LAKE CITY VISIONING TOOLKIT 2012

A guide of resources and tools for the future development of the Lake City Neighborhood in Seattle, Washington.

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For CEP 460, Fall 2012
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As Lake City moves forward with its plans for urban revitalization, there exist some tools for development which can help aid the local community to accomplish their goals. Our team has compiled a list of these tools that we feel will be a great resource for the community to consider. These tools we have arranged into seven general categories:

1. Community & Economic Development Tools
2. Design Tools
3. Environmental / Sustainability Tools
4. Funding / Resource Tools
5. Land Use / Zoning Tools
6. Open Space Tools
7. Transportation / Pedestrian Mobility Tools

Why did we create this toolkit?

When planning to revitalize a neighborhood, it becomes essential for community members to explore and clearly identify desired future images of a neighborhood. In other words, to perform a thorough community visioning process. This toolkit was created to help Lake City residents go through that process, by further inspiring future visions for the neighborhood, and by also providing excellent resource for shaping and carrying out those visions. Existing examples of local and national developments that actually utilize these tools are provided as well to help visualize development outcomes. This toolkit offers tools and ideas for Lake City to create a sense of community, and to convey and instil pride in the Neighborhood.

Ideas

In addition to these tools, we have included a list and images of development ideas that the community may find interesting as ways to increase community vitality. These ideas can create significant public spaces that actively bring community members together. These ideas can reshape the way the streets are used and make them into much safer and viable paths to move from place to place, whether it’s on foot, vehicle or bicycle.
Methodology

Background & Project Context
The University of Washington has been involved in several ways with the communities near and far from Seattle. In the spring quarter 2012, UW students helped facilitate a community visioning meeting for the Pierre Properties. In the Community, Environment, and Planning core course, CEP 460 - Planning in Context course, small student groups comprised of three to four students were assigned to a client. These clients range from community groups to planning departments and city councils for cities near the Seattle area such as Des Moines, Edmonds, and Snoqualmie. This group’s client was the Lake City Neighborhood Alliance, with the key contacts of Mark von Walter and Janet Arkills.

Scope Development
The after meeting with the client, it was clear that the residents in Lake City want their community to be a pleasant and safe neighborhood for them to live in. We met with Mark, Janet and the LCNA in order to hear their feedback and what their goals are. At the first meeting that we had with Mark and Janet, Mark stated, “this is not an urban beautification project.” This resonated with the group, because the change that Lake City is looking for is not at the surface level. The Lake City community desires to have a positive identity that is socially and economically inviting. Mark and Janet charged us to “think big,” regarding any ideas that we would come up for redevelopment opportunities.

The group met with Mark and visited Redmond Town Center, a different type of private development that is much like small community downtown, we walked the area. Our group, alongside Mark, observed how the pedestrians interact with the different spaces throughout the shopping center. We discussed how these principals could be applied in Lake City and if they could be implemented.

We decided that providing the LCNA with a tool kit with difference resources that could help the developers, community groups, residents, etc. create the Lake City that they all desire.

Case Study Research
A major portion of our work was spent trying to find other communities that experience similar issues that Lake City does: a state highway bisecting the neighborhood, a vibrant community wanting new development, economically challenged businesses. We tried to find what strategies they used in order to revitalize their respective neighborhoods.

Final Products
This document represents the final product that is the culmination of all the research of different case studies and compilation of relevant tools to help the Lake City community reach the development and transformation that they desire. This toolkit is a compilation of over thirty different tools, such as grant programs, non-profit organizations, to help make the community’s dreams come true.

The next few pages provide some visualizations that we created comprised of our own ideas and community member ideas. Collectively we feel would help these visualizations provide Lake City residents with something they can see and build from. The tools are located after the visualizations.
Lake City Design Ideas & Suggestions

These images show the redevelopment off the Lake City Neighborhood. Changes shown:

Extension of pavers from the Lake City Mini Park to the surrounding arterials. This creates a visual and audio cue and transforms the unused mini-park into the core of a larger identifying feature in Lake City.

Higher Density development with office, retail and residential. This provides opportunities for spaces to be used throughout several different hours of the day and night providing a strong potential for tenants.

