

RESOLUTION No.

29932

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A RESOLUTION updating Resolution 28939 by approving the City's work plan in response to the Eastlake Neighborhood Plan.

Introduced: 4-12-99	By: Conlin
Referred: 4-12-99	To: Full Council
Referred:	To:
Reported: 4-12-99	
Passed: 4-12-99	Signed:
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April 7, 1999
(Ver. 2)

RESOLUTION 29932

1
2 A RESOLUTION updating Resolution 29838 by approving the City's work plan in response to the
3 Eastlake Neighborhood Plan.

4 WHEREAS, the City of Seattle adopted a Comprehensive Plan in 1994 calling for the development of
5 neighborhood plans; and

6 WHEREAS, an organizing committee of stakeholders in Eastlake voted in January, 1996, to conduct a
7 neighborhood planning process for this residential urban village; and

8 WHEREAS, stakeholders in this community formed a Steering Committee and worked with consultants
9 and City staff to develop specific plan recommendations; and

10 WHEREAS, this Steering Committee conducted extensive outreach to stakeholders and adjacent
11 communities in order to establish planning priorities; and

12 WHEREAS, a community-wide validation process was conducted to familiarize stakeholders and
13 neighboring areas with the plan and demonstrate support for it; and

14 WHEREAS, the City's environmental review requirement under SEPA has been fulfilled through
15 issuance of an addendum to the Comprehensive Plan's 1994 Final Environmental Impact
16 Statement on September 24, 1998; and

17 WHEREAS, the Eastlake Neighborhood Plan is consistent with the goals and policies of Seattle's
18 Comprehensive Plan; and

19 WHEREAS, the City Council adopted Resolution 29838, which recognized the Eastlake Neighborhood
20 Plan as representing the wishes of citizens of the Eastlake Neighborhood as expressed through
21 the neighborhood planning process; and

22 WHEREAS, Resolution 29838 was passed without section 2, which was intended to approve the
23 Eastlake Neighborhood Plan Approval and Adoption Matrix; and

24 WHEREAS, this current Resolution is intended to remedy that error, and ensure approval of the Eastlake
Neighborhood Plan Approval and Adoption Matrix;

WHEREAS, section 3 of Resolution 29838 requested that the neighborhood provide priorities for the
actions in the Eastlake Neighborhood Plan Approval and Adoption Matrix; and

WHEREAS, subsequent to the adoption of Resolution 29838 the Eastlake Community has provided a
version of the matrix that includes priorities; and

WHEREAS, any additional changes proposed to the Approval and Adoption Matrix will be handled
through the sector work program;

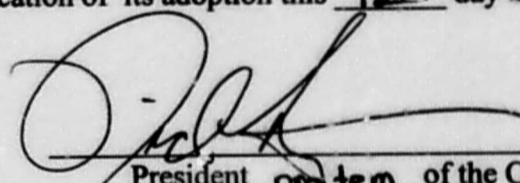
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April 7, 1999
(Ver. 2)

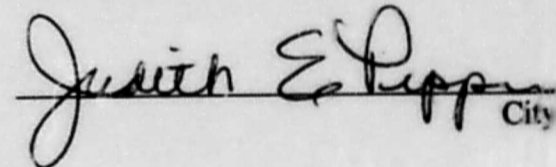
1 NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE,
2 THE MAYOR CONCURRING, THAT:

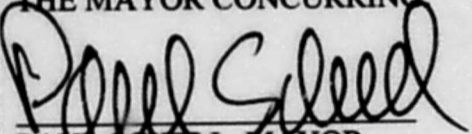
3 The document entitled "Eastlake Neighborhood Plan Approval and Adoption Matrix," dated April 1,
4 1999, a copy of which is attached hereto as Attachment 1 and incorporated by reference herein, is hereby
5 approved as the City's work plan in response to the Eastlake Neighborhood Plan.

6
7 Adopted by the City Council of the City of Seattle the 12th day of April
8 1999, and signed by me in open session in authentication of its adoption this 12th day of
9 April, 1999.


President pro tem of the City Council

11 Filed by me this 21st day of April, 1999.


City Clerk

14 THE MAYOR CONCURRING:
15 
16 PAUL SCHEEL, MAYOR

18 (Seal)

21 ATTACHMENTS

22 ATTACHMENT 1

EASTLAKE NEIGHBORHOOD APPROVAL AND
ADOPTION MATRIX

24

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Eastlake

Approval and Adoption Matrix

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Prepared by Eastlake Tomorrow and the City of Seattle Interdepartmental Review and Response Team.
Compiled by the Strategic Planning Office. Amended by the City Council.

April 1, 1999

Introduction

PURPOSE AND STRUCTURE OF THE APPROVAL AND ADOPTION MATRIX

Through the City of Seattle's Neighborhood Planning Program, 37 neighborhoods all over Seattle are preparing neighborhood plans. These plans enable people in neighborhoods to articulate a collective vision for growth and change over the next 20 years and identify activities to help them achieve that vision. The plans are also intended to flesh out the City's Comprehensive Plan. Because each plan is unique, this Approval and Adoption Matrix has been designed as a standard format for the City to establish its work program in response to the recommended activities proposed in the specific neighborhood plan.

The matrix is divided into three sections:

- I. *Key Strategies*: usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.

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

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

ACTIVITIES ALREADY ACCOMPLISHED BY THE EASTLAKE NEIGHBORHOOD PLANNING GROUP

Landscaped Medians on Eastlake Avenue

In previous planning work, the Eastlake community recommended medians and a center turn lane on Eastlake Avenue. As part of phase I neighborhood planning, volunteers secured property owner agreement and SEATLAN prepared the preliminary design. Three landscaped medians were installed by the Seattle Public Utilities as part of a major sewer expansion project.

North Gateway Triangle Park

Also as part of the 1996-1997 sewer expansion project, the north gateway triangle park was rehabilitated with funds from SPU and guidance from SEATLAN. For the North

Gateway Project, a long term community effort, the rehabilitation is an important jump start to Eastlake Tomorrow's vision to create an attractive, identifiable entrance to the adjoining neighborhoods of University District, Eastlake and Portage Bay/Roanoke Park.

Community Art Projects

Using a combination of funding sources from combined sewer overflow mitigation and a Neighborhood Matching Fund grant, Eastlake commissioned and installed terrific art projects, the Eastlake Avenue Dreamboats and Cornerstones. The Eastlake Dreamboats reflect the relationship of the Eastlake community to maritime activity on its



shores, while the Cornerstones cleverly evoke the funding source – sewer expansion – by depicting different microorganisms.

Walkway on Fairview Avenue East and Topographic and Land Survey

A two block walkway with plantings and more efficient parking was installed along the west side of Fairview Avenue E in front of NOAA. During phase II, this project was carefully negotiated by Eastlake Tomorrow in collaboration with SEATRAN and a University of Washington design studio. In addition, a walkway design for Fairview Avenue E, south of NOAA, has been completed, with a public-private partnership for funding the project. To facilitate the collaboration on the Fairview Avenue E. design, SEATRAN conducted the area's first ever topographic and land survey!

Open Space Connection Between Rogers Playfield and Seward School

One of the desired outcomes of the Eastlake plan has been to create a safe and functional open space connecting Rogers Playfield and the Seward School. As part of the phase II work, a collaborative public process involving the community, Parks Department, SEATRAN, and Seattle School District reached an agreement for improvement of Rogers Playfield and redesign as a Type IV Green Street for the closed section of Franklin Avenue.

Eastlake Avenue Main Street Improvements

Eastlake believes that a well-organized attractive main street with a combination of businesses and housing creates a focus for the community. During the planning process, a successful one-day experiment with a farmer's market in the neighborhood was conducted. In addition, a volunteer group for neighborhood cleanup has been organized and, with cooperation from Seattle Public Utilities, several abandoned vehicles have been removed – contributing greatly to the ambiance of the area.

I-5 Noise Reduction

One of the critical issues affecting the quality of life in Eastlake is the noise generated by traffic on I-5. In consultation with Eastlake Tomorrow's transportation planning team, the Washington State Department of Transportation has reduced the hours of operation of the I-5 express lanes, thereby reducing noise from the Ship Canal Bridge. WSDOT has also agreed to restore the Ship Canal Bridge to a high priority status for noise mitigation, should funding become available.

Pedestrian and Bicycle Counts

One of the goals of the Eastlake plan is to reduce dependence on the auto and encourage pedestrian and bicycle alternatives. At the urging of the Eastlake neighborhood planning process, SEATRAN and the University of Washington conducted a pedestrian/bicycle count across the University Bridge -- the first done in decades!

I. Key Strategies

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

The Executive recognizes the importance of the Key Strategies to the neighborhood that developed them. Given the number of Key Strategies that will be proposed from the 37 planning areas, priorities will have to be set and projects phased over time. The Executive will coordinate efforts to sort through the Key Strategies. During this sorting process, departments will complete the next level of feasibility analysis. This may include developing rough cost estimates for the activities within each Key Strategy; identifying potential funding sources and mechanisms; establishing priorities for the Key Strategies within each plan, as well as priorities among plans; and developing phased

implementation and funding strategies. The City will involve neighborhoods in a public process so that neighborhoods can help to establish citywide priorities. The results of these efforts will determine which strategies and activities are to be given priority for City response in 1998-2000 versus later implementation.

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

The Executive Response lists activities already underway, and other tasks that the Executive has committed to commence during the remainder of this year or the next biennium.

A. ENCOURAGING DIVERSITY IN EASTLAKE

Description

Diversity has been an important neighborhood goal since the 1992 Eastlake Tomorrow framework plan, and it has been defined to include not just a mix of ethnicities and incomes, but also interaction between the neighborhood and the local school, and preserving history and diverse housing types, commercial spaces, and architectural styles.

Integrated Executive Response

This strategy has several themes: recommendations to ensure that the neighborhood has a range of housing types affordable to a wide variety of households; increasing accessibility; and increasing the connections between the neighborhood and local school. Encouraging diversity is challenging, since the conditions that lead to a diverse

neighborhood are governed by economic as well as social conditions. The Executive Response to many of the specific recommendations in this strategy highlights this challenge. The City must find the balance among competing policy goals, such as encouraging diversity in Eastlake, and maximizing the number of affordable housing units the City's limited housing resources can fund. Therefore, while many of the housing recommendations in this strategy are consistent with the Mayor's Housing Action Agenda, they require evaluation in a citywide context. Nonetheless, the Executive finds this goal consistent with the Comprehensive Plan, encourages the Eastlake community to pursue it and will provide support where possible.

Lead Department: Office of Housing

Participating Departments: DON, SEATRAN, SPO, DPR, DCLU



Activities Already Underway

1. The conceptual design for a Green Street on the 2500 block of Franklin Avenue has been approved by SEATRAN.

Tasks to be Undertaken in 1998-2000

1. The housing recommendations in this strategy will be evaluated by Office of Housing in 1999-2000. Office of Housing can help the community find a nonprofit housing developer interested in pursuing projects in Eastlake. City housing policy issues, such as the level of subsidy permitted per unit, are deliberated and decided annually in the Council's Housing, Human Services & Civil Rights Committee. The Eastlake Community is encouraged to participate in this process, and to raise these issues there.
2. DCLU will work with the community to develop land use regulations and design guidelines to meet the community's and the City's goals (see AH 1.5, CD 3).
3. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.

