

LAKE CITY

Urban Design Framework

April 2016



Lake City Future First



Office of Planning &
Community Development

LAKE CITY

urban design framework

EXECUTIVE SUMMARY

The Lake City hub urban village is located at the center of Seattle's North District. Lake City residents, businesses, and service providers are working together to update the community vision, establish guidelines for future development, and implement projects that respond to those guidelines and vision. On February 10, 2016, Mayor Murray announced that the new Office of Planning and Community Development will work with other departments and the Lake City Community to help achieve a shared vision for the neighborhood.

Community Vision, Guidelines, and Projects

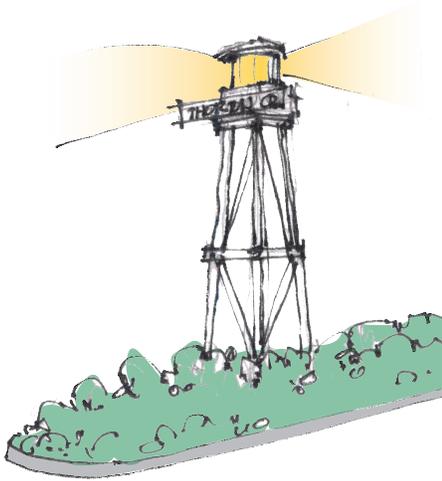
The commonly held vision for this community, articulated through the neighborhood planning process and other efforts, is one that attracts well-designed development and supports a sustainable natural environment, cultural diversity, educational excellence, a vibrant economy, and effective transportation.

The Urban Design Framework provides conceptual guidance, specific implementation strategies, and highlights key partnerships. The recommendations section of this report outlines development guidelines that support the community vision.

Planning and implementation of projects in the North District will result from a partnership between community groups and the City of Seattle. Lake City Future First (LCFF) is the overarching organization that unites community members, business owners, and service providers. LCFF is 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 (UDF) advisory group, the Lake City Neighborhood Alliance, North Seattle Greenways, and City departments and staff on projects that include:

- **Urban Design:** Seattle's Office of Planning and Community Development and the UDF advisory group prepared the Draft Urban Design Framework study for community input. The framework informed a recent change to the Comprehensive Plan Future Land Use map and will inform zoning changes that will be submitted to City Council in early 2016.
- **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. New sidewalks will be constructed in coordination with new natural drainage systems.
- **Housing and Human Services:** Seattle's Office of Housing is partnering with the Low Income Housing Institute to provide additional workforce housing for families within the hub urban village. The City is also investing in additional services for seniors and anticipates opening a new Seattle Preschool in 2018.
- **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 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.



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 guiding principles shape the proposed planning concepts and strategies in this document.

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, 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 supports local business, responds to the community vision, adheres to contextual development guidelines, and is committed to using sustainable practices.

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.

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KEY ACTIONS TO IMPLEMENT THE URBAN DESIGN FRAMEWORK

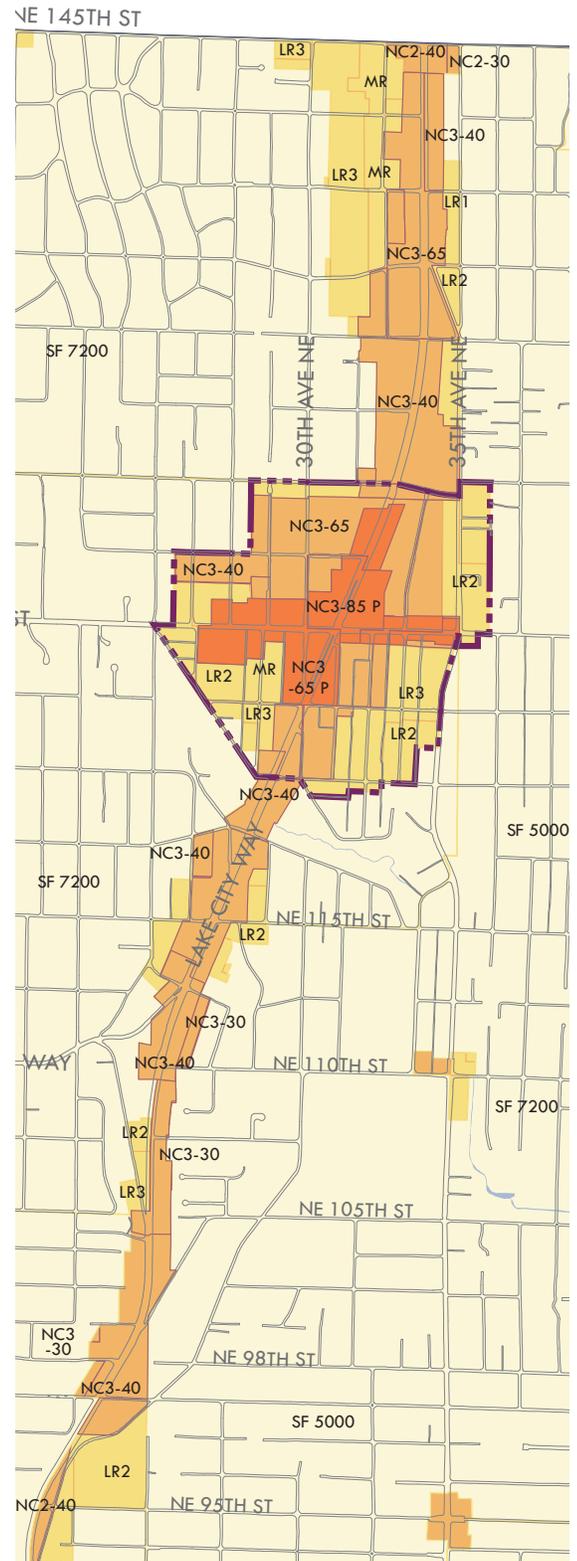
The Office of Planning and Community Development (OPCD) proposes zoning changes and Lake City-specific development standards that will help guide changes to zoning regulations to help align new development with the community's vision.

Specific changes will include:

- Rezones from Commercial to Neighborhood Commercial zoning to encourage more pedestrian-oriented buildings along Lake City Way.
- Development standards for larger lots that encourage a more pedestrian-friendly scale, including upper level setbacks and maximum lot coverage.
- Concentrating retail space at the street in the civic core while allowing more flexibility within commercial areas on side streets.

Although increasing height limits was not initially discussed given that a lot of new development can be accommodated already, new regulations are being developed that would require affordable housing be located in new buildings in exchange for taller buildings as part of the Housing Affordability and Livability Agenda. As OPCD develops these new regulations, we will continue to work with the Lake City community to determine how best to accommodate any additional height.

Other planning work will be necessary to coordinate projects related to new parks and open space, intersection improvements, installation of new sidewalks and natural drainage systems, and community services. OPCD will continue to coordinate with other City departments, community organizations, business owners, and service providers to develop and implement a shared vision for Lake City.



