

**VISION 2020**



**BROADVIEW - BITTER LAKE - HALLER LAKE  
NEIGHBORHOOD PLAN**

**June 16, 1999**

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# Introduction

## **Background**

The City of Seattle's designation of a Hub Urban Village at 130<sup>th</sup> and Aurora initiated several years of fruitful discussion and planning among a diverse group of community members. The planning area encompasses several established communities, including the *Broadview* community, which runs roughly from 105<sup>th</sup> to 145<sup>th</sup> and from Puget Sound to Aurora Avenue N., and the *Haller Lake* community, which extends generally from Aurora to 15<sup>th</sup> Avenue NE and from Northgate Way to 145<sup>th</sup>. Within the past several years, residents from the area surrounding Bitter Lake and along Linden Avenue N. (sometimes referred to as the *Bitter Lake* neighborhood), have come together to explore ways to enhance their neighborhood and address issues that are distinct from those facing their adjacent communities. Aurora Avenue N., which runs roughly down the middle of the planning area, is home to several large commercial establishments that serve a regional customer base, as well as other businesses of varying sizes.

Because this planning area encompasses several established communities with diverse priorities, much of the initial planning was spent on building an organizational framework and integrating long-time neighborhood activists from established community organizations such as the Broadview Community Council and the Haller Lake Community Club with volunteers who were new to civic involvement.

In addition, a great deal of time was spent early in the planning efforts discussing whether to accept the City's designation of the area as an HUV. Some participants asserted that designation was inappropriate because of a lack of basic infrastructure, particularly sidewalks and drainage systems, in the area. Some participants also expressed concern about the impact of increased multi-family and commercial development on nearby single family residential areas. Others argued that the planning effort would give the area a much-needed opportunity to identify and analyze the infrastructure deficits and possibly to secure government funding to address these deficits. Others pointed out that the planning efforts could provide an opportunity to positively impact development that was likely to occur anyway given existing zoning patterns.

Many residents along Linden Avenue saw the planning efforts as a way to improve the area, encourage new residential development, and attract small-scale businesses to serve residents, particularly the elderly, who may need or prefer to walk to stores and other community focal points. Some area business owners expressed concern about increased costs, unnecessary regulation, and impaired automobile access to commercial establishments as a result of the planning efforts.

Ultimately, the planning group decided to accept the City's designation of a Hub Urban Village (to be named "Bitter Lake Village") contingent upon the City's agreement to remedy current infrastructure deficits in the areas of sidewalks, drainage, transportation, police protection, and open space. (Policy LU-2) The Plan also calls for the requisite infrastructure to be developed prior to encouraging additional growth in the area.

## **Plan Summary**

This Plan contains seven sections: Infrastructure (Sewer, Storm Water, Drainage); Transportation; Land Use and Housing; Recreation; Public Safety; Natural Environment; and Next Steps. Below is a brief summary of these sections.

**Infrastructure.** Participants expressed significant concern about flooding and sewage overflows, the lack of maps for the sewer, storm water, and drainage systems, and inadequate connections between system segments. The Plan calls for mapping, integrating, and improving the area's formal and informal systems and improving system maintenance. (Policies I-1, I-2) The Plan also calls for the City to develop environmentally sensitive solutions for drainage problems, including bioswales, new pavement options, and creek daylighting. (Policy I-3) In addition, the Plan proposes strengthening Code requirements governing drainage in new developments. (Policy I-4)

**Transportation.** The Plan calls on the City to develop a comprehensive plan for designing, funding, constructing, and maintaining a primary network of sidewalks, particularly on arterials. (Policy T-1) The Plan also outlines proposed safety improvements for key pedestrian crossings. (Policy T-7) The Plan proposes a network of designated bicycle streets and lanes to be integrated into the City's bicycle circulation system. (Policy T-33) The Plan calls for street improvements in vehicular circulation designed to balance the need move traffic efficiently on the major north-south and **east-west** streets with concerns for pedestrian safety and accessibility. (Policies T-17 - T-22) The Plan also calls for the City to implement traffic calming measures and protect residential areas from through traffic, (Policies T-23, T-24) The Plan proposes that the City advocate for improvements as part of the upcoming Washington Department of Transportation study of Aurora Avenue. (Policy T-8) The Plan also calls for improved transit service and shelters. (Policies T-26- T-30).

**Land Use.** The Plan calls for development of Linden Avenue N. from **130<sup>th</sup>** Street to **145<sup>th</sup>** Street, to include a connecting segment of the Interurban **Greenway** Trail, "promenade" style sidewalks, distinctive lighting fixtures, benches, street trees and other landscaping, new housing and small retail establishments, and a new recreational and garden area surrounding the Bitter Lake Reservoir. (Policy **LU-6**) The Plan also proposes an intergenerational walkway with benches, trees, and public art to link the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the new playground at Broadview-Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail on Linden Avenue N., and the new "Reservoir Park." (Policy R-1)

The Plan also calls for Stone Avenue between **121<sup>st</sup>** and **130<sup>th</sup>** Streets N. to be developed as a pleasant green buffer with a landscaped green belt between commercial uses on Aurora Ave. N. and the **Haller** Lake residential area. (Policy LU-7) In addition, the plan calls for preservation of designated city-owned parcels as open space. (Policy LU-8) The Plan calls for mitigation for the City's North Haller Lake facilities and for public participation in any further development of these facilities. (Policy LU-9) The Plan calls for development of new neighborhood design review guidelines to further the Linden Ave. N. project, and to enable pedestrians to navigate more easily around and through "superblocks" and commercial parking lots on Aurora Ave. N. (Policy **LU-11**)

The Plan also calls upon the City to ensure that the siting of new homes conforms to the extent possible with adjoining residences and streetscapes. (Policy LU-13)