Council Action Taken: Council affirms the Executive Comments for the Encouraging Diversity activities, with the following additions:

For Activity AH 1.2: Councilmembers Choe, Conlin, Licata, and Steinbrueck signed a February 25 letter asking the Director of the Office of Housing to evaluate Eastlake's proposal in activity AH 1.2, and bring to Council an analysis of options for siting more low income housing in neighborhoods with high land values. The Committee will also schedule a briefing on the City's current policies regarding this issue.

For Activity AH 1.10: Council recognizes that Eastlake Tomorrow's position on the tax abatement program is as stated in a November 10, 1998 Eastlake Tomorrow letter to the City.

For Activity CD 4: Because household growth in the Eastlake Residential Urban Village is more than halfway toward meeting its growth target of 380 households, the review under the Comprehensive Plan policy L61 should be considered. The Executive is developing that review process and will complete its work by the end of 1998. Members of the Eastlake Neighborhood planning committee should be included in the review of the proposal for a review process. It seems likely that Eastlake will reach the threshold for early review under the new program. If Eastlake is included in the program, their growth targets will be reviewed according to that process and review will occur in the year 2000.

A. Encouraging Diversity in Eastlake						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
Diversity						
D 1.1	Develop a plan to encourage more ethnic diversity among residents				Community, Office of Housing, OCR	Department of Human Services has an "Undoing Racism" group, a sub-group of which would be willing to work with the neighborhood on this initiative. The Office for Civil Rights may also be a valuable resource.
D 1.3 T 2.6 T 2.2 T 2.10 T 5.2	Work with SEATLAN and King County Metro for a transportation network that is accessible to seniors, children, and the disabled. Includes T 2.2 (longer walk signal); T 2.10 (curb ramps); T 2.6 (disability-friendly crossings) and T 5.2 (maximum two blocks between local bus stops).	in progress			KC/Metro, SEATLAN	The Mayor's Recommended Transportation Strategic Plan would involve the City with King County Metro and the neighborhoods to study possible bus stop consolidations on certain priority routes and corridors. The neighborhood's concerns will be taken into account if this strategy is implemented on routes that serve Eastlake.
T 2.6	The Eastlake Neighborhood Plan does not support a full signal on Eastlake Avenue that would encourage east/west through-traffic on Louisa Street; the plan supports the Deaf-Blind Service Center's proposal for a marked crosswalk on the south side, with a vibrating and audible pedestrian-actuated button. Some SEATLAN alternatives for addressing this request appear to encourage increased traffic on Louisa. In order to include this project in its 1999 work program, SEATLAN needs to know the community's preferred alternative. At its final meeting on January 26, 1999, the Eastlake Tomorrow Steering Committee asked the mayor and City Council to arrange for SEATLAN to keep 1999 funds available so that this neighborhood can by July 1, 1999 successfully reconcile the concerns of business, residential and disability groups.					This activity was added to the matrix on March 30, 1999, after the opportunity for review and comment by the Executive. By including it, the City acknowledges the Community's statement.

A. Encouraging Diversity in Eastlake						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
AH 1.2	Implement the City's Comprehensive Plan Policy H37 allowing higher subsidy or production costs per unit in neighborhoods like Eastlake where land values are higher. Do so by: (1) setting aside \$1 million/year in City housing funds to competitively fund such projects; and (2) requiring that at least \$1 million/year in City housing be offered for such projects as a challenge fund to match the next year's fundraising.	in progress			Office of Housing	The Office of Housing already allows slightly higher development costs in more expensive areas to encourage the availability of housing throughout the city. However, this means fewer overall housing units are produced than would otherwise be the case. In recognition of the extreme housing demand currently in place, Office of Housing is hesitant to expand the existing policy. See the Council Action Box, page 5, for additional information.
AH 1.3	Provide funding incentives to the Seattle Housing Authority, private developers, non-profit housing developers, land trusts, etc., to acquire, rehabilitate or develop low or moderate income subsidized multi-family housing projects in high land value neighborhoods like Eastlake.	in progress			Office of Housing	See prior response to AH 1.2
AH 1.5	Prepare policies and regulations for use, development standard, and permitting changes outlined in recommendation CD 1 (Eastlake Avenue Pedestrian District) to achieve mixed use and single purpose residential projects on commercial and neighborhood commercial zoned properties that are not part of Eastlake's commercial core and corners.	in progress			DCLU, Community	Early in 1999, DCLU will work with the community to develop a regulatory program that meets both the community's goals as expressed in Recommendation CD-1 in the Plan and the City's needs.
AH 1.6	Encourage alternative and non-traditional housing solutions such as office studios, loft studios, live/work units, house sharing, small lot projects, cottage housing, and "mother-in-law" apartments. (similar to CD-7)	lower			Community, DCLU, Office of Housing	Office of Housing can help the community identify an interested developer who could then work with the City on a specific project.
AH 1.4	Prepare a community-based study of the possibility of providing land use code development standard departures for covenanted low-income housing in Eastlake, including parking reductions and /or density	lower			Community, DCLU, Office of Housing	Any analysis from Eastlake that would demonstrate that development standards should be altered to better reflect the characteristics of low-income housing is

A. Encouraging Diversity in Eastlake

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
	and height increases					<p>welcome. Showing that low-income housing has a lower demand for parking would be a good basis on which to apply reduced parking requirements. Since development standards address specific impacts of uses, it is important to demonstrate a connection between the aspect of the use and the related development standards. This will probably prove difficult for density and height. Also, the results of such an analysis will have citywide application as the impacts of uses typically do not change across geographic lines.</p> <p>Office of Housing is interested in working with the neighborhood on this proposal, as it could be considered part of the Mayor's Housing Action Agenda.</p>
AH 1.8	Extend the scope of the existing program for transfer of development rights (under which downtown projects purchase more development capacity by funding housing projects downtown) by allowing covenanted low-income housing projects in neighborhoods like Eastlake to receive the benefits.	lower			DCLU, Office of Housing, SPO	<p>The transfer or sale of unused density created to protect existing low-income housing and historic structures in Eastlake most likely would have to be used (transferred and received) in the Eastlake neighborhood. Experience with the TDR program downtown suggests that the complexity of the program and the expense involved in administering it may not match the benefits.</p>

A. Encouraging Diversity in Eastlake

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
AH 1.9	Encourage pilot projects in Eastlake to promote affordable housing using such tools as community land trusts, use of government-owned land, etc.	lower. This effort will be a high priority for the community once the Office of Housing has completed its subsidy formulas.			Office of Housing	The Office of Housing already has money for and is pursuing such initiatives and can help Eastlake identify an interested developer or organization who could work with the City on a specific project. There is no City-owned property in Eastlake suitable for housing. The community is encouraged to research property ownership for other public property owners and approach those agencies if lands suitable for housing are identified.
AH 1.10	Expand the Mayor's proposed new tax abatement program to promote housing projects in Eastlake that are covenanted to serve those with low to low-moderate incomes.	medium			SPO, Office of Housing	SPO and Office of Housing will work with the community to evaluate this proposal. While Eastlake does not meet the criteria currently proposed for the program, future revisions may expand the program to assist production of low income housing in neighborhoods desiring this. See also the Council Action Taken box, page 5.

A. Encouraging Diversity in Eastlake						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
Transportation						
T 2.2	Extend signaled walk time at Eastlake and Louisa; Eastlake and Fuhrman intersection; Eastlake and Roanoke intersection; Eastlake & Allison.				SEATRAN	The community needs to specify the time of day and the problem that needs to be addressed at these intersections. SEATRAN can then make adjustments that meet the needs of the people who use that intersection. SEATRAN will modify walk signal timing for signals that regularly serve people with disabilities. SEATRAN will respond to an agency that calls and will contact any agency that has expressed interest (if provided an agency contact). SEATRAN has contacted the Deaf-Blind Service Center and has not received a response to date. SEATRAN will test its recently modified policy on pedestrian push buttons at intersections indicated in the Plan. SEATRAN will report to the Council's Transportation Committee by June 1999 on results of this study.
T 5.2	Maintain a maximum distance of two blocks between local bus stops				KC/Metro	See D 1.3. The closer bus stops are to each other, the more delay bus passengers experience, and the larger the need for shelters. Closer stop spacing improves riders' access, however, a number of factors must be considered including: safety, overall travel time, impacts to both current and potential riders.
Community Design						
CD 3	Evaluate a design guideline providing incentives for the preservation, renovation, and continued use of existing	in progress			Community, DCLU, DON Urban	DCLU: This is an interesting proposal that could be evaluated as part of a collective

A. Encouraging Diversity in Eastlake						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
	structures.				Conservation	action on neighborhood specific guidelines in 1999 after the neighborhood plans have been adopted. DON: A survey, conducted by the community (or its consultant), to determine which buildings are eligible for landmark status would be useful. Urban Conservation can advise; if the recommendation is for buildings that may not qualify for landmark designation, expanding the existing design review process to include rehabilitation could be considered.
CD 4	Monitor Eastlake's residential growth and adopt measures to pace residential growth, if needed.	in progress			SPO, Community, DCLU	The Strategic Planning Office (SPO) monitors growth in urban villages and issues a monitoring report every two years. The most recent was published this summer. One purpose of this monitoring is to identify those areas where growth is occurring too quickly or slowly so that measures can be considered to either pace growth or encourage it. In addition, SPO is currently developing a recommended process and work program to implement Policy L61 of the Comprehensive Plan. The Department will involve interested neighborhoods (including Eastlake) in the review of that work program. See also the Council Action Taken box, page 5.
CD 18	Ensure that Seward School remains a public school and a focus of community identity and activities by participating in the Seward SAC and the TOPS Site Council, supporting the school's landmark designation				Community, SPO, DON Urban Conservation	The Executive supports these activities.



A. Encouraging Diversity in Eastlake						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
	and working with TOPS and the School District on matters of mutual interest.					
Open Space						
OS 8	Consistent with agreed upon design and uses, improve Rogers Playfield and the 2500 block of Franklin Avenue as a Type IV Green Street and an integrated public open space shared by the community and school.	in progress			Community, DPR, SEATRAN, School District, TOPS	The conceptual design for the Type IV Green Street proposed by the school/community has been approved by SEATRAN. For those improvements not included in DPR's capital improvement program, the community has received a Neighborhood Matching Fund grant. Certain playfield improvements may be appropriate for the King County Youth Sports Facility grant. This grant requires a match and funding is very limited.

B. EASTLAKE MAIN STREET

Description

This strategy accepts Eastlake Avenue's arterial status, but works to make it safer and more pleasant for pedestrians, bicyclists, transit riders, and local traffic. The strategy also selects parts of Eastlake Avenue for emphasis respectively as business areas and residential areas. For the commercial sections of Eastlake Avenue, this strategy has the additional meaning that, on a selective basis, we will pursue the "Main Street" program for business district vitality that is promoted by the state Department of Community, Trade, and Economic Development.

Integrated Executive Response

Eastlake Avenue is the main street for the neighborhood. It defines the character of the neighborhood. This strategy is consistent with the Comprehensive Plan. It is designed to improve the quality of the environment for pedestrians and the local business district and to guide future development to more clearly delineate residential and commercial areas.

