

AURORA-LICTON  
NEIGHBORHOOD  
PLAN

March 1999



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# EXECUTIVE SUMMARY

The Aurora-Licton Neighborhood Plan is the product of a citizen-based planning process spanning almost two years and involving neighborhood residents, business people, and property owners. This neighborhood plan focuses on a core area that includes Licton Springs Park, the Wilson-Pacific school site, the Oak Tree Village shopping center and other Aurora Avenue businesses from NE 85<sup>th</sup> Street to NE 110<sup>th</sup> Street, and areas east and west of Aurora Avenue North. This area was identified as a proposed "Residential Urban Village" in the Seattle Comprehensive Plan of 1994.

The Aurora-Licton Neighborhood Plan was prepared by the Aurora-Licton Planning Group (ALPG), a neighborhood group formed in 1997 specifically to



Members of the Planning Group studying the potential of future land uses in the urban village core, focusing here on the possibility of turning unimproved alleys into pedestrian spaces.

take up the task of neighborhood planning in this area. The Plan identifies goals and objectives intended to guide growth and development in this area over the next 20 years. This plan also identifies specific actions the City, other public agencies, and the community can take to implement these goals and objectives.

The Aurora-Licton community's overall objective for this neighborhood plan is to build upon existing neighborhood resources, including Licton Springs Park and the Wilson-Pacific site, to create a center or focus for the City's proposed residential urban village. This choice reflects the community's love of the park and the neighborhood history it embodies, as well as the community's recognition of the unique opportunities provided by underutilized Wilson-Pacific buildings and grounds. The plan also seeks to make it easier, safer and more pleasant for neighborhood residents to cross, walk along and shop on Aurora Avenue North, while recognizing the importance of maintaining the health of the Aurora Avenue business community, and respecting Aurora Avenue's regional and retail transportation role.

**KEY INTEGRATED STRATEGIES:**

**A. Designation of the Aurora-Licton Residential Urban Village**

**C. Community Center - Wilson Pacific Site**

**B. Neighborhood Commercial Centers**

**D. Aurora Avenue North**

**E. Neighborhood Connections**

Another overall objective of this and other neighborhood plans is to identify improvements needed to help the area accommodate the growth anticipated during the next sixteen years.

The Plan is organized into five “Key Integrated Strategies” or main topics, each of which includes goals and policies addressing land use, transportation, and a wide range of other issues. These Key Integrated Strategies are:

A. Designation of the core area including Licton Springs Park, the Wilson-Pacific site, Oak Tree Village and other nearby Aurora Avenue businesses, and areas east and west of Aurora, as the Aurora-Licton Residential Urban Village.

- B. Establishment of a community center in conjunction with an excellent educational center at the Wilson-Pacific site.
- C. Creation of one or more neighborhood commercial centers.
- D. Enhancements to the business area and streetscape along Aurora Avenue North.
- E. Establish a comprehensive network of safe and attractive pedestrian connections.

The Aurora-Licton Neighborhood Plan is being forwarded to the Seattle City Council for its consideration. The City Council may adopt some or all of the goals and policies of this plan into the Seattle Comprehensive Plan, and may also implement some or all of the specific recommendations in the plan.

The Aurora-Licton Neighborhood Plan was partially funded by the City of Seattle, through the City’s Neighborhood Planning Office.

# INTRODUCTION

## Aurora-Licton Neighborhood Planning Process

In the Spring of 1997, members of the Licton Springs Community Council, with residents from the west side of Aurora Avenue, organized the Aurora-Licton Planning Group (ALPG) to take responsibility for drafting a neighborhood plan. In cooperation with the City of Seattle's Neighborhood Planning Office (NPO), the ALPG engaged the Aurora-Licton community with a comprehensive outreach program. The ALPG's first activity was to walk throughout the neighborhood and recognize some of the most pressing issues. The near impossibility of crossing Aurora Avenue was an obvious notation.



Citizens actively discuss the issues during the validation meeting.

The planning process was divided into two phases. The first phase involved outreach and issue identification. The second phase sought solutions to the issues identified in Phase I and to draft the neighborhood plan. Throughout the development of the plan, the ALPG continually engaged the residents and businesses of the Aurora-Licton area. Activities included a housing density study, a land use walk, a safety audit, a crime risk assessment, a planning survey and four planning workshops. Members of the planning group walked door to door to speak with people and deliver surveys and meeting notices to many of the businesses and residents in the community.

**ISSUES IDENTIFIED BY THE AURORA-LICTON NEIGHBORHOOD:**

**East and west portions of the neighborhood are divided by Aurora Avenue North**

**Poor pedestrian access, few sidewalks**

**High traffic volumes and vehicle speeds on minor arterial and residential streets**

**Limited open space and recreation opportunities**

**Stagnant commercial areas**

**Drug activity, vehicle crimes and prostitution near Aurora Avenue North**

**Excessive parking in residential areas by users of North Seattle Community College, the police precinct and Seattle City Light**

**PHASE I**

During Phase I of the planning process, the ALPG identified issues of concern to the community and conducted a variety of outreach activities to encourage citizen involvement in the planning process. In November 1997, the ALPG retained Inghram Design Consultants to assist with these activities. Phase I included distribution of a survey throughout the planning area. Based on the results of the survey and the other Phase I outreach activities, the ALPG identified the following issues of special concern to the Aurora-Licton community: east and west portions of the neighborhood are divided by Aurora Avenue North; poor pedestrian access, few sidewalks; high traffic volumes and vehicle speeds on minor arterial and residential streets; limited open space and recreation opportunities; stagnant commercial areas; drug activity, vehicle crimes and prostitution near Aurora Avenue North; excessive parking in residential areas by users of North Seattle Community

College, the police precinct and Seattle City Light. A more complete summary of the Phase I planning findings are included in the Phase I Report, which appears as Appendix C to the Plan.

**PHASE II**

In March 1998, ALPG hired the consultant team of Action Assessment Group, David Nemens Associates and Inghram Design Consultants to work on Phase II neighborhood planning. The goal of Phase II was to examine potential solutions to the issues identified in Phase I, and to draft a neighborhood plan that

incorporated these solutions. With the consultants' assistance,ALPG conducted a series of four topical workshops on the following subjects:

- Public and Open Spaces
- Aurora Avenue North
- Linkages (transportation)
- Zoning, Boundaries and Design Review



Aurora-Licton residents conduct a safety audit of the urban village with the help of a crime prevention specialist.

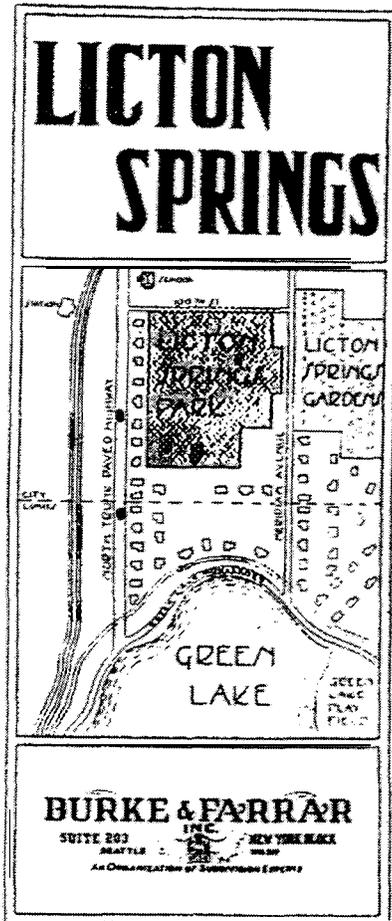
The workshops were held at the City Light facility on North 97<sup>th</sup> Street on Saturday mornings during the Spring and Summer of 1998.

The consultant team also conducted a safety walk, crime risk assessment and a land use walk to involve the community in this planning process. The land use walk introduced citizens to existing development patterns, zoning and areas with probable future development. The safety audit and crime risk assessment were used to record areas of perceived and real threats of criminal activity. The results of the safety audit and crime risk assessment are summarized in Appendix B.

Based on the information gathered from all of the above activities, during the fall of 1998 the consultant team, working closely with ALPG, prepared a draft neighborhood plan. The draft plan was distributed to several pick-up locations within the planning area. In addition, a summary of the draft plan, the "validation mailer," was mailed to residents and businesses in the planning area. This mailer also served as a meeting notice for a "validation meeting" to gather community comments on the draft plan. This meeting was held on December 5, 1998, at the Seattle City Light North Service Center; a total of thirty-four people participated in the meeting. In addition, a meeting with members of the Aurora-Licton business community was held on \_\_\_ at the \_\_\_\_\_. During this period the draft plan recommendations were also being reviewed by staff of various City departments.

This final neighborhood plan is the result of this community review. It represents the participation of residents, business owners and institution representatives in a two year, citizen-based planning process.

# History of the Aurora-Licton Neighborhood



A historic real estate advertisement for Licton Springs. The North Trunk Paved Highway is now Aurora Avenue. The Interurban is shown to the left.

The name Licton, meaning red painted water, was given by the area's Native Americans to the iron and sulfur springs originating in what is now Licton Springs Park; the name describes the rust colors that swirl in the spring water. "Licton" is one of the few original native place names still in use in Seattle.

The Seattle to Everett Interurban trolley line was built between 1900 and 1920, connecting Seattle with communities to the north, including Aurora-Licton. At that time Aurora-Licton was well beyond the Seattle city limits. During the 1930's the Interurban was replaced in importance by the North Trunk Highway, later to become Highway 99 (the stretch passing through North Seattle also being known as Aurora Avenue North). The Interurban and Highway 99 allowed development to spread north from downtown Seattle. At first, the area was promoted as a retreat area around the springs -a mineral bath was constructed at the site of the springs. The Dennys, a Seattle pioneer family, built a vacation home near the springs. Later, real estate developers sold "farmettes" – five-acre plots – to suburban Seattle residents

with the idea that they would be able to grow their own food on these mini-farms.

The Aurora-Licton area eventually filled with development. Aurora Avenue North, the main north-south transportation route in the city up until the 1960's, developed into a continuous commercial corridor. The I-5 freeway, built during the 1950's and 1960's, diverted traffic and new commercial activity away from Aurora. The Aurora Avenue North commercial corridor has

remained relatively stagnant since; many of the existing commercial buildings date from the 1940's with few improvements. Seattle annexed the neighborhood (along with most lands north of North 85<sup>th</sup> Street up to North 125<sup>th</sup> Street) in the 1950's.

The history of the neighborhood — in particular, the central role of the red painted water originating in what is now Licton Springs Park — is of special importance to today's community residents, and is reflected in the recommendations of this plan.

# The Comprehensive Plan and Neighborhood Planning

In 1994, Seattle adopted a Comprehensive Plan that set forth the City's strategy for dealing with Seattle's projected population growth over the next twenty years (adoption of such a plan is required by the State's Growth Management Act). To deal with this growth, the Comprehensive Plan proposed more than thirty "urban villages" around the City, at locations where existing zoning and development patterns could accommodate additional growth. The Comprehensive Plan proposed a Residential Urban Village designation, the smallest of three village categories, for a village identified as "97<sup>th</sup> and Aurora:" and estimated likely growth for the village between 1994 and 2014 at an additional 900 households.

After adopting the Comprehensive Plan, the City set up the Neighborhood Planning Office to oversee the creation of citizen-based, City-funded neighborhood plans for each of these proposed urban villages. Through these plans, the residents, business people, property owners, and other stakeholders of each proposed urban village could accept or reject the City's proposed urban village designation, accept or modify the proposed village, and make additional recommendations for actions the City, Metro, the State, or the community itself could take to help accommodate the anticipated growth. The City Council will review each neighborhood plan and take appropriate actions to implement those neighborhood plan recommendations with which it agrees.

The Comprehensive Plan also stated that, if a neighborhood with a proposed urban village did not prepare a neighborhood plan within a specified time, that urban village designation and boundary would be considered final by the City. A few urban village designations, such as those in the downtown, the University District, and Northgate, were considered final upon adoption of the Comprehensive Plan.

This neighborhood plan is the result of the Aurora-Licton neighborhood's efforts to plan for the "97<sup>th</sup> and Aurora" residential urban village proposed by the Comprehensive Plan. The Aurora-Licton Neighborhood Plan recommends ratifying the designation as a residential urban village but recommends that

the City change the name to “Aurora-Licton” and make minor boundary adjustments to better facilitate desired land use patterns.

The community considered using the name “Licton Springs” for the urban village. Many people respond to the historic and environmental associations of the name “Licton Springs.” Others were concerned that Licton Springs is generally perceived as the neighborhood east of Aurora Avenue North and south of North 105<sup>th</sup> Street. Public education could help extend the Licton Springs name to the larger Aurora-Licton community. Other names, such as Licton Village, also could maintain a historical reference. Recommendations in the plan call for determining a proper name for the Aurora-Licton Residential Urban Village.

## **THE URBAN VILLAGE AND THE PLANNING AREA**

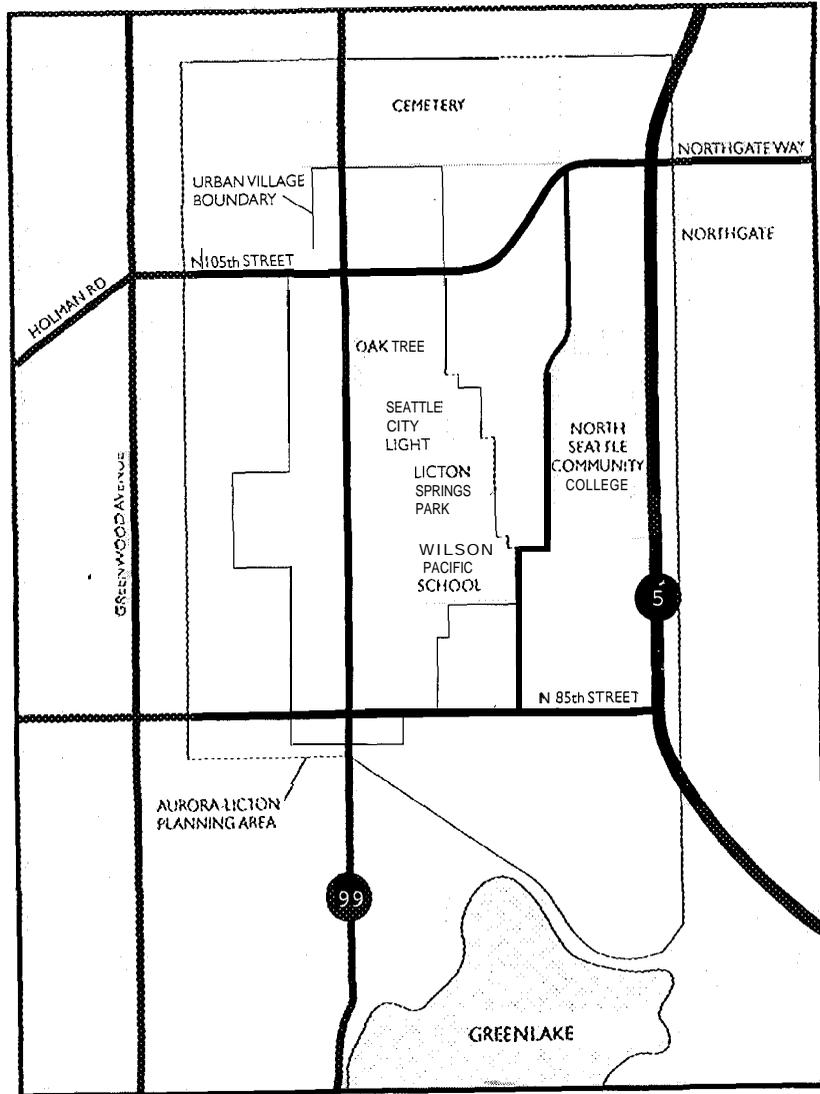
As an evolving neighborhood, Aurora-Licton needs a central focus around which the community can grow and thrive. This neighborhood plan proposes the creation of such a focus with the proposed urban village boundaries, as well as the provision of “missing” or deficient infrastructure (sidewalks, traffic controls, etc.) throughout the neighborhood.

The proposed Aurora-Licton urban village stretches north and south along both sides of Aurora Avenue North, from approximately North 110<sup>th</sup> Street on the north to North 84<sup>th</sup> Street on the south. At its greatest width, it extends from Wallingford Avenue North on the east to Fremont Avenue North on the west. See page 12 for a map of the urban village boundaries proposed by the community. The proposed urban village includes the Seattle City Light North Service Center, the Seattle School District Wilson Administrative Center (site of the American Indian Heritage School and Coho School), and Licton Springs Park. It also includes the Oak Tree Village shopping center and a number of other retail and commercial uses along Aurora Avenue North. Approximately 2,460 units of housing on the east and west sides of Aurora Avenue North are located within the proposed Aurora-Licton residential urban village.