Day-lighting of Thornton Creek and providing a pedestrian bridge to connect the northern and southern Lake City.
Lake City Design Ideas & Suggestions

cont.

The extension of the Lake City Mini-Park pavers create a new sense of place. This can slow traffic and perhaps provide the opportunity to create a more pedestrian friendly space, or even a woonerf.

Light-Rail, above ground, below ground, mass transit can make Lake City a prominent space as a destination along a transit corridor, not simply a place commuters drive by.

High-Density Development can be achieved in Lake City.

Buildings can be designed in a manner that does not create a canyon effect, allowing light to reach the ground and keeping the open sense at street level. Smart building design can be respectful to the community.

A scramble or diagonal crosswalk creates awareness to the pedestrian, increasing the overall pedestrian safety in Lake City.
Lake City Design Ideas & Suggestions

This space highlights the mixed use development along NE 127th Street. Smart and sensible design allows for the space to not feel like a canyon or uninviting. The space retains the open feel and the human scale.
Lake City Design Ideas & Suggestions

Day-lighting the Thornton Creek Watershed provides the opportunity to extend the regional trail system from the Burke Gilman to the Lake City as well as the rest of northeast Seattle and Shoreline. Providing a trail system and day-use areas within the watershed allows for the community to take advantage of the green space. A place to get away, just seconds away.
Lake City Design Ideas & Suggestions

A simple mural and the pavers allow this existing mid-block access to become a more inviting space. This can increase the connection between Lake City Way and other streets.
**Type of Tool**
This highlights what type of tool is being showcased on the page. The tool types are explained in the introduction of this guide. Refer to page 4.

**Name of Tool**
This is the specific name of the tool that is being showcased. The table of contents references each of the tools by name.

**Tool Description**
The tool description provides an brief introduction to the tool and what the tool does or can do. Also included is some type of reference to locations for further reading or information that is currently available.

**Example Images**
These images represent examples of the tool successfully implemented. These images may be artist renderings or actual photographs. These images give the reader of this toolkit a visual reference for what the particular tool represents.
Pierre Properties

The Pierre Family through has been a part of the Lake City Community for many decades as part of the auto-dealership focused business community. They own a significant amount of land along Lake City Way and as the landscape of the auto dealership now requires less land to showcase product they sell they are considering other uses.

Going forward with ideas for redevelopment, they would like to leave a positive legacy on the neighborhood and impart a new feel for the community. This new Lake City will have more of a vibrant feel more focus on pedestrian scale. It will have density and public transportation in mind, yet incorporate open space and mixed use at key properties that feel best serves their needs and the community.

Similar to the way Vulcan (Paul Allen) is making an impact in South Lake Union, the Pierre family would like to see positive change in the Lake City Community yet they also have a strong interest in taking feedback for the people who live, work and play here also. However, it is a more personal matter to the Pierre Family; they want their legacy to be more than just auto dealerships. Recently the Family represented by Don Moody and in partnership with a group of University of Washington students represented by Professor Mary Curry have been holding community meetings, workshops and visioning studies to gain a variety of viewpoints and opinions from all stakeholders on how their community will take shape.

The support offered by the Pierre family in this process will be invaluable to seeing a new vision of Lake City where people live, work and play.
Located near the intersection of Rainier Ave. and MLK Jr. Way, the aerial station will help the community achieve its goal for a transit system that is easier to use and more community friendly than today’s auto-oriented systems. The station will provide a new focus for a town center that provides a wide range of services and is a destination for residents of the neighborhood and beyond. (Image Credit: SDOT)

TOOL:
Station Overlay District

Overlay District and rezones are intended to help achieve the neighborhood’s vision for a people-oriented urban community. These actions help to promote transit-oriented development in the community adjacent to a transit station. This supports the intent of a community’s plan and related station area planning recommendations.

City of Seattle Ordinance Number: 120456

City of Seattle Department of Transportation Reference: http://www.seattle.gov/transportation/ppmp_sap_neigh.htm
TOOL: Incentive Zoning

Incentive zoning allows developers more density in exchange for community improvements. An increase in density encourages high density development supportive of compact development. In exchange, the developer would be encouraged to include some community improvements in their projects. Community improvements may include additional open space, affordable housing, special building features, or public art.