Recreation. As indicated above, the Plan calls for development of the Interurban **Greenway** Trail, the intergenerational walkway, and the new “Reservoir Park” along Linden Ave. N., including the use of City Light surplus properties for this purpose. In addition, the Plan asks the City to negotiate with the Seattle School District regarding the preservation of Bitter Lake Park. (Policy R-1) The Plan **also** calls for ongoing maintenance and safety improvements for Northacres, Carkeek, and Bitter Lake Parks, as well as for **Haller** Lake and Bitter Lake. (Policies R-7, PS-5) The plan also acknowledges the excellent services provided by the Broadview Library, the Bitter Lake Community Center, and the Helene Madison Pool. (Policy R-8)

Public Safety. The Plan expresses concern regarding the high incidence of burglary, prostitution, drug sales, auto theft, vandalism, and other crimes within the area. The Plan calls upon the City to increase the number and visibility of police patrols, and for improved lighting along streets, sidewalks, in parks, open space areas, and around public facilities. (Policy **PS-4**)

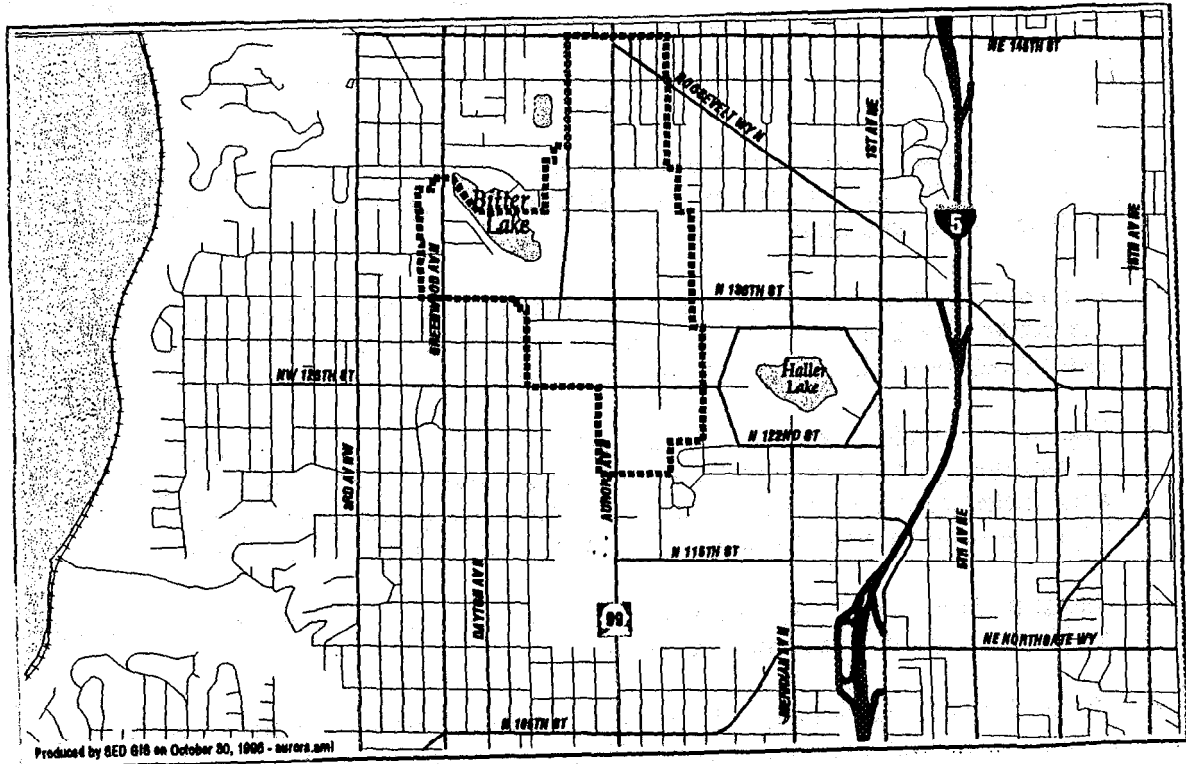
Natural Environment. The Plan acknowledges the need to preserve and protect the area's many natural resources, including our lakes, creeks, and the Sound. The Plan expresses concern regarding contaminated stormwater runoff, as well as concern regarding a buildup of contaminants in the area's soil and watersheds and health impacts from freeway emissions and the Northwest Hospital medical waste incinerator. The Plan calls upon the City to work with other relevant agencies and organizations to eliminate or mitigate the impact of these contaminants and provide appropriate remedial services, including health screenings for area residents. (Policies E-1- E-4) The Plan proposes that the Land Use Code be amended to prohibit incineration of medical waste. (Policy E-2) The Plan also calls for implementation of the Creek Action Plans for Piper's and Thornton Creeks. (Policy E-5)

Next Steps. The Plan calls for the Vision 2020 Planning Group to work in conjunction with established community organizations to designate lead organizations for Plan implementation and to develop a methodology and schedule for review of the Plan, as well as procedures for amendment. (Policy NS-1)

This Plan represents the best efforts of numerous participants over several years. Although these efforts have gone on for some time, it is only within approximately the past year that the Planning Group has been able to focus on specific plan components. For this reason, it must be stressed that much of this Plan is preliminary and general in nature. In implementing this Plan, it is critical that the City continue to work closely with the Planning Group, area residents and business owners, and established community organizations such as the Broadview Community Council, the Haller Lake Community Club, and the Aurora Avenue Merchants Association to ensure that implementation proceeds in such a way as to meet the needs of the broader community.

\*For those interested in the history of the Broadview-Bitter Lake area, the large **book** on display at the Sitter Lake Community Center compiled by the Broadview Historical Society (Gloria Butts, Project Manager) provides an excellent resource. Interested individuals may also benefit from the collection and regular meetings of the Broadview Historical Society at the Broadview Library, and the new permanent display at the Shoreline Historical Museum on the history of Playland. *Broadview/Bitter Lake Community History* by Gail Lee **Dubrow, Alexa Berlow**, and Cathy Tuttle is available from the Seattle Parks and Recreation Department (1995) and may **be** found at the Bitter Lake Community Center and the Broadview Library.

