation Funds is validated, will proceed and report to the Planning Committee.

Natural Systems and Open Space

1. Evaluating natural systems conditions and identifying mitigation to address deficiencies is being accomplished through developing the Thornton Creek Action Plan. (P. 12, 2)
2. No current funding is allocated to create and implement education/stewardship programs. SPU will review and prioritize as part of the Creeks Initiative planning effort. (P. 12, 2)
3. Coordinating stream restoration efforts with State and local efforts is underway. (P. 23, 6)
4. SPU can collaborate with SEATRAN to use street design standards that use natural methods to filter street runoff. (P. 24, 2)
5. SPU will evaluate repair and re-establishment of riparian and wetland systems through development of the Thornton Creek Action Plan and prioritize actions through the Creeks Initiative planning effort. (P. 24, 4, 5)
6. Referring to permitting sports field and other activities on school grounds after hours, DOPAR already works very closely with the school district through a Joint Use agreement. The community could provide additional information as to what is not being achieved by the current agreement. (P. 25,1)

7. SPU will include providing trails, keeping open spaces accessible, and providing educational and interpretive materials in priority drainage/creek projects, to the degree that such open space improvements are incidental to, or directly supportive of drainage purposes. **(P. 26, 2,3,4)**
8. Developing exercise stations is not part of **DOPAR's** current design practices - we would need to discuss this concept further with the community. **(P. 25, 2)**
9. **DOPAR** needs more information about the proposal to "permit and encourage time-restricted parking areas to be used for off-hours court games" including what courts the community has discussed. **(P. 25, 3)**
10. If the community is interested in developing special gardens on park property, **DOPAR** would work with the community to develop gardens that worked at the specific site and is appropriate for park property. **(P. 25, 4)**
11. The **COMPLAN** for **DOPAR** will be updated in 1999 to reflect changing conditions and neighborhood planning and will address maintenance planning. **(P. 26, 1 "Assess...")**

Hub Urban Village

1. Please clarify the small-lot recommendation. If the neighborhood is proposing implementing the small lot zoning immediately, a rezone will be required. If the neighborhood would like to support rezones to allow small lot single family development in the future, a policy should be developed for inclusion in the Comprehensive Plan. **(Page 28,1)**
2. As part of the plan's approval and adoption, the recommendations to prohibit single-purpose residential buildings in commercial zones in the Hub Urban Village, will be implemented, according to the Planning Group's recommendations. **(Page 28, 2)**
3. Your Plan recommends that future zoning changes only be allowed when necessary to meet growth needs, community needs, and when adjacent properties will not be adversely affected. The City will continue to use the rezoning criteria adopted in the Land Use Code as the criteria under which rezoning are appropriate. If the neighborhood has specific recommendations about how those criteria could be improved, DCLU will consider them. **(Page 28, 3)**
4. In order to encourage smaller, more diverse businesses, it is possible to work with organizations which support small business start-ups and entrepreneurs. This will enable area business district organizations to promote the area and its interest in supporting the small businesses. Community Capital Development, a non-profit, is one organization that could be contacted.

The Neighborhood Business Council, through its contract with the **Office** for Economic Development, can also provide information regarding efforts to create a business district which supports a wide variety of small businesses. NBC can also assist the community in developing a specific theme to give an identity to the business area. The group should begin by asking what positive attributes/aspects do residents and the larger Seattle-area community know about the area and its business district. This will help to develop an effective marketing theme to maximize the area's competitive advantage. **(Page 29, 2, 4)**

Additional Activities

1. DHHS supports many of the housing recommendations. (Page 31, 1-4)
2. Using regulation to make it more difficult to combine platted parcels and limit the square footage of buildings on single-family zoned lots, **will** be difficult, controversial activities, which will require additional analysis. These recommendations will be considered in the long term but will not be immediately prioritized. (Page 32, 1-2)
3. There are currently some setback requirements for commercial uses adjacent to residential buildings. If the neighborhood can site examples of specific problems that need to be addressed, the City will be better able to address the community's concerns. (Page 32, 3)
4. The recommendation suggesting allowing affordable townhouses and other low-rise multifamily structures near Monorail or other transit stations outside of the urban village boundaries is most appropriate as a comprehensive plan policy. (Page 32, 5)
5. The neighborhood can use the neighborhood matching fund to develop **neighborhood-specific** design guidelines which address community concerns. (Page 33, 1-2; Page 38, 5)
6. The City tries to provide adequate notice of all meetings. Although providing at least 30 days of public notice before meetings is a good idea, it may not always be appropriate or **practic**. For example, if an emergency meeting needs to be held on a specific topic, 30 days may not be available.

Similarly, although co-hosting meetings would be a good rule of thumb, it is not **necessari** always appropriate. For example, the City Council, from time to time, holds public **hearings** in communities. These hearings are generally not appropriate as a co-hosted event. (Page 4-5; Page 34, 1)
7. Other communities have used the neighborhood matching fund to develop directories of services and organizations. DHHS can assist in an advisory capacity for human services organizations. (Page 34, 4; Page 37, 5)
8. OED can work with the community to discuss an appropriate organizational structure for a Lake City Development Council. Both a Development Council and an Arts Council will be community-based activities. (Page 34, 7; Page 35, 1)
9. The community is encouraged to develop a lighting plan by working with the Seattle City Light North Service Center. The City generally does not provide lighting in alleys. Lighting in Parks is the responsibility of the **DOPAR**. **SEATRA**N is in charge of lighting on arterial. (Page 35, 3; Page 36, 5)
10. Speed limits are currently based on engineering standards and nationally accepted criteria. However, other criteria are also used, including the presence of children, driveways or the pedestrian-orientation of an area. (Page 37, 1)
11. **DOPAR** appreciates the support of the community and is interested in expanding its teen programming. The Garfield Teen Life Center is a program recently developed by the department which we hope to replicate in other areas when the programming is established and funding is available. (Referring to the Meadowbrook Teen Center, P. 37, 2)

12. The Seattle Jobs Initiative can work with low-income individuals in Lake City who are seeking jobs. In addition, the SJI can work with Lake City businesses who can offer jobs to Seattle residents that pay at least \$8 an hour plus benefits. (Page 37, 4)
13. Please clarify the term 'communication network' on page 37. If the community is looking for a technology network, that is a very cost intensive service. (Page 37, 5)
14. Undergrounding utilities is very expensive and generally paid for by the adjacent property owner.
15. The current electrical system's capacity has been assessed for the capacity to accommodate projected growth. A North Substation rebuild is expected to replace two old transformers, increasing capacity in the North District's area. At all times, capacity is expected to be more than adequate to meet demand. (Page 38, 2)

If you have any questions about these preliminary responses please contact Lish **Whitson** at 233-0079 or Ann Sutphin at 684-8374 in the Strategic Planning Office. The Planning Committee's work is due December **18, 1998**. This will represent the neighborhood's final plan and matrix reflecting any changes as a result of the validation event comments or as a result of the City preliminary response. In addition, several other items and decisions will need to be made to provide all of the information necessary to forward your plan to the City Council. Please contact Dotty DeCoster from the Neighborhood Planning Office if you have questions about these additional required materials.

CC: Dotty DeCoster

4.11 1998 VALIDATION COMMENTS

This appendix includes comments received in response to the public's review of the draft plan or the public's participation in validation meetings.

Comments are clustered under the specific goal to which they relate or to a specific topic related to the plan. Comments more general in nature are listed under the category "Other".

GETTING AROUND

1. Entire Planning area hostile to pedestrians-recommend sidewalks as top priority in planning.
2. Need pedestrian wheelchair ramps on current sidewalks and paths.
3. Where sidewalks exist, make Americans with Disabilities Act compliant with curb cuts.
4. Sidewalks, this is not a pedestrian friendly area-fix it first!
5. Much more need for pedestrian sidewalks-especially through out HUV.
6. Neighborhoods-do not push sidewalks, they are not wanted.
7. Sidewalks/curbs in all single family neighborhoods! I'd be willing to pay more in property taxes for that! Dump traffic circles.
8. Wonderful to have sidewalks and curbs in core-concerned about width.
9. Sidewalks on side streets within a mile of all schools.
- IO. Sidewalks to schools.
- 1 1. **There** should be sidewalks around all schools.
12. Sidewalks and curbs on NE 1 10th from Sandpoint Way to schools.
13. Sidewalks on 1 10th leading to John Rogers School badly planned. No parking on sidewalks there needs to be enforced. A crosswalk warning sign needed at 1 10th and Sandpoint Way.

14. Sidewalks on 11 0th to better access John Rogers: Enforce no parking on sidewalks on 1 10th, crosswalks warnings on 1 10th and Sand Point Way.
15. More sidewalks around schools (Rogers, **Addams**) and 11 0th and N&S side.
16. If possible, please address sidewalks on 109th Street and 40th Avenue NE. Why? These are critical to safe access to John Rogers Elementary School. (It's only two blocks.) Thank you.
17. I was glad to see the circles around the grade schools denoting 'zone of critical improvements,' but there is no specific information in that text except "permit sports.. . .!"? All the schools need sidewalks and safety measures for students to walk to school-especially now that the school district will allow them to be neighborhood schools. This will help attract the families we want and cut down on traffic.
18. More sidewalks needed in residential areas with high traffic volume, i.e. 137th NE that are on bus routes.
19. Whatever became of sidewalk northside of 135th NE between 39th and 35th NE. What of sidewalk west side of 42nd Avenue NE between 123' NE and 127th?
20. Sidewalks are a great improvement. More! i.e. on 1 15th and 35th.
21. I need a sidewalk on at least one side of 33rd NE. Between NE 125th and NE 130th. Repair the sidewalks that are already there, they are cracked and uneven and broken.
22. Sidewalks and curb 127th, 27th to 30th.
23. **Property** owner concern with wide sidewalks or boulevard type street on NE 127th between 27th and 30th. Would take too much property right up to owner's building.
24. **Sidewalks** in the neighborhood NE 98th Street between Lake City and 35th Avenue NE; and between NE 95th and NE 98th along 27th NE Avenue.

25. Sidewalks on west side of Lake City. Southbound dangerous.
- 26.1 5th NE sidewalks and improvements.
27. Need for improved sidewalks on 1 5th NE.
28. 30th NE should be improved with sidewalks on both sides from Lake City Way to 145th. This has almost as much traffic as Lake City Way.
29. The text says sidewalks **along** both sides full length of Lake City Way. The map show only one side from 1st 12th to 123 . We need sidewalk all along the west side of Lake City.
30. Pinehurst Way and 17th Avenue NE needs sidewalk for safety.
31. Create better walking and biking access on Ravenna Avenue NE. Divert and slow down traffic on Ravenna for better enjoyment of and access to nature preserve and keep roads safer for kids.
32. Improving neighborhood and the lack of sidewalks and close up open storm ditches with 12" or 14" drain pipes. North and east of 1 25th and 35th to 145th needs improving. It seems to me everything west of Lake City Way is getting all the attention.
33. Sidewalks on side streets off Lake City Way and on 30th.
34. **Cheers** to sidewalks on 127th! Sidewalks are also needed on 27th from 125th through to 145th. This is a very busy north-south street used heavily by cut-through traffic.
35. 42nd Avenue NE needs sidewalks.
36. 42nd Avenue NE needs a sidewalk.

37. Sidewalk coverage needs to be expanded in the urban HUB area, but I oppose sidewalks on 42nd Avenue NE which has a woody flavor without.
38. Triangle, Lake City Way, 24th NE, Northgate Way needs sidewalks.
39. Other than Civic Core area, funding for sidewalks needs to get more specific as to anyway to fund other than property/wastewater disposal assessments.
40. All streets should have curbs and gutters at full street widths. Sidewalks only on business streets and streets with heavy traffic.
41. Where sidewalks have been placed, or will be placed, make sure curbs are also placed to keep cars from parking on sidewalks.
42. New development requires the builder to build sidewalks and curbing? Is there a storm drain system to handle this? If not why is the City requiring this?
43. No more maple trees. Too costly to maintain the sidewalks.
44. Keep sidewalks clear of cars, vegetary encroachment, and business encroachment on sidewalk.
45. I understand the desire for more pavings and sidewalks, but in a recent article in the paper an expert is said to have reversed his support of controlling drainage by funneling into detention basins. The result of their system is counter to Goal #7.
46. I polled on your last questionnaire for sidewalks and a lot of the things you have going! But making sidewalks so they get rid of right hand turn lanes and decrease parking is not what I call better.
47. Discussion on use of sidewalks for bikes is legal as long as pedestrians have the right of way. Need curb cuts in sidewalks to make that work. Counter from a bike rider, no the streets are more effective, sidewalks would not have heavy bike rider use.

48. **Car** dealerships along Lake City Way south from Dick's to **95th** encroaching on public right of way, interfering with ability for pedestrians to maneuver on west side of street where there are no sidewalks.
49. Have you been by the Post Office. Talk to any customers or employees about that big sidewalk curb. They are mad! Now that the sidewalk is bigger than the road, I saw one lady drive-up to the mail box on the sidewalk. Me, I just double park and let traffic wait until Christmas! So by cutting off the turn lanes and decreasing parking places you have increased road PAGE!!!
50. Pedestrian access to Cedar Park is needed (sidewalks); walking/biking trail. Crosswalks on **35th** NE north of **125th** is a must.
51. **Under "Getting Around":** The NE **105th** corridor between **19th** Ave NE and **23rd** Ave NE needs an environmentally friendly, i.e. run-off minimization plan. For bicycle/pedestrian paths. No paved sidewalks, please. This would really hurt the Thornton Creek Watershed.
52. **Concerned** about safety of foot traffic on **42nd** Avenue NE. This street feeds hundreds of houses between NE **123rd** and NE **145th**. There are not only no sidewalks, but no shoulders and blind corners in some stretches. Cars go too fast. We need to cover over the ditches and make safe, off-the-street places for adults and children to walk. Thank you.
53. **The** condominium at **90th** and Lake City Way has created a traffic and pedestrian hazard because of insufficient parking and sidewalks.
54. [I'd rather see the money spent on] Sidewalks and curbs in neighborhoods.
55. Put sidewalks where they're really needed like Lake City Way, **1 5th**, and other major **arterials—leave** Victory Heights as it is.
56. **The** appeal of Victory Heights is the lack of sidewalks, the lovely trees, and the feeling that we're a little bit "rural". Not only would sidewalks destroy that feeling, but those of us on the smaller 7000 square foot lots would have the strollers peeking in our front windows since many of us already have houses close to the street.

57. My greatest fear...stand[ing] on the west side of 1 5th at 107th where there's no curb or even any designation where 15th actually is-and this is on a major arterial.
58. As I walked around the Victory Heights **area**...I only imagine how many trees, bushes, and grassy areas would have to be removed to make way for 5 foot sidewalks-God forbid 8 foot sidewalks-This is a residential area-not downtown on the boardwalk.
59. Using, employing curb bulbs, street trees, plantings....These are the worst things for pedestrian safety. They make it hard or impossible for motorists to see the pedestrians and hard for pedestrians to see the cars. Sidewalks should be next to the curb and at least eight feet wide with no plantings. Signals should be installed on any wide street timed for handicapped pedestrians.
60. NE 104th is not a pedestrian oriented street in the same sense the others listed are. In Victory Heights it has a "Dead End" on both the east and west ends.
- 61 .Traffic signal, 1 30th and 35th.
62. Safety must be improved at NE 123rd between Sand Point Way and 42nd Avenue. Vegetation and culverts make it very dangerous for pedestrians. Do something before someone is killed.
63. Sidewalks along NE 127th should be on north side only to allow for auto parking for apartments on south side.
64. Would like more info on the improved access to the Burke **Gilman** trail.
65. Designate NE 125th as a route between the civic core and the **Burke-Gilman** Trail. Easier for walkers in this high congestion area.
66. Please, please, please more sidewalks (particularly near schools, i.e., John Rogers Elementary). More growth means more pedestrians and more cars trying to share the streets. An equation for trouble.

67. **Would** like a lot of emphasis on turning Lake City from one of the armpits of the City to a much calmer "boulevard". Any chance for residential curbs and sidewalks, it'd make a huge difference.

68. **We** live near John Rogers School (since 1964). I think its time we had sidewalks like the rest of the city-real paved roads. It's hard to walk in our neighborhood and the sharp gravel hurts our dog's feet.

69. **The** mid-block pedestrian link from LAKE CITY WAY to the Library is inspired!

TRAFFIC & TRAFFIC MITIGATION

1. With increased density, will have more children. Consider opening of Lake City School or Cedar Park, and the need for overpass on Lake City Way at 137th for school children.
2. Pedestrian overpass/crossing at 130/127/125 and Lake City Way.
3. NO bridge over Lake City Way between Northgate Way and 98th. Bicycle and pedestrian lanes are not necessary in Victory Heights. Bicyclists and pedestrians can already go wherever they wish. A bridge over Lake City Way would change the nature of Victory Heights, but a bridge at 95th would be a good idea.
4. Need for pedestrian overpasses or pedestrian friendly crosswalks on Lake City Way at 125th, 127th, 130th, 135th, 137th.
5. Lake City Way crossing at 130th, 127th, 125th (one or more) pedestrian overpasses.
6. Somebody should do something to expedite traffic along Lake City Way, 15th NE, and 35th NE. Synchronize the lights and quit adding more.
7. Make Lake City Way 2 lanes and 1 turn lane just like Ave D in Snohomish.
8. There is a problem with speeders from Lake City Way on NE 98th Street to 35th Avenue NE and also from 35th Avenue NE down to Lake City Way.

9. Speed of traffic moving south on Lake City Way, where the speed limit in Lake Forest Park on Bothell Way is **45mph**, decreases to 35mph upon entering city limits and decreases to 30mph in the business district, however, traffic does not slow and speed limit is not enforced. Need large lighted speed sign noting decrease in speed such as "**Business Area – 30mph**"
10. **You** are trying to turn Lake City Way into a freeway. You have wasted so much money on street donuts, etc. Build a freeway around us. Leave us alone.
11. Reduce/slow traffic on Lake City Way in and near Civic Core.
12. My only concern is that the Department of Transportation's plan to put a median along Lake City Way will not create the boulevard look or feel you describe. I understand the need for traffic decongestion, but want a nice, pedestrian friendly street.
13. **Triangle** area at **24th** NE and Northgate Way, several comments on the blind sight of the corner. Want more definite planning on the area. One suggestion considers inclusion in the **HUV**, possible rezone. If this is a proposed monorail stop, want more information.
14. Want a traffic circle at **109th**, approximately 2 blocks west of Lake City Way and Northgate Way.
15. Pinehurst Way and 17th Avenue NE needs a residential zone or speed zone sign for safety.
16. Speed limit **signage** and pedestrian safety along Sand Point Way are substandard. The average car speeds along at 40mph in a 30mph zone. I **want** to see this dangerous situation resolved! By the way, I've already registered a complaint.
17. No mention is made of traffic on Sandpoint Way, I would like to see some progress in mitigating traffic and speeding on it.
18. Include additional law enforcement to curb speeders on Sand Point Way. This traffic is dangerous and noisy. Please do not plan so as to increase this **traffic**.

