

Broadview - Bitter Lake - Haller Lake Neighborhood Plan Update



March 7, 2012
Final Draft

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INTRODUCTION & BACKGROUND

I. Purpose

Broadview, Bitter Lake, and Haller Lake (BBH) neighbors finished their neighborhood plan in 1999. The plan provided the community's vision for how the Bitter Lake Village and the larger planning area encompassing the three surrounding neighborhoods would accommodate expected growth. Since then, BBH has changed: including an expanded library; open space investments; apartment development; and new bicycle, pedestrian and drainage infrastructure.

- Between 1995 and 2008 the Bitter Lake Urban Village grew by 1,204 housing units – mostly apartments along Linden Ave. N.
- After years of community activism the City began work in 2009 on design and construction of a “complete street” project on Linden Ave. N from N 128th St. to N 145th St.

- King County Metro's Rapid Ride bus service along Aurora Ave. N is scheduled to begin in 2013.

In other ways, community members note, the area hasn't changed enough.

- The hope for a Village Center for the Bitter Lake Urban Village along Linden Ave. N has not yet been fulfilled.
- Many arterials still lack sidewalks and drainage infrastructure

Many felt that it was time to assess the strengths of the original plan, affirm goals that are still relevant and identify new goals, where appropriate. In 2010, the City initiated a plan update for BBH. This plan update articulates the community's vision, priorities, and strategies so that we can work together with the City and developers to seek funding and bring about our vision for the Bitter Lake Village.

How this Update is Organized

This document incorporates various components that together comprise the neighborhood plan update. The following is a description of the different components:

- **Introduction and Background** – describes the purpose, process and major outcomes of the Update. It includes the overall Vision for the future and Priority Strategies for achieving it, and a description of the steps and methods of Community Engagement through which stakeholders provided guidance and invaluable information. It also provides an overview of the Healthy Living Framework, a tool to focus attention to how planning can improve our health.

- **Goals and Strategies** – are the key components of this update. The Goals and Strategies build upon one another to help fulfill the BBH Vision. They are a distillation of what we heard from the community and will guide the community and City's work as well as inform future development that occurs in the neighborhood.
- **Appendices** – The appendices are available online. They contain several important resource documents. These include an action plan that guides the initial implementation steps, and the updated BBH Neighborhood Plan Goals and Policies that will be incorporated into the citywide Comprehensive Plan.

Seattle's Comprehensive Plan and the Urban Village Strategy - Seattle's Comprehensive Plan, *Toward a Sustainable Seattle* articulates a vision of how Seattle will grow in ways that sustain its citizens' values. The urban village strategy is a central piece of the City's approach to planning for a sustainable future. It enables the City to:

- deliver services more equitably;
- pursue a development pattern that is environmentally and economically sound; and
- manage growth and change in collaboration with the community.

Neighborhood Plans - In the 1990s, people from 38 neighborhoods across the city created a 20-year vision for how each of the City's designated urban centers and villages would grow. The resulting neighborhood plans included strategies to ensure that the expected growth was informed by both City expertise and local knowledge and priority-setting. The BBH plan includes Bitter Lake Village, a Hub Urban Village. Hub urban villages are communities identified in the Comprehensive Plan that provide a focus of goods, services, housing and employment.

Neighborhood Plan Updates - In the decade that followed there have been significant changes in Seattle's neighborhoods, including growth in housing, and major investments in infrastructure and amenities. The population of the city also greatly diversified. In 2008, the Mayor and City Council recognized the need to consider updating the plans through broad and inclusive discussions with the community, including new strategies for engagement.

A. Vision

Broadview, Bitter Lake, Haller Lake and its core, the Bitter Lake Village, is a vibrant and healthy neighborhood where it's easy to connect – at places or events – and because of this there is a strong community filled with familiar faces and unique sense of identity.

- **Familiar Village Center & Neighborhood Places:** Our Village Center is located along the Linden Ave. N promenade. Residents enjoy extensive recreational and open space, and convenient access to transit and shopping. There is a strong local feel where people from Broadview, Bitter Lake and Haller Lake can run a quick errand or chance upon a friend while having coffee. The Community Center and parks are strong focus of gatherings and source of pride. There are vital neighborhood-serving area along Greenwood Ave. N and Roosevelt Way N that offer convenient, locally-owned, small businesses.
- **Strong Community:** It is easy to connect with others. A network of religious and social organizations supports our spiritual and cultural identities. The library, community center, community club and parks are well used, and there are frequent events from which the neighborhood has earned a well-known reputation. Young adults are drawn here by the neighborhood's vitality. Families raise their children and our elders choose to stay here close to friends and family.
- **Balanced Transportation:** Bitter Lake Village on Aurora Ave. N has many of the larger, regional shops and services. With its high quality development, wide sidewalks, safe crossings, attractive streetscape and comfortable transit stops, it is a destination for shoppers and a link to surrounding areas. A connected network of sidewalks, pathways and bicycle trails enables neighbors to comfortably walk or bicycle from their homes to Aurora Ave. N and other business districts, schools, parks, and community facilities.
- **Supportive & Healthy Environment:** Our p-patches, gardens and stores provide abundant, healthy food choices. Our lakes and parks, tall trees, well-landscaped yards and the Sound are healthy and their presence is infused in all aspects of the neighborhood. We are good stewards. Parks and open spaces are maintained and plentiful. Our houses and businesses have environmentally sound sewer, storm water and drinking water systems, and we work with the City to correct problems and improve the streams and lakes.

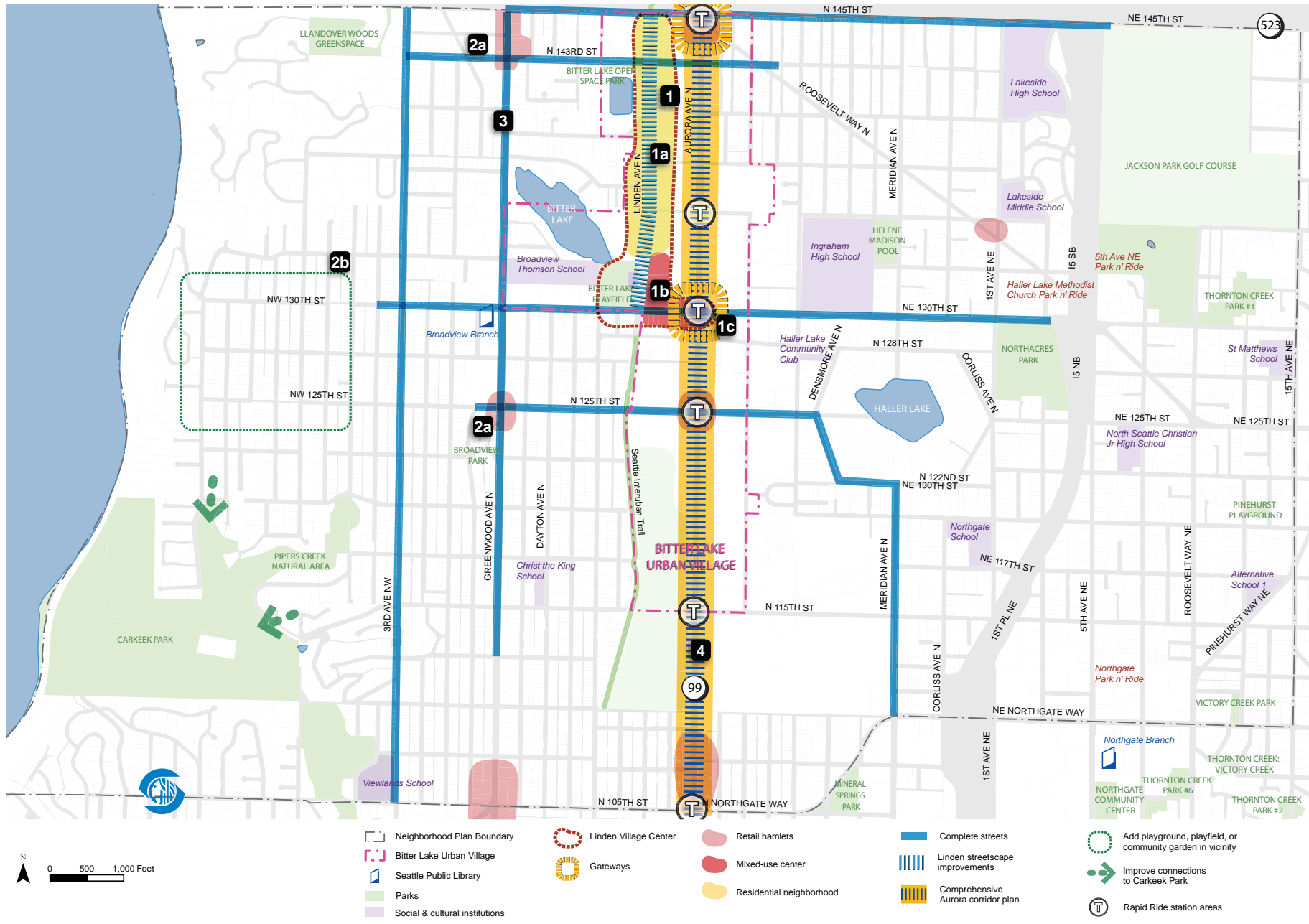
1999 Broadview - Bitter Lake - Haller Lake Neighborhood Plan Priorities:

- Improve sewer and stormwater infrastructure;
- Improve pedestrian circulation, bicycle circulation, vehicle circulation and mass transit;
- Developing a neighborhood center along Linden Ave. N
- Improve Public Safety; and
- Improve the natural environment.

B. Priorities

By focusing on the following areas and implementing the recommended strategies, the City and community can together realize transformative change toward our shared vision. (Numbers refer to the graphic on the next page.)

1. **Linden Avenue Village Center:** Create a Village Center around an improved Linden Ave. N, with a dense, vibrant mix of residences and businesses, and park resources. Develop an “Urban Design Framework Plan” that establishes a broad framework and make changes to the development regulations needed to create a neighborhood Village Center along Linden Ave. N.
 - a. Designate a high-quality, dense, multifamily neighborhood, building on existing (and recent) housing development.
 - b. Create a highly walkable neighborhood shopping district with a mix of street-level stores and housing above, a network of walkways, and gathering areas.
 - c. Create gateway feature, improve streetscape, and orient commercial activity to Rapid Ride station area to mark entry into Linden
2. **Community Building:** Create an identifiable, interconnected and resilient community that contains diverse households supported by strong social organizations and services.
 - a. Enhance retail “hamlets” along Greenwood Ave, with sidewalk improvements and appropriate building regulations.
 - b. Seek opportunities to address “gaps” in parks and playgrounds
 - c. (Not mapped) Establish events and undertake project that bring people together and enhance neighborhood identity.
3. **Complete Streets:** Continue refining the design direction and seek funding to create a network of arterials “complete streets” with safe and attractive walking and biking connections linking people and places, and promoting a sense of place and a healthy environment.
4. **Aurora Ave. N:** Undertake an Aurora Ave. N Corridor Plan that guides the design and reconstruction of Aurora Ave. N to include sidewalks and transit facilities that support RapidRide, access to business and drainage. In addition, the Corridor Plan would establish a land use and urban design strategy for this important regional corridor.



II. Healthy Living Framework

The Healthy Living Framework brings a focused attention to how our choices in planning for our neighborhood can improve our health. Research has shown that planning can support a healthy lifestyle by increasing our access to healthy foods, places to be physical active, spaces for gathering and our sense of place. The City received a Public Health—Seattle & King County Communities Putting Prevention to Work grant to incorporate health into neighborhood planning through developing and undertaking a Healthy Living Assessment (HLA). The framework and assessment aim to keep people at the forefront of planning efforts by identifying what physical and programmatic improvement can be made to support health. The HLA consists of three primary elements: health indicators to track our progress in creating healthier communities; neighborhood surveys; and discussions with the BBH community to identify assets to preserve and opportunities to be healthier.

