Broadview - Bitter Lake - Haller Lake Neighbor hood Plan Update

Draft January 11, 2012

New & Improved !!
Now with safe sidewalks, beautiful landscaping & green infrastructure

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Draft Working Document

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I. INTRODUCTION & BACKGROUND	
A. Neighborhood Plan Update Purpose	
Community members from the Broadview, Bitter Lake, and Haller Lake (BBH) neighborhoods finished their neighborhood plan in 1999. The plan addressed the Bitter Lake Village and the larger "planning area" encompassing the three surrounding neighborhoods. Since that time, the BBH area has experienced change, including the opening of an expanded library, open space investments, apartment development, drainage improvements, and new bicycle and pedestrian infrastructure. In other ways, community members note, the area hasn't changed enough. • Between 1995 and 2008 the Bitter Lake Village 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. • King County Metro's Rapid Ride bus service along Aurora Ave. N is scheduled to begin in 2013. • Many arterials, however, continue to lack sidewalks and stormwater infrastructure. • The hope for a "town center" along Linden Ave. N has not yet been fulfilled. 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 community key priorities so that the City, developers and neighborhood residents can all work together to seek funding and bring about a neighborhood vision for the Bitter Lake Village that is appropriate for the 21st century.	Urban Village Strategy The Seattle Comprehensive Plan initiative, a citywide effort that sought to "preserve the best quality of Seattle's distinct neighborhoods while responding positively and creatively to the pressures of change and growth." The BBH plan includes Bitter Lake Village, a Hub Urban Village." Hub urban villages are communities identified in the Comprehensive Plan that provide a balance of housing and employment. These areas provide a focus of goods, services, and employment to communities that are not close to urban centers (e.g. Northgate). 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 in the urban villages and urban centers was informed by both City expertise and local knowledge and priority-setting. 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. 1999 BBH Plan Goals (*Link*): Improve sewer and stormwater infrastructure; Improve pedestrian circulation, bicycle circulation, vehicle circulation and mass transit; Developing a neighborhood "town Center" along linden Ave N. Improve Public Safety; and Improve the natural environment. (Link to Status Report Comments) Goals, Policies & Strategies The updated Goals and Policies will be

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	incorporated into the City's Comprehensive Plan (see appendix). The plan update also creates a shared work plan for the community and City. The strategies and actions will be incorporated in a living document that defines shared priorities and responsibilities for next steps (*see Appendix*).
B. Vision & Priorities	
Vision The Broadview, Bitter Lake and 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 Town Center & Neighborhood Places** - Our "town 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 link to surrounding areas. A connected network sidewalks, pathways and bicycle trails enable 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	

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environmentally sound sewer, storm water and drinking water systems, and we work with the City to correct problems and improve the streams and lakes.	
Priorities By focusing on the following areas and implementing the recommended strategies, the City and community can together realize transformative change that will bring BBH toward our shared vision. • **Linden Avenue Town Center:** Create an "Urban Design Framework Plan" that establishes a broad framework and make changes to the development regulations needed to create a neighborhood "center" along Linden Ave. N. • **Complete Streets:** Continue refining the design direction and seek funding to create a network of arterials with safe and attractive walking and biking connections linking people and places, and promoting a sense of place and a healthy environment. • **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 Rapid Ride, access to business and drainage. In addition, the Corridor Plan would establish a land use and urban design strategy for this important regional corridor. • **Community Building:** Create an identifiable, interconnected and resilient community that contains diverse households supported by strong social organizations and services.	Overall Priorities
C. Planning Framework & Community Engagement	
Healthy Living Assessment Research has shown that our neighborhoods can have clear impacts on our health; potentially resulting in increased incidents of obesity and diabetes, and reduced life expectancy. The City applied for and received a Public Health Seattle King County Communities Putting Prevention to Work grant to incorporate health into neighborhood planning through applying a Healthy Living Assessment (HLA) framework. The framework helps to uncover findings and translate them into actions and priorities that may improve community health. The HLA consists of three primary elements: • key health indicators that can be used to track health over time; • neighborhood survey that collected information about elements that shape the health of the BBH community; and • neighborhood discussions that inform and gather information about the community health. When we incorporate health into our thinking we see the desired outcomes more clearly - that great neighborhoods are comprised of healthy people and families, strong communities and organizations, and a supportive physical environment.	The HLA included three data gathering tools that use to identify health assets and health gaps in BBH. These tools include sixteen health indicators, a neighborhood questionnaire, and a set of community discussion questions. The HLA can help to identify where infrastructure improvements, community initiatives, or city incentives can improve the health of the community, and where health-promoting assets of a community can be identified for preservation or strengthening. Examples of health indicators When we asked "Where do you shop, and how do you get there?" we learned that a