- 19.1 **5th** Avenue NE and **106th** is a very dangerous intersection because of speeding traffic northbound on **15th**—not realizing that **106th** is an acute angle turn-then either missing turn and crashing or rear-ending person turning right (east) on **106th**.
20. Need safer crossing between Sacajewea and those on the other side of **15th**. There have been many recent close calls between kids and cars.
21. Speed on 1 **5th** between **95th** and Northgate-can it become one of the areas where it would be routinely patrolled for speed.
22. Wish there was **someway** to address the speeding **traffic** between Lake City Way and Northgate Way on 15th Avenue NE.
23. **Curbs** needed on **24th** and other paths.
24. Curve **24th** NE at Northgate Way-improve visibility.
25. Pedestrian streets for core and connections to other civic parks and sites. Close **28th** or a portion of it to cars.
26. I have concerns that overflow **traffic** will go down 35th Avenue NE. I think we need a plan to assure 35th Avenue NE remains a residential street and not a by-pass thorough fare.
27. Need Fred Meyer to live up to obligation for marked crosswalk on **35th** at the corner of NE **130th**.
28. SE corner of Fred Meyer across **35th** need crosswalk.
29. I'm concerned about the impact on traffic which may use **35th** Avenue as an alternate route instead of going through the new urban village congestion.
30. I would like to see an actual pedestrian activated stop light at the **105th** and **35th** Avenue crosswalk. Traffic is heavy and fast on **35th** and our access to the new

park is hindered 'by how difficult it is to cross 35th. Traffic does not yield, especially to children. (There is no easy crossing from 95th to 1 10th).

31. What plans are being made to keep 35th Avenue NE residential and not become an even greater overflow route from Lake City Way? How about some curb extensions so **traffic** doesn't use the parking lane as another **traffic** lane?

32. 42nd Avenue between NE 123rd and NE 145th. Concerned about safety of people and bikes using 42nd Avenue NE. Only 2 access points for 22 block long residential street. No place to walk. No speed signs.

33. Safety improvements needed along 42nd Avenue NE.

34. 42nd Avenue NE between NE 123rd and NE 145th

42nd Avenue NE is a major residential street with heavy traffic flow! It is a family area with many children, yet is a very dangerous street. There is also heavy pedestrian use, yet no sidewalk or safety precautions. This is an area of a major accident waiting to happen. We would like taken into serious consideration:

- a) Speed bumps. Cars currently travel too fast in this area.
- b) Yield signs where 123' to 42nd NE and the street (Lakeside?) continuing to the water.
- c) Redirect drainage flow which currently flows directly across the street at several points.
- d) Sidewalk on one side of the street for children and other pedestrians.

35. **There** are many, many families with small children on 42nd. We have speed problem and speedbumping would help. Especially on the "S" curve down to the water. A yield sign on 42nd and 123rd also on 41st and 42nd "Y" would help. We also have a drainage problem where water runs across the street and freezes in the winter (1"-3" of ice). Underground ditches would be great. Thank you!

36. 42nd Avenue NE between 123rd and 145th-Lots of speeders, no speed bumps or sidewalks. We've almost been run off the road 3 times in the last 2 months. Please do something about this before a child (or adult) is hurt. VERY DANGEROUS as is.

37. 42nd Avenue NE and it's community need attention. 42nd carries heavy traffic which moves way too fast for this totally residential street with many **pedestria** and children. We need a sidewalk! Speed control and traffic flow control!
38. Worried about safety along 42nd Avenue NE between 123' and 145th. Only : access points for cars. A lot of traffic. No place to walk bike. Safety improvements needed.
39. 45th needs major safety improvements.
40. [What do you like best?] Improvements for walking/biking, safe children vs. traffic. I am on 45th Avenue. Traffic is too fast and there is no clear separatic between **traffic** and pedestrians. This is a neighborhood through-way. **Althou** it is the main route connecting Meadowbrook Pond, Community Center, John Rogers Elementary at **Burke-Gilman** Trail there are no traffic circles or sidewalks.
41. Be specific about how neighborhoods can develop safety features on streets (47'4.
42. From 95th to 97th traffic is heavy and fast. 98th needs revisions to lessen **throu** traffic. Traffic should be funneled to Northgate Way or kept on Lake City Way Get rid of stop light at 98th and Lake City Way.
43. Traffic control at 105th and Fischer Place.
44. Do NOW: Caution sign at corner of NE 105th and Fischer Place. Fischer Pla carries school children with NO place to walk. Needs at least one sidewalk path. Safety-first (see traffic-count).
45. Stop cut through traffic on Fischer Place--make it local access ONLY!
46. Corner of 1 05th and Fischer is very dangerous. East bound **traffic** is speeding and over center line crossing. A circle or traffic control device needs to be installed. This becomes a very high priority if the 105th bike/pedestrian trial is acted upon and built.
47. Safety on 45th, and 1 05th between 35th and Lake City Way.

48. Our concern is the area on 1 15th between 35th Avenue NE and Sandpoint Way. Concern over increased volume and velocity of traffic on 1 15th Street NE. I'd like traffic barriers to limit flow and speed of traffic; but without sidewalks. There have been auto accidents along 11 5th NE. We want to preserve the natural feel of the area and are happy to volunteer to care for roundabouts.
49. Also implant more islands in arterials to control traffic speed especially on NE 115th.
50. I am troubled by the waste of public funds to erect street barriers such as those on 1 15th. They do not slow traffic, but add hazards to driving. To me it is plain stupid, dangerous, and looks like hell!
51. Goal 1 is my primary concern. We need to reduce traffic along NE 123rd between 35th NE and NE Sandpoint Way. This is a neighborhood, not a fast short cut. Do something!
52. Concern for safety with the increased traffic on 1 30th west of Fred Meyer to 30th NE. Traffic crosses Lake City Way and moves rapidly up hill to 30th.
53. Increased traffic 1 30th/Lake City Way/30th.
54. 30th to Lake City Way on 1 30th—needs safety care.
55. More crosswalks on 1 37th and 30th.
56. 1 35th Street is mapped for improvements while 1 37th Street is not. 1 37th is the through street from 15th Avenue to Lake City way not 135th Street. Sending traffic across 135th Street between 15th Avenue and Lake City way is exactly the type of problem causing the so called "cut-through" traffic. There are "dead-ends" on many of these streets, including 135th which force traffic to cut right or left to drive through the neighborhood and find a "through" street. 137th is a through street and is the most used because of that fact regardless of designated improvements.
57. I am very concerned about cut through traffic.

58. **Traffic** patterns need reworking.
59. **The** brick crosswalk is unsafe unmarked. Cars pull up and double park or **str** in the red zone causing traffic hazards.
60. I have concern for automobile speed control through out this area.
61. Our main concern is the need for traffic flow controls. The neighborhoods lo: quality with the increase of through-traffic.
62. **Add** curbs to sidewalks.
63. Better **signage**, speed limit, police control.
64. Blinking lighted sign, enforce speed limits.
65. Repaint crosswalk after road resurfacing.
66. Lake City is an old, settled area, we don't need more traffic! No more traffic circles!!
67. Removal of the rounds in the nearby intersections.
68. **Any** improvements to Lake City would be great, but please no more traffic circles! (1 **15th** Street is a disaster to drive with all those new islands!)
69. Get rid of **traffic** circles. Replace the former parking places at Lake City Post Office. Need east-west arterials at 11 **0th** and 11 **5th** Streets. Lake City Way a 1 **25th** intersection needs widening.
70. **Goal** I-I would hate to see this area become like Maple Leaf where every intersection has a traffic circle and many of the streets are one way. All that does is concentrate the traffic on arterials which are crowded now and make more inconvenient for the people who live in this area to get around. Very fe people walk anywhere anymore. Most children ride buses to school.

71. We need sidewalks dearly and traffic circles to slow cars. We now have a Community Center, but it is not safe to walk there with our children.
72. More traffic circles.
73. Work on east-west street right of ways (i.e. 98th).
74. Cars turn signals and failure to make proper legal stop (for pedestrians) at crosswalks and driveways.
75. Need an overpass or bypass to keep through traffic out of downtown Lake City. Sounds impossible. Other than **traffic** problem it sounds great.
76. NE 95th does not need to be a 4-lane road. Why were so many side streets re-surfaced. There was nothing wrong with them-no pot holes!
77. 20th Avenue b/t 130th and 145th is in HUGE need of repair. Kids play in the huge storm drains and buses should be taken off the street (they are empty and drive too fast). We want traffic circles!! We need them for safety of the children!!
78. Love the plan. Our narrow but deep concern is about speeding on Lakeside Place NE.
79. The existing **traffic** rounds should be removed. Cars speed around these and if you are walking you've got to be lucky to not get hit. The cars can not see pedestrians because of the plantings (or oncoming cars). In addition, the edges of the roadway, which you must walk on, are torn up because the cars speeding around the circles cannot stay on the pavement.
80. I also have specific concerns on the "Traffic Patterns". Some examples 20th NE between NE 1 04th and NE 1 05th--501 vehicles, no other counts on the street. Where did they come from? NE 104th Place-345, where did they go? 23rd NE is shown as a busy street from NE 104th Place to NE 1 15th, but there was only one count between NE 105th and NE 107th and no counts anywhere else. A traffic study must have all four legs of the intersections counted. One count every few blocks means very little. If your counts are correct, the Goodwin Way, 20th NE corridor with all its traffic circles is still high. If you want to control intersections and provide pedestrian safety remove the traffic circles and install Stop signs like they have in California and Everett. They work.

81. Correct poor sight distance at the intersection of 24th Avenue NE and Northgate Way. Install curbing along west side of 24th Ave NE from NE Northgate Way to Lake City Way. Improve left turn lane when making left turn from Lake City Way to 24th Ave NE. Install signaled crosswalk at our near intersection of 24th Avenue NE and Lake City Way.
82. I've been here for thirty years and do not have a problem with 24th Ave NE, p ahead, leave it alone.
83. "Cross-over" bridge Lake City Way at NE 1 35th.
84. Cross Lake City Way overpass/lights at 125th, 127th, and 130th.
85. Lake City Way-more overpasses, fewer lights.
86. Do not encourage auto usage!! Always encourage traffic and walking. Very important to emphasize non-motorized vehicular roadways; bicycling on Lake City Way is horrid! Also, civic core area should have 0 vehicles but encourage walking. Park outside area; trolley system.
87. Concerned about safety of people walking or biking along 42nd Avenue NE.
88. Our main concern is the need for traffic flow controls. The neighborhoods lose quality with the increase of through traffic.
89. Better traffic watching for speeders.
90. **Love** your "pedestrian friendly" goals! How much longer will we need cars, anyway? I'm looking forward to getting the monorail or other mass transit in place. Thanks for recognizing the need.
91. Safety for walkers should be addressed on more streets in Lake City.

92.1 am in favor of any moves in the direction of less use of cars'and encouragement of other means of transport. I, for example, use my bicycle all the time for short shopping trips and I'm 51 I

93. **Enforce** reduced speed limit leaving Lake City Way westbound up Northgate Way.

94. **Traffic** control on all our residential streets. Keep traffic on Lake City Way.

95. **My** concern is that this plan does not funnel traffic off Lake City Way onto other streets, e.g. 35th NE. It looks okay now-please keep the traffic where it is already.

96. Remove parking on Lake City Way and widen road to 3 lanes, it's a freeway, design it accordingly.

97. **There** are places for plantings and trees, they are called parks. Street trees are beautiful if they are widely spaced and back far enough that they do not hide pedestrians. Low plantings are never good on a roadway with pedestrians.. . Street plantings and trees are not pedestrian friendly on busy streets, they should be removed.

105th STREET CORRIDOR: BICYCLE/PEDESTRIAN TRAIL CONNECTING TO BURKE-GILMAN TRAIL

1. Most of the proposed **bikeway** paths along 1 05th could be located on city, parks, or school property and follow an almost level grade from 30th NE to past Rogers School at around the 107th street line.
2. Concerned about overpass situation near 104th and Lake City Way and the impact of high speed bikes on residences (as well as high speed cars going up 104th Way into Victory Heights on the other side of the block).
3. Too vague. From the map it appears that one of the "two new bicycle/pedestrian access points on 105th and 145th)—could be Lakeside Place NE. This could present some serious problems-depending on what is proposed-there are.. .[corner torn off of postcard]. . . run-off problems, and slides at road edge.

4. Crosswalk over Lake City Way at **105th**: Keep bikes from traveling at high speed in that area and shouldn't the overpass be closer to Sacajewea School?
5. Improved access to **Burke-Gilman** Trail is proposed, but this would create more vehicle traffic in pedestrian areas. Improve parking in the library area and encourage biking to the trail facilities from there.
6. I hope that in the implementation of bike **paths** (105th link to **Burke-Gilman Trail**) that adequate provision are made for bikers! Existing conditions preclude safe bicycling. Most bikers do not observe the rules of the road!
7. Do the **105th** Trail.
8. Fund **105th** bike corridor.
9. To me it would be less wear and tear and fear of the hillside to put a bike/pedestrian lane from the **Burke-Gilman** Trail on NE **125th**, jog south on 4 Avenue to NE **123rd**, jog west to Sandpoint Way. The bike ramp is pretty steep for the "average" bike rider.
10. I do not object to bike lanes on existing roads-but do not like the idea of separate bike trails.
11. I am very much interested in the bicycle/pedestrian pass proposed for **105th** Street. Of all the **proposals** this was the most appealing. Connecting all of the resources along **105th** from Lake City Way to the **Burke-Gilman** makes a lot of sense. And if it cuts down traffic on **105th**, I'm even more interested.
12. More thought to bike trails-particularly when it comes through developed residential neighborhood. Do not understand-other than an overpass at **105th/Lake** City Way as a safe way to get across the street why the trail continues up through Victory Heights neighborhood.
13. I like the NE **105th** Street pedestrian/bike corridor.

14. Really like the Civic Core Plan-have concern about bike trail in the Victory Heights.
15. Bicycle routes: NE 1 05th makes no sense because it doesn't go by the 'front door' of the schools and park, but instead up steep slope.
16. Overpass at NE 105th. This should have been done 25 years ago when both Jane Addams and Nathan Hale children had to cross there.
17. I live in Victory Heights. Don't bring bike trail into Victory Heights.
18. I don't like the NE 105th Street bike trail extending west to 19th street. It should end after it crosses Lake City Way.
19. I particularly like the plan to enhance the bicycle and especially the pedestrian use of NE 1 05th Street 'including the overpass at Lake City Way. I urge that this and similar means of protecting the occupants of Lake City neighborhood from the effects of high-rise development gets the highest priority.
20. Bike trail improvement has problem at 105th and Sandpoint, the map is wrong?
21. Really like the Civic Core plan-have concern about bike trail in Victory Heights.

BICYCLE COMMENTS NOT SPECIFIC TO THE 105th CORRIDOR

1. Do not exclude parking for bike lanes.
2. For businesses, preserve business parking; don't put in bike lanes, which eliminate business parking.
3. Parking lanes vs. bikes. Don't get rid of parking for bikes.
4. I would like a bike lane on either 20th or 35th Avenue NE. Thanks! Looks great other than that.

5. Do not bring bicycle trails/sidewalks to Victory Heights, streets are narrow enough!
6. Make Hiram Place NE, southwest corner of Lake City Playground along 125th the way east down Lakeside Place NE to **Burke-Gilman** Trail a key pedestrian/bicycle route like 1 05th to Burke-Gilman.
7. Create a new bike pedestrian route using Lakeside Place NE.
8. Bicycles lanes, throughout, trails, network
9. Bike route suggested along 35th, not Lake City Way. Countered by another comment that 35th has more inclines than Lake City Way.
10. Need bike routes throughout the planning area.
11. Encourage on 35th-parking on 1 side; marked bike lane on the other (Note is steeper than Lake City Way).
12. We think some dollars should be spent on making bike riders safer! Some major roads do not have much leeway between cars and bikes for **commuting** and/or getting to leisure riding spots. Thank you.
13. Bicycles not on Lake City Way.
14. Bicycles: Most cyclists drive cars the same way they ride a bike (ignore rule road and courtesy toward pedestrians). In Washington and Seattle a **bicyclist** obeys the same laws as a motor vehicle!
15. Bicycle paths in and to the civic centers from the neighborhoods, not just from **Burke-Gilman** Trail. Pedestrian access (trails and views) to natural geographic features (Thronton Creek, hills w/views of Lake City Way).

BUS AND MONORAIL SERVICE

1. How about bus service on NE 145th all the way to Lake City Way?

2. We need better bus transportation from Lake City to Downtown--direct not going through "U" District! Time should mean something.
3. Traffic is one of my biggest concerns. I would like Metro to add a few more direct routes at rush hours. Not just at 12th, 15th, and Lake City Way--anyway the rail will cover that stop. The non-express busses take too long! Even better. Park and rides with more parking spaces!!! That huge lot next to Northgate P&R needs to be bought by Metro. I do not use park and rides because I can never find parking.
4. Get Metro back on track. 72 is gone. People who live on Olympic Hills have no transportation access to Downtown. A shame.
5. Will Monorail bring added traffic? Bikes etc.
6. Get Monorail stops further south on Lake City Way below 120th.
7. I strongly disagree with the idea of using the triangle between Lake City Way, Northgate Way, and 24th Avenue NE for a monorail station. Will bring more traffic to that "corner". Noise, people hanging around, and I don't want to see all those trees cut off and all the houses adjacent to it in such a bad situation.
8. No Monorail!!! If the state can "correct" our no vote on the Mariner's Stadium, they can correct our ridiculous "yes" vote on monorail.
9. Monorail - ? More parking for visitors? Look at parking situation.
10. What about Monorail, what will it do for increased traffic/parking?