City of Seattle's Proposed Hub Urban Village (Original Boundaries)



## **Vision 2020 Plan: Infrastructure - Sewer, Storm Water, Drainage**

**Vision 2020 Goal:** The Broadview, Bitter Lake, and Haller Lake neighborhoods will have highly developed, environmentally sound sanitary sewer, storm water, and drinking water systems. These systems will not only meet the needs of the residents and businesses through state-of-the-art infrastructure systems but also be sensitive to the natural environment within the community watersheds (drainage basins) by treating and monitoring release of waste water and storm water.

### **Summary of Issues:**

- ***Current surface water and sanitary sewer systems are inadequate for present loads. Additional growth should not be encouraged until these infrastructure deficits are addressed.***
- Inadequate sewer and waste water systems have resulted in significant flooding in the Broadview, Bitter Lake, and Haller Lake areas and, in some areas, overflows of raw sewage into basements and along streets.
- The “informal” storm water drainage system is not systematically known, understood, planned, or maintained. A limited inventory of the existing storm water and waste water systems hinders maintenance and proper planning for system improvements as well as enforcement of land use permit requirements.
- Sewer and storm water system segments are inadequately connected to each other and to the city-wide backbone systems.
- Many intersections, drainage ditches and streets are awash during the rainy season. Examples include: the intersection of **N.130th** and Sunnyside N.; from the churchyard drainage at 132nd and **1st NE**; **N. 125th** near Eagle Hardware; Stone Avenue N. north of 137th N.; 130th and Aurora, Linden, and Greenwood Avenues; Meridian Avenue N. between 130th and 133'; Linden Avenue N. between 143rd and **145<sup>th</sup>**; 500-532 block of **N. 138<sup>th</sup>**; overflow from the drainage ditch on the north side of N. 137th from 508 N. 137th westward; the end of N. 122nd Place; the alley of NE 92nd St. between Wallingford & Meridian Avenue N.; Corliss Avenue. N. and **1st Avenue N.**; and many areas adjacent to **Haller Lake**.
- Storm water drainage systems throughout the **Densmore Drain** are inadequate or blocked.
- Loss of native habitat along portions of the above-ground drainage system due to contaminated storm water and system wide build-out contributes to the overflow of the inadequate systems.

### **Policies and Actions**



**Policy I-1** The City shall develop a plan for integrating the area's formal and informal drainage and storm water systems, which shall include a comprehensive schedule for regular maintenance of such systems and their connections with the city-wide backbone infrastructure.

**Actions:**

- I-1-1** The City shall complete mapping of the entire drainage, storm water, and sewer systems, formal and informal, for the Broadview-Bitter Lake-Haller Lake area.
- I-1 -2** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall develop a plan for and implement an integrated storm water/drainage management system in the Broadview-Bitter Lake-Haller Lake area that addresses environmental concerns and the separation of sewer and storm water systems. Copies of this plan shall be made available to the Northwest District Council, the Broadview Community Council, the Haller Lake Community Club, and other interested community organizations, and shall also be publicly available at the Broadview Library.
- I-1 -3** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall develop a storm water/drainage maintenance plan and implement it on a regular ongoing basis. Copies of this plan shall be distributed as described in I-1-2.
- I-1-4** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall establish a water quality monitoring program for the purpose of planning and maintaining the waste water/drainage system.
- I-1 -5** The City shall complete the drainage program for **Licton Springs/Licton Creek** and the Wilson-Pacific site (Densmore Drain improvements). (See Aurora-Litton Neighborhood Plan.)
- I-1-6** The City shall explore and make drainage improvements to the locations listed above in the Summary of Issues,

**Policy I-2** The City shall separate the sewer and storm water systems completely or provide adequate capacity to handle combined flow. In either case, the City shall ensure that storm water runoff does not degrade the quality of the area's lakes or creeks or the waters of Puget Sound.

**Actions:**

- I-2-1** The City shall develop and implement a long-term sewer comprehensive plan to separate sanitary sewage from storm runoff, or develop adequate additional capacity to prevent sewer overflow during storm events.
- I-2-2** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall develop and implement

programs, including educational programs, to ensure public/private maintenance of the storm water/drainage system and the sewer system.

Policy I-3 Using developing approaches, the City shall provide environmentally sensitive solutions to drainage challenges, including those created by additional paving.

**Actions:**

- I-3-1 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall establish a series of pilot projects in the Broadview, Bitter Lake, and **Haller** Lake areas to showcase the use of permeable sidewalk/pathway paving options.
- I-3-2 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall develop and implement a revegetation program along existing and future above-ground drainage areas.
- I-3-3 The City, where feasible, shall use bioswales, new pavement options, creek daylighting, and other environmentally sensitive options for solving local drainage problems.
- I-3-4 The City shall update the Street Design **Manual** to offer options for environmentally sensitive paving and design of pedestrian and bicycle pathways.
- I-3-5 The City shall provide staff assistance to local groups working on special projects related to drainage and the environment.

**Policy I-4** The City shall enforce and strengthen as needed current Land Use Code requirements for new commercial and multi-family development to provide adequate detention and connections to the drainage system.

**Actions:**

- I-4-1 The City shall work with community organizations, private developers, nearby property owners and residents, and other interested parties to ensure that all new developments within the planning area include environmentally sensitive and well-connected drainage and **sewage** improvements.
- I-4-2 The City shall thoroughly review all new commercial and multifamily projects within the planning area to ensure enforcement of development responsibilities regarding water detention and sewer and waste water system connections and to ensure adequate surface water and sanitary sewer capacities are available and will be maintained. To this end, the City shall require engineering analyses be performed to verify that adequate capacities exist at all points of the systems affected by the proposed project. Where inadequate capacities are likely to result from a proposed development, the City shall ensure that all deficiencies be corrected, either in the course of the development, or by inclusion in the City's capital improvement plan. Copies of this Plan will be made available to City staff responsible for reviewing development projects throughout the life of this Plan.

Policy I-5 The City shall prepare and distribute annual reports on the progress made towards completion of the action items specified in this Plan, including work completed to date and work scheduled to be completed within the coming five years. Such reports shall be provided to the Northwest District Council, the Broadview Community Council, the Haller Lake Community Council, and any other interested stewardship organizations. Such reports shall also be publicly available at the Broadview Library.