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	large number of elderly shop within x minute of their homes and most often they walked 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.
Community Engagement During the update, new neighbors and new voices joined those who participated ten years ago. Through four phases a broad cross-section of community members discussed what they 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 though drafting and finalizing recommendations. Phase 1: Neighbors kicked-off the update with a series of issue Identification workshops. They described how they live, work and play in their neighborhood, what makes it unique, what they value about it, and how they see it changing. POLs extended this conversation into their respective communities. Phase 2: Neighbors worked together at a workshop to dig deeper into the issues and priorities that emerged during the Phase 1. Through hands-on exercises they identified gaps and opportunities to make it easier and safer to get around, defined the desired character of the Linden Ave "town center," and discussed strategies for improving community cohesion. The POLs again replicated the exercises working with their communities. Phase 3: Community members attended an open house to review the goals and strategies that grew from the values, issues and opportunities voiced by the community throughout the preceding months. The POLs encouraged their communities to attend this workshop in order to bring all the voices together for this review.	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. POLs Reaching a broad 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. Pictures from events
II. GOALS & STRATEGIES	
This section of the Update brings the vision down to specific steps the community and city can do 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.	
A. Neighborhood Places	

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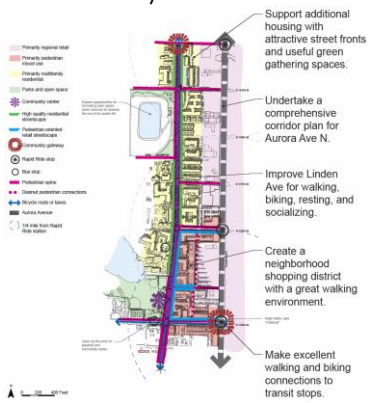
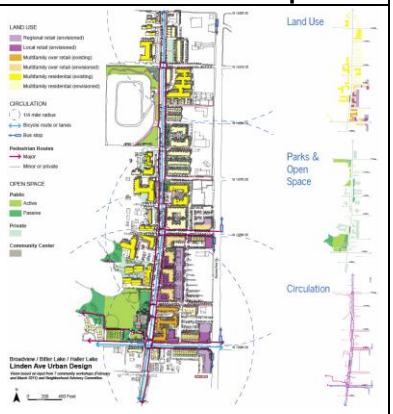
1. Linden Ave. Town Center[1]	
Discussion These strategies respond to residents' continued to create a town center that is great place for people to live and serves the BBH neighborhoods. There are gathering places throughout BBH – the community center, library and parks, but the Linden Ave. Town Center will be where it all comes together - a walkable neighborhood with small scale, independent retail and gathering spaces. The town 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 links 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 Park, 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.	
Goals	
Create a vibrant mixed-use "town center" along Linden Ave. N that supports a greater range of neighborhood-serving shops and services and a high quality dense residential community.	
Strategies	
• Build on the concepts shown here to complete Linden Ave. N Urban Design Framework that guides development. The framework will be the "bridge" connecting the broad goals for a neighborhood-serving commercial district to specific physical planning actions. The Framework will include: ○ <u>Guiding Principles</u>: 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. ○ <u>Desired Uses</u>: Specifies the mix and location of uses, and the orientation of uses to street fronts, and site circulation. ○ <u>Design Quality and Scale</u>: Establishes a framework for understanding the future neighborhood context, site, public life, building scale and design, and streetscape. ○ <u>Streetscape Concept Plan</u>: Illustrates the sidewalk configurations and related aesthetic and functional	Town Ctr. Key Directions  Town Center Urban Design

[1] Section headings **highlighted in red** indicate they are part of BBH's priorities.

Section	Side Bar and/or Graphics
improvements. Integrate as part of the Street Improvement Manual to guide frontage improvements for the part 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 publically-accessible (within retail environments) gathering spaces. ○ RapidRide: Identifies linkages to RapidRide and other Metro service along Aurora Ave. N.	
• Adopt zoning needed to implement the Linden Ave. N Town Center concept. ○ Zone area north of N 135th for mid-rise multifamily, allowing street-level retail at corners. ○ Zone east side of Linden between N 130th St. and N 135th St. for intensive mixed-use development with a Pedestrian designation. ○ Zone N 130th St. between Linden Ave. N and Aurora Ave. N for intensive mixed-use development with a Pedestrian designation.	Town Ctr. Land Use
• Ensure developers of residential and mixed-use developments respond to the intent of the Urban Design Framework.	
• Include guidance on the following for Linden Ave. N in the proposed Bitter Lake Village neighborhood design guidelines : ○ 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)	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 Town Center to development facing Aurora.