Recommended zoning

-  Pedestrian designation
-  Neighborhood Commercial
-  Multifamily Residential

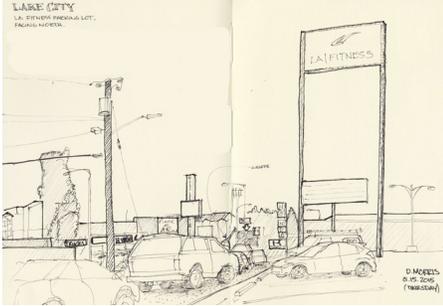


TABLE OF CONTENTS

1.0 Introduction

1.1 Purpose of the Urban Design Framework	6
1.2 Urban Design Framework development process	6
1.3 Contributors	6



2.0 Context

2.1 Existing conditions	8
2.2 Planning context	10
2.3 Redevelopment opportunities	11



3.0 Recommendations

3.1 Gateways, nodes, and the civic core	12
3.2 Land use character	16
3.3 Building form	19
3.4 Building height	23
3.5 Ground floor open space strategies	24
3.6 Getting around	25
3.7 Parks and open space	28
3.8 Sustainable strategies for equitable development	32



4.0 Implementation

4.1 Zoning changes	33
4.2 Other implementation resources	36
4.3 Implementation strategies	37



5.0 Appendices

5.1 Additional contributors	42
5.2 Public events and meetings	43

1.0 INTRODUCTION

1.1 Purpose of the Urban Design Framework

The Lake City Urban Design Framework (UDF) lays out a vision that will guide future development and other neighborhood improvements. It identifies the community's aspirations for the physical environment in the North District and the Lake City hub urban village. This section describes the process and contributors that developed this report. The following sections provide background information and neighborhood context; recommendations about land use, getting around, parks and open space; and implementation strategies.

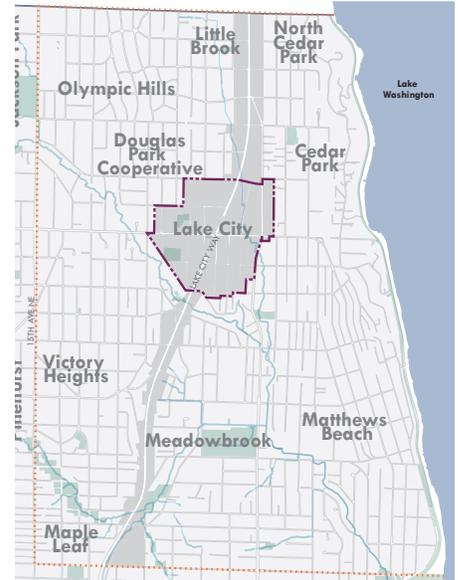
1.2 Urban Design Framework development process

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.

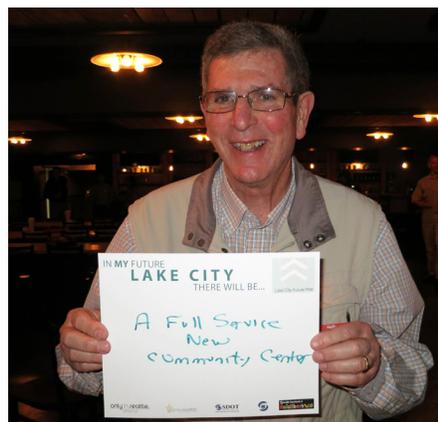
The UDF process began in late 2012 when Neighborhood Action Teams formed partnerships between community members and City staff to identify and respond to neighborhood concerns. In early 2014, the Seattle Office of Economic Development awarded an "Only in Seattle" grant to the Lake City community to help 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 and adding a bike lane on NE 125th Street, the Olympic Hills Greenway, and the funding for senior services that began in the summer of 2015.

1.3 Contributors

Development of the 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, Office of Housing, Parks, and 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, surrounding 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 broad 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. LCFF reviewed the draft urban design framework. Steering committee members not previously listed as urban design advisory group members are as follows:

Chris Levenson, *LCFF Director, LCNA, resident*

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

Ann Fuller, *North Seattle Family Center*

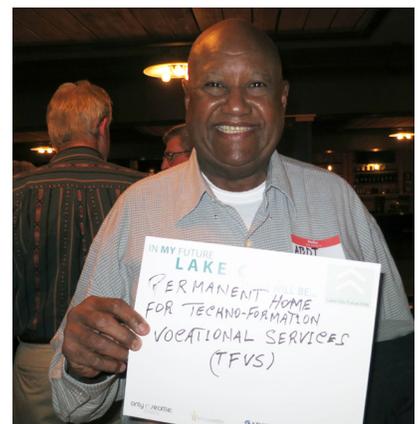
Diane Haugen, *North Seattle Chamber*

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 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 further 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.

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 surface parking lots. 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 streets do not have sidewalks.



This diagram highlights large, irregular blocks and gaps between buildings.

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. OPCD's development capacity model is citywide and does not account for individual businesses or neighborhood conditions. For example, Elliott Bay Brewery and Fred Meyer are both identified as potential redevelopment sites in the development capacity model even though it is unlikely that they will redevelop in the near future.

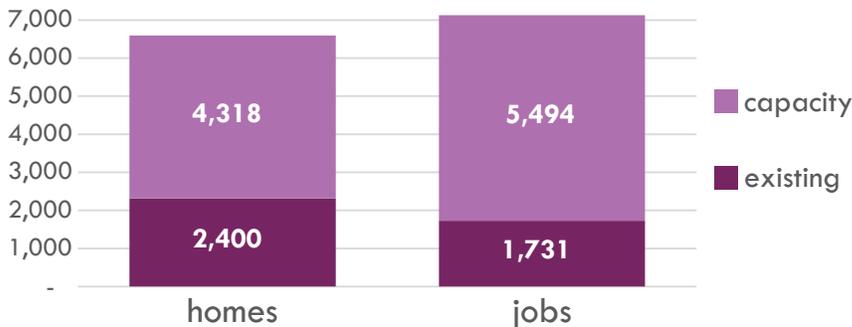


The pedestrian environment along Lake City Way is not pleasant.



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

Development capacity in the Lake City hub urban village
based on OPCD's development capacity model in 2015



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 have been incorporated into this UDF, including:

- 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 OPCD's [Lake City project page](#) 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.

