

WALLINGFORD NEIGHBORHOOD PLAN APPROVAL AND ADOPTION MATRIX

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Prepared by the City of Seattle's Interdepartmental Review and Response Team. Compiled by the Strategic Planning Office. Revised by Council and Council Central Staff

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I. 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 TEAM WALLINGFORD

The following is a partial list of things that we attribute directly to the opportunities made possible by neighborhood planning although few were actually part of the planning process:

PROJECTS AND EVENTS. These activities have given many neighborhood volunteers opportunities to invest their time and their skills to make Wallingford a better place to live. Project management for these activities is a huge job, but the benefits in the way of community connectedness and strength make us want to take the idea much farther.

What's Cookin' in Wallingford – Organized by the Chair of the Business Health group, who is a volunteer and not a business owner, to help build some esprit de corps among restaurateurs who barely knew one another and to establish a community event in a neighborhood with a dearth of them. The events have been held two years in a row and have been rousing successes.

Wallingford Welcomes Ballard – Wallingford neighbors celebrated the reopening of Lincoln High School after 16 years of non-use by welcoming the Ballard High students and administration. Dozens of groups including Lincoln and Ballard alums, PTSA's and site councils from schools in both communities, as well as Wallingford churches, retailers, and residents helped to plan and carry out this hugely popular event.

Traffic calming on Thackeray – Two separate groups of neighbors had been working independently, each unaware of the other, for over a year on this project when they were brought together at a TW transportation meeting. By working together, they convinced SEATRAN to take action on this worsening problem.

Tag Team – The Community Council and the Chamber of Commerce have joined forces to organize volunteers who remove or report graffiti and to provide removal information and support for renters and non-resident property owners. With the help of Seattle Public Utilities, over two dozen neighbors have met and adopted blocks to patrol for litter and graffiti. Paint and supplies are paid for by the Chamber's Neighborhood Matching Grant.

Wallingford Gardens - A first annual event that was held in the spring of 1998 brought together retailers, environmental groups, tree stewards and neighbors together to learn and tour local gardens as it helped establish Wallingford as a Gardening Center of Seattle.

Integration of QFC into the neighborhood – In the fall of 1996, the popular Food Giant grocery store located in the heart of the community was sold to QFC, a member of the much-maligned category of Chain Stores. Before public outcry grew too loud, the neighborhood organized a meeting with representatives of the Chamber of Commerce, the Community Council, and QFC management to discuss mutual needs. The retailer appreciated and responded to community input and the result was a successful integration into the community.

Tree Steward/Junior Tree Steward Program – A neighbor, who's goal is to re-tree Wallingford, was introduced to the Community Council, which not only sponsored her Tree Steward training, but established an on-going WCC sponsorship program for more neighborhood tree stewards. She's gone on to receive a Neighborhood Matching grant for her Junior Tree Steward project that teaches youngsters about urban forestry as it recruits them to do necessary tree maintenance. Over 100 new trees will be planted before the end of this year and dozens of neighbors will have become invested in their community who never had a way to get connected before.

COMMUNICATION. Commitment to improved communication has made all our recent projects possible – including Team Wallingford.

E-News – Wallingford distributes E-news to a 280 member distribution list, a project which began as a Team Wallingford outreach effort. Contents include such things as announcements of City or neighborhood meetings and topics of interest to the community like changes in land use and provision of services, as well as City activities surrounding housing, transportation, parks, etc.. Surveys of neighborhood opinions on such things as a walk-all-ways proposal for 45th & Wallingford and City discussions on logging the watershed followed by collection and forwarding of results have helped the neighborhood and the City understand what the community is thinking. Neighbors say they love the feeling of being a connected and appreciated part of their community. They also mention appreciating the opportunity to send meaningful input to decision-makers.

Web Site – The neighborhood has received a Neighborhood Matching grant to design and implement a Wallingford Network website as a first step toward establishing the WEaving Wallingford communication network.

SUCCESSFUL CITY-NEIGHBORHOOD TEAMWORK IS BUILDING TRUST. We think the growing trust between citizens and government is the outcome from the planning process that can be the most beneficial to both the neighborhood and the City in the long run. When

provider and customer work as a team, government doesn't have to make decisions in a vacuum and residents don't have to end up resenting solutions – and the Departments that made them – because they haven't had an opportunity to participate in the process. We intend to nurture this new paradigm and keep it in place long after planning is done.

The barge house – When an illegal barge house appeared on Wallingford's Lake Union shore, neighbors found out about it via the e-news network and supported DCLU in their decision to enforce the laws as they exist. The barge house is gone along with other similarly non-conforming uses and residents feel satisfied with the outcome.

Thackeray parking – Using neighborhood connections established through the Tree Steward program, neighbors began working with officials to calm traffic on their street. SEATRAN and METRO decision makers have made site visits and are actively soliciting resident input as they look for a solution that satisfies all parties' needs.

Wallingford Steps – DCLU was approached by a developer requesting a zoning change in order to build on land adjacent to the Wallingford Steps project proposed in our plan. The Department's response was to send them back out to the community first, a demonstration of respect that Wallingford truly appreciated. Following the architect's presentation to the Community Council, the Community Council endorsed the concept. The developer is now working with SEATRAN, the Parks Department and DCLU toward an outcome that could help Wallingford reach the goal of building the Steps as called for in the neighborhood plan.

II. 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. 45TH STREET CORRIDOR IMPROVEMENTS

Description:

The 45th Street Corridor, and particularly the shopping district that runs from Stone Way to Sunnyside, is the heart of Wallingford. It is the identifying characteristic of the neighborhood, is blessed with a landmark school building, and may be the definition of the "urban village.". Its vitality depends on a blend of business health, transportation/pedestrian character, a "streetcar neighborhood" commercial character that reflects its history as a working class suburb connected by streetcar to jobs and the central city, and the pattern of land uses that help make it viable. The community does not take this corridor for granted. The first key integrated activity is a menu of actions to help increase business vitality, pedestrian character, and appealing urban design — to enhance the "urban village" character of the Wallingford Community.

Integrated Executive Response:

Wallingford's goal of making its commercial core as efficient, safe and enjoyable as possible for pedestrians, while still accommodating transit, bicycle and auto circulation throughout the area is consistent with the intent of the residential urban village designation. The 45th Street Corridor project not only addresses neighborhood goals, it also contributes to citywide goals for transportation, business health and community building. One important facet of the proposal is a package of transportation and land use recommendations to facilitate mixed use development in this area. Another facet involves improvements to public spaces and the pedestrian environment.

