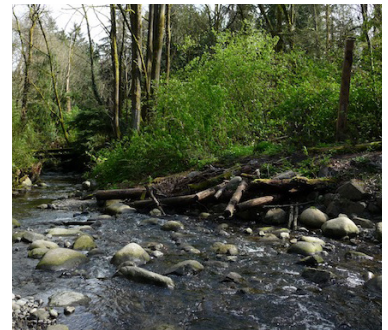


LAKE CITY

urban design framework



Lake City Future First



City of Seattle
Department of Planning and Development

DRAFT

April 29, 2015

EXECUTIVE SUMMARY

The Lake City hub urban village is located centrally within Seattle's North District. Lake City residents, businesses, and service providers are working together to re-affirm the community vision, establish comprehensive guidelines for future development, and implement projects that respond to those guidelines and vision.

Community Vision, Guidelines, and Projects

The commonly held vision for this community, conceptualized during the neighborhood planning process and other efforts, is one that enables a sustainable natural environment, cultural diversity, educational excellence, a vibrant economy, effective transportation, and responsive development.

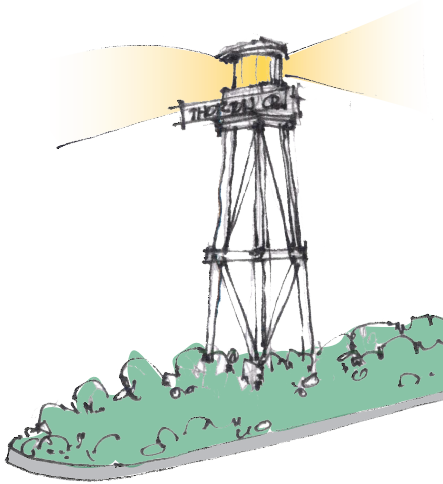
The Urban Design Framework provides general urban planning concepts and implementation strategies in collaboration with key partnerships. The guiding principles portion of this report outlines specific recommendations and development guidelines in support of the community vision.

Planning and implementation of projects in the North District result from a partnership between community groups and the City of Seattle. Lake City Future First (LCFF) is the overarching committee in our community, funded in part by grants from Seattle's Office of Economic Development. LCFF is working closely with community groups, such as the Urban Design Framework advisory group (UDF), the Lake City Neighborhood Alliance, North Seattle Greenways, and City departments and staff on projects that include:

- **Urban Design:** Seattle's Department of Planning and Development and the UDF advisory group prepared the Draft Urban Design Framework study for community input. The goal is to establish clear and concise guidelines for implementation of projects responsive to the community vision.
- **Transportation:** the Traffic Safety Corridor Project, Safe Routes to School, and neighborhood greenways are projects that will enhance pedestrian and vehicular access within our community.
- **Community Center:** The Department of Parks and Recreation has initiated an assessment study for a new Lake City Community Center that will be conducted as part of the system-wide community center study. There will be public meetings about this study in the summer of 2015.
- **Housing:** Seattle's Office of Housing is partnering with local institutions to preserve single and multi-family housing while accommodating the diversity residents within the community.
- **Economic Development:** Seattle's Office of Economic Development and Department of Neighborhoods in coordination with LCFF is implementing strategies to create a more vibrant business district and improve community well-being.

Community activism, the willingness to seek creative ways to solve complex issues, and the City of Seattle's commitment to supporting neighborhoods parallels a sharp increase of both development and an influx of people seeking housing, employment, and services in our community. The Urban Design Framework as process and a document can enable sustainable development responsive to the community's vision for the North District.

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Guiding Principles

The urban design framework identifies the history, context, and issues within Lake City's hub urban village, civic core, and commercial areas. The following are guiding principles which the proposed planning concepts and strategies are based on:

1. Strong Sense of Place

Preserve and enhance the main street character and vitality of the commercial area, establish a civic core as a destination resource, preserve and restore the natural environment, and encourage cultural diversity.

2. Economic Vitality

Promote development that includes a balanced diversity of retail, commercial, office, institutional, and service related activities. Support locally owned businesses while proactively attracting innovative enterprises, technical and academic educational institutions, healthcare and biomedical companies which can utilize the cultural and physical resources of our community.

3. Transportation Excellence

Improve existing transit service and facilities, strongly support light rail access to the Lake City community, create safe and enjoyable bicycle routes, promote easier connection between neighborhoods. Enable Lake City Way/SR522 to become an amenity in and for the community.

4. Pedestrian Orientation

Build sidewalks and pedestrian connections across and along Lake City Way, within the Civic Core, and to public schools and parks. Prioritize connections between residential uses, schools, parks, and other civic places, especially across Lake City Way.

5. Diversity and Housing

Provide housing opportunities that respond to the diversity of cultures, economic levels, and age groups that make up the demographics of our growing populations. Encourage housing that integrates communities groups in healthy and respectful ways.

6. Sustainable Development

Provide incentives for development that responds to the community vision, adheres to contextual development guidelines, and is committed to using sustainable practices such as meeting Green Factor requirements, Built Green standards, and LEED guidelines.

7. Environmental Stewardship

Restore and protect existing natural systems such as the Thornton Creek watershed and its connection to Lake Washington, steep slopes, wetlands, and contiguous areas of native vegetation. Rejuvenate and expand the iconic tree lined boulevards, parks and open spaces. Uphold the preservation of trees in both the public and private realm.

NOTE: this document is a draft for public review. Please submit comments to Katie Sheehy, Senior Planner at Seattle's Department of Planning and development by May 31, at katie.sheehy@seattle.gov. If you have questions she can also be reached at 206-684-5345.

DRAFT LAKE CITY

urban design framework

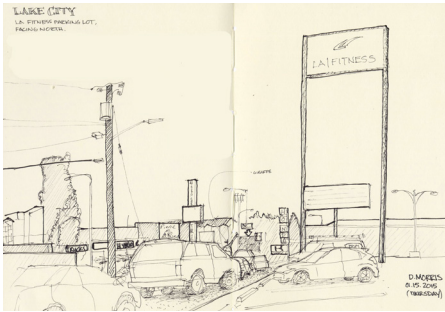


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1.0 INTRODUCTION

1.1 Purpose of the Urban Design Framework

The Lake City Urban Design Framework (UDF) lays the foundation of a vision that will guide future development and implementation strategies by identifying the community's aspirations for the physical environment in the North District and the Lake City hub urban village. This section explains who contributed to this draft and the process of developing this draft. The following sections provide background information and neighborhood context; recommendations about land use, getting around, parks and open space; and implementation strategies.

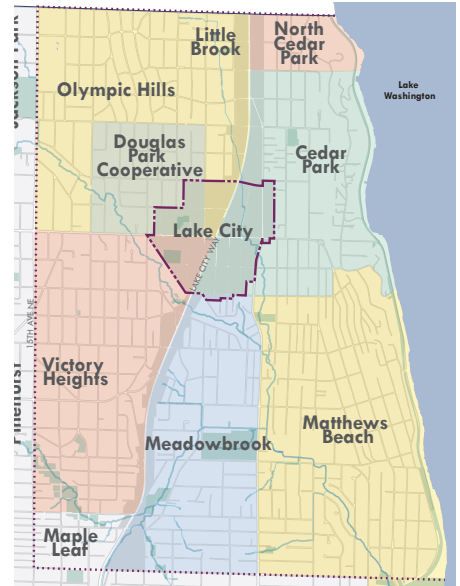
1.2 Urban Design Framework development process

The Lake City Urban Design Framework is part of broader efforts to improve the neighborhood being guided by Lake City Future First in partnership with the Lake City Neighborhood Alliance.

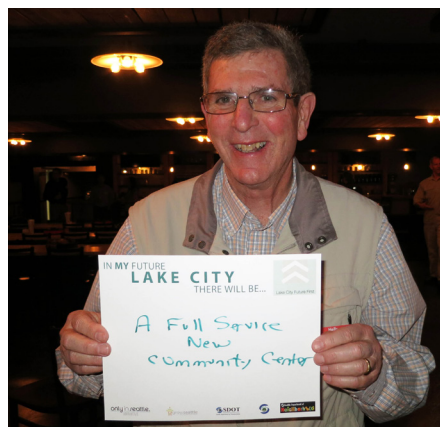
The UDF process began in late 2012 when Neighborhood Action Teams formed partnerships between community members and City staff to identify and respond to neighborhood concerns. In early 2014, the Seattle Office of Economic Development awarded an "Only in Seattle" grant to the Lake City community to help strengthen the local business district and address other community topics, including urban design – now known as Lake City Future First or LCFF. Other City projects resulting from the Action Teams include the Traffic Safety Corridor Project, repaving/bike lane on NE 125th Street, the Olympic Hills Greenway, and the funding for senior services that will begin in the summer of 2015.

1.3 Contributors

Development of the draft UDF was led by Seattle's Department of Planning and Development (DPD) with guidance from the advisory group members listed on the following page. DPD worked in close coordination with staff from the Office of Economic Development, Seattle's Department of Transportation, the Department of Neighborhoods, as well as other City departments. This draft also reflects input gathered at numerous public meetings where community members discussed challenges and opportunities in the North District.



While most of the detail within the urban design framework relates to the hub urban village, all of the North District neighborhoods are considered, particularly connections to schools.



Urban Design Framework Advisory Group

The advisory group acted as trusted advocates for various stakeholder organizations in the area including community groups and business owners. We met regularly to identify the guiding principles and create this draft vision for the neighborhood.

Marty Curry, *the Pierre Visioning project*

Mariella Fletcher, *LCFF, resident, small business owner*

Colie Hough-Beck, *Seattle Planning Commission*

Dan Hickey, *LCNA, resident*

Danielle Loeding, *LCNA, resident*

Mark Mendez, *LCNA, resident*

Don Moody, *LCFF, the Pierre Visioning project*

Dave Morris, *LCNA, LCFF*

Tim Motzer, *LCNA, resident*

Eddie Plana, *the Pierre Visioning project, Lake City Greenways*

Ray Robinson, *resident, small business owner*

Phillip Shack, *LCNA, resident*

Sarajane Siegfriedt, *LCNA, resident*

Annie Stocker, *LCFF, resident, small business owner*

Amber Trout, *North Seattle Family Center*

Mark vonWalter, *LCNA, resident*

Lake City Future First steering committee

This urban design framework is one of several related planning efforts, all falling under Lake City Future First (LCFF), a group of residents, business owners, and organizations working together to create a sustainable organization, engage businesses, and develop a strategic plan through a common vision. LCFF will review urban design framework content and drafts. Steering committee members not previously listed as urban design advisory group members are as follows:

Chris Levenson, *LCNA, resident*

Janet Arkills, *Families for Lake City, LCNA, resident*

Ann Fuller, *North Seattle Family Center*

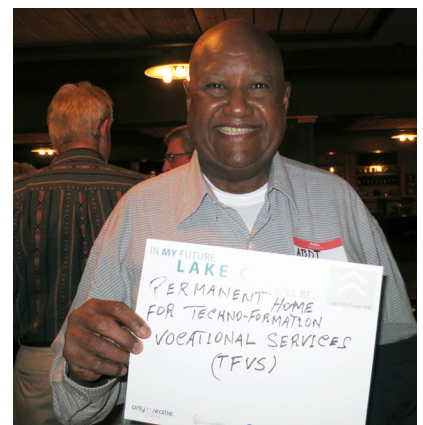
Diane Haugen, *North Seattle Chamber*

Annette Heidi-Jessen, *North Seattle Chamber, small business owner, resident*

Brad Malone, *Pastor at Lamb of God Lutheran Church*

Additional community groups

The Lake City Neighborhood Alliance, LCNA, is comprised of more than 20 community organizations and provides strong leadership for the neighborhood. LCNA's regular meetings have provided an invaluable source of information about issues and opportunities in the North District. Feedback that supported the development of the draft UDF was gathered at additional community meetings including the Lake City Taskforce on Homelessness, Victory Heights Community Council, Thornton Creek Alliance, North District Service Providers, and North District Council.