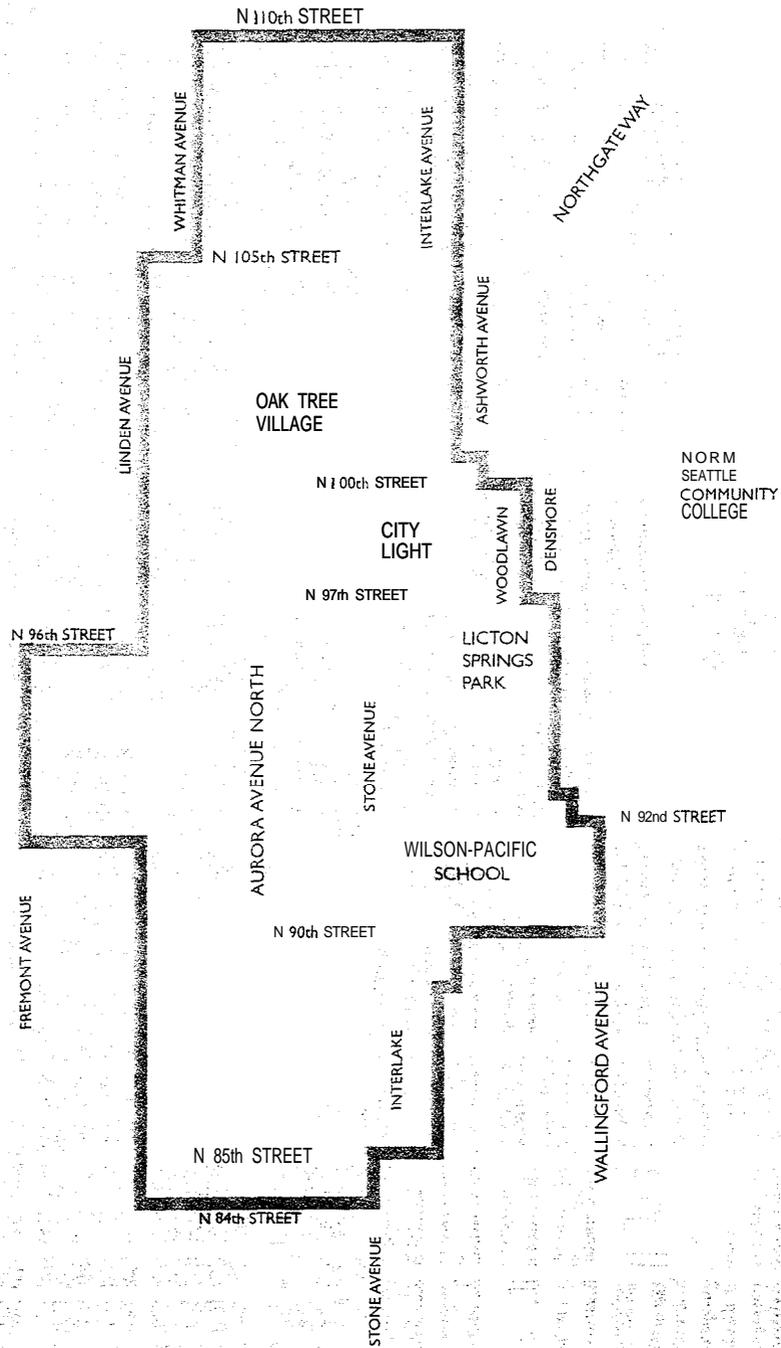
The larger Aurora-Licton planning area extends from North 115<sup>th</sup> Street to Green Lake Drive North, and from Dayton Avenue North (overlapping the

Greenwood/Phinney Neighborhood Planning Area) to First Avenue NE (overlapping the Northgate Comprehensive Plan planning area). It includes segments of the I-5 and Aurora Avenue North corridors. Several institutions make their home in this area including the Seattle Police Department North Precinct, North Seattle Community College, Department of Parks and Recreation North District Building and Blanchet High School.

# Aurora-Licton Planning Area



# Aurora-Licton Residential Urban Village Boundaries



## **Aurora-Licton Residential Growth Capacity**

Summary of residential growth statistics for the area within the proposed Aurora-Licton residential urban village boundaries.

|                                   |   |
|-----------------------------------|---|
| <b>Existing (2/1/99 estimate)</b> | <b>2,460 housing units</b><br><b>2,340 households</b>         |
| <b>Capacity</b>                   | <b>1,910 new housing units</b><br><b>1,810 new households</b> |
| <b>Projected Growth</b>           | <b>900 new households</b>                                     |
| <b>Area</b>                       | <b>327 acres</b>  |
| <b>Existing Density</b>           | <b>7.2 households/acre</b>                                    |
| <b>2010 Projected Density</b>     | <b>9.9 households/acre</b>                                    |

*source: Seattle Strategic Planning Office*

## Next Steps

This neighborhood plan has been submitted to the City of Seattle for review by City staff and action by the City Council. City Council action may take two forms. First, the Council will review the goals and policies contained in this plan, and may adopt some or all of these policies into the City's Comprehensive Plan. These goals and policies would then be considered by all City departments when taking actions that affect the Aurora-Licton community.

Second, the City Council may choose to implement some of the actions recommended in the plan, such as daylighting Licton Springs Creek as part of the Wilson-Pacific site redevelopment, or studying the redevelopment potential of the City Light property. The Council would do this by funding the improvements or study in question, and instructing the relevant City department or departments to take appropriate actions to implement the plan recommendation.

Some of the plan's recommendations call for actions by other public agencies, such as the State Department of Transportation, Seattle School District and King County/METRO; these may also be coordinated or spearheaded by the City. Finally, many of the recommended actions in this plan are actions to be taken by the community itself. Ultimately, it is the community's responsibility to be the stewards of this plan, to see that its recommendations are implemented over time, and to keep alive an emerging sense of community in the Aurora-Licton neighborhood.

The ALPG was established with the help of and is supported by the Licton Springs Community Council. Members of both groups wish to join forces to recreate a community council capable of representing and stewarding the urban village. This may result in expanding the boundaries of the Licton Springs Community Council to include the Aurora-Licton planning area. It may even result in changing the name of the community council to match that of the urban village, which itself needs to be reconsidered. A unified community council and urban village area will best be able to support and care for the Aurora-Licton community.

## PLANNING OBJECTIVE

Through a series of community meetings and workshops the ALPG crafted a long-range vision for the Aurora-Licton neighborhood. This vision is captured here in the Plan's formal Planning Objective:

Build upon existing neighborhood resources, including *Licton* Springs Park and the Wilson-Pacific *site*, to create a center or "heart" for the *Aurora-Licton* community, a focus around which the City's proposed residential urban village can grow and thrive. Make it easier, safer, and more pleasant for neighborhood residents to cross, walk along, and shop on Aurora Avenue, while respecting Aurora Avenue's regional transportation and commercial *role*.

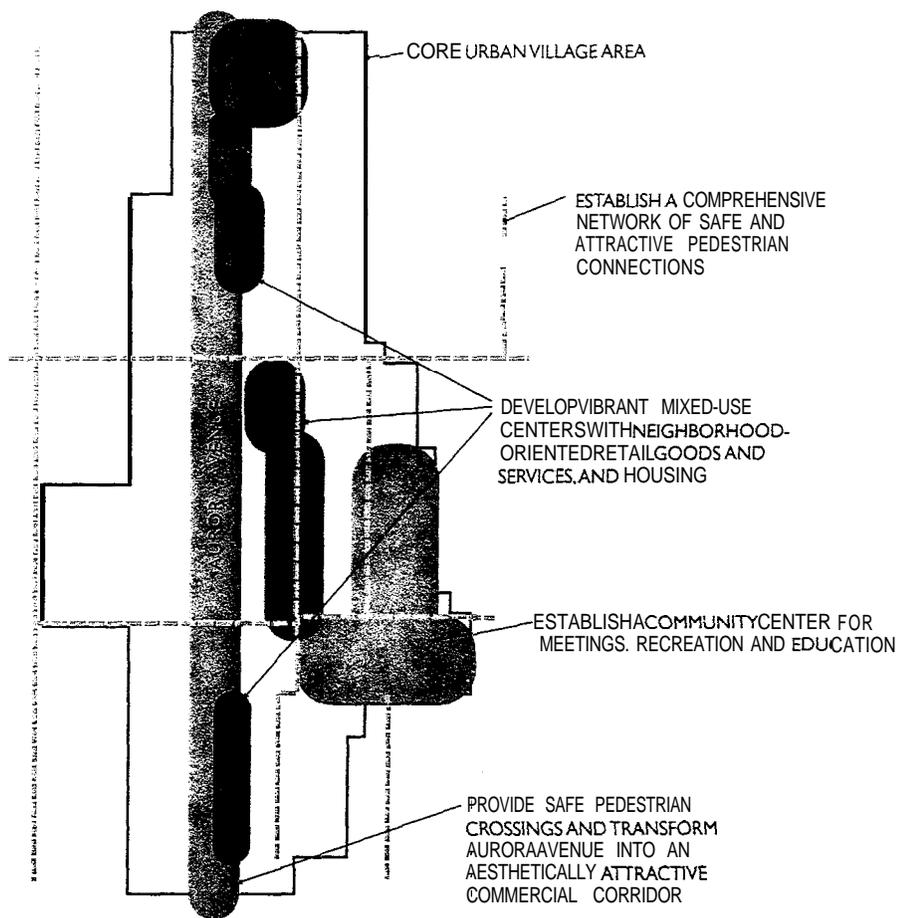
The Planning Objective represents the Aurora-Licton community's overall goal for this neighborhood plan. It combines the community's vision of what it wants to achieve, with a realistic assessment of what it can achieve, in the Plan's 20-year horizon. The Planning Objective serves as an "umbrella" planning goal uniting the five Key Planning Strategies.

As an evolving neighborhood, Aurora-Licton needs a central focus around which the community can grow and thrive. The Seattle Comprehensive Plan's proposed name for this community, the "97<sup>th</sup> and Aurora Residential Urban Village," implies that the central focus of the neighborhood is along Highway 99. This is not the case today, nor will it likely be the case within the next 20 years. While this neighborhood plan does not turn its back on Aurora Avenue, it does not propose to transform Aurora Avenue into the central focus of this evolving residential community.

Rather than reinvent Aurora Avenue as a central neighborhood focus, this plan seeks to build upon existing neighborhood resources, particularly Licton Springs Park and the Wilson-Pacific school and site. This choice of focus reflects the community's love of the park and the neighborhood history it embodies. It also reflects the community's recognition of the unique opportunities provided by underutilized Wilson-Pacific buildings and grounds.

# KEY INTEGRATED STRATEGIES

An overall objective of this Plan is to identify improvements needed to help the area realize its neighborhood vision, address community concerns, and accommodate the increased growth anticipated for the area. The Plan is organized into five “Key Integrated Strategies” or main topics, each of which includes goals and policies addressing land use, transportation, and a wide range of other issues. Recommendations are integrated so as to encourage solutions that resolve multiple issues. For example, in the second strategy, improvements to the Wilson-Pacific site may provide community meeting space, while also enhancing recreation and education opportunities, and resolving drainage problems. Through this system of integration, planned investments are expected to have the greatest benefit to the community.



## A. Designation of the Aurora-Licton Residential Urban Village

The Seattle Comprehensive Plan designates the Aurora-Licton neighborhood as a proposed “residential urban village,” one of eighteen proposed residential urban villages identified in that city-wide document. Comprehensive Plan Goal G26 provides the following description of residential urban villages:

“Promote urban villages that function primarily as compact residential neighborhoods for a wide range of housing types. While residential use is emphasized, a mix of other compatible activities, especially those that support residential uses, is appropriate. Employment activity is also appropriate to the extent that it does not conflict with the proposed residential function and character of the village.. .”

Through the neighborhood planning process, the Aurora-Licton neighborhood can recommend changes to the proposed urban village boundaries. The neighborhood also can use the neighborhood plan to recommend detailed goals, policies and actions to guide growth within its urban village.

In this Key Integrated Strategy, the Aurora-Licton neighborhood affirms the City’s proposed designation of our neighborhood as a residential urban village. The neighborhood also recommends minor changes to the proposed boundaries and zoning, and recommends that the urban village be renamed the “Aurora-Licton Residential Urban Village” to better reflect the neighborhood’s overall planning objective.

### **GOAL**

I. Establish the Aurora-Licton Residential Urban Village as a vibrant residential community, with a core area of multi-family housing, pedestrian-oriented neighborhood retail shops and services, and open space clustered immediately east of Aurora Avenue North. The core area should be fully accessible to residents east and west of Aurora Avenue.

## **POLICIES**

A-1. Affirm the designation of Aurora-Licton as a Residential Urban Village as proposed in the Seattle Comprehensive Plan.

A-2. **Affirm** the boundaries for the Aurora-Licton Residential Urban Village proposed in the Seattle Comprehensive Plan with the modifications recommended by the Aurora-Licton Planning Group through the neighborhood planning process. (See map on page 12.)

A-3. Maintain the current balance of residential and commercial zoning within the urban village boundaries with the exception of specific potential changes recommended by the Aurora-Licton Neighborhood Plan. (See map on page 19.)

A-S. Protect the character and integrity of Aurora-Licton's single-family areas within the boundaries of **the Aurora-Licton** urban village.

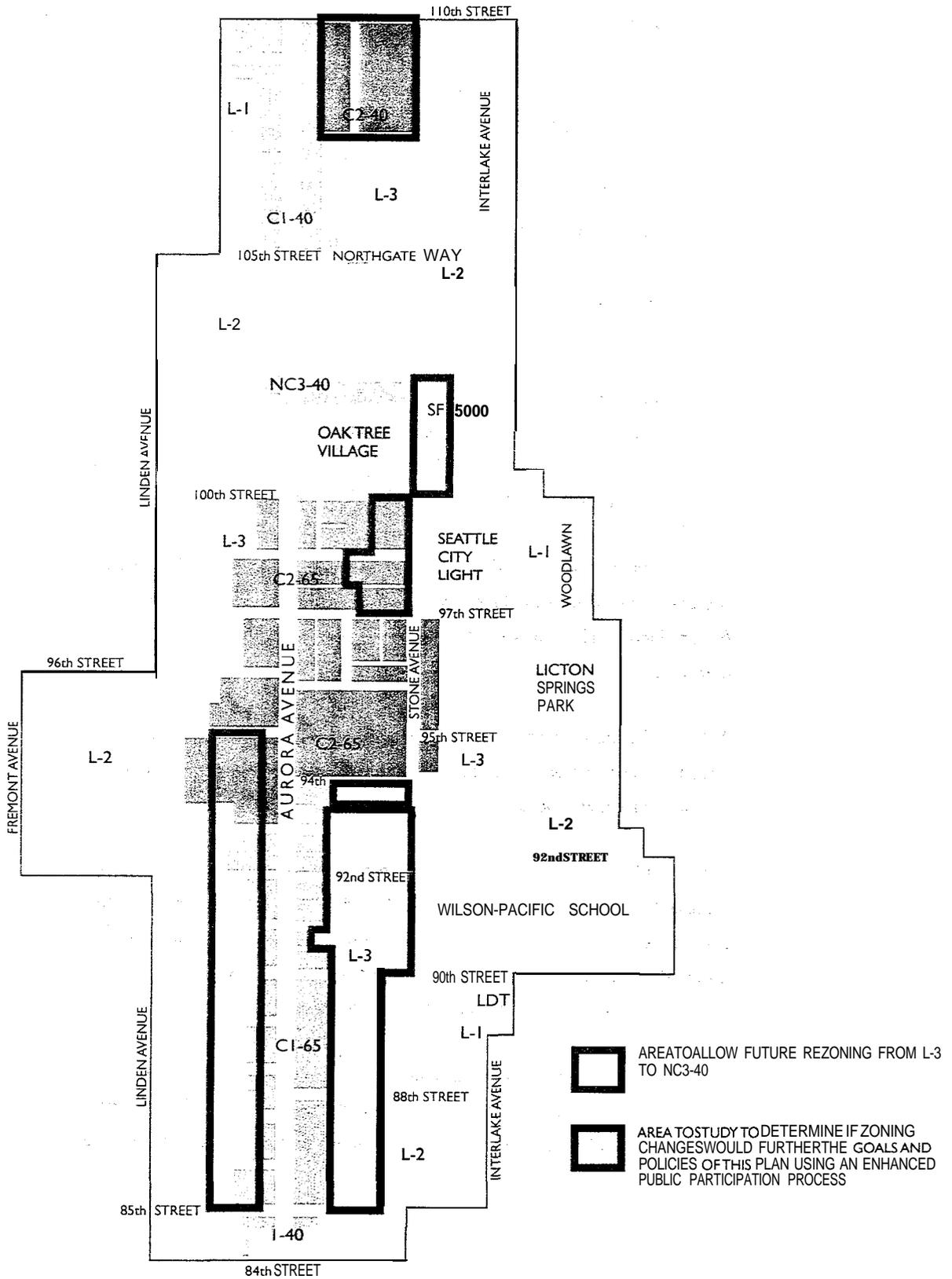
A-6. Encourage development to enhance the neighborhood's visual character through use of City-wide and Aurora-Licton neighborhood specific design guidelines.

A-7. Encourage the development of enhanced transit connections to the village core, the Northgate transit center and the Northgate light rail station.