City of Seattle Department Planning and Development Reference:

http://www.seattle.gov/dpd/Permits/GreenPermitting/IncentiveZoning/default.asp

http://www.seattle.gov/planningcommission/docs/SPC_IncZon.pdf

An artist rendering of South Lake Union utilizing incentive zoning. "Incentive Zoning is a strategy to achieve public benefits, such as affordable housing, by creating incentives for developers in the form of additional height on new projects." Bruce Harrell, Seattle City Council Member
TOOL: Master Planned Development

Master planned development are carefully planned areas that are built to those planning suggestions. This type of planned development allows for desired future uses of the neighborhood to be met by requiring all future development to align with the master plan. These developments can be planned for open space areas, mixed income housing, creating a quality design, a healthy environment and an engaged community. The planning can be proactive and use a combination of other tools in order to achieve the desired qualities that are important to the residents of Lake City.

http://www.seattlehousing.org/redevelopment/

High Point (West Seattle Master Planned Development
http://www.thehighpoint.com

These two pictures show High Point in West Seattle. This area was redeveloped in conjunction with the Seattle Housing Authority to redevelop an area and create a vibrant and healthy environment. This neighborhood type of development strategy can be done in Lake City to promote intended future uses and qualities after the potential redevelopment.
TOOL:
Pod Housing / Micro-Housing

A form of “micro-housing”, this new idea on the older style boarding house is rapidly becoming a solution to the need for density and affordable housing. Pod housing and apodments are very small units typically for younger residents on a budget, students and temporary/contract workers who desire mobility in their employment/housing situation. The housing may feature shared spaces such as living rooms, bathrooms, and kitchens. The units can from from as small as 90 SF to as large as 450 SF with modern decors compared other housing that would fit into this economic range.

http://apodment.com/index.htm


These images are pod/micro housing buildings in the University District, near the University of Washington. They feature a dense urban development on a small footprint. Rental prices are kept low due to their size and allows for a mix of income in an area.

This image illustrates a micro-housing building in Southern California. This building is also a mixed use development with retail on the ground floor.
TOOL: Transfer of Development Rights (TDR)

Transfer of development rights programs may be used to restrict development on certain parcels, while allowing the owner of the restricted property to transfer development rights to another property. This market in development rights allows rural landowners to receive financial compensation without having to sell or fully develop their land. Developers are financially motivated to purchase development rights from the TDR market as they are able to put additional dwelling units in their projects. This is currently being implemented in the South Lake Union rezoning plan.


The right to develop land for residential or commercial purposes is one of a bundle of rights associated with land ownership. The County’s TDR Program allows landowners of designated sending sites to separate the right to develop land from the bundle of other property rights. Sending sites are rural or resource lands with farm, forest, open space, or regional trail amenities.

Through TDR, the separated right(s) are turned into a tradable commodity that can be bought and sold – just as land can be bought and sold. When a landowner chooses to separate some, or all, development rights, the property is preserved through a conservation easement. A conservation easement can act to reduce landowner property taxes. Landowners can retain development rights on their property for future use and the land remains in private ownership.

This may be an useful tool for the preservation and reclamation of the Thornton Creek Watershed. This may be an option for the implantation of a regional trail system through the Thornton Creek.
TOOL: Groundswell Northwest

Groundswell NW is a community organization that is project oriented. They provide the tools and resources for community groups to complete small projects with the help of microgrants (in the amount up to $500). Projects that Groundswell NW participates in are: neighborhood parks, tot lots, playfields, pocket parks, p-patches, streetscapes, traffic circles, greenbelts, salmon habitat and other types of similar projects. The main goal of Groundwell NW is to improve the community and increase the quality of life for the residents of their neighborhood. Groundswell NW typically works in the NW area of Seattle, however their platform may be what Lake City needs in order to create a lot of small change that adds up to big transformation.

http://www.groundswellnw.org

TOOL: Fiskars Community Grants Project

Fiskars is a company that makes gardening hand tools. They support several grants projects that give neighborhood and community organizations a variety of assistance. For example, their yearly Project Orange Thumb project supports roughly 10 community grants worth up to $5000 each. These grants along with other programs that Fiskars promotes can allow for the community to create beautification projects around Lake City with the financial aid of a sizable grant.

http://www2.fiskars.com/Community/

Light of Christ Community Garden, Federal Way, Washington

“The Community Garden Project was initiated in February of 2011 by the Light of Christ Church Care Ministry Team. The primary goal of the project is to bring together diverse social, business, ethnic and political groups to design, build, manage and harvest a community garden to help feed the needful of their community. Community citizens of all faiths or no faith are welcomed and encouraged to participate in the preparation, building, harvest and distribution.”