2.0 CONTEXT

While the primary focus of the Urban Design Framework (UDF) is the Lake City hub urban village and commercial areas along Lake City Way, connections to the surrounding North District neighborhoods also play an important role. The UDF builds on plans including the North District Neighborhoods Plan and the North District Design Guidelines with the intent to “...set a new higher standard for future development that will influence and direct growth toward a more livable, quality environment.”

2.1 Existing conditions

The urban design framework encompasses the North District Planning Area, which extends from NE 95th Street to the city limits at NE 145th Street and from 15th Avenue NE west to Lake Washington. The Lake City hub urban village is the main focus. There are several neighborhoods within the North District - Cedar Park, Little Brook, Meadowbrook, Maple Leaf, Olympic Hills, Pinehurst, and Victory Heights.

History and development

Two hundred years ago, members of the Duwamish tribe lived in the vicinity of the North District. Written history of the area extends back to 1854, when the Treaty of Point Elliott transferred land ownership from native tribes to the United States. The Puget Mill Company then started buying land and harvesting timber. As land was cleared, farmers moved in and sold their produce at markets in Bothell and Seattle. Land around what is now the hub urban village was platted in the early 20th Century shortly before King County started paving Bothell Road in 1911. As automobiles became more accessible, developers bought up the farms and established the neighborhoods of the North District, with commercial businesses opening in smaller buildings right off of Lake City Way, which was named Victory Way for a while after 1924. Prohibition reinforced an auto-oriented design as buildings with parking lots and lookout towers served the needs of bootleggers and their speakeasies.

Lake City was incorporated into a township in 1949 then annexed into Seattle just five years later. The Lake City Lions Club has been active in the neighborhood since 1941, helping to build the community center that opened in 1957. The business district struggled after Northgate Mall opened in 1950. In the 1970s, the Lake City Development Association developed plans made improvements that included sidewalks and the "Gateway" sculpture in the median on Lake City Way just north of NE 125th Street. Additional planning efforts began in the 1990s and are explained a bit more on page 10.



Members of Lake City Future First (LCFF) with Mayor Murray when 2014 Only in Seattle (OIS) grants were announced.



The Lake City Farmers Market is very popular.



The AquaDive was once a popular community pool that sat vacant for many years before being demolished in late 2014.



One of the murals at the community center.



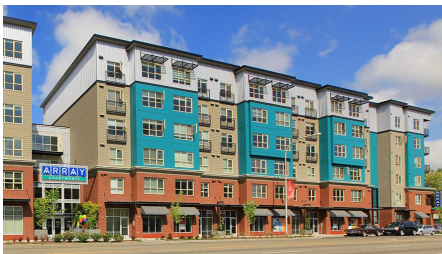
Lack of sidewalks is a common concern, particularly for kids walking to school.



This figure ground diagram highlights large, irregular blocks lots of gaps between buildings.



The pedestrian environment along Lake City Way is not particularly pleasant.



The Array apartments are one of the newer residential buildings constructed in north Lake City.

Demographics

In 2010, about 3,900 people lived in the urban village while more than 27,000 people live within the North District. The urban village has grown by about 500 housing units over the past decade. The hub urban village is one of the more diverse neighborhoods in North Seattle.

Community

Recently, there has been a visible increase in community engagement and community groups involved in planning and development efforts, as well as coordination among groups to achieve community goals.

Neighborhood context

Most of the North District is zoned for single family housing; mixed uses are concentrated in the hub urban village and along Lake City Way. Commercial uses are still predominately auto-oriented, including car dealerships and related services in one story buildings surrounded by lots of surface parking. About one dozen commercial buildings have been built since 2000. A similar number of mixed use buildings have been constructed; these are typically 4 to 7 stories tall and have many housing units. Many new multifamily buildings have been constructed during this time, most of which are townhouses. The lack of sidewalks is a concern throughout the North District. Even in the hub urban village, approximately one third of the sidewalks are unimproved.

Development capacity

There is a significant amount of development capacity in Lake City, which is measured as the difference between potential and existing development and capacity for new development under current zoning. Development capacity illustrates the amount of possible growth, and is not a prediction that a development will occur in some fixed time period.

Lake City hub urban village

Total parcel acres	102
Vacant or redevelopable parcel acres	52 (51% of Total)
Existing building gross square feet	3,047,576
Existing residential units	2,311
Adjusted* residential growth capacity	4,282 (+ 185%)
Existing non-residential gross square feet	748,270
Adjusted* commercial floor area capacity	1,618,541 (+216%)
Existing employment	1,731
Adjusted* total employment capacity	5,395 (+312%)

2.2 Planning context

The draft UDF builds upon common themes from planning documents that date back to the mid-1970s, including the North District Neighborhoods' Plan. This plan, developed over four years with community input and finalized in 1999, serves as the foundation for current and ongoing community planning efforts. More recently, a number of visioning projects, sponsored by community groups, the UW Center for Livable Communities, and the Pierre family, generated a lot of enthusiasm about the future development of Lake City.

Common themes from these plans that have been incorporated into the draft UDF include:

- Expanding and developing the “civic core” of Lake City as the heart of the neighborhood—
- Attracting new businesses and employers.
- Improving mobility for all people, particularly those walking, biking, or riding transit.
- Preserving and enhancing the Thornton Creek watershed.
- Creating strong connections to surrounding neighborhoods.
- Increasing access to safe parks and public recreation facilities.

Other planning documents

A variety of planning documents also influence development and City investments in Lake City. These can be found at the Lake City UDF project website and include:

- **Land use regulations** that establish what types of uses are allowed in various areas and guide building form in terms of allowed height, bulk, and scale.
- **Design guidelines.** Citywide guidelines and neighborhood specific guidelines refine the development standards of the land use regulations based on desired neighborhood character.
- **The Pedestrian Master Plan**, a long-term action plan establishing policies, programs, design criteria, and projects to enhance pedestrian safety, comfort, and access throughout Seattle.
- **The Bicycle Master Plan**, a blueprint for improvements to Seattle's bike network. It includes recommendations for on-street facilities and urban trails.
- **The Transit Master Plan**, the Department of Transportation's (SDOT's) comprehensive, 20-year look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030. It recommends Lake City Way as future high capacity corridor.
- **The Freight Master Plan** identifies Lake City Way as an important freight corridor that will help improve the movement of goods throughout Seattle and maintain economic competitiveness.
- **The Seattle Parks and Recreation Development Plan**, which tracks growth in neighborhoods to help set priorities for parks acquisition and development. It also provides details on planned projects.



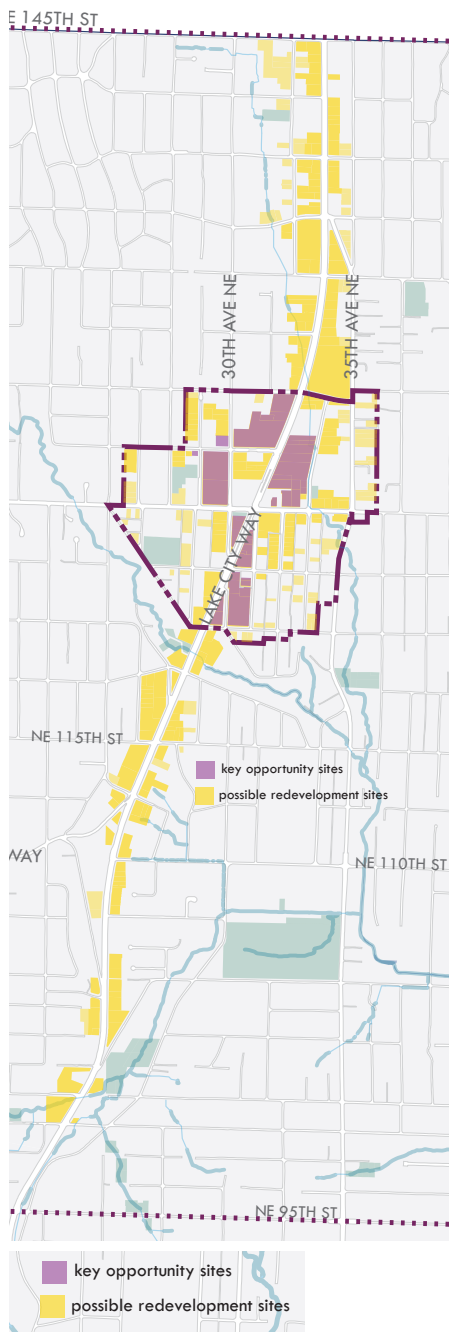
Many people participated in the Pierre properties visioning activities led by University of Washington students from the spring of 2012 to the summer of 2013.



People discuss existing and desired conditions at the Farmers Market in October 2014.



Community members talk about Safe Routes to School while on a walk in April 2014.



2.3 Possible redevelopment sites

There are many opportunities for new development within the hub urban village and along Lake City Way. This map illustrates potential redevelopment sites identified by DPD's development capacity model; key opportunity sites with catalytic potential were identified by the advisory group. Among these are multiple sites owned by the Pierre family. The Pierre's have been working with the community to help create a lasting legacy in Lake City. The community wishes to actively establish working relationships with property owners and developers in working towards achieving the goals set forth in the UDF.

These images illustrate some of the preferred uses and building forms for these key opportunity sites.



A public plaza with a water feature would be great in the civic core.



Alley 24 in South Lake Union has offices, retail, and housing and could be a model for new development in Lake City.



Capitol Hill Housing's 12th Avenue Arts is a model for how to combine community services with affordable and workforce housing.



A community market with places for small shops and food vendors would be great to provide healthy food and incubate local businesses.



A new community center that also provides workforce housing could be a great addition to the neighborhood.



More housing for all types of households, especially families, is desired.

3.0 URBAN DESIGN RECOMMENDATIONS

These recommendations focus on two scales - general suggestions apply to the North District; more specific recommendations apply to the Lake City hub urban village. Overall, creating stronger pedestrian connections and enhancing the characteristics that make Lake City a good place for families are of primary importance. These recommendations include sections that would establish gateways; guide land use and zoning; establish development standards for buildings including form, height, and ground related open space; make it easier to get around; improve parks and open space; and incorporate sustainable development strategies.

3.1 Gateways, nodes, and the civic core

Gateways are the notable passages into and out of the neighborhood. Nodes are the transitions to other neighborhoods along the Lake City Way corridor. The civic core is the center of community life. Recommendations throughout this report build on or respond to these concepts.

Gateways

Gateways are transition locations that mark entry or departure points to Lake City, signified by physical markers. Gateways could be reinforced through the use of architectural elements, streetscape features, landscaping, and/or signage. Specific ideas from the advisory group include variations on artwork that incorporates cars into iconic sculpture. Other ideas include celebrating the natural features of the North District, particularly the Thornton Creek watershed and native trees.

Nodes

Nodes establish a sense of place at important intersections along Lake City Way. Pedestrian improvements help people connect from residential areas to transit service and attract interest to the surrounding neighborhoods. Nodes could be reinforced through signs designed by community members to highlight adjacent neighborhoods. Artistic wayfinding signage that recalls the prohibition-era lookout towers would be more unique markers for the North District.

Civic core

The civic core of Lake City, including the library and community center, has long been viewed as the center of the North District. It provides the central gathering places, retail core, and visible center of Lake City. See the following pages for how development should enhance the civic core.