Generally, the transportation improvements proposed along the 45th Street corridor should work toward achieving that goal; however, some may be difficult to implement together with others due to limited street width and operational conflicts.

Activities Already Underway:

1. In order to retain retail and commercial uses in the heart of the urban village, the neighborhood is proposing to prohibit single purpose residential development on commercially zoned sites fronting on N and NE 45th Street between Greenlake Way and Interstate 5. Legislation to accomplish this will be submitted to Council for consideration with the Wallingford Plan.

2. As one of its considerations, the Seattle Transit Initiative is focused on improving the N. 45th Street and N. 50th Street transportation corridor from Ballard to the University District.

Department responses included below: SEATLAN, Fire, DCLU, DHHS. Compiled by SPO.

Lead Department: SPO

Participating Departments: SEATLAN, DON, DCLU, SPO, Fire

Tasks to be Undertaken in 1998-2000

1. Conduct feasibility evaluation
 - a) Establish project team including City agencies, community representatives, consultants and representatives from other agencies (i.e. Sound Transit, King County Metro, WSDOT)
 - b) Prepare scope of work and preliminary cost estimate.
 - c) Based on preliminary cost estimate, identify which elements could be funded by a) Seattle Transit Initiative funding, b) neighborhood bond or levy, c) other sources such as Neighborhood Matching Fund grants, d) SEATLAN annual programs or e) other transportation funding sources.

- d) Prioritize and coordinate with strategies from other neighborhood plans.

Council Action Taken: Key Strategy A: N. 45th Street Corridor:
 Approve Executive's Recommended Response with the following additions:
 1. The feasibility evaluation identified in the Tasks to be Undertaken in 1998-2000 1a -1d and the conceptual design process identified in T1.2 which will be done at a future date will include the proposed changes to the North 50th street corridor (T2.1, T2.2) as well as proposed changes to the North 45th street corridor.
 2. The Executive shall prepare the scope of work and preliminary cost estimate for the North 45th and North 50th Street corridor project by the end of the first quarter 1999.
 3. Key Pedestrian Streets:
 A. Designate N. 45th street from Woodlawn to Meridian as a Key Pedestrian Street.
 B. Pursuant to the Transportation Strategic Plan, strategy W4.2, to be adopted in October 1998, the City will simplify, streamline and integrate pedestrian friendly design requirements.
 C. Councilmembers have asked that the Executive provide a proposal, with timelines and expectations for conducting this policy reconsideration process. The NGP&CE Committee will be receiving the Executive's progress report by the end of the first quarter of 1999.

#	Activity	Priority	Time Frame (Years)	Cost Estimate	Implementor	Executive Response (Filled in by City)
<i>Transportation</i>						
T 1.1	Conduct Baseline Parking Study of 45th Street and the neighborhood surrounding the business district. Evaluate parking demand, effectiveness of covenant parking, potential of a business district parking association, parking structures, and/or RPZ's. Negotiate parking action plan with business/neighborhood working group.	1	6 months	\$75,000	SEATLAN/OED WEaving Wallingford Consultant	The community should coordinate with SEATLAN to complete this project. DCLU should be involved regarding parking covenants and related land use regulations. The baseline parking analysis necessary for this study could be completed at the community level through a neighborhood matching fund grant.
T 1.2	Prepare a conceptual plan of North 45th Street, using preplanning principles identified in the neighborhood plan. Improvements that need to be evaluated and planned include, sidewalk widening, curb bulbs, pedestrian refuges, and signalization improvements	1	1 yr.	\$50,000	SEATLAN Consultant	A preliminary scope of work should be conducted in order to estimate the cost of a conceptual plan (which encompasses a great deal of technical analysis). There is concern over the timing and impacts of this strategy in relation to other proposals in the plan. The plan aims to reduce the use of N. 45th Street for through traffic,

#	Activity	Priority	Time Frame (Years)	Cost Estimate	Implementor	Executive Response (Filled in by City)
						<p>redirecting that traffic to the 50th Street corridor. For this scheme to be effective, changes/improvements to lane configuration and signalization along 50th Street would have to coordinate with the changes on N. 45th Street. All proposed transportation projects that have impact on or could be impacted by the 45th Street Corridor improvements should be considered and analyzed during the conceptual design process. Changes to configuration of travel lanes and parking on N. 50th St. should also be considered during this conceptual planning process. The conceptual design must also address the conflicting needs within the right-of-way; angle parking, medians, sidewalks, curb bulbs, etc. It may not be feasible to construct all of the desired improvements within the limited right-of-way.</p>
T 1.3	Completely Implement the North 45th Street Transportation Corridor Project physical improvements as a single budget item. (See attached breakdown of projected elements and preliminary costs)	1	2 year	\$466,000	SPO SEATLAN Neighborhood Bond	SPO will be the lead on this project as part of the Seattle Transit Initiative effort on N. 45th and N. 50th from Ballard to University District. The N. 45th St. corridor improvements should be used as a demonstration project.
T 1.4 BH 1.1	Immediately work with METRO as it develops its North End Transit plan to increase transit service frequency and institute service and evaluate traffic channelization improvements to make shopping district access more convenient to transit riders.	1	6 months	Staffing, negotiation with neighborhood	SEATLAN, SPO, RTA, METRO	KC/Metro would be the lead agency for this recommendation. SeaTran and SPO would work together with KC/Metro and the community to figure out how this proposal could be developed in conjunction with the other proposed improvements to the N. 45th St. and N. 50th St. corridors.
T 1.5 BH 1.2	Work with RTA and METRO to link to University District RTA Station with frequent service to and from the shopping district, as well as increased and more effective East-West service from Laurelhurst to Sunset Hills.	1	2 yr. (Begin negotiating immediately with RTA, develop concept concurrently with station planning at University)	Staffing, negotiation with neighborhood	SEATLAN, SPO, RTA, METRO	KC/Metro would be the lead agency for this recommendation. SeaTran and SPO would work together with KC/Metro and the community to figure out how this proposal could be developed in conjunction with the other proposed improvements to the N. 45th St. and N. 50th St. corridors.
<i>Business Health</i>						