The Fiskars Project Orange Thumb provided the community with the resources they needed to create this new and exiting community asset.

http://www.groundswellnw.org

GROUNDSWELL NW
Creating Community Parks & Habitat

Microgrants allow community and neighborhood groups to complete small but impactful projects around their communities.
TOOL:  
Seattle Parks and Green Space Levy

Funds green spaces (open spaces and greenbelts, and other open areas); neighborhood parks (existing & new parks identified in neighborhood plans), boulevards, and other properties purchased by the City for recreational purposes, playfields, open play spaces, and spectator enhancements such as seating.

http://www.seattle.gov/parks/levy/default.htm

The Parks and Green Space Levy Opportunity Fund provides $15 million in funding for community initiated park development or property acquisition projects. Parks will be allocating approximately $8 million towards projects in the 2012/2013 funding cycle of the Opportunity Fund. With guidance from Seattle City Council, the Levy Oversight Committee develops criteria for the fiscal year’s Opportunity Fund appropriations. This criteria is used for evaluating, nominating, and recommending a package of projects to the Mayor and City Council.
TOOL: Bridging The Gap

In 2006, Seattle voters passed a nine-year, $365 million levy for transportation maintenance and improvements known as Bridging the Gap. The levy is complemented by a commercial parking tax.

The levy funds programs to address the maintenance backlog for paving; sidewalk development and repairs; bridge repair, rehabilitation and seismic upgrades; tree pruning and planting; transit enhancements; and other much needed maintenance work. Funding also supports projects that implement the Bicycle and Pedestrian Master plans, create a Safe Routes to School Program, improve transit connections and help neighborhoods get larger projects built through the Neighborhood Street Fund large project program.

http://www.seattle.gov/transportation/BridgingtheGap.htm
TOOL: Community Design Guidelines

Urban design is the process of designing and shaping cities, towns and villages. Whereas architecture focuses on individual buildings, urban design address the larger scale of groups of buildings, of streets and public spaces, whole neighborhoods and districts, and entire cities, to make urban areas functional, attractive, and sustainable.

This guideline, created specifically for the Lake City neighborhood provides the framework for citizens and developers to correctly


These are excerpts from the guideline book that is available online. The book is filled with several design elements that are important to the residents of Lake City and provide knowledge for persons or groups that would like to comment on proposed designs within the community.
TOOL: Urban Design Framework

Acting as a bridge, the Framework connects broad goals and policies in the Seattle Comprehensive Plan and a neighborhood plan to specific physical planning and development recommendations.

The Framework, with the guidance of a range of community stakeholders, draws on past planning efforts and evaluation of new opportunities to identify the specific projects, actions, and design opportunities that will ensure new development, both public and private, strengthens the livability and sense of place in a given neighborhood and advances the goals and strategies set out in the Neighborhood Plan.

TOOL: Pop-Up Parks & Activities

These are the places we remember most vividly, the places where serendipitous things happen, the places we tell stories about. Because pop-up spaces enable cash-strapped cities to create parks and plazas without spending a bundle, they've become a form of instant municipal gratification. Just as the current Farmer’s Market in the Lake City Neighborhood is set up to bring the community together this sort of creative thinking about public spaces costs little and can add tremendous value. The following images show urban communities around the country which have embraced this idea. Small changes, sometimes built around minimum design and extensive programming, can spur momentum for larger, more permanent ones.

http://www.pps.org/great_public_spaces/one?public_place_id=69#

http://www.planning.org/planning/2012/nov/frompopup.htm
TOOL: Center for Transit Oriented Development

Transit-Oriented Development (TOD) refers to development that is centered around and coordinated with a transit station in its use and design. The intent of TOD is to establish land uses and to design structures and public areas that will encourage people to ride transit more often.