## Vision 2020 Plan: Transportation

The Vision 2020 Transportation Plan addresses high priority transportation issues throughout the Broadview-Bitter Lake-Haller Lake area. This section is broken into four subsections: Pedestrian Circulation, Bicycle Circulation, Vehicular Circulation, and Mass Transit.

### Pedestrian Circulation

#### Vision 2020 Goals:

- The City will develop and implement a comprehensive plan to fund the design, construction, and maintenance of sidewalks that will extend on all arterial streets to the City Limits.
- All major streets will have wide sidewalks (including curbs and gutters) that separate pedestrians from vehicular **traffic**. In addition, many neighborhood streets will have sidewalks or pathways. Sidewalks will have well-maintained landscaped strips which may contain trees, groundcover, shrubs and flowers. The use of permeable sidewalk construction materials is encouraged throughout the Planning Area. The sidewalk/pathway system will be well lit with attractive light fixtures and have amenities such as benches, informational signs and kiosks, directional signs, and artwork. (See related actions in Land Use section.)
- Sidewalks will be linked with well-marked, safe, signalized pedestrian crossings. All arterial crossing points will have wheel-chair accessible curb ramps. The sidewalk network will be linked to a transportation hub. The quality, extent, and safety of the sidewalk system will make it easy for community members to walk to nearby schools, businesses, bus stops, parks, and other neighborhood focal points.
- Pedestrian crossings, possibly including overpasses and/or underpasses, will be provided at strategic points along Aurora Avenue N. (SR 99). The crossings will be safe and accessible to persons using wheel chairs, bicycles, strollers, etc. Signalized crossings will also be available on Aurora Avenue N. for those unable to negotiate overpasses or underpasses. The City will review current and proposed signalization to ensure safer crossings for the physically challenged.

#### Summary of issues

- ***The Broadview-Bitter Lake-Haller Lake area lacks adequate multi-modal capability (sidewalks, pedestrian and bicycle pathways, streets, crossings, and curb ramps) to support its current residential population and businesses. Streetscapes are confusing to motorists and pedestrians alike, creating a dangerous mobility environment. Increased density should not be encouraged until mobility improvements, including a comprehensive sidewalk***

***network, are installed to enable residents and visitors to move safely within the planning area.***

- There are currently inadequate sidewalks/pathways along both north/south and east/west streets. Where sidewalks exist, they are not continuous and are not sufficiently connected to provide pedestrian access to bus stops, schools, businesses, parks, and other neighborhood focal points. For example, some children attending Broadview-Thomson Elementary School, which serves approximately 600 children, are required to walk in very dangerous proximity to traffic along Greenwood Avenue N. to get to school.
- There is no comprehensive City policy for funding sidewalks. Reliance on new developments to provide sidewalks results in piecemeal sidewalk development, which creates “gaps” in the sidewalk network and further contributes to the hazardous pedestrian mobility environment.
- There are too few ground level crossing points on Aurora Avenue North. Where crossing points exist they are frequently dangerous and/or inaccessible to the physically challenged. For example, the only pedestrian overpass in the area, at N. 130th and Aurora Avenue N., is not accessible to the physically challenged. Surface crossings on Aurora Ave. N. need design improvements to meet ADA requirements. Not all intersections have four-way curb cuts and wheelchair ramps. The timing of pedestrian crossing signals is too short to allow for safe crossing for the elderly or physically challenged.
- There are not enough places to rest near sidewalks or pathways to area destinations, making it difficult for elderly or certain physically challenged persons to travel by foot. In addition, inadequate lighting makes such travel unsafe.
- Existing sidewalks and pathways are not maintained. Existing landscaping along some sidewalks is unkempt and deteriorating.

## **Policies and Actions**

**Policy T-1** The City will develop a comprehensive plan for designing, funding, constructing, and maintaining a primary network of concrete sidewalks, curbs, curb ramps, and gutters and, where the right-of-way allows, a planting strip, on both sides of the street linking key destinations within the community and providing a north/south and east/west network along major streets. At a minimum, all arterial streets shall be included within this network.

### **Action:**

**T-1-1** The City shall design and construct a primary network of concrete sidewalks (to include curbs, curb ramps, and gutters and planting strips) in the **Broadview-Bitter Lake-Haller Lake** planning area, based on the following prioritized list.

- Both sides of Aurora Ave. N. from **105<sup>th</sup>** to **145<sup>th</sup>** .
- Both sides of **130<sup>th</sup>** from I-5 to 3rd Ave. N.W.

- Both sides of Greenwood Ave. N. from 1 05<sup>th</sup> to 1 45<sup>th</sup>.
- Both sides of Northgate Way from Meridian Ave. N. to Greenwood Ave. N.
- Both sides of 125<sup>th</sup> from Densmore Ave. N. to 3<sup>rd</sup> Ave. NW
- Both sides of 1 15<sup>th</sup> from Meridian Ave. N. to Aurora Avenue N.
- Both sides of 3<sup>rd</sup> Ave. NW from Holman Road to N. 145<sup>th</sup> St.
- Both sides of 1<sup>st</sup> Ave. NE from 11 7<sup>th</sup> to 145<sup>th</sup>.
- Wide, permeable, sand and paver stone/brick sidewalks, concrete curbs and gutters, and curb ramps on both sides of Linden Ave. N. from 128<sup>th</sup> to 145<sup>th</sup>.
- Both sides of 3<sup>rd</sup> Ave. NE between NE 116<sup>th</sup> and the existing sidewalk at NE 1 15<sup>th</sup>.

Policy T-2 The City will establish a secondary network of footpaths (concrete, asphalt, or gravel walkways separated from the street by as much as the right-of-way allows) to link residents to the primary network, transit stops, parks and other community focal points. (See also Bicycle Circulation below.)

