

Lake City Rezone and Development Standards **Director's Report – Appendices**

- A Rezone Analysis
- B A Shared Vision for Lake City
- C Lake City Urban Design Framework

Appendix A: Rezone Analysis

Current zoning overview

The zoning along Lake City Way and within the Lake City hub urban village is a mix of Commercial (1), Neighborhood Commercial (NC2 and NC3), Midrise Multifamily (MR), Lowrise Multifamily (LR2 and LR3), and Single Family (SF5000 and SF7200). Properties along Lake City Way are generally zoned Neighborhood Commercial (NC3 and NCP3) and Commercial (C1), which allows for mixed-use commercial/residential buildings. Along Lake City Way outside of the hub urban village, zoning is predominately Commercial (C1) with limited Lowrise (LR2 and LR3) adjacent to the Commercial zoning. The surrounding area is predominately Single-family (SF500 and SF 7200). North of NE 135th and west of Lake City Way, there is more Multifamily (MR and LR3) zoning than in other locations along the Lake City Way north of NE 95th Street.

Intent of zoning changes

In general, the proposed rezones do not increase the allowed height or density of development. Instead, the proposal's intent is to reconfigure future development for a more pedestrian-oriented neighborhood through Neighborhood Commercial development standards. In addition changing zoning designations, the proposal includes development standards to reduce the appearance of bulk for development on large lots (>40,000 square feet). Generally, these standards are designed to provide more light and air at the street and encourage a greater variety of building forms than what is likely under existing zoning. The proposed zoning supports the Goals and Policies of the North District Neighborhoods Plan, which were amended in the 2015 Comprehensive Plan Annual Amendments.

Consistent with community input from 2013 to the present, the zoning changes along Lake City Way the rezones and development standards would support a range of housing types, commercial buildings, and create a more pedestrian-oriented neighborhood.

Pedestrian designation (P-Suffix)









The recommended zoning designation for areas A, B, and C (see the map on the following page) includes the application of the P-Suffix. Therefore, analysis of rezone criteria for these areas includes an analysis of the application of the P-Suffix.

Consistency with rezone criteria

The following sections compare elements of OPCD's proposal with the rezone criteria in the Seattle Municipal code Chapter 23.34. OPCD recommends eight rezones to implement the goals and policies of the neighborhood plan and recent community input. The proposed rezones will promote a more pedestrian-oriented, mixed-use neighborhood that can accommodate a range of new residential, commercial, retail and office uses while enhancing the character of the Lake City hub urban village and areas along Lake City Way. The proposed rezones include approximately 150 acres in the North Districts Planning area.

The following are the key elements of the rezone.

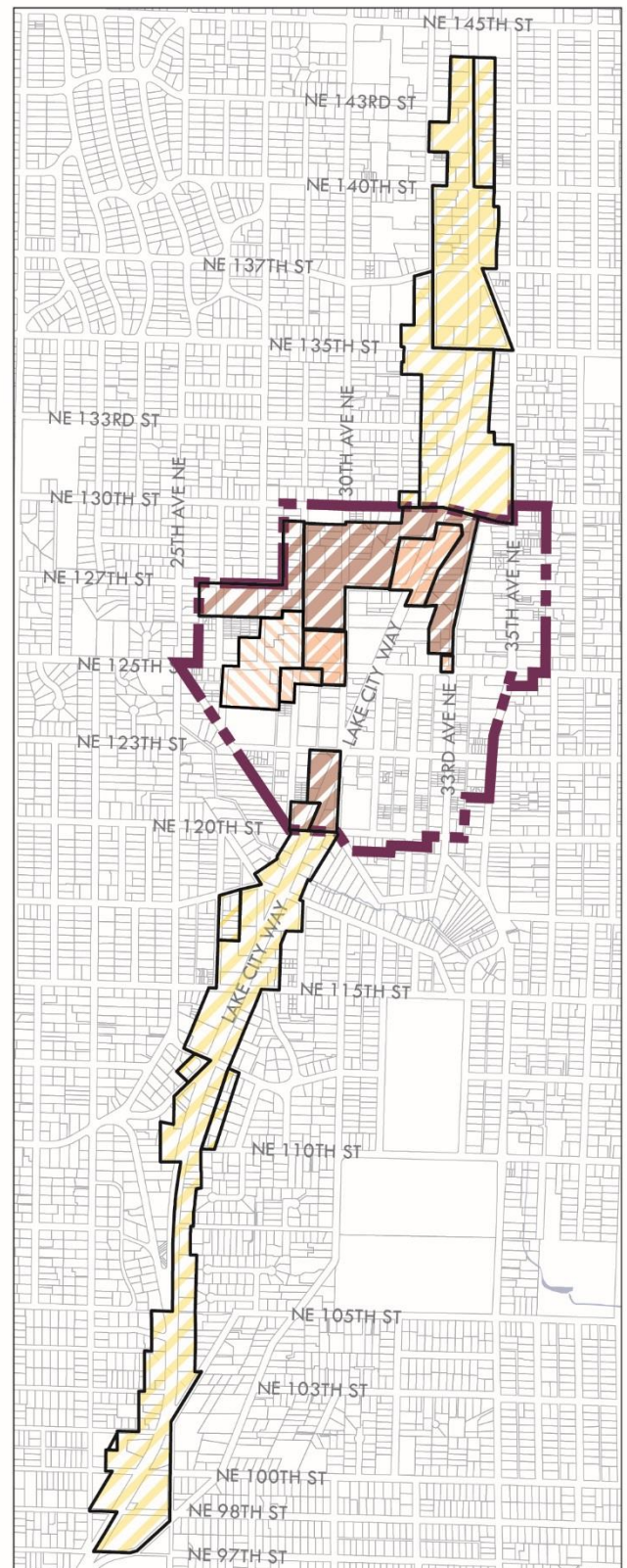
Base zoning. All of the rezones are depicted on Exhibit A: Lake City Rezone Map. The eight rezone areas are identified as follows:

- Area A:  Rezone an existing mix of Commercial 1 (C1-65) and Neighborhood Commercial 3 (NC3-65) within the hub urban village to Neighborhood Commercial 3P (NC3-65 P)
- Area B:  Rezone an existing mix of Residential Multifamily Midrise (MR) within the hub urban village to Neighborhood Commercial 2P (NC2-65 P)
- Area C:  Rezone an existing mix of Residential Multifamily Lowrise within the hub urban village to Neighborhood Commercial 2P (LR2 to NC2-30 P and LR3 to NC2-40 P)
- Area D:  Rezone existing Commercial 1 (C1-65) areas within the hub urban village to Neighborhood Commercial 3 (NC3-65)
- Area E:  Rezone existing Commercial 1 (C1-40) areas within the hub urban village to Neighborhood Commercial 3 (NC3-40)
- Area F:  Rezone existing Commercial 1 (C1-65) areas outside the hub urban village to Neighborhood Commercial 3 (NC3-65)
- Area G:  Rezone existing Commercial 1 (C1-40) areas outside the hub urban village to Neighborhood Commercial 3 (NC3-40)
- Area H:  Rezone existing Commercial 1 (C1-30) areas outside the hub urban village to Neighborhood Commercial 3 (NC3-30)

Scope of analysis

The Seattle Land Use code requires the analysis of certain types of information for rezone actions. This appendix analyzes the proposed rezone against rezone criteria in the Seattle Land Use Code (SMC 23.34)

Lake City: proposed zoning changes



General rezone criteria

The table below analyzes the broad rezone proposal for all eight rezone areas against the general rezone criteria.

Criterion	Met?	Analysis – all areas
In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village. (23.34.008.A.1)	Yes	The proposal does not increase or decrease development capacity. There is development capacity for more than 4,000 residential units and 5,000 jobs within the hub urban village – approximately 300% of the growth estimates. (Proposed changes the updated Comprehensive Plan may eliminate growth targets for urban villages.)
For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan. (23.34.008.A.2)	Yes	Density guidelines in the Comp Plan for hub urban villages are to have capacity for 25+ jobs per acre and 15+ residential units per acre. Estimated existing densities for the Lake City hub urban village are 11 jobs per acre and 13 households per acre. Both existing and proposed zoning exceed the target densities.
Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. (23.34.008.B)	Yes	A specific analysis of each rezone area in relationship to criteria for the specific zone is provided in the Zone Specific Criteria section.
Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (23.34.008.C)	Yes	Previous zoning changes are considered in the Zone Specific Criteria section. Potential citywide zoning changes related to the Housing Affordability and Livability Agenda are anticipated after additional community input.
Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration. (23.34.008.D.2)	Yes	The North District Neighborhoods Plan portion of the Comprehensive Plan was adopted in 1998. Minor amendments to this section of the Neighborhood Planning element were adopted in 2015 to remove restrictions on residential uses at the street within commercial zones. The proposed rezone is consistent with the North District Neighborhoods Plan goals.
Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan. (23.34.008.D.3)	Yes	There are no policies expressly adopted for the purpose of guiding future rezones in this area. Policies specific to the hub urban village that relate to the proposed zoning changes include:

Criterion	Met?	Analysis – all areas
		<p>NN-P33 Support the use of regulatory tools, including zoning, that promote vibrant, pedestrian-oriented development.</p> <p>NN-P36 Encourage new development in the HUV to include adequate provision for the needs of pedestrians.</p> <p>Additionally, the following policies applies throughout the planning are:</p> <p>NN-P39 This policy is to be considered in the review of future rezones in the area defined by 15th Ave NE on the west, NE 95th Street on the south, NE 145th Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would: increase the permitted density of residential or commercial use (except for rezones from C to NC zones); increase the permitted bulk or height of structures; change a neighborhood commercial (NC) to a commercial (C) zone; or change a commercial (C) zone to an industrial zone. This policy shall not apply to rezones proposed in close proximity to a high capacity transit station outside of the urban village. Any rezone should be done in cooperation with the community.</p>
<p>The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred. (23.34.008.E.1)</p>	Yes	<p>The proposed rezones do not increase development capacity. Existing transitions in development intensity will remain in place. Development standards in Neighborhood Commercial zones should provide a more sensitive transition between commercial and residential areas.</p>
<p>Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:</p> <ul style="list-style-type: none"> a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines; b. Freeways, expressways, other major traffic arterials, and railroad tracks; c. Distinct change in street layout and block orientation; d. Open space and greenspaces. <p>(23.34.008.E.2)</p>	Yes	<p>The proposed rezones do not increase development capacity and should not change the impact of more intensive zones on less intensive zones. In some locations along Lake City Way, steep slopes act as topographic buffers between proposed Neighborhood Commercial zones and single family zones. These are areas currently zoned Commercial.</p>