While directed toward a single goal, the individual activities in this strategy could be implemented independently of one another. It would be helpful to the City if the

neighborhood set priorities among these activities, recognizing that most likely, the activities will be implemented as opportunities arise.

Support of area business and property owners will be important, since accessibility of properties along Eastlake Avenue could be affected. One suggestion is to identify a local business organization to take the lead for the community in implementing this strategy.

Lead Department: OED

Participating Departments: SEATRAN, DCLU, SPO, SAC, DON

Activities Already Underway

1. The Office of Economic Development (OED) can provide the business district with information on the National Trust for Historic Preservation Main Street Program. OED can assist the planning group with project development and implementation.

Tasks to be Undertaken in 1998-2000

1. In early 1999, Sound Transit will publish the "Locally Preferred Alternative," including the preferred alignments and station locations. This will indicate what facilities, if any, will be intended for Eastlake.
2. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.
3. Early in 1999, DCLU will work with the community to develop a regulatory program that meets both the community's goals as expressed in Recommendation CD-1 in the Plan and the City's needs.

Council Action Taken: Council affirms the Executive Comments on the Eastlake Main Street activities.

B. Eastlake Main Street						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
Community Design						
Main Streets						
CD 1 (M5.1)	Implement an "Eastlake Avenue Pedestrian District" (EAPD). 1. In 1999, prepare policies and regulations for Council consideration on	in progress. Was listed as a high			DCLU, Community SEATRAN	Early in 1999, DCLU will work with the community to develop a regulatory program that strives to meet both the community's goals as expressed in Recommendation CD-1 in the Plan and the City's needs. Also see AH 1.5

B. Eastlake Main Street

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
	<p>the first phase of the EAPD which would tailor existing zoning along Eastlake Avenue to: strengthen neighborhood commercial development in Eastlake's commercial core and at strategic corners; increase residential development and character in areas between the neighborhood commercial nodes; develop neighborhood serving businesses and uses at street level; and direct vehicle access and parking to alleys and sidestreets. Specific elements of the first phase of the EAPD are described on pages IV-14 through IV-19 and in Figures IV.2 and IV.3 of the plan.</p> <p>2. In a subsequent phase of the EAPD, develop and implement streetscape standards for Eastlake Avenue. (see details in Community Design chapter). This is a subsequent phase of the Eastlake Avenue Pedestrian District that would address detailed elements of the streetscape, such as trees, benches, art work, etc.</p>	<p>priority in the Eastlake Neighborhood plan.</p> <p>medium</p>				
M 2.1	Install street-level amenities such as litter cans, bus shelters and benches, and trees.				Community, SEATLAN, KC/Metro	These improvements are generally installed by the community with maintenance being taken care of by the abutting property owner. Other neighborhoods have funded similar projects through a Business Improvement Area. A street use permit is needed for most of these improvements.

B. Eastlake Main Street						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
						Street tree plantings can be a good community-based activity, often funded by the Neighborhood Matching Fund. Technical assistance is available from the SEATLAN Arborist's Office or the Seattle City Light Urban Tree Replacement Program.
M 3.3 T 5.1	Continue the "cornerstones" sidewalk art on additional street corners.				Community, SEATLAN, SAC	Additional funding will need to be found to implement this recommendation. Sources include: percent for art, or neighborhood matching fund. A street use permit is required.
M 3.1 T 5.1	Work with King County Metro to establish that all express buses that use Eastlake Avenue will stop at least twice in the neighborhood.				KC/Metro, SPO, SEATLAN	If a sufficient number of riders would take advantage of this service, it might be worth the potential increase in travel time on these express routes. The City will ask KC/Metro to measure the trade-offs. Adding stops on express routes through Eastlake will provide better access for people traveling to and from the Eastlake neighborhood southbound in the afternoon, Monday through Saturday, but it could inconvenience riders traveling through the neighborhood.
M 3.2	Move one block north some of the HOV-only parking places that now interfere with retail parking on the east side of Eastlake Avenue between Lynn and Louisa streets.	in progress			SEATLAN Community,	SEATLAN will review the TMP agreement(s) and look for alternative HOV spaces.
M 3.3 T 2 OS 14	Install planted medians in the Eastlake Avenue center lane when this is supported by the abutting property owners.	in progress			SEATLAN, FIRE	SEATLAN staff have worked with the Eastlake neighborhood on this proposal. Medians, in general, have been approved, pending property owner approval. The Fire Department will need to review specific designs to ensure emergency vehicle access, as Eastlake Avenue is a Principal Emergency Response Route.

**B. Eastlake Main Street**

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
M 3.4 T 1.3	<p>Eliminate the current peak period parking prohibition on Harvard Avenue, and explore reducing the hours or dropping entirely the current peak period parking prohibition on Eastlake Avenue that creates a second lane in the direction of peak commute.</p> <p>The neighborhood indicates that in response to the neighborhood SEATRAN has dropped the parking prohibition on some parts of Harvard Avenue. The Eastlake Neighborhood Plan also recommends dropping the peak-period parking prohibition on Eastlake Avenue as important in strengthening the business district and improving pedestrian safety.</p>	high			SEATRAN	<p>Dropping or curtailing the peak period parking restriction on Eastlake does not appear feasible because this street is a principal arterial, emergency response route, and a major transit route. Adjustments to Harvard Ave. are more possible.</p> <p>If these issues are top priorities for the community, they will be prioritized through the Sector work program and limited implementation funds may be available for SEATRAN to do a study for Harvard Ave and/or Eastlake Ave.</p>
Transportation						
T.1.1	On Eastlake Avenue south of Boston Street to Fairview Avenue, establish a center turn lane, reducing the existing lanes from six to five (two lanes are normally for parking).	high			SEATRAN	SEATRAN staff have worked with the Eastlake neighborhood on this proposal and the concept is acceptable. A center left turn lane would probably require peak hour restriction. This recommendation requires a petition signed by 60% of the abutting property owners.

B. Eastlake Main Street						
#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
T 2.5	Install a mid-block crossing of Eastlake Avenue at Shelby Street. Fairview-Olmsted Park will open in 1998 just west of this intersection, and the Shelby hillclimb is proposed just east of it.	medium, (will become a high priority for the community once Olmsted-Fairview Park opens).			SEATRAN, DPR	This intersection may be appropriate for a mid-block crossing once the abutting property is developed as a park and the need for and best placement of a mid-block crossing can be evaluated. Parks and SEATRAN will coordinate on this recommendation.
T 7.1	Light rail should not be on the surface of, or elevated above, any Eastlake streets.	Lower (but very high if plans change)			Sound Transit, SPO	The City's preferred light rail alignment serves First Hill and Capitol Hill, rather than going through Eastlake. The Eastlake alignment is being evaluated as an alternative in case the preferred alignment proves unfeasible. Currently the Executive considers it very unlikely that the light rail system will be routed through Eastlake. If, however, an Eastlake alignment is selected, then the City's substantial station area planning resources would be applied in the area to address issues such as this and those raised in T 7.6.
T 7.4	A monorail line on Eastlake Avenue cannot be recommended because of view blockage, loss of property values and privacy, loss of street space, and possible taking of property.	Lower (but very high if plans change)			Elevated Transit Company, SPO	The Executive supports this position.
T 7.6	Oppose a light rail station in Eastlake if there are not strong protections against inundation by up-zoned commercial development and by commuters arriving by car.	Lower (but very high if plans change)			Sound Transit, SPO	See T 7.1
North Gateway						
NG 1.1.	Install a major art work under the freeway at the intersection of Harvard and	medium			SAC	SAC's goal is to develop, where feasible, site-specific art projects that are integrated with City capital projects. If percent-



B. Eastlake Main Street

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
1.2, 1.3	Eastlake as a gateway to Eastlake. WSDOT's seismic retrofit project will initially delay an art installation, but could help reduce costs.					for-art-eligible City utility funds are used in the area, there may be funds available for an art project at the North Gateway. The state has a half-percent for art program which may also make funds available. Otherwise, the community could consider commissioning public art with the support of a Neighborhood Matching Fund grant or state art funds.

C. FAIRVIEW SHORELINE CORRIDOR

Description

In 1994 the Seattle Design Commission honored Fairview Avenue E. as a "street that works." This strategy seeks to protect and enhance Fairview's unique pedestrian attractions by applying traffic calming measures or separated walkways where appropriate, new or improved shoreline parks, and changes in City regulations tailored to preserve its character at different points.

Integrated Executive Response

Fairview Avenue E. through the Eastlake neighborhood is part of the City's Urban Trails system. In addition to preserving an important part of the neighborhood's charm, maintaining the street's "country road" character contributes to Seattle's supply of great places to walk or bike. The Green Street designation and plan called for in this strategy is an important mechanism for maintaining the character of the street. Parcel-by-parcel, it may redevelop over time. Without the Green Street designation and a Green Street plan, each new development could be required to put in "citized" curbs, gutters and sidewalks. One challenge will be to encourage the type of driving behavior compatible with a country lane in the middle of the city.

Lead Department: SEATRAN

Participating Departments: DCLU, DPR

Activities Already Underway

1. Terry Pettus Park is already classified for the types of activities desired by the neighborhood. DPR will remove the No Swimming signs at Terry Pettus Park this spring as part of the department's regular process for updating signage, etc. The signs will be removed before the summer.
2. SEATRAN has waived the requirement that the sidewalk be in the right-of-way through Fairview-Oimsted Park to contribute to the country lane atmosphere of the street. Because of the limited clearance between an already-substandard width roadway and a pole on one side and a dock on the other, there *must* be a curb along the park for both liability and safety reasons because the utility pole is only 2 feet from the edge of the roadway (instead of 3 feet). An extruded asphalt curb rather than a concrete one is acceptable to the community as a interim measure, pending a Green Street study. (See OS 1.2)

Tasks to be Undertaken in 1998-2000

1. DPR is doing some renovations at Lynn Street Park (see OS 1.3).
2. Fairview Olmsted park will be reconstructed beginning in 1998.
3. Continue to work with the community to try to develop a Green Street plan that meets the needs of residents and businesses and allows emergency vehicle access. The design and development of the Franklin Avenue Green Street is underway.
4. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.

Council Action Taken: Council affirms the Executive Comments on the Fairview Shoreline Corridor activities, with the following addition:

For Activity OS 12.2: In seeking to implement Eastlake Comprehensive Plan Policy E17, which reads "Seek to implement the City's urban trail system within this neighborhood by completing pedestrian connections" particular attention should be given to the gap in the Lake Union Trail extending from the Edgar Street end north to Hamlin Street along the Fairview Avenue East right of way.