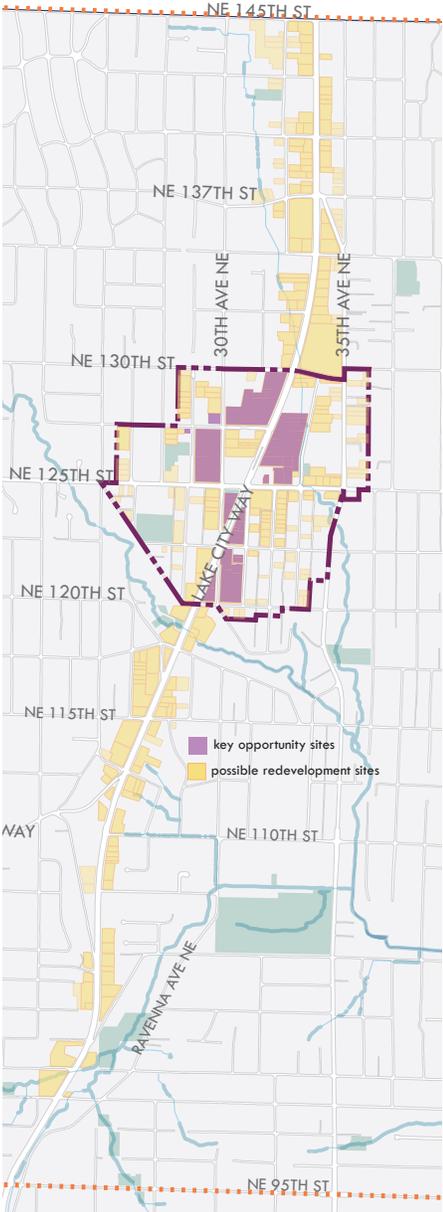


Community members talk about Safe Routes to School while on a walk in April 2014.

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 sites with catalytic potential were identified by the advisory group. Among these are multiple sites owned by the Pierre family. The Pierres have been working with the community and have stated an intention of creating 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.



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



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



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 about gateways; guiding land use and zoning; establishing development standards for buildings including form, height, and ground related open space; making it easier to get around; improving parks and open space; and incorporating 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.

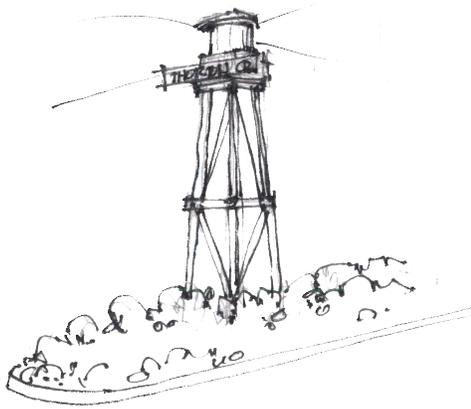


Restoration of the green belt and a different type of gateway might be more appropriate at the south end of the North District.



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 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

3. RECOMMENDATIONS

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 would further serve 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.

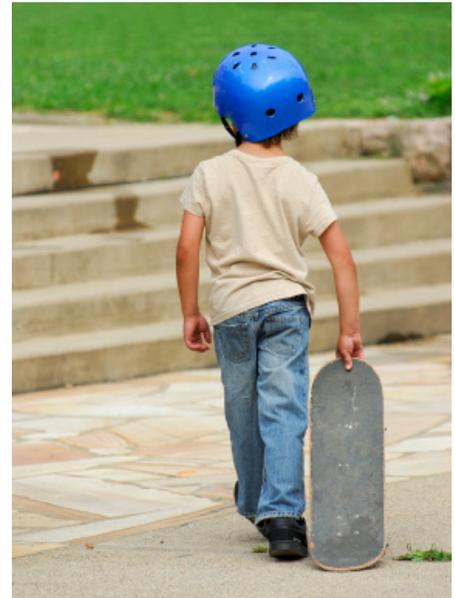
The community is in support of exploring strategies for daylighting and/or restoring Thornton Creek and its tributaries in conjunction with new development and in exiting daylighted segments.



This drawing by advisory group member Mark VonWalter illustrates an option 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.



Advisory group member Eddie Plana also illustrated a potential bridge crossing as part of a graduate school project at UW.



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

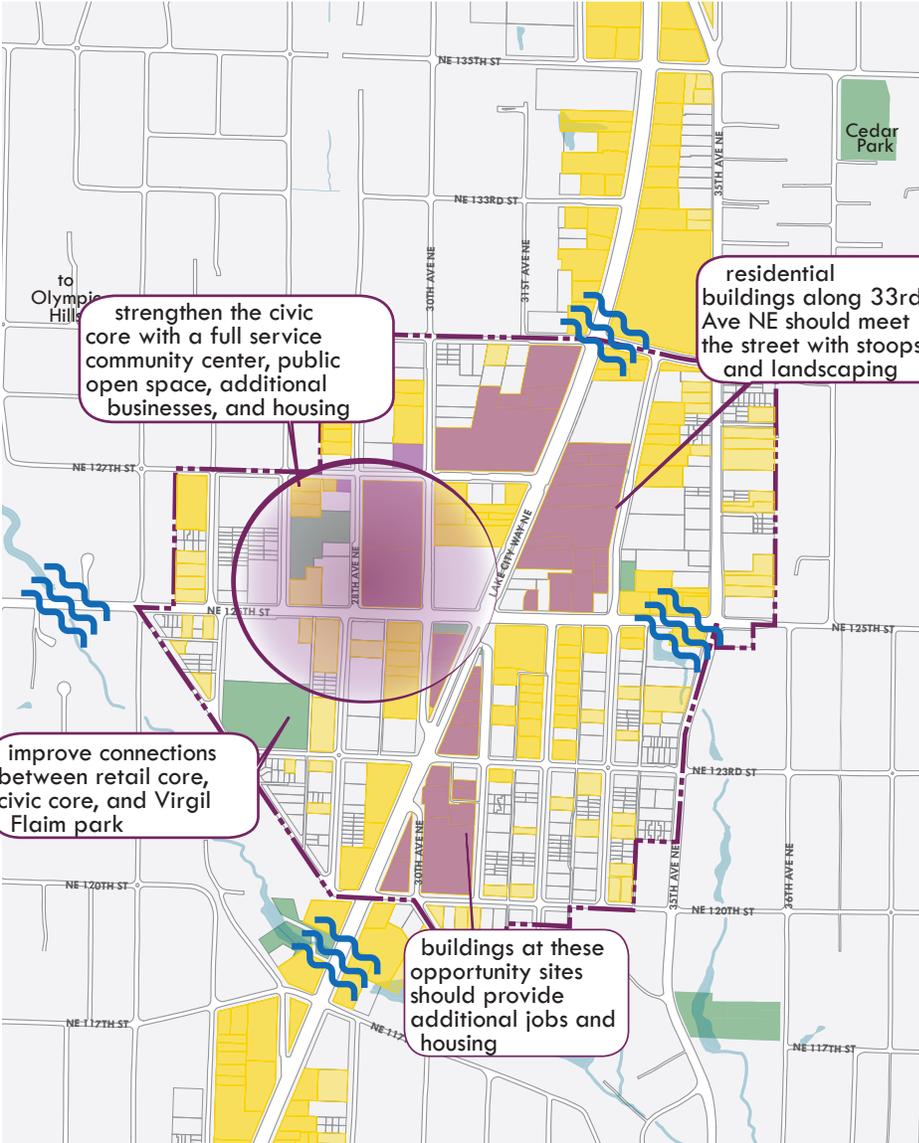


Lake City's SalmonFest (formerly Pioneer Days) is a popular annual festival.