Illustration of a potential gateway for Lake City from the 1992 Urban Villages Visualization Workshop. Custom artwork that acknowledges Lake City Way's auto-oriented history is encouraged.

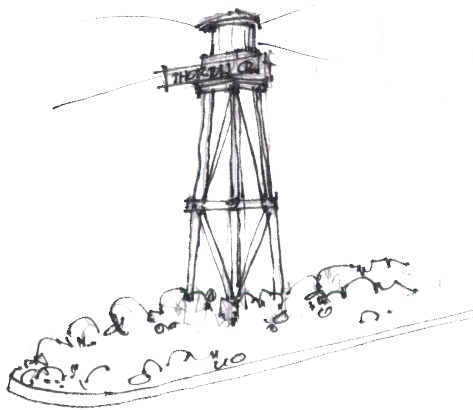


Restoration of the green belt and a different type of gateway might be more appropriate at the south end of the North District.

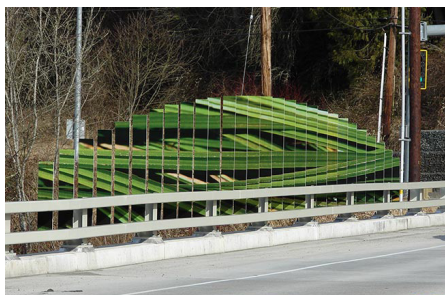


Wayfinding signs could highlight connections to neighborhoods within the North District.

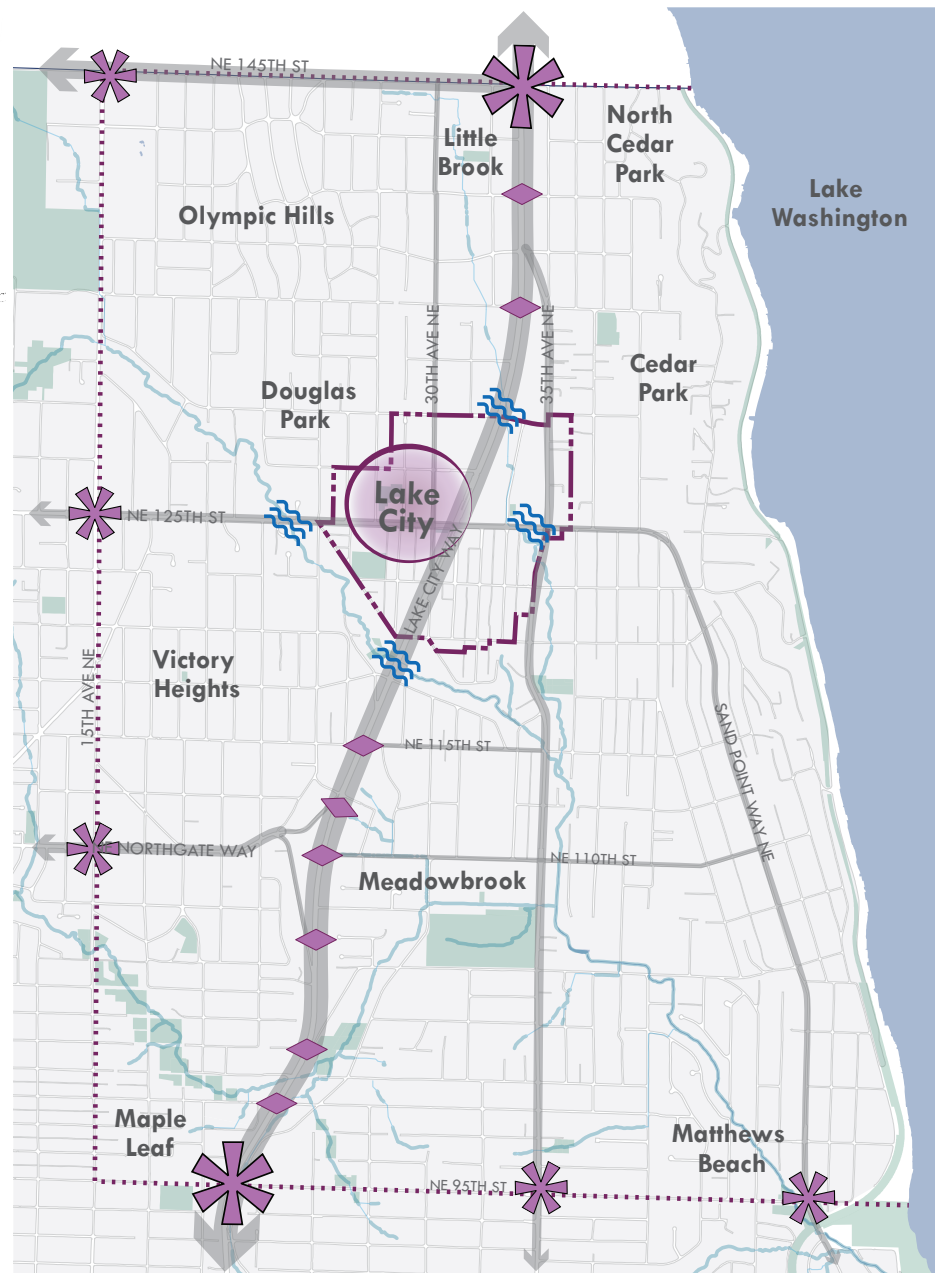
Gateways and nodes in the North District



Sketches by advisory group member Mark VonWalter illustrate potential nodes in planted medians along Lake City Way. The towers recall Lake City's history of lookout towers that were built during the Prohibition.



4Culture commissioned artist Leo Saul Berk to design a Bridge Manual with artwork elements to be used on short and mid-span bridges in King County. Perhaps an installation could help identify Thornton Creek crossings in the North District.



gateways mark entrance into Lake City (the North District)



nodes emphasize neighborhood connections



public art celebrates Thornton Creek crossings



enhance Civic Core



parks

arterials



North District boundary



hub urban village boundary

Within the hub urban village, there are a lot of opportunity sites. Improving pedestrian connections and developing at a human scale that strengthens the business district is of primary importance. New development should provide opportunities for smaller, locally owned businesses.

The civic core within the hub urban village is the heart of Lake City; it contains the library, Albert Davis Park, the community center, and the Farmer's Market. A full service community center, additional civic services, and a civic plaza should be developed to foster a node that serves the community, particularly children and seniors.

The retail core is located at the intersection of Lake City Way and NE 125th Street, and should be enhanced with infill development that supports locally-owned businesses.

Thornton Creek watershed

Thornton Creek and the Thornton Creek Watershed are a critical component of Lake City's emerging identity. The community supports the thoughtful integration of this natural resource into the urban fabric of the neighborhood. Areas where Thornton Creek is crossed by a street are important nodes that should be celebrated. These crossings could also serve as gateways into the Lake City hub urban village, and could be signified through artwork, restorative landscapes, and educational signage or kiosks. Opportunities to explore the creek and learn about the watershed should be explored. Ideas from advisory group members related to artwork at these crossings include using surplus bridge elements along the side of the roadway where the creek is crossed.

The community is in support of exploring strategies for daylighting and/or restoring Thornton Creek and its tributaries in conjunction with new development and in exiting daylighted segments.



These renderings illustrate options for incorporating bridge features onto the street where it crosses Thornton Creek.



Although it does not have a pool, the Northgate Community Center is an example of a full service community center that people would like to see in Lake City.



A skatepark is planned at Virgil Flaim park.





A large public plaza adjacent to the Farmer's Market could be used for other community gatherings and activities.

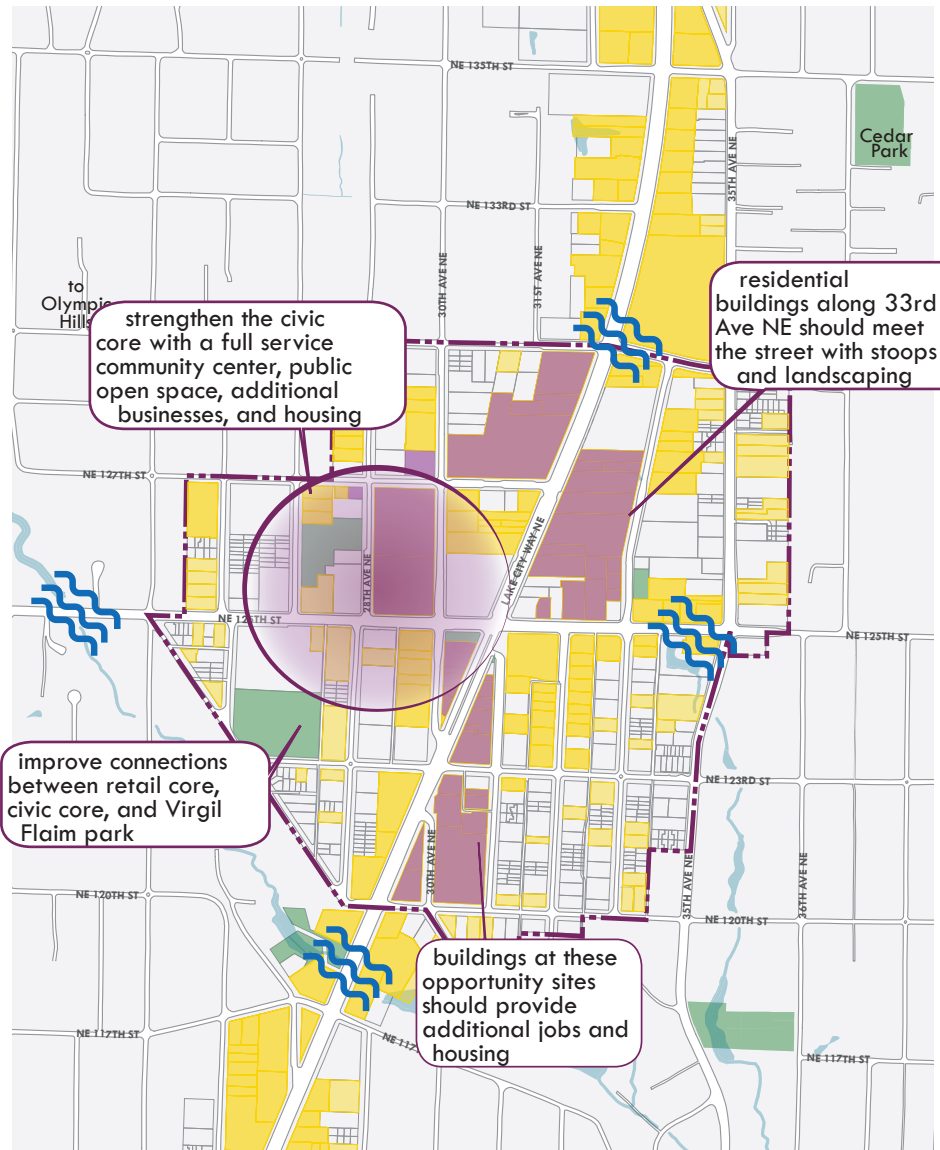


Lake City's SalmonFest (formerly Pioneer Days) is a popular annual festival.



Storefronts should be designed to distinguish individual businesses.

Hearts and opportunities in the hub urban village



- key opportunity sites in the business district
- Civic Core
- opportunity sites
- Hub Urban Village Boundary
- parks
- public art celebrates Thornton Creek crossings

3.2 Land use character

Current zoning allows development of 4-7 stories along Lake City Way; most buildings are between 1-3 stories. Therefore the area is likely to experience significant change over the next decades as redevelopment occurs. Support has been expressed for increasing allowed height as part of a larger development in the civic core that includes public amenities, such as a plaza, open space, or and other community-oriented uses.