#	Activity	Priority	Time Frame (Years)	Cost Estimate	Implementor	Executive Response (Filled in by City)
BH 1.3 T 1.6	Based on Baseline Parking Study (above) implement a Parking Management Association to make best use of all Wallingford District Parking. Develop association during first year, Continue Administration during second year, Evaluate effectiveness in a follow-up study within third year.	1	3 yrs	\$25,000 annual \$50,000 (study)	Chamber of Commerce w/BIA/LID funding SEATRAN/OED	OED and SeaTran are directed to work with the planning group
BH 1.4	Study BIA/LID options for business district improvements, marketing, and Parking Management Association.	1	1 yr.	\$25,000	DON/OED Consultant	The Office of Economic Development (OED), which serves as a liaison to the City's BIAs and assists business districts with initial efforts to develop a BIA Program, should contact the planning group. OED has a contract with the Neighborhood Business Council (NBC). As part of that contract NBC provides business districts with technical assistance as they work to determine if a BIA represents the appropriate organizational structure to address long-term business district efforts. It is imperative for the planning group to engage business and property owners in the process to determine if a BIA or LID is applicable for the business district. An initial feasibility study should be conducted to evaluate the potential success of a BIA versus LID.
BH 1.5	Implement Business District BIA or LID solution	1	2 yr.	\$30,000 annual plus additional for streetscape and parking management.	Chamber of Commerce/ WEaving Wallingford	The Office of Economic Development (OED) which serves as a liaison to the City's BIAs and assists business districts with initial efforts to develop a BIA Program should contact the planning group.
BH 1.6	Purchase and add street furniture, identifying banners, and art to make Wallingford sidewalks entertaining and friendly	2	2 yr.	\$30,000	BIA/LID	This is primarily a community based project. The community should work with DON and DPR to identify proper funding sources and types of amenities. This project may qualify for a neighborhood matching fund grant. DON and DPR are directed to contact the planning group.

#	Activity	Priority	Time Frame (Years)	Cost Estimate	Implementor	Executive Response (Filled in by City)
BH 1.7	Work with the business community and residential groups to develop a project design for a 45th Street Placemaking project to create a Civic gathering place and Crossroads at 45th & Wallingford which may include: traffic improvements and diverters, rechannelization, all-way pedestrian signal, street furniture, sidewalk widening, private property improvements, Art placement, and other amenities. NOTE: The community requested an official key pedestrian street designation after both validation and council presentation. The official request will be accounted for within the Council Decision Agenda.	1	1 year	\$60,000	DON/WEaving Wallingford SEATRAN SPO	SPO, DON and SEATRAN should work with the community in refining this proposal in light of other improvements on the N. 45th St. Corridor. The community should also consider a 2-6 block section of N. 45th Street as a "key pedestrian street". This will assist in reducing potential conflicts and prioritizing where pedestrian improvements would receive the greatest emphasis (over other modes). The likely location for this designation is the plan's "Crossroads" area at N. 45th Street and Wallingford Avenue.
BH 1.8	Fund and implement the above placemaking project	1	2 year	\$300,000	BIA/LID SEATRAN SPO	SPO, DON and SEATRAN should work with the community in identifying an appropriate funding source.
<i>Land Use</i>						
LU 1.1	Prohibit Single Purpose residential structures along 45th Street between Greenlake Way and Interstate 5.	1	With Plan adoption		SPO/DCLU	Legislation to accomplish this will be submitted to Council for consideration with the Wallingford Plan
LU 1.2	Develop Design Guidelines for the Wallingford Commercial District as part of the neighborhood design guidelines.	1	1 yr.	\$25,000	DON/DCLU	DCLU should work with the community to further refine this proposal and determine the desired end result of such an activity.
LU 1.3	Implement a Community Design Review pilot process through WEaving Wallingford	1	2 yr.	\$5,000 annual for local staffing	WEaving Wallingford DCLU	DCLU should work with the community to further refine this proposal and determine the desired end result of such an activity.
LU 1.4	Strongly consider city action to accommodate sidewalk dining throughout the Wallingford core shopping district. Where possible, combine with curb bulbs and other sidewalk improvements to increase outdoor dining area.	2	1 yr.		DCLU/SPO	DCLU and SPO should work with the community to refine this proposal. Transportation issues, particularly those within the N. 45th St. Corridor will have a great impact on such an activity.
<i>Urban Village</i>						
UV 1.1	Target city investments into projects serving areas where growth is occurring to realize the urban village ideal	2	6 yr.		SPO	This recommendation is being reviewed in a city-wide context through the urban village strategy.

#	<i>Activity</i>	<i>Priority</i>	<i>Time Frame (Years)</i>	<i>Cost Estimate</i>	<i>Implementor</i>	<i>Executive Response (Filled in by City)</i>
UV 1.2	Extend current city urban village boundaries along the N. 45th Street Corridor to I-5, encourage mixed use projects of ground floor commercial with residential above and continue through city action to prioritize alternative transportation and a pedestrian focus while still accommodating automobile traffic which the district retailers depend on for their economic health.	1	With plan adoption and throughout the life of the plan.		SPO	Legislation to enact this recommendation has been submitted with the legislative package for this plan.

B. WEAVING WALLINGFORD

Description:

The human side of neighborhood is a hard-to-replace value in today's fast-paced environment. This project provides staffing to help enable the volunteer base and local organizations of Wallingford to function more effectively as a community support system for everything from crime prevention to a human services safety net; from land use to plan stewardship. Using community networks of stakeholders: business, residential, human services, block captains, and others, WEaving Wallingford hopes to capture the energy of neighborhood planning, for ongoing implementation, and involvement in all its integrated activities.

Integrated Executive Response:

This strategy is consistent with the goals and policies of the Comprehensive Plan relating to Human Development. WEaving Wallingford as envisioned will help promote community participation and provide support to stakeholders interested in creating a neighborhood support network.

Weaving Wallingford is a community based effort. As with all community based projects, funding should be pursued through either neighborhood matching grants or other sources of funding. Certain aspects of the project may not qualify under the neighborhood matching grant criteria (yet to be determined) and hence, the tasks listed in the table below should be used to determine whether the City should make a substantial commitment of funds or other resources to the project. A City commitment of funds would be a one-time only contribution for start-up costs. The community may choose to utilize early implementation funds slated for their neighborhood as start-up funds for this project.

Department responses included below: DHHS, DON, DCLU Compiled by SPO.

Lead Department: DON

Participating Departments: DHHS, DCLU, SPO

Tasks to be Undertaken in 1998-2000

1. Conduct feasibility evaluation
 - a) The community should develop an organizational structure and preliminary budget that has political support of community organizations and other neighborhood stakeholders.