A healthy community includes strong community and organizations, healthy people and families, and a supportive physical environment. A strong and interconnected community contains diverse households, supported by strong social and cultural institutions and services. A healthy neighborhood provides access to resources such as healthy food, and shops and services necessary to meet personal needs.

A supportive physical environment includes natural and man-made environments that support healthy activities like biking and walking, as well as parks, playgrounds, transit, shopping and services. The HLA can help us to identify where in BBH infrastructure improvements, community initiatives, or City incentives can improve the health of the community, and which health-promoting assets of the community need to be preservation or strengthened. The HLA Summary Report and associated data are included as an appendix.

Examples of Health Indicators

A number of the sidebars in this document highlight the relationship between the plan recommendation and having a healthy lifestyle. For example, when we asked “Where do you shop, and how do you get there?” we learned that a large number of elderly shop within 10 minutes of their homes and over a third walk there. When we assessed the quality of the walking experience it became clear that we needed to prioritize safe walking route both on streets and through parking lots to the stores. The full HLA report is available as an online appendix.



III. Community Engagement

During the update, a broad cross section of community members engaged with the City through both innovative and time-tested tools. During 2011, community members expressed their views at neighborhood meetings and events. Long-time veterans of neighborhood planning and a new generation of neighborhood planners came together to build a broader base of civic engagement.

Reaching the range of those who live and work in BBH, including those who have been historically underrepresented in the planning process, was a primary objective of the update. Bicultural and/or bilingual Planning Outreach Liaisons (POLs) connected with the traditionally underrepresented elderly,

youth, Hispanic and apartment-based communities. This intensive effort was necessary in order to build relationships with those who were new to the planning discussion, and to provide sufficient background information to help them participate effectively.

Through four phases this cross-section of our community discussed what we value in the neighborhood and outlined their priorities and strategies for addressing them. From hands-on workshops and smaller-scale interactive meetings, to instant polling and online updates and questionnaires, neighbors used a variety of ways to be involved. Active engagement, followed by clear reporting back enabled a transparent process from issue identification through drafting and finalizing recommendations.

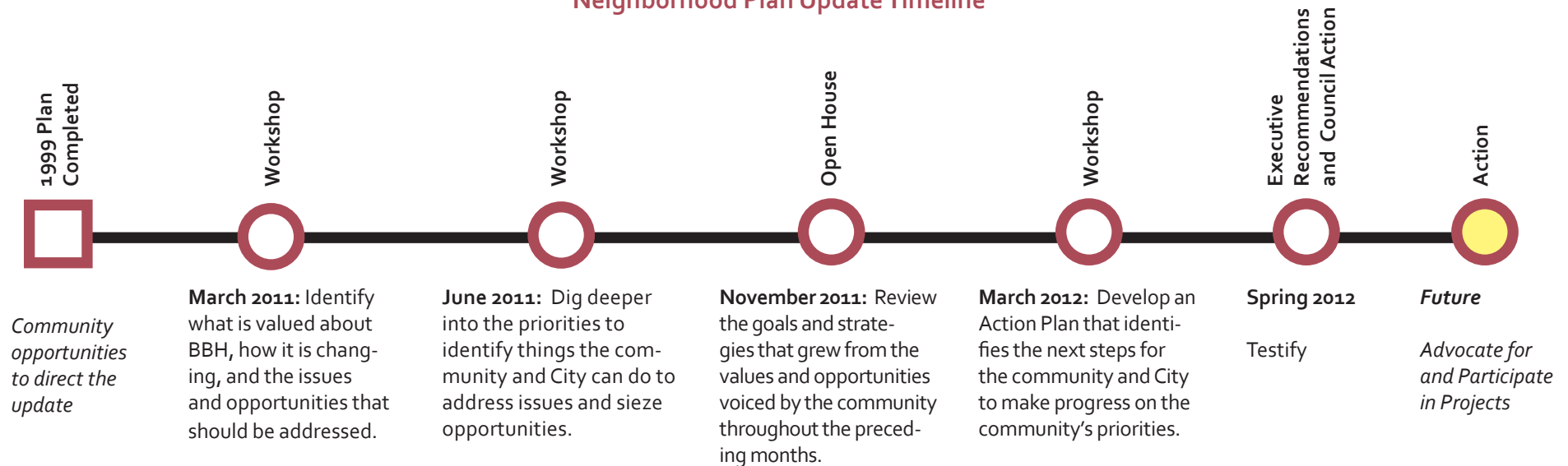
Neighborhood Advisory Committee (NAC)

The NAC is a representative group of community members who are passionate about their community and understand the importance of engaging others in the neighborhood planning process.

The NAC worked with City staff to assess and address those conditions that have changed since the 1999 Plan, engage the wider community and review their input, and help form recommendations that balance all community interests.

- Dan Stern
- Darryl Bennett
- Fran Clifton
- Gloria Butts
- Greg Brotherton
- Joseph Monda
- Philip Junkins
- Richard L. Dyksterhuis
- Rick Barrett
- Susan Eastman Jensen
- Wayne Parks

Neighborhood Plan Update Timeline



GOALS & STRATEGIES

This section of the Update brings our vision down to specific steps that we and the City can take to preserve, enhance and improve the day-to-day life of community members. It describes overarching goals to ensure that these ends guide our actions.

I. Neighborhood Places

A. Linden Ave. Village Center

Articulated in the 1999 plan and confirmed during the initial community meetings, community members seek a familiar neighborhood place where you run into neighbors and know the shop owners. Rather than try to create this on Aurora, where businesses are oriented to the state route and regional market, this plan sees opportunity on Linden – along the historic interurban line and steps away from the old Playland site (now Bitter Lake Community Center and Playfield).

These strategies respond to our continued desire to create a center for the Bitter Lake Urban Village that is great place for people to live and serves the BBH neighborhoods. There are gathering places throughout BBH – the community center, library, churches and parks, but the Linden Ave. Village Center will be where it all comes together - a walkable neighborhood with small scale, independent retail and gathering spaces.

The village center will be located along the newly developed Linden Ave. N. promenade extending from the Interurban Greenway Trail to the City limits. Access to RapidRide transit on Aurora will link people to other neighborhoods, shopping and job center.

It will be a natural gathering place where local residents and people from around north Seattle meet informally or gather for events. The Bitter Lake Community Center and Playfield,

as well as new private open spaces, are attractive and well-used.

The apartments and condominiums attract a range of people who enjoy vibrant and convenient urban living. This development, as well as the proximity to Aurora Ave. N supports a convenient array of neighborhood-oriented goods and services where you can pick up a special gift or chance upon a friend while having coffee.



Well-design buildings with six to eight stories of residences over ground floor shops will bring people creating activity that adds life to the new street and supports the shops.

LAND USE

- Regional retail (envisioned)
- Local retail (envisioned)
- Multifamily over retail (existing)
- Multifamily over retail (envisioned)
- Multifamily residential (existing)
- Multifamily residential (envisioned)

CIRCULATION

- 1/4 mile radius
- Bicycle route or lanes
- Bus stop

Pedestrian Routes

- Major
- Minor or private

OPEN SPACE

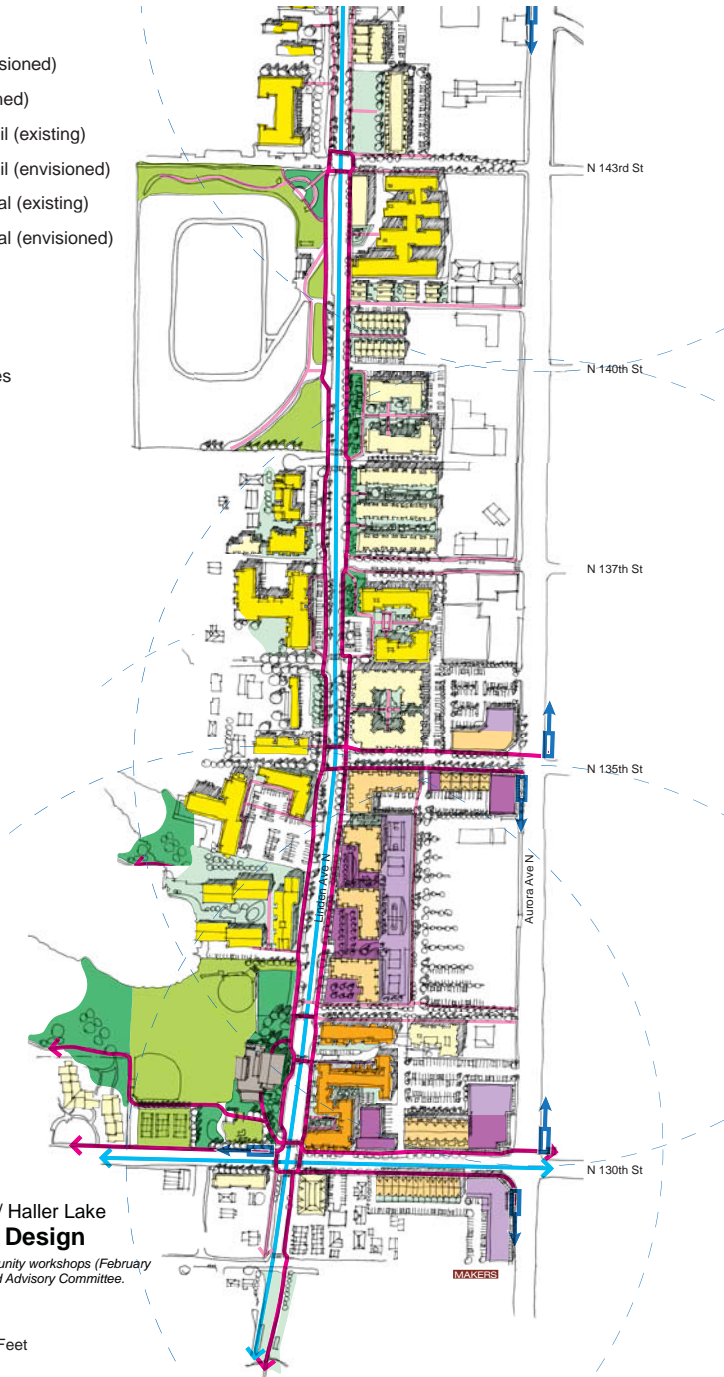
- Public**
- Active
- Passive

Private

-

Community Center

-



Broadview / Bitter Lake / Haller Lake
Linden Ave Urban Design

Vision based on input from 7 community workshops (February and March 2011) and Neighborhood Advisory Committee.