## **RECOMMENDED ACTIONS**

A-1. Change the name of the residential urban village proposed for Aurora at North 97<sup>th</sup> Street to the "Aurora-Licton Residential Urban Village." Conduct a re-evaluation of the name of the urban village. Consider names such as **Licton** Springs and **Licton** Village that draw on the area's history and relate to the neighborhood's community council.

# Zoning Study Areas



A-2. Amend the urban village boundaries proposed in the Seattle Comprehensive Plan with the following modifications:

a. Between North 110<sup>th</sup> Street and the alley immediately north of North 100<sup>th</sup> Street, move the boundary to the alley between **Ashworth** and Inter-lake Avenues North.

b. Between North 97<sup>th</sup> Street and North 100<sup>th</sup> Street, move the boundary to the alley between **Densmore** and Woodlawn Avenues North.

c. South of North 92<sup>nd</sup> Street, the boundary should extend down the centerline of Linden Avenue North to North 84<sup>th</sup> Street. The boundary should follow the centerline of North 84<sup>th</sup> Street east from Linden Avenue North to Stone Avenue North, and then follow the centerline of Stone Avenue North to North 85<sup>th</sup> Street.

A-3. Evaluate and modify the **Licton** Springs neighborhood boundaries and the boundaries of the **Licton** Springs Community Council to include the Aurora-Licton urban village and, as much as possible, the Aurora-Licton planning area.

A-4. Develop Aurora-Licton neighborhood design guidelines to be applied to new commercial and multi-family development through the existing city design review process.

A-5. Allow the future rezoning of the northeast quarter of the block west of Stone Avenue North south of North 94<sup>th</sup> Street and north of the alley to be rezoned from L-3 to **NC3-40** consistent with the goals and policies of this plan and the Seattle Comprehensive Plan and to eliminate land use conflicts with commercial zoning on the north side North 94<sup>th</sup> Street.

A-6. Study the following areas to determine whether zoning changes would further the goals and policies of this plan and the Seattle Comprehensive Plan. Any rezone study should incorporate procedures for enhanced public notice

and participation by study area residents, property owners, and the Community Council.

a. To provide an opportunity to create a core area of pedestrian-oriented neighborhood commercial and residential development, study the potential to rezone the Seattle City Light property between North 97<sup>th</sup> Street and North 100<sup>th</sup> Street, and west of Stone Avenue North, from C2-65 to NC3-40 in conjunction with redevelopment of the property.

b. To encourage redevelopment of commercial areas along Aurora Avenue North, study the potential of rezoning the residential properties west of Aurora Avenue North between North 85<sup>th</sup> Street and North 95<sup>th</sup> Street westward to the midpoint between Aurora Avenue North and Linden Avenue North. This rezoning should occur upon property-owner application, in conjunction with specific development proposal(s), and should be conditioned upon the dedication of right-of-way for a north-south alley between (and running parallel to) Aurora and Linden to buffer the impacts of the commercial area from the residential area. Neighborhood Commercial zoning might be the most appropriate.

c. Study the half-block east of Stone Avenue North to the alley, between North 100<sup>th</sup> Street and North 103<sup>rd</sup> Street for potential rezoning to provide a better transition between the commercial area to the west and single-family residential area to the east.

d. To encourage attractive residential development and a better transition between commercial and residential areas, study the area zoned L-3 that lies south of North 94<sup>th</sup> Street and north of North 85<sup>th</sup> Street along Stone Avenue North for potential rezoning or modifications to existing zoning standards. Changes should be made to encourage residential units that are well designed and “connected” to the neighborhood. Allowing any commercial activity within this residential area should only be considered if such an allowance will not detract from the residential area with increased parking, traffic or crime, and only if it will not weaken the proposed core

neighborhood commercial area near North 100<sup>th</sup> Street and Stone Avenue North.

e. Study the area zoned C2-40 that lies East of Aurora Avenue North and west of Stone Avenue North, between North Northgate Way and North 110<sup>th</sup> Street, for the potential of rezoning to encourage development that is more compatible with the residential area immediately to the south and east.

## B. Community Center – Wilson-Pacific Site

The Wilson-Pacific site is an 11-acre Seattle Public Schools property located between North 90<sup>th</sup> and North 92<sup>nd</sup> Streets, and Stone and Wallingford Avenues North. It currently is home to the Coho School and American Indian Heritage School, as well as the District's Wilson Administrative Center and several sports fields (recently funded for improvement). At one time the site housed the Wilson and Pacific Schools (later combined as a single middle school) and, before the schools, a dairy farm.



The Plan calls for implementing the Wilson-Pacific School Master Plan which will result in redeveloping areas of wasted asphalt and ball fields with poor drainage into new recreational features including new ball fields and a running path, as well as parking and landscaping.

One block north of the site is Licton Springs Park. Licton Creek originates in the park and flows south in a pipe under the Wilson-Pacific site. The creek also feeds Pilling's Pond, a privately developed and maintained waterfowl sanctuary on a single-family lot on North 90<sup>th</sup> Street adjacent to the school site. Storm drainage and flooding have been problems adjacent to the school site.

Together with Licton Springs Park, the Wilson-Pacific site provides the opportunity to create a center or "heart" for the Aurora-Licton Residential Urban Village. The site and its existing buildings can provide ample community meeting space and recreation facilities (both indoor and outdoor), while continuing to accommodate public school programs. A daylighted creek and pond system

could help alleviate local drainage problems while enhancing the site's use by the school district and the community for environmental education. If creatively redeveloped, the Wilson-Pacific site can provide the focus around which the Aurora-Licton community can grow and thrive. This Key Integrated Strategy brings together a diverse group of goals, policies, and recommendations aimed at guiding this redevelopment.

## GOALS

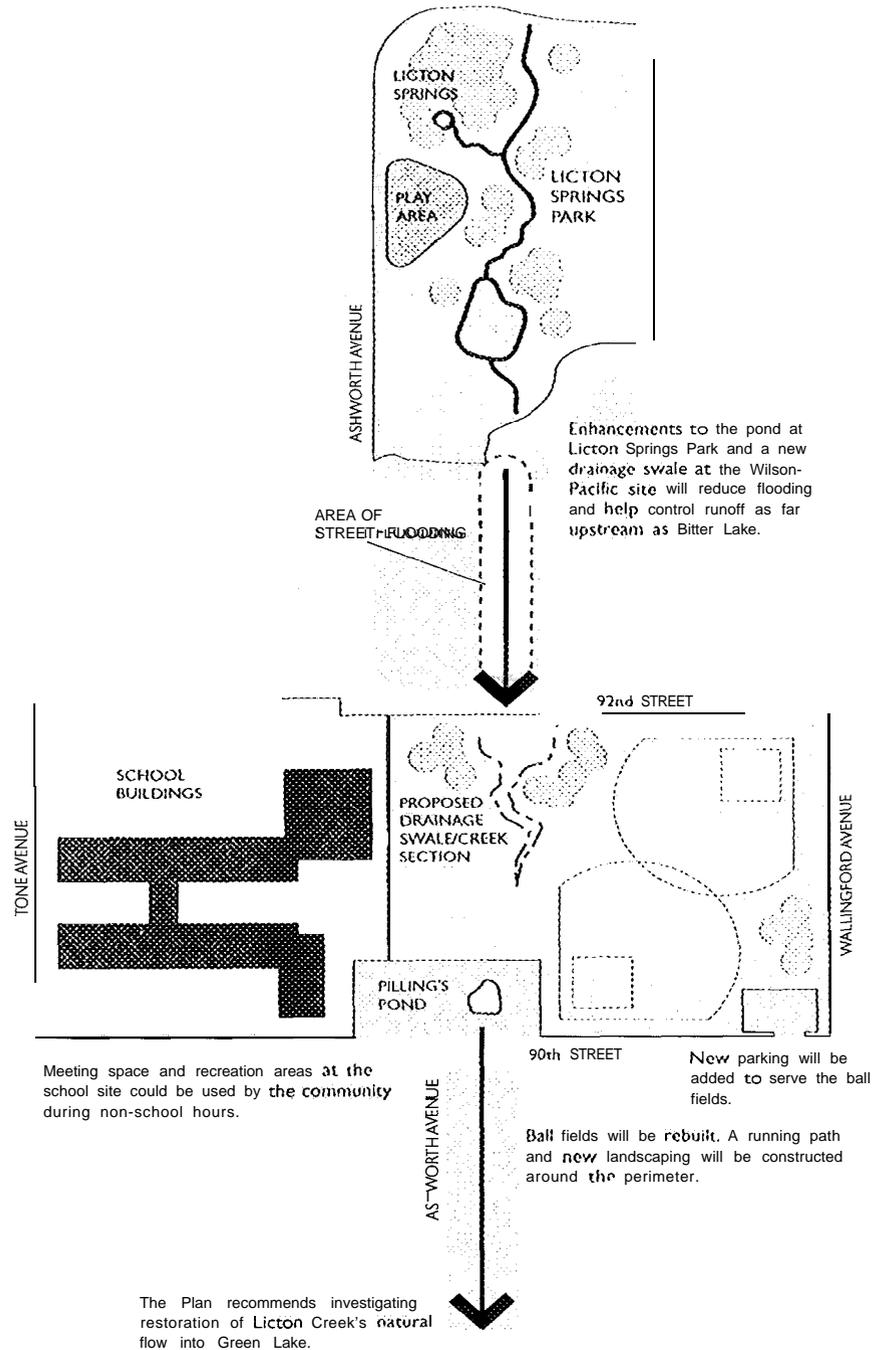
2. **Redevelop the Wilson-Pacific site to serve, in conjunction with Licton Springs Park, as a center for community activities, community meetings, recreation and environmental education.**
3. **Reduce localized and upstream flooding, and enhance runoff water quality with a well designed drainage system at the Wilson-Pacific site that is in harmony with wildlife use and habitat, and that is incorporated into other recreational activities and site uses.**
4. **Continue to offer excellent educational facilities and programs to Seattle Public Schools students and their families at the Wilson-Pacific School site.**

## POLICIES

- B-1. **Seek redevelopment of the Wilson-Pacific site to provide a range of active and passive recreation and community activities in conjunction with use of Licton Springs Park. Encourage multiple use of public facilities within the Aurora-Licton urban village, including the Wilson-Pacific school.**
- B-2. **Encourage the continued use of the Wilson-Pacific site as a Seattle Public Schools classroom facility in conjunction with community use.**
- B-3. **The Department of Parks and Recreation should take responsibility for managing community facilities in coordination with Seattle Public Schools.**
- B-4. **Community planning documents, information about the area's history and community resource information should be stored at a permanent**

# Community Center - Wilson Pacific Site

Meeting Space and Recreational Opportunities



location near the core of the urban village. The space should be open and accessible to the public during regular hours.

**B-5. Strive to enhance the drainage system through such activities as daylighting Licton Springs Creek.**

**B-6. As modifications to waterways are designed, seek to balance enhanced drainage capacity, natural habitat, historic character and environmental significance.**

**B-7. Encourage use of Licton Springs Park, the Wilson-Pacific site and Pilling's Pond as a source for community environmental education in conjunction with the redevelopment of the Wilson-Pacific site and efforts to maintain Pilling's Pond.**

#### RECOMMENDED ACTIONS

**B-1. Establish a community advisory committee, which might include residents, students, parents, merchants and staff, to work with the city and the School District on Wilson-Pacific site redevelopment.**

**B-2. Seattle Public Utilities (SPU) and the School District should study the potential to daylight the portion of Licton Springs Creek that runs underneath the Wilson-Pacific site, to reduce local and upstream flooding, improve drainage of the proposed ball fields, and provide an opportunity for environmental education.**

**B-3. Fund site improvements identified in the Wilson-Pacific School Open Space Master Plan to develop ball fields, passive and active recreation opportunities and improve drainage.**

**B-4. Fund improvements to Licton Springs Park that enhance community use while preserving and enhancing wildlife habitat, including the Phase II playground improvements planned by the Licton Springs Community Council, and new boardwalks to replace damaged boardwalks.**

**B-5. Seattle Public Utilities (SPU) and the Seattle Transportation Department should investigate the potential for daylighting that portion of Licton**

**Springs Creek between Licton Springs Park and the Wilson-Pacific site, as well as the portion and south of the Wilson Pacific Site to Green Lake.**

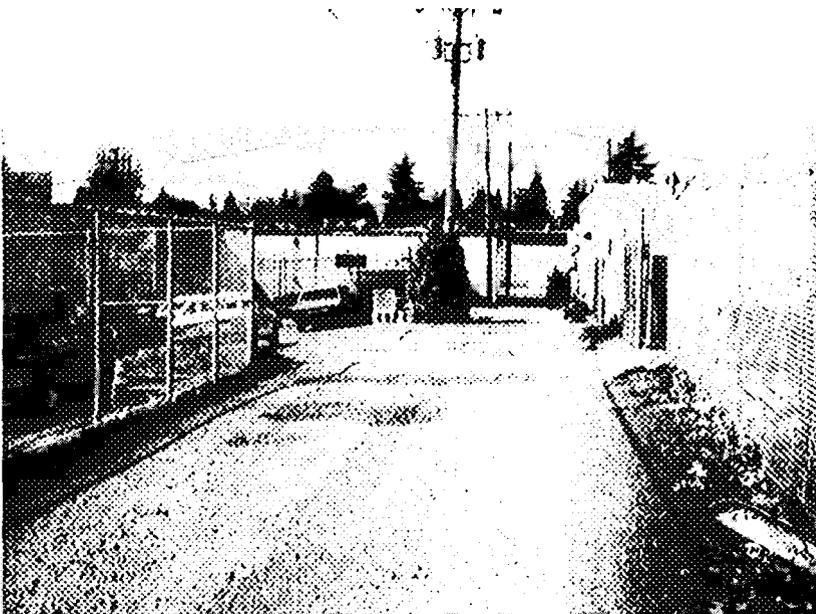
**B-6. Explore opportunities for community use of Wilson-Pacific School meeting rooms, office space and shop facilities, secondary to use by Seattle Public Schools educational programs. Consider the possibility of establishing a community office, a place to keep essential community planning documents and resources, at the Wilson-Pacific site.**

**B-7. Create a pedestrian walkway open to the public along the north side of the site connectin,; North 92<sup>nd</sup> Street to Stone Avenue North.**

**B-8. Work with artists and community members to create imaginative interpretations as part of site redevelopment that strengthen the image of the site as a neighborhood environmental education and cultural focal point.**

## C. Neighborhood Commercial Centers

The Seattle Comprehensive Plan states that, “a broad range of retail services either already exists or can be accommodated in the area to serve the residential population” in each proposed Residential Urban Village (Comprehensive Plan Policy L42.c). Other than Oak Tree Village (which is perceived by the community as serving a wider geographic market and lacking some essential neighborhood goods and services), the Aurora-Licton Residential Urban Village lacks access to local (as opposed to regional) shopping and services.



Parking lots owned by Seattle City Light and unimproved alleys have the potential to become pedestrian oriented commercial areas. They would provide a needed transition from Aurora to residential areas while allowing development to expand south from Oak Tree Village.

**Regional commercial services in Aurora-Licton tend to be oriented toward Aurora Avenue North, while residential buildings tend to orient away from the highway. This has resulted in poor transitions between commercial and residential areas, unoccupied or “unowned” spaces, and a perceived increase in the threat of crime.**

**This Key Integrated Strategy seeks to develop vibrant mixed-use centers, including neighborhood-oriented retail goods and services as well as higher-density housing, to serve the Residential Urban Village. These mixed-used areas will provide an enhanced transition between commercial and residential areas and establish a continual pedestrian presence to reduce the threat**

of criminal activity. The recommended actions in this strategy call for further study of several potential sites adjacent to the east side of Aurora Avenue North. The strategy also suggests that steps be taken to make it easier for neighborhood residents to get to existing retail stores on Aurora Avenue and elsewhere in the urban village.

#### GOAL

5. Create one or more vibrant, safe and attractive commercial areas near the core of urban village that provide the immediate neighborhood with convenient access to retail goods and services, and that do not significantly increase impacts to residential areas such as parking, traffic, crime and noise. This area, or areas, should include residential uses.

#### POLICIES

C-1. Encourage neighborhood oriented retail stores and services in the urban village that are attractive and accessible to the surrounding community.

c-2. Encourage the development of pedestrian-friendly pathways which will enhance, encourage and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.