- b) Based on preliminary project budget identify which types of funding would be appropriate for the proposed activities such as Neighborhood Matching Fund grants.
 - c) If needed, prioritize with strategies from other neighborhood plans.
2. Upon development of cohesive organization, pursue funding sources such as neighborhood matching grants, state grants, and foundation funding to establish WEaving Wallingford as a non-profit corporation.

Council Action Taken: Key Strategy B: WEaving Wallingford

Approve Executive's Recommended Response with the following additions:

1. Council requests that the Executive and WEaving Wallingford work together to identify a scope of work, timeline and cost estimate needed to develop an open space plan, and address historic preservation issues, possible zoning changes and development in South Wallingford and present their recommendations on the requirements and feasibility of addressing these issues to the Council's Neighborhoods, Growth Planning & Civic Engagement Committee by the end of the first quarter of 1999.
2. On the Human Services Siting Policy (matrix HS1.3) DCLU and DHHS shall report back to Council on the policies and processes they are developing for Wallingford and how they are consistent with City wide siting policies and processes, before they are adopted and implemented by the departments.

#	Activity	Priority	Time Frame (Years)	Cost Estimate	Implementor	Executive Response (Filled in by City)
<i>Community Building</i>						
CB1.1	Develop and implement organizational structure that has political support of the community organizations and other neighborhood constituencies.	1	9 months	\$9,000	Community DHHS	Implementation is a community based responsibility. DHHS is interested in providing technical assistance to the community to help guide them when pursuing human service and housing related issues.
CB 1.2 HS 1.1	Develop a first year workplan that includes: <ul style="list-style-type: none"> • Communication mechanisms and list assembly • Volunteer coordination • Establishing the Human Service Network • Developing a Good Neighbor Roundtable and a pilot project for siting Human Services • Linking with Block Watch • Linking with Government • Neighborhood Plan Stewardship • Evaluation and development of a long term workplan Identify and submit initial grants for projected funding stream	1	1 year	\$13,000	WEaving Wallingford	Implementation is a community based responsibility. The community should consider the following actions: <ul style="list-style-type: none"> • pursuing a Neighborhood Matching Fund Grant. • developing a workplan that includes the programs determined to have neighborhood wide community support. • establishing a human services network and develop a workplan for long-term implementation of the Network Plan. Early implementation funding could be used as start-up funding for this project.
CB 1.3	Develop staffing cooperation among the networks, evaluate space needs and create neighborhood office location that is centrally located and visible	1	Year 1	\$15,000	State Foundations Chamber of Commerce	Implementation is a community based responsibility. The community should consider pursuing a Neighborhood Matching Fund Grant.
CB 1.4	Implement Phase I of the workplan	1	year 2	\$95,000	Community/ Chamber of Commerce Foundation grants	Implementation is a community based responsibility. The community should consider pursuing a Neighborhood Matching Fund Grant.

#	Activity	Priority	Time Frame (Years)	Cost Estimate	Implementor	Executive Response (Filled in by City)
CB 1.5	Implementation support for long-term workplan	1	Year 3 - 6	\$100,000 annual	State, DON, Chamber, Foundations BIA/LID, other	Implementation is a community based responsibility. The community should consider pursuing a Neighborhood Matching Fund Grant.
<i>Human Services</i>						
HS 1.2	Establish the human services network and develop a workplan for long-term implementation of Network plan including linkage with WEaving Wallingford	1	1 year	\$12,000	Community DHHS	Implementation is a community based responsibility. The community should consider pursuing a Neighborhood Matching Fund Grant.
HS 1.3	Develop pilot project for new DCLU siting policy and process for human services facilities in Wallingford	1	1 year	staffing	DHHS/Community DCLU	Human service siting is conducted by DHHS. Both DHHS and DCLU are willing to assist the community in developing new policies and processes. DHHS will work with the community to develop new DHHS siting policy and process for human services facilities in Wallingford. DCLU will work with the community, DHHS and SPO on examining human service siting issues. DCLU anticipates accommodating work on this as a long term item, to begin as part of the expected resources for 1999 and 2000.
HS 1.4	Institute Good Neighbor Roundtable	1	1 year	included in WEaving W	WEaving Wallingford	Implementation is a community based responsibility.
<i>Business Health</i>						
BH 1.9	Investigate closer marketing linkages between neighborhood residents and local merchants	1	1 year		BIA/LID or Chamber with WEaving Wallingford	Implementation is a community based responsibility. OED may be able to give technical advice with pursuing marketing linkages.

C. PEDESTRIAN & TRAFFIC CALMING IMPROVEMENTS

Description:

Wallingforders enjoy a neighborhood of pleasant streetscapes and views. But their enjoyment is somewhat restricted by heavy use of neighborhood streets, cut-through traffic, and the volumes on key arterials. This key project is about a series of small projects that add up to a neighborhood that is truly pedestrianized, and where walking is a fully integrated activity — both as business and pleasure, or as a shopping activity.

Integrated Executive Response:

These proposed activities do not necessarily constitute a Key Strategy. Each proposed activity can be incrementally implemented in conjunction with either 1) neighborhood matching funds; or, 2) inclusion w/CIP process; or 3) other possible funding sources. Because of this incremental implementation the Executive felt it best to respond to each issue individually within the Additional Activities for Implementation section.

III. ADDITIONAL ACTIVITIES FOR IMPLEMENTATION

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

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
<i>A. Traffic Calming</i>								
TC1.1	<p><i>Install traffic calming and traffic control devices to decrease speeds on Latona and Thackeray (42nd St. – 65th St.):</i></p> <ol style="list-style-type: none"> 1. reclassify Latona and Thackeray as Local Streets; 2. stripe outside of travel lanes 3. place all-way stop(s) between 42nd and 45th and between 45th and 50th. 4. consider speed humps/tables, curb bulbs and chicanes 				SEATRAN Consultant	<ol style="list-style-type: none"> 1. <u>Reclassification of Latona and Thackeray as Local Streets</u>- The proposed removal of Latona & Thackeray from the arterial network would be inconsistent with the adopted criteria of the City Classification system. The street volumes would need to be reduced significantly - which would require traffic controls to reduce traffic, and identification of other streets to take the diverted traffic. These streets are also major response routes for emergency services. Re-classification as local streets would significantly increase response times and delay 	<ol style="list-style-type: none"> 1. <u>Reclassification of Latona and Thackeray as Local Streets</u>- Recommendation will not be implemented. 2. <u>Stripe outside of travel lanes</u>- Recommendation will be considered in the future during resurface design. 3. <u>Place all-way stop(s) between 42nd and 45th and between 45th and 50th</u> - Recommendation will not be implemented. 	C4/C5 Approve Exec.'s Rec. Action with the following addition: For step 4 SeaTran will complete its analysis by June 30, 1999.