Storefronts should be designed to distinguish individual businesses.

Hearts and opportunities in the hub urban village



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

3. RECOMMENDATIONS

3.2 Land use character

Current zoning allows development of 4-7 stories along Lake City Way; most buildings are between 1-3 stories. The area is likely to experience significant change over the next decades as redevelopment occurs.

The UDF proposes zoning changes that would encourage new buildings that support a comfortable pedestrian environment. 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 new development towards emphasizing pedestrian-scale buildings. Mixed use developments that support more jobs and types of housing would be encouraged. Key aspects of the vision for the North District include:

- shifting parking to less visually dominant 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 approaches that incorporate and support development of many new households and businesses within a strong pedestrian-oriented network. The form of new development should prioritize people over cars, which could result from changing zoning from Commercial to Neighborhood Commercial within the hub urban village and locations along Lake City Way. This change would allow predominately the same uses as existing zoning, but require buildings that meet the sidewalk rather than be located behind surface parking lots. Adjacent pictures illustrate the difference in development standards. Rezones will be considered for the commercial areas along Lake City Way throughout the North District.

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 elements that enhance 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.

Civic core

Development potential within the civic core is a great opportunity to achieve the goals of the community. A full service community center is a

Buildings in Commercial zones



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



Drive thru restaurants, like Taco Time, are also allowed in C1 zones.

Buildings in Neighborhood Commercial zones



The Solara was built to Neighborhood Commercial zoning standards. The UDF encourages more courtyards visible to the public.



Bartell's was built also built to Neighborhood Commercial zoning standards – the building meets the street edge and parking located behind buildings.

Recommended zoning in the North District



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



Larger multifamily residential buildings should meet the street too.



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.



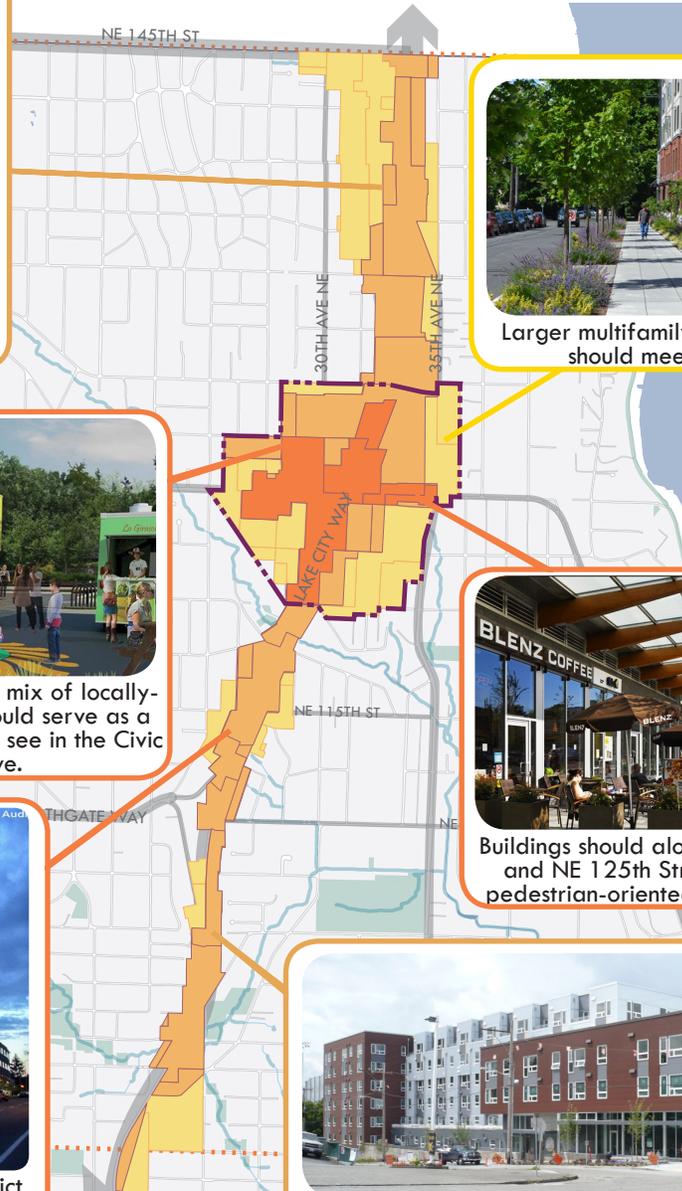
Buildings should along Lake City Way and NE 125th Street should have pedestrian-oriented uses and space.



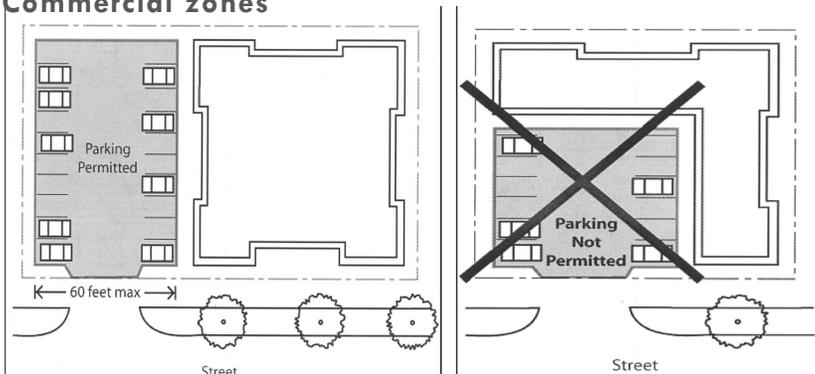
The Audi/Volkswagen dealership in the U District recently moved into new buildings rather than storing cars on surface parking lots.



New residential buildings could include offices.



Where parking is allowed in Neighborhood Commercial zones



Recommended zoning

- Pedestrian designation
- Neighborhood Commercial
- Multifamily Residential
- hub urban village boundary
- North District boundary

3. RECOMMENDATIONS

top priority for Lake City. Other desired uses include a 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 through large blocks, and provide public spaces.

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. A modest expansion of neighborhood commercial zoning to the west of the civic core is anticipated. 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 and local service providers. 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.