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• Recruit neighborhood-serving businesses associated with highly walk-able neighborhoods such as high-quality grocery, banks/credit unions, beauty salon/barber shop, bike repair, coffee shop, dry cleaner, pubs and restaurants, gym/fitness center, hardware store, laundromat, pharmacy, and entertainment.	
• Provide robust transit service connecting the Linden Ave. Town Center and urban village to the surrounding planning area and to the rest of the City and region.	
• Develop a Town 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.	Desired "iconic" development at NW corner of Aurora Ave. N & N 130th St.
• Create unique seasonal celebrations and art elements to establish a distinct identity and draw for businesses such as: o "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. o Decorate Linden Ave. N on holidays. o Retain and relocate on Linden Ave. N the public art (Jen Dixon) work planned for the Linden Ave. NM Complete Street project, and complement other public art installations.	Playland
• Use the Neighborhood Business District Fund and Neighborhood Projects Fund to enhance the neighborhood business districts.	
2. Greenwood Ave. N Business Nodes	
Discussion The BBH planning area is a large area, and small neighborhood businesses could provide convenient shopping and social opportunities. Local businesses were common along Seattle's street car routes and 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.	Research shows that the existence of everyday retail destinations accessible by walking increases physical activity. Retail development in a mixed-use 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.
Goals	

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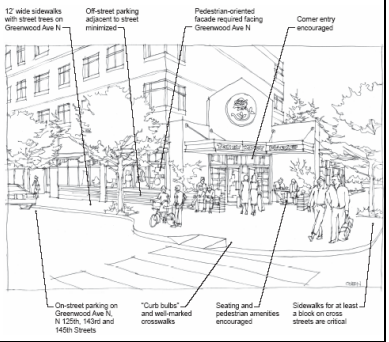
• A Hierarchy of Vibrant Commercial Centers – Regional (Aurora); Urban Village (Linden); and Neighborhood (Greenwood Nodes)	
Strategies	
• Modify land use and zoning regulations (potentially including Pedestrian (P) designations and/or selective increases in height limits) in order to stimulate more intensive and attractive development.	
• Include design guidance for Greenwood business nodes as part of BBH Neighborhood Design Guidelines	Image of desired corner development 
• Implement a small business development and recruitment program to enhance the retail mix, favoring small, locally-owned businesses along Greenwood Ave. N. o Increase participation in existing organizations or to develop a local business organization. o Tailor grants that support neighborhood-serving businesses. o Recruit the desired neighborhood-serving businesses.	
3. Bitter Lake Village	
Discussion The Bitter Lake Village urban village boundary has several anomalies that should be addressed to make it more consistent with the intent of a Hub Urban Village.	Hub UV Definition
Goals	
• Update the Bitter Lake Village boundary to increase consistency with HUV designation	
Strategies	Map of proposed Boundary changes

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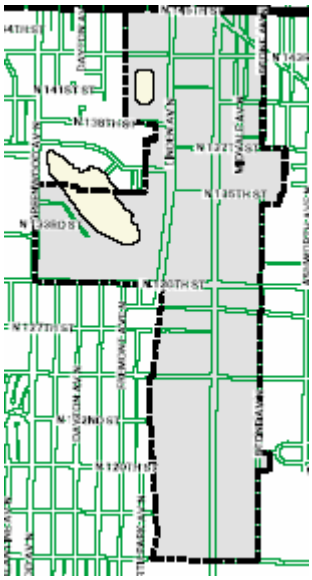
• Remove portions of the Evergreen Washelli Cemetery from the Urban Village since this area provides little employment, no housing, and should not be counted as open space. • Add the C2-40 and C-40 areas to the east of Stone Ave. N and west of Ashworth Ave. N since the Hub Urban Village designation includes 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.	
B. Transportation	
1. Complete Streets	
Discussion 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. Walking and bicycling are great activities that improve physical and mental health. More people out walking helps strengthen the community fabric and increases the 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. 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 the 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 interurban 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.	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.
Goals	