C. Fairview Shoreline Corridor

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
Community Design						
CD 15	Plan for the re-development of NOAA and other major properties along the Fairview shoreline in a way that strengthens Eastlake's existing industrial maritime uses, recreational uses, shoreline habitat and floating home community. The study should begin by mid-2000.	medium (high as re-development becomes more likely).			OED, SPO, Community, DON, DCLU,	It will be important for the City and the community to work together on this issue and plan ahead. The property owners should be included in any planning for the site.
Open Space						
OS 1.1	Preserve and enhance Fairview Ave. E. between Fuhrman and Hamlin as a country lane by (1) designate it as a Type III Green Street, and developing	high			Community, SEATRAN	Implementing a Green Street designation requires a detailed streetscape plan. In this area, there are unresolved issues with business access, emergency access, and parking that could be addressed through



C. Fairview Shoreline Corridor

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
	and implementing a plan for street and streetscape improvements consistent with the rural country lane (2) enhancing vegetation east of Fairview in the half-block south of Fuhrman Ave. E.; and (3) preparing and implementing a study for traffic calming, traffic circulation, pedestrian safety and on-street parking.					development of a such a plan. This task is usually community-initiated. Other neighborhoods have used Neighborhood Matching Grant funds for this purpose. Second, funding has to be identified either from private development, a public agency, or a Local Improvement District for installation of any improvements called for in the streetscape plan. Some improvements may be good candidates for a neighborhood bond or levy.
OS 1.2	Complete Fairview Olmsted Park without curbs or gutters ("country road"). SEATRAN has issued a permit to DPR for a temporary curb on the east side.	in progress			DPR	SEATRAN has issued a permit to DPR for a curb and meandering sidewalk on the east side. On the west side, DPR will install wheel stops and picnic benches where cars are currently parked. To implement a part of this activity, SEATRAN has agreed to use a wooden barrier (that meets WASHDOT standards) on the park property.
OS 1.3	Enhance Fairview Ave. E. between Roanoke and Newton as a shoreline residential street by (1) designating it as a Type III Green Street; (2) traffic calming; (3) improving access and amenities at Lynn St. Park; and (4) and recognizing that this portion of the City-designated urban trail is on the Fairview Ave. E. roadway.	high. Lynn St Park redesign is in progress			SEATRAN, DPR	See response to OS 1.6 below. DPR is currently planning to renovate the retaining wall at the Lynn St. Park. At the same time, DPR hopes to clean up the landscape, replace furnishings, and make ADA improvements. Work is scheduled to begin fall 1998. Additional improvements beyond those currently planned at the Lynn Street Park may be appropriate for a Neighborhood Matching Fund grant.

C. Fairview Shoreline Corridor

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
OS 1.4	Enhance Fairview Ave. E. between Newton and Galer as a day use hub by (1) extending the pedestrian path south from NOAA to Fairview Ave. N.; (2) preserving habitat and existing trees; and (3) reclassifying Terry Pettus Park for swimming and non-motorized watercraft and remove no swimming signs.	high			SEATRAN, DPR, Community	SEATRAN: The next step is to develop a conceptual design that is approved by the abutting property owners and SEATRAN. This project could be a good candidate for the Neighborhood Matching Fund or a neighborhood bond. DPR: DPR preserves habitat and trees on DPR property. Terry Pettus Park has been classified for hand-carried, non-motorized boat launching. Swimming (but not diving) is permitted at the site because motorized boats are not allowed. This area will not be guarded nor will there be any other support services for swimming. There is a dock ladder which is designed for emergencies if someone falls off the dock. DPR will remove the No Swimming signs at Terry Pettus Park this spring as part of the department's regular process for updating signage, etc. The signs will be removed before the summer.
OS 1.6	Preserve as open water the submerged parcel (located in front of the Fairview trestle between Eastlake and South Lake Union), with a priority on habitat and retaining public ownership.	lower, (high if City Light moves to sell)			SCL, ESD	Following the prescribed City property disposal process, Seattle City Light will notify the Executive Services Department when it no longer needs this property. The City will work with interested neighborhood groups to evaluate and make recommendations on the disposition of the property while trying to fulfill neighborhood goals as a high priority.
OS 12.2	Study through a public process that includes affected property owners, a pedestrian path connecting Fairview Ave. E. just north of Mallard Cove and the upper Edgar street end. If this process is inconclusive, study other routes, including an over-water route that follows the Fairview Ave. right-of-way through Mallard Cove.	high			Community, DCLU SEATRAN	SeaTran will explore options through the street use permit issuance process to secure pedestrian access for connecting these two street ends. Other options include conditioning future shoreline permits to require this access or property acquisition. If this is a top priority for the community, this will be prioritized through the Sector work program and limited implementation funds may be available for SEATRAN to do a study. See also the Council Action Taken box page 20.



C. Fairview Shoreline Corridor

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
OS 22.1	Improve existing street-end parks and ensure their continued maintenance.	medium. This item will move to high priority for those locations that the community determines require new work or increased maintenance.			Community, DPR	The community could consider expanding to more parks its involvement in DPR's Adopt-A-Park program.
Transportation						
T 1.6	Install traffic calming measures at the intersection of Fairview Ave. E. and E. Newton Street.	high			SEATRAN	SEATRAN: Through a Neighborhood Matching Fund grant, SEATRAN staff developed a conceptual design for this intersection. Fairview is the only fire access road to the houseboats and other large residential buildings on Lake Union. Emergency vehicle access will need to be maintained. If the community can obtain funding for construction, through another Neighborhood Matching Fund grant, for example, SEATRAN will assist however possible.
T 1.7	Redesign the intersection where Fairview Ave. E. turns to the southwest and becomes Fairview Ave. N. to discourage drivers from making fast, sweeping turns.	high			SEATRAN	If this is a top priority for the community, this will be prioritized through the Sector work program and limited implementation funds may be available for SEATRAN to do conceptual design work. After that work is complete, the community would need to seek abutting property owner approval before SEATRAN would move forward with final design and construction (as funding is available).

C. Fairview Shoreline Corridor

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
T 3.3 OS 1.4	Install a pedestrian walkway on the west side of Fairview Ave. E. between E. Blaine St. and Fairview Ave. N. Local business and nonprofit pledges of monetary and in-kind assistance have been made and significant private funding will occur once the City develops an agreeable design.	high			SEATRAN	SEATRAN is completing a base map of this area from which detailed plans and cost estimates can be generated.



D. REDUCING I-5 IMPACTS

Description

Construction of Interstate 5 was a historic blow to the Eastlake and Portage Bay/Roanoke Park neighborhoods. This strategy seeks to restore long-broken pedestrian and bicycle connections and make it safer on City streets near the I-5 on- and off-ramps. It also seeks to reduce noise and vibration to nearby homes and businesses, protect and improve the right-of-way lands, and ensure that proposed light rail and monorail lines not be another neighborhood-damaging corridor.

Integrated Executive Response

If implemented, this strategy could contribute a great deal to the quality of life in Eastlake. Because the City is not the lead agency for many of the recommendations in this strategy, the Executive response focuses on helping the community convey its concerns to WSDOT and the state legislature.

Lead Department: SPO

Participating Departments: OIR, SEATRAN, SPU

Activities Already Underway

1. SEATRAN is negotiating with WSDOT concerning stairs between Franklin Ave E and Lakeview Blvd. E.

Tasks to be Undertaken in 1998-2000

1. SPO and OIR will pursue many of the issues listed below with WSDOT.
2. Activities T 6.1, 6.2, 6.4, 6.7 and 6.8 will be added to the City's legislative agenda for the next session.
3. SEATRAN will develop a conceptual plan for pedestrian access on the north side of the Roanoke Street bridge.
4. Sound Transit will publish the "Locally Preferred Alternative" for the light rail system early in 1999. This will indicate what facilities, if any, will be intended for Eastlake.

5. Identify those activities in this Key Strategy that are good candidates for next steps for implementation considering priorities, possible funding sources and departmental staffing capabilities.

Council Action Taken: Council affirms the Executive Comments for the Reducing I-5 Impacts activities, with the following additions:

For Activities T 6.2, T 6.4, T 6.7, and T 6.8/OS 7.1/ OS 11.7 regarding I-5 noise and stormwater runoff: Councilmember Choe has exchanged letters with the State Department of Transportation regarding the Interstate-5 noise and stormwater runoff issues. The City's Office of Intergovernmental Relations has agreed to continue to lobby for state response to these activities.

For Activities T 3.6/OS 7.3, OS 7.5, and OS 7.2 (T 4.2):

The Department of Parks and Recreation consideration of an off-leash area under I-5 should

1. incorporate design goals from the Eastlake Neighborhood Plan, including stairs, wheelchair accessible walkways, treatment facilities for stormwater runoff, safety lighting and callboxes, and public art and plantings;
2. integrate these features with an off-leash site in a comprehensive conceptual design; and
3. consult early and continuously with the Eastlake neighborhood.

If this wheelchair/pedestrian/bike connection is prioritized through the Sector work program, and any funds are made available for SEATRAN to do a study, SEATRAN should coordinate with the Department of Parks and Recreation in planning for this area for purposes identified in the Eastlake Plan.

The Council would like to acknowledge a December 8, 1998 letter to the City Council from Ken Bounds, Director of the Department of Parks and Recreation. The letter says in part: "We have provided the architect [who will do preliminary conceptual drawings for a potential dog off-leash area under I-5 between Newton and Galer] with the Eastlake Community Plan recommendations for the site, and have asked that these elements be incorporated into the preliminary design. I understand that the Eastlake group has requested that any design effort related to this site include the entire area under I-5, and that this effort not assume that an off-leash area would be an element of the site design. However, the off-leash areas funding is provided to

address a programmatic need and is necessary for us to successfully achieve the goal of locating a replacement site for Volunteer Park. Unfortunately, the Department does not have the funding to explore all of the opportunities that could be incorporated under this expense of I-5, nor do we have funding for design that does not include an off-leash area. We are, however, eager to work with the community and with other departments like SEATRAN to leverage design funding so that other community needs can be addressed for this area in conjunction with consideration of an off-leash area."

D. Reducing I-5 Impacts

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
Main Streets						
M 2.6	Landscape the freeway ramps entering and leaving the neighborhood.				WSDOT	This will be included in the list of issues the City will discuss with WSDOT and the state legislature if need be.
M 4.5	Install a "Capitol Hill/Eastlake" sign on I-5 before the Eastlake exits.				WSDOT	This will be included in the list of issues the City will discuss with WSDOT and the state legislature if need be.
Open Space						
T 3.6 OS 7.3	Install a set of stairs and/or wheelchair accessible walkways under the I-5 viaduct between Franklin Ave. E. and Lakeview Blvd., to connect to the existing Blaine and Garfield Street stairs up to 10th Avenue E.	High			SEATRAN	SEATRAN believes that this could be an important connection for pedestrians and bicyclists as it can link Capitol Hill to Eastlake and is negotiating with WSDOT on developing this as a project. If this wheelchair/pedestrian/bike connection is a top priority for the community, this will be prioritized through the Sector work program and limited implementation funds may be available for SEATRAN to do a study. If this occurs.