The UDF proposes changes in zoning to encourage more pedestrian-oriented design of new buildings. Changes to development standards, explained in more detail on the following pages, could help develop a pedestrian-oriented business district, encourage a finer grained urban texture, and shift development towards a emphasizing the pedestrian scale of buildings within mixed use developments that supports more jobs and types of housing. Key aspects of the vision for the North District include:

- shifting parking to less visually dominate locations;
- creating more active uses at street level for a better, and safer, pedestrian experience; and
- a mix of open spaces and landscaping improvements in new development.

The community is open to exploring an urban form that incorporates and supports the development of many new households and businesses within a robust pedestrian-oriented network. The form of new development should prioritize people over cars, which could be produced by changing zoning from Commercial to Neighborhood Commercial. This change would allow predominately the same uses as existing zoning, but require buildings that meet the sidewalk rather than being sited behind surface parking lots. Adjacent diagrams illustrate the difference in development standards. Rezones will be considered for the commercial areas along Lake City Way throughout the North District. More community involvement is necessary to explore specific rezones and development standards.

The community strongly encourages and supports development on large blocks that integrates pedestrian connections, public plazas, and courtyards in order to achieve a pedestrian network and human-scaled urban form. Ideas from the community include a linear park or green network, public plazas, through-block connections, and other social infrastructure which enhances the public realm.

Contract rezones for higher heights should be considered within the context of specific development proposals that provide public open space at the street and provides other services for the neighborhood. Please see Section 3.4 for more specific recommendations.

Buildings in Commercial zones

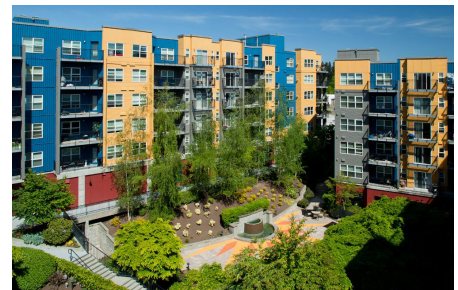


At the Mini dealership, Commercial standards allow, but do not require, buildings at street edge. There are ~130 feet of parking along street edge



At Wells Fargo, C1 zoning allows a small building surrounding by a parking lot.

Buildings in Neighborhood Commercial zones



The Solara was built to Neighborhood Commercial zoning standards – the UDF encourages more publically accessible courtyards.



Bartells was built also built to Neighborhood Commercial zoning standards – the building meets the street edge and parking located behind buildings. Development standards can encourage wider sidewalks.

Recommended land use in the North District



The new Goodwill Training and Education Center is a good model for new commercial development that could serve the community.



The new Portland Mercado is home to a vibrant mix of locally-owned businesses and service providers that could serve as a model for some of the uses people would like to see in the Civic Core, preferably with housing above.



The Audi/Volkswagen dealership in the U District recently moved into new buildings rather than storing cars on surface parking lots.



Larger multifamily residential buildings should meet the street too.

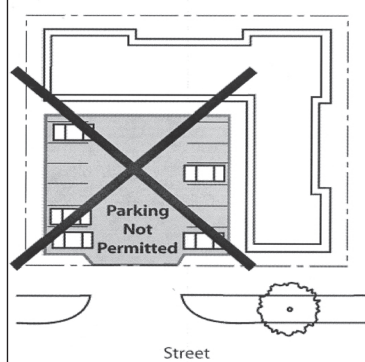
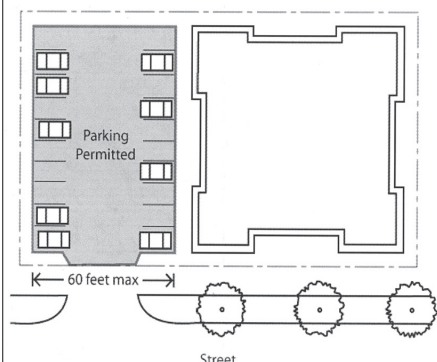


Buildings should along Lake City Way and NE 125th Street should have pedestrian-oriented uses and space.



New residential buildings could include offices.

Where parking is allowed in Neighborhood Commercial zones



Consider applying Neighborhood Commercial

- mixed use with ground floor retail
- other mixed uses

Keep existing zoning types

- multifamily residential
- parks

- hub urban village boundary
- North District boundary

Civic core

Development potential within the civic core is a great opportunity to achieve the goals of the community. Over the spring and summer of 2015, additional community discussions will address more specific goals for the future of the area and be incorporated into the final UDF. A full service community center is a top priority for Lake City. Other uses that should be encouraged include community pool, civic plaza, permanent location for the Farmer's Market, neighborhood-serving retail; community services, particularly for youth and seniors; and businesses that employ residents of the North District. Buildings should activate sidewalks and open space, establish mid-block pedestrian connections, and make a gesture toward the public realm.

Commercial focus areas

One objective of the UDF and Lake City Future First, is to encourage a balance of uses and direct most new growth in the hub urban village to strengthen the Civic Core. Concentration and continuity of retail uses is necessary to create a viable commercial area. At the same time, over-zoning, or requiring too much retail can lead to vacant storefronts. The community would also like to see new businesses that support an economy of making things.

Because new locations for retail focus in the hub urban village and throughout the Lake City community may exceed near-term demand, other uses may be proposed for these spaces with the idea that long-term flexibility will allow for retail to grow with demand. These uses may be partnerships such as with arts organizations, vacant spaces should be encouraged to have interesting facades.

Residential focus areas

The hub urban village will continue to experience much of the multi-family development and mixed-use projects. New development in the hub urban village should create east-west pedestrian passages and pedestrian oriented features and amenities.

Mid-block pedestrian ways and small courtyards

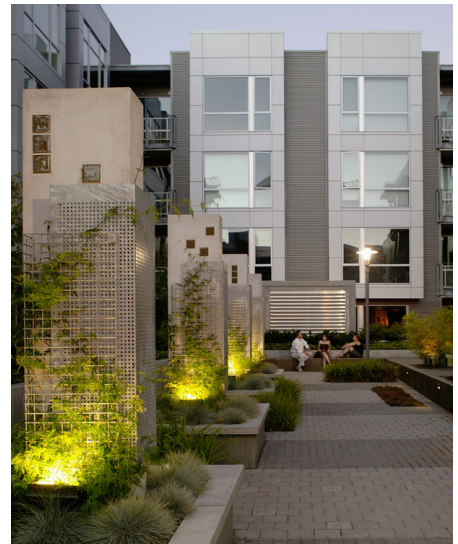
As the hub urban village becomes denser the quality of the built environment becomes increasingly important. A high quality of living amid a dense environment, includes accessibility and the feeling of comfort in their common areas. This could be achieved through the development of pocket parks and courtyards within public and private development, consistently placed throughout the civic core and pedestrian amenities. See section 3.5 (Building Height) for more specific recommendations.



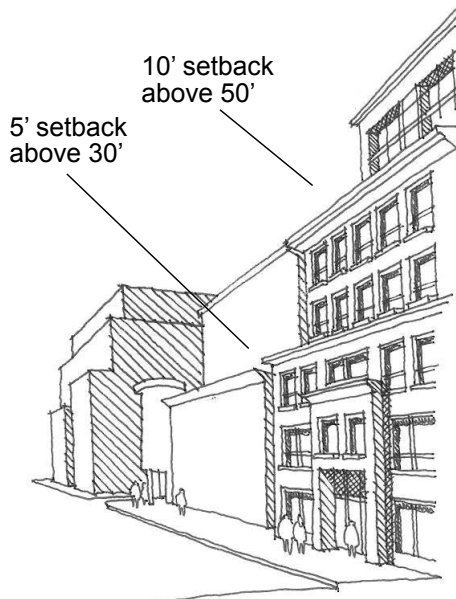
Buildings of a human-scale help frame the street edge and create more pedestrian-oriented places.



A few on-street parking stalls have been replaced with a sidewalk cafe, which might be appropriate on side streets within the Civic Core.



Pedestrian connections between buildings that include public gathering places should be encouraged within and around the Civic Core.



This image from the North District Design Guidelines illustrate building setbacks.



A mixed use development that has good setbacks and modulation.



The public area is also a woonerf that provides access to parking for the residential units.

3.3 Building form

Building height, bulk, and scale are among the most debated topics in any growing neighborhood, including Lake City. Considerations that are important to the community including human-scale buildings throughout the hub urban village, traffic and parking needs, as well as opportunities for more housing, jobs, and pedestrian oriented activity in the neighborhood's new buildings.

While specific zoning and development standard recommendations will follow the finalization of the UDF, this section considers building form concepts that will shape the neighborhood experience and appear to have general community support.

Recommendations address overall building bulk and form, building setbacks and modulation, and street level activation.

Overall massing and scale

Development capacity under existing zoning provides sufficient capacity for future development along Lake City Way within the North District planning area.

New development should relate to the community's goals within the hub urban village context and create an active street level pedestrian scale. This is of particular importance within blocks where existing small-scale businesses predominate. Upper level building setbacks, illustrated in the adjacent diagram, and incorporation of multiple tenant spaces at street level help maintain a more 'human-scale' of new development.

Provide for responsive and gradual transition in building form and height between new development and lower density residential zones. Apply development standards to larger sites that mitigate potential building bulk, provide flexibility in design, and encourage the integration of open spaces at ground level.

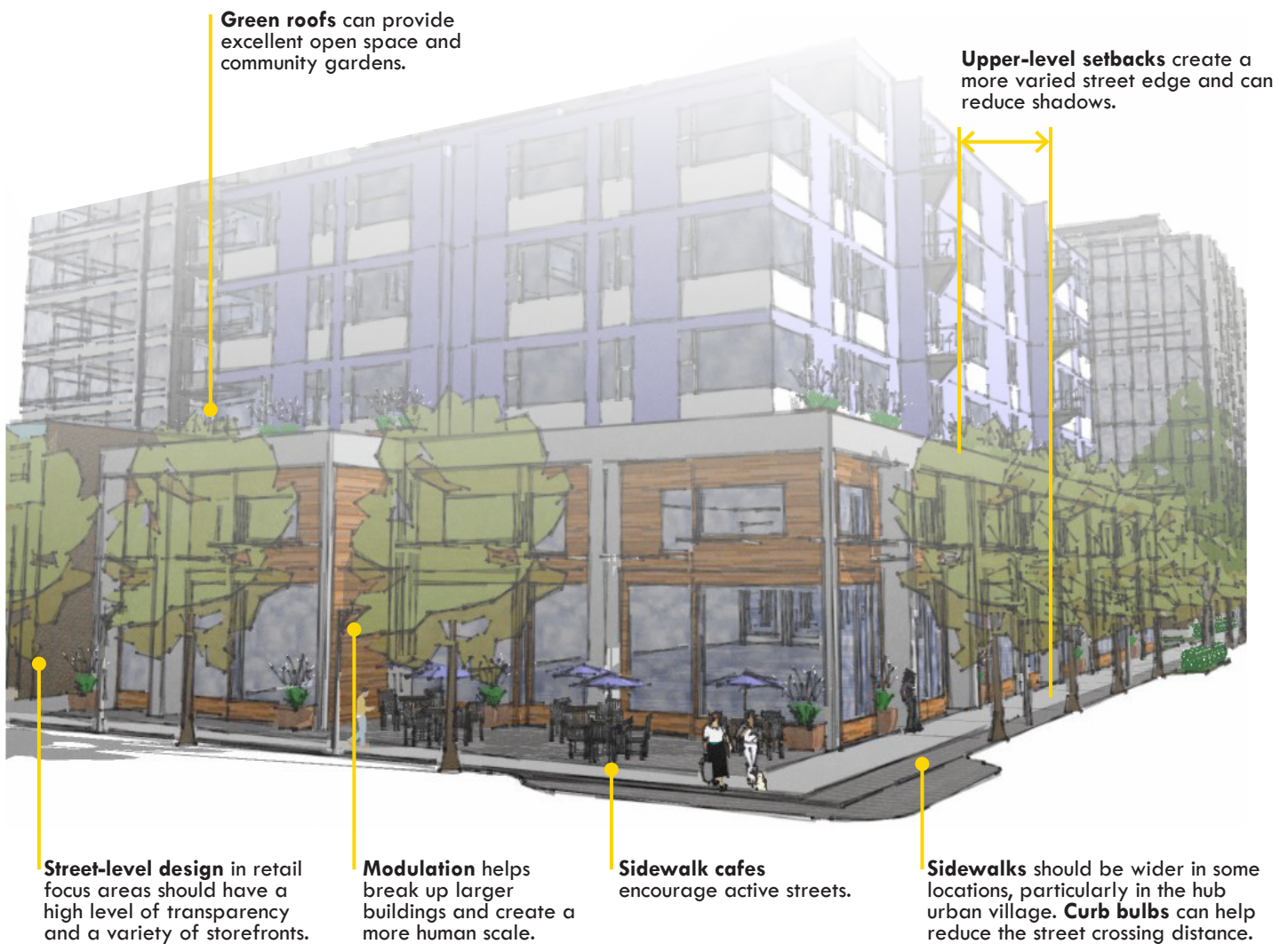
Considerations for infill development within large blocks

As the existing blocks within the hub urban village and along the Lake City Way corridor are oriented with long north/south dimensions, mid-block connections should be encouraged to better provide access to, from, and through the Lake City Way corridor.