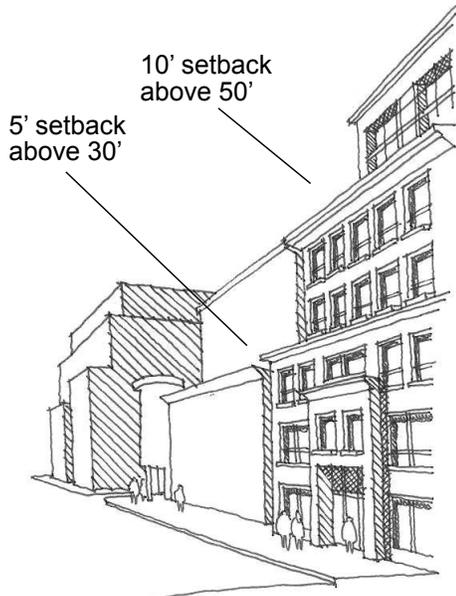
Buildings of a human-scale help frame the street edge and create more pedestrian-oriented places.



Small parks that replace on-street parking stalls 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 illustrates recommended building setbacks.

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 outlines general concepts that appear to have community support.

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

Overall massing and scale

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. Setting standards for a maximum width of buildings and maximum lot coverage on larger lots would also address community concerns about new buildings that are out of scale with the rest of the neighborhood.



An example of a mixed use development that has good setbacks and modulation.



A courtyard also provides access to parking for the residential units.

3. RECOMMENDATIONS

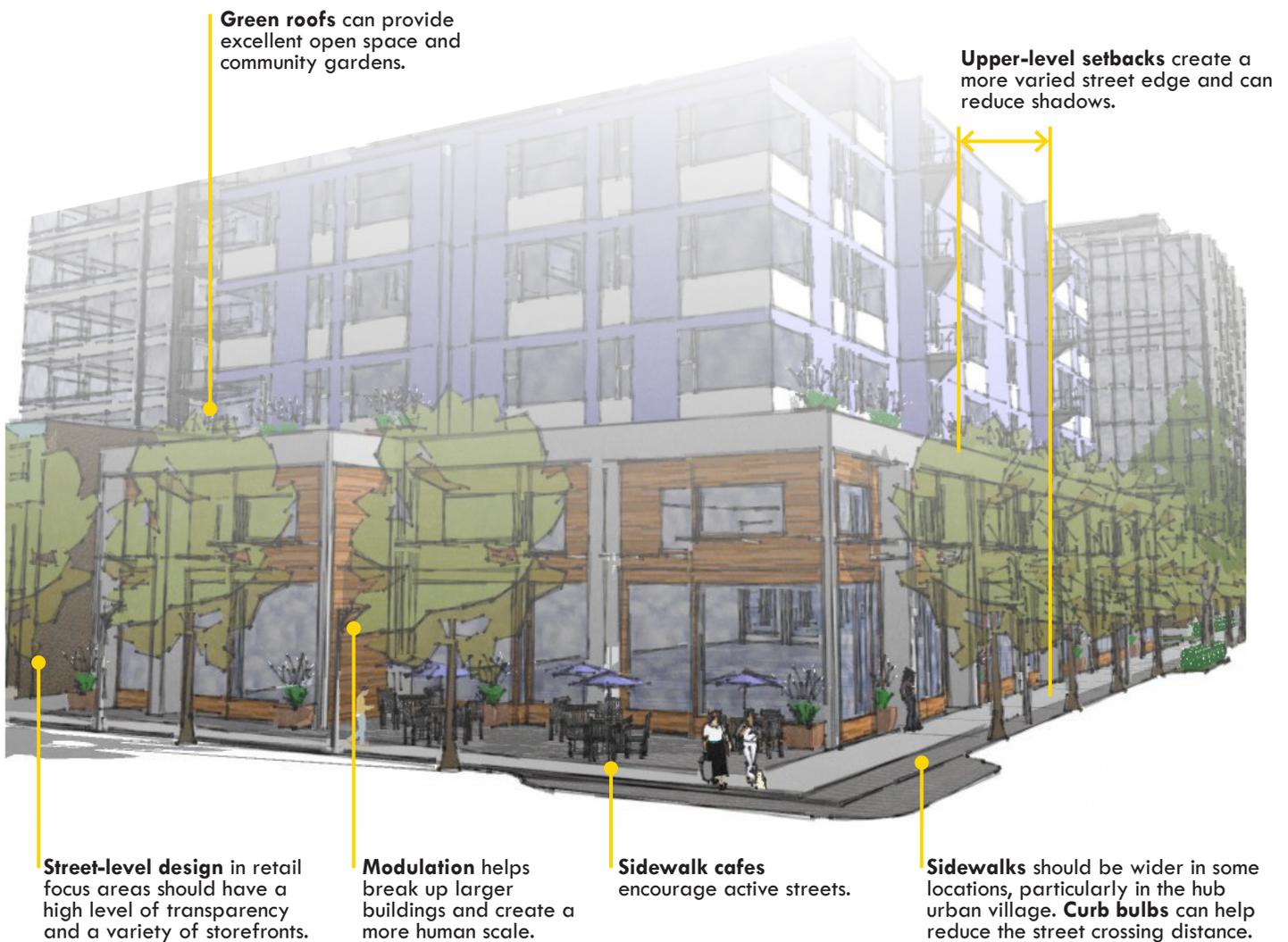
Considerations for infill development within large blocks

Limiting the bulk and scale of buildings on large blocks is important to create a more pedestrian-oriented neighborhood. 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.

Additional development standards, such as maximum width of buildings and maximum lot coverage would also encourage new development that responds to the community's vision for a more pedestrian-oriented hub urban village.



Thornton Place is a good example of development with pedestrian connections that break up a large block. 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 courtyards break up large buildings and provide places for residents to gather.

Building modulation and upper level setbacks

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. These types of setbacks can also help transition between neighborhood commercial and lower density residential zones.

Provide breaks, recesses, and courtyards to prevent overly long building facades and encourage variation and visual interest.

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

Explore mixed use mid-block 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.

3. RECOMMENDATIONS



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 businesses



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

Minimize curb cuts and driveways that cross sidewalks, 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



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

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



This massing diagram illustrates orienting and arranging the massing composition of buildings to reduce potential "canyon effects" by stepping back upper level floors and to provide key outdoor spaces.

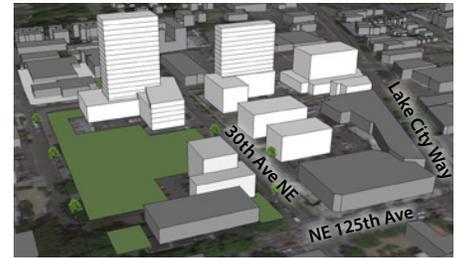
3.4 Building height

Lake City is rapidly changing with new development. Zoning changes proposed to implement the Urban Design Framework may not increase height limits, but likely citywide changes in 2017 would allow an additional floor in new buildings in exchange for requiring affordable housing. The specific details of these changes are still being developed and will involve further discussion with community members.

Eventually, some properties may have demand for more substantial upzones. A property owner could choose to pursue a “contract rezone,” through which City Council grants additional height along with stricter requirements for public open space and/or other amenities. The City reviews and approves all rezone applications using criteria established in the Land Use Code. Currently, Seattle’s zoning criteria only allow high rise buildings in 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. Contract rezones allow additional height and development flexibility when case-specific requirements are met. 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.