Note: Team Wallingford provided limited information for the priority, time frame and cost estimate columns.

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

#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
						<p>emergency services to the neighborhood.</p> <p>2. <u>Stripe outside of travel lanes</u>- Latona & Thackeray are scheduled to be resurfaced within the next two-three years. This should be considered during that design process.</p> <p>3. <u>Place all-way stop(s) between 42nd and 45th and between 45th and 50th.</u> - The locations would need to meet warrant for four-way stops. Further analysis is necessary to determine if these locations meet the criteria.</p> <p>4. <u>Consider speed humps/tables, curb bulbs and chicanes</u> - Traffic calming devices are allowed on collector arterials, however, certain devices may negatively impact emergency services access. Speed hump/tables may be a problem to both buses and emergency service vehicles. Curb bulbs to narrow the</p>	<p>4. <u>Consider speed humps/tables, curb bulbs and chicanes</u>- Recommendation may be considered in the future pending further analysis by SEATRAN and the community.</p>	

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
						roadway may be the most appropriate.		
TC1.2	<p><i>Install traffic calming/control devices and reconfigure street network to reduce through traffic use and decrease speeds on 5th Ave south of 45th St.:</i></p> <ol style="list-style-type: none"> 1. prohibit southbound through movement on 5th Ave at 43rd St. 2. install stop sign for southbound 5th Ave traffic at 42nd St. 3. extend 5th Ave south to 40th St. 4. construct new transit/HOV direct access ramps connecting the I-5 Express Lanes (to/from the north) to the University District street network on the east side of I-5 south of 45th St. 	1			SEATRAN Consultant	<ol style="list-style-type: none"> 1. <u>Prohibit southbound through movement on 5th Ave at N. 43rd St.-</u> Need to investigate the potential for diversion of traffic to other parallel local streets such as 4th Ave. and determine if there are emergency access issues. The Fire Department should directly be involved in any design process. 2. <u>Install stop sign for southbound 5th Ave traffic at 42nd St.-</u> SEATRAN recommends curb bulbs to narrow the roadway instead of a stop sign. 3. <u>Extend 5th Ave S. to 40th St.-</u> Currently this is an unimproved street section and WSDOT right-of-way. Action would require property acquisition, possibly homes. Detailed analysis would need to be conducted to assess 	<ol style="list-style-type: none"> 1. <u>Prohibit southbound through movement on 5th Ave at 43rd St.-</u> Recommendation may be considered in the future pending further analysis/investigation. 2. <u>Install stop sign for southbound 5th Ave traffic at 42nd St.-</u> Recommendation will not be implemented. Alternative recommendation for curb bulbs may be considered in the future pending identification of an appropriate funding source. 3. <u>Extend 5th Ave S. to 40th St.</u> Recommendation may be considered in the future pending further 	C4 Approve Exec.'s Rec. Action with the following addition: For Step 1 SeaTran will complete its analysis by June 30, 1999.

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						<p>impacts.</p> <p>4. <u>Construct new transit/HOV direct access ramps connecting the I-5 Express Lanes (to/from the north) to the University District street network on the east side of I-5 south of N. 45th St.-</u> WSDOT should consider a reversible ramp between NE 50th St. and the express lanes allowing access to and from the north. This concept was found to be feasible during the WSDOT pre-design studies for HOV Direct Access (45th was not found to be feasible) but was not included as part of the RTA package because of sub-area equity budget constraints. It could be funded as part of the WSDOT Core HOV Program. Further analysis will need to account for whether light rail terminates at 45th/15th or extends to Northgate.</p> <p>The Executive should work with WSDOT to make direct HOV access between 50th and the I-</p>	<p>analysis.</p> <p>4. <u>Construct new transit/HOV direct access ramps connecting the I-5 Express Lanes (to/from the north) to the University District street network on the east side of I-5 south of 45th St.-</u> Recommendation may be considered in the future pending future analysis .</p>	

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						5 Express lanes (to and from the north) a priority for future HOV Core Program funding. The need for access should be analyzed in the context of future Sound Transit phases and Seattle Transit Initiative 45th/50th corridor concept development.		
TC1.3	<p><i>Install traffic calming and traffic control devices to narrow the roadway, and decrease speeds on 46th St. (Stone Way – Meridian Ave):</i></p> <ul style="list-style-type: none"> angle parking, median 	1			SEATRAN Consultant	Further analysis is needed to determine the effects of angle parking on the street. Traffic circles exist at three of the five intersections on N 46 th ; one each at Interlake, Woodlawn and Densmore. The traffic circles would be more effective in reducing the perceived width of the street if they were landscaped. Neighborhood Matching Funds is the identified source of funding for a landscaping project.	Recommendation may be considered in the future pending further analysis. Landscaping the traffic circles is a community oriented project and can be pursued through Neighborhood Matching Fund grants.	C4 Approve Exec.'s Rec. Action with the following addition: SeaTran will complete its analysis by June 30, 1999.

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TC1.4	<p><i>Install traffic calming and traffic control devices to decrease speeds on 47th St. (Green Lake Way – Stone Way and Meridian Ave – 5th Ave):</i></p> <ul style="list-style-type: none"> • traffic circles, speed humps 	1			SEATRAN Consultant	<p>A traffic circle exists at Stone Ave N & N. 47th Street. Traffic circles also exist on N. 47th Street at Woodlawn, Densmore and Wallingford.</p> <p>Second section "Meridian Ave - 5th Ave" should read 47th (2nd Ave - 5th Ave) no existing circles in this section. However there are Stop Signs on 47th at Latona and Thackery.</p>	<p>Recommendation may be considered in the future pending analysis to determine effect of additional traffic circles.</p>	<p>C4 Approve Exec.'s Rec. Action with following addition: SeaTran will complete its analysis by June 30, 1999.</p>