D. Reducing I-5 Impacts

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
						SEATRAN should work with Parks to engage the communities adjacent to I-5 in a discussion of joint-use of the area under I-5 between Newton and Galer for purposes identified in the Eastlake Plan, and for possible use as a dog off-leash area. See also item OS7.2(T 4.2) below and the Council Action Taken box, page 25.
OS 7.5	Increase safety by installing appropriate lighting and call boxes. Note: the community had included this recommendation in Section II: Additional Activities for Implementation.	NT			WSDOT, Community, SPD	This will be included in the list of issues the City will discuss with WSDOT. See also the Council Action Taken box, page 25.
OS 7.2 (T 4.2)	Redesign the intersection of Boylston Ave. E., Lakeview Boulevard, Newton St. and the I-5 on-ramp to facilitate safer conditions for local traffic, bicycles, and pedestrians.	High			SEATRAN	If the community regards this as a top priority, it will be prioritized through the Sector Work program and additional funds may be available for SEATRAN to do conceptual design work to address this intersection. For longer term, combine this activity with T3.6 and OS 7.3 to provide an alternate route under I-5 for pedestrians and bikes..
Transportation						
T 2.8	Re-establish pedestrian access on the north side of the Roanoke Street bridge across Interstate 5. Include "No Right on Red" sign for westbound traffic on Roanoke turning north to Harvard, and an additional crosswalk on the north side of the Harvard/Roanoke intersection.	high			SEATRAN	This is a complex situation and SEATRAN will be looking at it in detail and developing a conceptual plan for the area.
T 6.1	Urge WSDOT to retrofit the I-5 ship channel bridge with sound-absorbent panels above the express lanes to reduce reflected noise.				WSDOT, SPO, OIR, Mayor's Office	This is included in the list of issues the City is discussing with WSDOT and the state legislature. See also the Council Action Taken

D. Reducing I-5 Impacts

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
	WSDOT's acoustic consultants estimate this measure could reduce noise by ten decibels.					box, page 25.
T 6.2	Urge WSDOT to install small noise walls on both sides of the I-5 express lanes just north of Shelby Street. This site is particularly noisy, but also well suited for construction of a wall. Design of freeway noise walls should include input from affected residents, and should be accepted by affected residents prior to construction.				WSDOT, SPO, OIR, Mayor's Office	This is included in the list of issues the City is discussing with WSDOT and the state legislature. See also the Council Action Taken box, page 25.
T 6.4	Urge WSDOT and the state legislature to allocate funds for noise retrofits. City of Seattle to exert influence in Olympia for such funds, which are at a zero level in the current biennial state budget. Support legislation redirecting revenues from parking leases along WSDOT's rights of way (that revenue now funds highway development in rural areas), revenue from cellular antennas, and any other appropriate sources of funding.				WSDOT, SPO, OIR, Mayor's Office	This is included in the list of issues the City is discussing with WSDOT and the state legislature. See also the Council Action Taken box, page 25.
T 6.7	Urge WSDOT to resurface this stretch of I-5 with "quiet pavement". When WSDOT resurfaced SR520 on the bridge deck and to the East, noise levels were significantly reduced. Though this technology can be expensive, it can help mitigate noise in affected neighborhoods without even more expensive barriers or lids.				WSDOT, SPO, OIR, Mayor's Office	This is included in the list of issues the City is discussing with WSDOT and the state legislature. See also the Council Action Taken box, page 25.



D. Reducing I-5 Impacts

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Comments
T 6.8 OS7.1 OS 11.7	Under I-5, urge WSDOT to ensure adequate drainage; treat stormwater run-off with bioswales or similar methods; plant suitable trees and vegetation; and keep the area clean, safe, and well-lighted.	high			WSDOT, SPO, OIR, Mayor's Office, SPU	This is included in the list of issues the City is discussing with WSDOT and the state legislature. See also the Council Action Taken box, page 25.
T 7.2	Oppose an additional light rail (or monorail) bridge crossing over the Ship Canal, or a nearby tunnel opening.	Lower (but very high if plans change)			Sound Transit, SPO	The City supports this position, since the City's preferred alignment serves Capitol Hill and First Hill and includes a tunnel under Portage Bay.
T 7.8	Support the Capitol Hill tunnel route for light rail. If the South Lake Union alternative is chosen as the light rail route, support only the all-tunnel alternative through Eastlake and Portage Bay.	Lower (but very high if plans change)			Sound Transit, SPO	The Executive supports this position.
OS 11.6	Support and enhance habitat uses on hillside west of the area: enhance existing vegetation; require that any pathway on the hillside is an unpaved path.	NT			WSDOT	This will be included in the list of issues the City will discuss with WSDOT and the state legislature if need be.

II. Additional Activities For Implementation

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

Council Action Taken: Council affirms the Executive Recommended Action for these activities, with the following additions:
 For activity OS 3.3, "Accommodate swimming from the dock accessed through the gate at Lynn Street-end Park", the Council acknowledges

recent information provided by the Parks Department: Swimming is not prohibited at this site.

For activity CD 2.1, CD 2.2, and CD 2.3: For private views: Consideration of City policy regarding preservation of private views will be placed on the policy docket, and considered as part of the DCLU review of the EAPD in 1999. The Comprehensive Plan policy concerning private views proposed by Eastlake Tomorrow, and policy alternatives considered by the NGP&CE Committee shall be considered in the review.

For activity CD 9, Council adopted a Comprehensive Plan policy and a Land Use Code amendment that exempt Eastlake from special easier rezone criteria for L3 and L4.

For activity CD 11, Council adds the following language to the matrix: Recommendation may be considered in the future, depending on identification of a fund source, possibly Neighborhood Matching Funds. The neighborhood may take the next steps to initiate this project.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
Open Space							
OS 16	Open Space Acquisition: The City should seek opportunities to purchase land in Eastlake for designation, preservation, and protection as open space	Lower (This recommendation will be a high priority for the community if/when Eastlake identifies parcels for acquisition).			Community, DPR	This recommendation is consistent with the Parks COMPLAN. The community should identify desirable sites, discuss their interest with the property owner, and then work with the City to consider them for inclusion in a future bond. Conservation Futures Tax (CFT) funds may be available for acquisition, however, a match will be needed and state and county criteria must be met. Another funding source would need to be identified for development.	Recommendation may be considered in the future, pending prioritization with other neighborhood plans, identification of specific sites and fund sources for acquisition and development.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
Fair Share impact Mitigation Policy							
OS 17.1	The City should evaluate, develop and adopt a fair share impact mitigation policy to support parks and open space, consistent with RCW 36.70A.	High			DPR, SPO	Although a "fair share" mitigation concept is not among those currently being explored by the City, the City is working on creative methods for obtaining and developing parks and open space in urban communities. The levying, collection and use of impact fees are very strictly defined in state law, raising a variety of legal and logistical issues that make the implementation of impact fees problematic, especially in an already developed urban area, such as Seattle.	Recommendation will not be implemented as proposed. Alternative recommendations may be considered in the future.
Street Vacation Policy							
OS 18.1	The City Council should explore a policy to the effect that public rights-of-way should be maintained in public ownership except where it has been shown that: (a) substantial community support exists for private ownership; (b) substantial community benefit will be achieved by private ownership; (c) habitat values of existing undeveloped space are shown to be preserved or increased by private ownership; and (d) pedestrian ac-	High			SEATRAN	The Executive considers that existing Street Vacation Policies adopted by the City Council address most, if not all, of the neighborhood's concerns, including: public benefit, land use, open space and environmental issues. Each vacation is reviewed according to these policies. Public access, where appropriate, is generally required. Public comment is solicited through circulation of vacation proposals and public hearings. The City Council is sensitive to community input and	Recommendation will not be implemented as proposed by the community. The Executive's Alternative Recommendation is to rely upon existing policies.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
	cess is assured in perpetuity.					where feasible, generally incorporates community needs and desires into street vacation decisions.	
North Fairview Country Lane							
OS 1.4	Explore ways to reduce the negative impacts of Canada geese at South Passage Point Park.				Community, WSDOT, UW	No City role identified.	Recommendation is a community-based activity.
Central Fairview Corridor							
OS 3.3	Accommodate swimming from the dock accessed through the gate at Lynn Street-end Park.	high			DPR, Community		Swimming is not prohibited at this site.
OS 3.4	Improve walking, jogging, and bicycling conditions on-street. (e.g. fill potholes.)	high			SEATRAN, Community, UW	SEATRAN has begun a successful "Pothole Ranger" program that can make permanent pothole repairs.	Recommendation can and will be implemented.
OS 3.5	In developing the Central Fairview Green Street Type III, enhance habitat where appropriate.	high			Community, SEATRAN, DCLU	This issue can be addressed as part of the Green Street plan.	Recommendation may be considered in the future, pending completion of the Green Street plan and identification of public or private resources for its implementation.
OS 3.6	Explore the cultivation of floating wetlands by the floating home community.				Community, UW		Recommendation is a community-based activity.
OS 3.7 T 3.8	Preserve the Boston Street-end's identity as a public amenity with habitat value for shoreline wildlife. Protect vegetation. Consider signage to identify the street-end as public property. Explore possible walkway and/or viewing platform that, at no sacrifice to	high			Community	This project could be a good candidate for the Neighborhood Matching Fund.	Recommendation is a community-based activity.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
	habitat, allows pedestrians to pass on the west side of Fairview Avenue at the Boston Street-end. Include in this planning the pedestrian and drainage conditions on the east side of the intersection.						
South Fairview Hub							
OS 4.4	Provide more picnic tables near the existing portion of the Fairview Ave. Walking Route.	NT			Community		Recommendation is a community-based activity.
OS 4.5	Provide more trash cans along the existing portion of the Fairview Ave. Walking Route and near businesses.	NT			Community		Recommendation is a community-based activity.
OS 4.6	Expand the Adopt-a-Street program to include the Fairview Walking Route and involve the organization of South Fairview residents and businesses as volunteers to enhance trash collection efforts.	NT			Community, SPU	The Fairview Walking Route would be eligible under the current Adopt-a-Street program. Interested community members are encouraged to contact Adopt-a-Street program staff.	Recommendation is a community-based activity.
Submerged Parcel							
OS 6.3	Provide additional seating similar to that described in the design proposed by 1996 UW Studio.	NT			Community, UW, SCL		Recommendation is a community-based activity.
OS 6.4	Explore cultivation of floating wetlands.	NT			Community, UW		Recommendation is a community-based activity.
OS 6.5	Moved to Section III: Activities for Longer-Term Consideration						