Some people would like to see taller buildings, particularly in the Civic Core, if public open space and other amenities are provided.



This is six story building is approximately 65 feet tall, which is a typical height in the Lake City urban village and along Lake City Way.



Seven story buildings would likely be allowed in locations that currently allow six stories. Increasing the height limit would come with a requirement to include affordable housing units in the building.

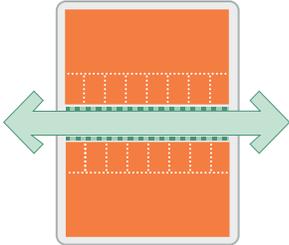
3. RECOMMENDATIONS



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.

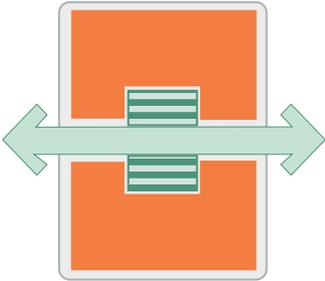
3.5 Ground floor open space strategies

These recommendations focus on how best to accommodate public, semi-private, and private open spaces. Several principles apply: when developments use mid-block connectors or alleys for open space, they should not turn their backs to pedestrian streets. When townhomes are used to help activate street-level open spaces, they should be slightly elevated for privacy and to provide better security for the open space (eyes on the street).



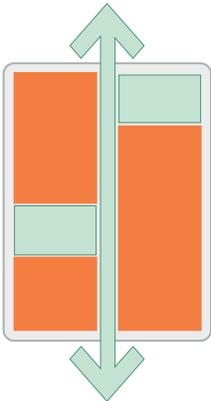
Mid-block Connector

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 buildings that present continuous facades at the street surrounding a private courtyard.



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 clear 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 should break up the linear nature of Lake City Way by taking advantage of angles. Further calming traffic within the hub urban village would promote a better pedestrian environment.

Lake City as a public transportation hub

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 needed 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. More access points are needed.

3. RECOMMENDATIONS

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. Festival streets act as public plazas and are designed with more of a pedestrian-scale than typical streets. 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. These trees help create more pedestrian oriented boulevards. Where ever possible, street trees that fit within this existing context should be planted. [SDOT's Urban Forestry](#) section has resources to help property owners and community members maintain and enhance the trees throughout the city.

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.



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



The custom bike rack in front of Kaffeeklatch.



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.



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



While some community members support "scramble" intersections (one that stops all automobile traffic while pedestrians and bicyclists cross) at the intersection of Lake City Way and NE 125th Street, it would be challenging to do on a state highway.

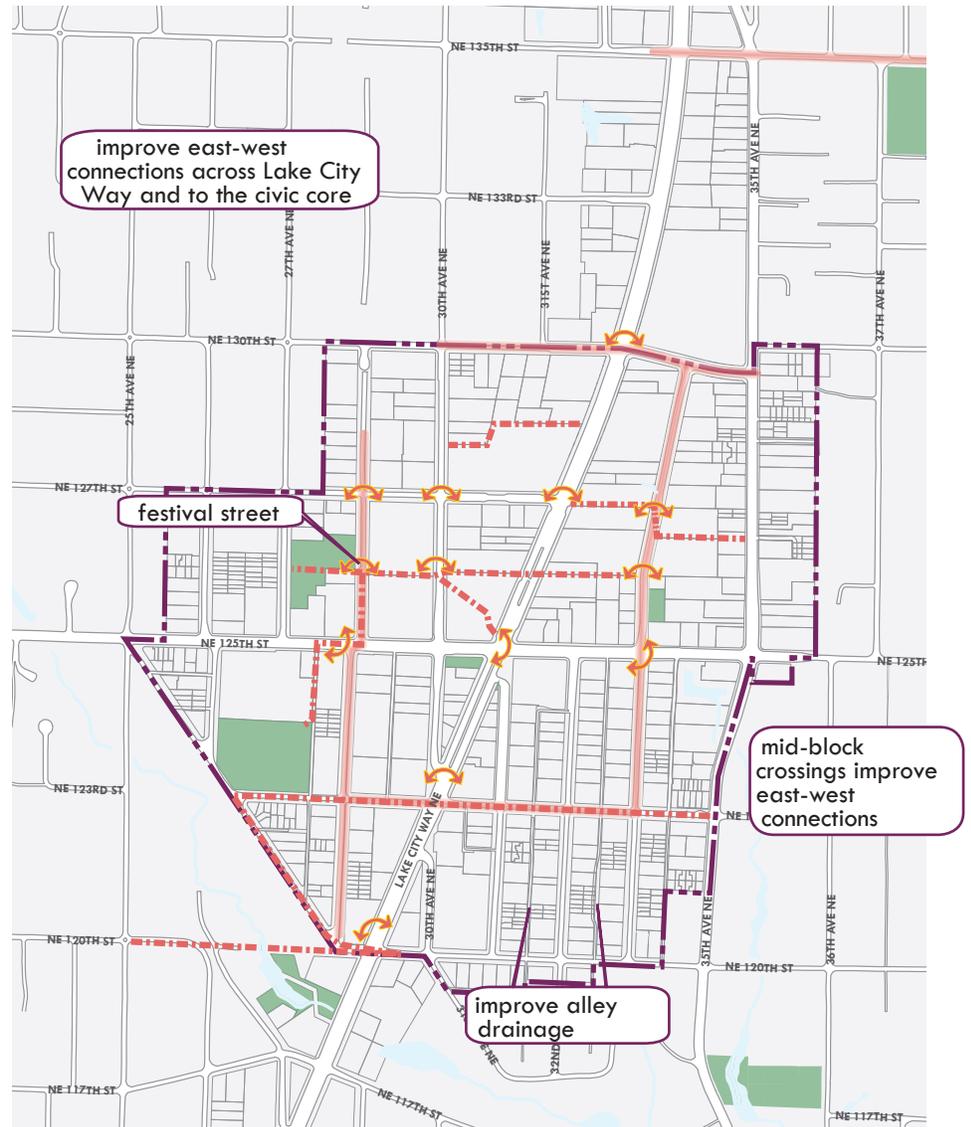


Wildflowers in the median along Lake City Way enhance the overall feel of the street.



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. RECOMMENDATIONS

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 in 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, are strongly desired 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. A study is being conducted by the Parks department to determine needs for community centers throughout Seattle.