Several Options can be argued for Lake City such as:
- Link with Montlake Link Rail
- Link from Northgate Link Rail
- Cross link from Jackson Park Light Rail Station
- Extensions to North 522 destinations beyond Lake City
- Local trolley to connect to rail centers like Northgate
- Develop rail routes along secondary street parallel to 522
- Surface or underground?

http://ctod.org/index.php

http://www.sacrt.com/realestate/TODpage.stm

http://www.seattle.gov/transportation/ppmp_sap_todstudies.htm

"CTOD is a leading national entity dedicated to providing innovative practices, policy reform, research, analysis, and investment tools to support TOD implementation. CTOD is particularly attuned to opportunities to leverage and catalyze market interests to support TOD, while also identifying the mechanisms through which benefits can be shared equitably by low and moderate-income people. CTOD partners with the public, private, and philanthropic sectors to foster high-performing communities around transit stations and to build transit systems that maximize community and economic development potential utilizing the full opportunity created by the existing or proposed transit network, not just individual station area assets. CTOD works to integrate local and regional planning to generate new tools for economic development, real estate and investment issues, improve affordability and livability for all members of the community, and respond to imperatives for climate change and sustainability."
TOOL: Mixed Income Housing

A new, constructed mixed income housing development includes diverse types of housing units, such as apartments, townhomes, and/or single-family homes for people with a range of income levels. Mixed income housing may include housing that is priced based on the dominant housing market (market-rate units) with only a few units priced for lower-income residents, or it may not include any market-rate units and be built exclusively for low- and moderate-income residents.

An example of a new mixed-income housing development can be seen in West Seattle. The development is called The Highpoint and was created as a result of federal funding and the Seattle Housing Authority.

http://www.thehighpoint.com/
Green Streets are becoming very popular in Seattle. Vine Street in Belltown is the result of community groups partnering with the City. Designating streets as Green Streets complete changes the feel and look of a street and the neighboring area.

SPU completed construction of the Pinehurst Green Grid in the fall of 2006. This needed improvement to the City’s infrastructure provides enhanced drainage in the neighborhood and improves the quality of runoff to Thornton Creek.

### TOOL:
**Green Streets**

A Green Street is a street right-of-way that, through a variety of design and operational treatments, gives priority to pedestrian circulation and open space over other transportation uses. The treatments may include sidewalk widening, landscaping, traffic calming, and other pedestrian-oriented features.

http://www.lowimpactdevelopment.org/greenstreets/practices.htm

http://www.seattle.gov/transportation/rowmanual/manual/6_2.asp

### Anatomy of a Green Street

- Pedestrian friendly
- 1000 cu ft soil volume for street tree tree boxes
- Landscape areas
- Compost amended soils
- Permeable pavement in parking lane
- Bike Lane
- Recycled materials used
- Mature Street Trees
- Permeable pavement in transitway
- Bike Rack
- Bioretention
- Interpretative signs
- Transit oriented
- Shielded, Energy efficient street fixtures
TOOL:
Community Design Assistance WSDOT

The Washington State Department of Transportation (WSDOT) has a program for assisting community partners to help create places that are more walkable, environmentally proactive and within the context of the neighborhood. WSDOT provides planning and preliminary design services to local agencies and other transportation partners, and raise awareness about the important links between community transportation, revitalization, and sustainability.

http://www.wsdot.wa.gov/LocalPrograms/Planning/

WSDOT is helping to create more livable communities by:
Informing and changing the transportation conversation
Working with interested communities directly, and
Changing and improving transportation designs based on what works.

http://www.wsdot.wa.gov/LocalPrograms/Planning/

This is a before/after design visualization of an intersection in Wenatchee that was created with the assistance of the WSDOT Community Design Assistance program.
TOOL: Public Art Ordinance

A policy established to direct the inclusion of works of art in public works of the City. City of Seattle’s cultural partnerships include funding opportunities, initiatives and training for organizations, individual artists, youth arts programs, neighborhood and community groups. In 2011, the city invested $2 million to support over 300 artists and cultural organizations.