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TC 1.5	<i>Install traffic calming and traffic control devices to narrow the roadway and decrease speeds on 56th St. (Latona Ave – Meridian Ave): angle parking, traffic circles, speed humps, median</i>	1			SEATRAN Consultant	N. 56th Street is classified as a collector arterial. The street currently has two travel lanes with parallel parking on both sides. The street is too narrow to build a median and still allow for on-street parking. Building a median would also create access restrictions to abutting properties. The width of the street would allow angle parking only on one side and effectively have the same “narrowing” effect as parallel parking on both sides. Speed humps and curb bulbs may be an option but would need to be analyzed as to the effect on emergency services. Street is scheduled for resurfacing within the next two - three years. Any street changes should be coordinated with Greenlake 2020 Planning Group.	Recommendations may be considered in the future. As the street is scheduled for repaving in 2-3 years, re-striping to reconfigure parking could occur during that period, however, further analysis is necessary to assess impacts. A median is not appropriate as a method of traffic calming and will not be considered as a recommendation.	C4 Approve Exec.'s Rec. Action with following addition: The Exec. will review the Fremont and Greenlake Neighborhood plans when they are completed. Where recommendations for an area are proposed in more than one plan, the Exec. will work with the neighborhoods to coordinate their plan recommendations, implementation schedules and possible changes to their urban village boundaries.

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TC 1.6	Revise/improve right turn signalization at the 50th/Stone Way/Greenlake Way intersection in order to reduce short-cutting on local streets (e.g., 48th and Woodlawn) by traffic trying to avoid delays at the intersection	1			SEATRAN Consultant	<p>SEATRAN evaluated this activity as improving the right turn signalization to reduce cut through traffic on N. 49th St.</p> <p>Due to the layout of the intersection, currently the northbound right turn is signed as 'No Turn on Red', limiting turns to when northbound Stone Ave. N. has a green. SEATRAN could install a right turn arrow for that lane that would activate when westbound N. 50th St. has a green. This will provide an additional 15 or 20 seconds of green for right turners every cycle, and reduce cut through traffic.</p> <p>SEATRAN has received funding to install protected left turns for north and southbound traffic at this location. This change could be included in that project and be constructed at that time. However, scheduling of this work has not been determined at this time, and may be two years away. SEATRAN has the option of doing the right turn arrow work within existing programs, which would allow us to do it in the next 12 months.</p>	Recommendation can and will be implemented, dependant on the scheduling of the project.	C4 Approve Exec.'s Rec. Action.

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<i>Pedestrian Improvements</i>								
PI 1.1	<p><i>Improve pedestrian crossings at all intersections on 34th St.:</i></p> <ul style="list-style-type: none"> • paint crosswalks • curb bulbs on both sides 	1			SEATRAN Consultant	<p><u>Paint crosswalks:</u> SEATRAN does not routinely paint crosswalks at all legal crosswalks. Painting crosswalks is an ongoing maintenance issue. Crosswalks are marked at all signalized intersections, at locations where pedestrians need guidance, and at locations requiring special emphasis.</p> <p><u>Curb bulbs on both sides:</u> Priority locations need to be identified. There are no current problem locations that the community has made SEATRAN aware of.</p>	Recommendation will not be implemented at this time. SEATRAN may consider crosswalks & curb bulbs for N. 34th Street in the future upon identification of priority locations for both.	C4 Approve Exec.'s Rec. Action with the following addition: When SeaTran revises its policies on crosswalk painting and pedestrian signals they should review these items again for priority in applying the new policies.

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PI 1.2	Install pedestrian signals with pedestrian refuge islands on Pacific St.: <ul style="list-style-type: none"> at Meridian Ave at Sunnyside Ave 				SEATRAN Consultant	SEATRAN has reviewed these locations, and can not determine why these locations, in specific, were chosen over others along N. Pacific St. There are several existing marked crosswalks that connect to trail access for the Burke Gilman trail, but none of those were chosen. At this time, SEATRAN does not see that either of these locations would do well in an evaluation for new signals. Curb bulbs to facilitate pedestrian crossing of the side-streets would be feasible.	Recommendation may be considered in the future pending further refinement of this proposal by the community in coordination with SEATRAN.	C4 Approve Exec.'s Rec. Action with following addition: When SeaTran revises its policies on crosswalks and pedestrian signals they should review these items again for priority in applying the new policies.
PI 1.3	Construct continuous sidewalks on the north side of Pacific St. and 34th St.	1			SEATRAN Consultant	Sidewalk construction is a citywide concern. This activity should be considered in citywide context when funding source is identified.	Recommendation will not be implemented at this time.	C4 Approve Exec.'s Rec. Action.
<i>Capital Facilities</i>								

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CF 1.1	Develop Wallingford Steps Project design	1	1	\$21,000	Parks	DPR is supportive of this project and understands the need to link different areas in the planning area together and to public facilities such as Gas Works Park. This is a good candidate for bond or levy funding. SEATRAN will lead a group involving DCLU and Parks to work with the developer of the proposed adjacent mixed-use project in developing a conceptual plan for The Steps.	Recommendation will be considered in the future pending further work involving SEATRAN, DCLU and DPR.	C4 Approve Exec.'s Rec. Action.
CF 1.2	Implement the Wallingford Steps Project	2	2-3	\$208,000	Neighborhood Bond Issue or Gas Works Cleanup \$	DPR's 1993 cost estimate for this project was approximately \$400,000 - \$500,000. Cost estimates should be higher now. Gas Works Clean Up funds are limited by law to clean up efforts and are not available to fund the implementation of this project. Wallingford Steps development would be appropriate for a bond measure and would need to be weighed with other priorities across the City.	Recommendation will be considered in the future pending designation of an appropriate funding source.	C4 Approve Exec.'s Rec. Action.
<i>Permanent Home for the Wallingford Wilmot Library</i>								
SO 2.1	Evaluate Lincoln High School North Wing for	1	1	\$10,000	Community	The Library's adopted capital plan to be funded predominantly	Recommendation will be	C4

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	possible long-term library siting				SPSD/ Library	by voter approved bond issue scheduled for the November 1998 election calls for relocation of the Wallingford Library to a comparable space on or near N. 45 th street preferably shared with other community agencies in 1999. The Fremont Public Association has reserved space in its new building on North 45 th Street for the library relocation. This facility meets all of the library's criteria and will be immediately available after the election for a 1999 open date. The Library could consider other options long- term, but the FPA site appears to be the best solution for the foreseeable future.	considered in the future pending further refinement of the proposal and coordination between the community, Library and School District.	Approve Exec.'s Rec. Action with following addition: Exec. will continue to work with Wallingford neighborhood groups and the School District, building upon the work of the Lincoln Liaison Committee on the future uses of the Lincoln High School and site.
SO 2.2	Design Library project as part of joint use agreement on Lincoln High School Site	1	2	\$40,000	Library	This would only be pursued if Library siting and operational criteria were met.	Recommendation may be considered in the future pending results of evaluation from SO 2.1.	C4 Approve Exec.'s Rec. Action with following addition: Exec. will continue to work with Wallingford neighborhood groups and the School District, building upon the work of the Lincoln