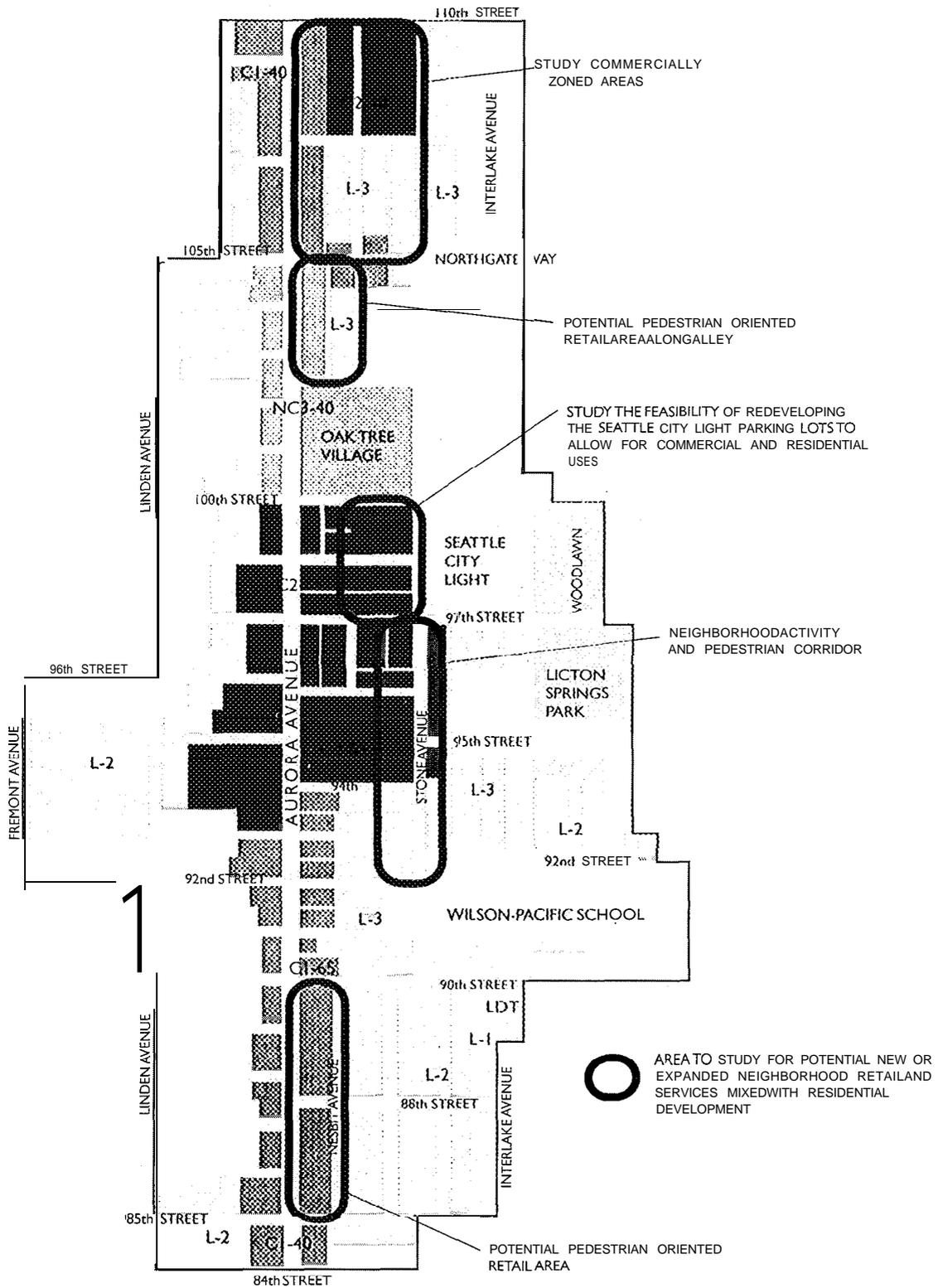
c-3. Encourage pedestrian-oriented commercial activity to locate near pedestrian crossings, transit facilities and along existing pedestrian routes. New developments should provide safe and attractive pedestrian access.

c-4. Encourage the location and development of off-street parking, underground or behind the building.

#### RECOMMENDED ACTIONS

c- I. Work with local merchants and property owners to enhance pedestrian access, safety, parking and traffic flow in existing retail stores and businesses.

# Neighborhood Commercial Study Areas



**c-2. Work with Seattle City Light to study the feasibility to sell and/or redevelop the City Light properties immediately west of Stone Avenue North, between North 97<sup>th</sup> Street and North 100<sup>th</sup> Street, to allow for commercial and residential development. The properties should be rezoned (consider NC3-40) before sale to encourage a mixture of activities and to enhance the pedestrian viability of the area. Any redevelopment of the City Light property should include adequate alternative space for City Light parking and operations.**

**c-3. Study the following areas to look for potential places to encourage new or expanded neighborhood retail and services mixed with additional residential development:**

**a. Immediately east and west of Stone Avenue North, between North 97<sup>th</sup> Street and North 92<sup>nd</sup> Street**

**b. East of Aurora Avenue North to Nesbit Avenue North, between North 85<sup>th</sup> Street and North 90<sup>th</sup> Street; this street should be considered a potential pedestrian oriented retail space**

**c. East of Aurora Avenue North to Midvale Avenue North, centered along the alley, between North 103<sup>rd</sup> Street and North Northgate Way; this alley should be considered a potential pedestrian oriented retail space**

**d. The commercially zoned area east of Aurora Avenue North to Stone Avenue North, between North Northgate Way and North 110<sup>th</sup> Street**

## D. Aurora Avenue North

Aurora Avenue North is seen by some community residents as a barrier. Crime and traffic perceived to be associated with the highway has blighted some areas in the Aurora-Licton neighborhood and the other neighborhoods through which it passes. Although the Seattle Comprehensive Plan designates Aurora Avenue North as a “Principal Arterial,” meaning that its main function is moving cars, trucks, and busses, the Comprehensive Plan acknowledges that “changes to [principal arterials] should maintain and enhance pedestrian facilities and operations . . . and aesthetics for pedestrians walking along and crossing a street.” (Policy T15)



Southbound traffic backs up in this view of Aurora Avenue North. A pedestrian walks along the sidewalk close to high speed traffic. “Fifties” style signs define some of Aurora’s character.

The Aurora-Licton community is not seeking to redesignate Aurora Avenue North; as noted in the Planning Objective, this neighborhood plan recognizes Aurora Avenue’s regional transportation and commercial role. This Key Integrated Strategy seeks to begin the process of making Aurora Avenue North a safe and pleasant place for pedestrians, transit riders, business owners and employees, as well as for cars; it also seeks to establish more and better pedestrian crossings at key points along the street. This Key Integrated Strategy also looks forward to the time, as the state makes expected major pedestrian improvements to State Route 99 (as this section of Aurora also is known) through its Urban Mobility Project and as the properties along Aurora Avenue redevelop, when Aurora Avenue North becomes an attractive gateway

to the Aurora-Licton community and to the other neighborhoods along its path.

## GOALS

6. Provide safe and convenient pedestrian crossings of Aurora Avenue North that logically link transit stops and retail nodes. Encourage safe and accessible pedestrian routes on Aurora Avenue North and on adjacent side streets that leading to pedestrian crossings.

7. Over time, transform Aurora Avenue North into an aesthetically attractive regional highway and commercial corridor that acts as a gateway to the Aurora-Licton Residential Urban Village and to other communities, and that is safe for pedestrians, motorists, business operators and employees.

## POLICIES

D-1. Work with the State to seek safe means for pedestrians to cross Aurora Avenue North at locations that logically connect transit stops, retail nodes and pedestrian routes, including relocated, enhanced and/or additional crosswalks. Encourage the development of sidewalks or other safe, attractive and accessible pedestrian routes leading to pedestrian crossings. Prohibit the development of new pedestrian underpasses under Aurora Avenue unless safety can be assured.

D-2. Work with the State, the Aurora-Licton community, property owners, business owners and developers to identify means of enhancing the visual character of Aurora Avenue North. Encourage the redevelopment of older areas near Aurora Avenue North. Identify and preserve the important cultural, historic and visual landmarks while also encouraging redevelopment of deteriorated areas near Aurora Avenue North.

D-3. Encourage development of design guidelines and other programs to support development of an Aurora Avenue theme or style that is sensitive to crime prevention design principles.

D-4. Work with the State and the Aurora-Licton community to plan streetscape improvements to Aurora Avenue North. Consider such elements

as signal lights, underground wires, street furniture, public art, bus stops, and other improvements that beautify the highway and provide enhanced functionality.

D-5. Crime prevention practices, including police patrols, community policing, and building and site design which discourages crime, should be used in efforts to protect property and people, including pedestrians, customers, workers and motorists, from the threat of criminal activity.

#### RECOMMENDED ACTIONS

D-1. The city, state and Metro should study the feasibility of establishing several major “mid-block” crosswalks (at mid-block or minor intersection locations), coordinated with relocated and/or enhanced bus stops, and possibly incorporating restricted vehicular access to the minor side-streets to reduce potential pedestrian/vehicular conflicts.

D-2. Rebuild the existing pedestrian overpass at North 103rd Street and Aurora Avenue North so that it meets ADA accessibility standards.

D-3. Install new sidewalks, curbs and gutters, and repair existing sidewalks, on both sides of the entire length of Aurora Avenue North.

D-4. Study the intersection of Aurora Avenue North and North 90<sup>th</sup> Street to determine the cause of the high reported incidence of accidents involving pedestrians, and take remedial actions as appropriate. Investigate such strategies as:

- a. Enforcing parking restrictions near the intersections
- b. Focus special jaywalking enforcement at the intersection
- c. When occasion allows, require current setback standards with the southeast corner of the intersection is redeveloped

D-5. Enforce consistent speed limits along Aurora Avenue North to ensure pedestrian and vehicular safety. Consider adjusting speed limits for better consistency and installing better speed limit signage.

**D-6. Develop and staff an Aurora Avenue North task force to coordinate the recommendations of neighborhood planning groups with the state Department of Transportation Urban Mobility Study of State Route 99.**

**D-7. The state Department of Transportation, as part of its planned Urban Mobility Study, and in cooperation with SeaTran, Metro, Seattle City Light, Sound Transit, the Licton Springs Community Council and the Aurora Avenue Merchants Association, should plan and install thematic streetscape improvements including:**

**Improved street and directional signage**

**Improved low level lighting**

**More attractive signal standards, light standards and other fixtures**

**Accessible sidewalks**

**More vegetation, including replanting median strips that are paved over; vegetation should not block visibility of retail services**

**Underground utilities**

**Street furniture and public art**

**D-8. The state Department of Transportation in cooperation with SeaTran and the Licton Spring Community Council should install street signs on Aurora Avenue North signaling when one is entering the Aurora-Licton neighborhood. The signs should be installed after the community reevaluates and determines the name for the neighborhood.**

**D-9. As part of the Aurora-Licton neighborhood design guidelines, to be applied to new commercial and multi-family development through the city's design review process, develop specific guidelines that encourage development on or near Aurora Avenue to incorporate a specific style or theme (to be defined in the guidelines), and to address crime prevention principals in design. Property and business owners should be actively involved in the development of these Aurora Avenue design guidelines.**

**D-IO. Develop and apply Aurora-Licton sign guidelines for use in conjunction with the city sign code. Ensure enforcement of the city sign code. Work**

to reduce visual clutter and encourage signs of a similar style.. Consider non-flashing neon for new signs in recognition of the highway's historic commercial signage.

**D-I I. Develop an economic development council and economic development program to encourage redevelopment along Aurora Avenue North.**

**D-12. The city and neighborhood should identify important cultural and historic elements, and visual landmarks, and develop programs to encourage their preservation.**

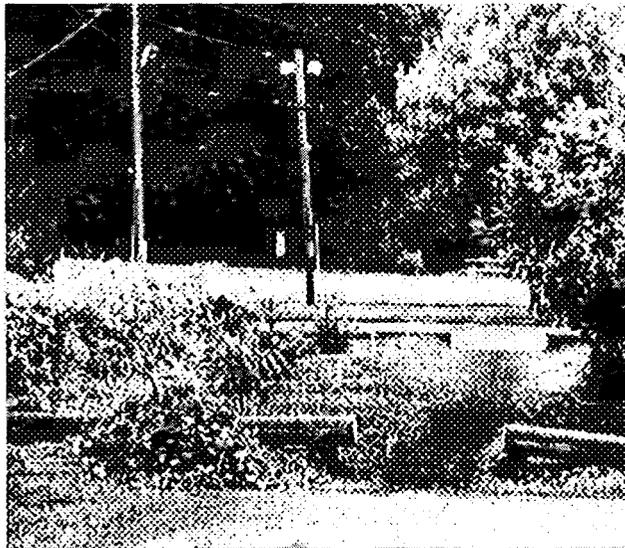
**D-13. The Seattle Police should increase patrols of Aurora Avenue North and adjacent side streets and alleys, and coordinate community policing efforts from an Aurora Avenue “storefront” location.**

**D- 14. The City should investigate the feasibility of using zoning incentives to encourage the construction of second-story pedestrian skybridges to connect future multi-story development at a few selected locations along Aurora Avenue North.**

## E. Neighborhood Connections

A network of safe and attractive pedestrian and bicycle connections is a key to the success of the City's Urban Village strategy. This neighborhood plan envisions such a network in the Aurora-Licton Residential Urban Village, connecting commercial and residential areas to one another and to transit stops, and connecting the village to nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit station. Aurora Avenue North (discussed above) currently is very unsafe to cross, and very difficult to walk along; crossing Northgate Way is not much better. Pedestrian crossing of I-5 is very limited, unsafe, and uncomfortable, and does not link destinations well on either side. The location and design of existing I-5 exits may encourage cut-through traffic in parts of the neighborhood.

This Key Integrated Strategy begins the process of creating this pedestrian and bicycle network by suggesting specific streets that should be considered for pedestrian and bicycle improvements, and by recommending other actions that the City and the State can take to make it easier and safer to walk and bike around the Aurora-Licton neighborhood.



With help from Seattle's Transportation Department, neighbors worked to clear blackberry bushes and open a pedestrian path connecting Licton Springs Park with a 95th Street street-end. The community used to neighborhood matching funds to install landscape plants.

The goals, policies and recommended actions of this strategy are coordinated with those of the Aurora Avenue North strategy. For example, the goal of providing safe pedestrian access across Aurora Avenue North, in the Aurora Avenue North strategy, is critical to the success of the goal expressed here to have comprehensive pedestrian routes.

### GOAL

8. Establish a comprehensive network of safe and attractive pedestrian and bicycle connections to transit, between com-

mercial and residential areas, and between the urban village and nearby destinations, such as North Seattle Community College and the proposed Northgate Sound Transit Station.

## POLICIES

E-1. Provide programs for safe and attractive pedestrian and bicycle access on all streets throughout the urban village, and connecting to the Northgate Sound Transit Station, Northgate Mall, the potential Northgate library, the Greenwood Library, Green Lake Park, and the Bitter Lake Community Center.

E-2. Seek to incorporate bicycle improvements to into plans for Key Pedestrian Streets in the Aurora-Licton urban village.

E-3. Strive to develop improvements to Stone Avenue North that encourage safe pedestrian, bicycle, transit and auto use in support of neighborhood and retail activities. Consider improvements such as parking to encourage retail activity and wide sidewalks to support window shopping and sidewalk vending.

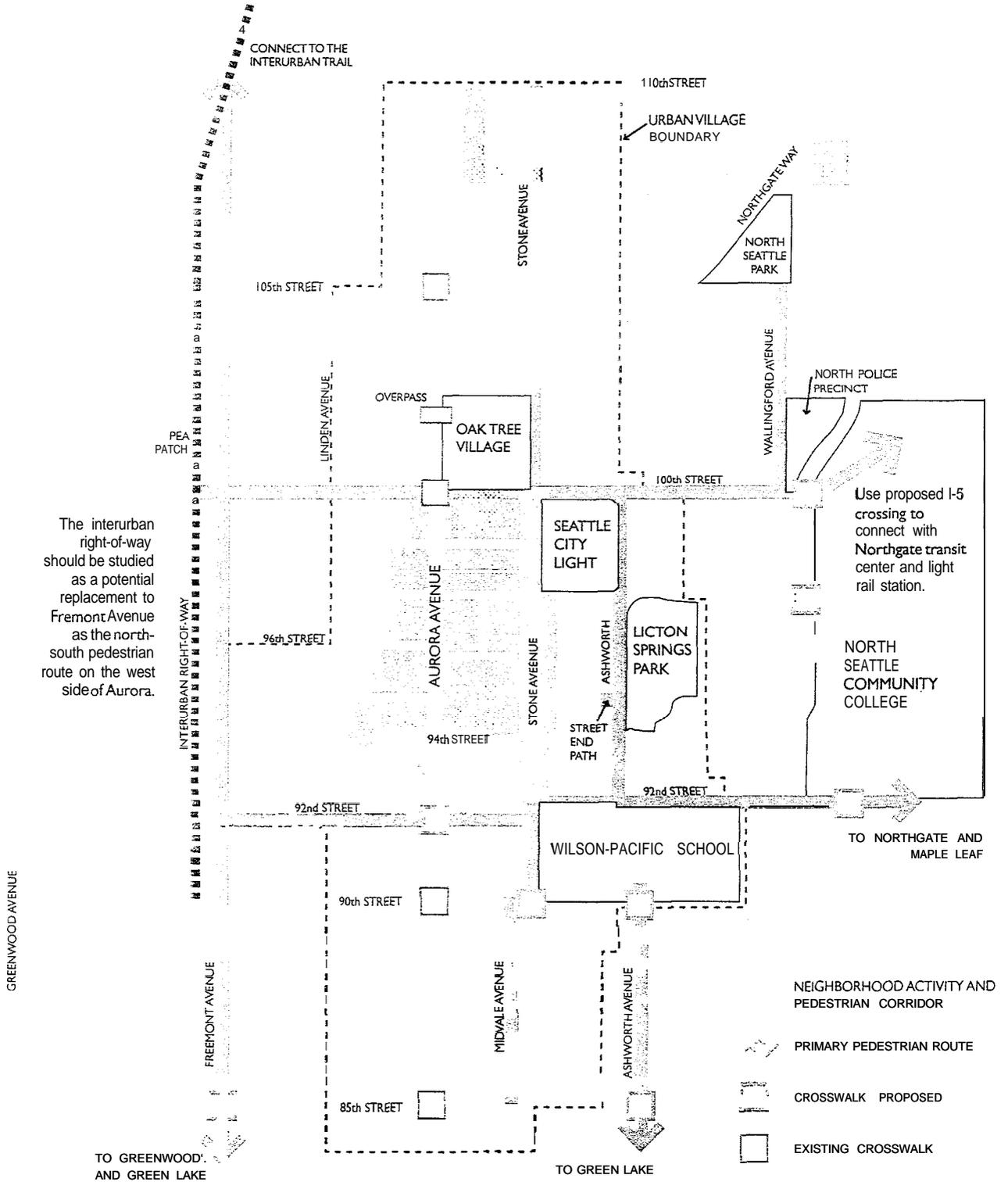
E-4. Support the City's plan for developing the Interurban Trail.