The Neighborhood & Community Arts (NCA) program supports Seattle’s neighborhood arts councils and community groups that produce events to promote arts and cultural participation and build community.

http://www.seattle.gov/arts/funding/neighborhood_community.asp
http://www.seattle.gov/arts/publicart/ordinance.asp
http://www.seattle.gov/arts/publicart/default.asp

TOOL: Complete Streets

Complete streets are living streets, which are designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. Seattle’s Complete Streets policy originated in 2006 as part of the Bridging the Gap transportation ballot measure (resolution 30915) and was developed in cooperation with a coalition of local advocacy groups.

The images below show before and after for 15th Ave with Seattle’s Complete Streets policy through SDOT.

http://www.seattle.gov/transportation/compSt_what.htm

15th Ave S Before 15th Ave S After
TOOL: 
Bike Master Plan
Since its adoption in 2007, the Bicycle Master Plan (BMP) has served as the blueprint for making improvements to Seattle’s bicycle network. The focus of the BMP is on expanding bicycle facilities on the City’s street network and for completing Seattle’s well-known urban bicycle trail system, including the Burke-Gilman trail.

http://www.seattle.gov/transportation/bikemaster.htm

TOOL: 
Pedestrian Master Plan
The Seattle Pedestrian Master Plan (adopted in 2007 and updated in 2012) is a long-term action plan to make Seattle the most walkable city in the nation. The plan establishes the policies, programs, design criteria, and projects that will further enhance pedestrian safety, comfort, and access in all of Seattle’s neighborhoods.


Location: 39th Avenue South, between Rainier Avenue South and South Hudson Street
TOOL: Woonerf

“A woonerf (Dutch plural: woonerven) is a living street where pedestrians and cyclists have legal priority over motorists as implemented in the Netherlands and in Flanders. Techniques include shared space, traffic calming, and low speed limits. Under Article 44 of the Dutch traffic code, motorised traffic in a woonerf or “recreation area” is restricted to walking pace.”

In Seattle, the city’s first woonerf will accompany a sustainable office, biotech and retail complex known as the Yale Campus. The project is currently being developed in the fast-growing South Lake Union district, just north of the downtown core.

Rendering by NBBJ Architecture of the Blume Yale Avenue Campus / Woonerf Seattle, WA.

http://www.svrdesign.com/yale.html
TOOL: Greenways

Seattle Neighborhood Greenways is a rapidly growing volunteer coalition representing 19 neighborhoods (as of September 2012) to plan and advocate for safe and healthy streets connecting us to the places we use, whether we walk, drive, ride a bike, push a stroller, or move by wheelchair.

“Seattle Neighborhood Greenways are residential streets generally one off of main arterials with low volumes of auto traffic and low speeds where people who walk and ride bicycles are given priority.”

This can be a great opportunity for the supporting Lake City community to implement Greenways on streets of Lake City Way. Streets such as 28th, 30th, and 31st Avenues NE are all streets that can be implemented as Greenways.

http://seattlegreenways.org/
TOOL: Business Improvement Area/District

A business improvement district (BID) is a defined area within which businesses pay an additional tax or fee in order to fund improvements within the district’s boundaries. Grant funds acquired by the city for special programs and/or incentives such as tax abatements can be made available to assist businesses or to recruit new business. BIDs may go by other names, such as business improvement area (BIA), business revitalization zone (BRZ), community improvement district (CID), special services area (SSA), or special improvement district (SID).

Current examples exist in these Seattle neighborhoods:

- Broadway
- Metropolitan Improvement District
- Chinatown International District
- Pioneer Square
- West Seattle Junction
- University District

http://www.seattle.gov/economicDevelopment/biz_district_guide/BIA.htm

A Business Improvement Area (BIA) provides a mechanism for businesses, property owners or a combination to collectively obtain the improvements they want to see in their district.
TOOL:
Neighborhood Matching Fund

Seattle's uniqueness and quality of life is tied to strong neighborhoods and active residents. The Neighborhood Matching Fund (NMF) program was created in 1988 to provide neighborhood groups with City resources for community-driven projects that enhance and strengthen their own neighborhoods. All projects are initiated, planned and implemented by community members in partnership with the City.