Criterion	Met?	Analysis – all areas
<p>Zone Boundaries.</p> <p>a. In establishing boundaries the following elements shall be considered:</p> <p>(1) Physical buffers as described in subsection E2 above;</p> <p>(2) Platted lot lines.</p> <p>b. Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses.</p> <p>(23.34.008.E.3)</p>	Yes	<p>In most circumstances, the proposed zoning changes would not change zone boundaries. In areas B and C, areas that are currently multifamily residential would change to Neighborhood Commercial. In October of 2015, the Future Land Use Map of the Comprehensive Plan was amended to reflect this proposed change. Existing uses in this area already include a mix of commercial, residential, and civic uses. The surrounding area will remain multifamily.</p>
<p>In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area. (23.34.008.E.4)</p>	Yes	<p>The proposed rezone does not increase height limits. Area F is outside the Lake City hub urban village and the height limit is already 65 feet.</p>
<p>Impact Evaluation. The evaluation of a proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings. (23.34.008.F)</p>	Yes	<p>Because the proposed rezone would not increase development capacity, impacts related to zoning changes are anticipated to be minimal. Over time, new development will help contribute to a more pedestrian-oriented environment within the hub urban village and along Lake City Way.</p>
<p>Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter. (23.34.008.G)</p>	Yes	<p>Since the adoption of Seattle's Comprehensive Plan, the residential population within the Lake City hub urban village and along Lake City Way has increased and become more diverse. There are a growing numbers of families with children and a strong desire from the community for the area to become more pedestrian oriented as new development occurs.</p>
<p>If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered. (23.34.008.I)</p>	Yes	<p>No negative impacts to critical areas are expected to result from the rezone proposal. Thornton Creek watershed flows in and around the proposed rezone area. Over time, development that complies with updated Stormwater regulations and has less of an auto-orientation could help improve water quality.</p>

Criteria for Height Limits of Proposed Zone

The proposed rezones do not include changes to height limits. In areas where multifamily zoning would change to commercial zoning, proposed zoning closely matches existing height and development capacity.

Rezone Analysis for Area A

The proposal would rezone Area A from Commercial 1 (C1-65) and Neighborhood Commercial 3 (NC3-65) within the hub urban village to Neighborhood Commercial 3P (NC3-65 P).

Current conditions

This area contains a mix of retail and multifamily residential uses. The parcels front on Lake City Way.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (23.34.078)

Criterion for NC3 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:		
A variety of sizes and types of retail and other commercial businesses at street level; (23.34.078.A.1)	Yes	The Lake City Urban Design Framework envisions enhancing the business district as a pedestrian-oriented shopping district that serves the surrounding neighborhood as well as a larger community, including regional clientele. Recent development at the Solara mixed use apartments more closely reflect the desired character of this area than smaller buildings located behind large surface parking lots.
Continuous storefronts or residences built to the front lot line; (23.34.078.A.2)	Yes	This area primarily fronts on Lake City Way. Additional storefronts built to the front lot line would enhance the pedestrian-oriented nature of the area.
Intense pedestrian activity; (23.34.078.A.3)	Yes	The area primarily fronts on Lake City Way and has a moderate volume of pedestrian traffic. Additional pedestrian activity would be anticipated as the area grows over time.
Shoppers can drive to the area, but walk around from store to store; (23.34.078.A.4)	Yes	The area is conducive to walking from store to store. On-street and off-street parking is available.
Transit is an important means of access. (23.34.078.A.5)	Yes	Multiple transit routes serve the area and provides an important means of access to the business district. Lake City Way is a Frequent Transit Corridor.
Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:		
The primary business district in an urban center or hub urban village; (23.34.078.B.1)	Yes	The area is part of the primary business district within the Lake City Hub Urban Village.

Criterion for NC3 zone	Met?	Analysis
Served by principal arterial; (23.34.078.B.2)	Yes	The area is served two principal arterials – Lake City Way (which is also a state highway) and NE 125 th Street.
Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (23.34.078.B.3)	Yes	The area is separated from low-density residential areas but other commercial areas and moderately intense residential areas.
Excellent transit service. (23.078.B.4)	Yes	The area is well served by multiple transit routes on both principal arterials, which are designated as frequent transit corridors.
Conclusion: NC3 is the most appropriate zone for this area as it is intended for a focused retail district serving as the highest intensity mixed-use density within the hub urban village.		

Pedestrian designation (suffix P), function and locational criteria (23.34.086)

Criterion for Pedestrian designation (suffix P)	Met?	Analysis
<p>Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved:</p> <ol style="list-style-type: none"> 1. A variety of retail/service activities along the street front; 2. Large number of shops and services per block; 3. Commercial frontage uninterrupted by housing or auto-oriented uses; 4. Pedestrian interest and activity; 5. Minimal pedestrian-auto conflicts. 	Yes	Area A meets the functional criteria for a Pedestrian designation as it has a variety of retail/services along Lake City Way. Some locations are more pedestrian-oriented, while others have more auto-oriented building design. The parcels that do not contribute to the function of a Pedestrian designation do not impede overall pedestrian activity. These parcels also have the potential to be redeveloped into more pedestrian-oriented structures and uses.
<p>Locational criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</p> <ol style="list-style-type: none"> 1. Pedestrian district surrounded by residential areas or major activity centers; or a commercial node in an urban center or urban village; 2. NC zoned areas on both sides of an arterial, or NC zoned block fronts across an arterial from a park, major institution, or other activity center; and 3. Excellent access for pedestrians, transit, and bicyclists. 	Yes	Area A is north of the existing Pedestrian designation within the Lake City hub urban village, which is the major commercial node. The area is zoned for commercial on both sides of the arterial and is well service by transit. Sidewalks along Lake City Way are generally in adequate condition and would be improved as new development occurs.
<p>Conclusion: The proposed Pedestrian designation along Lake City Way at the intersection of NE 127th Street to just south of NE 130th Street would reinforce current pedestrian-oriented retail development within the Lake City business district. Overall, the physical characteristics noted above support the designation of this area as Pedestrian. There is one parcel and one partial parcel within the existing Pedestrian designation that do not abut an arterial and would be removed from the Pedestrian designation.</p>		

Rezone Analysis for Area B

The proposal would rezone Area B from Residential Multifamily Midrise (MR) within the hub urban village to Neighborhood Commercial 2P (NC2-65 P).

Current conditions

This small area contains an office building, the Lake City Library, and multifamily residential uses. The parcels front on NE 125th Street.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 2 (NC2) Function and Locational Criteria (23.34.076)

Criterion for NC2 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved:		
A variety of small to medium-sized neighborhood-serving businesses; (23.34.076.A.1)	Yes	This area is adjacent to the “civic core” around the Lake City library and existing community center, where community members have expressed an interest in more neighborhood-serving businesses.
Continuous storefronts built to the front lot line; (23.34.076.A.2)	Yes	Existing buildings have a variety of uses. Over time, smaller commercial uses could be accommodated on the first floor of new development.
An atmosphere attractive to pedestrians; (23.34.076.A.3)	Yes	This is a small area where the existing business district could be expanded west to create more attractive pedestrian connections between the business district and Virgil Flaim Park.
Shoppers can drive to the area, but walk from store to store. (23.34.076.A.4)	Yes	The area is accessible by Lake City Way and NE 125 th Street and is within walking distance of the Lake City library, community center, parks, and other businesses. On-street and off-street parking is available.
Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:		
Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (23.34.076.B.1)	Yes	Over time, these parcels and those to the west could become part of the secondary business district within the Lake City hub urban village.
Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (23.34.076.B.2)	Yes	NE 125 th Street is a principal arterial street but not a major transportation corridor.
Lack of strong edges to buffer the residential areas; (23.34.076.B.3)	Yes	The area currently has some commercial and multifamily residential uses with parking at the street. Either through redevelopment of these properties or potential changes to the parking

Criterion for NC2 zone	Met?	Analysis
		structure in the multifamily buildings, additional commercial uses could become part of Lake City's secondary business district.
A mix of small and medium sized parcels; (23.076.B.4)	Yes	Parcels range from approximately 7,000 square feet to almost 30,000 square feet. The Lake City Library is on a larger parcel.
Limited or moderate transit service. (23.076.B.5)	Yes	NE 125 th Street is a frequent transit corridor.
Conclusion: NC2 is an appropriate designation for this area to support existing businesses and accommodate new businesses as the area redevelops over time.		

Pedestrian designation (suffix P), function and locational criteria (23.34.086)

Criterion for Pedestrian designation (suffix P)	Met?	Analysis
Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved: <ol style="list-style-type: none"> 1. A variety of retail/service activities along the street front; 2. Large number of shops and services per block; 3. Commercial frontage uninterrupted by housing or auto-oriented uses; 4. Pedestrian interest and activity; 5. Minimal pedestrian-auto conflicts. 	Yes	Area B meets the functional criteria for a Pedestrian designation that could accommodate a variety of retail/services along NE 125 th Street. This is a relatively small area that could accommodate additional shops and services over time. The parcels that do not contribute to the function of a Pedestrian designation do not impede overall pedestrian activity. These parcels also have the potential to be redeveloped into more pedestrian-oriented structures and uses.
Locational criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions: <ol style="list-style-type: none"> 1. Pedestrian district surrounded by residential areas or major activity centers; or a commercial node in an urban center or urban village; 2. NC zoned areas on both sides of an arterial, or NC zoned block fronts across an arterial from a park, major institution, or other activity center; and 3. Excellent access for pedestrians, transit, and bicyclists. 	Yes	Area B is west of the existing Pedestrian within the Lake City hub urban village, which is the major commercial node. This area could serve as the secondary business district that creates stronger pedestrian connections between the civic core and Virgil Flaim park. Sidewalks along this area of NE 125 th Street are generally in adequate condition and would be improved as new development occurs.
Conclusion: The proposed Pedestrian designation west of Lake City Way along NE 125 th Street would allow for a modest expansion of a secondary business district within the Lake City hub urban village. Overall, the physical characteristics noted above support the designation of this area as Pedestrian.		

Rezone Analysis for Area C

The proposal would rezone Area C from Residential Multifamily Lowrise within the hub urban village to Neighborhood Commercial 2P (LR2 to NC2-30 P and LR3 to NC20-40 P).