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								Liaison Committee on the future uses of the Lincoln High School
SO 2.3	If feasible site larger library in Lincoln High School North Wing	1	3	\$500,000	Library Bond Issue	Library capital plan allocation for relocation of Wallingford library is \$393,000.	Recommendation may be considered in the future pending results of evaluation from SO 2.1.	C4. Approve Exec.'s Rec. Action with following addition: Exec. will continue to work with Wallingford neighborhood groups and the School District, building upon the work of the Lincoln Liaison Committee on the future uses of the Lincoln High School site.
<i>Special Opportunities & Urban Design/Open Space</i>								
SO 2.4	Develop Joint Use, Shared Facility Agreements on Lincoln and Hamilton.	1	1	staffing	Parks	The current Joint Use agreement between DPR and the school district addresses shared uses of facilities throughout the City and applies to "all open schools." In the future, if one of these sites was not used as a school, a separate agreement would have to be negotiated, if the circumstances made such an agreement appropriate.	Recommendation may be considered in the future pending outcome of use decisions regarding Lincoln and Hamilton schools.	C4 Approve Exec.'s Rec. Action with following addition: Exec. will continue to work with Wallingford neighborhood groups and the School District, building upon the work of the Lincoln Liaison Comm. on the

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								future uses of the Lincoln High School and Hamilton Middle School sites.
CF 2.1	TREE PLANTING	1	1		DON	DON recommends applying for neighborhood matching funds to complete this project however, the criteria for the 1999 NMF funds has not yet been determined.	Implementation is a community based responsibility.	C4 Approve Exec.'s Rec. Action
CF 3.2	RECREATION CENTER AT GAS WORKS @ 8,000,000.00				DPR	DPR does not believe that Gas Work Park is an appropriate site for a recreation area because it would use valuable shoreline, park, and open space. Also DPR believes that the location is not ideal because would site the recreation center on the edge of a residential area rather than in the middle of a residential area.	Recommendation will not be implemented.	C4 Approve Exec.'s Rec. Action
OS 2.1	SPORTS FIELDS	2	3	\$570,000	DPR	DPR recommends moving this recommendation into the "Activities for Longer Term Consideration" category for the following reasons: The School District has plans to use the Lincoln facility as an interim high school for the "Building Excellence" program;	Recommendation will not be implemented.	C4 Approve Exec.'s Rec. Action with following addition: Exec. will continue to work with the Lincoln Liaison Comm. on the future uses of the Lincoln

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						The parking needs for a high school make the development of a sports field problematic; and DPR does not support the Gas Works site as a sports field because of the valuable shoreline, park and open space that currently exist at that location.		High School and Hamilton Middle School sites.
<i>Transportation</i>								
T 2.1	50th STREET CORRIDOR Project Design	1	1	\$35,000	SEATRAN	SEATRAN has not considered this project within its Capital Improvement Program for near term implementation. Funding should be considered through a neighborhood bond or levy. This project should be designed to take into consideration potential conflicts from other transportation improvements.	Recommendation will be considered in the future as part of the N. 45th St. Corridor improvements.	C4 Approve Exec.'s Rec. Action with following addition: The feasibility evaluation identified in the Task to Be Undertaken in 1998-2000, 1a through 1d, and the conceptual design process identified in T1.2, which will be done at a future date, will include the proposed changes to the North 50th street corridor (T2.1, T2.2) as well as proposed changes to the North

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								45th Street corridor.
T 2.2	50th STREET CORRIDOR Improvements	1	2	\$265,000	SEATRAN	The conceptual design process necessary to determine whether or not this project is feasible does not have a secure source of funding.	Recommendation will be considered in the future within the N. 45th St. Corridor improvements when a funding source is identified.	C4 Approve Exec.'s Rec Action with the following addition: The feasibility evaluation identified in the Task to Be Undertaken in 1998-2000, 1a through 1d, and the conceptual design process identified in T1.2, which will be done at a future date, will include the proposed changes to the North 50th street corridor (T2.1, T2.2) as well as proposed changes to the North 45th Street corridor.
T 2.3	STONE WAY/GREENLAKE WAY CORRIDOR Project Design	2	2	\$40,000	SEATRAN	SEATRAN has not considered this project within its Capital Improvement Program for near term implementation. Funding should be considered through a neighborhood bond or levy. This project should be designed to take into consideration	Recommendation could be considered in the future as a part of the N. 45th St. Corridor improvements. This will be considered as a separate project when a funding source is identified.	C4 Approve Exec.'s Rec. Action with following addition: Exec. will review the Fremont and Greenlake Plans when completed and

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						potential conflicts from other transportation improvements.		will work with the neighborhoods to coordinate plan recommendations, implementation schedules and possible changes to their urban village boundaries.
T 2.4	STONE WAY/GREENLAKE WAY CORRIDOR Improvements	2	3	\$340,000	SEATRAN	The conceptual design process necessary to determine whether or not this project is feasible does not have a secure source of funding. Due to this and the length of time it would take to complete the design, this activity should be moved to the long-term activity list.	Recommendation could be considered in the future as a long-term implementation item within the N. 45th St. Corridor improvements. This will be considered as a separate project when a funding source is identified.	C4 Approve Exec.'s Rec. Action with following addition: Exec. will review the Fremont and Greenlake Plans when completed and will work with the neighborhoods to coordinate plan recommendations, implementation schedules and possible changes to their urban village boundaries.
T 2.5	SOUTH WALLINGFORD CORRIDOR Project Design	2	3	\$20,000	SEATRAN	SEATRAN has not considered this project within its Capital Improvement Program for near term implementation. Funding	Recommendation may be considered in the future pending the identification of an appropriate funding	C4 Approve Exec.'s Rec. Action with following