OTHER

1. Whole North area is hostile to pedestrians and bicycles--recommend improvements a top priority.

2. Make green street safe for Cedar Park especially if it becomes a school again around the Cedar Park school grounds including the park.
3. Between 45th Avenue & 44th Avenue, 100th Street does not go through. One half is maintained by neighbors and one-half is overgrown with blackberries. Can this be opened as a walkway and/or a useable green space?
4. The planning map shows "street right of way improvements for 30th Avenue from 100th Avenue NE south," but there is no street there and I would like to it remain that way.
5. What are "street right of way improvements" that are planned for some of our residential streets. We should be asked if we want them.
6. Hiram Place is currently blocked, keep it closed to cars-indigenous plants, impact on them.
7. Hiram Place issues: several residents in attendance do not want 28th opened up to traffic, **and want** pedestrian oriented factor retained. Concern to re: native plant life along the walk.
8. 120th from 27th to Hiram is a deep hollow. I live [on Daniel Place]. Please correct the bottle-neck at 1 5th and 1 17th and 115th to go west or south. Please no bridge on 120th over Thornton Creek.
9. Clear English Ivy encroachment and blackberries from 135th NE stairs. Water runoff is damaging area. Lights occasionally shut off leaving darkness and slippery conditions.
10. Include NE 130th and NE 135th Street in plan as little viewspots. Including them in the plan will make them eligible to receive **SPIF** funds.
11. More [detail] about 125th to Playground path.
12. I live on 105th. My concern is that you still allow parking on at least one side NE 105th.

13. [I like] the bike paths, sidewalk improvements, encouraging density within core.
14. Sidewalks and curbs and closing some streets will help greatly, but only if there is a real commitment to the neighborhood's quality of life.
15. What about removing the no parking signs around 35th and 125th so residents can park?

CIVIC CORE

LIBRARY

1. Expanding library facilities is a great **idea**. But it would be nice to see other options beyond expanding the park, etc.
2. Bigger library.
3. Improved Library parking is a must.
4. I like the community center/library plans.

CHARACTER

1. Make urban landscaped and tree lined plaza large enough for community events and farmer's market.
2. Please consider the wonderful job done at U-Village and incorporate the beauty of the work done there to our area. The outdoor eating areas and flowers and resting spots.
3. Look at U-Village! Nice! Please encourage useful and attractive businesses in the Lake City Way core. Pawn shop, **Xotic** Tan, auto parts – YUCK! I don't go to Lake City.
4. Distinctive isolation and design of village center (**library/communitiy** center) from other business.
5. For Lake City Core okay, but don't get too "trendy" or fancy.
6. Concentrate and spend money first in core urban area.. Lake City core area is/looks like a blight. Fix that up – don't mess with border neighborhoods. I

would like core area to be nice. Right now I just go there for **Bartells** and **QFC** and drive thru on my way to Bothell.

7. If the way **127th** street in front of the post office is an example of your work – scrap it. It's unbelievable that an engineer could do that!

PARKING

1. Vehicles but encourage walking. Park outside the area: trolley system.
2. Eliminate Davis Park and allow library and parking to expand on to the site with bike racks too.
3. I like the community center/library plans.

ACQUISITION

1. Please don't spend it all on some study. \$50,000 isn't much money. Statting the Civic Core plan should be the priority.
2. Quick action may be essential for property acquisition.
3. Buying parking for Lake City Library and Community Center: I don't **recommen**d paving parks for parking. Once you build on it, you've lost it. It would be perhaps more strategic to buy old single family homes to tear down for **parking** instead. I realize this park is not heavily used as is. Perhaps an outdoor amphitheater in this location would be more appropriate. The library and community center could use this space for educational presentations and play

POST OFFICE

1. Drive-by post boxes needed.
2. A drive by mail box should be priority.
3. Post office drive through mail boxes needed

OTHER

1. Negotiate with Lake City School Occupants (Applewick) to open their facilities to the neighborhood.
2. Community buildings clustered around an urban landscaped plaza will last only until some business needs the space. Look at what happened to the West Lake Mall. Pine Street now runs right through it.
3. I can support civic core development Phase I and II. I strongly oppose significant increases in population density through addition of multi-story housing however, and cannot support Phase III. Congestion and traffic are already too heavy.

LAKE CITY WAY

CHARACTER

1. I would like less development near Lake City Way and 95th.
2. Focus on smaller scale.
3. Billboards kept to a minimum on Lake City Way. Other business signs kept to a minimum.
4. I would like to see benches installed along Lake City Way for use by the elderly. Would encourage more walking and shopping by senior citizens.

TRAFFIC AND PEDESTRIAN USE

1. A sidewalk is desperately needed on the west side of Lake City.
2. Sidewalks and landscaping all the way down to NE 145th [on L.C. Wy.] (Don't see a map reference to this comment.)
3. Separation of traffic to and from Bothell from local center traffic.
4. I'm worried that the plan does not address the increasing rush hour **traffic** on Lake City Way which will worsen with the growth of Bothell and **Kenmore**.

Instead the plan eliminates "cut through" traffic, making arterial traffic worse. More arterials?

5. Do something about crossing Lake City Way mid-block and other places **along** Lake City Way – Now!
6. Put SR-522 below street level, cap it, like **Mercer** Island.
7. Improve Lake City Way to create a pleasant, safe boulevard that accommodates both local and through **traffic** and transit as well as pedestrian use.
8. Street plantings and trees are not pedestrian friendly on busy streets. They should be removed.
9. The major problem with stores along Lake City Way is Highway 522 and **there's** nothing that can be done about that unless you figure out how to put the whole thing in a tunnel from Interstate 5 to the city limits. This entire street is for **the** most part a used car lot and if you retain most of the existing driveways and **street** parking then there will be little or no room for any beautification of the street. No matter how many trees and plants there are along this road it will **be** full of automobiles making noise and creating exhaust gases making it an unpleasant place for pedestrians. There are other places in Seattle with **small** shops, as you have imagined for Lake City, that do not have this problem with **traffic** and never will since they are not on a major route for commuters.
10. **The** proposed 522 changes were presented at a planning meeting Monday night, November **16th**, but not offered to the public on Saturday, November **2nd**. I think this proposed 522 change could drastically affect the HUV plan and possible overflow to **35th** Avenue NE. Why wasn't it available Saturday **1/21** (Validation Meeting)?
11. Now if you can change **traffic** on Lake City Way to **½** it would be perfect.
12. I'm concerned about the impact on traffic which may use **35th** Avenue as an alternate route instead of going thru the new urban village congestion.
13. This may be petty, but there should be no plantings where there are lots of pedestrians and busy streets. Safety is more important than beauty. Median

should not be installed, but if they are there should be no plantings. Safety first. Try seeing pedestrians between 30th NE and NE 127th on Lake City Way.

Regarding noise and air quality; plantings and trees in the narrow space available will have no noticeable reduction in noise. Worse yet they will reduce air circulation which will increase air pollution.

OTHER

1. Contracting needs to be "fixed cost" not open ended.

BUSINESS AND ECONOMIC DEVELOPMENT

TYPE OF BUSINESSES

1. Small local restaurants are important. Toyoda Sushi is our favorite place in Seattle. Make sure they come out okay.
2. Lake City must reduce "auto-oriented businesses". Their presence invalidates planning for increased transit usage and pedestrian-friendly environment.
3. How can we prevent the loss of small, local businesses such as Sport **Haus** in favor of larger less locally relevant business such as Foot Locker? When the area is revitalized won't rents go up and drive out small shops? Won't we just turn out to look like a cookie-cutter commercial area?
4. No more apartment houses in our area. Allow some selected light industry in the district.
5. Lake City has far too many car lots and not much for people in the neighborhood to do. Are there any plans to put in a movie theater at some point? Something like the Crest would be really nice.
6. Attract new interesting businesses with some type of tax-breaks. (if that is legal.)
7. Recruit a Variety of businesses that are more attractive, inviting. - 7
8. I like the idea of more variety of business and of more sports recreational places.
9. Maintain the variety of jobs and buildings that Lake City has. Try to avoid what is happening at Lake Union and Fremont, which is gaining a lot of technology jobs and losing some unique and interesting buildings.
10. Minimize franchise businesses.

11. There is no theater (multi-plex). Perhaps a roller/ice skating rink. There net to be something to do besides football, baseball, and basketball.
12. Concern for the proper development of **135th** to **145th**. Discourage more car dealership development, need more diversity of businesses with mixed use.. Suggest pedestrian plaza, which encourages interaction and a sense of community
13. Need more recreational, entertainment type of businesses.
14. Need shops.
15. Business attracting? (type) High attractiveness of business.
16. Look at U-Village! Nice! Please encourage useful and attractive businesse the Lake City Way core. Pawn shop, **Xotic** Tan, auto parts-YUCK! I don't to Lake City.
17. In the business area, have a consistent architecture style through out LAKE CITY-update all store fronts to conform-look at University Village.
18. What do you plan to do with what **LAKE CITY** is now? Car lots-new and o topless dancing and low income housing. I think you're dreaming-I forgot stores.
19. It would improve the business district if a major institution would locate something there, maybe University of Washington, Safeco, etc.
20. Please consider the wonderful job done at U Village and incorporate the bea of the work done there to our area. The outdoor eating areas and flowers a resting spots.

ADULT ENTERTAINMENT

1. Improving the business district's image will be impossible with "Rick's" toples bar as well as a **Déjà** vu. Until these "businesses" are gone, Lake City's ima will not.
2. Like the improved image taking away Rick's Night Club and Adult store **would** help. Replace **withPCC**, World Wrap, coffee store, movie theater, vegetarian restaurant.
3. Yes, this neighborhood needs to be revitalized. However, we need to pick a choose what kind of business we want in our neighborhood. Such **businesses** as Rick's Nightclub, used car dealers, and huge billboards are eye sores to th neighborhood.
4. No sex shops.

5. Rick's Topless Bar and the Love Boutique need to go -we don't need sleaze here.
6. Lake City does need upgrading. Get rid of the tavern atmosphere.
7. P3 "provided. . . **environment**" – danger of misunderstanding this to be? Perceptions
8. Nothing in your guidelines seems to address this question: Do Lake City residents think that adult "entertainment" businesses (e.g. Rick's Topless Dancing and Adult Love Boutique) contribute to the quality of the neighborhood or detract from it? And, if the latter, how can they be discouraged?
9. Such businesses as Rick's Nightclub, used car dealers, and huge billboards are eye sores to the neighborhood
10. Hope what you mean but cannot come out and say is that you will get rid of Love Boutique, topless dancing, and Value Village, etc. Most of the businesses need to be upgraded.
11. Get rid of less desirable businesses/topless clubs.
12. I am very excited to see Lake City get a long needed face lift. This could be such a great area with some clean up. I would love to see the seedy businesses go and the parks developed. Also more police patrols to cut crime.
13. Focuses away from residential single-family. Two income housing now in area has created increased crime in the area. Check your police records. We are afraid to go out at night around here and after during the day. Get rid of **scummy** businesses on Lake City Way, Exotic Tan for one , please.
14. What about used car lots and burlesque theaters near family neighborhoods?

BILLBOARDS, SIGNAGE

1. 2.4 Strat 3. C: Including no billboards" – There are currently laws, permits, and fees; not a **pet[?]**
2. The business district will be more beautiful with consistent, tasteful **signage** and no billboards, garrish signs, flashing signs. This cannot be voluntary, but must be required of all businesses in order to be fair. Now the businesses seem tacky looking and Aurora-like.
3. Kiosks and bulletin boards.

4. Keep signage flexible, allow in back.
5. We need strict control over signs and billboards throughout the Planning are

CHARACTER, IMAGE, BEAUTIFICATION

1. I'd love to see Lake City become more "up-scale" a place people are proud to live.
2. Whatever you do, please try to help Lake City become more attractive and a looking like Aurora Avenue areas.
3. The only way you will draw shoppers to develop a theme and stick to it, i.e.: University Village, La Connor, Leavenworth, Downtown Edmonds.
4. Concern for visual improvement of business district and attraction of more local retail shopping.
5. 127th looks good by the post office.
6. Need design overlay to ensure proper development.
7. Business attracting? (type) High attractiveness of business.
8. If the main concern of the business community is to increase their business, then they should figure out for themselves how to grow. The biggest problem they face is the close proximity of Northgate and the stores of Lake Forest park with ample parking for automobiles. Even if you figure out how to acquire some central parking, most people will not want to walk outside for any distance to a store. If you don't believe this, look at where all the early shoppers park Northgate.

AUTO DEALERS

1. Keep Bill Pierre from expanding and make his agents obey the traffic and auto licensing tag laws, Keep them off our neighborhood streets.
2. We must rid our area of the car lots.
3. Keep Bill Pierre out of our children's neighborhoods, please. Do not allow Bill Pierre to expand. Lake will be made more livable by getting the car dealers to obey the speed limits and auto licensing tag laws in our neighborhood.
4. Noise and visual "clutter" by Lake City car dealers.
5. Make car lots more visually pleasing.

6. Noise – car dealers. Hiram backs up to used car lot northbound off Lake City Way. Compliance with height (**balloons**), **noise**, and parking on streets by dealers.
7. What about used car lots and burlesque theaters near family neighborhoods?
8. Compliance issue for car dealerships with encroachment on to public right of way. Say they own street, just nice to let people drive on it. (Hiram Place – Bill Pierre). Also with visual advertisements such as balloons at over height limits. Excessive noise/visual pollution.
9. Like trying to lessen over-emphasis on cars. :

MISCELLANEOUS

1. 2.10, Strat 1, A: “Seek to substitute...**commercial**” Is this correct? These zoning items contradict zoning only when exceed residence point jobs goals.
2. Side Streets off Lake City Way need protection from being taken over by commercial enterprises. Note 25th Ave NE and NE 125th.
3. Do not overlook increasing tax base. Community business/residential units. Business are usually small, poor located and fail. We are taxed too much already.
4. High density in core may bring high rents without jobs. How do we bring jobs?
5. Attract new businesses and employees to the Lake City business district and stimulate private commercial investment.
6. Recruit business.
7. Anything is an improvement upon what Lake City is now – home to strip malls and welfare housing, and drug dealers. – get rid of those and you might have a decent environment for business and family. Anything short of that – you’re wasting time and taxpayers money. Thank you.
8. More emphasis on economic development and multi-story – multi-use in blue zone (169)

9. Don't get too rigid with business requirements; Example you are allowing signs on backsides of buildings, that's good. Don't create so many restrictions that businesses can't comply and you end up shopping in Bellevue.
10. I think the most important/significant thing that can be done is to improve the business district and develop the civic core.
- 11 .The major problem with stores along Lake City Way is Highway 522 and there's nothing that can be done about that unless you figure out how to put the whole thing in a tunnel from Interstate 5 to the city limits. This entire street is for the most part a used car lot and if you retain most of the existing driveways and curbside street parking then there will be little or no room for any beautification of the street. No matter how many trees and plants there are along this road it will still be full of automobiles making noise and creating exhaust gases making it an unpleasant place for pedestrians. There are other places in Seattle with small shops, as you have imagined for Lake City that do not have this problem with traffic and never will since they are not on a major route for commuters.

HUB URBAN VILLAGE

SUPPORTIVE

1. Yes on HUV if it will be controlled growth and density.
2. Yes on HUV if it means seceding from Seattle.
3. A yes vote (for **HUV**) only until we figure out the costs to taxpayers.
4. Yes [for **HUV**] if growth is truly inevitable, establishing boundaries now **should** help control it.

NOT SUPPORTIVE

1. No urban village – it equals greater density!
2. The HUV is wrong for this neighborhood.
3. No urban village because the area has already become much too congested. More people will only make it much worse. For many, many of us the cost will be too great and we will lose our homes.

4. We don't need an urban village.
5. A really stupid idea, but I am sure it will be crammed down our throats.
6. No HUV!
7. NO! The car dealer is allowed to expand.
8. No HUV, we are part of Seattle.
9. No HUV, because of the number of normal private lots (62-7200square feet).
10. No HUV because of the environmental impact this designation will incur.
11. [No HUV] more people, more cars, same room.
12. **No**, we don't want a hub urban village in Lake City.
13. The HUV is experimental and risky.
14. HUV has too many unknowns.
15. The HUV is just another example of bureaucracy taking over our lives.

GENERAL

1. Your recommendation for HUV acceptance is pretty unenthusiastic.
2. Assume that the "Plan" shown involves a taking of private property by the government (essentially a taking at gunpoint). I sincerely hope that NONE of what you suggest ever happens.
3. Why do we need the urban village concept at all?
4. I've got mixed feelings on the HUV.
5. Urban Village is clearly a euphemism, but could it be any worse than Bill Pierre Row??
6. Leave us alone, we moved out here because we did not want to be "citified". Lake City is just fine the way it is.

7. HUV will create a slum. Too much low-income density already present. Increase existing traffic congestion in area.
8. My concern [about HUV] is the impact it will have on surrounding neighborhoods.
9. My main concerns. Keeping a neighborhood feel. Parking and sidewalks; to much growth into residential areas.
10. The HUV isn't really going to matter.
11. The plan is okay thru Phase II as a beautification and improvement plan for Lake City, but Phase III is totally out-of-line and awful – it tears down every building in Lake City and puts in very tall buildings to try to cram in everything and then it blocks out the light.
12. Overcrowding is overcrowding! Just say no to overpopulation! There are limits to habitation. Much lower than you have set. These projects are adverse to welfare. Reducing the budget in entire city limits unless every portion and segment is equally impacted by overcrowding. These plans are inherently, unequal and discriminatory, thus unlawful. STOP THE MADNESS! It has been done in Santa Cruz and Chula Vista in California. Read Discover Magazine, November 1997. P 68.
13. I am concerned about the urban village approach bringing more high income and big development. This city does not need to lose one of the last affordable neighborhoods to more greed.
14. Increasing high density housing in an area that already has so much high density housing might not be good. Ensuring new buildings keeps to current character of neighborhood.
15. Reduce the amount of projected density.
16. I have no opinion on the HUV because I don't have enough info. I'm concerned about the high density housing proposed by the HUV. We already have severe traffic problems and I feel the HUV will increase the traffic problems. It is a "head in the sand" view to think that the people living in the HUV will work the;

Is there a way “pros and cons” of large vs. small HUV could be sent to the neighborhood households prior to December 16th when we need to decide?

17. [The HUV] is fundamentally flawed, you will never be able to achieve “live where you work” you will not be able to draw non-service commercial activity to an area so far north of the downtown core. You will accomplish building a West Lake Center or University Village look and feel to the L.C. corridor. This will result in all high rent buildings both commercial and residential and will force all the remaining affordable housing out of the Northeast end of Seattle (unless you consider rent control). So all you will accomplish is a demographics change where upper class live in condos inside the HUV and commute to downtown to work and all the service workers for L.C. commute from NW Seattle to L.C. I would believe that 80' zoning was not what people had in mind when they moved into this neighborhood.
18. Change the concept of neighborhood.
19. Do not belt the HUV with greenbelt. Use spoke effect.
20. HUV proposal is too vague.
21. Emphasize use of Design Review Board to make developers stick to plan.
22. Do not grasp concept well enough to offer opinions.
23. [Need] entertainment in the core.
24. **There** are no guarantees that this [HUV] approach will work or improve things.
25. **Thought** there was a medium one [HUV].