E-5. Provide enhanced transit service between downtown and the Aurora-Licton urban village. Seek to coordinate improvements to transit service with crosswalks and pedestrian, bicycle and transit shuttle routes.

E-4. Encourage the development of local transit shuttle service within the urban village, and to nearby destinations, such as Northgate. This shuttle service should be integrated into existing pedestrian and transit routes.

E-7. Seek to enhance and preserve alleys as safe, efficient, pedestrian and local access corridors throughout the Aurora-Licton planning area. Work to develop minimum standards for alley construction, lighting, drainage and maintenance.

# Key Neighborhood Connections



The interurban right-of-way should be studied as a potential replacement to Fremont Avenue as the north-south pedestrian route on the west side of Aurora.

Use proposed I-5 crossing to connect with Northgate transit center and light rail station.

## RECOMMENDED ACTIONS

**E-1. Fund and install traffic calming devices, including signage, curbs and plantings, on Key Pedestrian Streets and specific residential streets designated by the community to reduce pedestrian/vehicle conflicts.**

**E-2. Street signs should be installed on all arterial streets and highways entering the neighborhood to inform drivers that they are entering the Aurora-Licton Residential Urban Village (or as renamed by the community).**

**E-3. Reduce the potential for injury to pedestrians and motorists by reducing high speeds, and correcting blind corners and hidden intersections on arterial streets, especially Northgate Way between Stone Avenue North and Meridian Avenue North, and North 85<sup>th</sup> and North 80<sup>th</sup> Streets immediately east of I-5.**

**E-4. The community should work with the city to identify and designate appropriate Key Pedestrian Streets, Green Streets, Kid Streets and bicycle routes. Improvements should be implemented as recommended and prioritized by the community. Primary pedestrian routes suggested by the community include:**

**a. North 100<sup>th</sup> Street between Greenwood Avenue North and North Seattle Community College; a crosswalk should be installed on College Way at North 100<sup>th</sup> Street with an overhead warning light due to limited sight distance**

**b. Stone Avenue North from North 90<sup>th</sup> Street to North 110<sup>th</sup> Street; between North 92<sup>nd</sup> Street and North 100<sup>th</sup> Street, Stone Avenue North should be recognized as a Neighborhood Activity and Pedestrian Corridor and have wider sidewalks; a crosswalk and stop light should be installed at Northgate Way and Stone Avenue North.**

**c. North 92<sup>nd</sup> Street between Fremont Avenue North and 5<sup>th</sup> Avenue NE; create a pedestrian walkway open to the public along the north side of Wilson-Pacific School connecting North 92<sup>nd</sup> Street to Stone Avenue North. Consider installing a signalized pedestrian**

crossing at Aurora Avenue North and North 92<sup>nd</sup> Street (or adjust pedestrian route to correspond with best crossing).

d. Fremont Avenue North from North 110<sup>th</sup> Street to North 85<sup>th</sup> Street and continuing south to connect to Greenwood and Green Lake; portions of this route may be shifted to the Interurban right-of-way upon development of that trail; a signalized pedestrian crosswalk should be installed at North 105<sup>th</sup> Street and Fremont Avenue North.

e. Ashworth Avenue North from North 92<sup>nd</sup> Street to North 100<sup>th</sup> Street including the “street park” and pedestrian path at North 95<sup>th</sup> Street and Ashworth Avenue North; special emphasis should be made to provide access to Licton Springs Park

f. Wallingford Avenue North from North 100<sup>th</sup> Street to North Seattle Park; pedestrian improvements to this section of Wallingford Avenue should consider alternatives to typical sidewalk construction so as to preserve the “quiet” character of the street; pedestrian paths may be appropriate

g. Ashworth Avenue North from North 90<sup>th</sup> Street, along Licton Springs Creek, south to connect to Green Lake; coordinate crosswalk locations on North 85<sup>th</sup> and North 80<sup>th</sup> Streets

h. Midvale Avenue North from North 85<sup>th</sup> Street to North 90<sup>th</sup> Street, and connecting to Stone Avenue North along North 90<sup>th</sup> Street

E-5. To ensure the safety of school children, install crosswalks with pedestrian activated signals and/or crossing guard on North 90<sup>th</sup> Street immediately adjacent to Wilson-Pacific School.

E-6. Study ways to ease east/west auto traffic congestion, increase east/west access across Aurora Avenue North, and reduce the presence of cross-town traffic on residential streets.

E-7. Install improvements on North 100<sup>th</sup> Street between Greenwood Avenue North and North Seattle Community College to meet the existing

traffic demand by repaving to accommodate two lanes of traffic and two lanes of parked cars, installing curbs, sidewalks and street trees. Eliminate parking on 100<sup>th</sup> between Aurora Avenue North and Stone Avenue North. If it will facilitate City Light vehicle access of Aurora Avenue, consider replacing the traffic circle at North 100<sup>th</sup> Street and Stone Avenue North with a four-way stop.

E-8. Install a marked crosswalk with an overhead warning light on College Way North at North 97<sup>th</sup> Street to provide safe pedestrian access to North Seattle Community College from the surrounding neighborhood and to facilitate the use of transit by college students.

E-9. Fund and install the pedestrian/bike trail development proposed by the City along the Interurban Trail north of 110<sup>th</sup> connecting Aurora-Licton with the Bitter Lake Community Center. Study portions of the Interurban right-of-way south of North 110<sup>th</sup> Street to identify opportunities to continue the pedestrian/bicycle trail and/or create green spaces.

E-10. Investigate the establishment of a transit shuttle to connect transit, pedestrian and bicycle routes with neighboring destinations such as Northgate and Green Lake.

E-11. Add or relocate bus stops to best serve the core of the urban village and to connect with pedestrian routes and crossings.

E-12. Metro should reevaluate bus stop designs and locations to provide bus riders maximum safety, and actions should be taken to ensure rider safety on buses. Metro, in cooperation with the Seattle Police Department, should work with the community to identify and resolve transit safety issues.

E-13. Metro should maintain service to the core of the urban village including the No. 6 bus route.

# ADDITIONAL ISSUES

This section documents goals that will facilitate the Aurora-Licton Urban Village plan yet are not included among the Key Integrated Strategies. These goals relate to area-wide concerns and other issues throughout the planning area.

## F. PARKS AND RECREATION

### Goal

9. Increase active and passive recreation opportunities, and general open space, easily accessible to all residents in the Aurora-Licton planning area.

### Policies

F-1. Work to develop new open space, active recreation and passive recreation opportunities in areas that are currently not well-served by park facilities, including the area west of Aurora Avenue North, between North 85<sup>th</sup> Street and North 100<sup>th</sup> Street.

F-2. Seek opportunities to enhance the usability and accessibility of existing parks and open space areas in the Aurora-Licton planning area.

F-3. Seek to incorporate opportunities for community environmental education as open spaces are developed or redeveloped.

### Recommended Actions

F-1. Develop a neighborhood park at the Greenwood “green house” site (North 87<sup>th</sup> Street and Fremont Avenue North) to provide recreational opportunities accessible to those living west of Aurora Avenue North and north of North 85<sup>th</sup> Street. Investigate other opportunities if the green house site is unavailable.

F-2. Develop a comprehensive use plan for North Seattle Park that encourages continued use of the disc golf course. The plan should study the

feasibility of community reuse and preservation of the Kelm House, should study the development of a community garden on a portion of the park, and should study the development of a sculpture garden on a portion of the park. Potential community uses of the Kelm House may include an arts center, meeting space and restrooms. An access path should be installed that connects the parking area on North 105<sup>th</sup> Street with the north side of the park.

**F-3.** Develop a plan for public use of open space areas that are along and part of the Interurban right-of-way between North 85<sup>th</sup> Street and North 110<sup>th</sup> Street. Add grass and vegetation to the Interurban right-of-way area just north of North 90<sup>th</sup> Street where it is 100 feet wide and open gravel.

**F-4.** Investigate ways to broaden community use and access to natural areas at the North Police Precinct, the Seattle-King County Health Department North District Office and at North Seattle Community College.

**F-5.** Preserve and enhance wetlands and riparian corridors throughout the planning area.

## G.ARTS AND LIBRARY SERVICES

### Goal

**10.** Provide the Aurora-Licton neighborhood with enhanced access to information, arts, cultural activities and library services.

### Policies

**G-1.** Promote the creation and display of public art, especially art that reflects the historical and cultural aspects of the surrounding environment.

**G-2.** Encourage the creation of areas for local artists to work and areas for the public display of art.

**G-3. Provide enhanced library access to the Aurora-Licton neighborhood. Explore shared use opportunities with existing local educational facilities.**

#### Recommended Actions

**G-1. Create an Aurora-Licton arts council to manage the design and installation of public art in Aurora-Licton and other North Seattle neighborhoods. This might be accomplished in conjunction with the Green Lake, Greenwood and Broadview/Bitter Lake/Haller Lake urban villages.**

**G-2. Seek opportunities to develop community art studio space that would be easily accessible to the Aurora-Licton urban village with studio space available for rent by Seattle residents.**

**G-3. Investigate opportunities for public display of art indoors and outdoors.**

**G-4. Physically expand and increase the operating hours of the Greenwood, Green Lake and Broadview libraries. Study additional methods of increasing access, such as enhanced Internet functionality. Investigate the feasibility of building additional (or relocating existing) libraries to better serve the Aurora-Licton Residential Urban Village.**

#### H. PUBLIC SAFETY

##### Goal

**II. Work toward a neighborhood where all people feel safe from the threat of disease, injury and criminal activity.**

##### Policy

**H-1. Strive to reduce the fear of crime and the potential for criminal activity in residential areas through such tools as lighting design, fencing, building design and landscaping.**

**H-2. Develop programs to reduce public health hazards resulting from criminal activity.**

Recommended Action

**H-1. Instigate a neighborhood safety program to encourage crime reducing activities, such as:**

- a. The use of front porch and back porch lights at night, and discourage the use of high “security” lights**
- b. Proper trimming of shrubs to increase the visibility of the street, doorways and pedestrian areas**

**I. GENERAL TRAFFIC MANAGEMENT AND PEDESTRIAN ACCESS**

The ALPG recognizes that a more comprehensive traffic plan is needed to resolve all the transportation issues in the neighborhood. Some minimal general traffic management goals, policies and recommended actions (in addition to those that are part of the Key Integrated Strategies) were identified and are set forth below.

Goal

**I2. Ensure safe and adequate pedestrian, bicycle, auto and transit access throughout the Aurora-Licton planning area.**

Policies

**I-1. Work with the Aurora-Licton neighborhood and property owners to encourage the development of sidewalks on all streets throughout the neighborhood.**

**I-2. Reduce the opportunity for cross-town or cut-through traffic to travel through residential areas.**

**I-3. Work with residents, property and business owners, and surrounding neighborhoods to develop strategies to improve traffic flow and enhance safety.**

**I-4. Develop strategies to minimize impacts of public service vehicles by designating primary routes, traffic patterns, parking and special signalization.**

Recommended Actions

**I-1. Paint a ladder crosswalk with warning signs on North 92<sup>nd</sup> Street at Meridian Avenue North.**

**I-2. Investigate the use of pedestrian refuge islands and “runway” lights to enhance pedestrian safety in crosswalks.**

**I-3. Install a traffic circle at the intersection of Densmore Avenue North and North 88<sup>th</sup> Street.**

**I-4. Provide turn lanes and turn signals for each direction at the intersection of North 85<sup>th</sup> Street and Wallingford Avenue North.**

**I-5. Due to the high speeds and limited sight distances on Northgate Way, and to reduce cut through traffic (to the I-5 entrance at North 107<sup>th</sup> Street and to Aurora Avenue North from Northgate Way), close North 107<sup>th</sup> Street from access turning right off of Northgate Way; limit access to Northgate Way from North 107<sup>th</sup> Street to right turn only.**

## J. SOUND TRANSIT AND REGIONAL TRANSPORTATION

### Goal

13. Provide the neighborhood with excellent multi-modal transportation services, connecting it to downtown Seattle, other neighborhoods and regional destinations, that minimize negative impacts to residential areas.

### Policies

J-1. Work with the State and transit providers to develop connections between the Northgate transit center, the proposed Sound Transit light rail system and the Aurora-Licton urban village.

J - 2 . Prevent regional traffic from adversely impacting the residential and commercial areas.

### Recommended Actions

j-1. Study the feasibility of providing a pedestrian and transit only passageway(s) under I-5 to connect the Aurora-Licton Residential Urban Village with the proposed Northgate Sound Transit Station. The study should also consider the feasibility of allowing Thornton Creek to run adjacent to the pedestrian way. A pedestrian and transit only overpass across I-5 should be considered as a secondary alternative. Locate the passageways in alignment with or between North 100<sup>th</sup> and 105<sup>th</sup> Streets. Every effort should be made to ensure the pedestrian way(s) is safe and attractive.

J-2. SeaTran, in cooperation with the state Department of Transportation, Metro, Sound Transit, the Licton Springs Community Council, the Aurora Avenue Merchants Association and other North Seattle communities, should conduct an Aurora-Licton/North Seattle traffic study to address transportation problems that impact Aurora-Licton, but extend beyond the urban village and involve several North Seattle communities. The study should include an analysis of impacts by regional transportation systems -- Highway 99, I-5, Sound Transit -- as well as east-west traffic flow.

J-3. The state Department of Transportation, in cooperation with SeaTran, Metro, Sound Transit, the Licton Springs Community Council, and other North

Seattle communities, should study the existing freeway on/off ramps with the potential of adding/modifying on/off ramps to best connect traffic flow with streets of capacity and traffic generators; consider providing more direct access from I-5 to North Seattle Community College and the Maple Leaf neighborhood.

## K. PARKING MANAGEMENT

### Goal

15. **Minimize non-residential on-street parking in residential areas.**

### Policy

**K-1. Seek to minimize the impact of public facilities and major institutions, including North Seattle Community College, the North Police Precinct and the Seattle City Light North Service Center, on the residential on-street parking supply.**

### Recommended Actions

**K-1. Work cooperatively with representatives of the North Seattle Community College, the North Police Precinct, and the Seattle City Light North Service Center to find parking management solutions that minimize the impact of employee and student parking on residential streets.**

**K-2. Study the potential to implement a modified RPZ (Residential Parking Zone) near North Seattle Community College and the North Police Precinct that would allow greater parking flexibility for residents.**



# APPENDICES

**A. Public Participation Report**

**B. Safety Audit and Crime Risk Assessment Executive Summary**

**C. Phase I Report**

**D. Block Density Study**

**E. Seattle P-I Article**

# **Aurora-Litton Neighborhood Planning**

## **Public Participation Report**

March 2, 1999

Aurora-Litton neighborhood planning has its roots in discussions held by the Licton Springs Community Council in 1996. Challenged to expand the group to be inclusive of the proposed residential urban village at 97@Aurora, interested participants on both sides of Aurora were quickly found. Throughout the neighborhood planning process, participation has been quite even from both sides of Aurora Avenue and this is leading to a new definition of what really is the "neighborhood." The term Aurora-Litton has emerged to denote the area that includes the "Aurora-Litton Residential Urban Village." The Aurora Avenue Merchants Association has declined to participate in the process. However, several business people in the area have participated and the Aurora-Litton Planning Group (ALPG) has made special efforts to notify and involve local merchants in their planning. The group is grateful to Seattle City Light for offering a centrally-located meeting space throughout the planning process at the North Service Center auditorium.

### **Highlights of Public Involvement in Making the Plan**

The Aurora-Litton Planning Group has used walking tours effectively both to survey specific aspects of their neighborhood and to provide preference information for a formal safety audit of their area. While notices have been mailed frequently, the group has on several occasions divided up and hand delivered flyers, notices, and surveys. As a result, the participants have become very familiar not only with their local "ground" but also with their local business community.

The Aurora-Litton Planning Group has been innovative in their focus on graphics as a planning tool. In their initial meetings, Jan Brucker (co-chair and innovator) created a neighborhood slide show with a narrative. At several points in the process she showed the slide show again and the narrative changed as the group became more and more familiar with the topics and slides under discussion. The group was very careful in their consultant hiring to ensure that graphics was an expertise available throughout their process.