Current conditions

This area contains a church and non-conforming office uses. The parcels front on NE 125th Street.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 2 (NC2) Function and Locational Criteria (23.34.076)

Criterion for NC2 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping area that provides a full range of household and personal goods and services, including convenience and specialty goods, to the surrounding neighborhoods, and that accommodates other uses that are compatible with the retail character of the area such as housing or offices, where the following characteristics can be achieved:		
A variety of small to medium-sized neighborhood-serving businesses; (23.34.076.A.1)	Yes	Area C includes the Lake City Professional Center and the Lamb of God Lutheran Church.
Continuous storefronts built to the front lot line; (23.34.076.A.2)	Yes	The Lake City Professional Center is not built to the front lot line. The Lamb of God Lutheran Church could be redeveloped with continuous storefronts to the front lot line.
An atmosphere attractive to pedestrians; (23.34.076.A.3)	Yes	Area C is adjacent to Lake City's Civic Core near both Albert Davis and Virgil Flaim parks. As redevelopment occurs, it will become more attractive to pedestrians.
Shoppers can drive to the area, but walk from store to store. (23.34.076.A.4)	Yes	The area is accessible by Lake City Way and NE 125 th Street and is within walking distance of the Lake City library, community center, parks, and other businesses. On-street and off-street parking is available.
Locational Criteria. A Neighborhood Commercial 2 zone designation is most appropriate on land that is generally characterized by the following conditions:		
Primary business districts in residential urban villages, secondary business districts in urban centers or hub urban villages, or business districts, outside of urban villages, that extend for more than approximately two blocks; (23.34.076.B.1)	Yes	Area C currently includes a number of small medical and community services that could expand over time to become more of a secondary business district within the Lake City hub urban village.
Located on streets with good capacity, such as principal and minor arterials, but generally not on major transportation corridors; (23.34.076.B.2)	Yes	NE 125 th Street is a principal arterial street but not a major transportation corridor.
Lack of strong edges to buffer the residential areas; (23.34.076.B.3)	Yes	This area already serves as a buffer between the primary business district to the east and residential areas to the west.
A mix of small and medium sized parcels; (23.076.B.4)	No	The parcels in area C range in size. Most are 6,000-30,000 square feet, but one is over 100,000 square feet.
Limited or moderate transit service. (23.076.B.5)	Yes	NE 125 th Street is a frequent transit corridor with multiple bus stops within a quarter mile of area C.
Conclusion: NC2 is an appropriate designation for this area to support existing businesses and accommodate new businesses as the area redevelops over time.		

Pedestrian designation (suffix P), function and locational criteria (23.34.086)

Criterion for Pedestrian designation (suffix P)	Met?	Analysis
Function. To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-	Yes	Area C meets the functional criteria for a Pedestrian designation that

Criterion for Pedestrian designation (suffix P)	Met?	Analysis
<p>auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved:</p> <ol style="list-style-type: none"> 1. A variety of retail/service activities along the street front; 2. Large number of shops and services per block; 3. Commercial frontage uninterrupted by housing or auto-oriented uses; 4. Pedestrian interest and activity; 5. Minimal pedestrian-auto conflicts. 		<p>could accommodate a variety of retail/services along NE 125th Street. This is a relatively small area that could accommodate additional shops and services over time. The parcels that do not contribute to the function of a Pedestrian designation do not impede overall pedestrian activity. These parcels also have the potential to be redeveloped into more pedestrian-oriented structures and uses.</p>
<p>Locational criteria. Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:</p> <ol style="list-style-type: none"> 1. Pedestrian district surrounded by residential areas or major activity centers; or a commercial node in an urban center or urban village; 2. NC zoned areas on both sides of an arterial, or NC zoned block fronts across an arterial from a park, major institution, or other activity center; and 3. Excellent access for pedestrians, transit, and bicyclists. 	Yes	<p>Area C is west of the existing Pedestrian within the Lake City hub urban village, which is the major commercial node. This area could serve as the secondary business district that creates stronger pedestrian connections between the civic core and Virgil Flaim park. Sidewalks along this area of NE 125th Street are generally in adequate condition and would be improved as new development occurs.</p>
<p>Conclusion: The proposed Pedestrian designation west of Lake City Way along NE 125th Street would allow for a modest expansion of a secondary business district within the Lake City hub urban village. Overall, the physical characteristics noted above support the designation of this area as Pedestrian.</p>		

Rezone Analysis for Area D

The proposal would rezone Area D from Commercial 1 (C1-65) areas within the hub urban village to Neighborhood Commercial 3 (NC3-65).

Current conditions

This area contains a mix of retail, office, and other commercial uses. Most of the parcels are just off of Lake City Way and non-arterial streets within the hub urban village.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (23.34.078)

Criterion for NC3 zone	Met?	Analysis
<p>Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:</p>		

Criterion for NC3 zone	Met?	Analysis
A variety of sizes and types of retail and other commercial businesses at street level; (23.34.078.A.1)	Yes	Area D is within the Lake City hub urban village and contains a broad mix of retail and other commercial businesses at street level. Some of the existing lots are likely to redevelop.
Continuous storefronts or residences built to the front lot line; (23.34.078.A.2)	Yes	Existing development contains a varied pattern of site development with some structures built up to front lot lines and others set back from the front line with large parking lots. The proposed zoning would result in more a consistent streetscape as redevelopment occurs.
Intense pedestrian activity; (23.34.078.A.3)	Yes	The area primarily fronts on Lake City Way and has a moderate volume of pedestrian traffic. Additional pedestrian activity would be anticipated as the area grows over time.
Shoppers can drive to the area, but walk around from store to store; (23.34.078.A.4)	Yes	Area D is adjacent to Lake City's Civic Core near both Albert Davis and Virgil Flaim parks. As redevelopment occurs, it will become more attractive to pedestrians. On-street and off-street parking is available.
Transit is an important means of access. (23.34.078.A.5)	Yes	Multiple transit routes serve the area and provides an important means of access to the business district. Lake City Way is a Frequent Transit Corridor.
Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:		
The primary business district in an urban center or hub urban village; (23.34.078.B.1)	Yes	The area part of the primary business district within the Lake City Hub Urban Village.
Served by principal arterial; (23.34.078.B.2)	Yes	The area is served by Lake City Way which is a principal arterial and a state highway.
Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (23.34.078.B.3)	Yes	The area is separated from low-density residential areas by other commercial areas and moderately intense residential areas.
Excellent transit service. (23.078.B.4)	Yes	Lake City Way is a designated frequent transit corridor. There are multiple stops and routes that serve area D.
Conclusion: NC3 is the most appropriate zone for this area as it is intended for a focused retail district serving as the highest intensity mixed-use density within the hub urban village.		

Rezone Analysis for Area E

The proposal would rezone Area E from Commercial 1 (C1-40) areas within the hub urban village to Neighborhood Commercial 3 (NC3-40).

Current conditions

This area contains a mix of retail, office, other commercial, and multifamily residential uses. The parcels front on non-arterial streets within the hub urban village.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (23.34.078)

Criterion for NC3 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved: (23.34.078.A)		
A variety of sizes and types of retail and other commercial businesses at street level; (23.34.078.A.1)	Yes	Area E includes a mix retail, commercial businesses, and services.
Continuous storefronts or residences built to the front lot line; (23.34.078.A.2)	No	Most locations in the area do not have continuous storefronts built to the lot line. Most buildings were constructed between 1940 and 1980 and could be redeveloped to provide continuous storefronts and residences.
Intense pedestrian activity; (23.34.078.A.3)	Yes	The area is within the Lake City hub urban village and could accommodate more pedestrian activity as the neighborhood grows.
Shoppers can drive to the area, but walk around from store to store; (23.34.078.A.4)	Yes	The area is accessible by Lake City Way and NE 125 th Street and is within walking distance of the Lake City library, community center, parks, and other businesses. On-street and off-street parking is available.
Transit is an important means of access. (23.34.078.A.5)	Yes	Multiple transit routes serve the area and provides an important means of access to the business district. Lake City Way is a Frequent Transit Corridor.
Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:		
The primary business district in an urban center or hub urban village; (23.34.078.B.1)	No	The Starbucks on Lake City Way is within the primary business district. The rest of the area is more of a secondary business district within the Lake City hub urban village.
Served by principal arterial; (23.34.078.B.2)	No	The Starbucks is served by Lake City Way, which is a principal arterial. Other locations, currently zoned C1-40, are not served by principal arterials.
Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (23.34.078.B.3)	No	Most locations are adjacent to single family areas outside the Lake City hub urban village and commercial and multifamily areas within the hub urban village.
Excellent transit service. (23.078.B.4)	Yes	Area E is within approximately a quarter mile of the frequent transit service on Lake City Way and NE 125 th Street.
Conclusion: This area is currently zoned C1 and better meets the criteria of NC3 zoning which would both enhance the existing business district and provide better transitions between the urban village and adjacent single family areas as redevelopment occurs over time.		

Rezone Analysis for Area F

The proposal would rezone Area F from Commercial 1 (C1-65) areas outside the hub urban village to Neighborhood Commercial 3 (NC3-65).

Current conditions

This area contains a mix of retail, office, other commercial, and multifamily residential uses. The parcels front on Lake City Way.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (23.34.078)

Criterion for NC3 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:		
A variety of sizes and types of retail and other commercial businesses at street level; (23.34.078.A.1)	Yes	Area F includes a variety of retail and other commercial businesses that serve the surrounding neighborhood and a broader citywide and regional clientele.
Continuous storefronts or residences built to the front lot line; (23.34.078.A.2)	No	While most of the existing structures are not built to the front lot line, as redevelopment occurs buildings could become more pedestrian oriented.
Intense pedestrian activity; (23.34.078.A.3)	Yes	The area is just north of the Lake City hub urban village and accommodates relatively intense pedestrian activity.
Shoppers can drive to the area, but walk around from store to store; (23.34.078.A.4)	Yes	The area is accessible by Lake City Way and is within walking distance of the Lake City primary business district within the hub urban village. On-street and off-street parking is available.
Transit is an important means of access. (23.34.078.A.5)	Yes	Multiple transit routes serve the area and provides an important means of access to the business district. Lake City Way is a Frequent Transit Corridor.
Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:		
The primary business district in an urban center or hub urban village; (23.34.078.B.1)	No	Area F is a business district that serves local and regional customers just north of the Lake City hub urban village.
Served by principal arterial; (23.34.078.B.2)	Yes	The area is served by Lake City Way which is a principal arterial and a state highway.
Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (23.34.078.B.3)	No	The area is currently zoned C1 and mostly adjacent to single family residential areas.
Excellent transit service. (23.078.B.4)	Yes	There are multiple stops and routes along Lake City Way that serve area F.
Conclusion: This area is currently zoned C1 and better meets the criteria of NC3 zoning which would both enhance the existing business district and provide better transitions between commercial and adjacent single family areas as redevelopment occurs over time.		

Rezone Analysis for Area G

The proposal would rezone Area G from Commercial 1 (C1-40) areas outside the hub urban village to Neighborhood Commercial 3 (NC3-40).