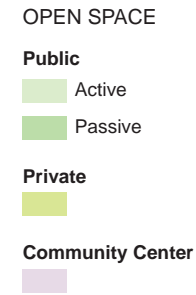
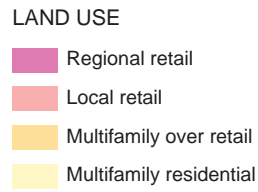
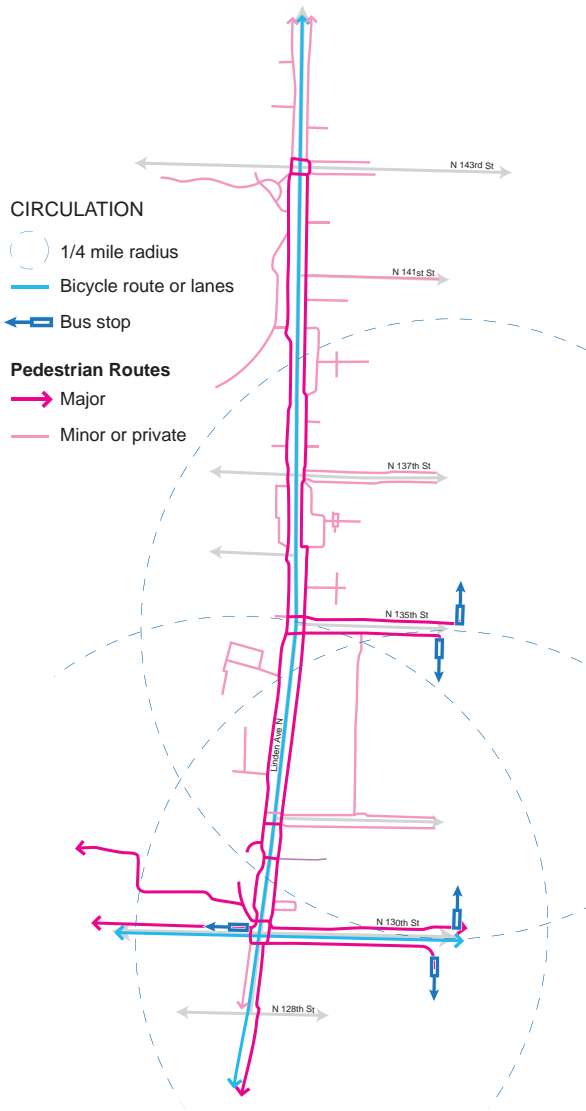
The presence of everyday shops, accessible by walking increases physical activity. Vibrant, mixed-use neighborhoods also generate natural public surveillance, which reduces crime and improves residents' feelings of safety. A broad range of goods available in the neighborhood allows residents to meet their needs locally, reducing travel, building social cohesion, and keeping money circulating within the neighborhood.

Goals

Create a vibrant mixed-use Village Center along Linden Ave. N that supports a greater range of neighborhood-serving shops and services and a high quality dense residential housing serving a households across a range of incomes.

Strategies

- Complete an Urban Design Framework for Linden Ave. N that builds on the concepts shown here to guide development. The framework will be the “bridge” connecting the broad goals for a Village Center, and the specific physical planning, regulations and development actions. The Urban Design Framework should be used in conjunction with zoning and design guidelines to establish the future context, illustrating how all the development pieces fit together. The Framework will include:
 - Guiding Principles: Articulates the vision for the development of private and public property along the Linden Ave. N corridor from N 128th St. to N 145th St.
 - Desired Uses: Specifies the mix and location of uses, and the orientation of uses to street fronts, and site circulation..
 - Design Quality and Scale: Establishes a framework for understanding the future neighborhood context, site, public life, building scale and design, and streetscape.
 - Streetscape Concept Plan: Illustrates the sidewalk configurations and related aesthetic and functional improve-
- ments. Integrate as part of the Street Improvement Manual to guide front-age improvements for the parts of the ROW that aren’t improved under the Linden Ave. N project, or that should be changed when properties redevelop.
 - Circulation Plan: Guides internal site circulation and connections to adjacent ROW and public facilities in order to assure walkability and to connect the retail facing Aurora Ave. N to the retail fronting Linden Ave. N.
 - Gathering Spaces: Establishes the location and character of public and publicly-accessible (within retail environments) gathering spaces.
 - RapidRide: Identifies linkages to RapidRide and other Metro service along Aurora Ave. N.



- Evaluate options and adopt zoning needed to implement the Linden Ave. N Village Center concept. The affected parcels would include those fronting Linden Ave. N between N 130th St. and N 145th St., or near RapidRide stops on Aurora Ave. N between the same cross streets.

Affected Parcel Zoning

Walkable Village Center Business District Uses

- Small shops and services typical to a neighborhood business district such as: restaurants, specialty retail, dry cleaner, cafes/bakery, & pubs
- Residences on upper floors

Relationship to Street

- Shops and services required along building front.
- No setback except for a retail oriented plaza
- No off-street parking in front of building
- No driveway off Linden on N 130th St., except where there are no alternatives

Potential Zoning and Heights

- Pedestrian Designation
- Neighborhood Commercial
- Seattle Mixed Use
- Approximately 85' (20' more than currently allowed)

Walkable Residential District

Uses

- Primarily multifamily residential, though small scale retail, office, live/work could be allowed, particularly at intersections.

Relationship to Street

- Require attractive street front through measures such as: landscaping, ground related residential units, and courtyard entries and plazas, and minimal setbacks.
- No off-street parking in front yard along Linden Ave. N.
- No driveway, except where there are no alternatives

Potential Zoning and Heights

- Mid-Rise Residential
- Approximately 85' (20' more than currently allowed)

Flexible District

Uses

- Flexible uses as long as there is regular activity associated with customers and/or residents.

Relationship to Street

- Require attractive street front through measures such as: landscaping, ground related residential units, and courtyard entries and plazas.
- Limited parking in front of building.
- No driveway, except where there are no alternatives

Potential Zoning and Heights

- Seattle Mixed Use
- Commercial - 1
- Neighborhood Commercial - 3
- Approximately 85' (20' more than currently allowed)

Pedestrian pathway

- To be required to ensure sufficient site access to adjacent streets and transit as part of new development.

Supplemental Linden Ave. N ROW Design Concept

- The street improvement manual will include a streetscape concept plan that describes the required frontage improvements to the portions of the R.O.W not improved as part of the Linden Ave. N Complete Streets project, or changes that should be made with new development.

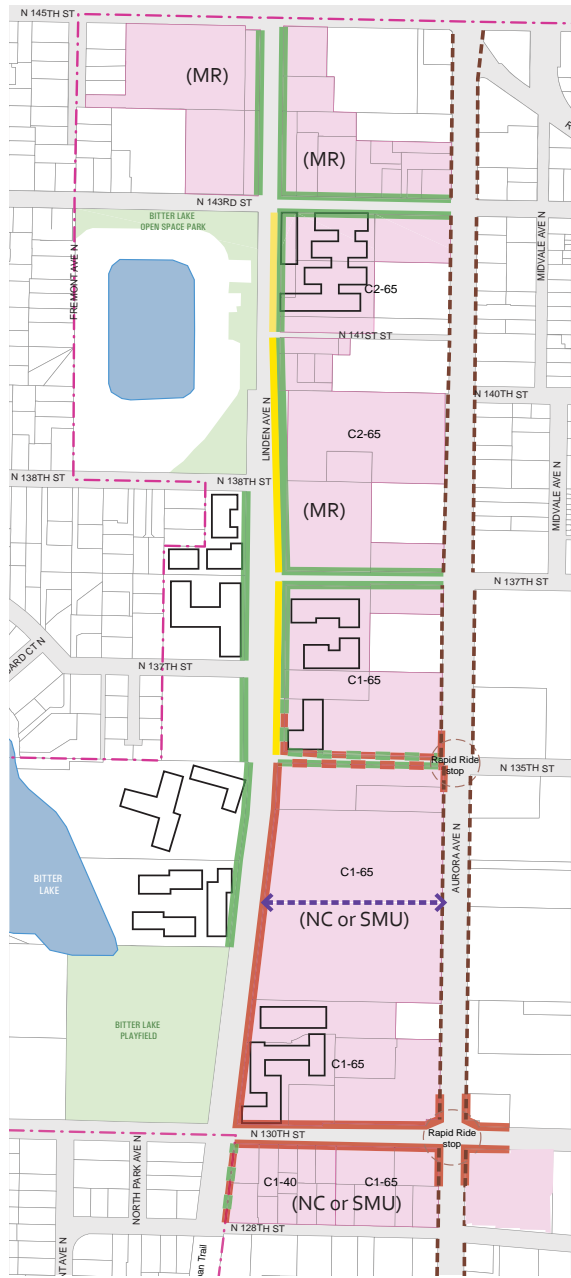
Aurora District (May be changed through the recommended Aurora Corridor Study)

Uses

- Flexible uses.
- Relationship to Street
- Typical landscaping requirements.
- Consolidated driveways

Potential Zoning and Heights

- Seattle Mixed Use
- Commercial-2
- Approximately 85' (20' more than currently allowed)



Note: Existing zoning shown, proposed zoning is in parenthesis.



A pedestrian oriented commercial streetfront



A residential courtyard



A retail oriented plaza



An attractively landscaped residential streetfront

- Develop and administer Neighborhood Design Guidelines that include guidance on the following for Linden Ave. N:
 - Vibrant street-level environment between N 130th St. and N 135th St.
 - Large-scale and evergreen landscaping
 - Fine-scale design elements that are appropriate to neighborhood-focused commercial development
 - Techniques to create a good relationship between building height and the streetscape and/or adjacent development
 - Desired points of pedestrian access between the site, buildings, adjacent ROW and transit facilities
 - Gathering spaces (café seating, outdoor dining and events)
- Encourage and/or require mix of home prices and sizes through active use of incentives, direct City funding, and surplus property programs.
- Create unique seasonal celebrations and art elements to establish a distinct identity and draw for businesses such as:
 - “Return to Playland” themed neighborhood night out on Linden Ave. N, or a signature festival similar to past ones that were coordinated with SeaFair activities.
 - Decorate Linden Ave. N on holidays.
 - Retain and relocate the public art (Jen Dixon) work planned for the Linden Ave. N Complete Street project, and complement other public art installations.



Retail along Linden Ave. N and clustered around a courtyard that is a gathering space and, by connecting through to the east side, links the Village Center to development facing Aurora.



Build on the design precedent set by the Cambridge and New Haven, incorporating substantial brick and mixed finishes, strong detailing, modulation and ground floor shops like Seattle Mobile Espresso.



Playland

- Organize a collective of businesses with assistance from the Office of Economic Development to discuss an organized approach to economic development in the Urban Village. Topics could include:
 - Foster a common identity as a business destination;
 - Increase participation in existing organizations or develop a local business organization;
 - Create compatible yet differentiated business focus for Aurora and the future businesses along Linden Ave. N;
 - Recruit neighborhood-serving businesses associated with highly walkable neighborhoods such as pubs and restaurants, grocery, specialty shops, beauty salon/barber, bike repair, café/bakery, dry cleaner, gym/fitness center, laundromat, and entertainment; and
 - Develop a Village Center marketing strategy to leverage the capacity of larger parcels between Aurora Ave. N and Linden Ave. N to accommodate regional-serving retail, while also meeting the adjacent communities' desire for neighborhood-serving businesses.
- Provide robust transit service connecting the Linden Ave. Village Center and urban village to the surrounding planning area and to the rest of the City and region.
- Use the Neighborhood Business District Fund and Neighborhood Projects Fund to enhance the neighborhood business districts.



An illustration of the desired “iconic” development at NW corner of Aurora Ave. N & N 130th St., the location of the planned Metro RapidRide station.

B. Small Business Nodes

Small neighborhood businesses could provide convenient shopping and social opportunities throughout the Broadview, Bitter Lake and Haller Lake neighborhoods. Local businesses historically existed along Greenwood Ave. N. Existing and possible future locations that should be nurtured and strengthened include:

- Greenwood Ave. N and N 105th St.
- Greenwood Ave. and N 125th St.
- Greenwood Ave. N between N 134rd St. and N 145th St.
- Roosevelt Way NE and 1st Ave. NE.

Goals

A Hierarchy of vibrant commercial centers – Regional (Aurora); Urban Village (Linden); and Neighborhood (Greenwood Nodes)

Strategies

- Modify land use and zoning regulations (potentially including Pedestrian (P) designations and/or selective increases in height limits) in order to stimulate more intensive and attractive development.
- Include design guidance for Greenwood business nodes as part of BBH Neighborhood Design Guidelines
- Work with the Office of Economic Development to organize a collective of businesses to discuss an organized approach

to economic development along Greenwood Ave. N. Topics could include:

- Participating in existing business organizations or developing a new one;
- Implementing a small business development and recruitment program to enhance the retail mix, favoring small, locally-owned businesses; and
- Tailoring grants to support neighborhood-serving businesses.

The existence of everyday shopping destinations within walking distance increases physical activity. Shopping mixed with housing in a neighborhood also generates natural public surveillance that reduces crime and improves residents' feelings of safety. A broad range of goods available in the neighborhood allows residents to meet their needs locally - reducing travel, building social cohesion, and keeping money circulating within the neighborhood.