SIZE OF HUV - SMALL

1. Should start with smaller HUV, if we're unsure – start small!
2. Should try smaller version of the HUV first to see what positive and negative things come out of this proposal.
3. Use “Small Urban Village” plan.

4. Try short version first then go from there.
5. Try smaller version first see how it goes.
6. Start with smaller plan – see how it goes. We hope that the plan will not drive out the small “mom-n-pop” businesses; is there going to be efforts to protect them? (e.g. keep rent prices low?).
7. Smaller version will be more compatible with the plan for nature/business combination.
8. I prefer smaller [HUV] until dollars are available.
9. The smaller plan may help to select out areas of the plan to be improved upon giving future planning (larger area) better implementation.
10. HUV only if it is the small-one.
11. I prefer the smaller version.
12. Start small, then expand.
13. Need to try it on a small scale to find out pros and cons.

SIZE OF HUV - LARGER

1. I thought there was a medium one [HUV].
2. Actually, I prefer a medium-sized village, but can accept the larger concept. like the new Civic Core concept.
3. The HUV is too vast and far-reaching.
4. Prefer the larger HUV because it will spread the impact.
5. I feel the larger version will attract more businesses which will give us a strong economy, but not sure its realistic given Northgate is so close, but yes, start the Civic Core Plan!
6. Larger now as smaller village would probably need expansion soon.
7. Still too small boundary HUV 120th-130th Street.

8. The larger plan looks more like urban sprawl than an urban village.
9. If we accept larger size we must get City commitment for acquisition money for community center and parks crucial.

ZONING

1. [I like best] no zoning changes.
2. Rezone for areas already de facto rezone (possible **upzone** or inclusion of some SINGLE-FAMILY in **HUV**).
3. Want transition single-family to multi-family.
4. Keep high density in commercial land (already zoned high density) and leave single family zoning alone.
5. Overlay zone.
6. P.1 and P.2 make a re-zone for good purpose impossible; P.2 only makes sense with the small HUV.
7. I don't think mother-in-law units should be limited to the HUV. I don't think multi-family units should be required to be "mixed use" in the HUV – it's not realistic. It makes more sense to have this requirement in the "downtown" area, but not HUV.
8. The non-HUV areas need a little less restriction on up-zoning. The proximity to mass transit is not enough. Hopefully, zoning can use neighborhood input in addition to other sources.
9. [Re: **HUV**] Zoning okay, but don't want govt. funded housing.
10. [**HUV**] does not address potential zoning changes to SINGLE-FAMILY neighborhoods, the effects of boundaries are larger than lines on paper.
11. Please leave 27th Avenue north of 127th single family.

12. Big concern: short plats of 5,000 sq. ft. SINGLE-FAMILY.

HUV SINGLE FAMILY ZONING

1. HUV may bring hi-rises. Don't want to see that from single family.
2. Protects single family outside HUV but not within HUV.
3. Keep areas currently zoned single family out of HUV, except by request of: residents (they may request to be included).
4. No single-family areas to be included in HUV.
5. Be more clear re: **what** happens to S.F. inside HUV?
6. Definition of what can and cannot happen to single-family residential (SFR) that fall within HUV is extremely unclear. There need to be extremely strong limitations to effectively changing the zoning (i.e. not calling it changing zoning but allowing SFR lots to become multi-family housing.) Otherwise, the **spec** of lone houses on SFR lot hemmed in by townhouses or other multi-family dwelling surrounding SFR lots, may become a reality.
7. No more high density in SFR zoned areas – keep single family.
8. Idea: Leave all single family out of HUV boundary and let single family **app** on individual basis to be included.
9. Lack of protections for single family inside HUV therefore, **31st** NE should remain single family outside of the HUV.
10. Exclude single family residences from HUV.
11. No increase in density in single family zoned.
12. Exclude all single family zoned areas from the HUV.
13. Include single family area along NE Northgate Way and rezone appropriate. Possibly NC-I-30 at 2448 NE Northgate Way and L-I at other locations.
14. Resident on **31st** Avenue NE in single family home wants'to be outside the HUV.
15. Limit it to non-single family zoning.
16. Not enough protection for single-family being next to commercial **developme**

17. Only single family homes should be built on single family zoning, even within the Hub Urban Village boundary.,

MULTI-UNIT DWELINGS

1. We have too many apartments already. Increased density has brought lower income residents and increase in crime. Like the apts north of 135th along 32nd Avenue, Lake City Village and other apts south of 125th on 28th NE (south of library).
2. I would like to see more duplex and triplex zonings especially my property at 2743 NE.

BOUNDARY LOCATION

1. HUV Boundaries east side: Make sure HUV boundaries are west side of 35th Ave NE where Little Brook Creek is located.
2. What is in/out of HUV? 28th-30th, south of 1 15th? 45th affects.
3. Make sure HUV boundary ends on west side of the 35th Ave NE; do not encroach on Little Brook Creek with more density..

DESIGN REVIEW

1. Please make it handicap accessible.
2. What is the benefit? If it were to be successful, every development would need design review and neighborhood approval.
3. I am concerned that apartment buildings within the HUV will have to include commercial on the ground level – this is unrealistic requirement if “larger version” is adopted.
4. I don't see enough attention to parking. For example, all apartments should be required to provide 1 1/2 spaces per unit in a garage level of the structure.
5. Folks become enamored of spiffy architectural drawings of what something might look like after you've spent \$250 million of someone else's money. I prefer the ad-hoc “messiness” that arises naturally thru development: maintain the infrastructure that currently exists and improve incrementally thru LIDS development requirements and capital involvement programs.

6. In the business area, have a consistent architecture style throughout Lake Ci update all store fronts to conform – look at University Village.
7. We need some controls over signs and billboards. Perhaps enforcing preser regulations are enough.
8. Add small businesses (under SEPA trigger) to Design Guidelines.
9. Find a way to put TEETH into Design Guidelines.
10. Need to change law to allow sandwich boards.
11. HUV with design standards and dollars for open space acquisition.

ART IN PUBLIC PLACES

LAKE CITY WAY

1. Please, replace the unlovely “saber pierced rocks” in your plan. We’ve tolerated them long enough.
2. Please do not spend money on crazy art projects, i.e. Lake City Gallstones on Lake City Way and entrance to business district-they are an embarrassment.
3. Get rid of Lake City Way ‘Potatoes”.
4. Need a de-accession policy for artwork on SR522 in commercial area in Lake City.
5. Get rid of fake rock art.
6. Please do not include the awful “art” potatoes that are now in place in the median in Lake City.

OTHER

1. I hope future projects don’t result in the kind of ‘hoakie” conglomeration of ideas that went into the Meadowbrook [Flood Control] Pond area. In my view, it is an “eclectic mess”. Hopefully the **community** will find a way to emphasize nature in that beautiful location and hide or replace Man’s feeble attempt a “art”.
2. No more art murals: I think **it** [the plan] is a great idea, although Cedar Park and Ford Repair are awful eyesores. Put the Civic Park at those locations!!

HOUSING

MULTI-FAMILY

1. Too much interest in making this area all multi-family housing.
2. Too much multi-family housing.

3. I am against more multi-family housing. I am in favor of a new **pedestrian-friendly** retail core with green spaces.
4. The HUV plan places too many multi-family residences in single family residential neighborhoods,
5. There are already enough multi-family housing units in the area.
6. Might potentially change zoning to allow additional multi-story housing, 2 story townhouses are okay.
7. Single family zoning must be protected to prevent the kind of housing being built and keep from infiltrating residential areas.
8. Please, no more multi-family buildings.

AFFORDABLE HOUSING

1. I would set specific goals to meet for affordable housing.
2. I have concerns about lower-income families being pushed out of the area, unable to afford to live in the new housing complexes. Have you considered integrating low-income housing into the new plan?
3. More affordable housing/townhouses/duplexes – less apartment buildings. Include better bus stop shelters with benches.
4. We should think about the quality of non-single-family housing. I'd like to see affordable, quality housing that is aesthetically pleasing (both inside and out), gets good light, has character, etc. Especially for renters.

GENERAL

1. No single family areas should be rezoned for higher occupancy.
2. Increased housing density should be limited to the Lake City Way corridor.
3. I think mixing residential area with condos or apts is a big mistake -there are never enough parking areas with condos, apts. Therefore the street parking is a horrific place. Stick to residential zoning.
4. Pressure landlords to upgrade, clean... fines?
5. There will be enough housing in additional apartments and condos.

6. The village encourages more rental housing. Renters are not vested in build the community like owners are. Renters are transitory, high turnover.
7. Keep rents low. Helps keep costs of living down.
8. Is Senior Housing included?
9. We need zoning laws enforced. The house in Lake City do not blend. I'm re to purchase, but hesitate due to zoning issues. Too many large homes built next to small bungalows.
10. I'm concerned about low-income housing and changing my neighborhood 14 and 30th into "multi-family zone". Street drainage terrible, property taxes too high compared to amenities.
11. Lake City has accepted it's reasonable share of low income housing. I fear a more may cause the whole urban village plan to fail.
12. Too many apartments, condos, or poor housing.
13. Make sure single-family housing areas stay that way so individuals and famil in house not push and taxed out of area.
14. As far as housing, the market will determine what and where new houses are built and what they will cost. There isn't much empty land for new housing in this area so most of the newer housing will be built on land that once contain older homes. Look at the apartments that have been built on 15th Avenue NE on land that once contained single dwelling homes.

INFRASTRUCTURE AND DRAINAGE

1. I would be interested in helping get our neighborhoods electrical wires buried underground. It's a beautiful community, but all the wires are an eyesore in our view.
2. If you are to extend 105th to connect with Lake City Way, all utilities should also be extended including natural gas.
3. The streets that gravel was put on are terrible. Why wasn't black top used?
4. Repair roads, put in sewer and water to handle construction since last zone change.
5. The thing that bothers me the most are the open ditches along the streets in this residential areas. They are a real danger, as well as a breeding place for marmots. Please address this problem too.
6. Curb and gutter, real drains, no more chip seals, asphalt overlays. Infrastructure not cosmetics. More steak, less sizzle!
7. Please resolve the drainage problem in the Olympic Hill neighborhood.

8. First things first, Lake City needs to take care of drainage problems before any more building takes place. Drainage running down neighborhood streets is not acceptable.
9. There is insufficient infrastructure: i.e. street drainage.
10. Remove Lombardy Poplars and Weeping Willows because of sewer and drainage interference.
11. There is a severe drainage problem along 135th between 15th and 20th. It should be also considered/included in the plan.
12. Upgrading the antiquated sewer system on 40th Ave NE to the Lake needs attention.

NATURAL SYSTEMS

1. I have no problems with the efforts to preserve natural systems, but since most of these areas are now in private ownership, then there may be some trouble between your plans and those of the owners. Under "Envision the Future" you say "animal habitats are restored and protected." Just what animals are you talking about?
2. Buy more open spaces while still available. Protect Thornton Creek and our natural heritage.
3. Daylight the creeks wherever possible.
4. Protect natural resources I believe the best way to do that is to forbid public access except in very exposed and developed such as Meadowbrook, and Jackson Park.
5. Please do not promote open space/public access to Thornton Creek near fragile, high bank, transit areas exist.
6. Add old growth tree care in plan.
7. Save neglected Little Brook Creek-daylight it!

OPEN SPACES

NEED MORE

1. Even more green space. You don't show on the map where the Last Open Space in LAKE CITY is.
2. Acquisition of park open space. Get options on that!
3. Acquisition is critical – now when there are some "relatively" cheap properties. Also need stronger design control.

GENERAL

1. Your pretty trees and bushes are nice but blocking off side streets adds to your already bad gridlock. Do any of you drive?

2. We are all “stewards of Thornton Creek” – please see that the plan continues support the restoration of Thornton Creek.
3. Green Space? Cut the blackberries. Can then connect pedestrian way 44th & 45th. Children could then have a small safe play space or informal soccer/grassy area.
4. Adequate park area in NW Quadrant to accommodate increased population equivalent in size to Meadowbrook Complex.
5. Northwest Quadrant: Acquire some parcels where old post **WWII** homes are aging and replace with pocket parks for neighborhood use and child play areas.
6. Obtain the vacant land across the street and north from “Little City Hall” for a pocket park.
7. Pocket parks? Where? Are you considering the Maple Leaf school site (32nd and 100th)? It would be a perfect park and much of the neighborhood support it.
8. City buy ravine to prevent developers building on slopes.
9. Fun to walk and shop means more trees, shrubs, open recreation spaces to create an atmosphere of rural in an urban setting.
10. Truly Ugly Award to 35th/125th detention pond. Looks like a sink hole. Could have been a pond and a waterfall?
11. Great idea except that the City of Seattle can't take care of the parks they have now. Where do you plan on getting the money to obtain and maintain these open areas?
12. Cedar Park as neighborhood designed park. NO mention of Cedar Park School property – since closure this building has been rented (below cost) to private ind. It could be/should be a community resource or sold.
13. More open space/parks in civic core: e.g. a park at Lake City Way and 125th where buildings were recently torn down, with grass and trees, would greatly enhance aesthetics and pedestrian-friendliness of that main intersection.
14. Have park like trails where there is good visibility.
15. Lots of good planning, but if the density is to work and attract people we **must** build in more green open space.
16. Keep Hiram Place as a greenspace. It has a minimum of 43 plant species (Natives) including at least 3 which are becoming rare.

17. Improved parks, green spaces.
18. I prefer to see money not spent on concrete. We need to preserve and protect our natural resources and green areas.

GREEN BELTS

1. More open space as green belts.
2. Requiring green belts or buffers between properties: we must not put all this upon only the commercial-business-developers to provide and be required to absorb all costs of giving up property and maintenance of same: needs a method of adjacent property owners to participate.

SCHOOL

1. Upgrade/replace old playground equipment at Meadowbrook and John Rogers. Parks Dept. and Seattle Schools should partner to replace old playground equipment at schools which double as neighborhood parks.

TREES

1. I would like to see more trees planted.

HUMAN SERVICES

1. Senior Center is needed!!!
2. I would rather the \$50,000 be spent on senior services and child care.
3. Address gangs and services for economically disadvantaged.
4. Need a "Volunteer Bank" in the Lake City core.
5. Create a volunteer bank, which is more specific than "north of the ship canal" and is specific to the planning area.
6. Human Services – "north of Ship Canal" volunteer line – develop our own.
7. Recreation – teens.
8. Provide public services adequate to serve current and future populations.
9. What about a health care clinic to serve the denser population and subsidized child care centers?

 SCHOOLS

1. Schools: Need Lake City and Cedar Park as schools.
2. Re-open schools at Cedar Park School and Lake City School. Plan for more school children in Lake City.
3. Part of the money should go to public schools.

 CRIME AND SAFETY

1. Safety for walkers should .be addressed on more streets in Lake City. Also, discourage "adult" entertainment and pawn shops – YUCK! So sleazy on La City Way.
2. Night lighting is very much needed!! There is no safe place to run/walk after dark around here!!
3. Non-working autos are the biggest blight on all neighborhoods. Increase enforcement of codes and regulations.
4. Trim trees around street lights to improve lighting.
5. Parking laws to rid neighborhoods of "dead" cans.
6. Better traffic watching for speeders.
7. Education, safety, street lamps at walkways and bus stops; parking police.
8. Public safety is a matter for the City of Seattle.
9. Police protection for Lake City Way area. We have nightly and weekly marauders on our street, looting, stealing cars. I never see a police car in ou neighborhood.

 FUNDING

TAXES

1. Stop spending money! Let's lower taxes not look for ways to spend them!!!
2. I am for business development, but I want to do it without business tax breaks or other special **incentiv**
3. Need to cap taxes connected to financing projects to protect current residential property owners.

4. I know you think you're smart, but Lake City will end up like Downtown Tacoma. Big ideas, spend tax money and you will drive out small business, ending up with empty retail, low rent housing and other slum areas
5. More study of tax base needed.
6. Plan provides no time line or cost estimates or source of funds.

PROPERTY VALUE

1. As 1 of the only 2 homeowners living on Erickson Place, I'm very concerned about the effect this all has on my property value in the near and far future. Has anyone considered that aspect of these plans.

COST OF PLAN

1. I have no comment on the plan. It is too costly.
2. Where will the "later spending money" come from? Property tax increase? Donations? Continued City input?
3. Sounds great! How will it be paid for and who will foot the bill?
4. If we accept larger size we must get City commitment for acquisition dollars for community center and parks crucial.
5. Sounds great overall, but awfully ambitious. Where is all the money to pay for your plans coming from? I think the key is to make it easy and attractive to walk from the library to the post office etc.
6. Where did the planning committee come from. They don't have my proxy. Plan does not mention funding for any of this.
7. Where is all the money going to come from? I hope not assessments.
8. You have done an outstanding job in putting the plan together. Implementation should proceed as expeditiously as possible.
9. Need to realize value for each dollar spent and clear evidence of economy of scale if larger version chosen.
10. This is a lovely plan, but it will create more problems in implementation, cost, compromises, maintenance, and impositions on unwilling participants. Who pays for this and who will maintain it and who ensures the homeless won't take over your urban village?
11. On the last page there is an article about \$50,000 that is available to the Planning Committee and you want to use this money to acquire some land

near the Library and Community Center. What I would like to know is how much land are you talking about? The reason for this is in the last year **the** value of my lot has been increased by \$16,500 to a total of \$59,000. This a very small lot 53' by 138' and is not in a very fancy neighborhood, so I ca imagine that you will get very much for \$50,000.

12. I'd like to see the Plan more solidified before the money starts being spent
13. Will there be negative impacts for some residents? No one deserves that! No resident should have their home taken or property lines changed or otherwise be impacted.
14. The plan is incomplete. It is good on goals and policies, but lacks any implementation or funding strategies. Still, I commend the efforts of all involved.
15. The plan is fine, if it can' be implemented without extra property taxes, or other. home-owner financial burden. Without a better financing accountability, I can only give limited approval.
16. Everyone loves a dreamer. This concept is fine, but the Seattle City Cour will no way finance over 5% of the plan. The mass transit project will **abs** most available funds.
17. Good ideas, but what is unclear in the presentation is just where the **fundi** for all this *comes* from! Very important! Looks like more than 50 grand.
18. Do not overlook increasing tax base. Community **bus/resid** units. **Busine** are usually small, poor located and fail. Utilize the existing schools (so m of time) for sports, play areas. We are taxed too much already.
19. The HUV is too expensive, how much do you plan to extract from **residen**

OTHER

1. According to the Seattle Times we already have the worst traffic in the USA. You will only aggravate this problem.
2. The HUV is just more government. Even if this is approved nothing will **chan** Just more government over sight.
3. Just do it.
4. All the improvements in **LAKE CITY** are "smoke and mirrors". The city is allowed to change zoning. That's all that is going to happen.