Where mid-block crossings are established, the breaks in building massing should provide opportunities for gathering space as well as a pedestrian linkage. See Ground Floor Open Space Strategies for specific recommendations.



Thornton Place is a good example of development with pedestrian connections that break up a large block, particularly with the Thornton Creek Water Quality Channel. Buildings have a variety of scales that provide many housing units and active retail spaces.



Green roofs can provide excellent open space and community gardens.

Upper-level setbacks create a more varied street edge and can reduce shadows.

Street-level design in retail focus areas should have a high level of transparency and a variety of storefronts.

Modulation helps break up larger buildings and create a more human scale.

Sidewalk cafes encourage active streets.

Sidewalks should be wider in some locations, particularly in the hub urban village. **Curb bulbs** can help reduce the street crossing distance.



Well-designed plazas add to the public realm and enhance the streetscape.

Building modulation

Provide upper level setbacks along Lake City Way and designated pedestrian-oriented streets to provide a human-scale streetscape environment and preserve access to light and air at street level.

Provide recesses and courtyards on long building facades to provide variation and visual interest.

Prohibit long blank walls that lack visual interest and create isolated areas that can feel unsafe for pedestrians.

Explore, multi-use midblock crossings that can accommodate pedestrians, public amenities and varied infill development.



Mid-block connections create better pedestrian access across long blocks and break up larger buildings.

Street trees create a sense of pedestrian comfort as well as environmental benefits.

Human scale is established primarily in the first 30 feet of buildings and should have the most attention to detail.



The ground floor of this building sets back from the street at the entrance to the grocery store and near a Metro bus stop.

Streetscape activation

Enhance street activation especially in the hub urban village and long Lake City Way with features that could include:

- site furnishings
- signage
- transit related spaces
- activation of corners
- varied street use (bistro, cafes)
- plantings
- smaller storefronts with variety of storefronts



Transparent, active ground floor commercial uses are essential to a strong business district.

Minimize curb cuts and driveways, particularly within the hub urban village. Where possible, create wider sidewalks and expanded curb bulbs to shorten the distance people have to cross arterials.

Street-level transparency

Encourage a variety of storefront setbacks and heights encourage glazing be brought forward, all features to create transparency

Residential entries should be designed to provide separation between front doors and the street environment.



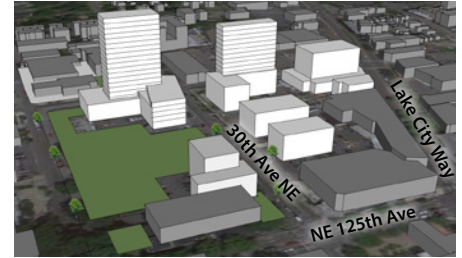
Ground-floor residential building entrances are enhanced by trees and other plants.

3.4 Building height

Lake City is rapidly changing with new development. While the current zoning generally should accommodate the demand for new development, there are areas where there are opportunities that would be a consideration for higher heights in exchange for public open space/amenities. City Council reviews and approves all rezone applications using criteria established in the Land Use Code. Currently, Seattle's zoning criteria only allows buildings above about eight or ten stories to urban centers and areas around light rail stations.

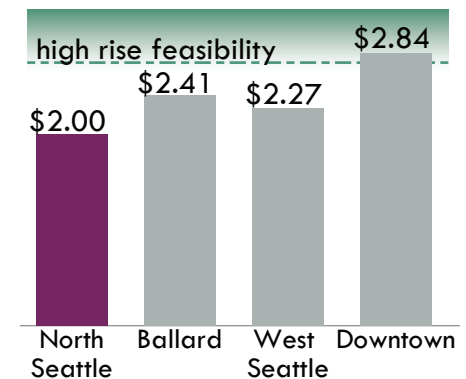
If a property owner would like to build taller buildings, a contract rezone could be pursued, for example to implement recommendations from the Pierre Properties Visioning Project. Property owners can apply for a contract rezone, which would be subject to certain restrictions, for specific projects they would like to develop. Examples of restrictions include a specific amount of ground floor public open space and/or other civic uses, and development standards that are more restrictive than general zoning requirements.

All rezones are reviewed and approved by City Council and include public review and comment periods. Proposals need to include a rezone analysis that compares existing zoning to the proposed zoning and considers existing development capacity, surrounding uses, transportation and other infrastructure, Seattle's Comprehensive Plan, and local neighborhood plans. Contract rezones also typically include concept plans and designs, a demonstration of market demand, and an environmental impact analysis.



This graphic is from the Pierre Visioning Project report that shows taller buildings with a variety of public open spaces.

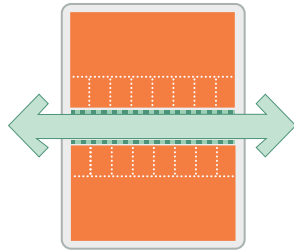
average rent per net square foot



At this time, rent in newer buildings in and around the North District is not high enough to establish market demand for high rise buildings.

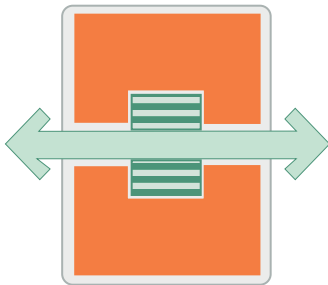


Stack House in the Cascade neighborhood is a full block development with public open space around a mid-block connector. Photo by ??? courtesy of Vulcan.



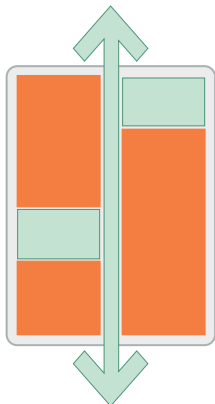
Mid-block Connector

Use mid-block connections to link streets and provide public pedestrian areas. These spaces should provide spaces for gatherings, allow informal recreational, provide a mix of hardscape and landscape elements, and provide pedestrian-scale lighting. buffering residences Avoid “donut” shaped connectors (encourage H or C shaped corridors..



Pocket Parks

Encourage private developers to create public pocket parks that provide amenities close to residential developments. These spaces should provide public refuge, not semi-private or private use. Incentive zoning may be one appropriate tool to encourage this strategy.



- residential or commercial
- public space
- semi-private space



Wide sidewalks with street trees help create a nice place for people to walk within the business district.



Raised crosswalks help slow traffic and increase driver awareness of pedestrians.



The Olympic Hills greenway creates a safer path for people on bicycles and walking as well as slowing car traffic.



Community members participate in a traffic safety awareness event.

3.6 Getting around

Every great community needs to have robust and well thought-out physical connections. This is no small task for Lake City and the North District. Lake City Way is both a state highway and the community's "main street" and is the single most defining characteristic of the hub urban village. For ease of mobility within Lake City, a balance between these functions needs to be met.

Lake City Way

Lake City Way currently serves as a significant element within the community. Future development along Lake City Way should reduce both the linear nature of the roadway and through Lake City. Future development should establish a series of nodes along Lake City Way break up the linear nature of the roadway. Further modulating the traffic within the hub urban village would promote better pedestrian environment.

Lake City as a transportation corridor

Lake City Way is a transportation corridor. The community envisions developing a stronger transit hub which would include enhanced bus routes/service light rail connection (i.e. NE 130th station) and future high capacity.

Lake City for families and Safe Routes to School

All future development in the North District, particularly the hub urban village, should support a great place for families. New and improved connections are required throughout the neighborhood to ensure a safe walking route for all children who live and attend school within the neighborhood.

Connections in the North District

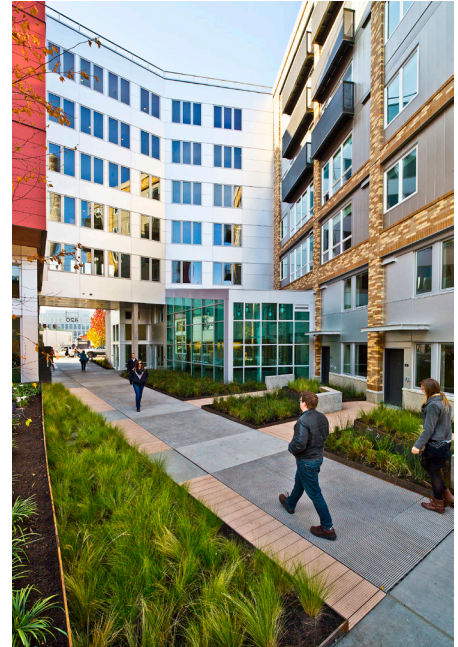
Multi-modal connections within the North District, as well as connections to surrounding areas, should be increased. The Burke Gilman Trail is an essential part of cycling infrastructure running along the east side of the neighborhood, with too few connections for people to access the trail.

Festival Streets

28th Avenue NE will be designated as a festival street to ensure the continuing availability of closing a street for public events within the civic core. A streetscape concept plan will be developed with opportunities for public review.

Street trees

Lake City has many wonderful street trees that create a mature canopy, including four miles of Flame Ash along 35th Avenue NE that help create more pedestrian oriented boulevards. Where ever possible, street trees that fit within this existing context should be planted. Because SDOT does not have funding to replace individual trees in on public streets that have been lost due to disease or accidents, the community should work with property owners to find other ways to replace these trees.



Midblock crossings provide pleasant pedestrian connections between buildings on super-blocks and can provide a pleasant respite from busy arterial streets.



A festival street along 28th Ave NE next to the library and community center could have features illustrated above and create a more permanent home for the Farmers Market.



The custom bike rack in front of Kaffeeklatch.



Lake City is served by many transit routes, including Sound Transit's 522 express bus that connects to downtown Seattle.



While some community members would like to see scramble intersection that stops all automobile traffic while pedestrians and bicyclists has been suggested for the intersection of Lake City Way and NE 125th Street, it might be hard to implement on a state highway.