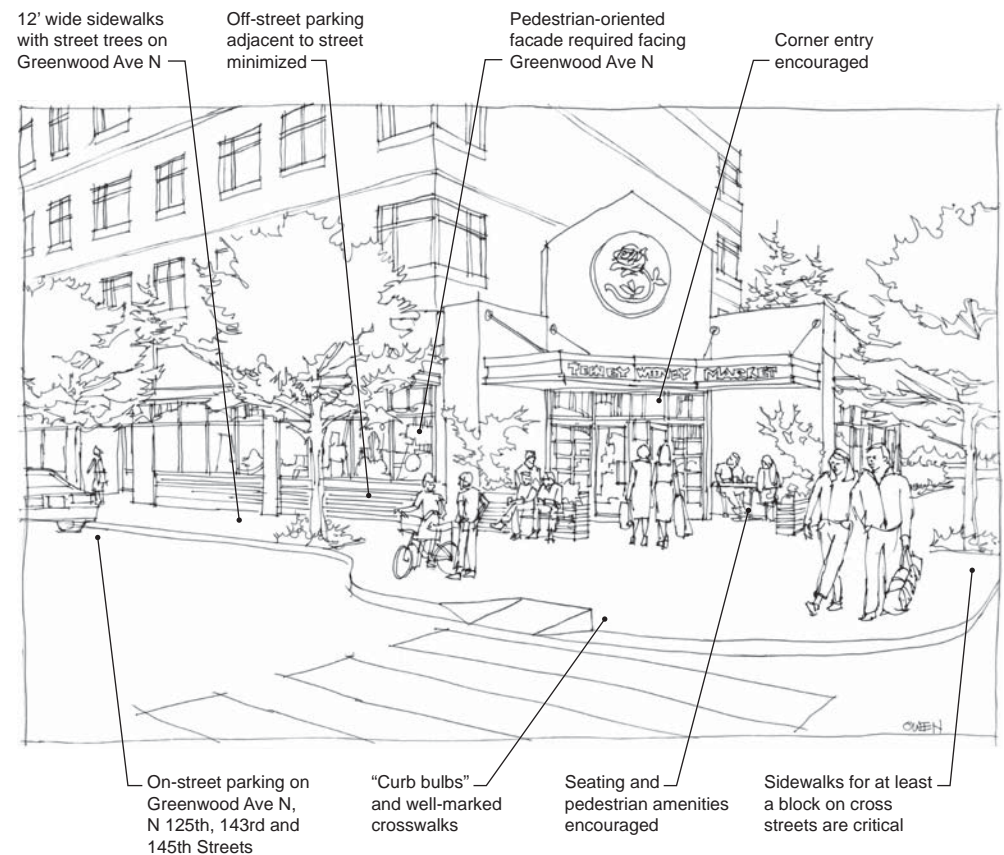


Image of desired corner development, and considerations that should be addressed by zoning or neighborhood design guidelines.

C. Bitter Lake Village

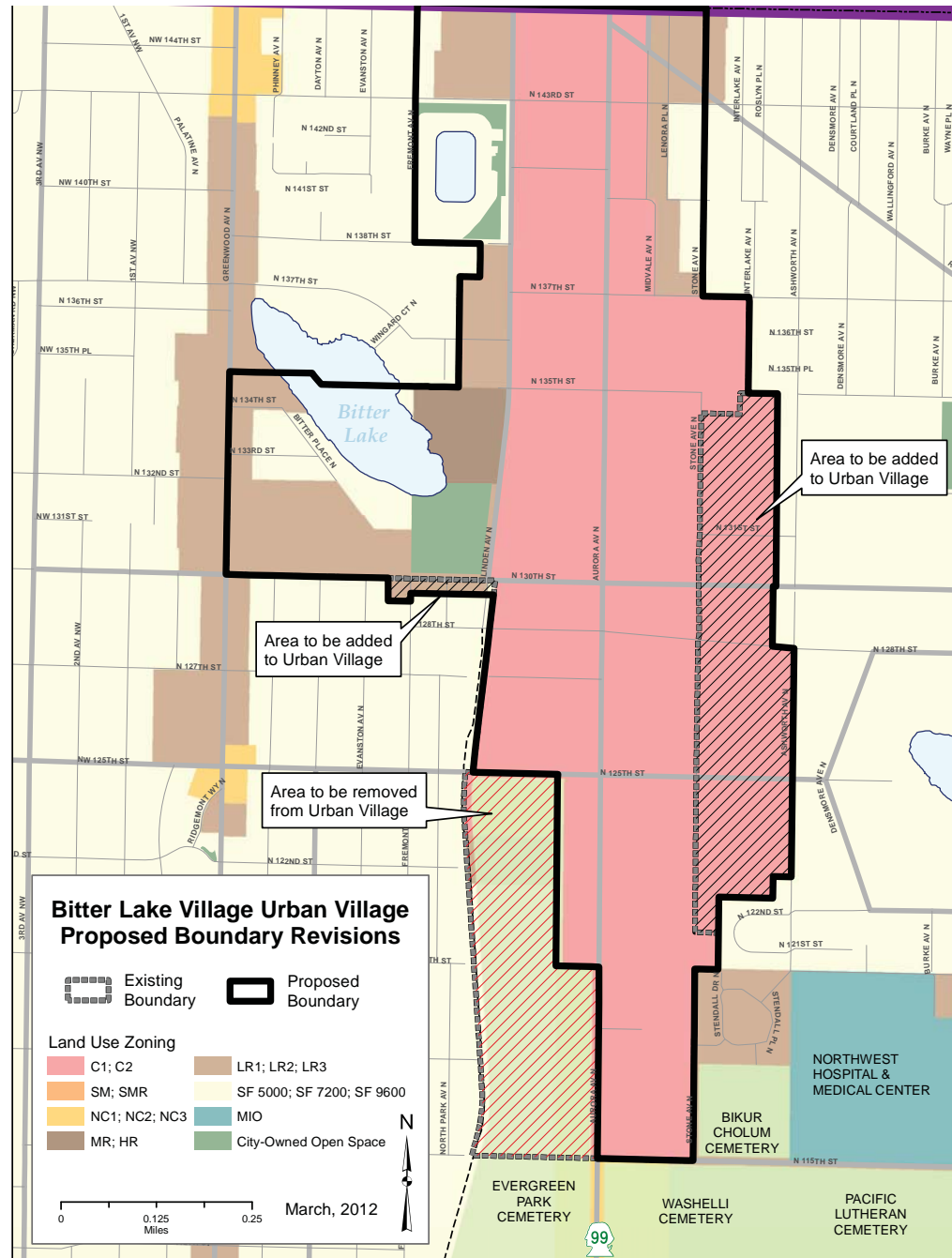
The Bitter Lake Village urban village boundary should be adjusted to make it more consistent with the intent of a Hub Urban Village.

Goals

Update the Bitter Lake Village boundary to increase consistency with HUV designation

Strategies

- Remove the Evergreen Washelli Cemetery from the Urban Village since this area provides little employment, no housing, and should not be counted as open space.
- Add the C2-40 and C-40 areas to the east of Stone Ave. N and west of Ashworth Ave. N since the Hub Urban Village designation includes employment growth and these areas are zoned to accommodate employment-generating development.
- Add the L-3 zoned area south of N 130th St., between Linden Ave. N and Evanston Ave. N.



II. Transportation

A. Complete Streets

The community has long sought to create a network of arterial streets that are safe for walking and biking, support efficient transit, and provide sufficient drainage. This backbone of “complete streets” will increase connections between community members, link major neighborhood places, promote a sense of place, and improve the health of the environment and individuals.

While many walk to shops, restaurants, parks, or neighbors, the lack of sidewalks and the unfriendly walking environment along major roads makes people feel unsafe and reduces their desire to walk. Although trails within parks provide beautiful opportunities for walking, many residents drive to the parks because of the poor pedestrian connections to get there. Many bicyclists enjoy using the inter-urban trail, but implementing the planned network of bicycle facilities would encourage them to ride more.

Stormwater facilities are missing or incomplete along most streets. There are interrupted ditches, inadequate flow and treatment control impacting streams and in some cases private property. Needs for sidewalks, bike facilities, parking, landscaping should to be prioritized and balanced.

Goals

- A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N, other area business districts, schools, parks, churches community facilities, and other neighborhood focal points via a connected network of safe sidewalks, pathways, and bicycle facilities.
- Comprehensive and safe network of complete streets (multi-modal) that support access and mobility for residents and business customers in the Broadview, Bitter Lake, and Haller Lake neighborhoods.
- Efficient vehicular movement through north/south and east/west transportation corridors.
- Transit systems that provide convenient and fast local and regional transportation, connecting the urban village and surrounding residential areas to the rest of the City and region.

Strategies

- Continue the design and refinement of the priority “complete streets” including:
 - Greenwood Ave. N
 - 3rd Ave. NW
 - N & NW 130th St.
 - N & NW 125th St.
 - Meridian Ave. N



Photo courtesy greenwoodstreets.org

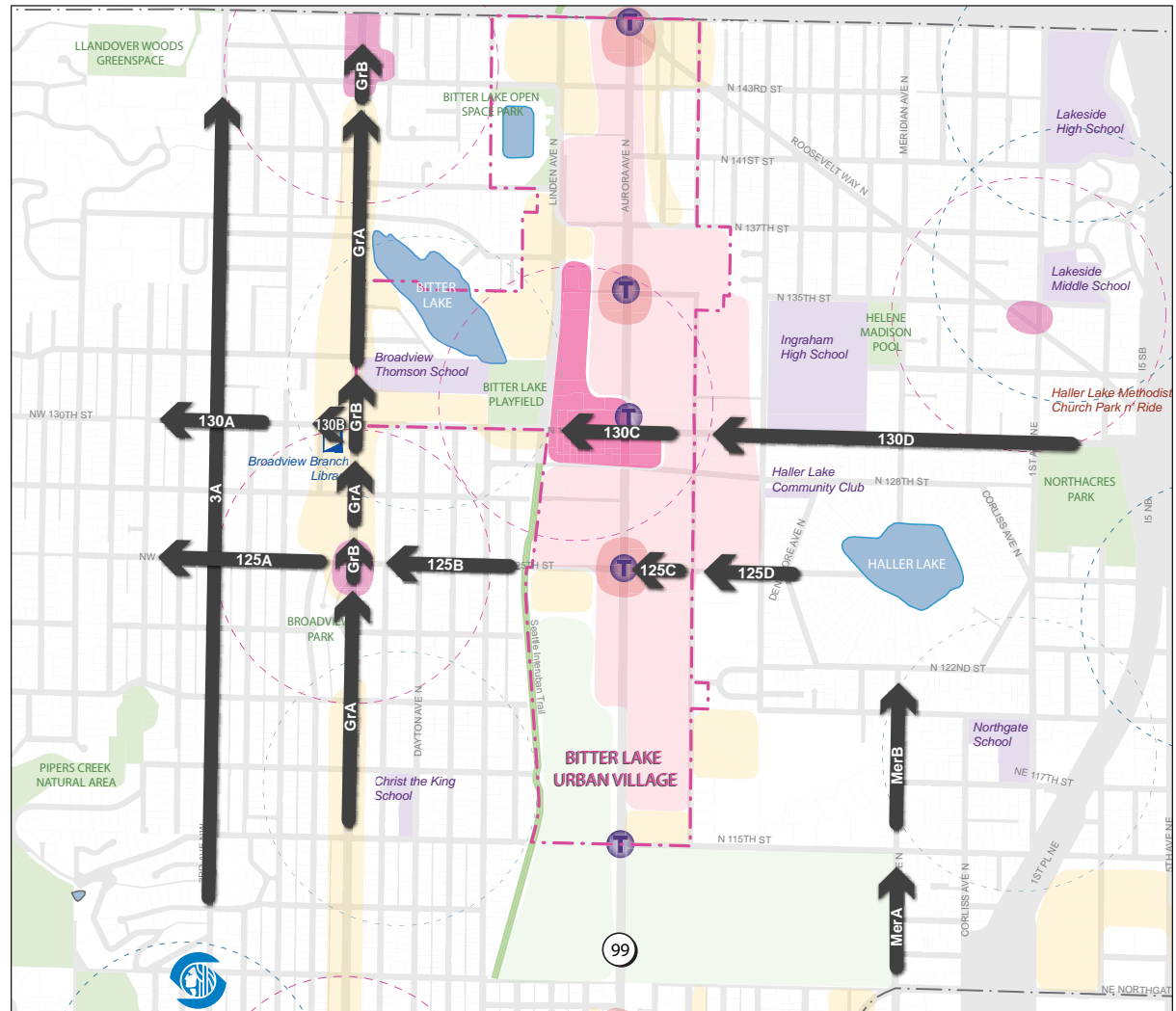
Walking and bicycling improve physical and mental health. More people out walking helps strengthen the community fabric and increases safety. Compared to driving, walking and bicycling also decrease a neighborhood’s impact on the environment by reducing greenhouse gas emissions as well as other forms of air, water, and noise pollution.