**Actions:**

- T-2-1 The City will provide footpaths based on the following prioritized list. All footpaths shall include curbing or an alternative type of barrier to separate the roadways from the pedestrian paths and prevent parking on pathways.
- Provide asphalt footpaths on both sides of 125th from 3<sup>rd</sup> Ave. NW to 8<sup>th</sup> Ave. NW.
  - Connect 124th to 115th along Stone Ave. N. with a single footpath.
  - Provide an asphalt footpath along one continuous side of Roosevelt between 1st Ave. NE and Aurora Ave. N.
  - Provide asphalt footpaths on both sides of 130th between 3<sup>rd</sup> Ave. NW and 8<sup>th</sup> Ave. NW.
  - Provide asphalt paths on both sides of the street encircling Haller Lake.
- T-2-2 The City will provide an asphalt footpath and traffic barrier along the south side of N. 1 15<sup>th</sup> connecting Meridian Ave. N., Northwest Hospital, and Aurora Ave. N. with a continuously paved footpath.
- T-2-3 The City will provide an asphalt footpath and raised traffic separation barrier along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. between pavement and existing drainage ditches (traffic separation needed). Alternatively, the City will provide asphalt footpath along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. outside the drainage ditches (no further traffic separation needed). Alternatively, the City will cover the existing drainage ditch along either side of Roosevelt with an asphalt footpath.

Policy T-3 To facilitate implementation of the Linden Avenue improvements described later in this Plan, the City will establish Linden Ave. N. from N. 130th to N. 145<sup>th</sup> as a Green/Key Pedestrian/Collector Arterial Street. (See Land Use, Linden Avenue Project below).

Action:

T-3-1 As part of the Interurban Greenway/Urban Trail, the City will provide sidewalks along the west side of Linden Ave. N. between 130th and 145th Ave. N., with benches, waste receptacles and landscaping for pedestrian rest stops along the way. If possible, innovative permeable surfacing would be used. (See Land Use, Linden Avenue Project).

**Policy T-4** Prior to developing plans for any improvements to pedestrian circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.

Policy T-5 The City will develop with the Seattle Public School District and local private schools a joint transportation plan to prioritize coordinated improvements in sidewalks, bicycle routes and facilities, and bus routes and facilities.

**Policy T-6** The City, in conjunction with the Metropolitan King County Council, shall connect transit stops to pedestrian networks. (See Transit section below.)

Policy T-7 The City shall provide safe pedestrian crossings of arterials to establish a sidewalk network that links key community destinations.

Actions:

T-7-1 Once a sidewalk network has been agreed upon after public notification and opportunity for comment, the City shall evaluate affected crossing points and develop a prioritized list for additional crossings and/or improvements to existing crossings.

T-7-2 The City shall make indicated improvements to sidewalks and arterial pedestrian crossings and install longer “pedestrian-activated” crossing signals at the following locations, in order of priority, to ensure that all crossings meet ADA standards. (see attached map). (Please note: a “curb ramp” is a wheelchair curb cut and ramp.)

- (a) N. 130th and Aurora N.: add concrete curbs and curb ramps; **evaluate** possibility of installing ADA accessible ramps at both ends of footbridge or installing ADA accessible underpass.
- (b) N. **132nd** and Greenwood N.: Move the signal north to the actual intersection and program the signal to control movements on all approaches. Coordinate the signal with the one at 130th and Greenwood for Fire Department override, add concrete curb ramps.
- (c) N. 140th and Aurora N.: add concrete curbs with curb ramps, improve warning lighting and street striping.
- (d) N. 135th and Aurora N.: add 3 concrete curbs with curb ramps, install **east-west** curb ramp at NE corner.
- (e) 130th and 1st NE: add concrete curbs with curb ramps, re-install walk signals for school pedestrian traffic, paint stripes.
- (f) N. 130th and Meridian N.: add concrete curb with curb ramps, re-stripe.
- (g) N. 145th and Aurora N.: add curb ramps, explore feasibility of lengthening pedestrian-activated crossing times.

- (h) N. 125th and Aurora Avenue N.: add concrete curbs with curb ramps, explore feasibility of lengthening pedestrian-activated crossing times.
- (i) N. 115th and Aurora N.: add concrete curbs and curb ramps.
- (j) N. 137th and Aurora N.: add concrete curbs and curb ramps.
- (k) Explore special effects such as flush surface-mounted flashing signals at crossings on Aurora where children, elderly, or disabled persons regularly use crosswalks, especially school routes and adjacent to child-serving facilities such as the Bitter Lake Community Center, Broadview Library, and residential facilities with large elderly and/or disabled populations.

T-7-3 The City shall install an accessible ramp at the east end of the 117th St. overpass at Interstate 5.

Policy T-8 The City, in conjunction with community organizations, including representatives of the Broadview and **Haller** Lake Community Councils, the Aurora Avenue Merchants Association, and other interested stewardship organizations, property and business owners, and residents, will work with the Washington State Department of Transportation to communicate neighborhood pedestrian priorities to WSDOT for inclusion in Aurora Avenue North planning efforts and advocate for such improvements. Improvements to be considered will include those mentioned above in Action T-7-2 as well as possible underpasses or overpasses at N. **130<sup>th</sup>** St, N. **140<sup>th</sup>** St. and/or N. **145<sup>th</sup>** St.