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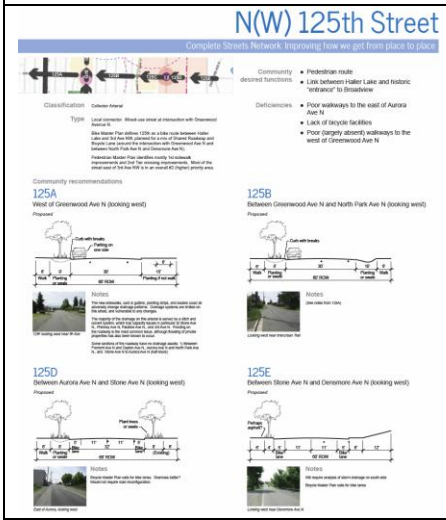
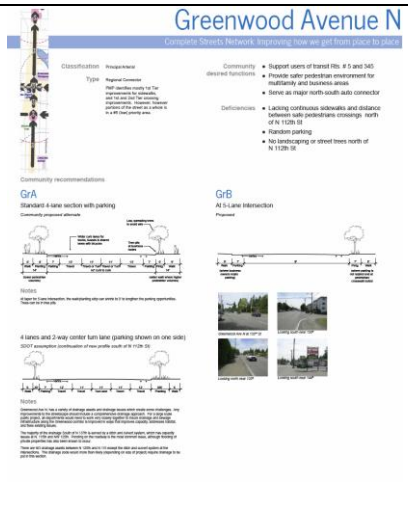
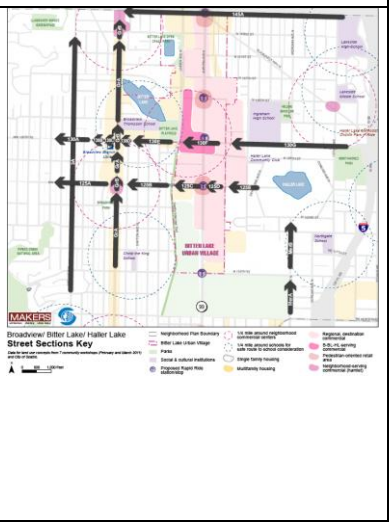
• A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N, other area business districts, schools, parks, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle trails. • Robust and safe "complete streets" (multi-modal) arterial networks that support both the residential and business populations. • 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. • Efficient vehicular movement through north/south transportation corridors.	
Strategies	
• Work with SDOT to continue design and refinement of the priority "complete streets" including: o Greenwood Ave. N o 3rd Ave. NW o N 130th St. o N(W)125th St. o Meridian Ave. N	Complete Streets Key
 	

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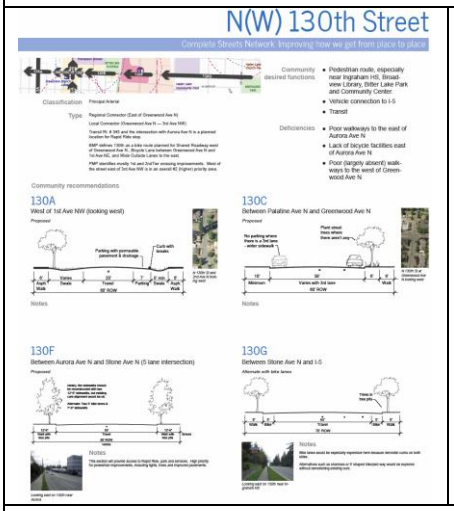 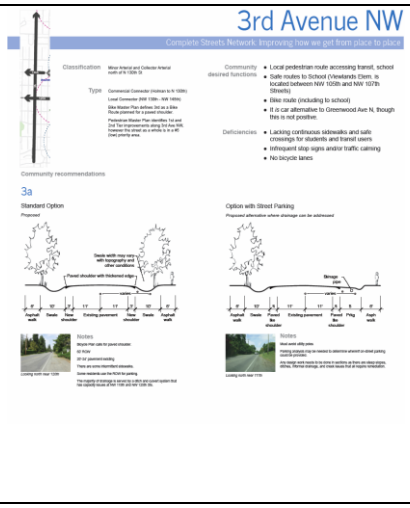	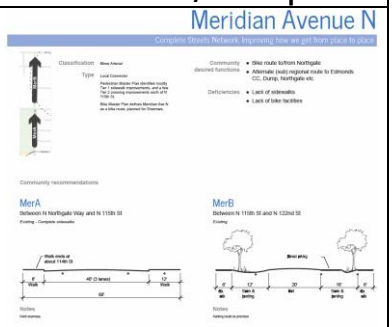