A special publication *The Aurora-Litton Neighborhood Planning Gazette* has been published throughout the planning process, sometimes combined with the Licton Springs Community Council's *Litton Springs Currents* to attract more involvement.

The Aurora-Litton Planning Group has done most of their planning in town hall meetings and workshops. Topical subcommittees helped plan these events and provided extra effort to follow-through on research and studies. The steering committee has been lead by three co-chairs, who have taken on most of the administrative responsibility for this planning effort. Town hall or large group meetings have been held almost monthly throughout the planning process. Additional subcommittee, steering committee and co-chair meetings have been held at least monthly and often more frequently.

### **Focused Meetings, Walking Tours, and Surveys**

- June 14, 1997: Special Aurora-Litton town hall meeting and slide show.
- September 6, 1997: Special Aurora-Litton town hall meeting focus on Aurora Avenue (review of approaches taken by Shoreline, Tukwila, Lynnwood and a second look at the slide show).
- September, 1997: Walking tour to explore connections between the parts of the neighborhood and how they “work” to provide connections between and to/from local businesses on Aurora Avenue North.
- November, 1997: Special assignment: block density study. Consultant created instruction sheets, block maps and provided cameras for volunteers to study specific blocks. Volunteers reported back.
- December, 1997: Planning surveys distributed by mail in *The Aurora-Litton Neighborhood Planning Gazeffe* and about 800 delivered door-to-door. Survey return was poor and it was redistributed in January through a “stakeholder mailing” of the *Aurora-Litton Gazeffe*.
- February 14, 1998: Aurora-Litton town meeting: “Where is the heart of Aurora-Litton?” Workshop focused on where the commercial, public and natural centers are in the Aurora-Litton neighborhood.
- April 1998: Safety audit survey included in *Aurora-Litton Gazeffe* mailed to Aurora Avenue merchants as well as the group’s mailing list.
- April 1998: Safety audit walks (4), selected walks to identify where people fear criminal activity.
- April 1998: Land use walk to investigate potential land uses and development.
- May 1998: Public and Open Spaces Workshop.
- June 1998: Aurora Avenue Workshop.
- July 1998: Linkages Workshop.
- August 1998: Zoning, Boundaries, and Design Review Workshop.
- September 1998: Litton Springs Picnic.
- September 1998: Presentation of Safety Audit and Risk Assessment Report. Does the fear of crime match actual crime incidence? Does the fear of crime match reported crime patterns?
- November 1998: Focus group validation meeting especially for local business people.
- November 1998: Aurora-Litton “Neighborhood Plan Newsletter” (validation mailer) containing a plan summary was distributed as a “stakeholder mailing” Comments due on December 20, 1998. Copies of the Draft Plan were made available at several locations.
- December 1998: Town Hall Validation Meeting.
- December 1998: Formal request for comments by the Aurora-Avenue Merchants Association. Comments gathered, reviewed, and the Draft Plan revised (including the City’s preliminary comments).

- January 1999: Detailed comments were received from the Aurora Avenue Merchants Association and were reviewed carefully by co-chairs before completing revisions to the Aurora-Litton Plan.
- March 1999: Final Plan completed.

### **Neighborhood Planning Newsletters Published:**

*Licfon Springs Currents, on Neighborhood Planning, January '97*

*Licfon Springs Currents, on Neighborhood Planning, February '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Undated First Issue (May '97)*

*Aurora-Licfon Neighborhood Planning Gazette Meeting Notice (undated second issue, June/July '97)*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Issue No. 3, Aug/Sept. '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Issue No. 4, Oct/Nov '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Issue No. 5, Dec. '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 1, Jan. '98 (mailed as stakeholder mailing)*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 2 (Doty does not have, is there one?)*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 3, April '98*

*Aurora-Litton Neighborhood Planning Gazette, Vol. 2, Issue No. 4, May '98*

*Aurora-Litton Neighborhood Planning Gazette, Vol. 2, Issue No. 5, July-Aug '98*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 6, October '98*

*Aurora-Litton Neighborhood Planning Newsletter, November 1998 (validation mailer sent to stakeholders)*

### **Special Opportunities/Projects on Specific Issues**

- August 1997: Aurora-Litton group creates special outreach to Aurora Avenue Merchants including a first-class-letter and visitations or phone calls to merchants. Co-chair attended Aurora Avenue Merchants Association Meeting.
- October 1997: Intersection of North 90" Street and Aurora Avenue North selected for special focus discussion at the Pedestrian Planning Workshop sponsored by Seattle's Planning Commission at the U.W. Aurora-Litton group members participated and reported to community.
- October 1997: Open Space Committee joined a community meeting at Wilson-Pacific School to review vision of landscape architect Randy Allworth for future redevelopment of the site. A point person of the planning group made regular reports to the Aurora-Litton group on progress.
- January 31 1998: Aurora-Litton folks participated in the North North Gathering convened by NPO to hear about issues affecting all north groups.
- March 1998: The group reproduced their Phase I report and delivered it to each local merchant.
- May 1998: A subcommittee of the Aurora-Litton group began discussions with DPR about the Kelm House to identify options.
- June 1998: Councilmember Conlin addressed the Board of the Aurora Avenue Merchants Association at the request of neighborhood planning groups that include Aurora Avenue. Aurora-Litton's participant who is also an AAMA member observed and reported.

- July 1998: SPD Crime Prevention made an invaluable contribution of data to the Aurora-Litton Safety Audit and Risk Assessment.
- July 1998: Many Aurora-Litton participants joined other neighborhood planning group participants in topical discussion of mutual interest at North North Gathering convened by NPO.
- July 1998: Discussion between Aurora-Litton co-chair, NPO, and SPU initiates drainage assessment and program to address issues of Licton Springs Creek. SPU agrees to explore daylighting the creek on the Wilson-Pacific site as a possible option.
- September 1998: Aurora-Litton group joined the Licton Springs Community Council Picnic, held a brief al fresco meeting, and shared in both the fun and the opportunity to talk with people about neighborhood planning.
- September 1998: Briefing by City Light on North Service Center renovation.
- October 1998: Planting of the new street end park at 95th Street and Ashworth Avenue next to Licton Springs Park.
- November 1998: A very special invitation was developed with four business owners in the area to gather business owner/manager input on the Draft Plan. The event was a breakfast meeting at a local restaurant and Councilmember Licata joined the group.

Dotty DeCoster, NPO

# **Safety Audit and Crime Risk Assessment Study**

**Conducted for the Aurora-Litton Neighborhood Planning Group  
by Action Assessment Group, Inc., Langley, B.C., CANADA, 1998**

## **EXECUTIVE SUMMARY**

### **INTRODUCTION**

In April 1998, the Aurora Licton Planning Group (ALPG) hired Action Assessment Group, Inc., crime prevention planners and urban safety consultants, to conduct a crime risk assessment of the Aurora Avenue/ Licton Springs area. Part one of this study was to conduct a safety audit of the area with neighborhood residents, business persons and employees to assess fears of crime in the area and glean recommendations from them as to how the Aurora-Litton Planning Group could provide direction in their neighborhood plan for improvements to prevent crime and alleviate fear of crime. Part two was a crime risk assessment analysis of actual crime reported in the area and the "fit" between the perception of crime and the reported crime statistics.

### **BACKGROUND RESEARCH**

Crime prevention through environmental design otherwise known as CPTED (pronounced "sep-ted") starts from the premise that human activities are strongly influenced by the physical environment and that good physical design can reduce opportunities for crime to occur. CPTED examines how the physical attributes of locations can be modified to discourage undesirable criminal and nuisance behavior and encourage the social interaction and group activities that create strong neighborhood communities. CPTED practitioners are developing and communicating "case histories" to demonstrate how modest changes in a physical environment are assisting communities in creating safer and healthier places.

The "safety audit" was developed in Toronto, Ontario, Canada by the Metropolitan Toronto Police Force and the Metro Action Committee on Public Violence against Women and Children (METRAC) in 1988, based on victimization studies in the Toronto Metro system. The safety audit is a tool used in the crime risk assessment technique where residents', visitor' or workers' perceptions of the environment, or fear of crimes, are recorded in a walking tour at night (and sometimes during the day depending on the circumstances).

The risk assessment technique, developed by Action Assessment Group is a planning tool developed to assess the actual risks of crime in an area based on a variety of statistical and demographic attributes that can affect crime patterns related to existing or proposed developments. Statistics are based on local police experience.

## STUDY METHODS

In April 1998, members of the Action Assessment Group team surveyed the site extensively and photographed locations that detracted from or benefited the appearance of safety in the Aurora-Litton planning area. Four safety audit routes were selected and volunteers were recruited with as much diversity of age, physical size and condition as possible for each route. Four evening safety audits were performed with local residents and employees of Seattle City Light North Service Center (a local business) as participants, and perceptions were recorded and mapped as "fear of crime zones."

Next, in collaboration with the Aurora-Litton Planning Group, David Nemens Associates and Inghram Design Consultants, residential and business mailed surveys were developed and distributed to the ALPG mailing list first, and then in a USPO saturation mailing as a Neighborhood Planning Office "stakeholder mailing." Other surveys were taken door-to-door for both residents and businesses. The surveys were designed to develop a demographic profile of the user groups, their duration in the area, fears of crime, and times people do or do not feel safe in the neighborhood at home or at work.

Concurrently, crime data was obtained from the Seattle Police Department in the form of dispatch data (actual police responses to calls for service) for 1996, 1997, and January - May 1998, and crime statistics from official SPD reports for 1994 and 1995 showing crime statistics by census blocks. The dispatch data included maps by crime or call type covering the study area by year, and composite maps were developed for 1996-May 1998 to develop overall patterns. These patterns of hotspots were then overlaid on an existing zoning map for the proposed Aurora-Litton urban village and on existing building footprints to show there is a relationship between crime patterns and urban form. An analysis of the numbers of crime or call types was conducted to mathematically show the percentages of crime or call categories by ranking from highest to lowest to develop a picture of what generated most of the police calls for service and what the real risks of crime were.

## CONCLUSIONS

### Safety Audit

The safety audit participants and their observations reveal that the majority of the Aurora-Litton neighborhood area is safe, with exceptions being the Aurora Avenue North corridor, and several side streets, North 85<sup>th</sup> Street to Inter-lake Avenue, and North 105 Street and portions of Northgate Way. While participants commented on elements generating fears for personal safety, numerous landscape features such as mailboxes, use of ornate landscaping and fences, public art, and ambient lighting from homes enhanced feelings of public safety. Other items such as daylighting Licton Creek and improving the area around Licton Springs Park and the Wilson-Pacific School area generated consensus as an important focus for building community.

Most of the fears for personal safety centered around lack of amenities for pedestrian safety and traffic, crossing points on Aurora Avenue North and Northgate Way. Other areas within the neighborhood have been singled out as being unsafe for pedestrians due to lack of sidewalks, or the interference of traffic calming devices such as traffic circles.

Other observations hampering personal safety revolved around a need for more maintenance of lands fronting public open spaces and rights-of-way, such as tree trimming, open fences for visibility, sidewalk repair, and general property management.

On Aurora Avenue North, the area of greatest concern, participants felt that regardless of the land uses dominated by automobile traffic and patronage, pedestrians will be a feature on the street at least some of the time, as casual users or as passengers from transit. Telephone interviews with residents during the course of this study indicated that some residents want to be able to use Aurora Avenue as a place to conduct daily activity and shopping, but they are restricted due to fear of crime and the lack of amenities and features on Aurora Avenue that allow users to feel safe at night, and sometimes during the day, makes this environment a very unwelcoming space. The crime risk analysis bears out many of these concerns in the analysis of police dispatch data.

### **Risk Assessment**

The risk assessment analysis shows that year after year the patterns of crime generally remain constant, concentrated along many of the same roads and other areas mentioned in the safety audit. What the numbers from the surveys appear to show is that in spite of the fears of crime, the greatest fears are for traffic concerns, and ease of mobility in the neighborhood. As a result there were numerous calls for sidewalks in areas frequented by pedestrians, and in general a way to have more control over neighborhood streets by pedestrians.

Literature research has shown from other reports and papers that the primary consideration of user needs is that people want to see more pedestrians who are legitimate users of public and private facilities on the streets. People are strongly sensitive to the appearance of how safe existing pedestrians look on public right of ways. If there are no pedestrians on the street, those areas tend to be avoided. More pedestrians on the streets is an indicator to visitors and others that some modicum of informal control of the premises is exercised by residents and proprietors of businesses.

Data from the police showed that the majority of crimes were object oriented, such as toward cars, or that property damage was a result of burglary to businesses and homes. Highest on the over 4,300 dispatched calls for service were traffic incidents, such as DWI or other investigative incidents. Second on the list were police responses to domestic violence incidents between persons in their own homes. This revelation indicated that personal safety risk at home is higher by far, than being assaulted by strangers on the street. Furthermore, the more random pattern of domestic incidents indicate that domestic violence cuts across demographic, racial and economic lines. Violent crimes such as rape, sexual offenses, arson, homicide, prowlers, and weapons charges were all less than 1% of the total calls for service.

While the number of persons experiencing assaults in the residential and business surveys show that almost no-one had been assaulted, and they all generally feel safe during most times of the week, vehicular thefts, assaults observed or heard of, reported robberies tended to generate a high fear of crime in the area. Of the dispatch data shown, assaults make up 7.5% (326 incidents over 2-1/2 years) of the calls for service. The majority of those assaults were telephone threats.

Generally the results appear to show a neighborhood that has a number of hotspots, and that crime is oriented toward objects, not people. But there are enough urban indicators in the

environment that visitors and residents have high fears of crime, notably in the Aurora Avenue corridor, and on N. 85<sup>th</sup> Street and N. 105 Street/Northgate Way.

## RECOMMENDATIONS

The safety audit walks identified specific areas of fear of crime, and recommendations were made for enhancing the pedestrian experience of the neighborhood streets for public safety. The surveys showed that although there appears to be high fear of crime among residents and members of the business community, the actual risk of assault on neighborhood streets, workplaces, or nearby shopping areas appears to be low. The majority of responses indicate that traffic on local streets cause more concerns for personal safety on local streets than actual crime. The police data analysis clearly shows that crime is located in very specific zones within the neighborhood planning boundaries, and that statistical analysis of calls for service place traffic incidents highest of all calls for service from 1996 to the present. The threat of violent crime and public safety on local streets pales compared to the figures shown for domestic violence and object-oriented crimes, such as car prowling and property damage. Plotting locations for police dispatch on local land use plans shows that there are areas receiving repeat calls for service and crime patterns are not random.

Recommendations for crime prevention planning in the Aurora-Litton area are made on four different levels of scale: the planning area, the sub-neighborhood area, the commercial spine of Aurora Avenue North, and the block or house level. Many of the recommendations are based on results of recent community workshops with the Aurora-Litton Planning Group, locally available municipal documents, and literature from the Internet.

### Planning Area

The streets in the planning area form the basic structure of the neighborhood, and dictate major patterns of automobile and pedestrian movement. It is easy to pass through some neighborhoods and not get any sense of neighborhood boundaries or character, so transportation has a major impact on neighborhood definition, and crime prevention measures.

- **Boundary Definition and Place Making**  
Encourage programs that define neighborhood boundaries by means of public art initiatives, sculpture programs, and other neighborhood markers. Boundary definition also means adequate signage for efficient wayfinding, and locations of neighborhood interest and businesses. Good examples of public art and neighborhood definition can be found in the Fremont neighborhood, such as the Fremont Troll, the statue of Stalin, the Canal Street Must Stop sculpture at Canal Street and Fremont Avenue, and the rocket on North 25<sup>th</sup> Street and Evanston Avenue North.
- **Bus Routes and Stops**  
Plan new bus routes and bus stops where they can be watched by local businesses and residents. For example, relocate bus stops from adjacent lots or land uses that have poor lighting and visibility to and from the site, and have low potential for victims to find places of refuge while waiting for or getting off buses.
- **Street Closures**  
Investigate closing key streets where pedestrian linkages from important community connections can be established between divided parts of the Aurora-Litton area. And

example could be to close some east-west streets where pedestrian crossings on Aurora Avenue form critical pedestrian links between neighborhood sectors east and west of the Aurora commercial area.

The purpose of closing streets is twofold: to slow traffic on local streets, and allow pedestrians to regain control of the street environment for the purposes of natural surveillance. Based on survey information gathered from residents and businesses, and police data, fear of crime appears to result from respondents' sense of personal control of their street.

Points of street closures may be designed as local neighborhood gathering nodes with businesses that support social activity and visitation such as coffee shops and cafes. Off-street parking may be provided by using a section of closed streets as parking lots that allow patrons from Aurora Avenue to park without endangering Aurora Avenue traffic.

Coordination with the Washington State Department of Transportation (WSDOT) and the City of Seattle is required for careful planning of street closures to avoid traffic displacement and aggravating problems elsewhere in the neighborhood.