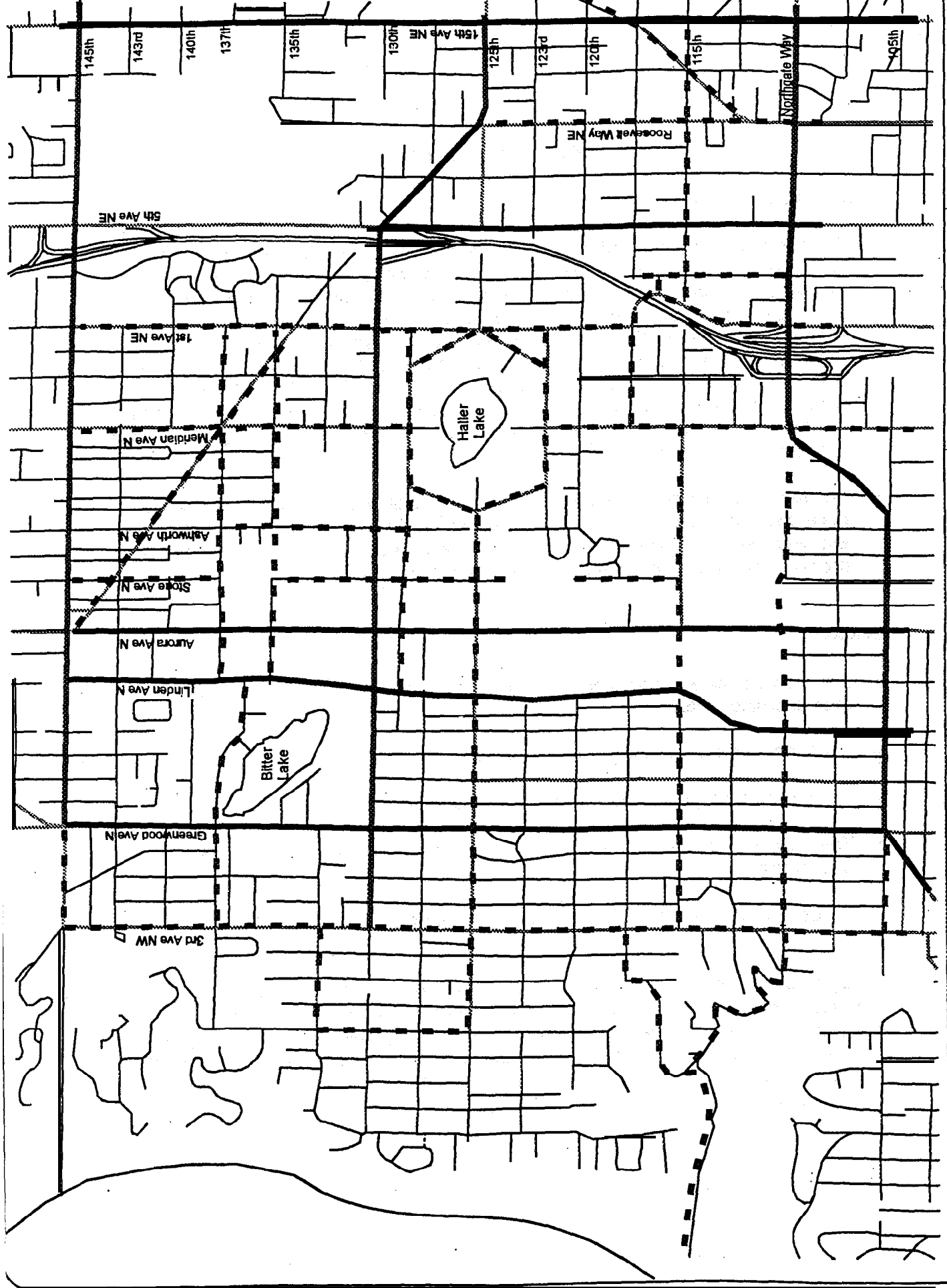
Policy T-9 The City shall establish a city-wide funding source for construction of **new** sidewalks. The City shall explore the feasibility of creating a “1% for sidewalks” impact fee assessment program to be used solely to fund citywide prioritized sidewalk construction projects.

Policy T-10 The City, in conjunction with community organizations, shall establish design and/or development standards for new development that include providing sidewalk connections to the pedestrian circulation network outlined in this Plan.

Policy **T-11** The City, in conjunction with community organizations, shall establish a public process for prioritizing sidewalk construction and maintenance projects.

**Policy T-12** The City shall establish and staff a sidewalk maintenance program to work in conjunction with property and business owners, community organizations, and other interested parties to improve maintenance of sidewalks, pathways, and parkway landscaping.





Primary  
Secondary

Pedestrian Circulation  
Network

Broadview, Haller Lake, Bitter Lake Neighborhood Plan

## Bicycle Circulation

### Vision 2020's Goals:

- A network of bike paths and trails will connect residential neighborhoods in the Broadview, Bitter Lake, and **Haller** Lake neighborhoods with local schools, businesses, parks, community destinations such as the library, the pool, and the Bitter Lake Community Center, as well as with the Interurban **Greenway** trail, regional trail systems, Northgate and other nearby urban village areas. Bicycle paths will be clearly marked and separated from motorized vehicle lanes creating a safe cycling environment for cyclists of all ages. The quality of the paths and their regional connectivity will make it possible for many residents to use their bicycles for most of their transportation needs, including shopping, recreation, and getting to and from work and school.
- Adequate bicycle parking facilities will be available at all community destinations, at the transit hub and any future rapid transit stations, and selected transit stops. Bicycle racks will continue to be available on all buses and future rapid transit will provide for moving additional bicycles along with their riders.

### Issues:

- It is unsafe to walk or ride a bicycle in the area due to a lack of interconnected bike trails and sidewalks.
- There are currently no bike paths in the planning area.
- There is no **signage** indicating existing bicycle routes.
- There are inadequate facilities for parking and/or storing bicycles, particularly in commercial areas.
- Buses have inadequate capacity for carrying bicycles.

**Policy T-13** The City, in conjunction with community organizations, property and business owners, residents and other interested parties, will establish a network of designated bicycle streets and bicycle lanes that are integrated into the City bicycle circulation system. Making use of local properties, street easements and public **rights-of-way**, the City will create bicycle/pedestrian pathways connecting to existing bicycle street lanes and urban trails.