• Secure resources to design and construction of improvements necessary to achieve the network of "complete streets."
  ○ When balancing competing needs within the ROW, consider the community's desired function for the street, such as linking neighborhood centers, facilitating reliable transit, and connection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

2. Aurora Ave. N	
Discussion 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. 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.	Aurora Ave N at N 130th St
Strategies	

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• 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. o Integrate street design, transit planning and land use planning. o Engage land-owner, business & residential communities o Integrate elements supportive of RapidRide and plan for the future bus rapid transit corridor o 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.	
An old sign could be reworked to read "Bitter Lake" 	
3. Local and Residential Streets	
Discussion Most local and residential streets were established without sidewalks and formal drainage. A longstanding priority has been to streets comfortable and safe for pedestrian and bicycle use. Identifying mean 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.	
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, community facilities, and other neighborhood focal points via a connected network of	

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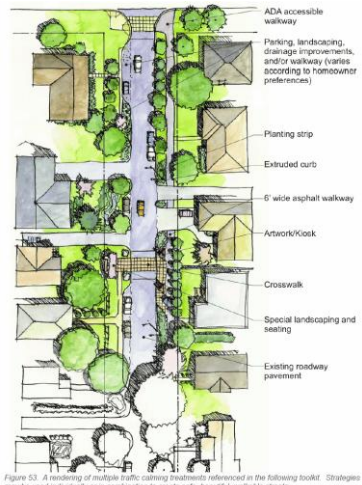
sidewalks, pathways, and bicycle trails. • Safe walking and bicycling facilities on local and residential streets to provide opportunities and access for pedestrians and bicyclists in the Broadview, Bitter Lake and Haller Lake neighborhoods. • A neighborhood in which regional traffic does not have a 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." http://www.walkablecrownhill.org/docs/CH_Ped_Plan_Final.pdf	*Walkable Crown Hill* identified possible ways to improve walking and bicycling on streets that are similar to those in BBH.  *Figure 53. A rendering of multiple traffic calming treatments referenced in the following toolkit. Strategies may be used individually or in combination to create safe, beautiful, walkable streets.*
• Secure resources for bicycle and pedestrian "Greenways" that implement traffic calming measures to make the streets safer for walkers and bikers, while still allowing cars to drive through. http://neighborhoodgreenwayssea.wordpress.com/	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.
• Establish a network of drainage infrastructure that enables incremental local street and associated drainage improvements. Greenways are an excellent opportunity to use raingardens and landscaping for improved stormwater management and traffic calming.	In BBH neighborhoods where there is the need to improve rain water catchment and storm water runoff using Green Stormwater Infrastructure (GSI),
• 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.	
C. Community Building	
Discussion A supportive community where all people feel welcome is an	55% of residents responding to a neighborhood plan questionnaire indicated they have lived in the

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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. 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. BBH has many 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. Residents stressed the need for more informal gathering places where they can run into neighbors. Residents would also like to see BBH create an identity to generate neighborhood pride and encourage the neighborhood's diverse groups to work together to achieve shared goals.	neighborhood for 6 years or more and, of those, 42% have lived in the neighborhood for 20 years or more.
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 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	

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Bitter Lake Village (e.g. Lakes District) 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 and examples at events such as Neighborhood Night Out, Neighborhood Clean-Up, and 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 ○ 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 where residents could list services they can volunteer	T-Horse in Portland or http://cityrepair.org/projects/t-horse/ http://www.seattle.gov/util/Services/Garbage/KeepSeattleClean/Spring_Clean/index.asp http://www.transitioncharlottevt.org/index.htm .
• 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.	http://cityrepair.org/how-to/placemaking/intersectionrepair/ . SDOT guidelines on painted intersections can be found at http://www.seattle.gov/transportation/cams/CAM2506.pdf.
• 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.	
• Install kiosks at key locations throughout the neighborhoods,	

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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.	
D. Housing	
Discussion 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.	BBH 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.
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 Town 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	

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Urban Village and periodically evaluate progress. Set affordable housing objectives and use incentives, direct City funding, and surplus property programs to meet them.	
E. Public Safety	
Discussion Research shows that 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 in impacting people's actions. 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.	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, indicating that although traffic safety remains a concern, the neighborhood is generally a very safe place to walk around from a crime perspective. The rate increases dramatically along Aurora, where prostitution and drug sales contribute to a less safe feeling environment for pedestrians. 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.
Goals • A community where residents feel safe and the community works with safety officers to reduce crime.	
Strategies	
• Fund Patrol Officer, Crime Prevention Coordinator 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. Consider modifications to licensing or a certification requirement.	
• Work with GAIN 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. o Support and expanded block watch o Promote neighborhood clean-up days o Support community "safety" walks	
• Support formation of a Linden Ave. N block watch.	
• Continue working with SDOT to implement neighborhood traffic calming to reduce speeding. http://www.seattle.gov/transportation/ntcp_calming.htm	