- **Alleys: the untapped resource**

The alleys in the Aurora-Litton area are poorly defined spaces where ownership of territory is not clear, but they serve important connective functions between parts of the neighborhood. However their current undeveloped state generates high crime fear levels as indicated by the safety audits. Some crime actually does occur in the alleys, but no hard evidence indicates that they are more dangerous than major roads such as Aurora Avenue or North 105 Street. Alleys are an untapped resource for pedestrian connections and urban revitalization. Potential exists for utilizing alleys as "safewalks" where people can use them as alternatives to Aurora Avenue or local streets.

Efforts should be made to work with new or existing businesses and residents to develop alleys as areas of commercial and residential development that provide natural surveillance onto alleys. With alleys occupied by legitimate users, their presence can create an environment where those intent on committing criminal acts may feel they risk being seen in those spaces.

- **Traffic Calming**

Encourage traffic calming strategies that allow cars to move slower in both directions, and encourage street curbside parking on residential streets. Cars parked at curbside become a safe barrier between pedestrians on the sidewalk and local streets. Provide sidewalks or residents and pedestrians to walk safely along local streets to points of interest, and provide surveillance on streets.

Sidewalk improvements must include municipal street tree planting programs, and spaces for personal gardening to the curb edge by residents. The continued use of mailboxes on local streets also means that mail carriers provide neighborhood security and surveillance.

- **Street Lighting**

Improvements in street lighting include lower lamp standards (12-14 feet), spaced to eliminate excessive dark spots on sidewalks, and light up interior of parked cars on the street.

In addition to municipal lighting programs, encourage neighborhood wide agreement that front porch lights be left on at night to provide a more friendly atmosphere on otherwise abandoned streets, and reduce fear levels of pedestrians. Lighting fixtures that allow true color recognition should be encouraged for pedestrians and residents to identify potential suspects of criminal activity

### **Neighborhood Area Level**

This level planning includes the blocks within the neighborhood. Definition of the neighborhood at this level is crucial for residents to develop a cognitive map of their immediate area. Much discussion continues to present evidence that a neighborhood center or heart of the community must be realized.

- **Community Center, Core Area**  
Encourage discussion and planning for neighborhood community center, potentially on or around the Wilson-Pacific School, extending to Licton Springs Park. It is recommended that daylighting of Licton Creek through the school grounds as a community initiative should be used to forge strong connections between neighbors and local organizations.

Consider multiple uses for the Wilson-Pacific School site and nearby buildings for cafes or other meeting places within the neighborhood, that encourage extended hours of use for on premises or nearby. Local bus stops should be located near such facilities for passenger safety.

- **Block Level Planning**  
Encourage residents to close off streets on occasion for block parties to form community connections within the neighborhood of the residents to become more familiar with their neighbors.

Develop a maintenance program for building owners and homeowners to keep their grounds in good repair to reduce esthetic eyesores and improve pedestrian safety on local sidewalks.

The use of low fencing and personal planting will create boundary definition for individual homes and streets. The attention to detail is an indicator that residents care about their turf.

### **Aurora Avenue North Commercial Spine**

The Aurora Avenue corridor is the most complex part of the planning area and requires active involvement between merchants, residents, WSDOT, and the City of Seattle to incorporate crime prevention through environmental design recommendations.

The Aurora Avenue Workshop held by the Aurora-Litton Planning Group in June 27<sup>th</sup> 1998 generated a number of recommendations for the neighborhood plan to address the aesthetics of changes Aurora Avenue, potential impact of future development/ redevelopment, potentials to enhance pedestrian crossings, and wrapped recommendations to reduce the threat of criminal activity. Draft recommendations related to criminal activity reduction include but are not limited to:

- Increased police presence on Aurora Avenue and adjacent side streets and alleys.

- Support community policing efforts, and increased dialogue between residents and merchants.
- Ensure development regulations create safe spaces including:
  1. lighting for new construction that prevents shadows and glare, and provide adequate illumination
  2. prevent crime opportunities, such as hidden doorways
  3. encourage buildings that allow people to have their “eyes” on the street
- Fund and implement streetscape improvements including:
  1. consistent **signage** to reduce confusion
  2. smooth surfaces, curb cuts, lighting, markings to increase pedestrian and disabled safety
  3. enhanced streetscape aesthetics
- Technology  
Devices such as security cameras to monitor activity should be used only as the last resort when other design changes are not possible
- Redevelopment around **hotspots**  
The crime risk map can be used to generally locate districts needing attention, but site redevelopment must involve detailed study of the type of crimes happening in those areas prior to recommending design solutions.
- Encourage the use of Design Review and CPTED. Develop neighborhood design review guidelines. Require that **all** new development incorporate crime prevention planning measures, and that building design is sensitive to pedestrian movement and safety in the public realm.
- Encourage more pedestrian friendly amenities along Aurora Avenue, and incorporate cafes, restaurants and other shops, some of which are opened past normal office hours to encourage pedestrian and legitimate nighttime activity
- Establish safe zones/nodes for multiple uses where pedestrian safety is assured. These zones can be located at street comers where side streets are closed to automobile traffic and pedestrian crosswalks are located across Aurora Avenue. These sites are good locations for bus stops, as they are places of refuge for transit passengers in the event of emergency.
- Redesign buildings and the pedestrian overpass at 103rd and Aurora Avenue. The west end of the overpass has steps while the east end is ramped. This dangerous movement predictor is hazardous to persons using wheelchairs or for children on strollers. For wheelchair bound persons, the steps turn the overpass into an entrapment area.

### **General Policies**

Policy development for the Aurora-Litton Neighborhood Plan for crime prevention will be integrated throughout the goals and policies of the Plan. Issues such as domestic violence and prostitution are not easily addressed in the scope of this report and are difficult to address in a

physical plan. General policy decisions should avoid stigmatization of homeless people and families, prostitutes, the elderly, and physically challenged persons.

### **ACKNOWLEDGMENTS**

Many people helped make this study. We'd like especially to thank the participants in the Aurora-Litton Neighborhood Planning group, all volunteer citizens and co-chairs Jan Brucker, Jerry Owens, and Sheryl Stich who made this study possible. Fellow consultants Stephanie Jewett and David Nemens of David Nemens Associates Inc. and Paul Inghram of Inghram Design Consultants, Seattle Police Officer Cindy Granard and Crime Prevention expert Kathy Kolarsick were of invaluable assistance. Dotty DeCoster of the City of Seattle Neighborhood Planning Office supported the project throughout.

David H. Wright, President  
Action Assessment Group, Inc.



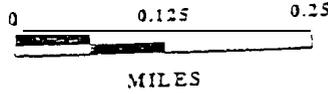
# Aurora Ave and 97th Residential Urban Village

Safety Audit Team #1 Route

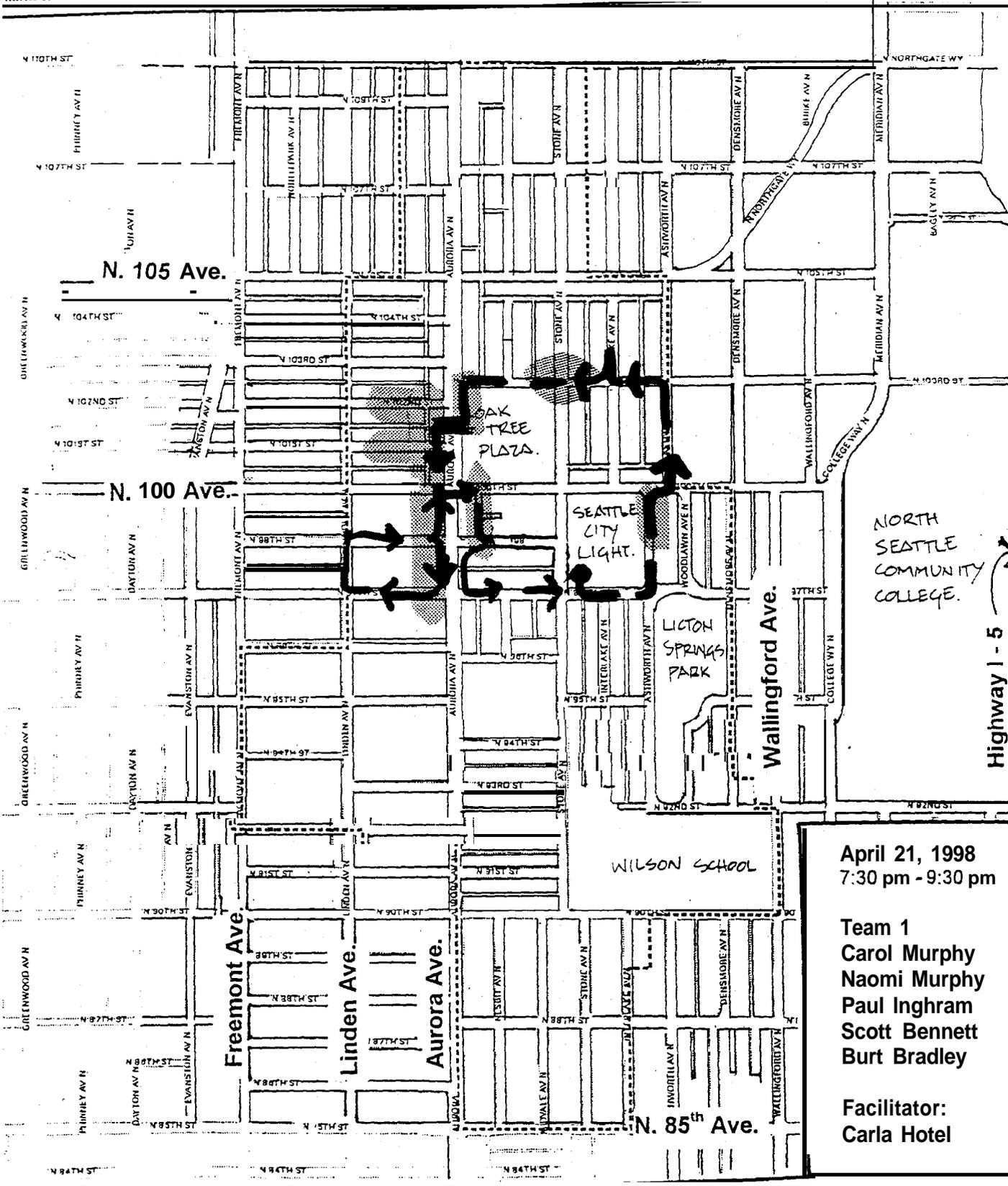
4 (b)



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April 21, 1998  
7:30 pm - 9:30 pm

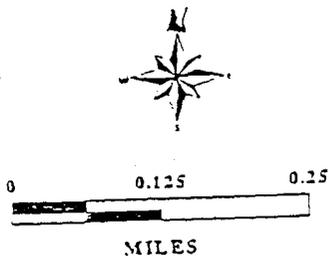
- Team 1  
 Carol Murphy  
 Naomi Murphy  
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 Burt Bradley

Facilitator:  
Carla Hotel

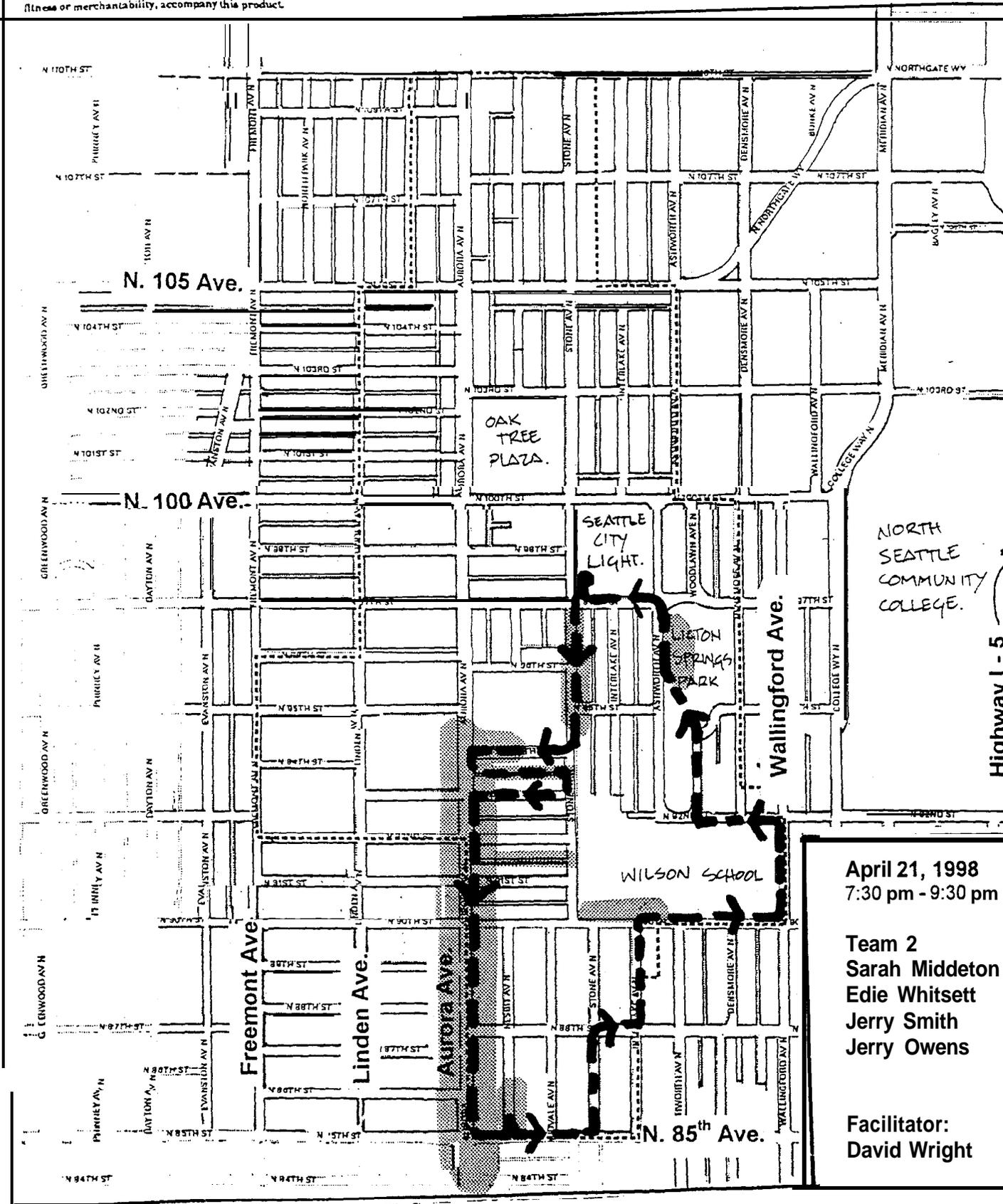
# Aurora Ave and 97th Residential Urban Village



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April 21, 1998  
7:30 pm - 9:30 pm

Team 2  
Sarah Middleton  
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Jerry Owens

Facilitator:  
David Wright

# Aurora Ave and 97th Residential Urban Village

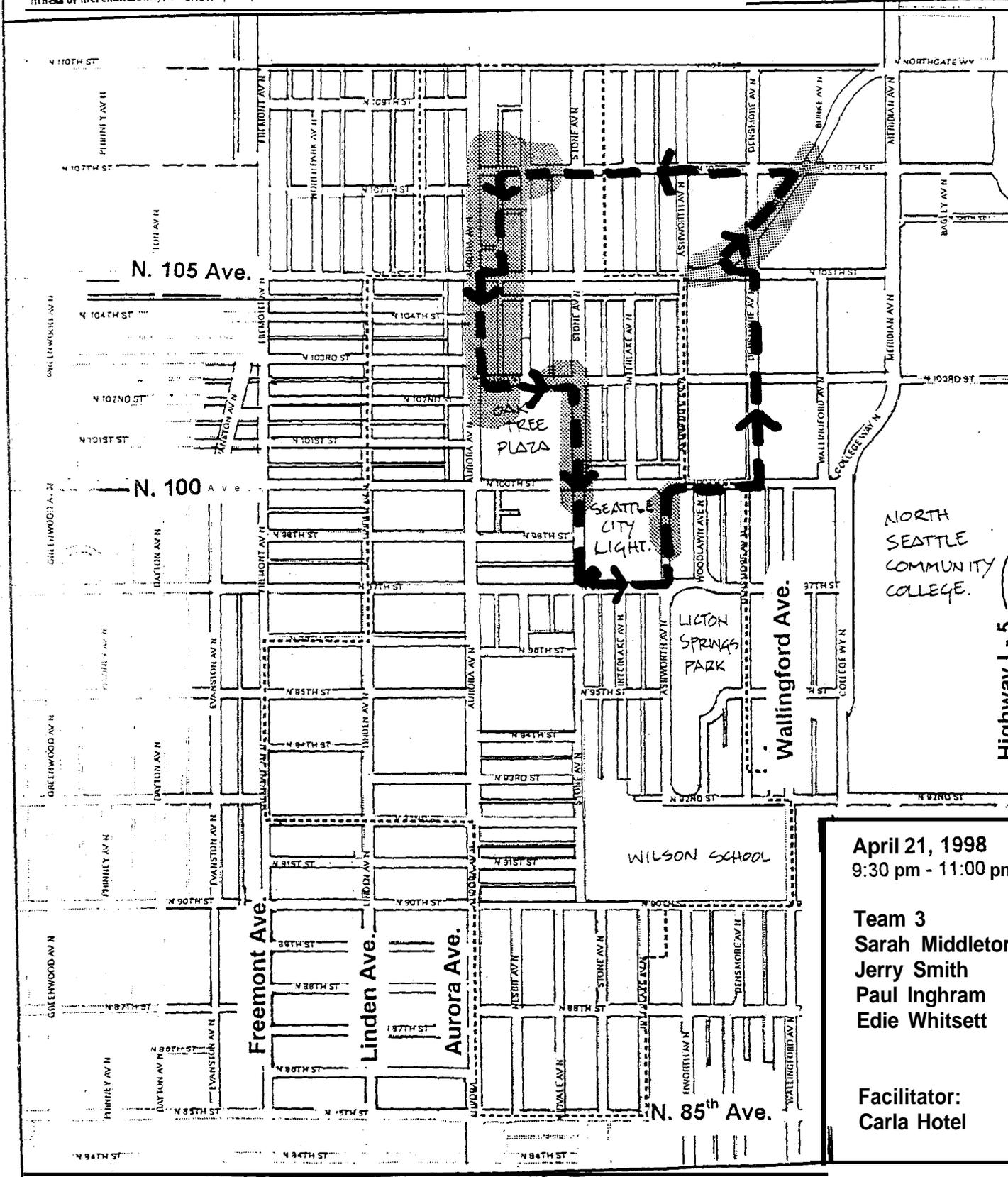
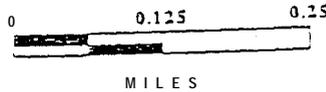
Safety Audit Team #3 Route