5. There's no such thing as a perfect plan, but we feel this plan has a lot of good ideas.
6. Urban development left to developers alone will lead to failure. In general, apartment dwellers have no voice. Please aggressively recruit and involve homeowners and area residents in the planning process.
7. I like it!
8. Thanks to all the volunteers for time and efforts. Good job! Looks great!
9. Where will the "later spending money" come from? Property tax increase? Donations? Continued City input? Thanks for all the work done. Great presentation.
10. The biggest problem is all the renters this will bring in-they will never be committed to this community. This idea is wrong, wrong, wrong! But you'll win anyway since you've got the money.
11. Need to make better use of area that was burned out this year,
12. Main street was and is starting to look very ragged.
13. Growth is going to happen, and I'd rather see it be planned, not unplanned. Lots of good work involved in this. Thanks.
14. My compliments for this very attractive plan and thanks for all the hard work of the committees that did this.
15. Bravo! Some thoughtful ideas. Safety, accessibility, quiet, privacy, and environmental concerns are all equal. Thanks.
16. I'm really excited to see the plans for LAKE CITY. It will be wonderful to have more of a community feel and look. Thanks for all your planning and work.
17. Go for it. Looks very well thought out.
18. Thanks for a great plan.
19. Go for it about time something done with "Little Old Lake City". I like over looking Lake City Way and the traffic is fast and dangerous. I've lived here 50 years.
20. I think it will improve LAKE CITY to have the urban plan.

- 21 .The plan presented still avoids the major problem of Lake City! As more and more people use Lake City Way as a "through fare" to other destinations, we cannot create a "village". This has not been solved!
22. **Scrap** it and forget it. It's nothing but a political boondoggle. This is a lot of crap.
23. On planning area map-streets designated a "street right of way improvement What does that mean?
24. Difficult to read maps. No name or #s so we don't know how it effects us.
25. No more maple trees, too costly to maintain the sidewalks.
26. HUV needs more local input from residents.
27. Maps are too cluttered **and difficult** to read.
28. Where did the planning committee come from. They don't have my proxy. Plz does not mention funding for any of this.
29. **Sound** great we will all benefit.
30. Looks great!
31. Sounds progressive!
32. It's about time Lake City had some improvements. I say go for it!
33. It is great to see so much preparation for our little area. Will the monorail be part of Lake Cty? What can I do to help?
34. **Thanks** to you for the hard work!
35. I have no idea what urban village means exactly.
36. Really do you think we really need a lot of fancy new everything? It's quite **fine** the way it is. Leave us alone!
37. Incredible! Fantastic work!! Thank you so much. For everyone's hard work thoroughness and creativity!
38. **Thanks** to all of you. Don't let the City die!!!
39. Excellent Plans! Wonder how long it will take to implement.
40. Looks pretty ambitious guys and gals. Good luck.
41. Let's get going and finally see some change and progress! It's time!

42. Thank you for all your efforts.
43. Good luck on making our Lake City more larger and convenient. Please make it handicap accessible.
44. Clarify your plans and I'll look again-how could you make such a basic mistake? (1) Large and small boundary proposal maps are confusing because major cross-streets aren't labeled! I would like to know the boundaries for "not single family zoning". (2) Design pictures show a dismaying amount of concrete-it will be ugly!
45. Distinctive isolation and design of village center (library/community center) from other business.
46. Go ahead with LAKE CITY improvement. Any improvement will be worth doing.
47. It's way past time-congratulations on a great looking plan.
48. The map of the planning area on page 3 was very hard to understand. There were (are) no street designations; the colors of green were not discernable, and what are "critical improvements"? Is Jane Addams still the name of summit K-12? Is Pinehurst the name of AS#1
49. Your survey is very poorly phrased-not without bias.
50. Fabulous! Really looking forward to the improvements. Great job!
51. Good work!
52. If the way 127th Street in front of the post office is an example of your work—scrap it. It's unbelievable that an engineer could do that!
53. Would have appreciated street designations on all maps.
54. Wonderful plans, keep it up!
55. You have done a fantastic job-Thank you!
56. This plan looks really exciting, we hope it is implemented .
57. I admire and applaud the foresight and hard work of all the people that have laboured on the improvement of our community.
58. The only concern I have is that I won't live long enough to see it happen!
59. Thank you!
60. Looks wonderful! Very exciting!

61. Good work!
62. Good idea, good job. Now let's get on with it.
63. Hard to digest everything so it's difficult to make comments.
64. What about removing the no parking signs around **35th** and **125th** so **residents** can park.
65. Please on maps the size of pg.3 put in at least a few street #s-maybe out at the edge. This is a long skinny area to consider and someone living up near **145th** might not know the streets **95th** to **105th**.
66. Why didn't you mark streets on your large Planning Area Map? I won't vote without knowing where these plans are in specific locations. I.e., where is 15 Avenue NE? According to you, you have Sacajewea School west of **15th** NE, not so!
67. I like trying to lessen over-emphasis on cars.
68. You have an enormous task I wish you well.
69. Maps give no direction or designations (i.e., NSEW too unclear about boundaries, no street numbers or names-what have we here??)
70. The plan is okay, but probably a little overboard.
71. The plan is okay thru Phase II as a beautification and improvement plan for LAKE CITY, but Phase III is totally out-of-line and awful-it tears down every building in LAKE CITY and puts in very tall buildings to try to cram in everything and then it blocks out the light.
72. Correct naming of Victory Creek, a tributary to Thornton Creek.
73. Westwood Place 'NE B/t **38th** NE and **41st** Ave NE does not go through **Seattle** maps are incorrect.
74. Enforce leash laws especially people who are trying to deliberately evade by letting pets run free while having leash rolled up in hand. Leash law should be enforced for cats too. They hunt birds and squirrels. \$100 fine?
75. Include all action items from the community. Do not allow one person to eliminate action items.
76. I worked with many citizen groups and they are always controlled by a few and many times misguided by those with business interests or property to **develop**

77. **Time** does not permit at this writing for full commentary, except to serve notice by this means of intent to offer substantive pertinent and pointed commentary in a manner calculated and intended to be timely for inclusion in the final drafting process for the primary plan text and not limited to or relegated to appendix to the back of the plan buried amongst validation writing comments in some supplementary appendix.
78. Some thought and hard work went into this plan.
79. **This** plan has vision. Get things started already.
80. **This** plan is only as good as the power to make it happen.
81. Overall, this document clearly suggests it was “quilted” together; it needs a single voice.
82. **Shortcomings** I see in the plan make me concerned about other problems I cannot foresee. E.g. #7 mail drop box is only about 4 blocks from postal station with 4 drop boxes.
83. [I like] the bike paths, sidewalk improvements, encouraging density within a core.
84. Method of notice-failure to provide each household with what constitutes a legislative change that affects their property value and livability. The voters pamphlet gives both the abbreviated version and the entire initiative. Why don't the same criteria apply to this neighborhood plan. Land value and tax implications ensue. Where is the [?] is how you're doing this? Notice of meetings [should be added] where general public can find out in time-other planning areas did it why not you? Will you change your act-belatedly?
85. [I like best] no zoning changes.
86. Really like the Civic Core plan-have concern about bike trail in the Victory Heights.
87. I'd like to see the Plan more solidified before the money starts being spent.
88. It is not **okay...there** is no genuine community consensus-only flawed “consensus” amongst the planners. City Council should remand the plan back to the neighborhood for complete distribution of the long version of the plan and require more than a scant 30 +/- out of 12,500 households participate in a “validation” process. The plan as it stands at this writing if implemented will surely affect use and value of all property. There has not been substantive due process or proper notification. This sets up a Lawyers Field Day situation. Solution: The whole final draft to every household followed by a genuine validation process-read “rote”-of those affected prior to submittal to City Council; arbitrary city driven timelines notwithstanding.

89. It is hard to believe that you have spent five years and God only how much money generating this plan. It appears that you are trying to include **some**thin for everybody instead of solving one or two problems. The section on page or entitled "Envision the Future IMAGINE," should be entitled "IMAGINE UTOPIA Heaven should be this good.
90. Say something about the growth we've had just since planning began, also us number of proposed projects that are in the pipeline.
91. "More than 400 businesses.. . supports.. ." Those businesses do not support **th** residents; they may sense them (albeit inadequately), but they do not support them.
92. I hope this does not "tax out" the small businesses (i.e., Bakers)
- 93. Anxious** to see this program go ahead.
94. Looks really good.
- 95. The** types of business and community facilities should be supporting working families and enhancing our neighborhood to create the image of urban village.
96. What an impressive piece of work already.
97. No more art murals; I think it [the plan] is a great idea, although Cedar Park ar Ford Repair are awful eyesore. Put the Civic Park at those locations!! Also implant more islands in arterials to control traffic speed especially on NE **115th**
98. I don't see enough attention to parking. For example, all apartments should b required to provide 1 ½ spaces per unit in a garage level of the structure.
99. It's hard for the average person to take this all in. The idea of controlling the inevitable growth is sound, but the details are hard to envision.
100. After **4+** years I expected to see more progress. It looks an awful lot like th original plan. Why don't you stop talking about it and start getting some thing: done?
101. Map is poor example: There is no street like the one illustrated for improvement near Sacajewea. Therefore what street is it? The map is not accurate at all. With all the effort put in to the proposal it should be more **corre**
102. We constantly add more cars to our lives. We need to stop spending. In today's world, everyone wants too much. Let's hold moratorium on spending. Prop take already prohibitive. I am appalled at the money spent in the street a post office, plus it eliminates necessary parking.

103. I'd like to see the residential neighborhoods' surrounding the urban core left alone. They have a more natural feel than other Seattle neighborhoods that take me back to the sense of community of my childhood.
104. Get real! Spend your own money!
105. More planning is better than less planning. I do wonder, however, what will **happen** to the existing businesses within a block or 2 of Lake City Way and NE 125th. Will the city be buying them out? What if they don't want to go along with the plan?
106. It's a great plan you've done a wonderful job. Lake City will be a wonderful place to shop and visit.
107. Congratulations to all who gave so much time and thought on this proposal.
108. What are "street right of way improvements" that are planned for some of **our** residential streets. We should be asked if we want them.
109. After 4 years there should be more specific recommended solutions.
110. Absolutely fantastic-Lake City Way needs to shape up visually-once a different image is set the rest (business, etc.) should follow more easily. Hurrah to all the planners.
111. This seems to be another grandiose scheme by bureaucrats to fatten their pocket books. We know any money spent will go to their salaries and nothing will actually be done!
112. More wooden rocks for Lake City, secede from Seattle...
113. Instead of HUV, spend the money in other ways.
114. Would the urban village and streets be improvements like the bottleneck that took a year to build in front of the Post Office.
115. There are already too many condos and apartments already in Lake City. Too many people cause congestion and poor living conditions.
116. I'd rather support attracting the private sector to Lake City and them investing in our neighborhood instead of taking money from the public interest.
117. There is nothing wrong with the way Lake City Way is now-why mess with it?
118. No more apartment houses in our area. Allow some selected light industry in the district.

119. Actually I prefer a medium-sized village, but can accept the larger concept. like the new Civic Core concept.
120. Wonderful plans for our community. In fact outstanding.
121. I've lived here since 1970 and have no plans to move on. This is exciting and I hope to participate in some way. Thanks for your hard work.
122. Thanks for all your hard work.
123. I am so impressed with the product that has come out of all of your hard work. Very comprehensive very implementable!
124. The plan is very well done and represents a balance of community issues. expected evidence of hockey personal agendas to show up. The plan is very credible. Let's build it!
125. Well thought out. Good plan.
126. Looks like a lot of thought and planning went into this-LAKE CITY needs this kind of revitalization. Thank you.
127. I hope I will live long enough to see this all happen.
128. Get going-the area could be as nice as Bellevue! Which will draw nicer businesses.
129. You all did a great job on this circulation summary.
130. I shall be 77 years old 1-12-99 and am lame, as a result of a massive head injury. The plan won't be finished in my time.

EARLY IMPLEMENTATION FUNDING

Residents of the planning area were asked how the Early Implementation Money should be used. The Planning Committee had suggested that the funds be used property acquisition negotiations concerning a parcel near the Lake City Library at the Lake City Community Center.

Other suggestions from the community included:

1. Plantings look great!!!
2. School projects.
3. Schools.
4. Education.

5. Public schools: (1) safe school buildings, (2) qualified teachers, (3) diversity representation.
6. Improvement of John Rogers School.
7. Improving what's already there.
8. Paving the streets which have been let go for so long filling the "potholes" now won't be enough.
9. Street improvements and crime prevention.
10. Maintenance! Solve spot drainage problems, patch potholes.
11. Better maintenance of sewer system and increased sewer diameters-minimum of 12" diameters.
12. Please don't waste the money.
13. Parks.
14. Traffic control, speeding on 95th.
15. **Basic Services.**
16. New central library.
17. Study of small business growth.
18. Plantings.
19. Senior Housing.
20. Senior Housing.
21. Reducing our property taxes by at least 25%.
22. Lower my property taxes.
23. Lowering my property taxes.
24. Tax reduction.
25. **Paying off bonds.**
26. Mandatory fire sprinkler building installations.
27. Better police coverage for LAKE CITY area.

28. Grafitti clean-up.
29. Sidewalks, parks & playground, and drainage.
30. Sidewalks & Security.
31. Sidewalks for school children.
32. SIDEWALKS
33. Road improvement and sidewalks.
34. Sidewalks on **35th** Avenue NE south of the Elk's
35. Sidewalks!
36. Sidewalks.
37. Sidewalks, drainage, street lights.
38. More sidewalks.
39. More sidewalks, please.
40. Sidewalks and street lights.
41. Sidewalks and curbs.
42. Detailed drainage planning.
43. **Tennis** courts, trails, bike trails, wading area, picnicking area, swimming area
44. Removing **traffic** circles and installing stop signs.
45. Street repair and take away chicanes and circles and put in **4-way** stop signs
46. Green space improvements.
47. Drainage system.
48. Drainage systems.
49. Crime prevention.
50. Repair roads, put in sewer and water to handle construction since last zone change.
51. **.Acquisition** of park open space, get options on that!

52. Improving neighborhood and the lack of sidewalks and close up open storm ditches with 12" or 14" drain pipes. North and east of 125th and 35th to 145th needs improving. It seems to me everything west of Lake City Way is getting all the attention.
53. Removal of the rounds in the nearby intersections.
54. Please don't spend it all on some study, \$50,000 isn't much money. Starting the Civic Core plan should be the priority.
55. Sidewalks.
56. Sidewalks.
57. Sidewalks on NE II 5th Street.
58. Post office safety.
59. Our children, schools, daycares, a society center, etc.
60. Currently neglected repairs of streets, drainage, etc.!
61. Police cars, Medic One
62. Stopping the project.
63. Schools.
64. Street Maintenance.
65. Don't spend it.
66. Please don't waste **\$50K** in the planning stage. Let's have real progress not just planning. A very small project will build confidence and enthusiasm plus attract more funding.

4.12 SEPA CHECKLIST

**ENVIRONMENTAL CHECKLIST
NORTH DISTRICT NEIGHBORHOODS' PLAN**

A. BACKGROUND	
QUERY	RESPONSE
1. Name of proposal	North District Neighborhoods' Plan
2. Name of proposer	North District Neighborhoods' Planning Effort
3. Address and phone number of proposer and contact person	North District Neighborhoods' Planning Effort c/o Lake City Little City Hall 12707 30th Ave. NE Seattle, WA 98125 365-1 103 Contact: AJ Skurdahl, Chair 525-2524
4. Date checklist prepared	12-10-98
5. Agency requesting checklist	City of Seattle
6. Proposing timing or schedule - phasing if applicable.	January, 1998
7. Are there plans for further activity related to this affected geographic area? If yes, explain.	There are likely several site-specific development proposals for this area, but specific details are not known.
8. List any environmental information you know about that has been prepared, or will be prepared directly related to this proposal.	City of Seattle Comprehensive Plan Environmental Impact Statement
9. Are applications pending for governmental approvals of other proposals affecting this proposal? If yes, explain.	None known.
10. List any other governmental approvals that will be need for this proposal, if known.	City Council acceptance
11. Briefly describe proposal.	A Comprehensive Plan for the North District, See description below.
<p>The North district neighborhood's plan is in response to the City of Seattle Comprehensive Plan designating Lake City a "Hub Urban Village." The proposed Comprehensive Plan is the result of an intensive effort of over one hundred area residents assisted by a team of planning professionals. The North District Neighborhood's Plan confirms and endorses the present Comprehensive Plan, the designation of Lake City as a Hub Urban Village, and the growth targets of 1,400 additional households and 2,900 additional jobs during the planning period.</p> <p>The following goals and policies describe the broad strategies and activities in the Plan.</p> <ol style="list-style-type: none"> 1. Getting Around: A comprehensive multi-use, neighborhood-oriented transportation network is established integrating regional and intra-city systems and services. Plan policies encourage activities that: reduce the impact of cut-through traffic in neighborhoods; promote neighborhood selection of mitigation measures: ensure safe walking to and from schools and 	

- transit stops; improve walking from home to the Civic and business areas; enhance opportunities for non-motorized travel in the area.
2. Lake City Way: Lake City Way is a pleasant, safe, tree-lined boulevard that accommodates both local and through traffic and transit, as well as pedestrian use. Plan policies encourage activities that: retain existing driveways and street parking along Lake City Way; retain the middle turn-lane access outside the business core; mitigate the 'dividing' effect of Lake City Way on the community; establish a pedestrian-friendly look and feel for Lake City Way.
 3. Civic Core: A cluster of community public facilities, conveniently located and capable of serving the area's projected population is developed. Plan policies encourage activities that: begin acquisition of land parcels in the Civic Core for facilities needed now and in the future; create walking and biking paths inside and to the Civic Core.
 4. Business And Economic Development: New businesses and employees are attracted to the Lake City business district and stimulate private commercial investment. Plan policies encourage activities that: improve the business district image and provide organized parking; upgrade all infrastructures; provide improved circulation routes to and from commercial zones: **encourage local** use of businesses within our community; **encourage legal home-based businesses** in residential areas.
 5. Community Networks: There are opportunities for effective civic involvement by individuals and organizations throughout the Planning Area. Plan policies encourage activities that: support collaboration between residents and business owners; build on existing programs and resources.
 6. Public Safety And Crime Prevention: The Planning Area is security and safe. Plan policies encourage activities that: effectively address causes and prevention of crime-safety problems; use crime prevention environmental design techniques: provide the highest levels of police and fire protection.
 7. Natural Systems: The area's watershed, green areas and habitat corridors are preserved and improved. Plan policies encourage activities that: prevent degradation of natural systems; avoid land-uses that negatively effect ecosystems and employ the most effective natural mitigation method possible; encourage and support sound environmental practices by businesses and industries; protect property rights while protecting natural systems.
 8. Open Spaces: Parks, recreation and community areas are safe, clean, and responsive to local needs. Plan policies encourage activities that: ensure ADA accessibility; locate pocket parks at approximately **1/2** mile intervals; seek cooperation between community, City and schools; create safe, pleasant transit access areas; include public open space in or near large developments; include open space, children's play areas in all MF developments.
 9. Hub Urban Village: A unique urban area that fosters business vitality, community, and strong neighborhood connections is created. Plan policies encourage activities that: provide adequate infrastructure to support current needs and expected growth; require Hub Urban Village development to be mixed-use.
 10. Housing Demand: There are opportunities for a development mix of high quality housing and established residential areas are protected from encroachment and impacts of other uses. Plan policies encourage activities that: encourage innovative and affordable housing types; provide transitions between single family and other uses.
 11. Human Services: Public services are adequate to serve current and future populations. Plan policies encourage activities that: acquire land for capital facilities and other resources, now, in anticipation of population growth: conduct periodic reviews of current services for effectiveness.
 12. Design Review: Design Review Guidelines enable community control over the quality, function and appearance of future development. Plan policies encourage activities that: require Design Review for any commercial or multi-family development within the Planning

Area; protect existing riparian areas and re-established interrupted systems.