**Actions:**

- T-13-1 The City will confirm the existing bicycle circulation system and identify street segments for designation as bicycle streets, streets that have adequate right-of-way for bicycle lanes, and rights-of-way that could accommodate bicycle trails.
- T-13-2 The City will establish bicycle lanes on N. Linden Street between N. 128th St. and N. 145th St. to serve as a segment of the Interurban **Greenway** Trail system. The City will consider purchasing or granting easements on surplus City Light right-of-way parcels to add to the street right-of-way for this purpose. (See also Linden Avenue Project in Land Use section below.)
- T-93-3 The City will use existing adjacent public rights-of-way and work with local property owners to provide a continuous east-west bicycle/pedestrian **street/trail** network between Meridian Ave. N. at Northgate Way and the Interurban Trail at Linden Ave.
- (a) The City will work with community organizations, property and business owners, residents, and other interested parties to develop daytime pedestrian and bicycle access across properties on or near 110th Ave. N. between Meridian Ave. N. and the Interurban Trail at Linden Ave.
- (b) The City will provide a paved pedestrian and bicycle path along the existing wooded 110th Ave. N. right-of-way between Meridian Ave. N. and **Ashworth** Ave. N. The City will provide fencing for neighbors along the right-of-way.
- (c) The City will provide an asphalt path along the N. 1 **10<sup>th</sup>** right-of-way between Aurora Ave. N. and North Park Ave. N.
- (d) The City will remove ADA, pedestrian, and bicycle impediments on Aurora at or near 1 **10<sup>th</sup>** Ave. N.
- T-I** 3-4 The City will use existing public rights-of-way to establish separate bicycle/pedestrian pathways along the following routes:
- (a) The Interurban Trail (from **105<sup>th</sup>** Ave. N. to **145<sup>th</sup>** Ave. N.) following the City Light right-of-way and then north along Linden Avenue N., to include a separate bike lane or curbing barrier along Linden Ave. N. from **128<sup>th</sup>** to **145<sup>th</sup>**.
- (b) Roosevelt Way (either side) from **3<sup>rd</sup>** Ave. NE (North Acres Park) to **145<sup>th</sup>** and Aurora Ave. N., (post office and transportation focal point), to include curbing or existing drainage ditches as a traffic barrier.
- (c) 135th Ave. N. between **Ashworth** (Ingraham High School) and Stone Ave. N. (existing paved segment to existing signalized Aurora crossing). This segment would complete a Meridian Avenue to Aurora Avenue pedestrian/bicycle route.
- (d) N. **143<sup>rd</sup>** between Linden Ave. N. and Greenwood Ave. N.

(e) Between 3<sup>rd</sup> N.W. and the entrance to Carkeek Park along the existing east-west right-of-way south of N.W. 1 13<sup>th</sup> Place.

Policy **T-14** The City will separate all bicycle and bicycle/pedestrian paths along road shoulders with landscaping, trees, shrubs, or other vehicle barriers including drainage ditches, curbs, and parking.

Policy T-15 The City, in conjunction with community organizations, property and business owners, and other interested parties, will provide adequate bicycle parking and storage facilities at community destinations and transit stops.

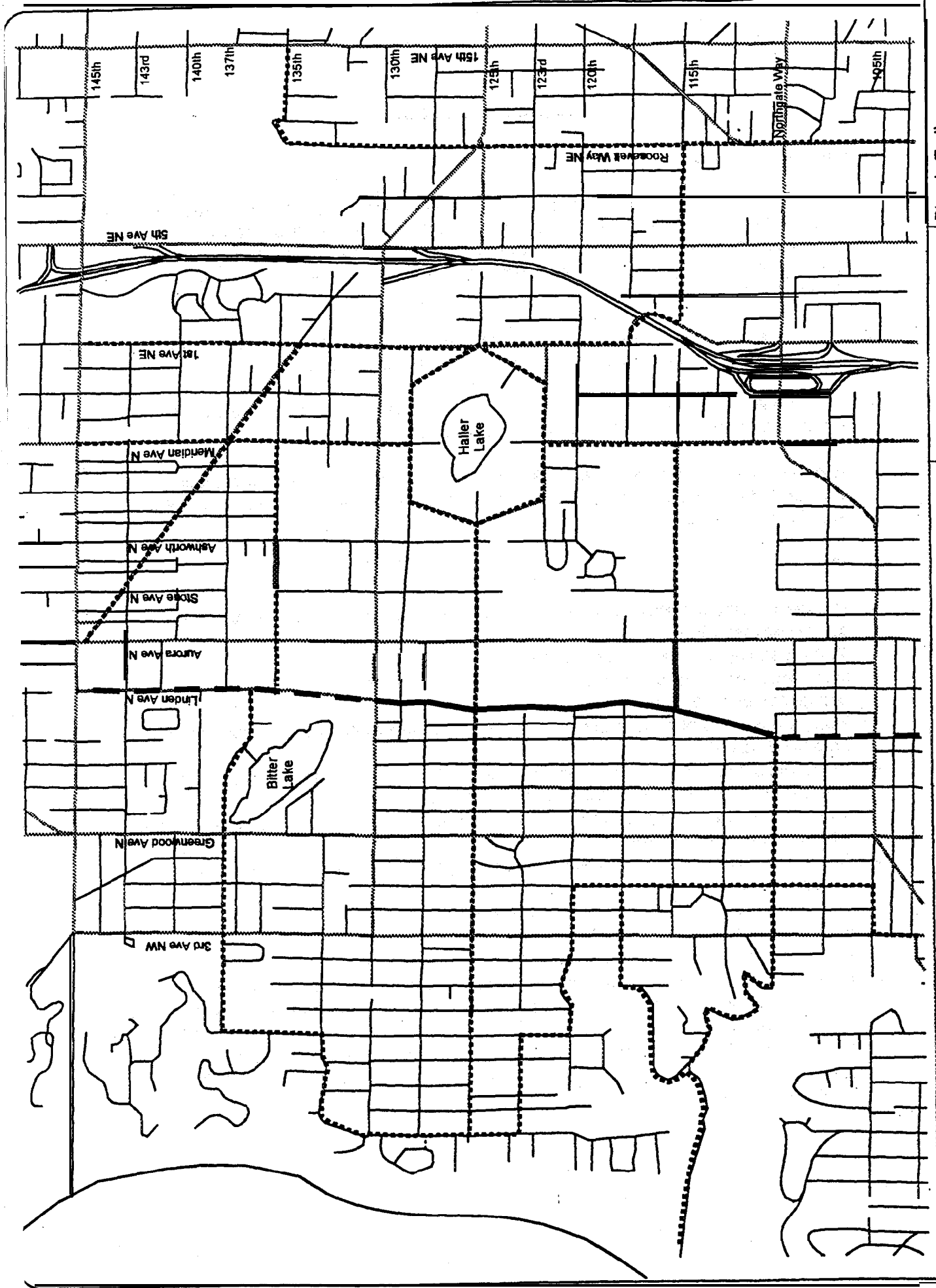
Actions:

T-15-q The City, in conjunction with community organizations, businesses, and interested individuals, will inspect area businesses to ensure that Code requirements for bicycle parking are met and request compliance where indicated.