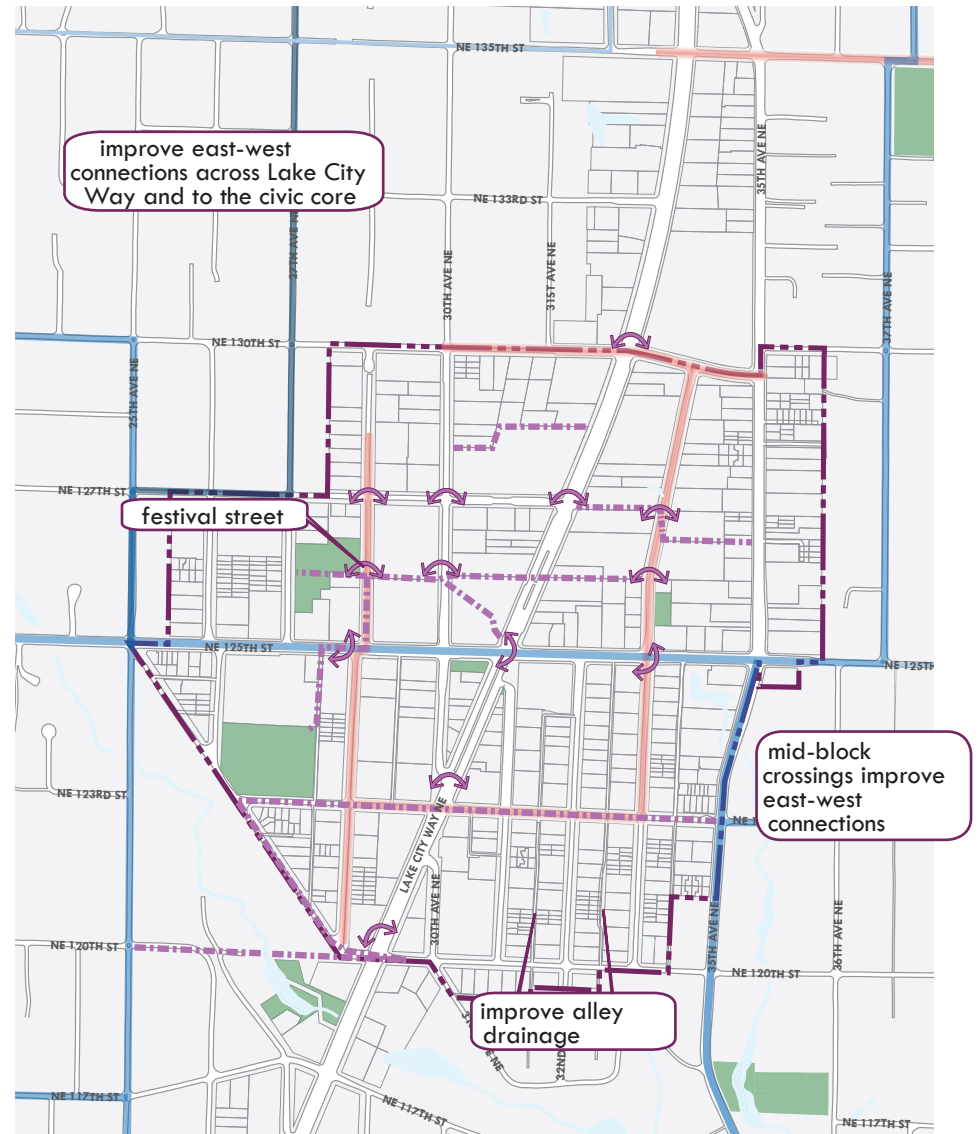


Wildflowers in the median along Lake City Way enhance the pedestrian environment.



New flashing beacons at crosswalks along Lake City Way were installed as part of the Traffic Safety Corridor project. Additional crosswalks across LCW and NE 125th Street will further improve pedestrian safety.

Getting around the hub urban village



Well-designed and maintained sidewalk plans help create a more pleasant business district.

Bike Master Plan Network

- existing
- recommended

pedestrian corridors (from neighborhood plan)

pedestrian connections

pedestrian connections

Hub Urban Village Boundary

3.7 Parks and open space

Parks and open spaces play a vital role in Lake City's future as an attractive, accessible, and vibrant neighborhood that promotes safety and community wellbeing. The Lake City community provides valuable remnants of the natural history and forests of our region not commonly found urban neighborhoods. Parks and open spaces within the North District must be able to accommodate the diversity in ages, incomes and cultural backgrounds found in Lake City.

Need for additional open space, facilities, and a full service community center

As the North District grows, more open spaces and park facilities, including a full service community center, will be necessary to serve the needs of this diverse population. In particular, a full service community center could be a catalyst project for future development within the hub urban village. Development of a new community center should be done in close collaboration with the community especially as it connects to the civic core. Leaders of the Lake City Neighborhood Alliance (LCNA) are working with the community to identify the types of activities that people would like to see in a full service community center. Additional services for teens and seniors should also be located within the civic core. The adjacent map provides a bit more detail about where parks and open space should be located within the North District

Thornton Creek Watershed and Lake City's Natural Qualities

As the largest watershed in Seattle, Thornton Creek Watershed is one of the last streams still functioning within the city. In a region that already celebrates its connection to nature, the natural amenity of this watershed is extraordinary. The natural qualities on display in Lake City should be recognized as an opportunity to enhance residents' connection to the natural systems functioning within the city. Increasing public access to the waterways like Little Brook Creek are a priority.

A variety of opportunities in and around the hub urban village could celebrate the presence of these natural systems. There are four critical intersections of major neighborhood defining roadway and waterways related to Thornton Creek. These critical intersections should be developed as points of curiosity and wonderment for all who experience the lush natural setting made possible within the urban environment in Lake City.



More parks and children's play areas will serve North District families.



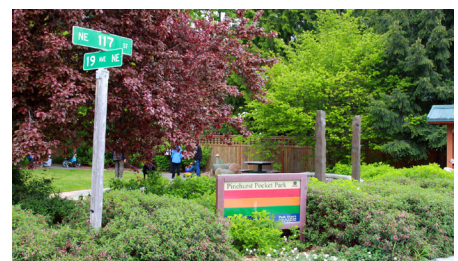
A community kitchen provides places to learn about and make healthy food.



Meadowbrook Community Center is too far south to serve the needs of families in the northern part of the North District.



Picnic tables at Cedar Park.



Pinehurst Pocket Park.

Parks and open space in the North District



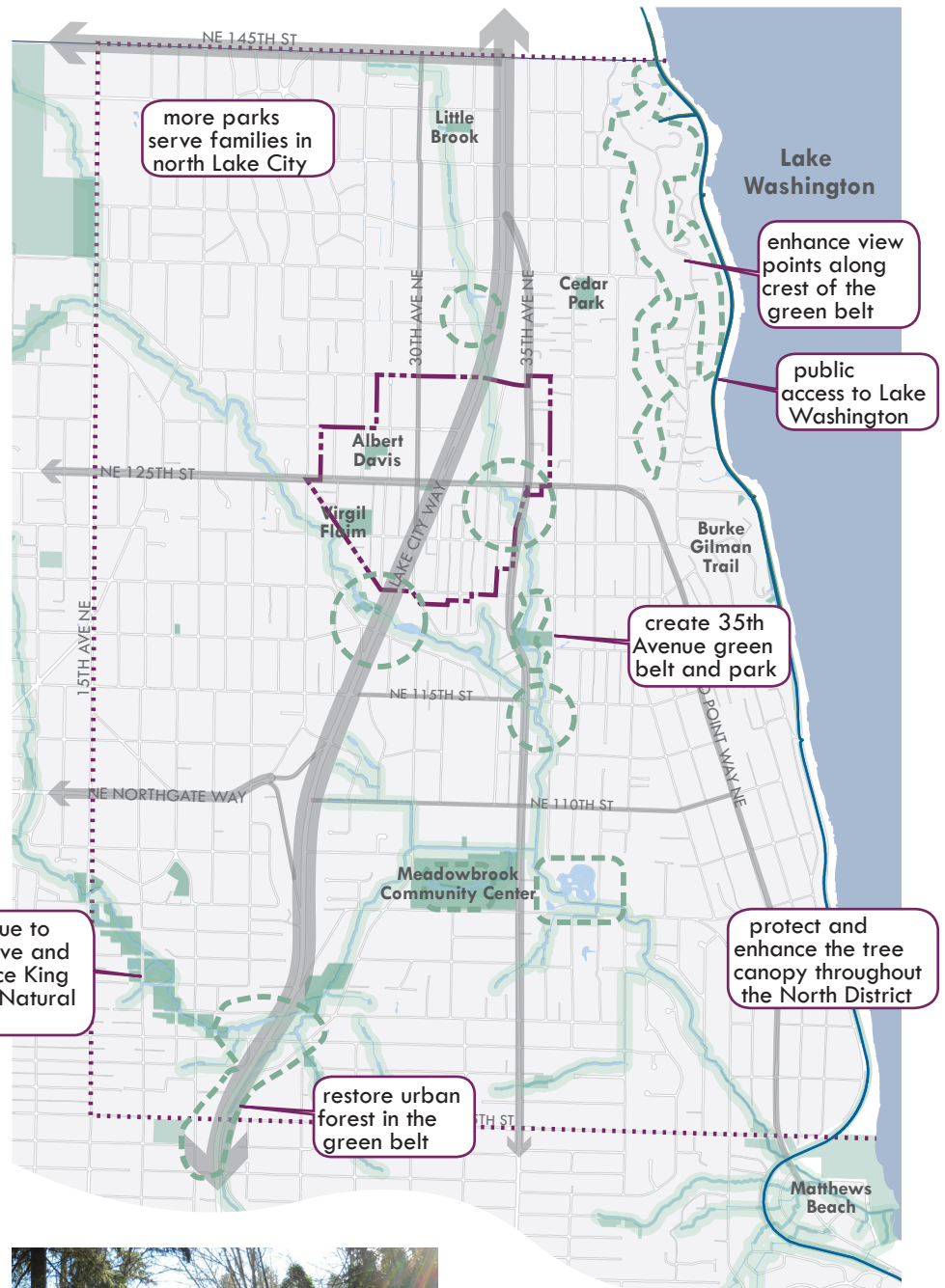
Trees are an important part of Lake City's identity – the tree canopy should be enhanced.



Rendering of the completion of the Thornton Creek Confluence Project.



Work crews cleaning Thornton Creek.



Improved access to Burke Gilman Trail will improve recreational opportunities.

- parks
- Thornton Creek
- riparian corridor
- green belt or restoration areas
- Hub urban village boundary
- North District boundary

Mature tree canopy

The tree canopy is a defining characteristic of the North District. It helps identify Lake City as a natural urban oasis that optimizes the beauty associated with the Emerald City. The presence of mature trees is one of the strongest assets that Lake City has to offer. This quality should be preserved and enhanced to ensure enjoyment for future generations. Developing a comprehensive tree canopy plan could help enhance and protect this important feature of the North District.

Farmers Market

The Lake City Farmers Market is one of the best examples of public open space activation Lake City has to offer. The presence of the market significantly contributes to the overall vibrancy and wellbeing of the neighborhood. Establishing a permanent physical home for the market is a priority.

Lake City Mini Park

Current parks within the hub urban village need to be activated to encourage positive community interactions and deter negative behavior. In particular, the mini-park just west of Lake City Way and NE 125th Street needs additional programming in the short term. The Lake City Community Council and others are working with the Parks Department to increase positive activities in the park. In the long term, exchanging this property for a different park, surrounded by additional uses, might be preferable. Additional activity spaces for a growing youth population are needed.

Greenways / Burke Gilman Trail

There exists both a desire and a need to safely integrate non-motorized transportation infrastructure into the existing transportation system for Lake City. Neighborhood greenways, and connections to existing non-motorized transport infrastructure, such as the Burke Gilman trail, will be paramount to the neighborhood's success. The energy and commitment of community members has already resulted in the development of the Olympic Hills greenway; others are being planned.