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
South I-5 Greenbelt and Hillclimb							
OS 7.5	This recommendation has been moved to the Reducing I-5 Impacts Key Strategy						
OS 7.6	Incorporate public art	High			Community, WSDOT, SAC	Public art can be commissioned with the support of a Neighborhood Matching Fund grant. SAC may be able to provide technical expertise, if funds are available. State funds may be available.	Recommendation is a community-based activity.
OS 7.7	Explore the feasibility of installing climbing notches on I-5 columns.	High			Community, WSDOT		Recommendation is a community-based activity.
Rogers Playfield and Franklin Ave. Green Street							
OS 8.2	Improve as outlined in Special Area Plan for Rogers Playfield and Franklin Ave. Green Street, Appendix H of the Eastlake Neighborhood Plan.	In progress			DPR, SEATRAN	DPR will work with community to implement the plan.	Recommendation can and will be implemented.
OS 8.3	Prepare detailed plans for the Franklin Green Street and the bank between Franklin and Rogers Playfield, and apply for Neighborhood Matching funds to implement the plan, using the School District's 1998-99 commitment of funds for the Franklin Green Street as a match, together with community labor and funds.	In progress			DPR, Community, SEATRAN, School District	The bank between the Franklin Green Street and the playfield is a DPR project. DPR will work with the community to implement this recommendation. SEATRAN has approved the conceptual design submitted by the community and the School District. The community has applied for a Neighborhood Matching Fund grant.	Recommendation can and will be implemented, pending approval of the Neighborhood Matching Fund grant proposal.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
OS 8.4	Implement remaining elements of the concept design plan for the Franklin Green Street and Rogers Playfield with public and private funds, including, for example, funds from the School District, City, TOPS/School and Eastlake community, as opportunities arise	In progress			DPR, Community, School District	DPR will work with community to implement the plan.	Recommendation can and will be implemented.
OS 8.6	Support City funding of the following Rogers Playfield projects identified in the City's Major Maintenance Budget, provided they are implemented in a manner that preserves and does not endanger the Rogers Playfield trees: sewer line replacement (ID #2379), tennis court surface repair or replacement (ID #2258), and athletic field drainage and irrigation construction (ID #1592)	High			DPR	DPR recognizes the need for improvements at Rogers playfield. Several projects including improvements to irrigation, drainage, and tennis court renovation are included in the capital improvement plan, however, these items are not funded in 1999-2000. DPR hopes to replace the sewer line at this site in 1999-2000.	Recommendation will be considered in the future, pending identification of a fund source.
OS 8.5	Relocate and reconstruct the public-funded playscape, which was on Franklin Avenue, on Seward/TOPS school property as a joint community/school facility, subject to the following: public use of the playscape remains unrestricted, and future decisions regarding any changes to the playscape are made jointly by the Eastlake community and				School District	No City role identified.	Recommendation is a community-based activity.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
	TOPS/Seward school.						
OS 8.7	Install signage to alert dog walkers to clean up after their dogs.	NT			DPR	DPR will implement this recommendation.	Recommendation can and will be implemented.
North I-5 Hub							
OS 11.1	Explore the location of an occasional open air market here or at North Gateway.	NT			Community		Recommendation is a community-based activity
OS 11.3	Create a public art space.	NT			Community, SAC	Public art can be commissioned with the support of a Neighborhood Matching Fund grant. SAC may be able to provide technical expertise, if funds are available.	Recommendation is a community-based activity
OS 11.4	Design an Eastlake Ave. entrance.	NT			Community	This may be a good candidate for the Neighborhood Matching Fund.	Recommendation is a community-based activity
OS 11.5	Enhance the Fuhrman Ave. entrance.	NT			Community	This may be a good candidate for the Neighborhood Matching Fund.	Recommendation is a community-based activity
OS 11.6	This recommendation has been moved to the Reducing I-5 Impacts Key Strategy.						
OS 11.7	Moved to Section III: Activities for Longer-Term consideration.						
Louisa St. Arborway							
OS 15.1	Repair storm drain at Yale Street entry to path.				SPU	The drainage project should be complete soon and the sidewalk restored.	Already underway.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
Maximize Planting Strips							
OS 21.4	Increase community participation in the City of Seattle's Tree Steward Program.	NT			Community, SEATRAN	SEATRAN would be interested in working with the community on this.	Recommendation can and will be implemented
OS 21.5	Acquire and plant additional trees, shrubs, and flowers.	NT			Community, DON	This could be a good candidate for the Neighborhood Matching Fund.	Recommendation is a community-based activity.
OS 21.6	Re-vegetate paved strips with native plants.	NT			Community	This is the responsibility of the abutting property owner. SEATRAN can help with plant selection and permitting.	Recommendation is a community-based activity.
OS 21.7	Provide additional seating where appropriate.	NT			Community	This would require a street use permit.	Recommendation is a community-based activity.
OS 21.8	Encourage landowner maintenance.	NT			Community		Recommendation is a community-based activity.
Tree Inventory							
OS 19.1	Identify trees that should be protected and trees that should be planted to enhance the neighborhood.				Community, SEATRAN, DPR, SCL	The City has a variety of programs to support urban forestry projects. Contact SEATRAN's Arborist's Office to find out more about them. Programs include: Neighborhood Matching Fund tree planting, City Light's Urban Tree Replacement Program and DPR's urban forestry program. The City is formulating a tree protection policy for significant trees and will gladly assist in the identification of prospective planting projects.	Recommendation can and will be implemented. Community must take the next steps to initiate this project.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
OS 19.2	Raise public awareness of significant tree resources				Community, SEATRAN, DPR, SCL	SEATRAN has trained 500 tree stewards to date on tree care. The City's Urban Forest Coalition is preparing "A City Among the Trees," a video, planning workbook and educator's guide for high school teachers for precisely this purpose. SEATRAN would be interested in working with the neighborhood to introduce these tools in Eastlake.	Recommendation can and will be implemented.
OS 19.3	Identify opportunities to enhance native vegetation				Community, SEATRAN, DPR, SCL	DPR works with neighborhoods to implement native vegetation enhancement. The next planning steps might be a good candidate for the Neighborhood Matching Fund.	Recommendation can and will be implemented. Community must take the next steps to initiate this project.
Wildlife Inventory							
OS 20.1	Conduct a wildlife inventory and identify special species found in Eastlake.	NT			Community	DPR has an Urban Wildlife and Habitat Management Plan which may be a good resource.	Recommendation is a community-based activity.
OS 20.2	Develop a habitat brochure with guidelines for planting vegetation to support various species in Eastlake.	NT			Community, DON, SEATRAN, DPR	This may be a good candidate for the Neighborhood Matching Fund. SEATRAN and DPR could offer advice and technical assistance.	Recommendation is a community-based activity.
OS 20.3	Identify ways to deal with the beavers that gnaw trees along the Lake Union shoreline.	NT			Community, WA Fish and Wildlife	No City role identified.	Recommendation is a community-based activity.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
Backyard Programs							
OS 24.1	Encourage participation in the Backyard Wilderness Program and encourage the creation of floating wetlands where appropriate	NT			Community, Floating Homes Association, WA DNR	The community is encouraged to contact the state Department of Natural Resources to find out more about this program.	Recommendation is a community-based activity.
Transportation							
T 2.4	Restore automatic "WALK" at full traffic signals. As is still the case at the Lynn Street crossing of Eastlake Avenue, do not require pedestrians to press a button to obtain a "WALK" indicator at full traffic signals (push button would still be used to gain a quicker "WALK" signal, and at pedestrian half-signals).	in progress			SEATRAN		SEATRAN will test its recently modified policy on pedestrian push buttons at intersections indicated in the Plan. SEATRAN will report to the Council's Transportation Committee by June 1999 on results of this study.
T 2.7	Left-turn signal (from west on Lynn to south on Eastlake) Neighborhood will support only if Lynn St. not widened.	medium		\$10,000 to \$40,000 (p. 59)	SEATRAN	There does not appear to be enough right-of-way to widen Lynn Street. This intersection is currently running fixed time, and would need to be completely upgraded electronically. On June 4, 1996, the Director of Engineering sent a letter to the Eastlake Community Council President requesting feedback on three proposals for installing north and southbound left turns at Eastlake Ave. E. and E. Lynn St. To move forward, SEATRAN needs the	Recommendation may be considered in the future, pending indication from the community re: the preferred design, analysis of intersection function and identification of a fund source.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
						community to identify a preferred alternative from among these designs or to offer an alternative. Then the intersection and proposed movement can be analyzed to see if it will function properly and funds identified.	
T 4.1	Recognize Minor Avenue E. as a "major bikeway" (a designation now given only to Fairview Ave. E.). Doing so would encourage bicycle travel on Minor, alleviating crowded conditions on Fairview.				SEATRAN	Eastlake and Fairview are N-S designated routes and are well traveled and seem to be preferred by bicyclists. Drivers are used to seeing bicyclists in these locations. Signing Minor will not likely be sufficient encouragement to cause bicyclists to switch routes. For these reasons, SEATRAN recommends that this recommendation not be implemented.	Recommendation will not be implemented.
T 4.3	Install bike racks	in progress			SEATRAN	SEATRAN will install racks on City right-of-way in neighborhood business districts at property owner request.	Recommendation can and will be implemented, upon request of property owners.
T 2.3	Install pedestrian half signal at Eastlake and Allison intersection (On file with SeaTran) Widespread support; funding provided by Neighborhood Street Fund	in progress, remains a high priority for the community.			SEATRAN	SEATRAN has reviewed this location three times and it does not meet the necessary criteria. However, SEATRAN and the Pedestrian Board will review the pedestrian half signal policy this summer and will forward the resulting recommendation to City Council.	Recommendation may be considered in the future, pending an analysis that shows the signal meets the necessary criteria or if changes being considered to current policies are adopted by Council.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
T 2.3	Install pedestrian half signal; Eastlake and Newton intersection	lower, increasing to medium or high if other street improvements are made near this intersection.		\$20,000	SEATLAN	The intersection of Eastlake and Newton does not appear to meet the requirements necessary for a pedestrian signal.	Recommendation may be considered in the future, pending an analysis that shows the signal meets the necessary criteria.
T 2.1	Make all crosswalks on Eastlake, Harvard, and Boylston Avenue marked crosswalks. Renew marked crosswalks that have faded.	in progress			SEATLAN	Remarketing crosswalks in the ladder-style configuration will be done as funding allows. For new crosswalks, the community should provide a prioritized list of specific locations for evaluation against SEATLAN's crosswalk policies.	Existing crosswalks: Recommendation will be implemented as funding allows. New crosswalks: Recommendation may be considered in the future, pending evaluation of specific proposals and identification of a fund source. Community must take the next steps to initiate this project.
T 3.1	Restore and clean sidewalks throughout the neighborhood.				Property owners		Recommendation is a community-based activity.
T 3.5	Sidewalk on south side of Allison between Eastlake and Fairview. Note: The community had this recommendation in Section III: Activities for Longer-Term Consideration.	in progress Is a high priority for the community.			SEATLAN	This activity is proposed as a 1998 NSF project.	Recommendation will be implemented, pending approval of funding.
T 5.4	Bus shelters for both north & south bound buses.			\$10,000	KC/Metro	For KC/Metro to consider a shelter at a stop there needs to be at least 25 boardings a day. Through the Mayor's Transportation Strategic Plan, the Seattle Transit Initiative, neighborhood planning and the KC/Metro Six-Year Plan Update, the City is trying to influence this kind of decision. One way to fund shelters at low priority locations is	Recommendation will be forwarded to KC/Metro.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
						to use private contributions or the Neighborhood Matching Fund. It would be helpful for the community to provide a prioritized list of specific locations.	
T 5.4	Increase the number of bus shelters and decorate them with the help of artists and students; provide benches at more bus stops				KC/Metro	KC/Metro has a Bus Shelter Mural Program in which the community can design and paint bus shelter murals to foster community pride and cultivate community partnerships. The program fits in nicely with the neighborhood planning groups street level amenities goals and objectives (see M 2.1).	Recommendation is a community-based activity.
T 2.3	Install pedestrian half signal Eastlake and Howe intersection	lower. Priority for the community will increase to medium or high if other street improvements are made near this intersection.		\$20,000	SEATRAN	This intersection does not appear to meet the criteria for a signal at this time.	Recommendation may be considered, pending an analysis that indicates the intersection meets the criteria for this signal.
Fairview Ave E. South of Roanoke							
T 1.5	Posted speed reduced to 15 mph Fairview from Roanoke to Newton	in progress		\$75-100 per sign	SEATRAN	SEATRAN will install some type of warning sign on Fairview with a recommended speed of 15 mph.	Recommendation can and will be implemented.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
T 1.8	Stop sign on Blaine for westbound traffic Fairview and Blaine intersection			\$100 (p. 75)	SEATRAN	A review of this intersection indicates a stop sign is not necessary. If a stop sign was installed, speeds would increase slightly on Fairview which is contrary to TC 7.	Recommendation will not be implemented.
T 2.8	Restore north side pedestrian crossing. Roanoke Street bridge over I-5 (Strong supported by Eastlake and Portage Bay/Roanoke Park communities)	high		\$300	SEATRAN	This intersection is complex and SEATRAN will review this request and location.	Recommendation will be considered in the future, pending review of the way the intersection functions.
T 2.8	No right on red sign for westbound traffic on Roanoke turning north to Harvard				SEATRAN	This intersection is complex and SEATRAN will review this request and location.	Recommendation will be considered in the future, pending review of the way the intersection functions.
Freeway Noise							
T 6.5	Further reduce the hours when the I-5 express lanes are in operation. They are now closed between 11 p.m. and 5 a.m., whereas the City noise ordinance recognizes 10 p.m. to 7 a.m. as quiet times.				WSDOT	This will be included in the list of issues the City will discuss with WSDOT and the state legislature if need be.	
Other Recommendations							
T 3.2	Unused driveways returned to street parking				Neighborhood - landowner coordination		Recommendation is a community-based activity.
T 5.3	Reduce deadheading (bus storage) Eastlake south of Fairview (1994 Eastlake Transp. Plan)				KC/Metro	Metro currently stages (stores) its express buses in Eastlake. An alternate location would have to be found that serves the transit sys-	Recommendation will be forwarded to KC/Metro.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
						tem's needs equally well, and does not generate the same concerns as the Eastlake community is expressing. A location that does not meet system needs as well may negatively affect bus operations, taking service resources from elsewhere in Seattle.	
Community Design							
CD 2.1, 2.2	Evaluate design standards and guidelines to preserve and improve public and private views. Evaluate and consider development standards and guidelines for public viewscapes and view corridors. Evaluate and consider an "Eastlake Roof Sightlines and Roofscapes" design guideline.	In progress			Community, DCLU	Viewscapes, view corridors, sightlines, slot views, and roofscapes can be interesting concepts for treatment in design guidelines. DCLU is currently envisioning reviewing recommendations in 1999 for neighborhood specific design guidelines from all neighborhood plans. The concept of design standards, which DCLU is interpreting to mean development standards in the Land Use Code, for dealing with <i>private</i> view protection, is a potentially problematic issue in a highly urbanized area like Seattle.	For public views: Recommendation will be considered in 1999 through review of the Design Review Guidelines and adoption of guidelines specific to the Eastlake neighborhood. For private views: Consideration of City policy regarding preservation of private views will be placed on the policy docket, and considered as part of the DCLU review of the EAPD in 1999. The Comprehensive Plan policy concerning private views proposed by Eastlake Tomorrow, and policy alternatives considered by the NGP&CE Committee shall be considered in the review.
CD 5.1, 5.2	Adopt changes to the design review program that expand the types of projects included in mandatory design review and creates more neighborhood participation.	in progress			DCLU	City Council just adopted legislation to expand required Design Review to C1 and C2 zones in urban villages. In addition, a new administrative design review process will encourage applicants of smaller multifamily and commercial	Expansion of design review to C zones, more neighborhood involvement and smaller projects' inclusion in the program: Recommendation has already been implemented. Remainder of recommendation will be