Only 25% of BBH roads have complete sidewalks. The east/west streets linking to the shops and bus routes are not friendly to walkers.

In 2008, nine collisions between vehicles and pedestrians or bicyclists occurred within the urban village.

The Complete Streets [Ordinance 122386](#) directs SDOT to design streets for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, including freight. SDOT uses the [Complete Streets checklist](#) tool to identify improvements that can be incorporated into the project to balance the needs of all users. The highest priority is safety, and the second priority is mobility.

- Secure resources for design and construction of improvements necessary to achieve the network of “complete streets.”
 - When balancing competing needs within the ROW, consider the community’s desired function for the street, such as linking neighborhood centers, facilitating reliable transit, and connection to schools, parks, churches, the library, small businesses and other community assets.
 - Use the conceptual street designs to align projects with potential funding sources for project implementation.



Broadview/ Bitter Lake/ Haller Lake Street Sections Key

Data for land use concepts from 7 community workshops (February and March 2011) and City of Seattle.



- Bitter Lake Urban Village
- Parks
- Social & cultural institutions
- Proposed Rapid Ride station/stop
- 1/4 mile around neighborhood commercial centers
- 1/4 mile around schools for safe route to school consideration
- Single family housing
- Multifamily housing
- Regional, destination commercial
- B-BL-HL-serving commercial
- Pedestrian-oriented retail area
- Neighborhood-serving commercial (hamlet)

N(W) 125th Street

Classification: Collector Arterial

Type: Local connector. Mixed-use street at intersection with Greenwood Ave. N.

Bike Master Plan defines 125th as a bike route between Haller Lake and 3rd Ave. NW, planned for a mix of Shared Roadway and Bicycle Lane (around the intersection with Greenwood Ave. N and between North Park Ave. N and Densmore Ave. N).

Pedestrian Master Plan identifies mostly 1st sidewalk improvements and 2nd Tier crossing improvements. Most of the street east of 3rd Ave. NW is in an overall #2 (higher) priority area.

Community Desired Functions

- Pedestrian route
- Link between Haller Lake and historic "entrance" to Broadview

Deficiencies

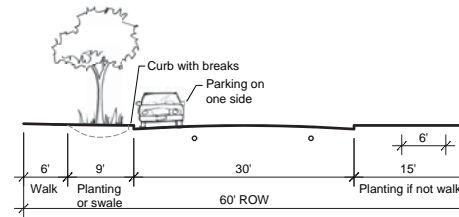
- Poor walkways to the east of Aurora Ave. N
- Lack of bicycle facilities
- Poor (largely absent) walkways to the west of Greenwood Ave. N

Community recommendations

125A

West of Greenwood Ave N (looking west)

Proposed



125th looking west near 6th Ave

Notes

The new sidewalks, curb & gutters, planting strips, and swales could all adversely change drainage patterns. Drainage systems are limited on this street, and vulnerable to any changes.

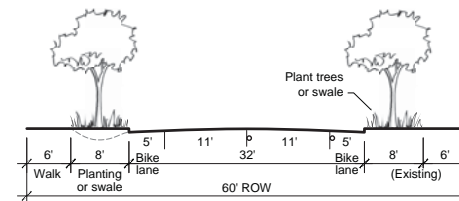
The majority of the drainage on this arterial is served by a ditch and culvert system, which has capacity issues in particular at Stone Ave N., Phinney Ave N., Palestine Ave N., and 3rd Ave N. Ponding on the roadway is the most common issue, although flooding of private properties has also been known to occur.

Some sections of the roadway have no drainage assets: 1) Between Fremont Ave N and Dayton Ave N., Aurora Ave N and North Park Ave N., and Stone Ave N to Aurora Ave N (half-block)

125C

Between Aurora Ave N and Stone Ave N (looking west)

Proposed



East of Aurora, looking west

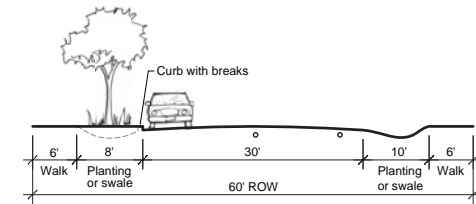
Notes

Bicycle Master Plan calls for bike lanes. Sharrow better? Would not require road reconfiguration.

125B

Between Greenwood Ave N and North Park Ave N (looking west)

Proposed



Looking west near Interurban Trail

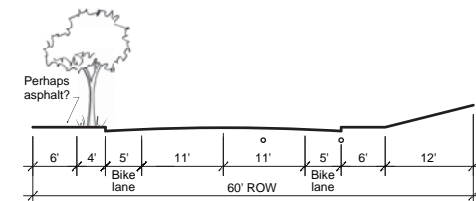
Notes

(See notes from 125A)

125D

Between Stone Ave N and Densmore Ave N (looking west)

Proposed



Looking west near Densmore Ave N

Notes

Will require analysis of storm drainage on south side

Bicycle Master Plan calls for bike lanes

Greenwood Avenue N

Classification: Principal Arterial

Type: Regional Connector

PMP identifies mostly 1st Tier improvements for sidewalks, and 1st and 2nd Tier crossing improvements. However, however portions of the street as a whole is in a #5 (low) priority area.

Community Desired Functions

- Support users of transit Rts. # 5 and 345
- Provide safer pedestrian environment for multifamily and business areas
- Serve as major north-south auto connector

Deficiencies

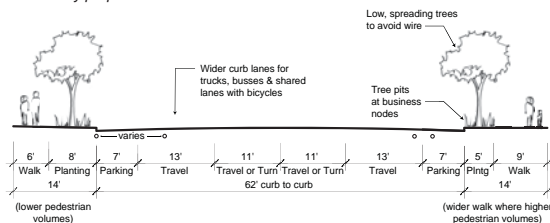
- Lacking continuous sidewalks and distance between safe pedestrians crossings north of N 112th St
- Random parking
- No landscaping or street trees north of N 112th St

Community recommendations

GrA

Standard 4-lane section with parking

Community proposed alternate

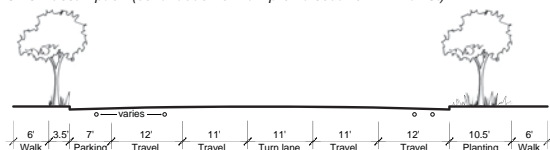


Notes

At taper for 5-lane intersection, the walk/planting strip can shrink to 9' to lengthen the parking opportunities. Trees can be in tree pits.

4 lanes and 2-way center turn lane (parking shown on one side)

SDOT assumption (continuation of new profile south of N 112th St)



Notes

Greenwood Ave N. has a variety of drainage assets and drainage issues which create some challenges. Any improvements to the streetscape should include a comprehensive drainage approach. For a large scale public project, all departments would need to work very closely together to insure drainage and sewage infrastructure along the Greenwood corridor is improved in ways that improves capacity, addresses habitat, and fixes existing issues.

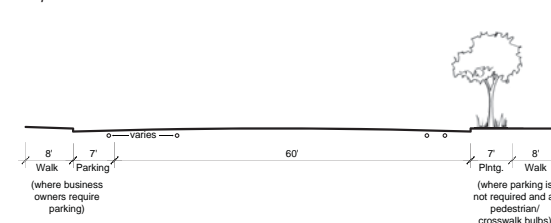
The majority of the drainage South of N 137th is served by a ditch and culvert system, which has capacity issues at N. 115th and NW 125th. Ponding on the roadway is the most common issue, although flooding of private properties has also been known to occur.

There are NO drainage assets between N 125th and N 115 except the ditch and culvert system at the intersections. The drainage code would more than likely (depending on size of project) require drainage to be put in this section.

GrB

At 5-Lane Intersection

Proposed



Greenwood Ave N at 132nd St



Looking south near 120th



Looking north near 120th



Looking south near 144th

N(W) 130th Street

Classification: Principal Arterial

Type: Regional Connector (East of Greenwood Ave. N)

Local Connector (Greenwood Ave. N — 3rd Ave. NW)

Transit Rt. # 345 and the intersection with Aurora Ave. N is a planned location for Rapid Ride stop.

BMP defines 130th as a bike route planned for Shared Roadway west of Greenwood Ave. N., Bicycle Lane between Greenwood Ave. N and 1st Ave. NE, and wide outside lanes to the east.

PMP identifies mostly 1st and 2nd Tier crossing improvements. Most of the street east of 3rd Ave. NW is in an overall #2 (higher) priority area.

Community Desired Functions

- Pedestrian route, especially near Ingraham HS, Broadview Library, Bitter Lake Playfield and Community Center.
- Vehicle connection to I-5
- Transit

Deficiencies

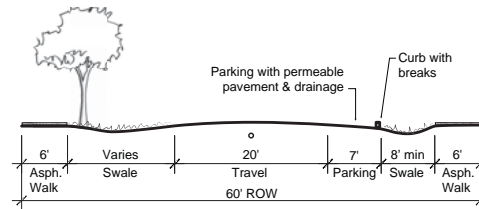
- Poor walkways to the east of Aurora Ave. N
- Lack of bicycle facilities east of Aurora Ave. N
- Poor (largely absent) walkways to the west of Greenwood Ave. N

Community recommendations

130A

West of 1st Ave NW (looking west)

Proposed



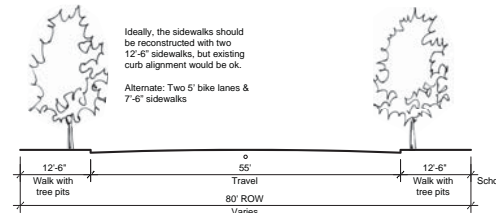
N 130th St and 2nd Ave N looking west

Notes

130C

Between Aurora Ave N and Stone Ave N (5 lane intersection)

Proposed



Looking east on 130th near Aurora

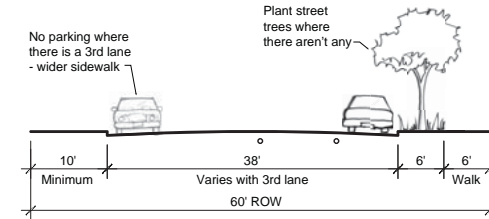
Notes

This section will provide access to Rapid Ride, park and services. High priority for pedestrian improvements, including lights, trees and improved pavements.