Other open space

Opportunities to expand public open space will be important as more people move to the North District. Lake City Future First is leading an effort to create a community garden just south of NE 130th Street and the Fred Meyer's. Additional opportunities should be explored around Thornton and Little Brook creeks and incorporated into public space or rooftop gardens in new buildings.



A new full service community center is one of the top priorities in Lake City.



Many people, particularly kids, would like to see a water feature in Lake City.



The drainage pond could be converted into a more natural area and mini-education center.



Additional public plaza and civic gathering space will be important as Lake City grows.



Food trucks can help activate public parks and plazas. (Photo courtesy of Top Pot Doughnuts)

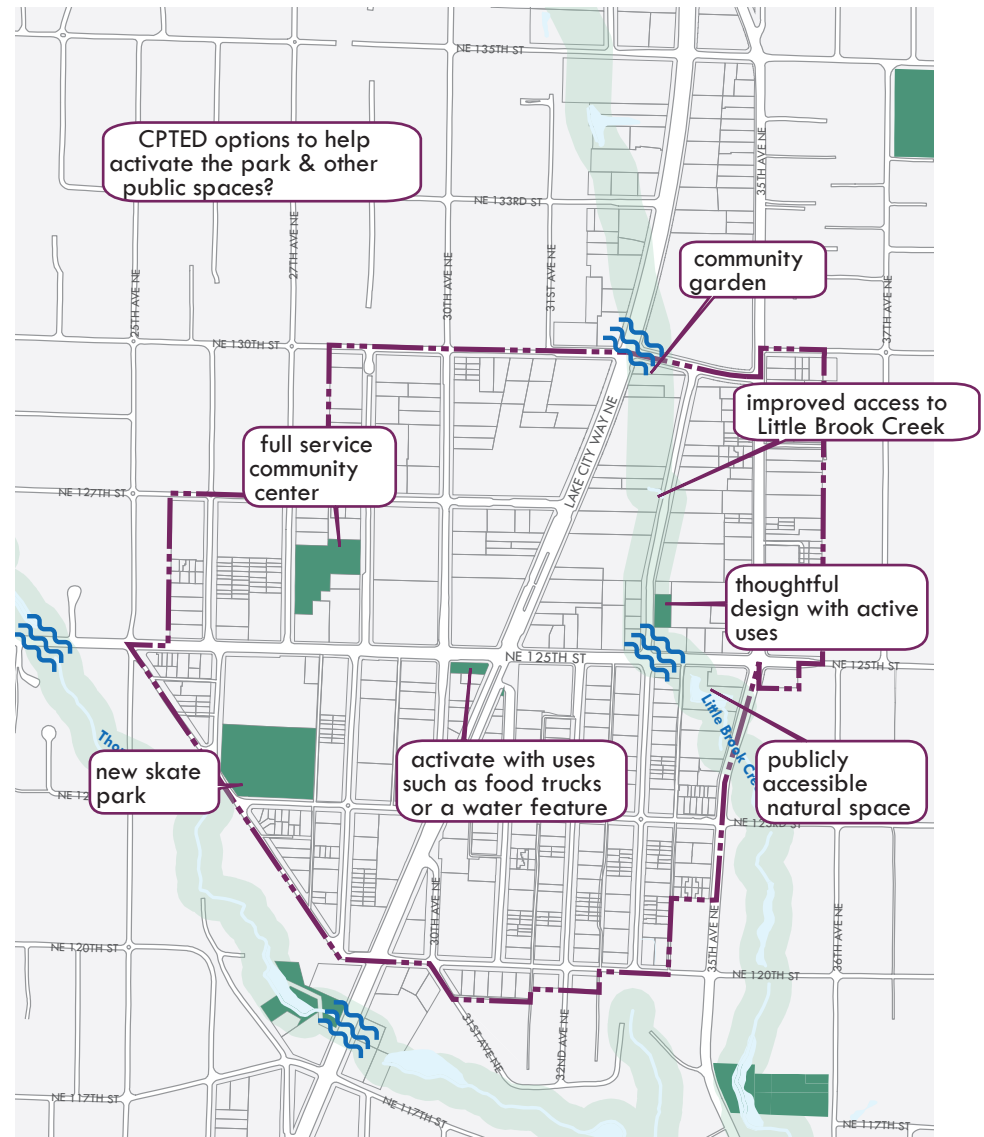


Community members have been working to develop a new skate park at Virgil Flaim park that should open in late 2015.



LCFF is working to create a community garden at this small parcel, which is owned by Fred Meyers.

Parks and open space in the hub urban village



A small place where Little Brook Creek is daylighted on 33rd Ave NE could be enhanced as a small natural area.

- parks
- riparian corridors
- wetlands
- hub urban village boundary

3.8 Sustainable strategies for equitable development

Environmental sustainability and social equity are important to people in the North District as well as the city as a whole. Much of the desired character of neighborhood will be built over time by private developers. In Seattle, certain sustainable development practices are required by the City's codes and regulations. In addition, an Equitable Development Initiative is underway that aims to identify new policies that will guide more equitable growth.

Green Factor

The Green Factor is a landscape requirement designed to increase the quantity and quality of planted areas in Seattle while allowing flexibility for developers and designers to meet development standards. It currently applies to new development in commercial and neighborhood commercial zones outside of downtown and in multifamily residential zones. The requirement is designed to encourage larger plants, permeable paving, green roofs, vegetated walls, preservation of existing trees, and layering of vegetation along streets and other areas visible to the public. Bonuses are provided for food cultivation, native and drought-tolerant plants, and rainwater harvesting.

Stormwater infrastructure and Natural Drainage Systems

Some green stormwater infrastructure practices, like trees, green roofs, rainwater harvesting, biofiltration swales, and lined bioretention planters can be used on almost any site. But techniques like natural drainage systems that infiltrate stormwater into the ground can only be used where soil and slope conditions are appropriate. Natural Drainage Systems (NDS) are engineered systems in the public right-of-way that use special soil and plants to slow, clean, and soak stormwater into the ground before it flows back into the storm drain system. Seattle Public Utilities is starting a program to build some of these systems in the Thornton Creek Watershed over the next decade.



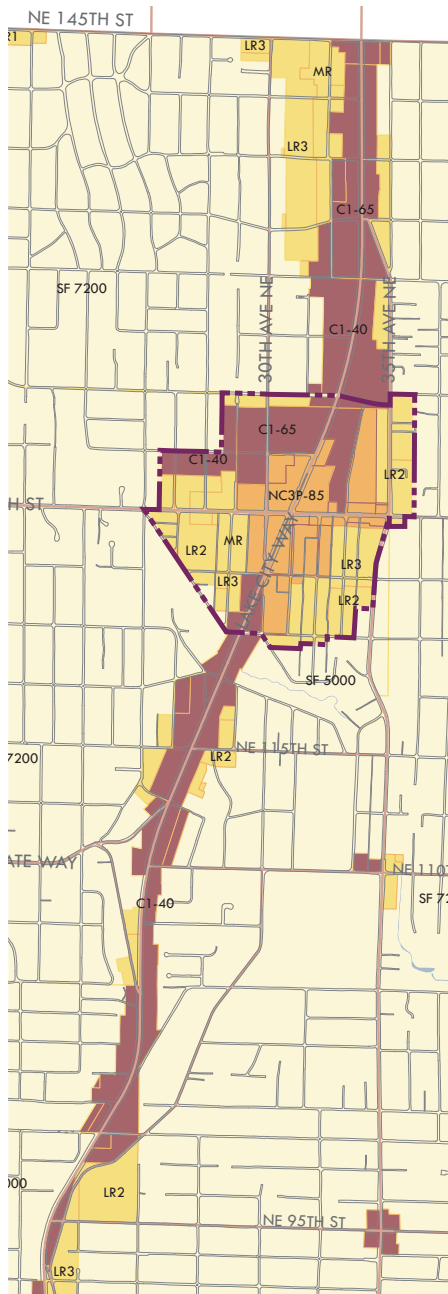
The Pinehurst Green Grid is an example of green stormwater strategies on a residential street.



The Swale On Yale in the Cascade neighborhood treats runoff from Capitol Hill before it enters Lake Union and illustrates green stormwater strategies in a more mixed use neighborhood. (Photo courtesy of Vulcan)



Rooftop gardens are encouraged by the Green Factor (photo courtesy of Vulcan)



Recommendations will mostly focus on changes from Commercial to Neighborhood Commercial zoning along Lake City Way within the North District.

4.0 IMPLEMENTATION

Implementation refers to next steps – the policies, regulations, programs, and resources that the community can leverage to implement the vision for future development in Lake City. This section describes some of the tools that will encourage the desired physical form and land uses within the North District. The primary tool that will set the stage for new development will be rezones that encourage more pedestrian-oriented development. Other strategies will involve community members, primarily to implement the Lake City Future First Strategic Plan. The City's sustainable development policies will ensure that new development contributes to a healthier environment. Other implementation resources include various grants that community members can apply for to build specific projects.

4.1 Zoning changes

The North District is predominately zoned for single family housing, with auto-oriented commercial zoning along Lake City Way. Modest concentrations of zoning that allows multifamily housing, like apartments and townhouses, is located within the urban village and around Little Brook Park. Specific zoning recommendations will be determined through ongoing analysis and discussions as the DRAFT UDF is reviewed, particularly focusing on Commercial zones

After the Urban Design Framework is finalized and specific zoning changes have been reviewed by the community, legislation will be submitted to City Council that will enact these rezones.

4.2 Other implementation resources

Multifamily Tax Exemption program

The Multifamily Property Tax Exemption (MFTE) Program provides a tax exemption on the residential improvements on multifamily projects in exchange for the provision of affordable housing. The areas of Lake City that where the MFTE program applies are illustrated in the adjacent map. Current rules allow a tax exemption for 12 years if 20% of the units are set aside for moderate-wage workers to rent or buy. Rental units are income restricted based on the average household median income, or Area Median Income (AMI). The 2014 income limits for rental units are:

- 65% AMI for a studio (\$40,170 for an individual, \$45,890 for a couple),
- 75% AMI for a one bedroom (\$46,350 for an individual, \$52,950 for a couple), and
- 85% AMI for a two bedroom or larger (\$52,530 for an individual, \$60,010 for a couple).

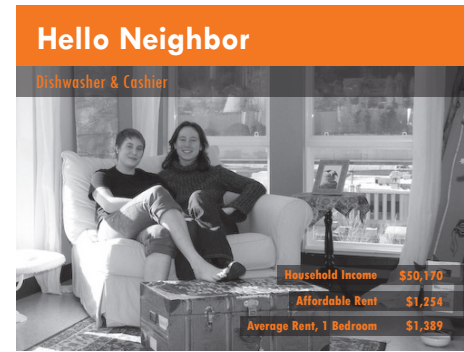
The 2014 income limits for sale units are:

- 100% AMI for a studio or one bedroom (\$61,800 for an individual, \$70,600 for a couple), and
- 120% AMI for a two bedroom or larger (\$74,160 for an individual, \$84,720 for a couple, and \$95,280 for a three-person household).