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
						should be considered through a neighborhood bond or levy. This project should be designed to take into consideration potential conflicts from other transportation improvements.	source.	addition: This item will be reviewed after the Fremont Neighborhood Plan is completed, so that recommendations from the two plans can be coordinated. This item will then be reviewed with other requests from the other neighborhood plans and addressed in the sector work plans. Exec. will review the Fremont and Greenlake Plans when completed and will work with the neighborhoods to coordinate plan recommendations, implementation schedules and possible changes to their urban village boundaries.
T 2.6	SOUTH WALLINGFORD CORRIDOR	2	4	\$150,000	SEATRAN	The conceptual design process necessary to determine	Recommendation may be	C4

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#	Activity	Priority	Time Frame	Cost Estimate	Implementor	Executive Response (Filled in by City)	Executive Recommended Action (Filled in by City)	Council Action Taken (Filled in by City)
	Improvements					whether or not this project is feasible does not have a secure source of funding.	considered in the future as a long-term implementation item.	Approve Exec.'s Rec. Action with the following addition: Exec will review the Fremont and Greenlake Plans and work with the neighborhoods to coordinate plan recommendations, implementation schedules and possible changes to their urban village boundaries.
<i>Housing</i>								
H 2.1	Implement pilot ADU strategy throughout Wallingford Planning area	1	1		DHHS DCLU DON	DHHS will work with DCLU and DON to help create and implement a City ADU assistance program. REACH program funds may become available to help low- and moderate-income home owners create ADU units. DHHS will also work with Wallingford to market REACH- a low-moderate-income home owner rehabilitation & weatherization program. The Department also has available	Recommendation can and will be implemented through Department initiative.	C4 Approve Exec.'s Rec. Action

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#	<i>Activity</i>	Priority	<i>Time Frame</i>	<i>Cost Estimate</i>	<i>Implementor</i>	Executive Response (Filled in by City)	<i>Executive Recommended Action</i> (Filled in by City)	<i>Council Action Taken</i> (Filled in by City)
						<p>on a periodic & competitive basis funds for the rehabilitation of low-moderate income housing.</p> <p>DCLU supports the goal of Wallingford to facilitate the create of new ADUs. Part of DCLU's general restructuring of the permit process is to create three new consulting centers: the public resource center, applicant service center, and review/inspection center.</p> <p>Although much remains to be determined, it appears that at least some level of the permitting assistance envisioned in the ADU proposal can be provided as part of this DCLU reform project.</p>		

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

IV. 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.

#	<i>Activity</i>	<i>City Department Comments</i>
<i>Urban Village: Community Facilities, Community Design & Open Space</i>		
OS 3.1	URBAN VILLAGE PARK/GARDEN @ \$850,000	DPR recognizes in the Parks CompPlan that the Wallingford community does not have the desired amount of total open space (the combined acreage of all dedicated open spaces including parks, greenspaces, trail, boulevards, etc.). Although the community has included a cost estimate, DPR cannot assess if this funding level is sufficient without knowing the site and development plans. DPR would need to weigh any acquisition of open space with other needs/priorities in the City. DPR's Open Space program had very limited funds that are already committed to other projects, therefore, other funding sources and opportunities would need to be pursued. This project may be eligible for the Conservation Futures Tax (CFT) funds, however, the project will have to meet certain State and County criteria. CFT is only available for acquisition and funding from the program is also limited
CF 3.1	COMMUNITY CENTER @ \$420,000	DPR recognizes the need for a community center in the Wallingford/Fremont area. We believe that the Wallingford planning group calculated this figure from the Parks CompPlan and that there is a typographical error in the cost estimate. However, DPR's recent development of new community centers suggests that the estimated cost of a new center at approximately \$5 million dollars. We would expect that construction of a community center in the future would exceed that figure. There are also additional annual maintenance and operations costs for the DPR to consider. This is a potential item for a

#	Activity	City Department Comments
		future bond issue and should be weighed with other potential projects throughout the City. DPR would like to have further discussions with the community about the function and uses of the center prior to the project being included in a bond measure. Because this community already has a deficiency in open space, DPR would encourage the community to look for a site that has already been developed.
<i>Transportation</i>		
T 3.1	CONVERT WOODLAND PARK AVENUE TO A BOULEVARD @ \$738,000	SEATRAN has determined that a conceptual design process would be needed to determine the nature of improvements that could be accommodated within the right-of-way and what would be acceptable to abutting residents and businesses. The ongoing landscape maintenance costs as a consequence of this proposal are a concern to SEATRAN
T 3.2	40TH STREET/BRIDGE WAY CORRIDOR @ \$450,000	SEATRAN has determined that a conceptual design process would be needed to determine the nature of improvements that could be accommodated within the right-of-way and what would be acceptable to abutting residents and businesses.
T 2.4	STONE WAY/GREENLAKE WAY CORRIDOR IMPROVEMENTS @ \$340,000	Upon successful completion of the conceptual design process detailed in the Additional Activities for Implementation section, funding for this project should be pursued in concert with other transportation improvements in the neighborhood.
T 2.6	SOUTH WALLINGFORD CORRIDOR IMPROVEMENTS @ \$150,000	Upon successful completion of the conceptual design process detailed in the Additional Activities for Implementation section, funding for this project should be pursued in concert with other transportation improvements in the neighborhood.
<i>Schools Element: Support Recommendations of Lincoln Liaison Committee</i>		
S 3.1	Co-funding of maintenance and capital facilities in Lincoln High School rebuild including gymnasium, library, and possible community center.	This recommendation is dependent upon decisions by the School District. A partnership between the City (DPR, DON, ESD) and the School District to fund maintenance and facilities for community use will depend upon future use of the site and need to be weighed with other priorities around the City.
S 3.2	Potential purchase of Hamilton building and site when Hamilton program is relocated (pending surplus by SPSD).	Depending upon the future availability of the site, community support, and funding availability, DPR would be interested in exploring the development of a DPR-developed and managed community center at the Hamilton School location.

#	<i>Activity</i>	<i>City Department Comments</i>
S 3.3	Redesign and restore Wallingford Playfield as an informal community-use park, including urban design elements and landscaping to link with community structures and open spaces at Hamilton and Lincoln and 45th Street.	DPR recognizes that the Playfield needs an updated design and other improvements, however, DPR supports the continued use of the Playfield for recreation. A community group is in the process of applying for a Neighborhood Matching Fund to upgrade the play area and DPR hopes to fund drainage improvements at the site in 1999-2000. In addition to this work, DPR recognizes that the Playfield would benefit from other types of maintenance work and landscaping improvements but this work is not funded at this time.