Many of the other programs that the City of Seattle promotes is tied to the Neighborhood Matching Fund. This is a very useful and powerful tool that can give the funds necessary to start or complete important neighborhood projects.

http://www.seattle.gov/neighborhoods/nmf/

Phinney Neighborhood Center’s historic headquarters

In 2011, the PNA applied for and received a DON Large Project Matching Fund Grant that helped build the new entryway and community plaza. The plaza offers a more gracious entry to the building and created a new community gathering space with benches, planter boxes and a soon-to-be-installed artistic bike rack.
TOOL:
Neighborhood Branding

Thinking about your neighborhood or business district as a brand can give community members and business leaders the opportunity to assess the realities of their areas before determining which positive aspects to highlight for the city to see. Branding is not simply about communicating to customers.

Branding is also about creating a shared identity in your community between neighborhood associations and business districts. Your brand is something the whole neighborhood can stand behind and share with outsiders saying: “This is what it means to live, work and play the Lake City Community...”

http://www.neighborhoodnotes.com/news/2012/04/do_people_have_the_wrong_perception_of_your_neighborhood/
TOOL:
Forterra

Forterra’s (formerly the Cascade Land Conservancy) mission is to act with immediacy to protect, enhance and steward our region’s most precious resources—its communities and its landscapes. Filling a unique niche as the largest conservation and community building organization in Washington State, we are working to build the foundations for our sustainable environmental and economic futures in the face of a rapidly growing population.

http://www.forterra.org/

TOOL:
Project for Public Spaces

Placemaking is a multi-faceted approach to the planning, design and management of public spaces. Put simply, it involves looking at, listening to, and asking questions of the people who live, work and play in a particular space, to discover their needs and aspirations. This information is then used to create a common vision for that place. The vision can evolve quickly into an implementation strategy, beginning with small-scale, do-able improvements that can immediately bring benefits to public spaces and the people who use them.

http://www.pps.org/
TOOL:
Green Seattle Partnership

The Green Seattle Partnership is a unique public/private partnership between the City of Seattle and the Forterra (formerly Cascade Land Conservancy). The Partnership was formed in 2004 by memorandum of agreement between the City of Seattle and the Forterra (formerly Cascade Land Conservancy). Seattle Parks and Recreation, Seattle Office of Sustainability and Environment, and Seattle Public Utilities are the three key City departments serving in the Green Seattle Partnership. The partnership is governed by a 9-member Executive Council appointed by the Mayor.

The organization helps restore our natural environment. This could be an asset for restoration projects in Lake City such as restoration of the Thornton Creek Watershed.

http://greenseattle.org
TOOL: Restore Our Waters & Rainwise

Restore Our Waters is the City of Seattle’s commitment to take actions and promote partnerships that protect and improve our creeks, lakes, the Duwamish River and Puget Sound. SPU has trained 380 contractors, landscape architects and designers on the best practices for installing a rain garden and cistern in Seattle. To date, 162 installations are estimated to divert more than 1 million gallons of stormwater from Seattle’s combined sewer system.

Additionally In June 2010 SPU RainWise piloted a program to rebate residents who install rain gardens and cisterns on their property. These rebates pay for most of the installation cost. Rain gardens help: slow stormwater, reduce the number of combined sewer overflows (CSOs), and keep our waterways clean and healthy.

http://www.seattle.gov/restoreourwaters
http://www.seattle.gov/util/rainwise
**TOOL:**
**SEAstreets**

Today, in several neighborhoods throughout Seattle - with more to come as funding becomes available - Street Edge Alternatives (SEA-Streets) and their variations have become a much-admired community amenity. Their NDS (Natural Drainage Systems) technologies are being used to provide a variety of community and environmental benefits.

The High Point Redevelopment Project in Seattle combined street-side bioretention swales with compost-amended soils over the entire site (34 city blocks). Performance of the bioretention swale filtering and infiltrating street runoff during a 100-year storm event. This type of work done in the Lake City Neighborhood can help bring more sustainable drainage systems to protect local water sources such as Thornton Creek and Lake Washington.

http://www.epa.gov/greenkit/stormwater_studies/SEA_Streets_WA.pdf

http://www2.cityofseattle.net/util/tours/seastreet/slide1.htm

**TOOL:**
**reLeaf**

Healthy, mature tree canopies positively affect issues ranging from health to economic development and sense of community. Urban trees have equally important impacts on the environment. They break up heat islands, decrease flooding from stormwater runoff, absorb carbon dioxide, and shade building leading to a reduction in energy use. When a community or individual partners with the Seattle reLeaf program and it’s many partner organizations such as Green Seattle Partnership and Forterra, it can serve as a guide to attaining better coverage in urban areas.