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F. Parks & Open Spaces	
Discussion Residents of BBH love their parks and open spaces. The lakes, reservoir, interurban trail, and other parks provide opportunities for physical activity, rest, and relaxation. 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. Opportunities should be explored to incorporate more children's play areas into existing parks. Improved connections to 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 neighborhood parks, possibly with play areas.	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, and nearly 80% of residents surveyed report using neighborhood parks. 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. Primary parks usages are split fairly evenly between exercise, relaxation, informal gathering, and taking children to play. Only 18% of residences are within ¼ mile of a children's play area.
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 Linden 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.	

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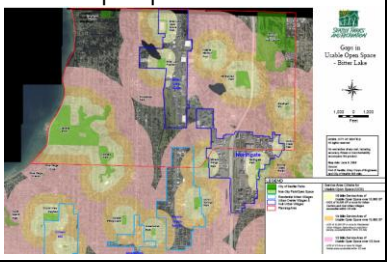
• Acquire a portion of the Thomson K-8 School District property next to Bitter Lake Park for public open space.	
• Implement the 2008 Parks & Green Spaces Levy and Opportunity Fund projects.	
• Work with developers and existing developments to integrate smaller, publically accessible gathering spaces.	
• Continue to identify opportunities (within Parks Gap areas such as Broadview) for acquisition and expansion of pocket parks, neighborhood parks, and natural area parks.	Parks Gap Report 
• Build on the "natural" character of large trees, lakes and views when improving existing or designing new parks.	
• Encourage volunteering with a creek steward group to help improve and maintain creek habitat and natural balance.	
• Improve connections to parks such as Carkeek Park, Northacres and Bitter Lake through a network of "complete streets."	
• 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.	
G. Healthy Food Access	
Discussion 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 BBH planning area has two supermarkets. Still, many residents travel outside of the neighborhood to grocery shop, indicating that their preferences are not being met within the neighborhood. Many residents would like smaller, independent food retail stores that sell more natural foods and high quality groceries. Residents would also like a farmers' market to expand access to locally grown food and provide an opportunity for community building and neighborhood gathering.	Among 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. 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. Most residents surveyed travel 20 minutes or less to the place they shop most often for food – and most of those trips are made by car.
Goals • An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources.	

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Strategies	
• Identify opportunities to expand and develop P-Patches.	Community, DON
• 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.	Parks, Community, DON
• 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.	Interbay Farmers Market copyright 2011 by Zachary D. Lyons
H. Utilities & Infrastructure	
Discussion Much of the BBH sewer system was installed in the 1950s. The many homes and businesses built in the neighborhood since then have added flow into the system, and many have also connected their downspouts and sump pumps directly to the sewers. 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 significant 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	

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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 population.	
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.	High Point NDS
• 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.	**110th Cascade** project, a SPU Natural Drainage Systems (NDS) project
• Prioritize sidewalks and usable open space over open surface swales in the Urban Village and Linden Ave Town Center in particular. Use GSI techniques that are more compatible with dense urban areas.	

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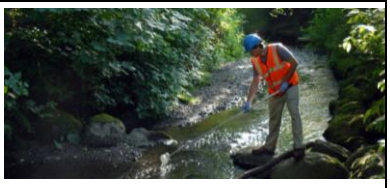
• Work with existing property owners and developers to consider creating Local Improvement Districts (LIDs) to raise funds for infrastructure improvements.	
• In planning processes, work with community groups such as the Broadview Sewer Task Force.	
• Consider establishing a "late-comer" program that 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	
• Involve community members in volunteer programs and individual actions to enhance water quality, water conservation, recycling and composting through the following: o To promote water quality, participate in the Residential RainWise program or practice Natural Yard Care. o To promote water conservation, utilize Water Saving Rebates or Smart Outdoor Watering practices. o To promote recycling and composting, join Friends of Recycling or participate in Backyard Composting.	 Pipers Creek Steward Photo by Dan Bennet
• Improve public safety through reducing litter, illegal dumping and graffiti by encouraging Adopt A Street or becoming a Graffiti Ranger.	Community, SPU