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 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 value 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 key intersections in and around the hub urban village that cross Thornton Creek. These 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



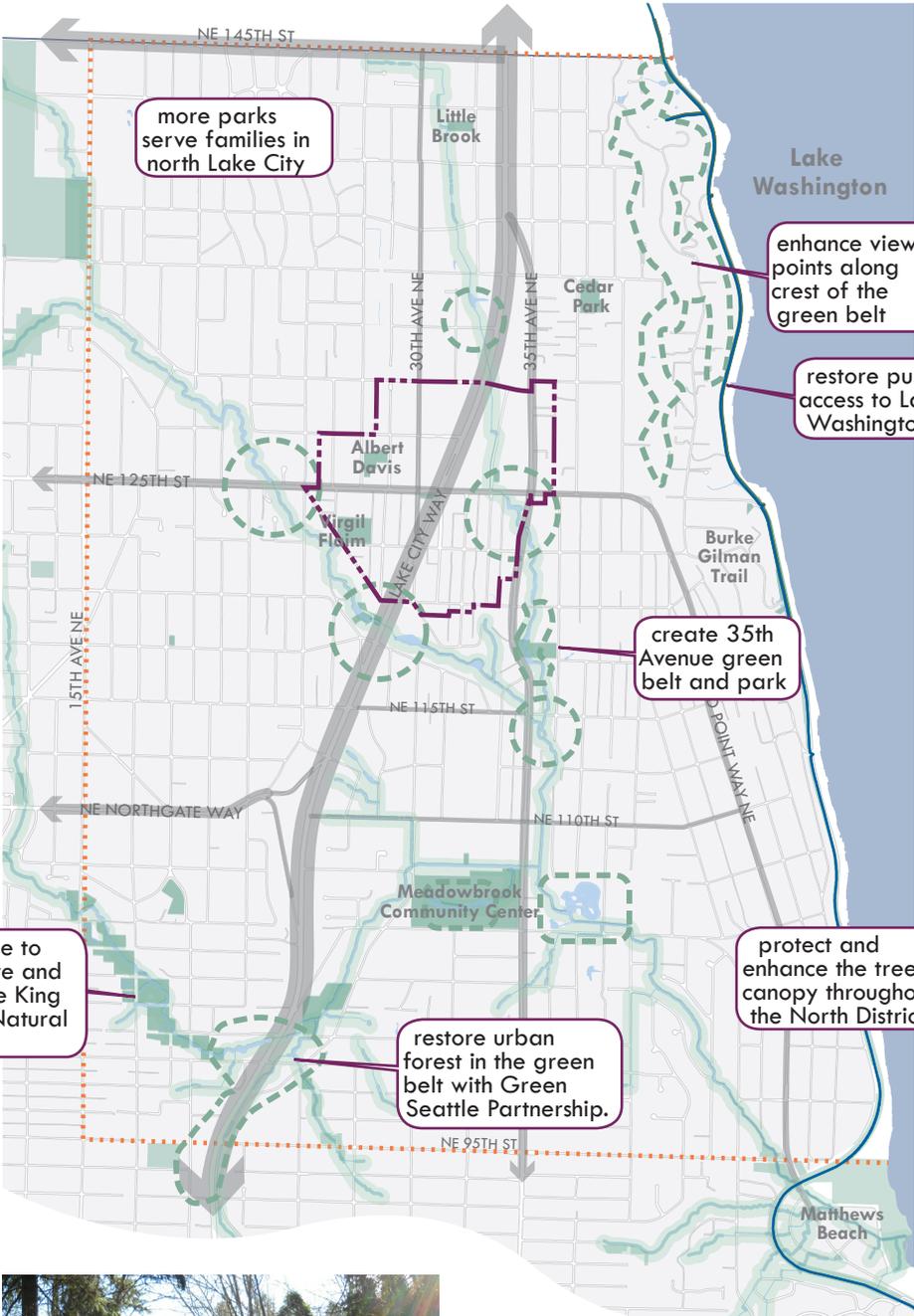
Trees are an important part of Lake City's identity – the tree canopy should be enhanced.



Rendering of the completion of the Thornton Creek Confluence Project from Seattle Public Utilities.



Work crews cleaning Thornton Creek.



more parks serve families in north Lake City

enhance view points along crest of the green belt

restore public access to Lake Washington

create 35th Avenue green belt and park

continue to preserve and enhance King Fisher Natural Area

protect and enhance the tree canopy throughout the North District

restore urban forest in the green belt with Green Seattle Partnership.



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

3. RECOMMENDATIONS

Mature tree canopy

The tree canopy is a defining characteristic of the North District that helps identify Lake City as a natural urban oasis and highlights 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 with new trees to ensure enjoyment for future generations.

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 programmed 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.



Community members have been working to keep the mini park active, but more needs to be done to ensure the park is welcoming to everyone.

Parks and open space in the hub urban village



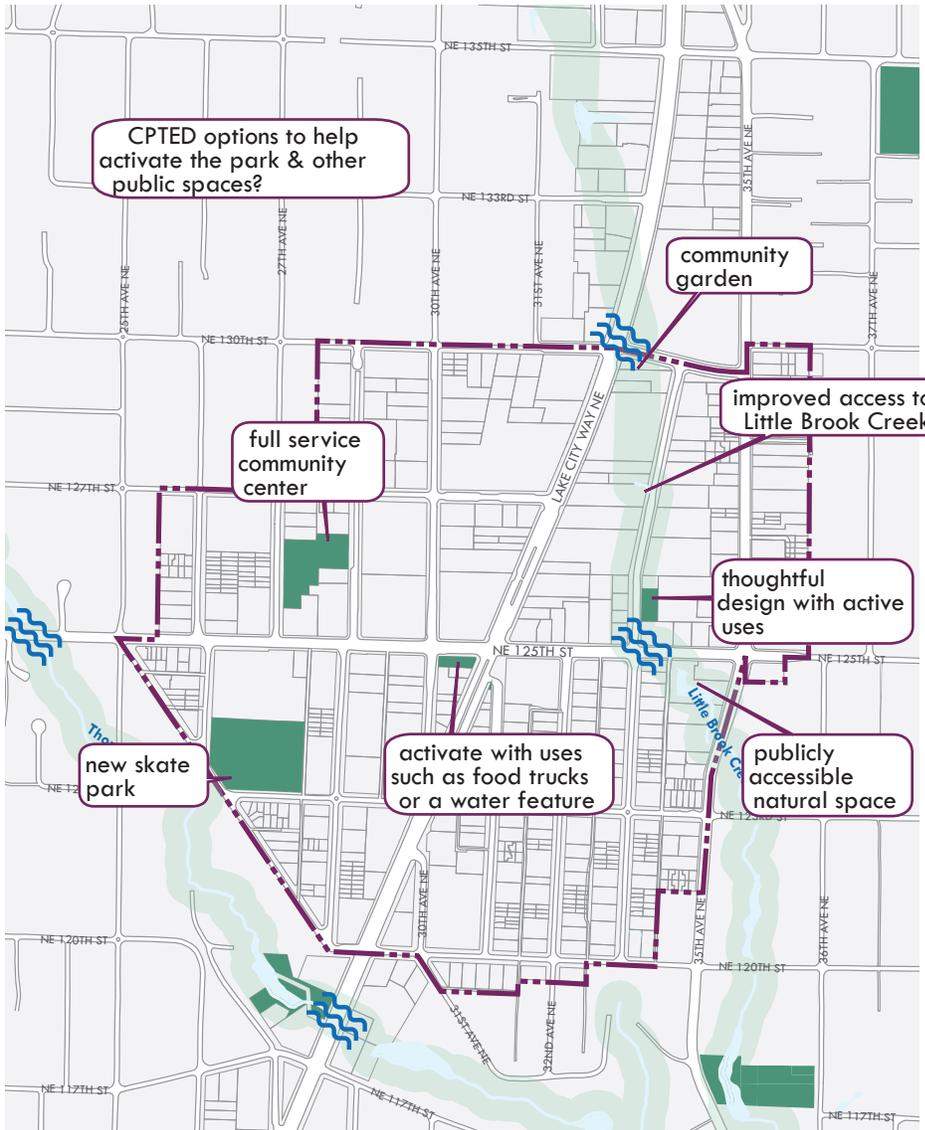
Food trucks can help activate public parks and plazas. (Photo courtesy of Top Pot Doughnuts)