Future development projects, as well as some of the improvements proposed in the plan, will require further environmental review and documentation when approvals are sought.

12. Location of the proposal. See description below and Maps 1, 2 & 3

The North District Planning area is bound on the north by the City boundary at NE 145th Street, to the east by Lake Washington, 15th Avenue NE to the west and NE 95th Street to the south. It contains a "Hub Urban Village" (Lake City) and several predominantly single family neighborhoods in whole or in part: Olympic Hills, Cedar Park, Lake City, Pinehurst, Victory Heights, Maple Leaf and Meadowbrook. See Map 1.

The area covers about 4.5 square miles. Within the total planning area are approximately 11,000 dwelling units and over 400 businesses. Using the rates of population growth assumed in the Seattle Comprehensive Plan the number of dwelling units in the planning area is **forecast to** reach 13,239 by the year 2014. Most of this growth will occur in the Hub Urban Village and the immediate vicinity (1/4 mile). The Comprehensive Plan indicates the HUV and immediate vicinity contained approximately 2,740 dwelling units in 1994 and is forecast to increase by an additional 1,400 dwelling units by 2014.

The majority of future growth is expected to occur as multi-family development because there is little land left in the planning area **suitable** for single family housing. 'Nearly all of the platted and segregated lots are occupied, and although there are a handful of lots large enough to **subdivide** into two single family residential lots under the existing zoning, it is unlikely that many new houses will be built in this way. There are no proposed changes in the North District Neighborhood Plan that would alter the population accommodated by the existing Comprehensive Plan and there is ample capacity to accommodate the anticipated population growth in the number of units permitted under the existing zoning as determined by Ravenna Planning Associates.

The Hub Urban Village boundary proposed by the City, in the Comprehensive Plan, is a straight line diagram that includes the accretion of commercial and multi-family zoning along Lake City Way north of NE 120th Avenue to the City Border at NE 145th. See Map 2.

The Hub Urban Village boundary proposed by the Planning Effort is a much smaller boundary encompassing the Lake City Civic Core area. The boundary follows north from NE 120 Street along Hiram Place NE, then continues mid-block between 26th and 27th Avenues NE, turning easterly along NE 127th Street, northerly mid-block between 28th and 29th Avenues NE, turning easterly again along NE 130th Street to 35th Avenue NE where, with a few across-the-street exceptions, the line turns south to NE 120th Street, again with a few across-the-street exceptions travels west to the point of origin.

See Map 3.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. Describe site of geographic area. See the description of the planning area natural features below and Map 4.

Geographically, the area is encompassed by the Thornton Creek Watershed which includes many creeks draining from the north and west down to the primary out-fall at Mathews Beach and Lake Washington-in.the extreme southeast corner of the Planning **Area near NE 95th Street.** Lake Washington. The surrounding area was formed and reformed by the successive glaciation, resulting in substantial north-south oriented ridges (15th Ave. NE and 39th Ave. NE) and troughs (Lake City Way and Lake Washington). Minor ridges and troughs occur where waterways have carved through to flow to their out-fall destination. Due to glaciation deposits and stream erosion

<p>and deposition, numerous benches, wetlands, and steep slope areas have evolved with a wide variety of soil and plant types evident. Additionally, construction of buildings, roadways, culverts, and landfills have altered geography in regards to surface and subsurface water quality and characteristics, soil and slope stability and to a small extent, topography. The commercial district, Civic Core, and Hub Urban Village lie within the Lake City Way trough and are fairly near the Thornton Creek drainage. The residential areas are primarily on the gentle slopes. Some institutional facilities are adjacent to wetland habitat and incorporate environmental preservation in conjunction with educational and recreational opportunities. Parks and openspace for the most part occur in residual urban areas with recent notable establishment of two parks incorporating environmental enhancement next to streams. Major vehicular routes occur along north-south ridges and troughs, and less major east-west routes traverse the slopes connecting I-5 and Lake Washington with the major intersection at NE 125th Street and Lake City Way.</p>	
b. What is steepest slope of geographic area?	Some slopes in the Thornton Creek watershed and some developed areas are 40% or greater.
c. What general soil types are found in geographic area?	The soils of the area are generally glacial tills and other types common to the Puget Sound region.
d. Are there surface indications or history of unstable soils in the area? Describe.	Yes, unstable soils are located on the Hazardous Conditions Map of the City of Seattle and are noted "PS" - Potential Slide Areas on Map 4. The U.S. Corps of Army Engineers has recently updated its map of slide-prone areas in Seattle.
e. Does the proposal require filling or grading? Describe.	None with plan adoption. Future development would require some filling and grading, which would be reviewed as part of future project-specific SEPA approvals.
f. Describe any erosion that might occur as a result of the proposal.	None with plan adoption. Future development projects could result in some erosion from construction sites. City drainage and erosion control requirements would be imposed on a project-specific basis.
g. About what percent of the geographic area will be covered with impervious surfaces after the proposal is implemented?	A large portion, perhaps a majority of area within the Hub Urban Village and Lake City Way corridor, is currently in impervious surfaces. Future development encouraged by the Plan could increase overall impervious surface acreage, but this is not certain because much of the redevelopment is likely to occur in areas already covered by impervious surfaces.
h. Describe proposed measures for reducing or controlling erosion or other earth impacts due to proposal.	None proposed. See above.
2. AIR	
a. Describe and give quantities, if known, of types of emissions to the air would result from the proposal?.	None with plan adoption. Future development and associated traffic could result in additional air pollutant emissions.
b. Describe any out-of-geographic area emissions or odors that may affect the proposal?	None known.
c. What, if any, are measures to reduce or control emissions or other impacts to air.	None proposed.

3. WATER	
a. Surface	
1) Describe, if any, surface water bodies in immediate vicinity of the proposal (year round and seasonal streams, lakes, ponds, wetlands).	All creeks within the Thornton Creek Watershed (the largest intact watershed in the City), which drain from northwest to southeast in the planning area, discharge into Lake Washington. The <i>Thornton Creek Watershed Atlas</i> , prepared by the Thornton Creek Alliance, available at the Lake City Branch of the Seattle Public Library, documents watershed conditions.
2) Describe any work in or around the described waters.	None with plan adoption. However, a Plan goal is to preserve and improve the watershed.
3) Describe (including source) and estimate any fill that might occur in or around the water bodies.	None anticipated.
4) Describe any surface water withdrawals or diversions, if known.	None anticipated.
5) Does proposal lie within a 100-year flood plain? Note on map.	Yes. The lower reaches of Thornton Creek are in the 100 year flood plain. None of the proposed Hub Urban Village is located within the flood plain. This is verified by the Federal Emergency Management Agency, Flood Insurance Rate Maps: <ul style="list-style-type: none"> • 53033C0327F, Panel 327 of 1725, • 53033C0331F, Panel 331 of 1725, • 53033C0333F, Panel 333 of 1725, • 53033C0334F, Panel 334 of 1725, that can be found in the Seattle Engineering Dept. files.
6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.	None known.
b. Ground	
1) Generally describe any ground water to be withdrawn or water discharged to ground water, if known.	None known.
2) Describe waste material that will be discharged into the ground from septic tanks or other sources.	None known. All of the planning area is served by sanitary sewers.
c. Water runoff (including storm water)	
1) Describe source of runoff and method of collection and disposal, if known. Location of flow. Will water flow into other waters?	Runoff in the neighborhood is generated by storm water draining from residential and commercial land uses, streets and other paved areas. In neighborhoods, no storm drainage exists. Much of the runoff from commercial land uses is directed to City storm drains and detention systems.
2) Describe if waste materials could	None expected.

enter ground or surface waters.	
d. Describe any proposed measures to reduce or control surface, ground and runoff water impacts.	In neighborhoods, Plan supported measures include bio-swales , infiltration and detention systems.
4. PLANTS	
a. Circle types of vegetation found in the geographic area:	
<u>deciduous trees</u>	Yes
<u>evergreen trees</u>	Yes
<u>shrubs</u>	Yes
<u>grass</u>	Yes
pasture	No
crop or grain	No
<u>wet soil plants</u>	Yes
<u>water plants</u>	Yes
<u>other types</u>	Many typical species of Puget Sound lowland vegetation are found in the planning area. Non-native species have been introduced for landscaping.
b. Describe what kind or amount of vegetation will be removed or altered.	None proposed. Future development would result in some vegetation removal. Impacts of individual project actions will be assessed through separate project-specific environmental review.
c. List threatened or endangered species in geographic planning area.	None known.
d. Describe proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation in geographic planning area.	Plan policies support protection and enhancement of native species, particularly in sensitive and watershed areas, parks and open space; and extensive tree, shrub and ground cover in street right-of-way improvements.
5. ANIMALS	
a. Circle and name any birds or animals which have been observed on or near geographic planning area.	Most of the species of birds and animals typical to the Puget Sound urban lowlands have been seen in the planning area.
birds: <u>hawks, heron, eagle, songbirds, other: robins, crows, pigeons, starlings and other urban-tolerant birds.</u>	Yes
mammals: <u>squirrels, raccoon, other small mammals</u>	Yes
fish: <u>basst salmon trout herring, shellfish, other</u>	Yes

b. List threatened or endangered species known to be in geographic planning area.	None known
c. Is geographic planning area a migration area?	The wetlands support migratory birds.
d. Proposed measures to preserve or enhance wildlife.	The Plan supports the goal of protection and enhancement of animal habitat.
6. ENERGY & NATURAL RESOURCES	
a. Describe energy needs required by Plan.	Electrical and petroleum based energy will be required to support the anticipated increased population in the area.
b. Will Plan affect potential use of solar energy by geographic planning area properties?	No
c. What energy conservation features are included in Plan?	None
7. ENVIRONMENTAL HEALTH	
a. Describe any environmental health hazards that could result from Plan.	None anticipated.
1) Describe special emergency services that might be required.	None anticipated.
2) Describe proposed measures to reduce or control environmental health hazards, if any .	Not applicable.
b. Noise	
1) What types of noise exist in area to affect Plan?	Typical urban traffic and residential and commercial -generated noise.
2) What types and levels of noise would be created by or associated with Plan?	Increased noise associated with increased population. Short-term construction noise impacts with future development .
3) Describe proposed measures to reduce or control noise impacts, if any.	None proposed.
8. Land and shoreline use	
a. What is current use of geographic area?	Generally, the Planning Area is composed primarily of single-family neighborhoods with some multi-family uses between 30 th Avenue NE and Lake City way in the extreme north end of the Planning Area and in and around the Hub Urban Village. Commercial uses are located along the Lake City Way corridor and in the Hub Urban Village. See Map 5 for generalized land use.
b. Has geographic area been used for agriculture?	Many decades ago.
c. Describe area structures.	Primarily single family residential with commercial and multi-family development in and around the Civic Core

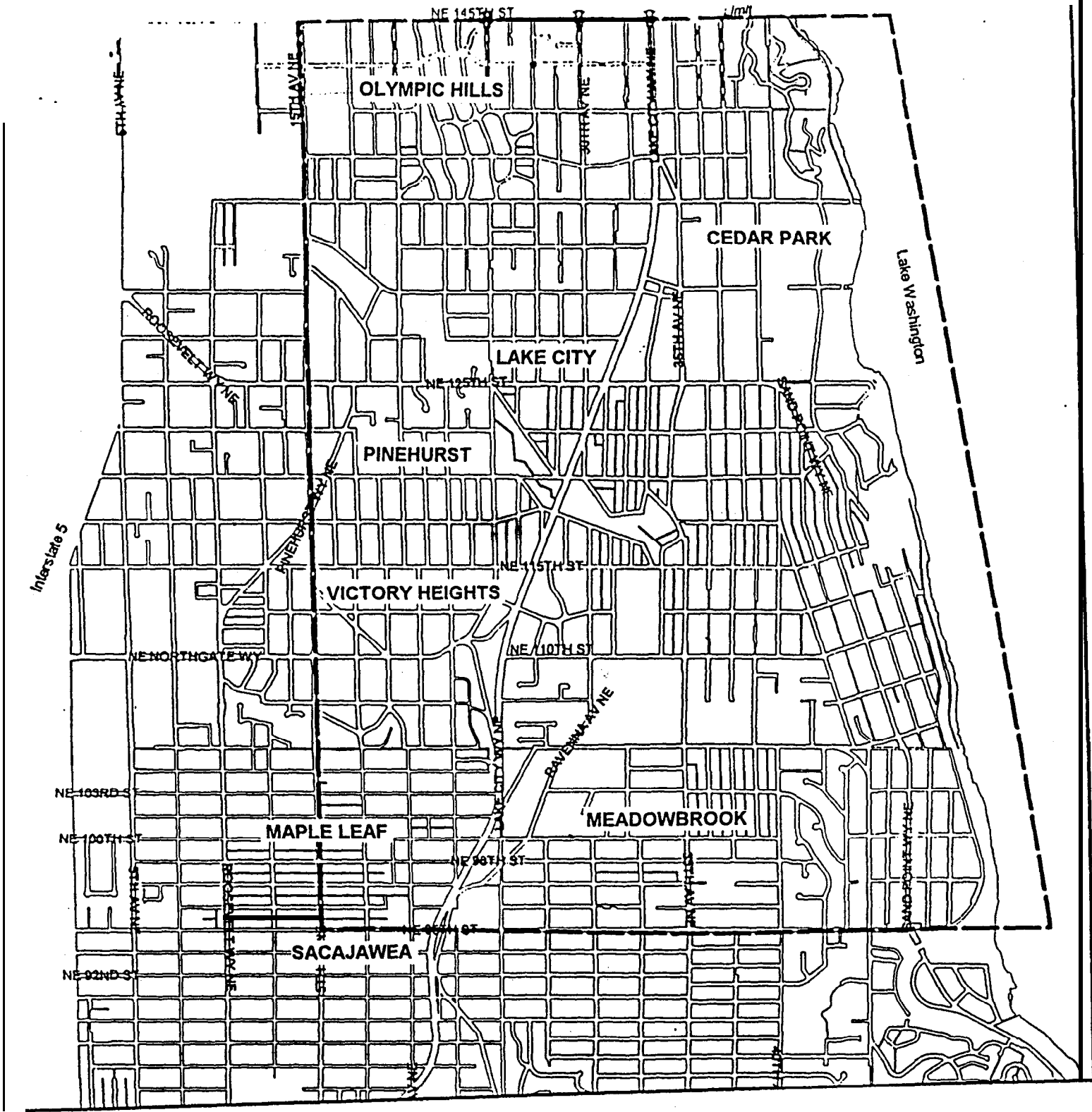
	and in the northeast quadrant of the area.
d.' Will structures be demolished?	None expected.
e. What is current zoning classification of geographic area?	The area is general/\$ zoned single-family with multi-family near NE 145 Street and Lake City Way and in and near the Hub Urban Village. Commercial uses stretching along Lake City Way from NE 95 th to NE 145 th . Some Commercial uses are located along 15 th Ave. NE. Neighborhood Commercial and Commercial uses in the heart of the Hub Urban Village have height allowances of 65 and 85 feet. See Map 6 for an illustration of zoning around the Hub Urban Village and along Lake City Way north to the City limit.
f. What is current comprehensive plan designation of geographic area?	The City Comprehensive Map designates a Hub Urban Village in the heart of the Planning Area.
g. If applicable, what is the current shoreline master program designation of the site?	Along Lake Washington, the current shoreline master program designations in the vicinity are Urban Residential and Conservancy Recreation.
h. Has any part of geographic area been classified as an "environmentally sensitive area"? Explain.	Yes. There are wetlands, riparian habitat, steep slopes and soils subject to sliding and liquefaction. These areas are in association with streams and creeks in the Thornton Creek Watershed and steep slopes adjacent to Lake Washington. None of these areas are located in the Hub Urban Village.
i. Approximately how many people reside or work in geographic area?	There are approximately 4,000 employees and a resident population of 33,000 to 35,000.
j. Approximately how many people would the Plan displace?	Not applicable
k. Proposed measures to avoid or reduce displacement impacts.	Not applicable
l. Proposed measures to ensure the Plan is compatible with existing and projected land uses and plans.	The neighborhood plan represents a continuation of existing residential and commercial land uses in the planning area. No rezones are proposed. Most of the strategies proposed in the plan are designed to preserve and improve existing conditions through pedestrian amenities, street improvements, park and public facility improvements, and other urban design improvements.
9. HOUSING	
a. Approximately how many units would be provided in the Plan? Indicate high, medium or low income housing.	It is anticipated that the 1,400 additional households by 2,014, projected by the City for the Lake City Hub Urban Village will occur within the Village. The single family areas are already almost built out. Virtually all new units in the Planning Area will be multi-family, mostly medium income. The Ravenna Planning Associates calculate, using the City of Seattle capacity formula, that the existing zoning will allow almost 16,000 more dwelling units in the Planning Area. This growth is not anticipatec by 2,014.
b. Approximately how many units would be eliminated in the Plan?	None with plan adoption. It is possible that some older housing would be demolished to make way for new