Current conditions

This area contains a mix of retail, office, other commercial, and multifamily residential uses. The parcels typically front on Lake City Way.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 3 (NC3) Function and Locational Criteria (23.34.078)

Criterion for NC3 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:		
A variety of sizes and types of retail and other commercial businesses at street level; (23.34.078.A.1)	Yes	Area G includes a variety of retail and other commercial businesses that serve the surrounding neighborhood and a broader citywide and regional clientele.
Continuous storefronts or residences built to the front lot line; (23.34.078.A.2)	No	While most of the existing structures are not built to the front lot line, as redevelopment occurs buildings could become more pedestrian oriented.
Intense pedestrian activity; (23.34.078.A.3)	Yes	The northern portion of area G is adjacent to the growing Little Brook neighborhood that could generate more pedestrian activity as the redevelopment supports a more pedestrian oriented environment. The southern portion of area G is less than half a mile from the Meadowbrook Community Center, Nathan Hale High School, and Jane Addams Junior High, which serves as an important hub of community activity.
Shoppers can drive to the area, but walk around from store to store; (23.34.078.A.4)	Yes	The area has on street and off street parking. Over time, redevelopment could help support a stronger pedestrian environment that would encourage more people to walk from store to store.
Transit is an important means of access. (23.34.078.A.5)	Yes	Multiple transit routes serve the area and provides an important means of access to the business district. Lake City Way is a Frequent Transit Corridor.
Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions: (23.34.078.B)		
The primary business district in an urban center or hub urban village; (23.34.078.B.1)	No	Area G is a business district that serves local and regional customers outside of the Lake City hub urban village. As redevelopment supports a more pedestrian-oriented environment, new business districts that support Little Brook and Meadowbrook could be supported.
Served by principal arterial; (23.34.078.B.2)	Yes	The area is served by Lake City Way which is a principal arterial and a state highway.

Criterion for NC3 zone	Met?	Analysis
Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (23.34.078.B.3)	No	The area is currently zoned C1 and mostly adjacent to single family residential areas.
Excellent transit service. (23.078.B.4)	Yes	There are multiple stops and routes along Lake City Way that serve area G.
Conclusion: This area is currently zoned C1 and better meets the criteria of NC3 zoning which would both enhance the existing business district and provide better transitions between commercial and adjacent single family areas as redevelopment occurs over time.		

Rezone Analysis for Area H

The proposal would rezone Area H from Commercial 1 (C1-30) areas outside the hub urban village to Neighborhood Commercial 3 (NC3-30).

Current conditions

This area contains a mix of retail, office, other commercial, and multifamily residential uses. The parcels typically front on Lake City Way.

Intent of zoning change

The intent of the proposed zoning change is to rezone the area to a designation that is compatible with existing and desired development patterns and supports the opportunity to improve these developed site and structures in the future.

Neighborhood Commercial 3 (NC3 Function and Locational Criteria (23.34.078))

Criterion for NC3 zone	Met?	Analysis
Function. To support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; that provides comparison shopping for a wide range of retail goods and services; that incorporates offices, business support services, and residences that are compatible with the retail character of the area; and where the following characteristics can be achieved:		
A variety of sizes and types of retail and other commercial businesses at street level; (23.34.078.A.1)	Yes	Area H includes a variety of retail and other businesses that serve the surrounding neighborhood and a broader citywide and regional clientele.
Continuous storefronts or residences built to the front lot line; (23.34.078.A.2)	No	While most of the existing structures are not built to the front lot line, as redevelopment occurs buildings could become more pedestrian oriented.
Intense pedestrian activity; (23.34.078.A.3)	Yes	As redevelopment occurs, area H could support more pedestrian activity that connects to businesses along Lake City Way.
Shoppers can drive to the area, but walk around from store to store; (23.34.078.A.4)	Yes	The area has on street and off street parking. Over time, redevelopment could help support a stronger pedestrian environment that would encourage more people to walk from store to store.
Transit is an important means of access. (23.34.078.A.5)	Yes	Multiple transit routes serve the area and provides an important means of access to the business district. Lake City Way is a Frequent Transit Corridor.
Locational Criteria. A Neighborhood Commercial 3 zone designation is most appropriate on land that is generally characterized by the following conditions:		

Criterion for NC3 zone	Met?	Analysis
The primary business district in an urban center or hub urban village; (23.34.078.B.1)	No	The parcels in area H part of the commercial business district along Lake City Way that serves a local and regional clientele.
Served by principal arterial; (23.34.078.B.2)	Yes	The area is served by Lake City Way which is a principal arterial and a state highway.
Separated from low-density residential areas by physical edges, less-intense commercial areas or more-intense residential areas; (23.34.078.B.3)	No	The area is currently zoned C1 and mostly adjacent to single family residential areas.
Excellent transit service. (23.078.B.4)	Yes	There are multiple stops and routes along Lake City Way that serve area H.
Conclusion: This area is currently zoned C1 and better meets the criteria of NC3 zoning which would both enhance the existing business district and provide better transitions between commercial and adjacent single family areas as redevelopment occurs over time.		

A Shared Vision for Lake City

February 10, 2016

Dear Community Members:



Over the past few months, I've been impressed with the dedication of the Lake City community. This is a neighborhood that is rolling up its sleeves to make a difference. Lake City is a community that welcomes partnerships from all corners, recognizes the importance of new investments, and wants to make sure everyone experiences the value of those investments.

Last year, I announced a new way for City Hall to work with communities like Lake City. I created the Office of Planning and Community Development—OPCD—to better engage communities and collaborate across departments to meet the needs of neighborhoods. Here in Lake City, OPCD has worked with residents and with many different departments to help achieve a common vision for the neighborhood. One that:

- Supports a vibrant neighborhood center with healthy businesses;
- Responds to the need for community services that promote public health;
- Advances public safety through safe streets and community policing;
- Connects parks, transit and schools through a network of sidewalks;
- Creates affordable homes, child care and services for families;
- Creates great community places for recreation and community events.

In the pages that follow, I outline my commitment to you to implement our common vision. The actions I outline represent real investments and continued collaboration with you, with the Seattle Department of Neighborhoods, Economic Development, Parks, Department of Transportation, Public Utilities, Police, Human Services and many more.

Lake City is growing and changing, and Lake City continues to face many challenges. I am grateful to work with a community that welcomes growth and envisions an equitable future for everyone who lives, works and visits the neighborhood.

As we grow as a City, it is critical that we create a compelling vision for the future. It is equally important that we work together to implement that vision. Planning for the future and working together to make things happen today: that is the spirit of OPCD, and it is my commitment to you moving forward.

Sincerely,

Mayor Ed Murray

Strengthen Community Partnerships

PROJECT TITLE	DESCRIPTION
New integrated approach to community development	OPCD will act as a point of contact for the community where people can get information and provide feedback about work underway in Lake City. They will collaborate across departments and ensure that new investments are well coordinated and responsive to the needs of Lake City community members.
Coordinated community outreach	Continue to engage with community members through events that involve participation from multiple departments, community organizations, and service providers. Translate materials so they are accessible to more people. Events will be held at various Lake City venues, including the community center and the Lake City Farmers Market. Telephone town halls and other types of meetings will also be used.
Only in Seattle grant for Lake City Future First	Continue support for Lake City Future First (LCFF), which is a partnership of business owners, community members and service providers. Catalytic projects underway include: the World of Tastes Passport Program; business district beautification; and activation of parks and open spaces.
LCFF business district support	The Department of Neighborhoods Planning Outreach and Engagement Liaison (POEL) program will provide support for 8-10 immigrant business owners in Lake City. Over the next couple months, businesses will be selected to participate. Then POELs will spend about four weeks identifying what support owners need and connecting them to existing programs and services. LCFF will follow up with the businesses this summer to measure the program's success.
Design and Planning Committee	Support the formation of a community group to work with developers prior to submitting projects for Design Review. Use principles of Seattle's Race and Social Justice Initiative to encourage broad engagement.
Green Seattle Partnership	Continue coordination and support volunteer projects to clean up and restore natural areas. Current partners include Forterra and the Thornton Creek Alliance.



Build a Healthy Community

PROJECT TITLE	DESCRIPTION
33rd Ave NE park	In 2008, the City used \$930,000 from the Parks Levy Fund to purchase property on 33rd Ave NE. This year, with \$750,000 in funds from the Seattle Park District, planning to design the park will begin. In addition to the park itself, the City will work with the community to coordinate additional public safety and transportation investments surrounding the park.
Virgil Flaim skatepark	The Lake City Skatespot project will add a small skateboard park, relocate the basketball court, and add other amenities and improvements at Virgil Flaim Park. The \$750,000 project to be completed by September 2016.
Thornton Creek restoration	In partnerships with King County, Seattle Public Utilities monitors creek water quality and identifies potential improvement programs. This spring, UW students from the College of the Built Environments will present suggestions for improvements to the drainage pond at NE 125th Street and 35th Ave NE.
Little Brook Park public restroom	Beginning in 2017, Seattle Parks and Recreation will keep the restroom open year-round (it's currently closed Sept-June). Providing access to the restroom will also help control fecal bacteria contamination in Thornton Creek.
Connections to Meadowbrook Community Center	Seattle Parks and Recreation will work with community members to provide shuttle service for youth who cannot currently participate in activities at the Meadowbrook Community Center or teen center. Shuttle service could also serve other Lake City residents, such as seniors.
New recreation programming	Last year, the Human Services Department began funding additional senior services in Northeast Seattle, including Lake City. Using new funds from the Seattle Park District, the City will work with local service providers and the North Seattle Chamber of Commerce, which currently operates the Lake City Community Center, to provide new classes, services, and/or programs at the community center or other locations around the Lake City civic core.
Access to Healthy Food	The Office of Sustainability and the Environment funds the Fresh Bucks program at the Lake City Farmers Market.
Fred Meyer Community Garden	The Lake City community has received grants from the Department of Neighborhoods and is working with Fred Meyer to develop a small community garden on their property. Take the survey to provide input on the garden design: https://www.surveymonkey.com/r/G665R6T
Natural Drainage Systems	Seattle Public Utilities will work with SDOT and community members to identify locations for new drainage systems (bio-swales) that will help improve water quality in Thornton Creek. The first new facilities on 30th Ave NE are scheduled to start construction next year. Additional locations will be identified in coordination with SDOT's sidewalk installation program.
NE 130th Street beach access	The City is working to restore public access to Lake Washington at NE 130th Street. Negotiations are underway for the City to purchase street-end property.

Enhance Community Safety

PROJECT TITLE	DESCRIPTION
Intersection improvements around the Lake City Civic Core	This spring, SDOT will identify traffic and pedestrian safety improvements at key intersections on 28th Ave NE near the library and community center and along 33rd Ave NE; change signal timing at Lake City Way and NE 125th Street. Construction will begin later this year.
Sidewalk installation	SDOT is committed to building 20 new block faces of sidewalks over the next four years. A few locations have already been identified for construction in 2016. SDOT will work with the community and use information from the Safe Routes to School program, the Pedestrian Master Plan, and SPU's Natural Drainage Systems (NDS) program to identify and prioritize locations for additional blocks. To maximize the number of sidewalks constructed, the City will leverage both SDOT and SPU funds.
LCW Traffic Safety Corridor project	Since 2013, SDOT has worked with the Lake City community to improve safety and identify capital improvements along Lake City Way. Improvements have been made throughout the corridor, including new sidewalks, improved crosswalks, traffic calming, ADA curb ramps, and transit stop enhancements. Through this project we have recently transformed two intersections on the corridor – Lake City Way and 24th Avenue NE and Lake City Way at NE 110th Street. Additional improvements are being designed for the intersections of NE 91st Street, NE 95th Street, NE 125th Street and NE 137th Street that will include new sidewalks, better pedestrian crossings and new pavement (implementation is grant-dependent). In partnership with WSDOT, Washington State Patrol, and Seattle Police, the City will continue heightened enforcement along Lake City Way. Altogether, more than \$2,000,000 has been invested in capital improvements, enforcement, and education efforts along Lake City Way.
Public safety	A recently hired Crime Prevention Coordinator is working with communities in the North Precinct, including Lake City. The coordinator will work with community members and other City staff to promote public safety. SDCI is working with the Seattle Police and Fire departments to develop strategies for responding to problem vacant buildings.