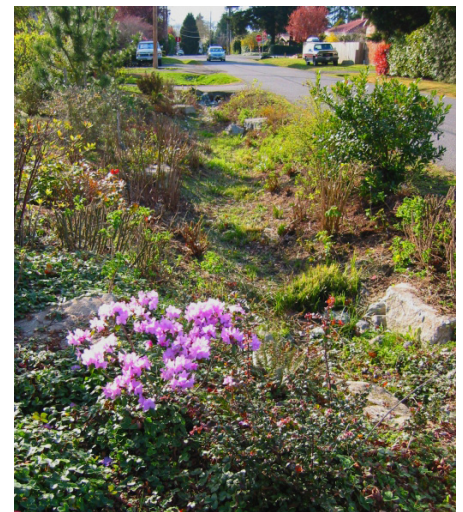
Public investments in streetscape improvements

The public right-of-way accounts for more than a quarter of the land in Seattle, which makes it tremendously important for creating a sense of place in Lake City. The City's Right-of-Way Improvement Manual is currently being updated and will set new design standards that reflect common goals for the different types of streets found throughout the city.

Additionally, recommendations for streetscape improvements could be implemented by SDOT as part of the Pedestrian Master Plan and Bicycle Master Plan, although when funding would be available is uncertain.



The Array is currently the only building participating in the MFTE program in Lake City. Affordable rents would be \$1,004 for a studio, \$1,323 for a 1 bedroom, and \$1,687 for a 2 bedroom apartment.



Residents can also create natural drainage systems in their yards.

4.4 Implementation strategies

Implementing the vision for the future of Lake City will require coordinated effort from the community, the City, and private developers. The following matrix describes the likely time frame for completion and the responsible parties for implementing the Urban Design Framework recommendations.

● potential lead
○ support

Proposed action	City of Seattle	community	private development	time frame
Planning: next steps				
Finalize the Lake City Urban Design Framework which will guide land use regulations, public investments, and community efforts in coordination with Lake City Future First.	●	○	○	in progress
Update zoning in the North District to reflect vision of Lake City as a pedestrian-oriented village. Consider development standards and other planning tools that will help implement UDF recommendations.	●	○	○	immediate (2015)
Continue to build organizational capacity through Lake City Future First and carry out the vision for Lake City.	○	●		in progress/ongoing
Principle 1: Strong sense of Place				
Apply development standards that encourage upper-level setbacks, a mix of sizes for ground floor tenants, and sensitive transitions between commercial and residential areas. For larger blocks, encourage mid-block crossings and integration of public open space.	●	○	○	short-term & long-term (1 to 10 years)
Accommodate new households and jobs within new buildings consistent with currently allowed building heights of 4-6 stories in most locations.	○	○	●	short-term & long-term (1 to 10 years)
Be a demonstration center for family-zoned multifamily housing as a transition between single-family and neighborhood commercial uses.	●	○	○	
Complete the Parks Department evaluation of alternatives for the Lake City Community Center with public input. Identify options for development of a new, full service community center that serves residents, particularly youth and seniors, of the northern portion of the North District.	●	●		short-term (2015)
Work with the Office of Housing and LIHI to ensure that investment in affordable housing is accompanied by community services within the same building.	●	●		short-term (2015)

Proposed action	City of Seattle	community	private development	time frame
Work with the Human Services Department to identify appropriate services for seniors and who will provide them.	●	●		short-term & long-term (1 to 10 years)
Build on and expand partnerships with North District Service Providers.	●	●		short-term (1 to 5 years)
Establish a local Planning Outreach and Engagement Liaison program to help traditionally underrepresented communities participate in neighborhood activities and have a voice in the process.	●	●		short-term (2015)
Principle 2: Strong sense of Place				
Use zoning to encourage redevelopment of under-utilized property.	●	○	●	short-term (1-5 years)
Support small, locally-owned businesses through continued partnerships with the Office of Economic development, Lake City Future First, and others.	●	●	○	short-term (1-5 years)
Allow flexibility for ground floor uses – only require retail along major arterials. Where retail might not currently be feasible, require tall first floor heights to allow adaptive reuse of ground-level spaces over time.	●	○	●	short-term (1-5 years)
In commercial areas, ensure that all ground floor spaces are pedestrian-friendly: wide sidewalks, street trees and landscaping, no parking between the sidewalk and the building.	●	○	●	short-term (1-5 years)
Encourage development of office space to attract professionals, start-ups and businesses that that make things.	●	○	●	short-term (1-5 years)
Work with owners of large properties to consider community-serving activities, like Pike Place Market type retail spaces that support small locally-owned business, around the Civic Core.	●	●	●	short-term (1-5 years)
Principle 3: Transportation Excellence				
Implement recommendations from the Transit Master Plan to create frequent transit service along Lake City Way. Request Metro transit services that directly serve Lake City Way to the most popular destinations (e.g., Roosevelt, UW, Downtown). NOTE: <i>I'm not sure how to implement the second sentence</i>	●	○		short-term & long-term (1 to 10 years)

● potential lead

○ support

Proposed action	City of Seattle	community	private development	time frame
Improve pedestrian/bicycle crossings along Lake City Way as identified in the Traffic Safety Corridor Project.	●	○		short-term & long-term (1 to 10 years)
Create a neighborhood connector so that residents can access the NE 130th Street light rail station if the project is approved.		○		long-term (more than 10 years)
Principle 4: Pedestrian Orientation				
Designate 28th Avenue NE as a “festival street” that can be closed for community events. Develop a streetscape concept plan that will make it easier for people to walk and bike, create a permanent home for the Lake City Farmers Market, and incorporate green stormwater infrastructure.	●	○	○	short-term (1 to 5 years)
Create street murals, banners and other art that celebrate the LC Farmers Market even when it isn't there.	○	●	○	short-term (1 to 3 years)
Provide incentives for mid-block pedestrian connections with design standards.	●	○	●	short-term & long-term (1 to 10 years)
Continue working with the Safe Routes to School program to improve places for people to walk. In the near-term, focus on connections around Cedar Park Elementary, a new school that will open in 2015.	●	●	○	short-term & long-term (1 to 10 years)
Implement recommendations from the Pedestrian and Bicycle Master Plan in coordination with Lake City Greenways and other neighborhood groups.	●	○	○	short-term & long-term? (1 to 10 years)
Principle 6: Diversity and Housing				
Encourage a diverse mix of residents, with homes for multigenerational, multi-ethnic households, particularly families with children by creating family (3+BR) zoning for L2-L3.	●	○	○	short-term & long-term (1 to 10 years)
Evaluate options for existing lowrise areas, particularly to encourage quality construction and designs that respond to a neighborhood context.	●	○	○	short-term (1 to 3 years)
Invest in low-income housing and services that support all households in the North District, particularly children, teens, and seniors.	●	○	○	short-term & long-term (1 to 10 years)

Proposed action	City of Seattle	community	private development	time frame
Explore partnerships with non-profits that can provide affordable workforce housing (at or below 60% of Area Median Income).	●	○	○	short-term (1 to 3 years)
Create a land bank of public land that can be held and used for low-income (0-30% AMI) housing and affordable workforce housing (30% AMI – 60%AMI). Create funding capacity to build such units. Create a fund similar to the Weatherization Fund to be used by moderate-income rental homeowners and small multifamily apartment owners for major capital rehabs if the units remain moderate-rate (<80%AMI) affordable rentals for 15 years.	●	○	○	short-term & long-term (1 to 10 years)
Principle 7: Sustainable Development				
Provide incentives for east-west mid-block connections with public open space, including design standards.	●	○	●	short-term & long-term (1 to 10 years)
In coordination with the updated Right-of-Way Improvement Manual, designate streets with classifications that will create better pedestrian connections and guide future investments, including location and type of landscaping.	●	○	●	short-term (2015)
Connect the network of existing and planned parks and open spaces through street improvements and wayfinding.	●	●	○	short-term & long-term (1 to 10 years)
Use urban design, building features, public art, and streetscape improvements to mark gateways and nodes.	●	●	●	short-term (1-5 years)
Support planting more street trees on all streets through code requirements, grant programs, and incentives.	●	●	●	short-term & long-term (1 to 10 years)
Improve play areas and active recreation opportunities for families in the northern areas, and urban plazas and community gathering places are necessary around the Civic Core. Activate park edges with retail or other active uses that provide “eyes on the park” throughout the day.	●	●	○	short-term & long-term (1 to 10 years)
Sponsor public art contests in public schools to develop kid-friendly art for the streets, including street murals at intersections of residential streets.	○	●	○	short-term & long-term (1 to 10 years)

● potential lead ○ support

Proposed action	City of Seattle	community	private development	time frame
Principle 8: Environmental Stewardship				
Coordinate with Seattle Public Utilities work to build natural drainage systems within the Thornton Creek watershed. (short-term for planning, long-term implementation)	●	○	○	short-term & long-term (1 to 10 years)
Incorporate public art onto roadways where Thornton Creek is crossed, particularly around the urban village.	●	●	○	short-term (1 to 5 years)
Enhance existing natural areas where the creek runs at the surface with interpretive signage and small community gathering space or overlooks.	●	●	○	short-term (1 to 5 years)
Create a wayfinding system that identifies where people can access the creek and encourages people to learn more about the natural history of the North District.	●	●	○	short-term (1 to 5 years)

5.0 APPENDICES

This section identifies additional contributors to the draft Urban Design Framework and lists some of the public events and meetings where information was gathered to create this draft.

5.1 Additional contributors

Department of Planning and Development (DPD) staff managed the advisory group meetings and production of this document. BDS Planning and Urban Design facilitated meetings and helped coordinate with Lake City Future First.

Katie Sheehy, *DPD*

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Additional City Staff

A group of City staff supported and informed the ongoing work.

Diane Sugimura, *DPD*

Nathan Torgelson, *DPD*

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Theresa Barreras, *Office of Economic Development*

Christa Dumpys, *Department of Neighborhoods*

Sara Zora, *SDOT*

Planning Outreach and Engagement Liaisons

The Department of Neighborhood's Planning Outreach and Engagement Liaisons (POELs) helped provide input from traditionally under-represented communities (described in more detail on page 7). The POELs in Lake City were:

Nelson Tang, Chinese Community

Dereje Negassa, Ethiopian Community- Amharic and Oromo speaking

Pam Carter, Seniors/People Living with Disabilities

Hassan Wardere, Somali Community

Analía Bertoni, Spanish-speaking Community

Yemane Gebremichael, Tigrinya Speaking Community

Erica Bush, Youth

urban design advisory group

The advisory group met approximately once a month from February 2014 through February 2015. The recommendations and content in this document have been developed with their guidance and based on lively discussions about existing and desired conditions in the North District.

5.2 Public events and meetings

In addition to oversight by the urban design advisory group and Lake City Future First, this draft has been informed by numerous meetings in and around Lake City.

DPD met with neighborhood groups including:

- Lake City Neighborhood Alliance
- Lake City Taskforce on Homelessness
- Victory Heights Community Council
- North District Council
- Thornton Creek Alliance
- North District Service Providers
- Lake City House Community Council
- 2013 Coffee Talks

other public meetings:

- June 2013 Father's Day Event
- May 2014 LCFF Community Conversation
- October 2014 Farmers Market

walking tours including:

- April 2014 Feet First/Safe Routes to School
- July 2014 with Deputy Mayor Kim
- August 2014 Mayor's Find It, Fix It walk

other inclusive outreach & engagement

Concurrent with other outreach efforts, DPD worked with the Department of Neighborhoods to have Planning Outreach and Engagement Liaisons, or trusted advocates, hold focus groups with traditionally underrepresented communities in Lake City.

There are a lot of consistencies with comments from conversations with more mainstream groups. People generally like the neighborhood and can access most basic services, including groceries and transit. Lake City is a neighborhood for families – a lot of diverse families with children live here and people would definitely like to see it become a more family-friendly neighborhood. People are concerned about nonexistent and poorly maintained sidewalks; speeding traffic on side streets; challenges crossing Lake City Way; lack of activities, particularly for children and seniors; and perceptions of criminal (drug use) and/threatening behavior, particularly in parks.



City of Seattle
Department of Planning and Development



Lake City Future First