Indicate high, medium or low income housing.	housing, expected to consist of medium-income and other affordable housing.
c. Proposed measures to reduce or control housing impacts, if any.	The Plan recommends local Design Review of commercial and multi-family residential development. Single-purpose residential uses are not allowed within the Hub Urban Village.
10. AESTHETICS	
a. What is the tallest height of any proposed structures? What is principal building material?	Maximum height allowed is 85 feet 'in the NC and CI zones in the Hub Urban Village.
b. What views in the immediate vicinity would be altered or obstructed?	None with plan adoption. There is potential for future development to obstruct territorial, lake and mountain views.
c. Proposed measures to reduce or control aesthetic impacts , if anv.	The plan recommends local design review of all commercial and multi-family residential development.
11. LIGHT AND GLARE	
a. What type of light or glare will the Plan produce?	Not applicable.
b. Could light or glare be a safety hazard or interfere with views?	Not applicable.
c. What off-site existing sources of light or glare will affect the Plan?	Not applicable.
d. Proposed measures to reduce or control light or glare impacts, if any	Not applicable.
12. RECREATION	
a. What designated and informal recreational opportunities are in the immediate vicinity?	<u>See Map 7</u> for existing Park and Recreation Areas.
b. Would the Plan displace any existing recreational uses? Describe.	No. The Plan enhances recreational and open space opportunities. <u>See Map 8</u> and the supporting list of projects.
c. Proposed measures to reduce or control impacts on recreation opportunities to be provided in the Plan, if any	None proposed.
13. HISTORIC AND CULTURAL PRESERVATION	
a. Are there any places or objects listed on, or proposed for national, state or local preservation registers known to be in geographic planning area? Describe.	None known.
b. Generally describe any landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the geographic area.	Not applicable.

c. Proposed measures to reduce or control impacts, if any.	None proposed.
14. TRANSPORTATION	
a. Identify public streets and highways serving the geographic area, and describe proposed access to the existing street system. Show on site plans, if any.	The streets and highways are shown on the Map 1. The street system in the Planning Area is on the Seattle grid. Two state highways run through the Planning area, SR 522 (Lake City Way) and SR 523 (NE 145 th). Both are arterials. Others are: from east to west, Sand Point Way, 35 th Ave NE, 30 th Ave. NE north of NE 123 rd and Lake City Way; from south to north, NE 95 th Street, NE 110 th St. and Northgate Way, a portion of NE 110 th St, NE 125 th .
b. Is the geographic area currently served by public transit:	Yes: Metro routes 72.73, 78, 3007, 377, and 25. The Plan calls for increasing transit service between downtown Seattle and Lake City.
c. How many parking spaces would the completed Plan have? How many would be eliminated?	Adoption of the plan itself would not result in the addition of parking spaces. As individual building projects are developed in the future, parking impacts may be addressed in project-specific SEPA review..
d. Will the Plan require any new roads or streets, or improvements to existing roads or streets, not including driveways? Describe.	No. However, the plan recommends numerous actions to improve existing streets with additional pedestrian, safety, and functional improvements.
e. Will the project use water, rail or air transportation?	Not applicable.
f. How many vehicular trips per day would be generated by the completed Plan? When would peak times occur?	The addition of 1,400 additional households and 2,900 additional jobs through the planning period would generate additional traffic volumes that cannot be quantified at this time. Transportation impacts of future development projects would be subject to project-level SEPA review.
g. Proposed measures to reduce or control transportation impacts, if any.	The plan supports several measures to control transportation impacts and enhance pedestrian comfort and safety.
15. PUBLIC SERVICES	
a. Would the project result in an increased need for public services? (fire, police, health, schools, etc.) Describe.	The Plan calls for developing a cluster of community public facilities in the 'Civic Core" capable of serving the area's projected population. The Plan calls for securing critical land parcels now necessary to build community facilities needed now and in the future. The Lake City Branch Library will be expanded as assured by passage of a recent bond vote. Other actions in the Plan call for constructing a parking facility; developing a new or expanded community center, building a new fire station; developing a park or open space on the same site; linking the library and community center with a public gathering place; and developing a series of pedestrian links between and through critical Civic Core blocks.

b. Proposed measures to reduce or control impacts on services, if any.	None proposed.
16 UTILITIES	
a. Circle utilities currently available in the geographic area: <u>electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.</u>	Urban utilities are available in most of the planning area. Most neighborhoods do not have storm sewers and rely on infiltration for run-off dispersal. .
b. Describe the utilities that are proposed for the geographic area, the utility providing the service, and the general construction activities in the geographic area or immediate vicinity which might be needed.	The Plan calls for right-of-way improvements including sidewalks, curbs, gutters, storm water drainage and detention, street and sidewalk lighting and generally upgrading all utilities to accommodate present needs and future growth. Power service to the Civic Core and business area needs upgrading. The Plan calls for under-grounding power lines as sidewalks and curbs are installed.
C. SIGNATURE	
The above answers are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.	
Signature:	Elaine Day LaTourelle , AIA
Date Submitted:	February 5, 1999
D. SUPPLEMENTAL SHEET FOR NO U-PROJECT ACTIONS	
How would the Plan be likely to increase discharge to water; emissions to air; production, storage or release of toxic or hazardous substances; or production of noise? Proposed measures to avoid or reduce such increases are:	The proposed plan is not expected to increase discharges to water, emissions to air, additional noise, or production, storage or release of toxic/hazardous substances. Future development in the area would contribute to incremental increases in runoff, air pollutant emissions, noise and, potentially, additional use or release of toxic substances. The community will prepare area specific Design Guidelines to protect single-family areas and ensure a pleasant and safe pedestrian environment.
2. How would the proposal be likely to affect plants, animals, fish or marine life? Proposed measures to protect or conserve plants, animals, fish or marine life are:	No impacts with plan adoption. Concentration of most new growth within the urban village would decrease the likelihood of further plant/animal habitat impacts in undeveloped open space areas where animals and native plants are most likely to exist. None proposed.
How would the proposal be likely to deplete energy or natural resources?	There will be a proportional increase in demand for energy and natural resources with increasing housing

<p>Proposed measures to protect or conserve energy or natural resources are:</p>	<p>and employment growth. None proposed.</p>
<p>How would the Plan be likely to use or affect environmentally sensitive areas or areas designated for governmental protection; such as , parks, wilderness, wild and scenic rivers, threatened or endangered species, habitat, historic or cultural sites, wetlands, flood plains, or prime farmlands?</p> <p>Proposed measures to protect such resources or to avoid or reduce impacts are:</p>	<p>The Plan supports protection and enhancement of native species, particularly in sensitive and watershed areas, parks and open space. Additionally, it calls for extensive tree, shrub and ground cover planting in street right-of-way improvements.</p> <p>No specific measures, have been proposed.</p>
<p>5. How would the Plan be likely to affect land and shoreline use, including whether it would allow or encourage land-orshoreline uses incompatible with existing plans?</p> <p>Proposed measures to avoid or reduce shoreline and land use impacts are:</p>	<p>Development associated with the Plan is not expected to change existing shoreline uses which are already predominantly single family. The intent of the Plan is to protect the residential neighborhoods from any negative impacts of future development. No zoning changes are called for and development consistent with current zoning is anticipated to occur over time. In the Hub Urban Village, within the restrictions of zoning requirements, the Plan intent is to have intensive mixed-use development linked with civic and cultural functions. Important to the success of building a community spirit will be development of one or more large open spaces for public gatherings.</p> <p>None proposed.</p>
<p>How would the Plan be likely to increase demands on transportation or public services and utilities?</p> <p>Proposed measures to reduce or respond to such demands are:</p>	<p>Demands on transportation and public services are anticipated in accordance with the increase of population and employment.</p> <p>See transportation, public services and utilities mitigation measure discussions earlier in this checklist.</p>
<p>7. Identify, if possible, whether the proposal may conflict with local, state or federal laws or requirements for the protection of the environment.</p>	<p>No conflicts known.</p>



Scale 1" = 2 miles

Legend
[] Blocks & Rights of Way
--- Planning Area Boundary

North District
Neighborhoods'
Plan

MAP 1

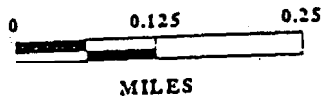
Planning Area

Lake City Hub Urban Village

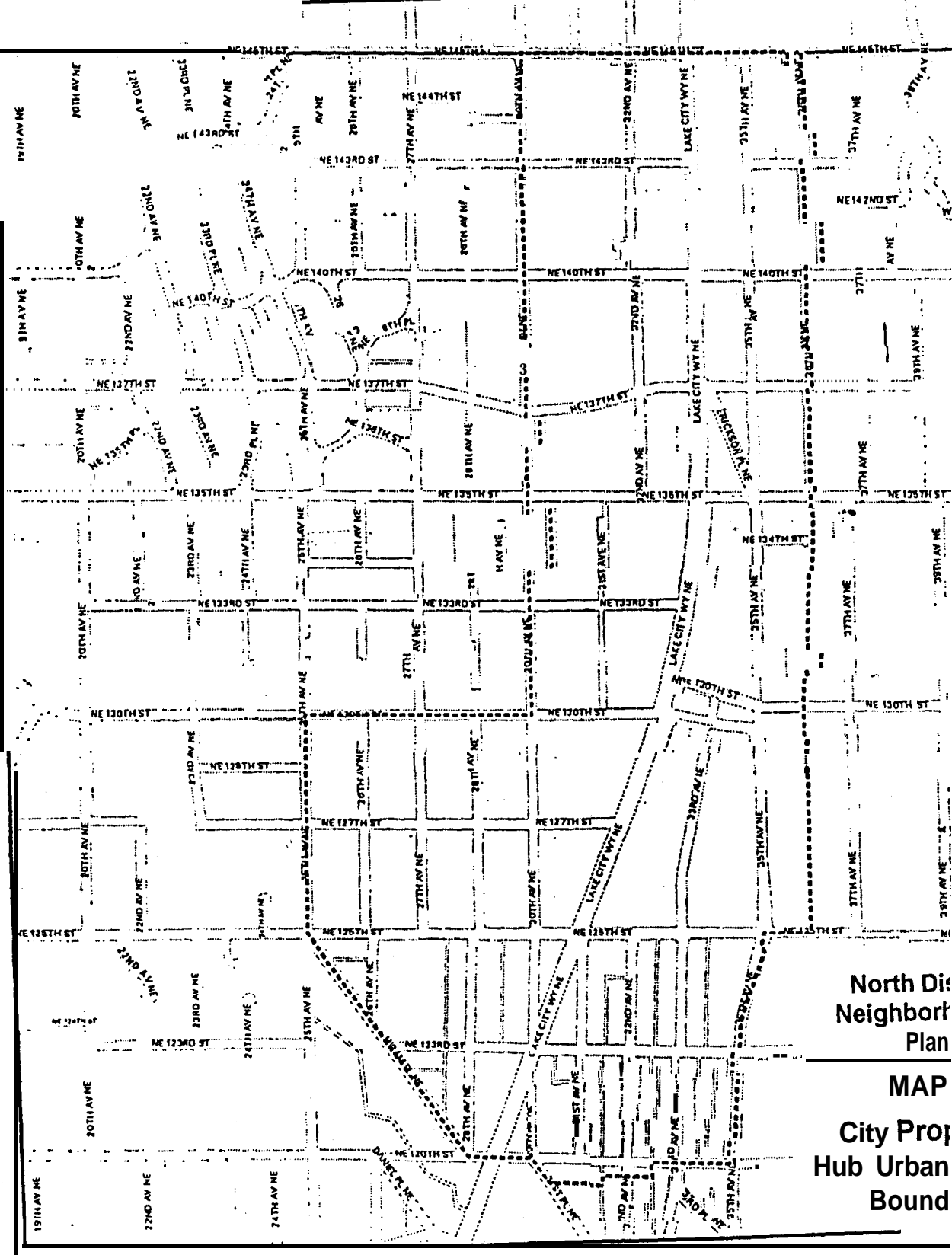
Village Number



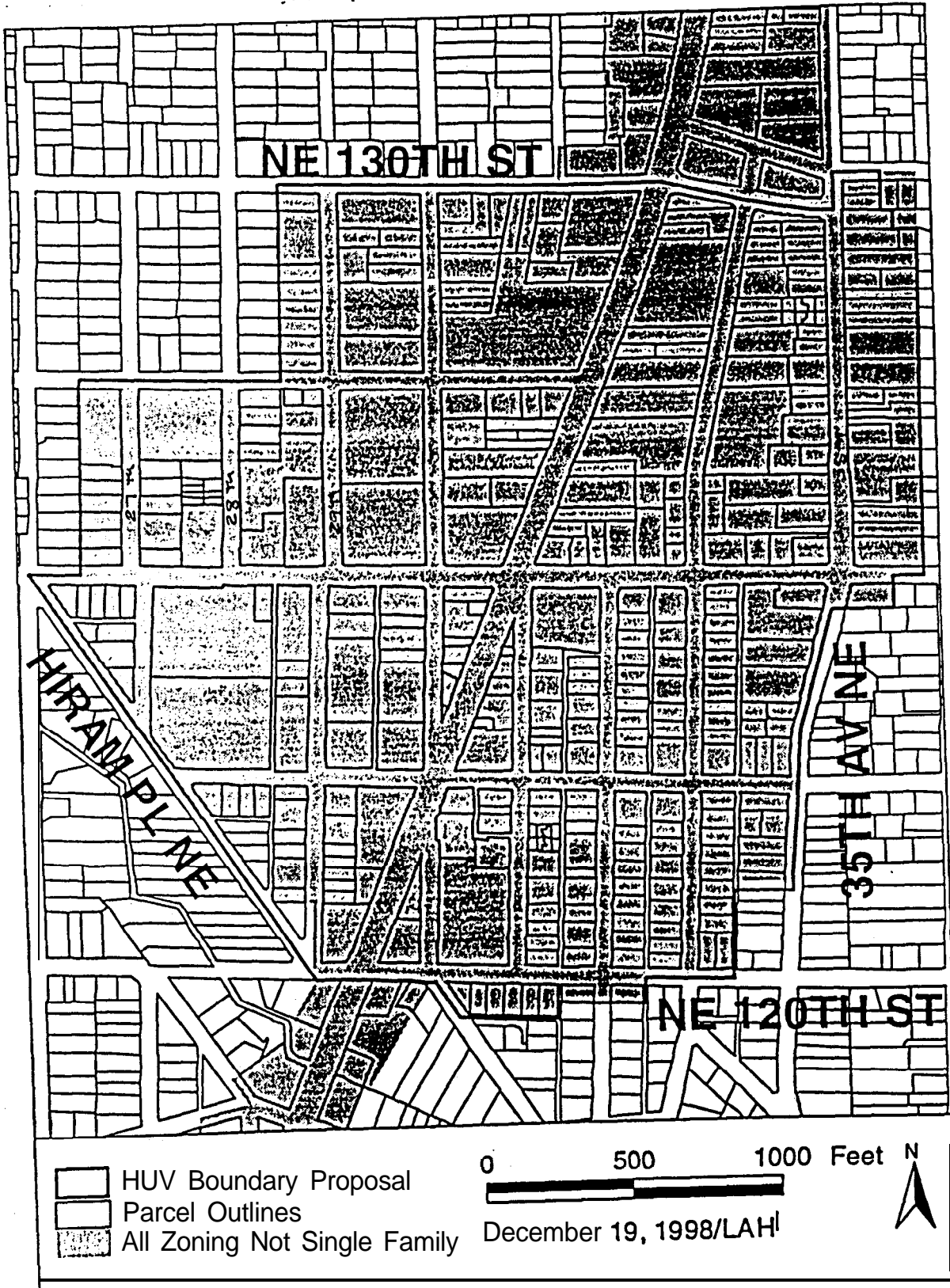
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The Office of Management
and Planning






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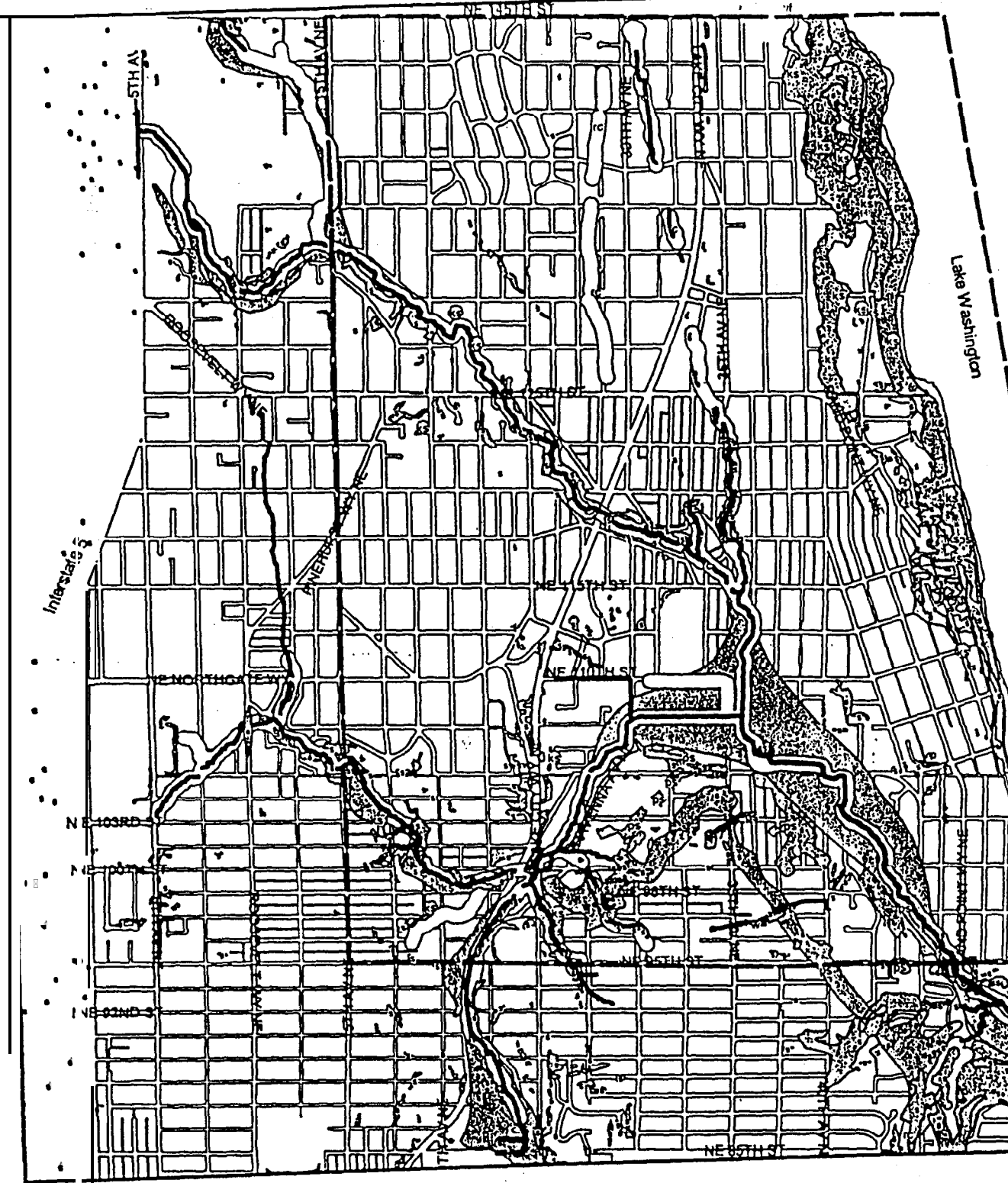
North Dis
Neighbork
Plan
MAP
City Prop
Hub Urban
Bound