http://www.seattle.gov/trees/
TOOL: Seattle Green Guide

This guide from the City of Seattle office of Sustainability and Environment and dubbed the “Green Seattle Guide,” is a guide to community action to protect and restore our urban ecosystems on which our quality-of-life depends. This guide can help individuals and communities in making the choice for a safer, cleaner, vibrant and more livable city. 101 things you can do to help protect, restore and care for Seattle’s urban environment.

http://www.seattle.gov/environment/documents/GreenSeattleGuide_08.25.05.pdf

TOOL: Feet First - Community Map Making

“We work to ensure all communities across Washington state are walkable.”

Feet First helps people take steps that create better places to live, learn, shop, work and play—a world that cares about health, community and design. We provide a pedestrian voice in wide-ranging discussions with government agencies, developers and community groups. Feet First regularly meets with community members to discuss options for improving walking conditions in their neighborhoods.

http://feetfirst.org/about
TOOL:
Safe Routes to School

The SDOT Safe Routes to School program is a partnership involving Multimodal Planning, Signal Operations, Arterial Operations, the Seattle Police Department, and Seattle Public Schools. The goals of the program are to:

- Improve safety along school walking and biking routes
- Increase the number of students who walk or bike to school
- Reduce motor vehicle congestion around schools


http://www.seattle.gov/transportation/saferoutes.htm

http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/planning.htm

Northgate Elementary (before and after) Constructed 300 linear feet of new sidewalk, curb, gutter, and bus load area immediately in front of the school on 1st Ave NE.
Intersections like at California and Alaska in West Seattle as well as 1st and Pike in Downtown Seattle have scramble intersections, where pedestrians can cross all ways. This serves as a traffic calming tool.

**TOOL:**
**Scramble Intersection**

A pedestrian scramble, also known as an ‘X’ Crossing (UK), diagonal crossing (US), scramble intersection (Canada), is a pedestrian crossing system that stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time.
TOOL:
Public Art Road Map
An educational guide for Seattle neighborhood groups that wish to create or place public works of visual art. Includes information on creating public artwork from start to end and about the issues that need to be considered, and start-to-finish descriptions of community generated public art projects.

This guide offers the step by step paths to creating and having art installed in your community. This would help establish a sense of place when in Lake City.

TOOL: Main Streets as Highways

In cities and counties across Washington, sections of state highways range from those that move people and goods through a region to those intended to provide access to local destinations. Between these two extremes, are sections of state highways that run through cities and must serve as both thoroughfares and main streets. WSDOT’s research has lead to development of a technical assistance program that helps their communities create more complete, compact, and connected mixed-use districts along sections of main street highways.

Washington Department of Transportation has a program that specifically addresses this and has worked to provide improvements to affected communities.

http://www.wsdot.wa.gov/research/reports/fullreports/733.1.pdf
http://www.roads.maryland.gov/ohd/MainStreet.pdf
http://contextsensitivesolutions.org/content/reading/main-street/
http://www.wsdot.wa.gov/research/reports/fullreports/780.1.pdf

This state highway has had its traffic calmed by the use of a traffic circle. Traffic is still served however, pedestrian safety is increased.
TOOL: Context Sensitive Design

Context Sensitive Design is a model for transportation project development. Context Sensitive Design allows narrower lanes, lower design speeds, sharper turns and special features not included in generic road design guidelines to help create a more balanced and efficient transportation system and meet community land use objectives. Conventional roadway design standards define features such as minimum lane width, design speed and minimum parking supply.

http://contextsensitivesolutions.org

http://www.wsdot.wa.gov/Design/Policy/CSDesign

State 520 from Seattle to Bellevue has been a hot debate. However WSDOT used context sensitive design practices to come up with a design that is responsive to the neighborhood.

Example of Context Sensitive Design showing more facilitation of the need for pedestrian safety through traffic calming and safer paths to cross busy main streets.

The City of Tacoma recently came up with a creative solution to a challenging situation: A railroad overcrossing that would also satisfy the site’s “rails to sails” artistic theme.