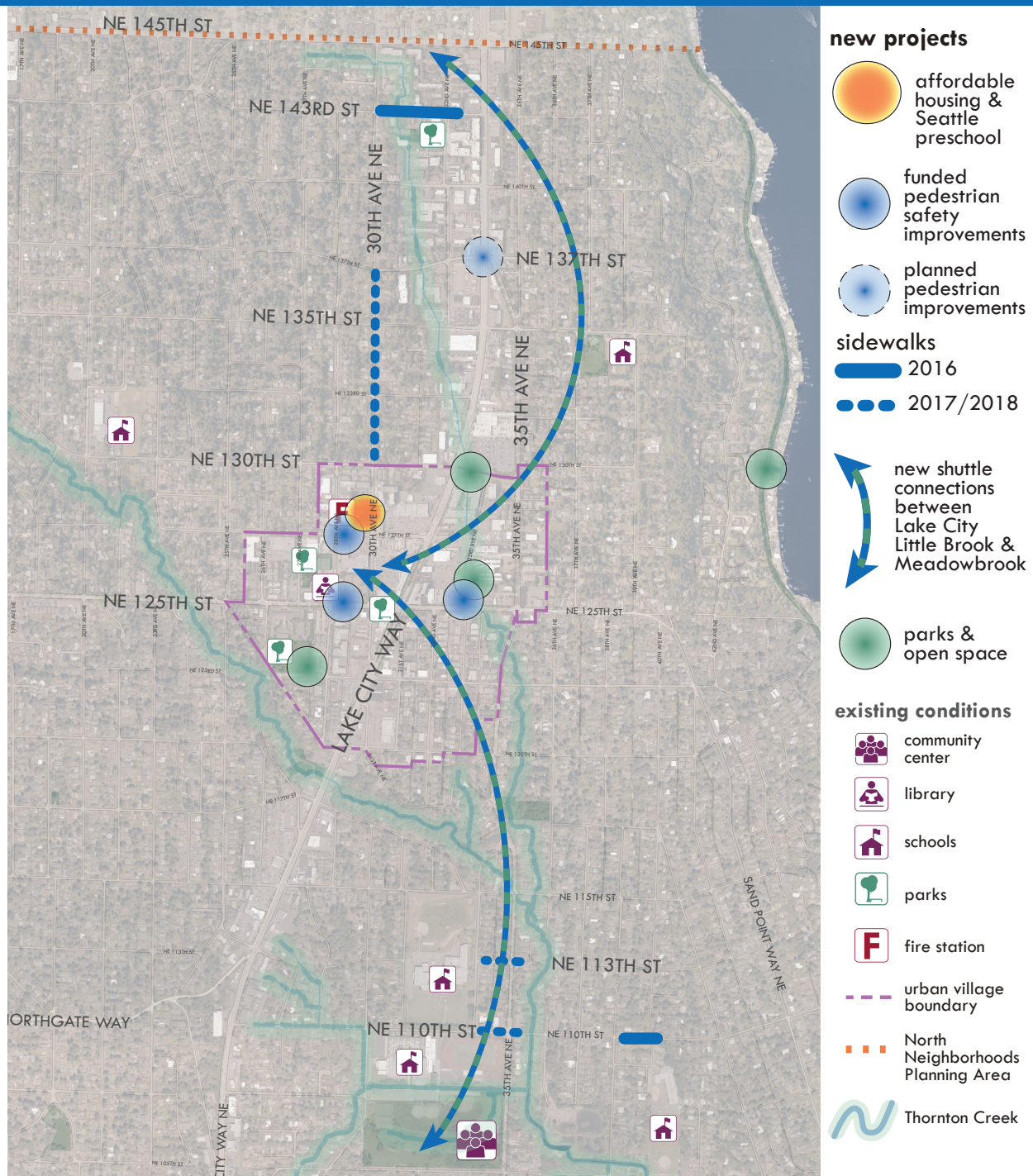


Planning for the Future

PROJECT TITLE	DESCRIPTION
Workforce Housing for Families	The Office of Housing selected the Low Income Housing Institute (LIHI) to develop housing for families with children in Lake City. After studying sites around the neighborhood, the site of the old Fire Station 39 was selected as a preferred alternative. New construction at the site would provide approximately 75 homes. The project is expected to open in the fall of 2018.
Lake City preschool	The Department of Early Education and Learning is working with the Office of Housing and LIHI to create a new Seattle preschool on the ground floor of the former Fire Station 39 site. Approximately four new classrooms would open in the fall of 2018.
Human services	The City will continue to fund programs that help strengthen the Lake City community. Service providers receiving funding from the Human Services Department include: the North Seattle Family Center, the Hunger Intervention Program, the North Seattle Helpline, and Sound Generations.
New development standards	Building off of the Lake City Urban Design Framework, OPCD will propose modifications to commercial zoning along Lake City Way to require more pedestrian-oriented commercial development in and around downtown Lake City. New development standards would encourage more light and air with maximum widths for buildings and upper level setbacks.
28th Avenue NE festival street plan	City staff are working with community members to develop a festival street plan for 28th Avenue NE, which could help create a more permanent home for the Lake City Farmers Market. Community members would help shape the design this spring and early summer. The plan would be approved through a joint directors rule and implemented as new development occurs or through grants.



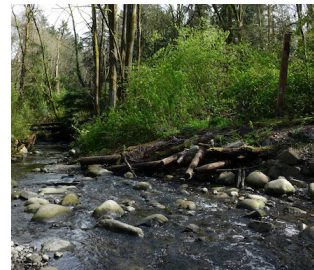
A Shared Vision for Lake City



For more information about the Lake City – a Shared Vision, please contact Katie Sheehy, Senior Planner with Seattle's Office of Planning and Community Development. katie.sheehy@seattle.gov (206) 684-5345
www.seattle.gov/dpd/cityplanning/completenessprojectslist/lakecity/background

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 Department of Planning and 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.

LAKE CITY

urban design framework

KEY ACTIONS TO IMPLEMENT THE URBAN DESIGN FRAMEWORK

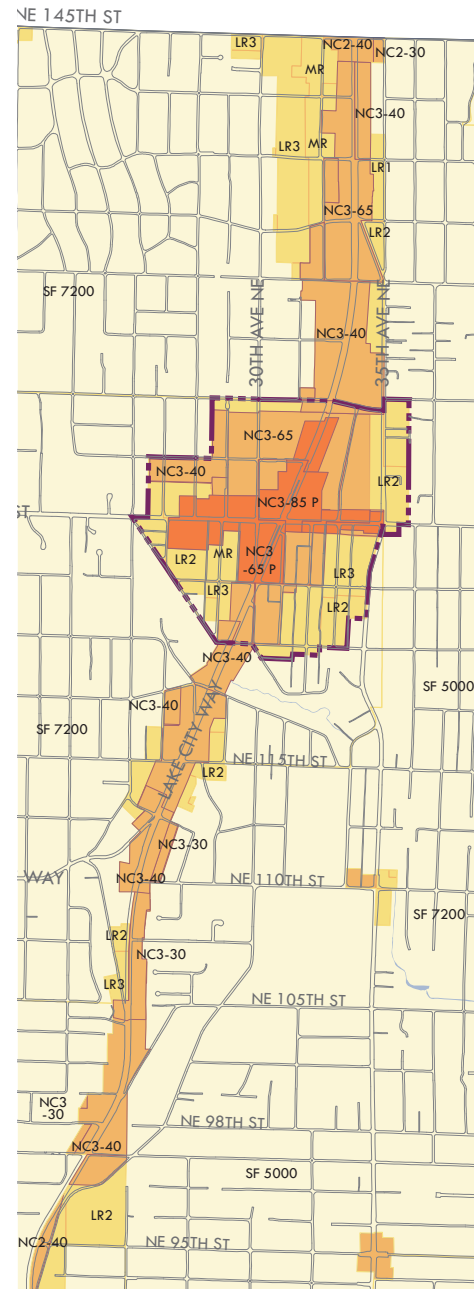
The Office of Planning and Community Development (OPCD) proposes zoning changes and Lake City-specific development standards that will help guide changes to zoning regulations to help align new development with the community's vision.

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

LAKE CITY

urban design framework

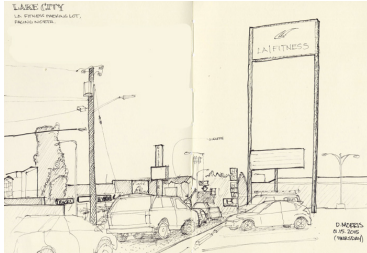


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1. INTRODUCTION

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.

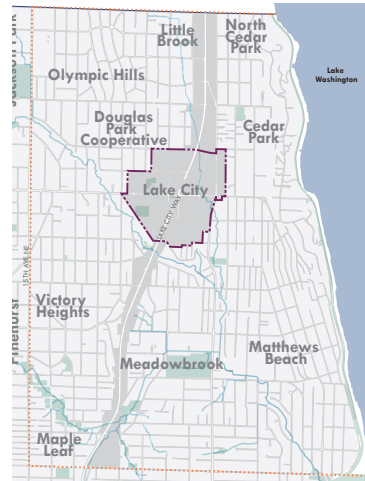
1.2 Urban Design Framework development process

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.



1. INTRODUCTION

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

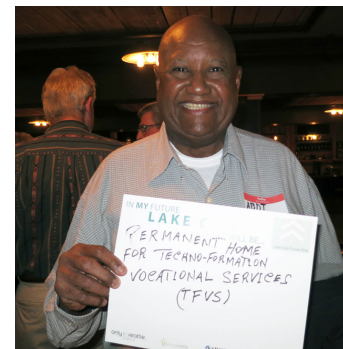
Diane Haugen, North Seattle Chamber

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. CONTEXT

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.

2. CONTEXT



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



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



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.

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.