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.



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 development strategies

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.

Green Factor

The Green Factor is a landscape requirement designed to increase the quantity and quality of planted areas 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. There is an opportunity to get sidewalks improvements in some locations in conjunction with SPU's new stormwater infrastructure.



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)

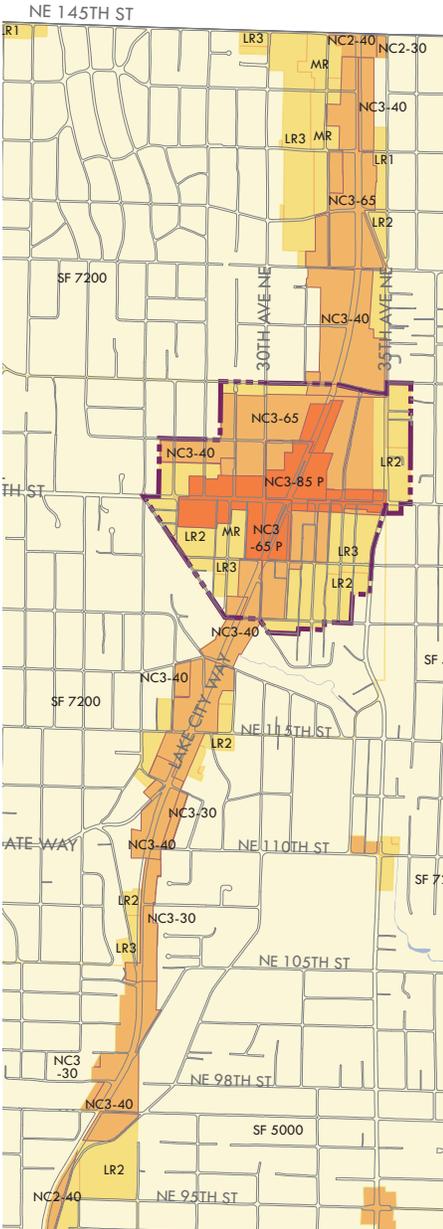
4.0 IMPLEMENTATION

Implementation refers to next steps – the policies, regulations, programs, and resources that the community can leverage to move ahead with the ideas in this report. 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, particularly focusing on Commercial zones.

After specific zoning changes have been reviewed by the community, legislation will be submitted to City Council to enact these rezones.



- Recommended zoning**
- Pedestrian designation
 - Neighborhood Commercial
 - Multifamily Residential

4.2 Other implementation strategies and resources

Office of Planning and Community Development

[summarize overall workplan for LC starting next year? including HALA implementation]

City grants and neighborhood programs

There are many grant and other programs that community members can apply for to help implement the vision for Lake City. The city's [Grants & Funding](#) website has more information about these programs. Departments offering grants and programs include:

- [Department of Neighborhoods](#): Neighborhood Matching Fund - Small Sparks, Small & Simple Projects, Large Projects; Neighborhood Park and Street Fund.
- [Department of Information Technology](#): Technology Matching Fund.
- [Human Services Department](#): Community Development Block Grant, Community Living Connections. Job Readiness Training Program, Seattle Youth Employment Program.
- [Office of Arts & Culture](#): Arts Mean Business, Civic Partners, CityArtist Projects, Cultural Facilities, Neighborhood & Community Arts, smART Ventures, Youth Arts and Work Readiness Arts Program.
- [Office of Economic Development](#): Grow Seattle, Only in Seattle grants, Restaurant Success, the Seattle Investment Fund, Startup Seattle.
- [Seattle Department of Transportation](#) (SDOT): Neighborhood Block Parties, Neighborhood Street Fund, Pedestrian Street Lighting, Play Streets, Safe Routes to School, Summer Streets, Traffic Calming, Walking Maps, and Wayfinding.



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.



A community mural at an intersection along residential side streets helps create a sense of place and calm traffic.

4.4 Coordinated Planning and Implementation

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 & non-profit developers	time frame
Planning: next steps				
Change Comprehensive Plan Future Land Use map to allow for small expansion of commercial zoning in the Civic Core and update Neighborhood Plan element policies to be consistent with current land use code.	●	○	○	complete
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.	●	○	○	complete
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.	●	○	○	in progress (2016)
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 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)
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 (2016)
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 (1 to 5 years)

4. IMPLEMENTATION

● potential lead ○ support

Proposed action	City of Seattle	community	private & non-profit developers	time frame
Work with the Department of Education and Early Learning to open a Seattle Preschool within the hub urban village.	●		●	short-term (1 to 5 years)
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: Economic Vitality				
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 accommodate 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)

● potential lead ○ support

Proposed action	City of Seattle	community	private & non-profit developers	time frame
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).	●	●		short-term & long-term (1 to 10 years)
Improve pedestrian/bicycle crossings along Lake City Way as identified in the Traffic Safety Corridor Project.	●	○		short-term & long-term (1 to 10 years)
Work with community members to identify where new sidewalks and intersection improvements can support Safe Routes to School and pedestrian safety.	●	○	○	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. Design and implement street improvements 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)

4. IMPLEMENTATION

● potential lead ○ support

Proposed action	City of Seattle	community	private & non-profit developers	time frame
Principle 5: 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)
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)
Principle 6: Sustainable Development				
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 & non-profit developers	time frame
Principle 7: Environmental Stewardship				
Coordinate with Seattle Public Utilities work to build natural drainage systems within the Thornton Creek watershed that align with priority pedestrian improvements. (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

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.

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Additional City Staff

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

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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

Analia Bertoni, Spanish-speaking Community

Yemane Gebremichael, Tigrinya Speaking Community

Erica Bush, *Youth*

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 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 many consistencies with comments from conversations with the broader community. 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.



Lake City Future First



Office of Planning &
Community Development