130B

Between Palatine Ave N and Greenwood Ave N

Proposed



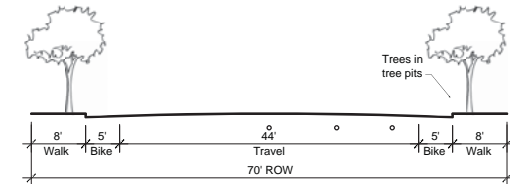
N 130th St at Greenwood Ave N looking west

Notes

130D

Between Stone Ave N and I-5

Alternate with bike lanes



Looking east on 130th near Ingraham HS

Notes

Bike lanes would be especially expensive here because demolish curbs on both sides.

Alternatives such as sharrows or 9' shaped bike/ped way would be explored without demolishing existing curb.

3rd Avenue NW

Classification: Minor Arterial and Collector Arterial north of N 130th St

Type: Commercial Connector (Holman to N 130th)

Local Connector (NW 130th - NW 145th)

Bike Master Plan defines 3rd as a Bike Route planned for a paved shoulder.

Pedestrian Master Plan identifies 1st and 2nd Tier improvements along 3rd Ave. NW, however the street as a whole is in a #5 (low) priority area.

Community Desired Functions

- Local pedestrian route accessing transit, school
- Safe routes to School (Viewlands Elementary is located between NW 105th and NW 107th Streets)
- Bike route (including to school)
- It *is* car alternative to Greenwood Ave. N, though this is not positive.

Deficiencies

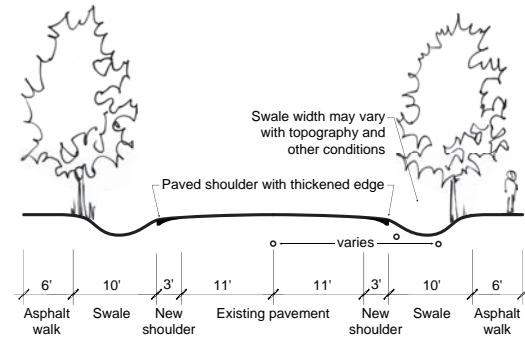
- Lacking continuous sidewalks and safe crossings for students and transit users
- Infrequent stop signs and/or traffic calming
- No bicycle lanes

Community recommendations

3a

Standard Option

Proposed



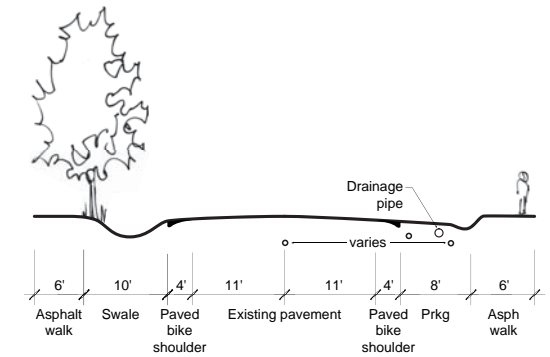
Looking north near 120th

Notes

Bicycle Plan calls for paved shoulder.
 60' ROW
 20'-24' pavement existing
 There are some intermittent sidewalks.
 Some residents use the ROW for parking.
 The majority of drainage is served by a ditch and culvert system that has capacity issues at NW 115th and NW 125th Sts.

Option with Street Parking

Proposed alternative where drainage can be addressed



Looking north near 111th

Notes

Must avoid utility poles
 Parking analysis may be needed to determine where/if on-street parking could be provided.
 Any design work needs to be done in sections as there are steep slopes, ditches, informal drainage, and creek issues that all require remediation.

Meridian Avenue N

Classification: Minor Arterial

Type: Local Connector

Pedestrian Master Plan identifies mostly Tier 1 sidewalk improvements, and a few Tier 2 crossing improvements north of N 115th St.

Bike Master Plan defines Meridian Ave. N as a bike route, planned for Sharrows.

Community Desired Functions

- Bike route to/from Northgate
- Alternate (sub) regional route to Edmonds Community College, Dump, Northgate etc.

Deficiencies

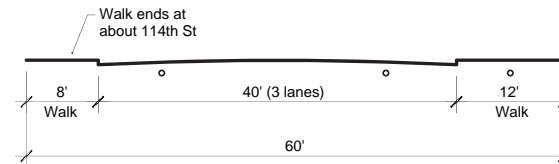
- Lack of sidewalks
- Lack of bike facilities

Community recommendations

MerA

Between N Northgate Way and N 115th St

Existing - Complete sidewalks



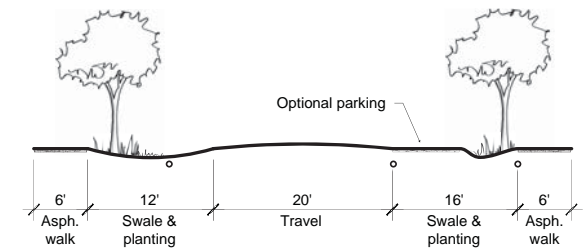
Notes

Paint sharrows.

MerB

Between N 115th St and N 122nd St

Existing



Notes

Parking could be provided.

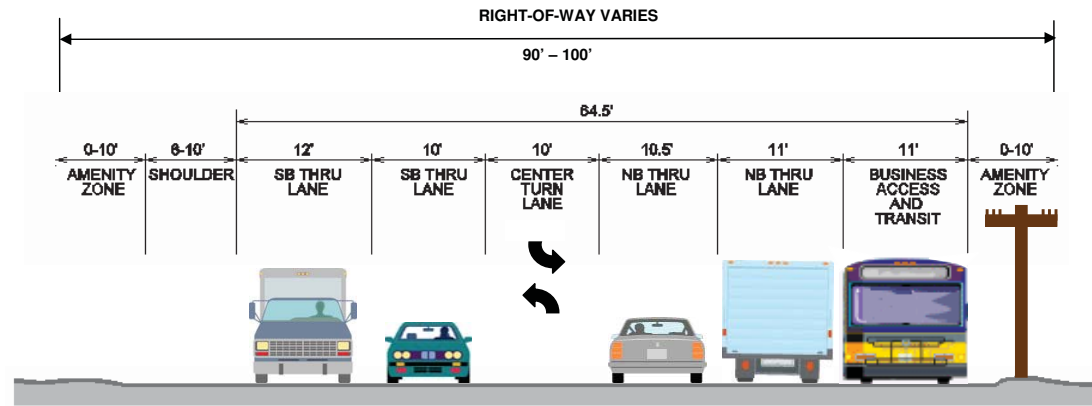
B. Aurora Ave. N

Improve Aurora Ave. N to be the front porch for the Bitter Lake Village and serve as a regional transit and auto route. Provide safe sidewalks, facilities that support RapidRide, access to business and drainage. Coordinate street design with a corridor plan that addresses land uses and urban design, and an economic development strategy that balances future regional and local commerce along this important corridor. Work with businesses to strengthen Aurora Ave. N as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.

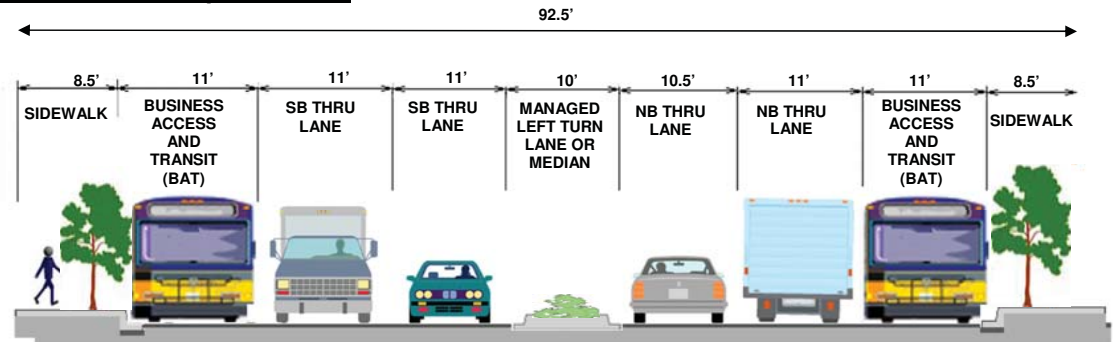
Goals

- Improve Aurora Ave. N. to provide an attractive and functional streetscape that includes safe sidewalks and crossings, facilities ensuring reliable transit, safe auto access, landscaping and drainage.
- Aurora Ave. N. is designed to serve the communities and development along it as well as local and regional transportation needs.
- Aurora Ave. N will be a high capacity transit (e.g. bus rapid transit) corridor.

Existing Cross-section



SDOT Revised Planned Improvements:



- 92.5' out-to-out roadway section
- Match existing lane widths
- 8.5' sidewalks
- 11' BAT Lane (Business Access and Transit)
- 10' Median/left-turn lane
- Double lefts at N 145th Street (EB, WB, SB)

Strategies

- Fund design and construction of the Aurora Ave. N Project (N 110th St. to N 145th St.)
- Develop an Aurora Ave. N corridor plan that supports and build on the regional market focus and employment development potential of Aurora businesses, balancing parking and access needs with transit and walking.
 - Integrate street design, transit planning and land use planning.
 - Engage land-owner, business & residential communities
 - Integrate elements supportive of RapidRide and plan for the future bus rapid transit corridor
 - Undertake an economic development strategy that balances regional and local commerce.
- Create a “gateway” feature, such as an enhanced pedestrian bridge at N 130th St. or a repurposed neon sign at the intersection of N 130th St. and Aurora Ave. N.



Photo © clapstar via Flickr



An old sign could be reworked to read “Bitter Lake.”
Photo © 2:19 via Flickr.

C. Local and Residential Streets

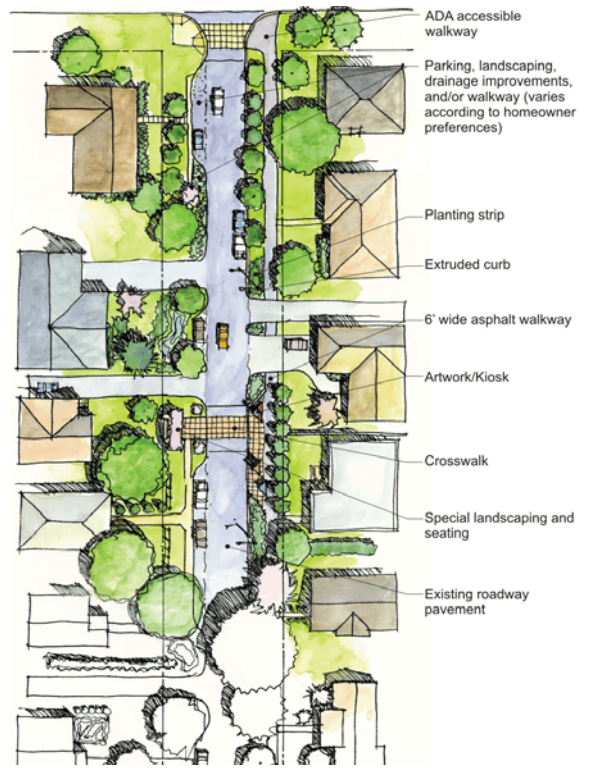
Most local and residential streets were established without sidewalks and formal drainage. A longstanding priority has been to make streets comfortable and safe for pedestrian and bicycle use. Identifying a means to undertake local street improvements is important, and the emphasis should be on looking at the network of streets in the neighborhood and how they connect destinations. In addition, we need to consider how streets function as part of a sustainable infrastructure that includes cost-effective natural drainage that addresses flooding and environmental issues.

Goals

- A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N, other area business districts, schools, parks, churches, transit stops, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle trails.
- Safe walking and bicycling facilities on local and residential streets to provide opportunities and access for pedestrians and bicyclists in the Broadview, Bitter Lake and Haller Lake neighborhoods.
- A neighborhood in which regional traffic does not have a serious impact on local streets.