-  HUV Boundary Proposal
-  Parcel Outlines
-  All Zoning Not Single Family

MAP 3
Proposed
Hub Urban
Village

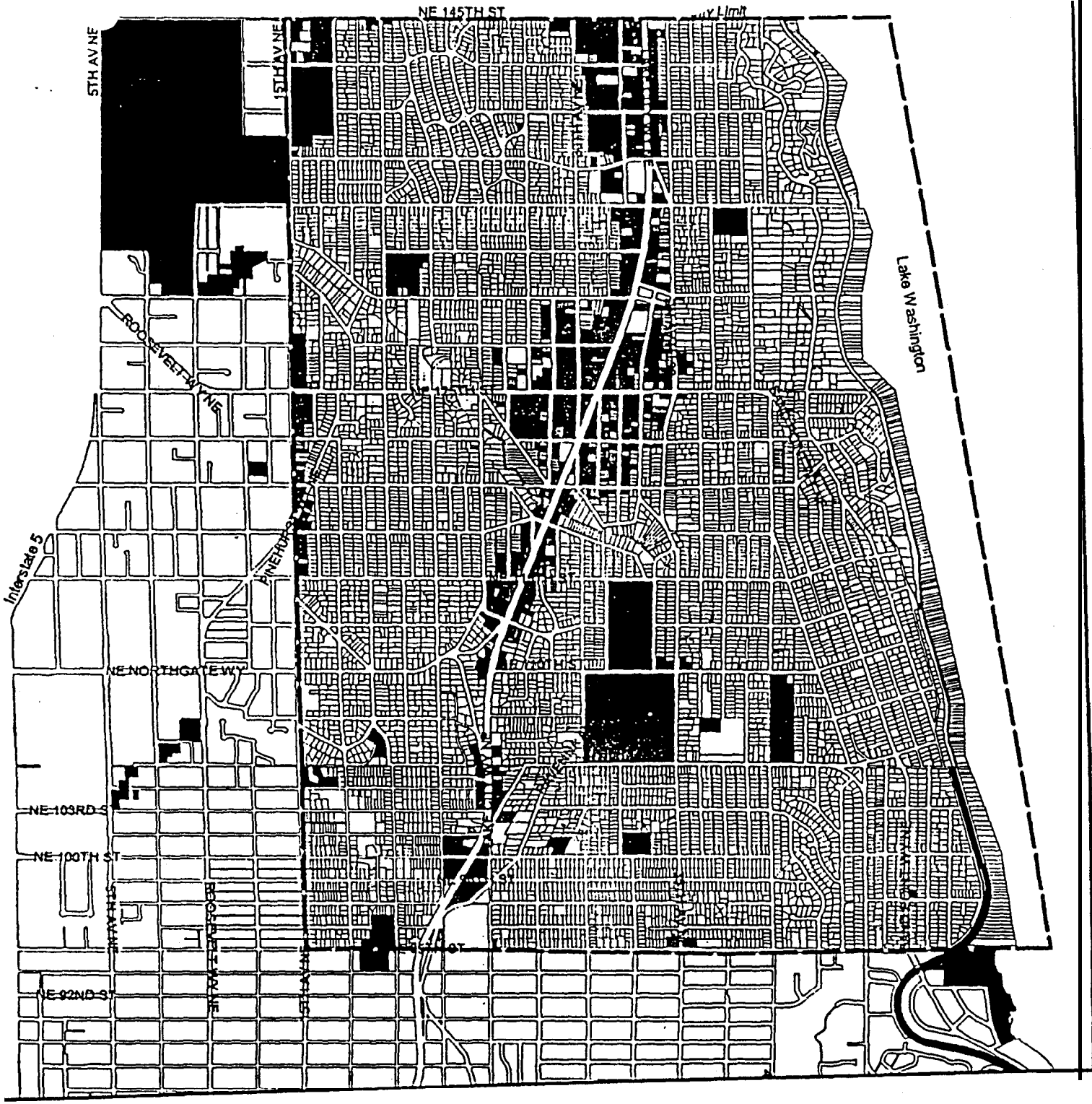
December 21, 1998
 DecemberwithHUV.doc



Legend.

-  Planning Area
-  Liquification Zones
-  Riparian Corridors
-  Potential Slide Areas
-  Wetlands
-  Known Slide Areas
-  Steep Slopes
-  Blocks and ROW
-  Streams

North Dis
Neighborhood
Plan
MAP
Natural Sy



Scale 1" = 2 miles

Ravenna Planning Associates,
ISD/EDLA, 1998

Land Use for each Parcel

- Commercial
- Duplex/Triplex Hsg.
- Industrial
- Institutions
- Mixed use (Hsg. & Comm.)
- Multi-family Hsg.
- Other Housing
- Parking
- Public Land & Fac.
- Single Family Hsg.
- Unknown Use
- Vacant

North District
Neighborhoods'
Plan

MAP 5

Generalized Land
Use

North District Neighborhoods' Plan

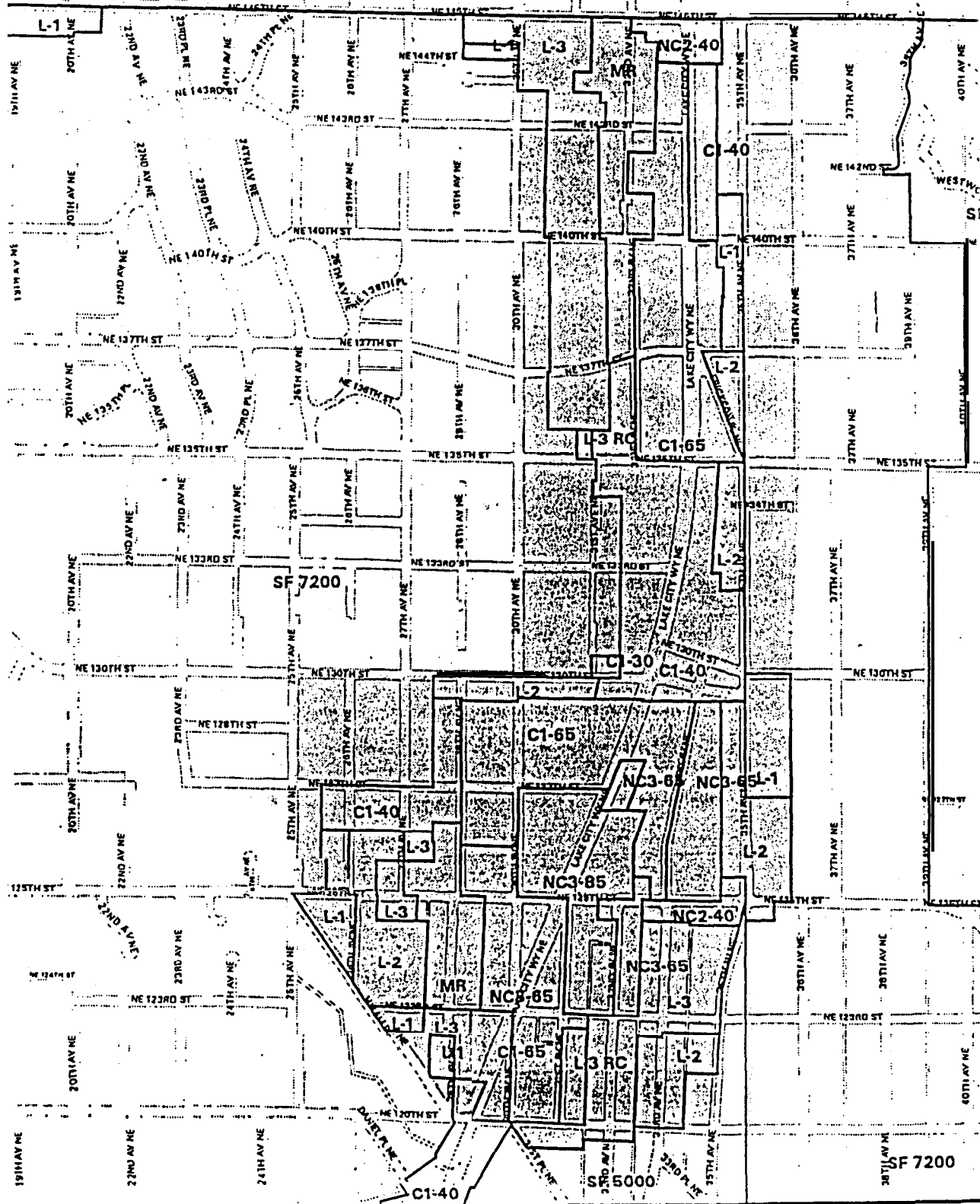
Prepared by:
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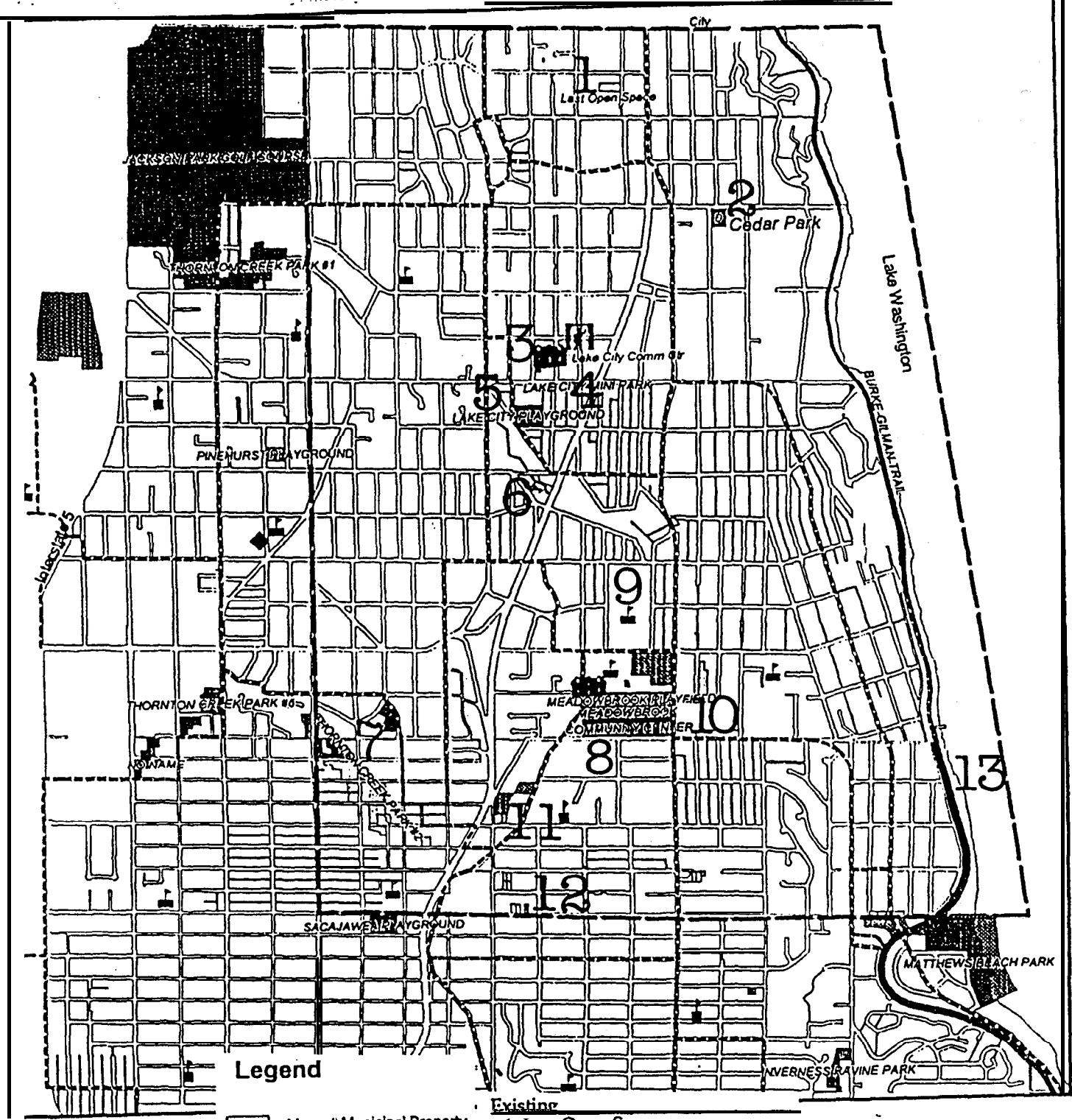


Zoning In and Aro Proposed Urban Vill



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Legend

- Vacant Municipal Property
- Park Dept. Property
- Parks
- Planning Area
- Blocks and ROW
- Bike Routes
- Private Schools
- Pea Patches
- Public Schools
- Community Centers
- Neighborhood Service Center

- Existing**
1. Last Open Space
 2. Cedar Park
 3. Davis Park
 4. Lake City Park
 5. Lake City Playground
 6. Homewood Park
 7. Victory I-ights Park
 8. Meadowbrook
 9. Jane Addams School
 10. Meadowbrook Detension Project
 11. Ravenna-Blenheim Natural Area
 12. 95th Street Natural Area
 13. Burk-Gilman Trail

**North District
Neighborhoods'
Plan**

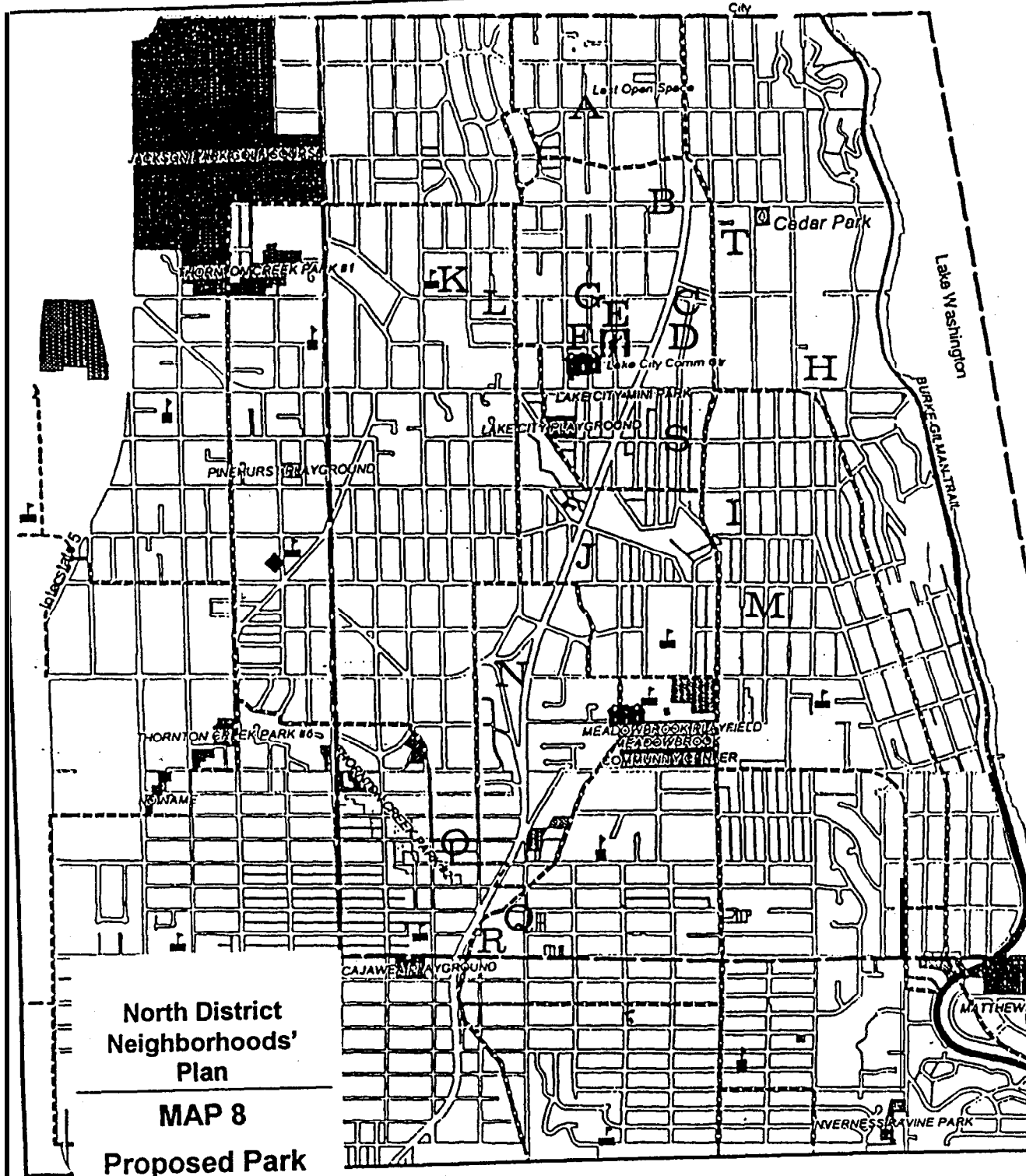
MAP 7

**Parks and Open
Space**



Scale 1" = 2 miles

enna Planning Associates,
EDLA, 1998



- A. Urban Orchard along 28th Ave. NE
- B. Street End & 31st NE/133rd
- C. Gathering Space/Plaza @ NE 130th
- D. Greenstreet along NE 33rd
- E. Civic Core Plaza
- F. Lake City Community Center
- G. Pedestrian Corridor along 28th Ave. NE
- H. Pocket Park at 125th NE and NE Sandpoint way
- I. Greenbelt and Park between NE 117th and NE 120th
- J. Fish Ladder Restoration and Park

- K. Olympic Hills Garden
- L. Green Street/Pedestrian Corridor at 130th St.
- M. Street End & 113th NE/36th
- N. Street End @ Kramer Creek
- O. Natural Area and Dentention Project @ NE 1
- P. Children's Play Area @ Old Maple School
- Q. Street End @ NE 98th St.
- R. Greenbelt along Lake City Way
- S. Pedestrian Corridor @ NE 123rd
- T. Street End & 113th NE/36th

4.13 ENABLING LEGISLATION

(Available in mid-I 999)