

APPENDIX A:
MASTER PLAN TASKS
COMPLETED

1990 Eastlake Master Plan - Transportation Recommendation Update

Review of the 1990 Eastlake Master Plan of Transportation Improvements that were made in the Master Plan and what has been accomplished.

Review by: Gene Putman, Special Projects Manager - CMO

Infrastructure Issues

<u>Page of Plan</u>	<u>Item</u>	<u>Description Per Plan</u>	<u>Completed</u>	<u>Not Completed</u>
page 3	1a	Where York St. veers east, existing 3rd St. should remain as a dead-end street to provide access to the four houses north of the existing Montesorri School	3rd Ave. was made a south bound one-way street. This provided emergency access to the school and was requested by the prop.owers.	
page 3	1b	Birch Avenue should be realigned east of 3rd Street to form a 90 degree intersection with the realigned York St. to provide a safer intersection.	Roadway was completed.	
page 3	1c	When 3rd St. is eventually widened to become York St., direct driveway access to York Street should be reduced or prohibited to prevent a traffic hazard. This could be accomplished by improving the alley between 3rd Street and 2nd Street to serve as an access drive for 3rd St.	Access were reduced and alley improved.	
page 5	2	York Street, 2nd Street, and 124th Ave. Intersection - Turning movements to and from 2nd Street and 124th Ave. may need to be restricted at some future point after improvement to York St. and 124th Ave. are made.	Improvements to 124th and York St. have been made. The southern approach of York will not be made and restriction have not been needed.	
page 5	3	124th Ave./ Union Pacific Crossing - 124th Ave. should be extended west from 1st Street across the Union Pacific Railroad tracks to Claude Court and eventually to Washington Street. The existing Eastlake railroad crossing should be closed when 124th is open.	Connection made and the Eastlake crossing closed.	

<u>Page of Plan</u>	<u>Item</u>	<u>Description Per Plan</u>	<u>Completed</u>	<u>Not Completed</u>
page 5	4	2nd Street - Rebuild roadway to improve drainage with one of three options 1) 41' curb to curb with curb and gutter with sidewalks, 2) 24' of asphalt with 8' of gravel shoulder on each side with drainage in roadway, and 3) 24' of asphalt with 4' valley gutter and gravel parking on each side. Option 3 was recommended.	Option 3 was installed as recommended in the plan.	
page 6	5	1st Street - The same improvement options exist for 1st Street as described for 2nd Street. In addition, storm water drainage could be improved by building a drainage swale between 1st Street and the railroad property. The storm water would then flow along the west side of 1st street south of Eastlake II.	Roadway and Drainage improvement where completed.	
page 6	6	Lake Avenue / Downtown Area - The street eventually needs to be rebuilt to lower the elevation and an underground storm sewer system needs to be installed. In the interim, the existing street can be restriped to designate diagonal spaces on the south side and parrallel spaces on the north. Access to existing garage doors along Lake Avenue would be maintained. Two basic options were proposed: 1) preserve the interim and construct curb with 7' sidewalk south and 5' sidewalk north with street lighting and limited landscaping, and 2) install curb and gutter on both sides and have parallel parking on both sides with 10' sidewalk on both sides and tree planting and decorative street lighting.	Constructed Option 2 which was the preferred alternative.	
page 7	7	Birch Avenue - This street will likely be widened when the vacant land north of Birch Avenue develops. In the meantime, the road will need maintenance.	Roadway was widened with the Eastlake Estates Dev. And the roadway was overlaid.	

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page 7	8	Alleys - Alleys should be improved to give residents better access to their backyards and garages. Better maintained alleys would also enhance fire protection efforts, garbage collection, and access to public utilities. The two 25 foot wide alleys locted parrallel to Lake Avenue are particularly important since they provide access to businesses for parking and deliveries. Ideally, the alleys should be lowered and rebuilt at the same time that the sewer lines are constructed to minimize the disruption to Eastlake from construction activitly. The alleys should then be paved to enhance their year-round use and to avoid the dust from gravel driveways.	All work recommended has been completed.	
page 8	9	Sidewalks - Sidewalks should be installed in the following areas to improve pedestrian safety: 1) Lake Avenue - both sides from 1st to 3rd Street once York Street is extended, 2) 124th Avenue - both sides from 1st to 3rd Street once new railroad crossing is built, 3) 1st Street - east side along commercial area, west side from 124th Avenue to Birch as a part of the designated bikepath next to the Union Pacific railroad, 4) 3rd Street / York Street - both sides from 124th to 128th Avenue when this new street is constructed.	Sidewalks were installed for (1)Lake Ave.as recommended (2) 124th Ave. as recommended, (3) 1st Ave. with the commercial area only (4) 3rd St./ York St only the east side of street sidewalks installed.	Sidewalks not installed (3) on west side of 1st due to UPRR right-of-way issues, (4) on west side of York St. due to ROW and drainage issues.
page 8	10	Street Lights - freestanding "old-fashioned style" street lights should be installed, particularly along Lake Street to enhance Eastlake's special character. In the interim, more lighting should be installed in dark areas.	Street Lighting was installed as the plan recommended.	

<u>Page of Plan</u>	<u>Item</u>	<u>Description Per Plan</u>	<u>Completed</u>	<u>Not Completed</u>
page 9	1	Develop a park on the City-Owned former County Shops site. - All of the site between 124th Avenue and the existing building should be developed as a park to serve Eastlake residents since it abuts the proposed Union Pacific Trail. The Park should be developed with a playground, multi-purpose play fields and perhaps a ball diamond if room allows.		Park has not been Developed.
page 9	2	Construct a bike path adjacent to the Union Pacific Railroad. - The City Union Pacific Trail will eventually extend from 88th Avenue to 136th Ave. and beyond. The 10 foot wide concrete trail will be built on land already owned or to be acquired by the City. The trail will be located on the east side of the tracks between 120th Ave. and 128th Ave. The trail would be built under 124th Avenue where the road crosses the railroad tracks to improve the safety to trail users if feasible.		No section of the trail as been constructed to date.
page 9	3	Create a landscaped buffer between 1st Street and the railroad tracks.- The railroad property should be landscaped and maintained as an attractive buffer between the railroad and Eastlake. The Union Pacific trail will be built in this area but otherwise no active recreational facilities should be located here because it is so close to railroad tracks.		ROW has not been obtain(currently under discussion with UPRR to acquire).
page 11	4	Develop a park north of Birch Avenue. - The City should require a park to be created at the northeast corner of 1st Street and Birch Ave. where it would be close to Eastlake and adjacent to the planned bikepath.		City was not able to acquire property, it is developed as single family homes. Trail connection was installed with development to almost 128th.
page 11	5	Develop the area bounded by Birch Street, 3rd Street, and the proposed York Street as a landscaped area. - This small .286 acre parcel should be landscaped and developed as a buffer between Eastlake and York Street with and Eastlake Identification sign.	Park was constructed and the Identification sign installed.	

Page of Plan Item Description Per Plan Completed Not Completed

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The future of the Fire Station - The building should be a museum or other public facility or should remain as a compatible commercial businesses such as a day care facility. (This goal of the Eastlake Master Plan refers to the fire station that was part of the North Metro Fire Protection District.)

The building was remodeled internally and the Carlson Reality State Office became the final use.