Strategies

- Develop design and construction guidelines for inexpensive walkways such as those identified in "Walkable Crown Hill: Street Improvements & Traffic Calming Toolkit."
- Secure funds to plan, design and construct bicycle and pedestrian "Greenways" that implement traffic calming measures to make streets safer for walkers and bikers, while still allowing cars to drive through.
- Establish a network of drainage infrastructure that enables incremental local street and associated drainage improvements. Greenways may provide an opportunity to use raingardens and landscaping for improved stormwater management and traffic calming.
- Improve safe pedestrian access to transit stops throughout the planning area.
- Establish entrances to, and walkways within, parks (e.g. Carkeek & North Acres), schools (e.g. Thomson & Viewlands), and other publically-owned sites to allow for easy and direct connections to surrounding areas and walking within the site.



Walkable Crown Hill identified possible ways to improve walking and bicycling on streets that are similar to those in Broadview - Bitter Lake - Haller Lake. (http://www.walkablecrownhill.org/docs/CH_Ped_Plan_Final.pdf)

Neighborhood Greenways are dedicated residential streets with low traffic volume and speeds. They are quieter, slower paced connections between parks, schools, libraries and neighborhood businesses, where bicycles, pedestrians and neighbors' safety are prioritized.

In BBH neighborhoods where there is the need to improve rain water catchment and storm water runoff using Green Stormwater Infrastructure.

III. Community Assets

A. Community Building

The Broadview, Bitter Lake, Haller Lake neighborhoods are long-standing communities with growing diversity. Residents love the trees, parks, and open spaces, its convenient access to downtown and to goods and services, and its affordability.

The following goals and strategies are strongly connected to our desire to create a Village Center. BBH has a history of community clubs, centers, and associations which knit together members of the neighborhood who participate in these activities. Newer senior and multifamily units are increasing the neighborhood's diversity, and it is a priority for the community to guide development in a way that supports the needs of long-time and new residents.

There is a need and desire to renew and grow the organizations and activities that bring us together. The following will help to establish more informal gathering places, and create an identity that fosters neighborhood pride and encourages the neighborhood's diverse groups to work together to achieve shared goals.

Goals

- Support a resilient community rich in different ages, incomes and household types.

- Stores, restaurants, and schools that provide healthy food choices.

Strategies

- Support creation of a network of community organizations (expanding on groups such as Broadview Community Council and Haller Lake Community Club) throughout the planning area. Specifically support development of organizations that include multifamily residents, including those in senior facilities. Identify inexpensive community meeting places.
- Identify and consider the needs of apartment and condominium residents in prioritizing neighborhood improvements, as they will be the largest portion of growth in the urban village.
- Raise awareness of and participation in Small Sparks and Neighborhood Matching Fund with both existing community organizations and traditionally underrepresented communities.
- Engage stakeholders in developing a "brand" or identity for Bitter Lake Village and reinforce it through techniques such as posting neighborhood identity signs, and installing banners on key streets including Linden Ave. N, N 130th St., N 143 St., N 145th St., N 125th St. and Aurora Ave. N.
- Encourage community led events and programs by providing information at events such as Neighborhood Night Out, Bite of Bitter Lake, Neighborhood Clean-Up, and

A supportive community where all people feel welcome is an important factor in creating a healthy neighborhood. Community centers, places to gather, and a strong network of connections provide opportunities for leadership development and neighborhood problem solving. Communities with strong networks have higher capacity for civic engagement, and access to political power, as well as social support and access to economic opportunities. Group membership, political participation, and social networking are significantly associated with a range of physical and mental health outcomes. Collective action and political engagement help secure resources for a community that can improve health. For example, organizing to design and fund safe ways to walk in the community can lead to healthier lives.

55% of residents responding to a neighborhood plan questionnaire indicated they have lived in the neighborhood for 6 years or more and, of those, 42% have lived in the neighborhood for 20 years or more.



Night Out © Christian via Flickr

Neighborhood Appreciation Day. Consider monthly spotlights on the City's web site to spark ideas such as:

- Monthly waffle making event or pot-lucks
 - Block parties
 - Create neighborhood blogs and website shared by local organizations providing lists of contacts and events
 - Schedule a mobile food cart to serve the neighborhood or to add excitement to community gatherings.
 - Work with SPU to promote clean-up events that bring neighbors together and increase neighborhood pride
 - Create a neighborhood services directory that lists and where residents could list services they can volunteer
- Install kiosks at key locations throughout the neighborhoods, like the one to be included at the Bitter Lake Park, to post events, news, and other noteworthy happenings.
 - Include design elements in streetscape and park improvements that meet the needs of elderly residents such as benches, consistent lighting levels, and low step riser heights.
- Install street art, using local artists or a kids program, at intersections where a community focal point is desired. Street murals at residential intersections can create a fun and family-friendly environment and provide a unique "stamp" for the neighborhood, as well as calm traffic and make it a safer environment for kids playing.
 - Encourage local artists or a kids program to use Metro's Bus Shelter Mural Program to enliven and personalize the streetscape. http://metro.kingcounty.gov/prog/sheltermural/shelter_mural.html
 - Integrate gathering places throughout the Bitter Lake Urban Village.



Intersection Repair © Rick Digital via Flickr



SDOT guidelines on painted intersections can be found at www.seattle.gov/transportation/cams/CAM2506.pdf.

B. Housing

A quality neighborhood provides safe, healthy housing affordable to households in a full range of incomes. High housing costs can result in spending a high proportion of income on housing, sharing housing in overcrowded conditions, living in substandard housing, or displacement out of the community. Spending a high proportion of income on housing means fewer resources for food, heating, transportation, health care, and child care.

Goals

A community where new development is environmentally friendly, supports pedestrians, contains a wide range of housing types and accommodates businesses offering a diverse selection of products and services.

Strategies

- Work to distribute housing types and costs so as to foster healthy neighborhoods and strong business districts.
- Promote development of market rate housing (including family-oriented) in the Linden Village Center area in order to have a mix of household types and incomes.
- Seek opportunities for workforce and moderate to low-income development in the vicinity of future bus rapid transit stations.
- Explore the potential to acquire underutilized properties for affordable residential, commercial and community space using federal grants and City affordable housing funds.
- Explore creating a partnership between the Office of Housing and Parks & Recreation, where OH provides funding to developers seeking to build affordable housing next to newly acquired parks / open space.
- Assess City-owned sites for their potential to facilitate development of work-force and low-income housing. Where appropriate, consider land swaps to facilitate such development.
- Apply Comprehensive Plan affordable housing targets to the Urban Village and periodically evaluate progress. Set affordable housing objectives and use incentives, direct City funding, and programs to meet them.

Broadview - Bitter Lake - Haller Lake currently has a range of housing types and affordability levels, and should strive to maintain a diversity of single family homes as well as multi-family units affordable to households with the full range of incomes. Currently, 33% of owners and 52% of renters are paying more than 30% of their income on housing costs, a level that is considered unaffordable. With good transit already in place and RapidRide under development, nodes near transit stops provide opportunities to create additional affordable housing.

C. Public Safety

Public safety in BBH is a frequently-mentioned concern, however the rate of crimes against persons per square mile in the BBH neighborhood planning area is less than half of the rate for the city overall. The concerns may stem from the fact that crime rates are dramatically higher along Aurora Ave. N, where prostitution and drug sales contribute to a less safe feeling. Even so, three-quarters of residents surveyed indicated that they feel safe walking around BBH during the day, with just over one quarter indicating that they also feel safe walking around the neighborhood at night.

Greenwood Aurora Involved Neighbors (GAIN) has effectively organized a group of active neighbors to work together to enhance community and decrease crime in the area around the Aurora Corridor from Woodland Park to the city limits. These strategies align with their vision to bring permanent changes resulting in a safe and involved neighborhood.

Goals

A community where residents feel safe and the community works with the Seattle Police Department to reduce crime.

Strategies

- Fund Patrol Officers, Crime Prevention Coordinators and Community Policing Team officers, as well as a new North Precinct facility to support partnerships for public safety.
- Create a partnership between the Office of Housing, SPD and DPD to implement a
- multifamily building management training program to support creating safe environments free from crime and building code violations. Such a program could assist with rental house licensing, tenant recruitment, screening and, if needed, eviction procedures.
- Work with the Highland and Broadview GAIN groups to enhance sense of community, decrease crime in the area around the Aurora corridor, and bring permanent changes resulting in a safe and involved neighborhood.
 - Support and expanded block watch
 - Promote neighborhood clean-up days
 - Support community safety walks
- Support the North Precinct Advisory Council with active staffing/representation from the Dept.
- Support emergency preparedness work such as the Broadview Community Council Emergency Communication Hubs.
- Work with DPD and developers through the design review process to create safer buildings and sites using Crime Prevention Through Environmental Design. (CPTED)
- Support formation of a Linden Ave. N block watch.
- Continue working with SDOT to implement neighborhood traffic calming to reduce speeding. www.seattle.gov/transportation/ntcp_calming.htm
- Ensure properly maintained streetlights.

Fear of crime limits mobility and physical activity in a neighborhood and inhibits social interactions. The perception of safety can be as important as actual measures of safety. Perception of safety impacts people's desire to walk or bike around the neighborhood, access parks, or use transit. Because of these impacts on mobility, perceived safety also impacts residents' use of local businesses. Feelings of safety derive from a neighborhood's overall health, and should be addressed from a holistic perspective that includes improvements to all areas of the neighborhood including: economic development, access to jobs, improvements in the retail and pedestrian environments, increased programming at parks, community centers and schools, and a strengthening of the community fabric.

D. Parks & Open Spaces

Residents of BBH love their parks and open spaces. We use the lakes, reservoir, interurban trail, and other parks for recreation, rest, and relaxation. There are, however many gaps where there aren't nearby parks, and it can be difficult getting to the ones we have.

Opportunities should be explored to incorporate more children's play areas into existing parks. Improved connections to existing parks and lakes would decrease travel to parks by car and increase park usage among neighbors. Areas without parks should be evaluated for opportunities to create new neighborhood parks, possibly with play areas.

Goals

A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.

Strategies

- Be ready to work with SPU and Parks to pursue possible open space opportunities when SPU evaluates reservoir cover options in 2020.
- Establish use agreements with SCL and SDOT to use property and ROW along Lin-

den Ave. N for park and open space uses. Seek funding to develop these sites.

- Increase activities and programs for youth and elderly:
 - Work with Parks and other potential partners to consider a dedicated senior center at the Bitter Lake Community Center.
 - Develop partnership to increase/expand youth programs and facilities (skate dot, basketball, etc.) within the existing parks system and on other public or private properties.
- Use fund sources such as NMF or Neighborhood Planning Funds for small park improvement projects including pathways, ADA accessibility, furnishings, etc.
- Acquire a portion of the Thomson K-8 School District property next to Bitter Lake Playground for public open space.
- Implement the 2008 Parks & Green Spaces Levy and Opportunity Fund projects.
- Reopen the Environmental Learning Center at Carkeek Park to provide environmental learning opportunities appropriate to all.
- Work with developers and existing developments to integrate other publicly accessible gathering spaces.
- Continue to identify opportunities (within Parks Gap areas such as those in the Bitter Lake Urban Village) for acquisition and

Parks provide opportunities for physical activity for people of all ages and abilities. Parks also improve environmental quality by filtering air and water, provide opportunities for rest and relaxation, and increase interaction between neighbors. Having a park located within ¼ mile increases park usage, especially among children and the elderly. Children who have outdoor places to play are more likely to exercise regularly and face lower risks for diabetes, obesity, and asthma.

The planning area has nearly 8 acres of parkland per 1,000 residents, nearly 8 times the Seattle Parks Department's benchmark for a neighborhood.

86% of residences are within ½ mile of a park or open space. At the same time, more than half of the urban village area is within a parks gap area based on the Department of Parks and Recreation 2006 Gap Report.

Only 18% of residences are within ¼ mile of a children's play area.