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
	Revise the current permitting process by adopting a mandatory design review program for projects in L1, L2 & C zones that also require environmental review. For all neighborhoods, support adoption of a more neighborhood-based, interactive design review process.					projects to opt for design review when it is not required. This legislation moved Eastlake into a small district with Capitol Hill, rather than a large district with Magnolia and Queen Anne. Other neighborhoods have proposed expanding the application of the Design Review Program. Given the citywide implications and administrative issues, DCLU is proposing to assess options for future expansion as part of the 1999 work program.	considered in 1999.
CD 6.1 6.2	Evaluate the following Community Design supplemental guidelines: 1. "Eastlake Facade Width" design guideline for L1, L2 & L3 residential zones. 2. "Eastlake Facade and Storefront Character" design guideline.	In progress high priority			DCLU, Community	DCLU is currently envisioning reviewing recommendations in 1999 for neighborhood specific design guidelines from all neighborhood plans.	Recommendation will be considered in 1999 through review of the Design Review Guidelines and adoption of guidelines specific to the Eastlake neighborhood.
CD-7	Encourage the development of live/work units in areas that already allow commercial development and prepare an evaluation of live/work units in Eastlake.	lower			DCLU, Community	Such an evaluation should include an assessment of supply and need, Land Use Code implications, identification of prototypes, and recommendations to achieve this diversity goal. Building code (life safety) issues and costs associated with meeting those standards tend to be where proponents of live/work housing find difficulties, rather than with the Land Use Code. DCLU would be glad to participate in future discussions	Recommendation may be considered in the future, pending prioritization with other citywide land use code issues from neighborhood plans.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
						about barriers and opportunities for "non-traditional" housing in the city's land use and building codes. DCLU is also working to allow some demonstration projects.	
CD 8.1, 8.2 M 2.5	Identify appropriate locations on public and private property throughout Eastlake for community kiosks, bulletin boards, and other methods of posting notices of community interest. 1. Prepare a Community Notice study. 2. Install community notice fixtures where and when opportunities arise.	High			Community, DON, SEATRAN	The City Council has established a Community Kiosk Task Force that will investigate several issues including funding, and design and placement standards.	Recommendation may be considered in the future, pending the results of the Task Force.
CD-9	Develop rezone locational criteria for Lowrise 3 and Lowrise 4 zones in Eastlake that emphasize scale and density compatibility with existing development.	Complete			DCLU	This issue can be addressed with other land use regulation issues in Eastlake in 1999.	Recommendation may be considered in the future, pending development, analysis and public review of specific criteria. See Council Action Taken box, page 30.
CD-11	Prepare and implement a plan to preserve, restore and maintain Eastlake's cobblestone street surfaces. Prepare a plan. Implement a plan	High Medium			Community, SEATRAN, DON Urban Conservation	Neighborhood Matching Funds are an option for related design, planning, development and implementation. In an agreement with Urban Conservation (DON) adopted in 1996, SEATRAN agreed to preserve cobblestone streets that were in good condition or better. About 50% of the cobblestone streets in Eastlake need	SEATRAN will not "harvest" cobblestones from the Eastlake neighborhood. Cobblestones removed during utility or transportation work will be replaced. See also the Council Action Taken box, page 30.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
						restoration. SEATRAN does not have funds to preserve, or restore these cobblestone streets.	
CD 17.1	Develop tracking and enforcement mechanisms for elements of Eastlake projects, including: 1. Amount and location of parking required for all approved Eastlake projects ... and for Transportation Management Programs (TMPs). There are no City plans for identifying and monitoring required parking other than in TMPs. Better enforcement of parking requirements in master use permits is an urgent and high priority for the neighborhood.	High In progress			DCLU, SEATRAN	The City is in the process of revising Director's Rule 02-94, which would apply to new TMPs only. DCLU is moving to alter the requirements to make TMPs more monitorable, and is moving to a new system of tracking. This establishes the contents and procedures for Transportation Management Programs required for certain developments. SEATRAN monitors compliance, and DCLU has procedures in place for their enforcement.	Enforcement is already done on a complaint basis. Enforcement capacity could be increased with additional staff. DCLU recognizes that TMP compliance is complicated to enforce. In 1999-2000, DCLU will research this issue (working with SEATRAN) and will make preliminary findings available to the neighborhood.
Diversity							
D 2.1	Adopt City policies that help preserve "Mom and Pop" and other small neighborhood-serving businesses.				OED, DCLU, Community	DCLU provides relief to small businesses through its permit process redesign, which includes technical assistance to one-time and first-time applicants, and the creation of a new information resource center. OED supports the creation and retention of small businesses through: 1) Community Capital Development (CCD). CCD provides	The City already has many policies and takes many actions to preserve small business. The recommendation needs to be more specific for a further City response.

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
						<p>technical assistance and loans for start-up, existing and business expansion, often to businesses that do not qualify for conventional financing.</p> <p>2) The Mayor's Small Business Task Force is a group of small business owners that serve as liaisons between the City and the small business community. The Task Force recommends innovative solutions to political, social and economic issues which affect businesses.</p>	
D 2.3	Provide "welcome packets" for new residents and businesses.				Community		Recommendation is a community-based activity.
D 2.4	Use the Eastlake web site for advertising				Community		Recommendation is a community-based activity.
Main Streets							
MS 1.1	Explore developing a united theme suitable for joint advertising for the Eastlake business district.				Community, DON, OED	The University District Business Improvement Area and the Fremont Chamber of Commerce are two business districts the planning group should contact to learn more about the successful development and implementation of business district marketing and promotional programs.	Recommendation is a community-based activity.
MS 1.2	Explore having an annual Eastlake event to promote the neighborhood's retail and services businesses.				Community		Recommendation is a community-based activity.



#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response	Executive Recommended Action
M 2.2	Expand volunteer cleanup efforts.				Community		Recommendation is a community-based activity.
M 4.1	Provide prospective businesses with demographic information on Eastlake.				Community		Recommendation is a community-based activity.
M 4.2	Recruit businesses that the neighborhood needs.				Community, OED	A business district survey and economic and trade analysis will assist in determining the type of businesses the area can support as the community undertakes business recruitment efforts. OED has supported a number of business districts in selecting consultants, developing a work program and survey questionnaire.	Recommendation is a community-based activity.
M 4.4	Initiate more media mentions of Eastlake businesses.				Community		Recommendation is a community-based activity.

III. Activities For Longer Term Consideration

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

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

#	Activity	City Department Comments
OS 6.1 North Fairview Country Lane		
OS 1.6	Identify and implement stormwater run-off treatment methods that are habitat-sensitive, such as bioswales	
OS 22.4	Develop a street-end park at Allison St.	This may be a good candidate for the Neighborhood Matching Fund. SEATRAN: This could be problematic. The first step is to develop a conceptual design. Medium priority.
OS 3.9	Support traffic calming efforts.	Traffic calming should be considered as part of the Green Street plan (see Fairview Shoreline Corridor Key Strategy).
Central Fairview Corridor		
OS 3.10	Implement existing plan for Louisa Street-end Park.	A permit has been issued by DCLU with SEATRAN approval in association with an adjacent development project.