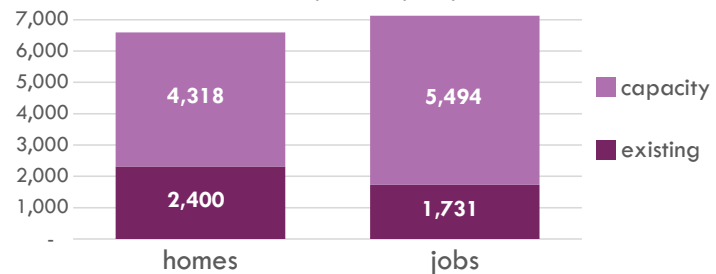
Neighborhood context

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.

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.

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



2. CONTEXT

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.

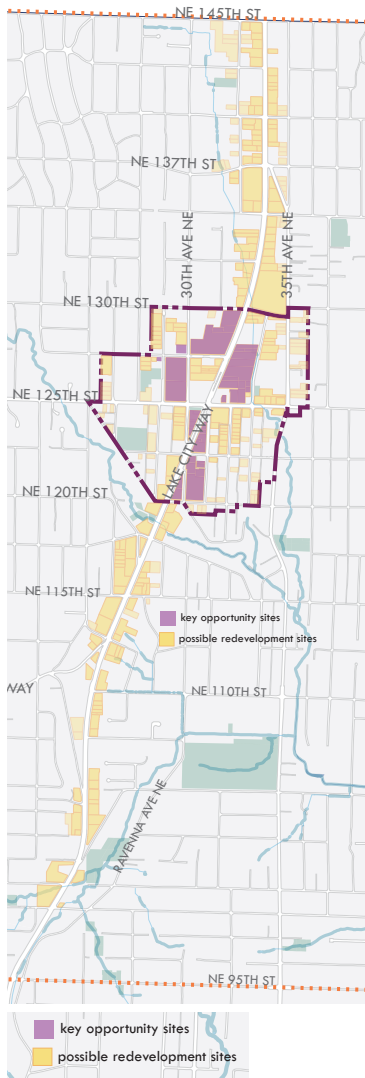


People discuss existing and desired conditions at the Farmers Market in October 2014.



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

2. CONTEXT



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. RECOMMENDATIONS

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

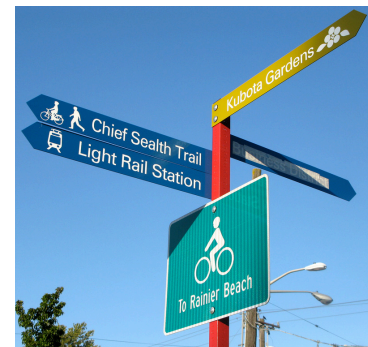
The civic core of Lake City, including the library and community center, has long been viewed as the center of the North District. It provides the central gathering places, retail core, and visible center of Lake City. See the following pages for how development should enhance the civic core.



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.

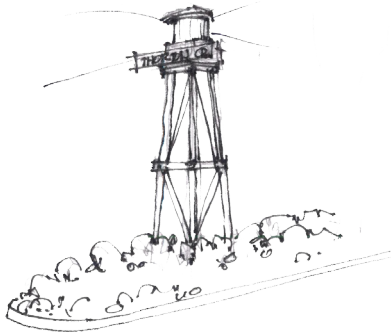


Restoration of the green belt and a different type of gateway might be more appropriate at the south end of the North District.

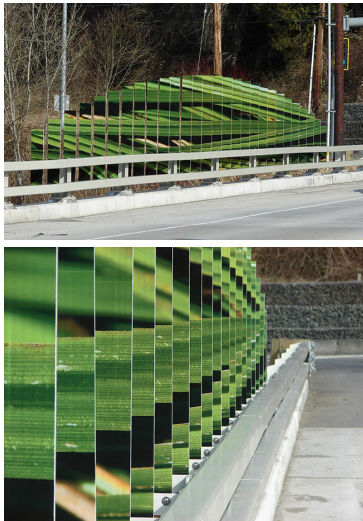


Wayfinding signs could highlight connections to neighborhoods within the North District.

3. RECOMMENDATIONS

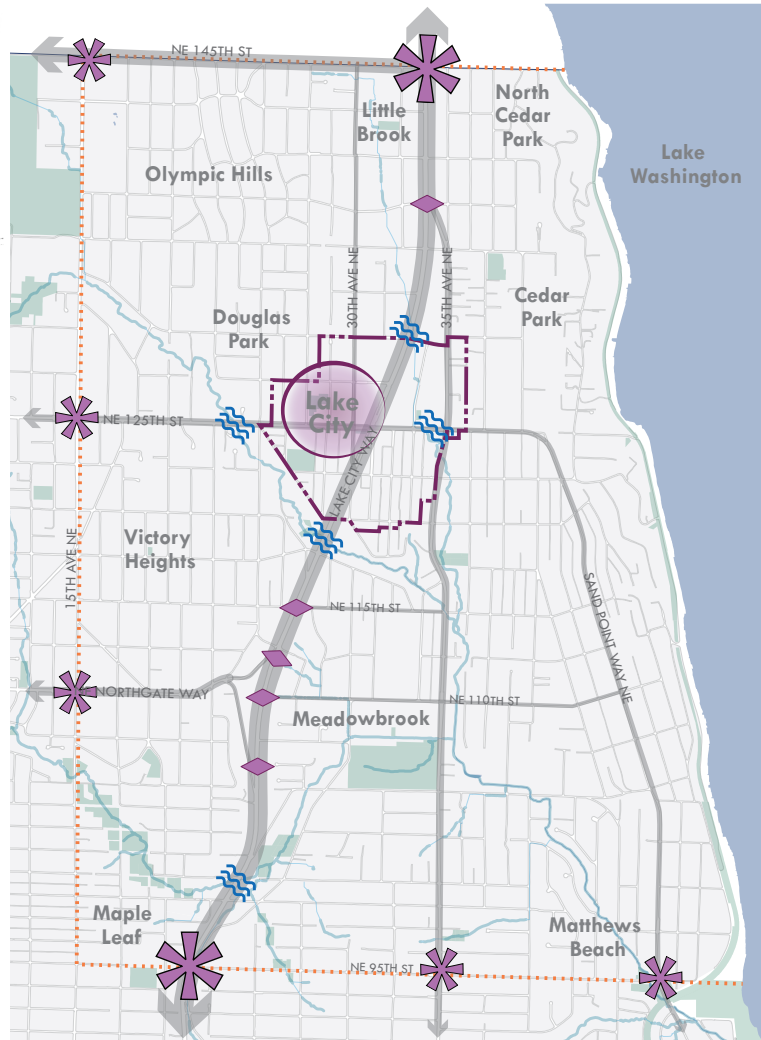










Sketches by advisory group member Mark VonWalter illustrate potential nodes in planted medians along Lake City Way. The towers recall Lake City's history of lookout towers that were built during Prohibition.



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 and nodes 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.

3. RECOMMENDATIONS



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

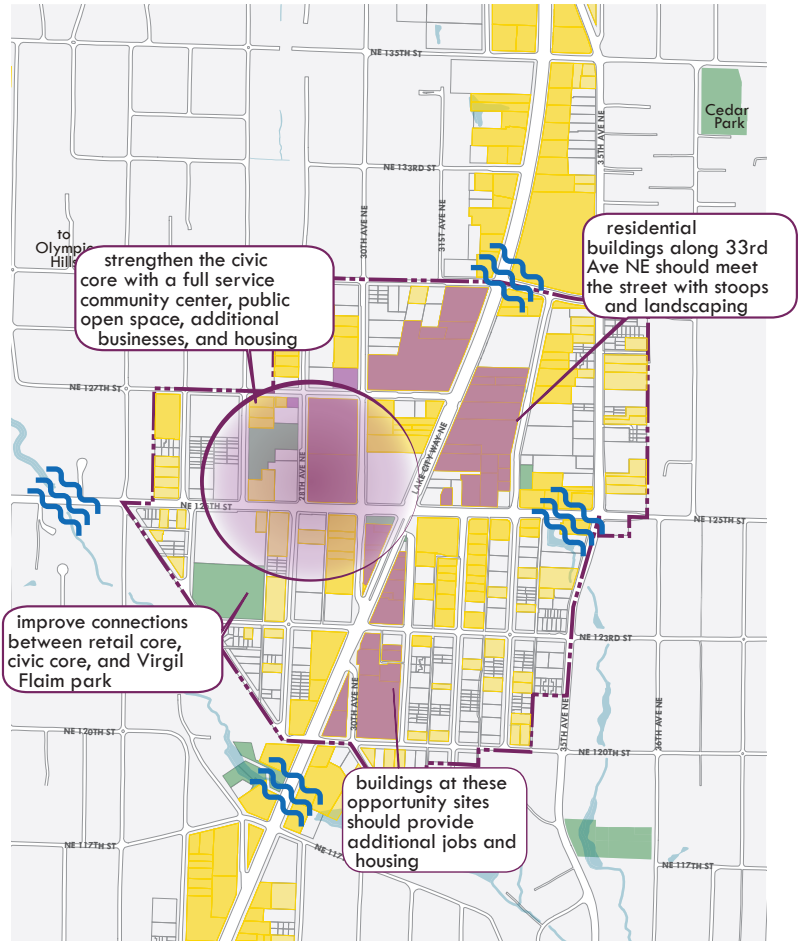


Lake City's SalmonFest (formerly Pioneer Days) is a popular annual festival.



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

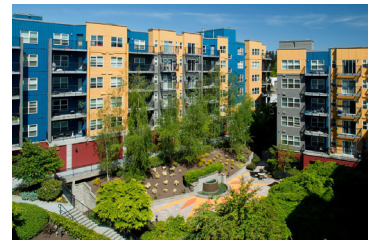


At Wells Fargo, C1 zoning allows a small building surrounding by a parking lot.



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.