4 (d)



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April 21, 1998  
9:30 pm - 11:00 pm

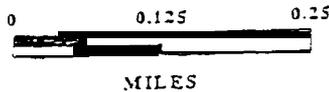
Team 3  
Sarah Middleton  
Jerry Smith  
Paul Inghram  
Edie Whitsett

Facilitator:  
Carla Hotel

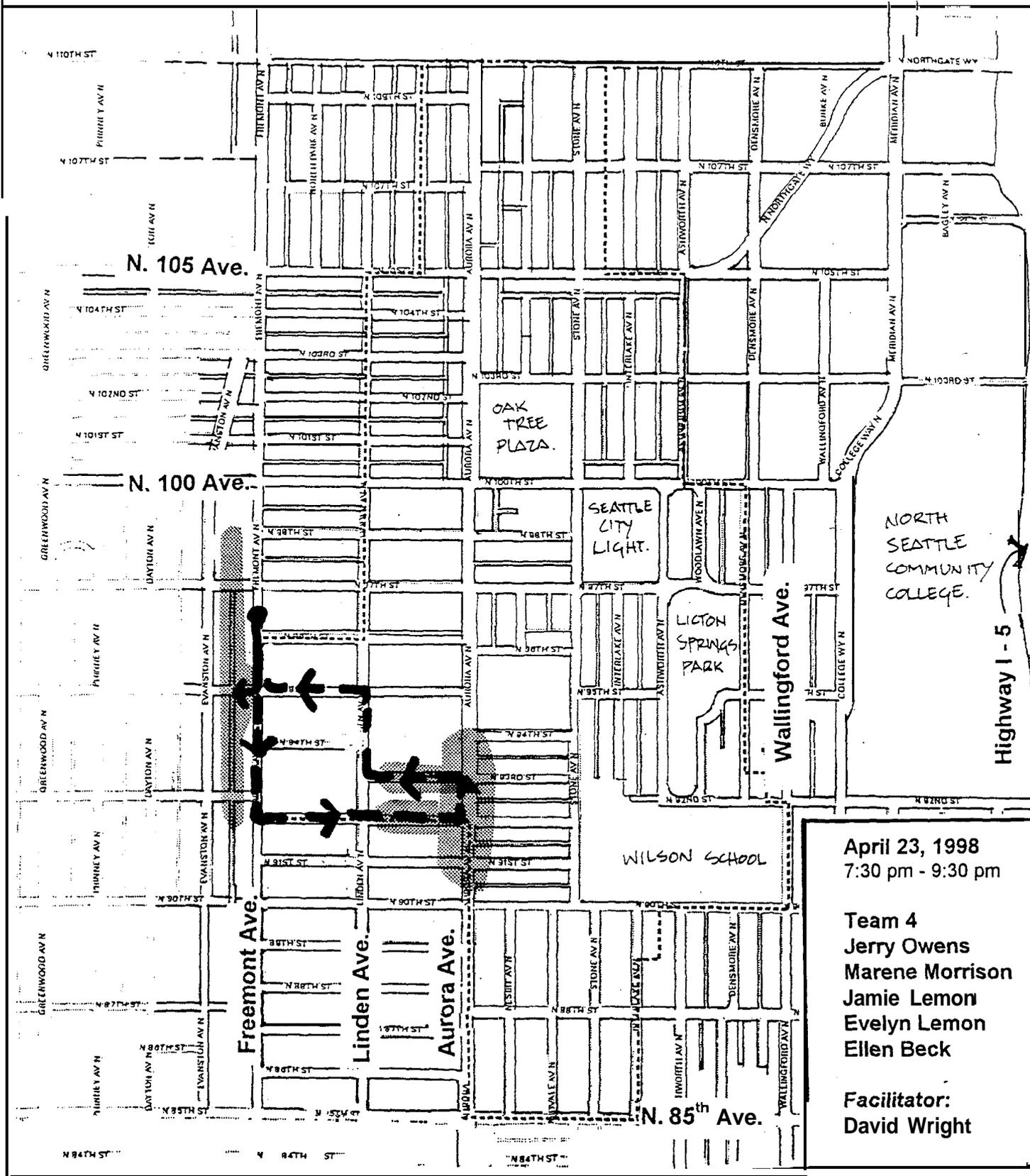
# Aurora Ave and 97th Residential Urban Village

Safety Audit Team #4 Route  
4(e)

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April 23, 1998  
7:30 pm - 9:30 pm

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Creation Date 09/26/96  
file:glad/jennifer/ami/mell.amd



AURORA AVENUE

Bar upgraded, changes in food and liquor offerings. Parking shared with plumbing store so parking lot is occupied after dark.

Paving at alley ends and trail crossing are boundary markers for territorial definition.

Small café: Early morning breakfasts, lunches

Windows added to blink walls for natural surveillance of alley.

Small residential suites "granny flats" over gara allow visibility and resident control on alleys.

Move existing unsafe bus stop

SECTION 2 AURORA AVENUE / ALLEY

Alley as a pedestrian zone buffered from noise of A Avenue, and could be an important pedestrian link in the neighborhood.

Bus stop relocated to "safety pocket" of businesses: passengers have place of refuge and help if they feel victimized.

Right of way incorporate into recreational pedestrian linkages, and trail forms

Book store/ café

Storefront Police Station

New mixed use building with late night operating hours for continuous customer use, natural surveillance

Existing businesses are important anchors on the street and must be supported.

Mix of retail/restaurant/icecream shops. Dining patio provides security with views to surroundings.

Pedestrian crossings and safety islands: coordinate for key cross streets, proposed neighborhood "gateways" and bus stops.

Street closed (plan carefully!) between amenities of high pedestrian and auto-oriented customer use. Road Right of Way used for parking.

This street now quieter and safer. More pedestrian activity and resident control of territory.

Restaurant and alternative movie theater complex with offices on second floor. Overlapping hours of use means people are around

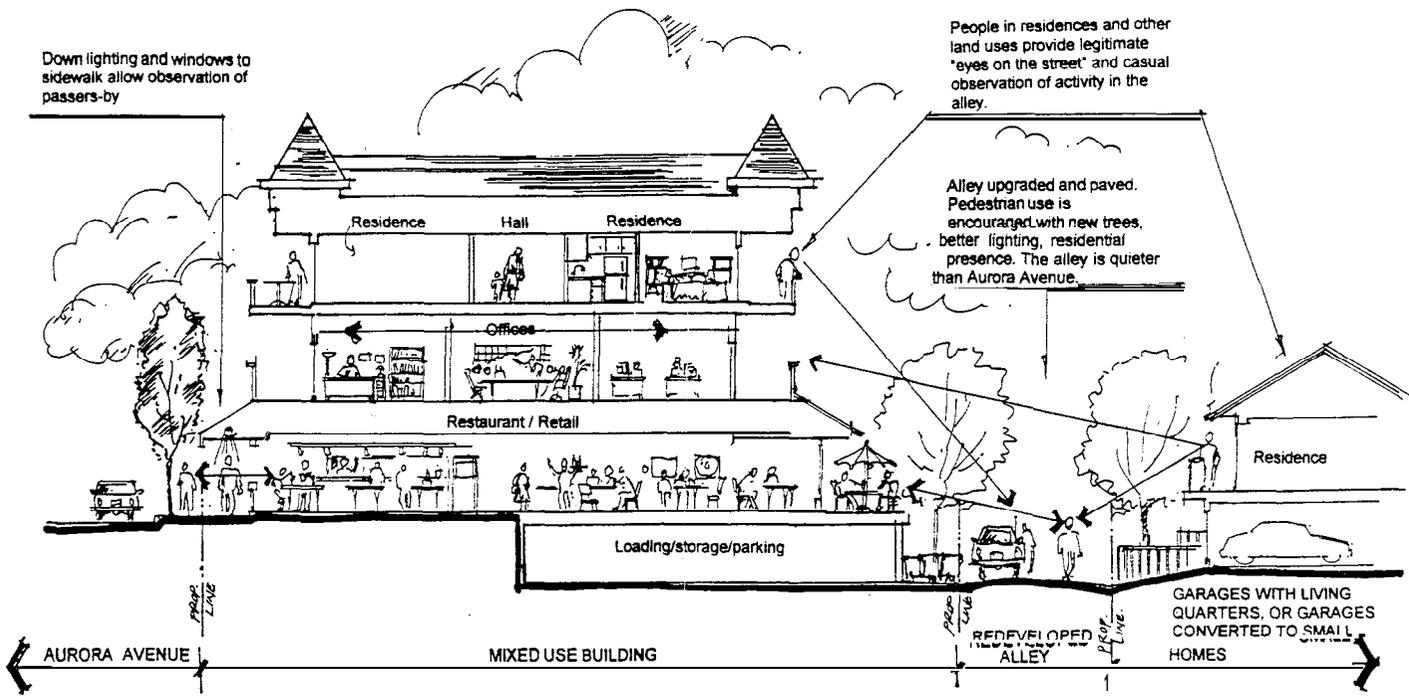
Legend:

- Existing buildings/businesses: attempt to retain, or modify
- New businesses/buildings: as add ons, infill on vacant land to support existing

3

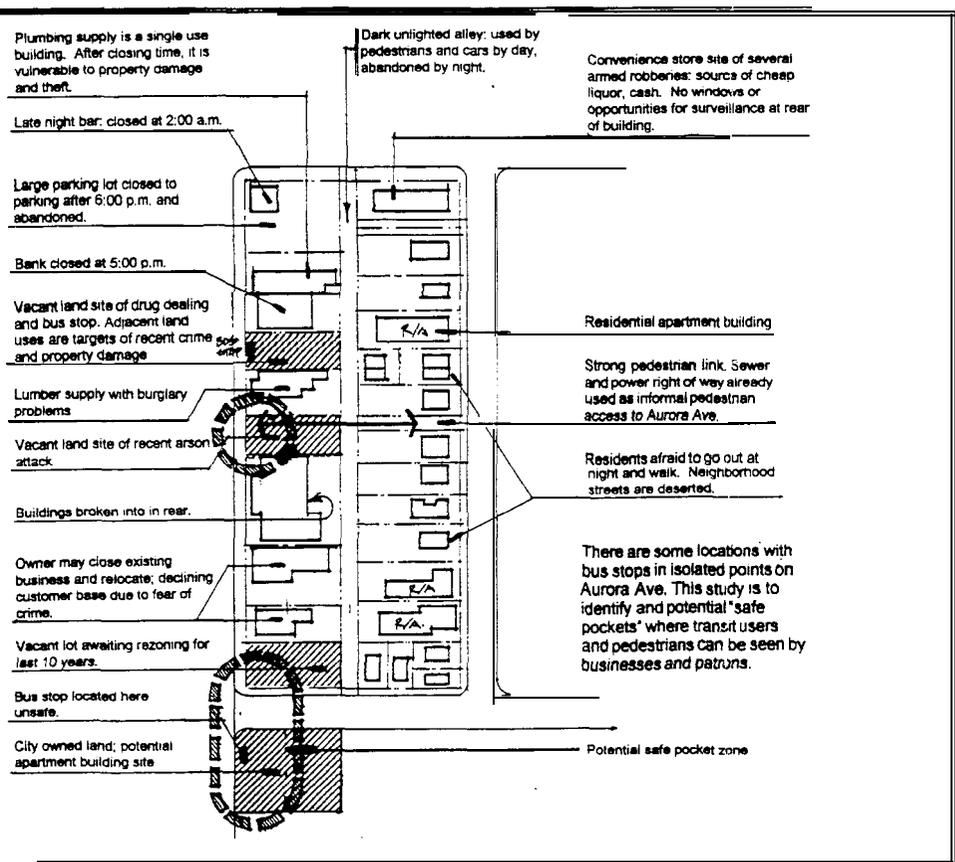
POSSIBLE FUTURE SCENARIO

Scale: Approx. 1"=40'



CROSS SECTION FROM AURORA AVE. TO ALLEY

Not to scale



POSSIBLE EXISTING SCENARIO

Not to scale

SAFE URBAN DESIGN STUDY

PREPARED FOR

AURORA LICTON PLANNING GROUP,  
SEATTLE, WASHINGTON  
USA

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| <b>PROJECT NAME</b><br>AURORA AVE. SAFE URBAN DESIGN CONCEPTS  |  |
| <b>CONSULTANTS</b><br>INGHRAM DESIGN CONSULTANTS and<br>DAVID NEMENS & ASSOCIATES, INC.  |  |
| <b>TITLE</b><br>EXAMPLE EXERCISE   | <b>SCALE</b><br>AS SHOWN   |
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| <b>SHEET NO. 1</b><br>OF 1   | <b>NORTH</b><br>                    |
| <b>DESIGN</b><br>D. H. WRIGHT  |  |
| <b>REVISION</b><br>NUMBER:   |  |



# Licton Springs: Touch of history

From Page B1

all began.

At Pilling's Pond, 87-year-old Charles Pilling raises wild and exotic waterfowl, to the curiosity of ornithologists around the world.

At Licton Springs Park, history is revealed.

Between 1870 and 1902, Seattle settler David O. Denny kept a summer home there. Later it became a com-



Pilling

mercialized health spa, used much as it had been by the region's earliest residents, including Chief Seattle.

Indeed, according to the late historian Donald Sherwood, "licton" is a Native American word meaning "red-painted waters," a result of the springs' iron and sulfur content. The neighborhood's Valentine's Day meeting will be held at 9 a.m. tomorrow, just two blocks away at the City Light North Substation Auditorium North 97th Street and Stone Way North. "Take the No. 6 bus," says a city bulletin.

For city planning purposes, the Aurora-Licton Springs neighborhood stretches north from North 85th Street to Northgate Way and from Aurora east to the I-5 freeway. Except for busy Aurora and Wilson Pacific School, the neighborhood comprises primarily single-family homes, duplexes and a few apartment houses.

Taking shape over the next 10 to 20 years as part of the city's overall comprehensive plan, however, could be the elements of an "urban village," in which the present population likely would double.

"We have a lot of questions," said Brucker. "Does it really make sense to declare this area a residential urban village? What would the city need to supply for it to work? What would the boundaries be?"

"And before we answer those questions, where would its heart be?"

Certainly not at Pilling's Pond, though close, maybe, some suggest.

Pilling nods. He likes the idea.

"A lot of the neighbors would like to figure out a way to keep this going since I can't manage it any more," he said.

Born and raised in the house he still lives in on North 90th Street, Pilling has seen many changes. As a kid, he rose early enough each morning to deliver the Post-Intelligencer by horseback, then to milk six cows before school.

His chores continue at the pond he created in 1920. In 1955 he made ornithologic history as the first to breed a pair of hooded mergansers. He repeated the feat with a pair of

persnickety buffleheads in 1964, and in 1977 he did it again with some harlequin ducks. Waterfowl fanciers have flocked to Pilling's Pond ever since.

Today the pond is tucked behind a rusting wire fence but remains in full view of passersby. As they look, they may see black-necked geese from South America or wild wood ducks that come and go as they please.

"It's a wonderful place. We're very fortunate to have something like that in the heart of Seattle," said Icie Ulsch, president of the Seattle Audubon Society.

Licton Springs Park, too, is a wonderful place, said Jerry Testone. She and her partner, Eldon Nappel, live across the street on Densmore Avenue North and can watch the action from their front window.

"It's lovely over there," Testone said. "People even come here to have weddings."

But is it the community's heart?

"It's certainly close to the geographic center, and it illustrates our concern over the lack of open space," said Jerry Owens, co-chairman with Brucker of the community council. "People are concerned that there isn't enough. Our playing fields have deteriorated. How will we handle twice as many people?"

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