#	Activity	City Department Comments
OS 4.7	Improve safety lighting on Fairview south of NOAA at entrances to shoreline businesses.	For lighting projects, the neighborhood is encouraged to develop a "lighting plan" by working with Seattle City Light's North Service Center (Contact Roy Alexander at 615-0601). The plan should include the location and type of lighting fixtures which will be the basis of project feasibility and cost estimates. City Light works closely with the Police department to address security issues. For lighting on arterials, SeaTran has jurisdiction and needs to be involved and lighting in parks should involve the Parks Department. Lower priority for the community, but likely to be higher once the Fairview shoreline path is installed.
OS 5.1	Reconfigure parcels so that private properties are contiguous and public parcels form a sensible right-of-way. If adjustments are made in the ownership of the Howe Street right-of-way between Eastlake and Fairview Avenues to improve the pedestrian connection and make the private properties more contiguous, maintain a 30 foot right-of-way and assure no net loss of public property unless property owners can show that their street vacation request complies with the proposed street vacation policy (OS 18)	SEATRAN: Reconfiguration of street ends requires a street vacation. A vacation process is started by an abutting property owner. Vacation policies provide a public hearing and notification process for public input. State law requires vacated property to be replaced with money from vacation or an equal value land trade.
OS 6.5	Incorporate into Fairview Walking Route by requiring that Route improvements are consistent with this recommendation. Note: the community had this recommendation in Section II: Additional Activities for Implementation.	This recommendation requires clarification from the community.
OS 6.6	Create Lake Union Habitat educational kiosk.	If this is on street right-of-way, a street use permit must be obtained.
OS 7.1	Under I-5 south of Newton, treat stormwater runoff.	High priority for the community.
OS 9.1	Create a stairway on the Shelby Street right-of-way from between Eastlake Avenue to Franklin Avenue.	More detail is needed before SEATRAN can comment. Lower priority for community; but high if funding opportunity arises.
OS 9.2	Create a community garden space on the Shelby Street right-of-way between Eastlake Avenue and Franklin Avenue.	According to an analysis done for the Mayor's Recommended Comprehensive Plan, 1994, Eastlake should plan for one community garden site to meet Comprehensive Plan goals. Staff in DON's P-patch program are available to assist in this community-based activity. Lower priority for community; but high if funding opportunity arises.
OS 9.3	Create habitat for birds and butterflies on the Shelby Street right-of-way between Eastlake Avenue and Franklin Avenue.	This is a community-based activity. Lower priority for community; but high if funding opportunity arises.

#	Activity	City Department Comments
OS 11.7	Identify and implement stormwater run-off treatment methods that are habitat-sensitive, such as bioswales. Note: the community had this recommendation in Section II: Additional Activities for Implementation.	SPU staff have incorporated such methods into projects where appropriate and feasible. Recommendation requires clarification from the community.
OS15.2	Add subtle safety lighting at Louisa Street arborway.	See OS 3.10, and OS 4.7 High priority for the community.
OS 21.9	Prohibit paving over of existing unpaved planting strips, except where part of a neighborhood prepared design.	Council Directs SEATRAN to review and update the Board of Public Works rule interpreting SMC 4.30, and to consider recommending legislation to include in the SMC the requirements for landscaping planting strips and restricting the paving of planting strips. It is a high priority of the neighborhood for this legislation to be prepared. Once passed, its implementation will be a medium priority.
OS 22.5	Explore ways to implement improvements identified in the Eastlake Park Maintenance Study (Appendix 7). (This recommendation was moved from Section II: Additional Activities for Implementation).	For improved maintenance at street-end park, DPR encourages the community to participate in the Adopt-A-Park program that supports community initiatives in small maintenance projects.
Transportation		
T 5.5	Study Lake Union ferry to connect Fremont, UW Eastlake & Westlake Lake Union ferry landings (Support from Fremont Neighborhood Plan)	Lower priority for community.
T 5.6	Study jitney (van/bus) to circle Lake Union (Support from Fremont Neighborhood Plan)	Lower priority for community.
T 5.7	Neighborhood-wide trip reduction pilot project	Recommendation requires further clarification from the community. High priority for community.
T 1.4 &	The City of Seattle should work with other localities and with state legislators to amend state law to permit localities to enforce speed limits on residential streets down to 15 miles per hour from the current 25, and to allow a school zone speed of 20 miles per hour to be enforced whether crossing guards are present or not.	This recommendation was significantly revised after community validation.
T 1.11	Redesign Eastlake and Harvard intersection to reduce collisions; redesign should include (1) curb bulbs and wider sidewalks for that portion of Harvard Avenue fronting on the commercial property between Franklin Avenue staircase and Allison Street, and (2) additional planted median at the intersection of Harvard Avenue and Eastlake Avenue.	This recommendation was significantly revised following community validation. SEATRAN requires more time to develop a response. High priority for community.

#	Activity	City Department Comments
T 1.9	Intersection redesign Fairview and Lynn intersection (Stakeholder consent not present for last design presented from city. In planning this project, the objectives of the plan must be clarified so city design meets them all.)	Conceptual design approved by abutting property owners and SEATRAN is needed. In progress. Part of the Park Department's redesign of Lynn Street Park.
T 1.10	Intersection design Fairview and Roanoke	Conceptual design approved by abutting property owners and SEATRAN is needed. Lower priority for community. (High if funding opportunity)
T 1.13	In general, do not widen existing street widths, construct large curb radii, or make other roadway or intersection modifications that expand Eastlake's existing street sections, unless identified and supported in an Eastlake planning process.	It is standard practice for SEATRAN to work with the community on transportation projects. With multiple community groups in each neighborhood, it is difficult to know we have fully communicated to the community. SEATRAN generally notifies the abutting property owners. It is important to note that community desires do not take precedence over safety concerns.
T 3.4	Sidewalk on north side of Allison between Eastlake and Fairview.	This is an expensive project and on-street parking would be lost. The abutting property owners would need to approve this activity. Lower priority for community. If abutting neighbors approve, it becomes medium or high priority for the community.
T 3.5	This recommendation was moved to Section II.	
T 3.4	At no sacrifice to habitat, complete the walkway on the west side of Fairview Avenue E. between Fuhrman and Martin (south of University Bridge).	Conceptual design approved by abutting property owners and SEATRAN is needed. Lower priority for community.
T 5.8	Yield Traffic Signs Franklin Avenue and cross streets (Dialogue with SeaTran on expanded use: \$100 per sign)	The use of yield signs can be an effective means of assigning right-of-way at intersections. However, they also have the effect of giving priority to traffic on one street which can result in increased traffic speeds. SEATRAN has reviewed intersections along Franklin Av. E in the past and found that they would not be appropriate locations for yield signs. Devices that calm traffic would be more appropriate and more likely to address community concerns.
T 5.9	Complete the sidewalk N. side of Newton St. between Eastlake and Franklin	This activity could be funded through NSF, if the abutting property owners agree to the loss of parking. High priority for community.
T 6.9	Tax revenue study on noise & devaluation (Fundable by state legislature. City support needed.)	
T 6.3	Planning for future noise barriers.	
T 6.6	Secure a City ordinance prohibiting the use of diesel compression brakes on the Eastlake sections of I-5.	High priority for community.

#	Activity	City Department Comments
T 3.7 & OS12.2	Explore ways to connect the Edgar Street-end with Fairview Avenue E. north to Hamlin Street (north end of Mallard Cove); if this does not work, explore a floating walkway on the Fairview Avenue E. right-of-way. Clear public ownership, but legal, environmental, cost concerns make the land route preferable.	Conceptual design approved by abutting property owners and SEATRAN is needed. If this is a top priority for the community, this will be prioritized through the Sector work program and limited implementation funds may be available for SEATRAN to do a study. See also the Council Action Taken box, page 20. High priority for the community.
T 3.7 & OS 12.1	Floating walk for bikes and pedestrians Submerged Fairview right-of-way from Edgar to Roanoke (Clear public ownership, but legal, environmental, cost concerns make the land route far preferable)	Conceptual design approved by abutting property owners and SEATRAN is needed. This activity may also require a Shoreline Substantial Development Permit, therefore, DCLU would need to be involved. High priority for community.
T 7.3	Explore the addition of rail to I-5 and the ship canal bridge, if it produces a net reduction in noise and vibration and does not produce a widening of the bridge.	Sound Transit has determined that the ship canal bridge would require massive seismic retrofitting to carry light rail and has ruled the idea out.
T 7.5	A Boylston Avenue E. or I-5 monorail route could be explored if it produces a net reduction in noise and does not harm existing properties.	The Executive supports this position.
Community Design		
CD 2.3	Develop and adopt design standards and guidelines to preserve and improve public and private views. 3. Adopt a design guideline that provides incentives for lot views through private property. (Items 1 & 2 in Section II)	See response to CD-2.1 and CD 2.2 in Section II: Additional Activities for Implementation. For private views: Consideration of City policy regarding preservation of private views will be placed on the policy docket, and considered as part of the DCLU review of the EAPD in 1999. The Comprehensive Plan policy concerning private views proposed by Eastlake Tomorrow, and policy alternatives considered by the NGP&CE Committee shall be considered in the review.
CD-10	Prepare and implement a plan, with design standards, guidelines and incentives, for key "Eastlake Neighborhood Hillclimbs and Passageways."	This project could be a good candidate for the Neighborhood Matching Fund. Medium priority for community.
CD-11	Prepare and implement a plan to preserve, restore and maintain Eastlake's cobblestone street surfaces. (in case it cannot be accomplished near term)	Such a plan needs to identify a location where cobblestones can be stored and a fund to pay for transporting base layer cobblestones that are being replaced and the labor involved in restoration. As an alternative to cobblestones, the community could consider textured concrete. See also the Council Action Taken box, page 30. High priority for community (prepare). Medium priority for community (implement).
CD-12	Develop a Lynn Street pedestrian improvement project.	Conceptual design approved by abutting property owners and SEATRAN is needed. Medium priority for community.

#	Activity	City Department Comments
CD-13	Prepare development standards and guidelines to increase the amount and creative use of vegetation on public and private properties and buildings.	If a planting strip is greater than 5' wide, 40% of the area may be paved (i.e. to create a wider sidewalk with tree pits. Anything less than 5' must be landscaped. DCLU suggests that this activity can be partially implemented through the use of design guidelines and through Green Street designations. Lower priority for community.
CD-14	Adopt an "Eastlake Natural Sound Absorption" design guideline to reduce noise on and emanating from public and private properties.	This technical issue may not lend itself to application via the Design Review Program. However, DCLU will work with the neighborhood on this activity as part of the development of neighborhood design guidelines in the future. Lower priority for community.
CD-16	Adopt development standards and/or an "Eastlake Transitional Massing" design guideline that would increase the compatibility of commercial and residential uses on abutting properties.	DCLU will work with the neighborhood on this activity as part of the development of neighborhood design guidelines in the future. Medium priority for community.
CD 17.2	Develop tracking and enforcement mechanisms for elements of Eastlake projects, including: 2. Other important elements of all approved development projects in Eastlake, including types and square footage of non-residential approved uses, and approved height. (Item: 1 in Section II)	See response to CD-17 in Section II: Additional Activities for Implementation. Lower priority for community.
CD 19	Prohibit skybridges on public property and rights-of-way, and work with the City and project applicants to enhance the public streetscape.	The City's skybridge regulations are in chapter 15.64 of the Municipal Code. They discourage the proliferation of skybridges, but do permit them.
NG 1.4	An off-leash area for dogs is not compatible with the art placement and green space recommendations for the North Gateway.	The only part of the Eastlake planning area which the Parks Department has been considering for a dog run is the area under I-5 between Blaine and Garfield streets. DPR regrets that the Eastlake neighborhood may not have been adequately notified of this issue. Based on recent discussions, DPR has engaged a landscape architect who will draw preliminary designs of the two sites under discussion. Design ideas from the Eastlake neighborhood plan will be incorporated into these designs. See Council Action Taken box, page 25.
Main Street		
M 2.4	Encourage businesses to display light strings or neon.	
M 4.3	Publish a map guide of neighborhood businesses.	A number of Seattle-area neighborhood business districts have developed a walking guide of the district. Business districts have used the Neighborhood Matching Fund Program to fund production of a map.

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