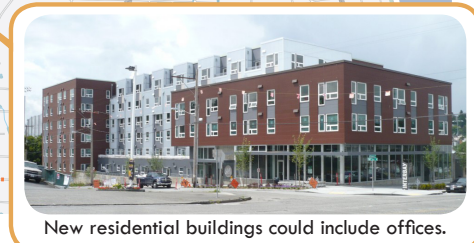
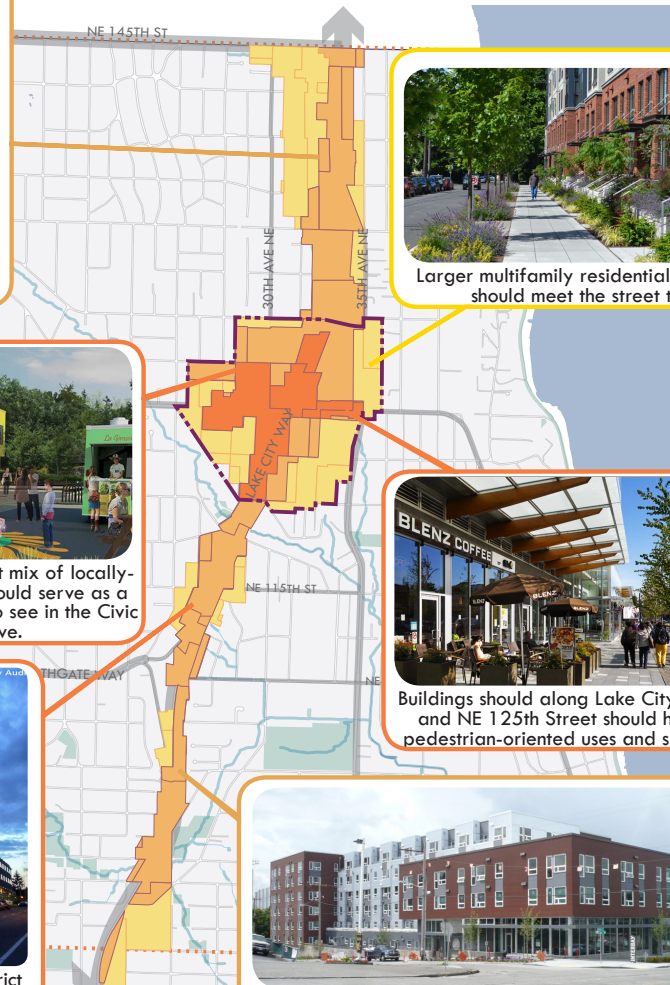


Bartell's was built also built to Neighborhood Commercial zoning standards – the building meets the street edge and parking located behind buildings.

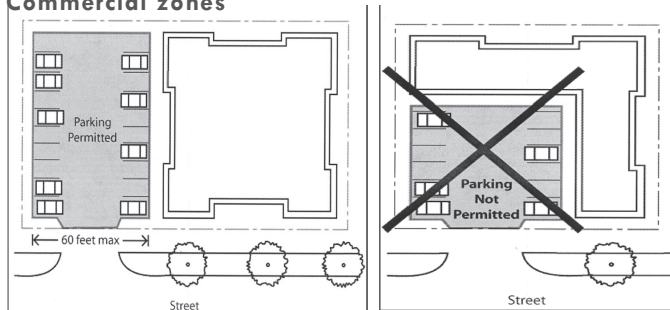
3. RECOMMENDATIONS



Recommended zoning in the North District



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.

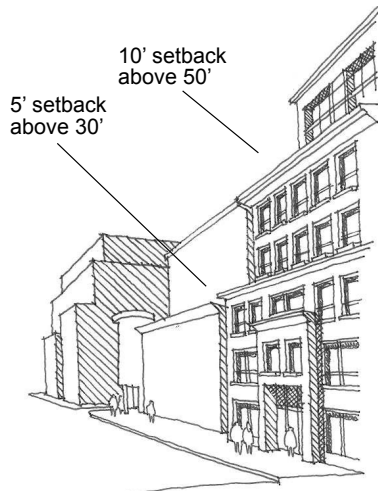


Small parks that replace on-street parking stalls might be appropriate on side streets within the Civic Core.



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

3. RECOMMENDATIONS



This image from the North District Design Guidelines illustrates recommended building setbacks.



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



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

3.3 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.

3. RECOMMENDATIONS

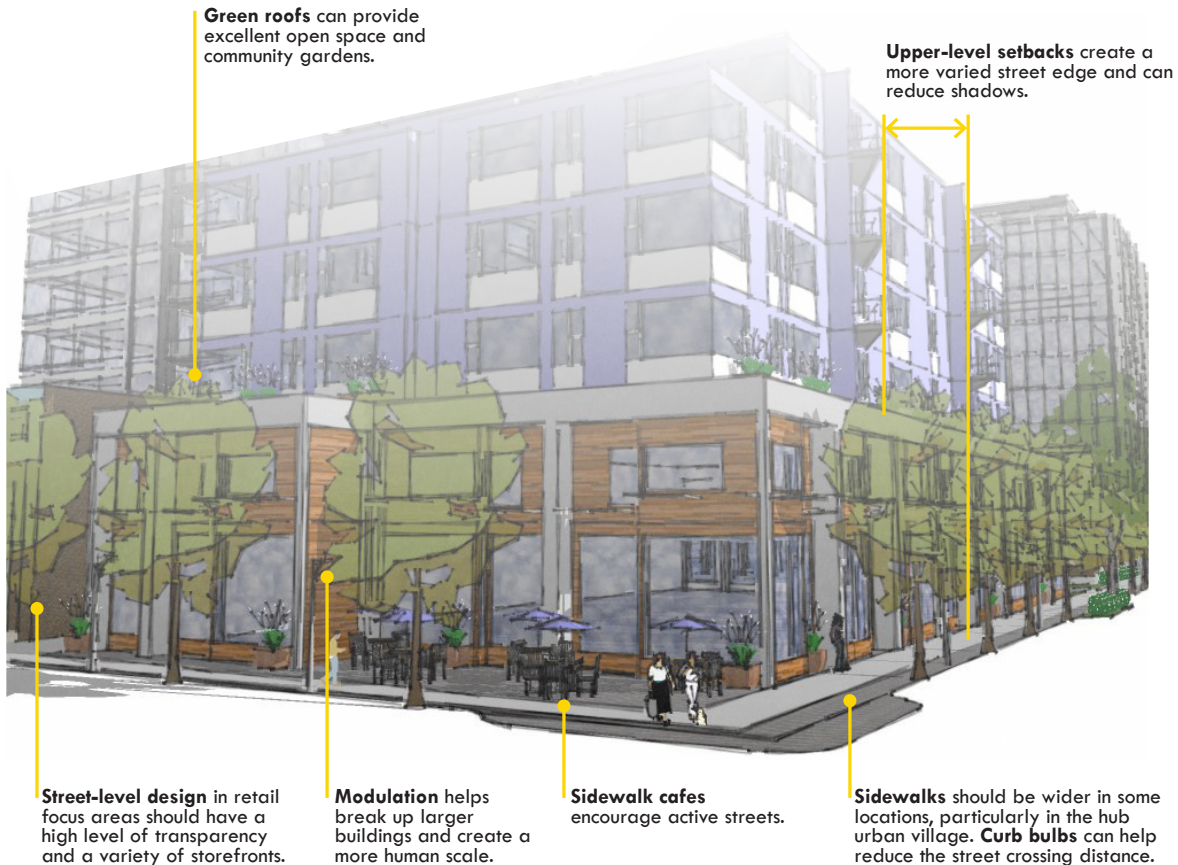
Considerations for infill development within large blocks

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.



3. RECOMMENDATIONS



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

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.



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

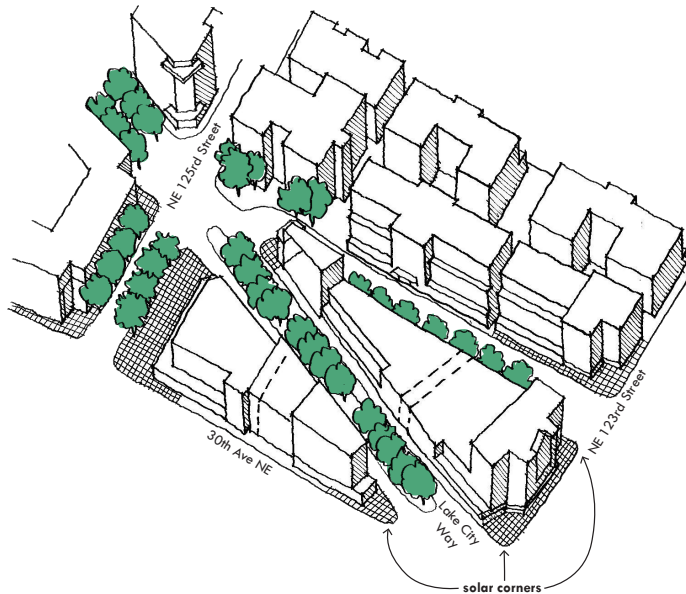
Street-level transparency

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

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



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



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. RECOMMENDATIONS

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 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.

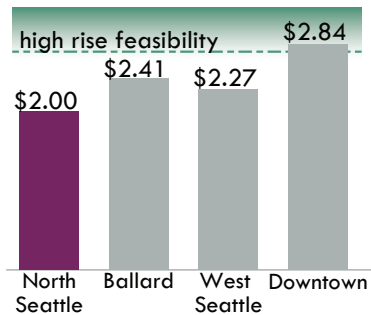


Seven story buildings would likely be allowed in locations that currently allow six stories. Increasing the height limit would come with a requirement to include affordable housing units in the building.



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.

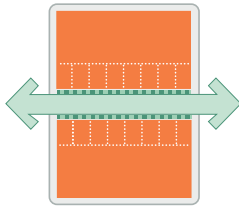
3. RECOMMENDATIONS



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.

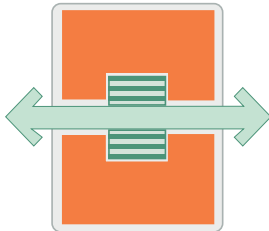
3.5 Ground floor open space strategies

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).



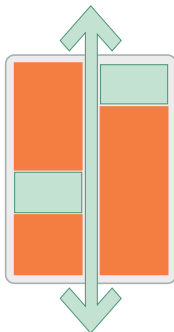
Mid-block Connector

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

3. RECOMMENDATIONS



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.



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.



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.



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

3. RECOMMENDATIONS



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.

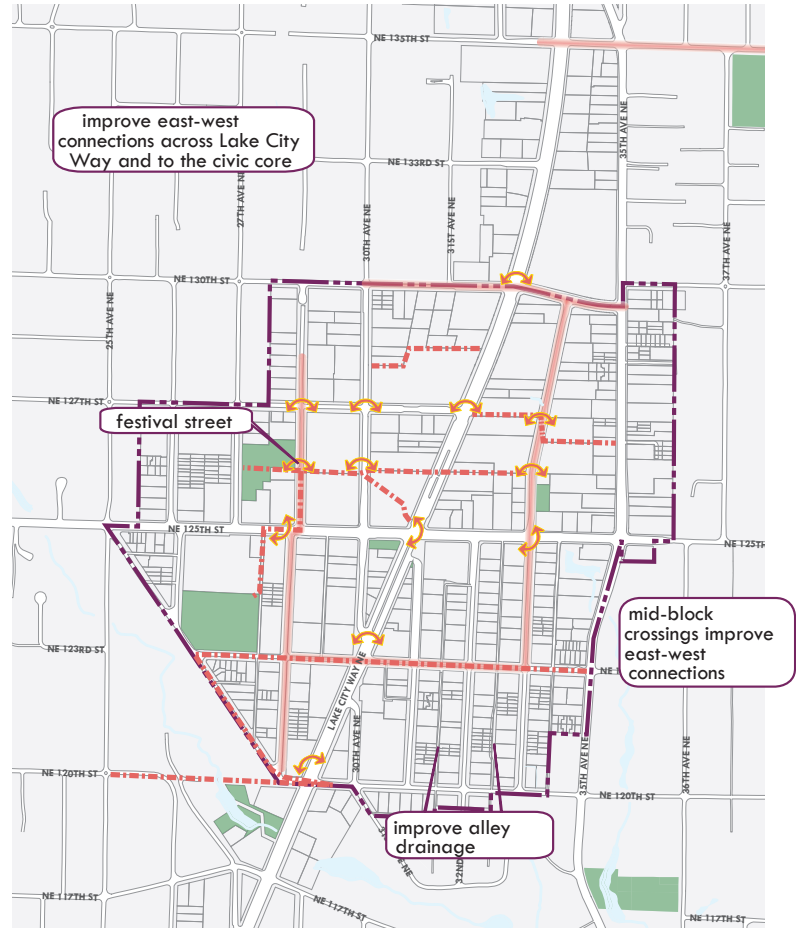


Wildflowers in the median along Lake City Way enhance the overall feel of the street.