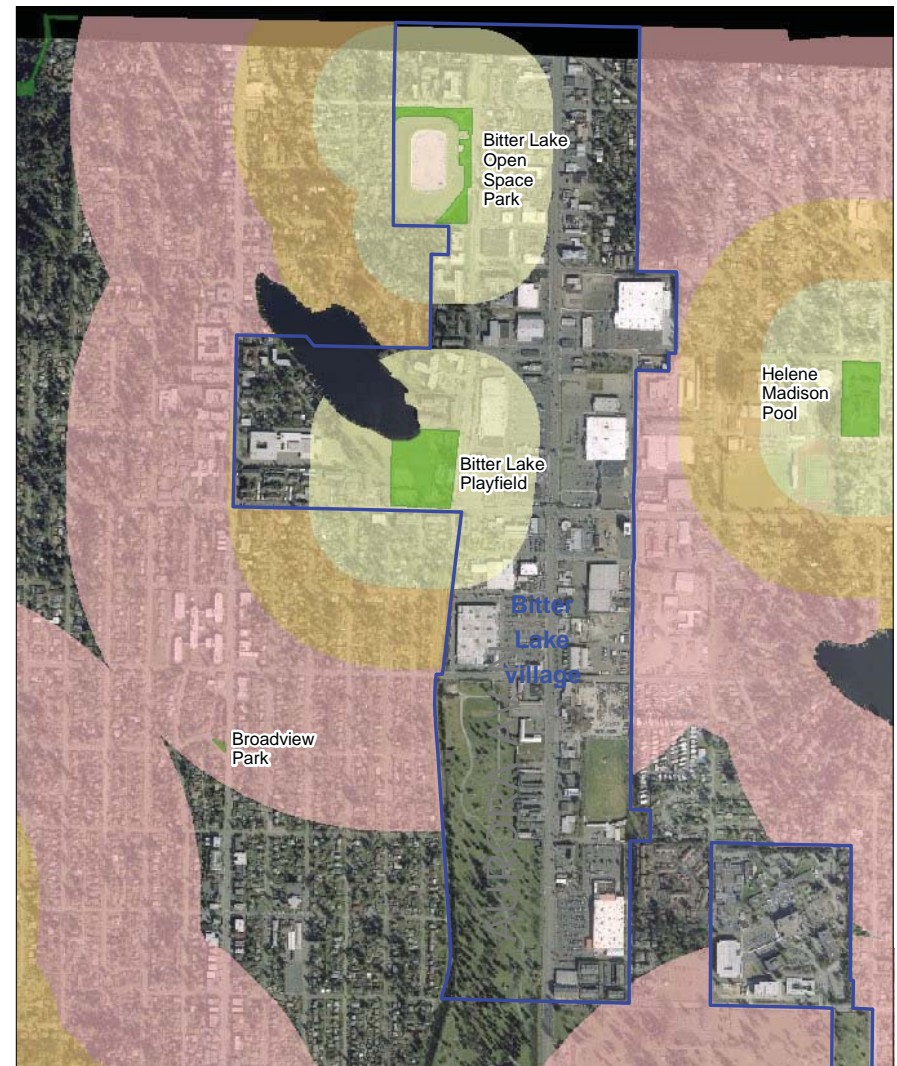
Photo © Drew Coombs

expansion of pocket parks, neighborhood parks, natural area parks, and open spaces.

- Encourage volunteering with a creek steward group to help improve and maintain creek habitat and natural balance.
- Build on the natural character of large trees, lakes and views when improving existing or designing new parks.
- Save mature trees by supporting and enforcing Seattle’s Urban Forest program and proposed tree regulations.
- Improve connections to parks such as Carkeek Park, Northacres and Bitter Lake (including through Broadview Thomson School) through a network of “complete streets” and pedestrian trails
- Work with Metro to increase bus routes/ access to parks and other public facilities.
- Increase positive use and enjoyment of public spaces through active programming and seek opportunities to surround the sites with active businesses or residences.

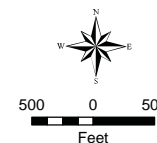


New parks and playgrounds are needed in the Urban Village to support the growing number of people, including children and elderly.



Gaps in Usable Open Space - Bitter Lake

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Map date: December 4, 2008
Source: Port of Seattle, Army Corps of Engineers, and City of Seattle GIS data.



LEGEND	
	City of Seattle Parks
	Non-City Park/Open Space
	Residential Urban Villages
	Urban Center Villages & Hub Urban Villages
Service Area Criteria for Usable Open Space (UOS)	
	1/8 Mile Service Area of Usable Open Space over 10,000 SF - UOS of 10,000 SF or more for Residential Urban Villages, depending on population density, accessible within 1/8 mile
	1/4 Mile Service Area of Usable Open Space over 10,000 SF - UOS of 10,000 SF or more for Residential Urban Villages, depending on population density, accessible within 1/8 to 1/4 mile
	1/2 Mile Service Area of Usable Open Space over 1/2 Acre - UOS of 1/2 Acre or more for Single Family areas accessible within 1/2 mile

E. Healthy Food Access

The BBH planning area has two supermarkets. Still, many of us travel outside of the neighborhood to grocery shop (mostly to the Central Market), indicating that our preferences are not being met within the neighborhood. While most community members indicated that they drove to the grocery store, among BBH's seniors and renters, many more shop for food on foot – 82% of renters and 35% of seniors surveyed walk to the place they most often shop for food.

Overall many would like smaller, independent food retail stores nearby that sell more natural foods and high quality groceries. We would also like to continue building P-Patches and to create a farmers' market to expand access to locally grown food and provide an opportunity for community building and neighborhood gathering.

Goals

An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources

Strategies

- Identify opportunities to expand and develop P-Patches.
- Increase opportunities to participate in educational gardening
 - Work with Seattle Tilth (who teaches gardening classes to adults and kids) to run a gardening classes that teaches

skills that may be used in home or community gardens.

- Partner with the Broadview Thomson and Viewlands Schools, and teens at Bitter Lake Community Center, to get youth involved in gardening at the Bitter Lake P-Patch.
- Work with clubs such as the Broadview, Haller Lake North End, Garden Clubs.
- Work with Albertsons and Grocery Outlet to expand offering of healthy, organic and local food. Attract a farmer's market, or create a local farmer's swap where gardeners can trade or barter their surplus fruits and vegetables, at locations such as the Community Center, Albertsons or Grocery Outlet.

People who have access to healthy, culturally appropriate foods at an affordable price are more likely to eat healthier and benefit from lower rates of many chronic conditions.

The vast majority of residences in the planning area are within ½ mile of a supermarket or grocery store that accepts SNAP (food stamp) and WIC benefits and sells healthy food. There are also 64 fast food restaurants per 100,000 residents; nearly three times the citywide average.



Interbay Farmers Market is located in the Whole Foods parking lot. © 2011 by Zachary D. Lyons

F. Utilities & Infrastructure

Much of the BBH sewer system was installed in the 1950s and, at that time, many homeowners connected their downspouts and sump pumps directly to the sewers. The many homes and businesses built in the neighborhood since then have added flow into the system. During heavy rains, the amount of water can overwhelm the system and cause sewage backups into some homes. A separate system to handle stormwater in the neighborhood was never built. Construction and development have increased the amount of paved areas, while many trees have been removed and overall natural surfaces reduced.

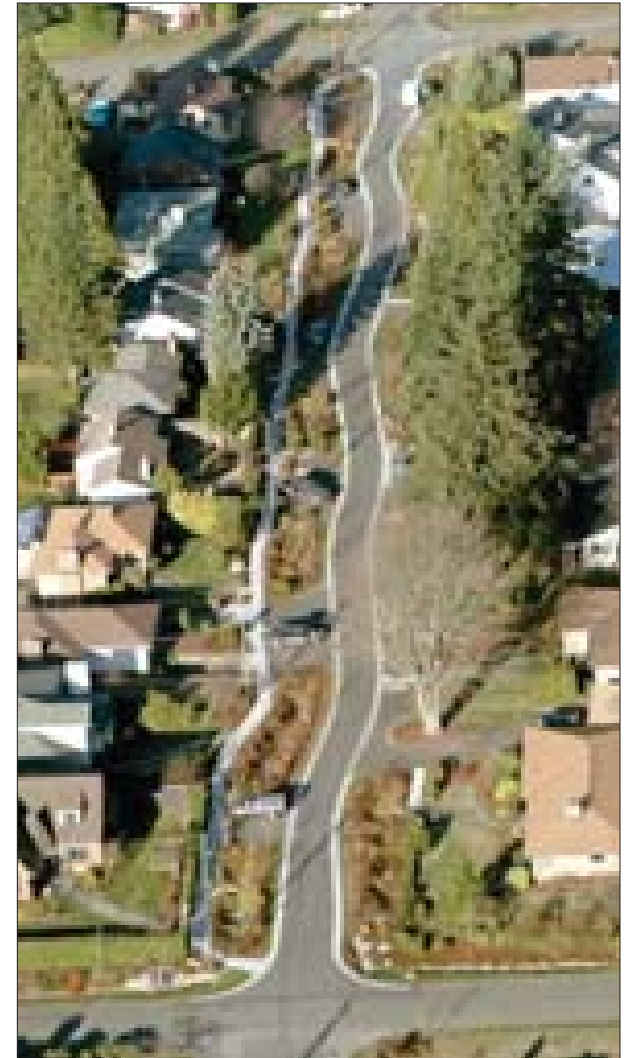
SPU has made progress addressing its priorities to:

- Reduce sewer backups in homes
- Reduce sewer backups in streets
- Reduce flooding related to public health and safety
- Maintain or improve current flow control to creeks
- Determine and implement the best solutions to meet these goals, ones that are cost-effective, supported by the majority of the community and meet SPU's environmental objectives.

SPU is working with community member to address both specific property issues and broader ones.

Goals

Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods that are well-maintained and adequate to serve the current and new population.



The Street Edge Alternatives (SEA) Streets project on 2nd Ave. NW was a pilot project intended to provide drainage that more closely mimics the natural landscape. There is a potential for a “win-win” by using side streets to accommodate some of the runoff from arterials. Some of the right-of-way could be used to treat a portion of stormwater from arterials in return for construction of sidewalks and landscaping.

Strategies

- Make inclusion of green infrastructure, such as Natural Drainage Systems (NDS), an option for use in new private development and street improvement projects. Examples include the Broadview Green Grid, 110th Cascade and SEA Streets.
- As part of a Complete Streets Checklist, coordinate infrastructure investments to ensure drainage, sewer, water and transportation investments maximize efficiency and minimize unintended consequences. Where possible, and appropriate to the context and community, integrate green stormwater infrastructure rather than relying solely on in-ground structures.
- Prioritize sidewalks and usable open space over open surface swales in the Urban Village and Linden Ave. Village Center in particular. Use GSI techniques that are more compatible with dense urban areas.
- Work with existing property owners and developers to consider creating Local Improvement Districts (LIDs) to raise funds for infrastructure improvements.
- In planning processes, work with community groups such as the Broadview Sewer Task Force and the Carkeek Watershed Community Action Project.
- Consider establishing a “late-comer” program that enables property owners who improve utility infrastructure in ways that benefit more than their property, to recoup some of the expense from future developments that hook into those improvements.
- Encourage quick reporting of flooding and drainage problems to enable spot drainage and sewer improvements that address specific needs



High Point Natural Drainage Systems



110th Cascade project, a SPU Natural Drainage Systems (NDS) project

- Involve community members in volunteer programs and individual actions to enhance water quality, water conservation, recycling and composting through the following:
 - To promote water quality, participate in the Residential RainWise program or practice Natural Yard Care.
 - To promote water conservation, utilize Water Saving Rebates or Smart Outdoor Watering practices.
 - To promote recycling and composting, join Friends of Recycling or participate in Backyard Composting.
 - Educate property owners to preserve and plant more trees.
- Improve public safety through reducing litter, illegal dumping and graffiti by encouraging Adopt A Street or becoming a Graffiti Ranger.



Pipers Creek Steward © Dan Bennet via Flickr



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