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 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.



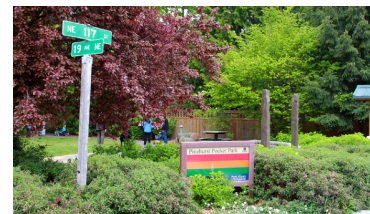
A community kitchen provides places to learn about and make healthy food.



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.

3. RECOMMENDATIONS

Parks and open space in the North District



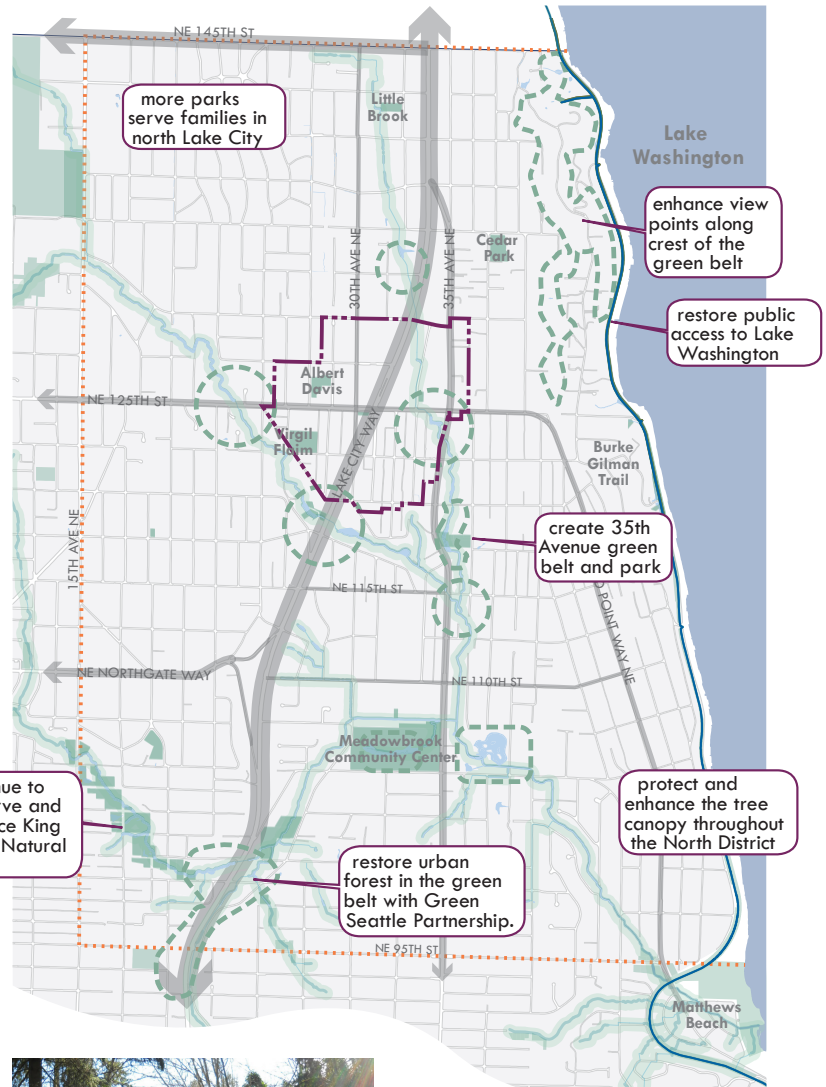
Trees are an important part of Lake City's identity – the tree canopy should be enhanced.



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



Work crews cleaning Thornton Creek.



Improved access to Burke Gilman Trail will improve recreational opportunities.

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.

3. RECOMMENDATIONS



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

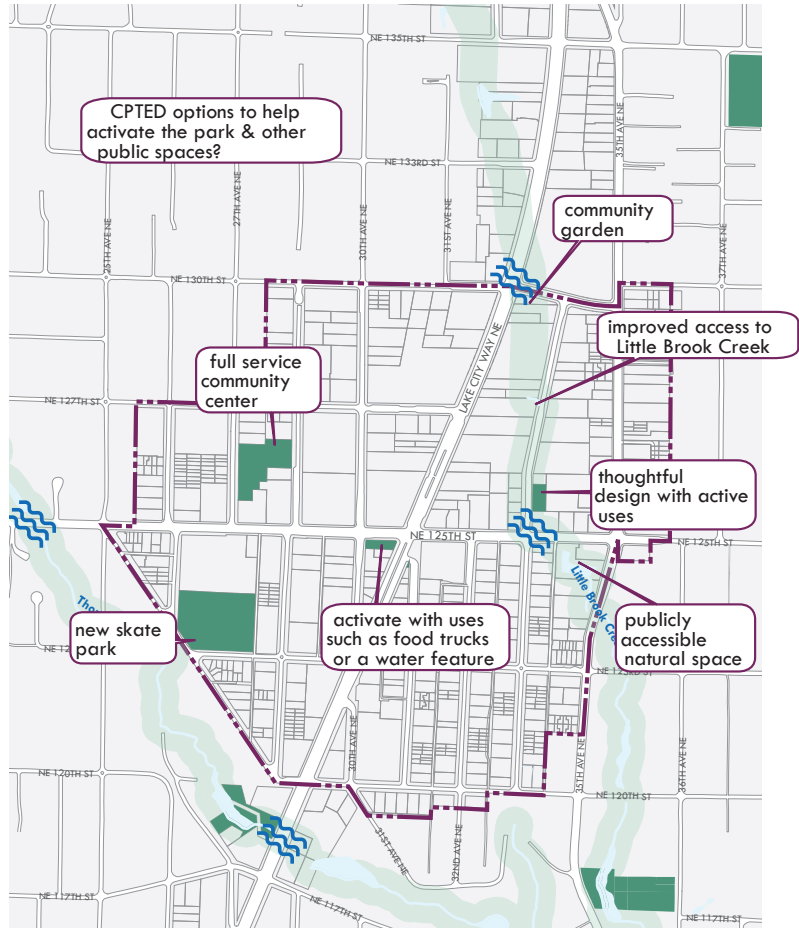


Community members have been working to develop a new skate park at Virgil Flaim park that should open in late 2015.



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

Parks and open space in the hub urban village



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

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

3. RECOMMENDATIONS

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.

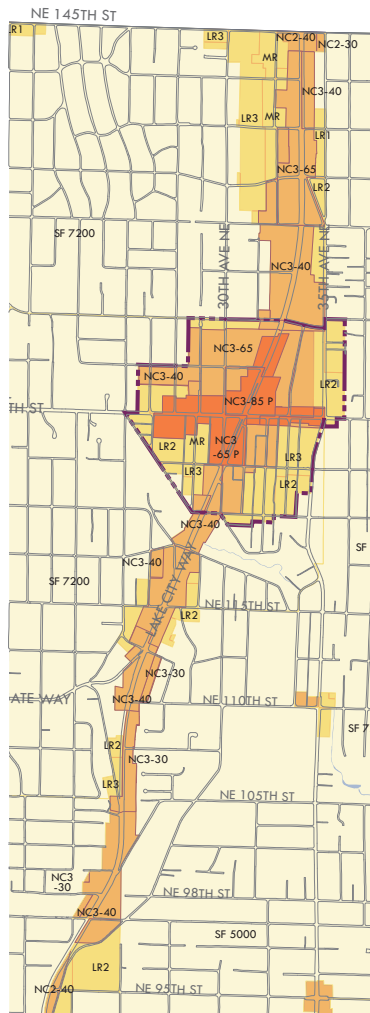


The Swale On Yale in the Cascade neighborhood treats runoff from Capitol Hill before it enters Lake Union and illustrates green stormwater strategies in a more mixed use neighborhood. (Photo courtesy of Vulcan)



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

4. IMPLEMENTATION



Recommended zoning

- Pedestrian designation
- Neighborhood Commercial
- Multifamily Residential

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.

4. IMPLEMENTATION

4.2 Other implementation strategies and resources

Office of Planning and Community Development

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

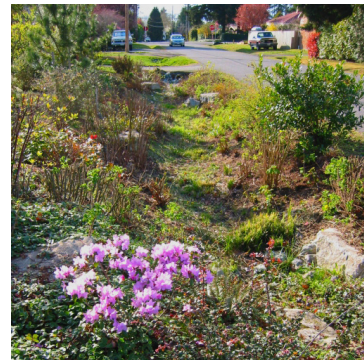
City grants and neighborhood programs

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:

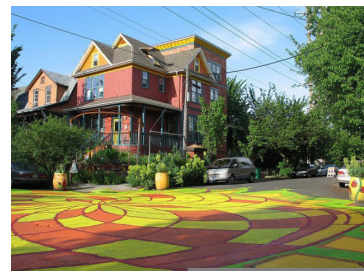
- [Department of Neighborhoods](#): Neighborhood Matching Fund - Small Sparks, Small & Simple Projects, Large Projects; Neighborhood Park and Street Fund.
- [Department of Information Technology](#): Technology Matching Fund.
- [Human Services Department](#): Community Development Block Grant, Community 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. IMPLEMENTATION

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 (2015)
Continue to build organizational capacity through Lake City Future First and carry out the vision for Lake City.	○	●		in progress/ongoing
Principle 1: Strong Sense of Place				
Apply development standards that encourage upper-level setbacks 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 (2015)

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)

4. IMPLEMENTATION

● 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)

4. IMPLEMENTATION

● 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. APPENDICES

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

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Susan McLain, *DPD*

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Theresa Barreras, *Office of Economic Development*

Christa Dumpys, *Department of Neighborhoods*

Sara Zora, *SDOT*

Planning Outreach and Engagement Liaisons

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

Nelson Tang, *Chinese Community*

Dereje Negassa, *Ethiopian Community- Amharic and Oromo speaking*

Pam Carter, *Seniors/People Living with Disabilities*

Hassan Wardere, *Somali Community*

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.