T-15-2 The City, in conjunction with community organizations and interested individuals, will inspect bicycle parking and storage facilities at public destinations and request additional facilities where supply does not meet the demand.

T-1 5-3 The City, in conjunction with community organizations and interested individuals, will identify long-term bicycle parking and storage requirements at key transit transfer points or other areas of high demand and install bicycle storage lockers as appropriate.

Policy **T-16** Prior to developing plans for any improvements to bicycle circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.



**Broadview, Haller Lake, Bitter Lake Neighborhood Plan**

Bicycle Trails  
 Bicycle Lanes  
 Bicycle Streets

Bicycle Circulation Network

## Vehicular Circulation

### Vision 2020's Goals:

- Major north/south transportation corridors will carry traffic through the **Broadview-Bitter Lake-Haller Lake** area quickly and efficiently. Intersections will be signalized to maximize efficiency for north/south travelers, facilitate area residents and shoppers entering and leaving the major north/south corridors, and provide safe crossings for pedestrians.
- A network of east/west arterials will enable residents to reach their neighborhoods with minimal need to use smaller residential streets for through traffic.
- Appropriate traffic calming devices will be used to ensure that residential streets remain quiet and safe. Traffic noise will be minimized.
- Business driveway accesses along Aurora Avenue N. will be clustered to minimize the number of driveways directly entering the highway and to provide efficient and safe flows of traffic.

### Issues:

- Residential side streets are impacted by through traffic as drivers seek to avoid congestion on arterials.
- Traffic calming devices are non-existent.
- Numerous vehicle turn in/outs on Aurora Ave. N. slow traffic in the HOV (high occupancy vehicle) lanes.
- Many streets do not have traffic signals, and existing signals are not coordinated in an optimal fashion.
- Commercial loading zones conflict with the Plan's vision of pedestrian-oriented access and activities along Linden and Stone Avenues.
- 130th is used as two lanes in the east-west direction despite being designed for one lane of traffic in each direction.
- Several streets function as "speed zones" and present hazards to vehicular and pedestrian traffic:
  - 130th Ave. N. from I-5 to Greenwood Ave. N.
  - Meridian Ave. N. from 130th to 145th.
  - **143<sup>rd</sup>** between Linden Ave. N. and Greenwood Ave. N.
- Lack of enforcement of parallel parking requirements on **143<sup>rd</sup>** between Linden and Greenwood Aves. N. presents a dangerous situation, with pedestrians forced to walk in the street.
- City trucks and trailers en route to and from the Haller Lake North Shops often block both lanes of traffic on **130<sup>th</sup>** when entering or leaving the intersection at **130<sup>th</sup>** and Stone Ave. N.

**Policy T-17** The City will develop an arterial transportation system that effectively carries current and projected volumes at an acceptable level of service.

**Actions:**

T-I 7-1 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, will identify constrictions on arterial streets that inhibit optimum traffic flow and recommend and implement solutions as required.

T-17-2 The City, using increased enforcement and appropriate traffic calming measures, shall design and implement measures to slow traffic on arterials to existing posted limits.

**Policy T-18** The City will make improvements to vehicular circulation on Aurora Ave. N.

**Actions:**

T-18-1 The City will coordinate signalization on Aurora Ave. N. and intersecting arterials.

T-18-2 The City will enforce all peak hour on-street no parking zones.

T-18-3 In conjunction with WSDOT planning for SR 99, the City will work with community organizations, including the Aurora Avenue Merchants Association, property and business owners, area residents, and interested individuals to identify priorities for limiting or consolidating access driveways along Aurora Ave. N.

**Policy T-19** The City will make improvements to vehicular circulation on N. 130th St.

**Actions:**

T-I 9-1 The City, in conjunction with community organizations, property owners and business owners, residents, and other interested parties, will review the history of this street, which was originally designed to permit one lane of traffic in each direction but has since begun to operate as two lanes of traffic in each direction. These parties will confirm the current status of the street and explore the road design to meet current and future expectations, including the possibility of the street operating as a three-lane street, the possibility of it becoming a state route (because it connects two state routes), and the possibility of allowing on-street parking during non-peak hours, except near intersections.

T-19-2 The City shall increase its speed limit enforcement on N. 130<sup>th</sup> St., especially from I-5 to Greenwood Ave. N.

T-19-3 In conjunction with the review mentioned above, the parties shall consider installing separate left turn lanes on all approaches at the following intersections:

- . 130th & 1st NE

- 130th and Meridian Ave. N.
- 130th and Stone Ave. N.

**T-I 9-4** The City shall install synchronized signals along 130th keyed to the 130th and Aurora traffic signal. This signalization would allow 30 mph timed continuous traffic flows westbound in the PM and eastbound in the AM (Note: Existing peak hour directional volumes on this segment of N. 130th Street are relatively balanced).

**T-19-5** The City shall plant and maintain street trees along N. 130th between Interstate 5 and Greenwood Avenue N.

**Policy T-20** The City will make improvements to vehicular circulation on Greenwood Avenue N.

**Actions:**

**T-20-1** The City will provide sidewalks, planting strips, curbs, gutters, parking and two travel lanes in each direction between N. 105th St. and N. 145th St.

**T-20-2** The City, in conjunction with community organizations, property owners, residents, and other interested parties, will review the current status of the street and explore the road design to meet current and future expectations, including the possibility of providing left turn pockets on Greenwood, of using the 90 ft. right-of-way to **provide four** travel lanes, parallel parking on both sides, and 5 1/2 ft. bicycle lanes on both sides of the street; and prohibiting parking near intersections to provide additional width for left turn pockets.

**T-20-3** The City shall modify the pedestrian signal on Greenwood Ave. N. at N. 132nd St. to coordinate it with the existing signal and N. 130th St. and add concrete curbs with curb ramps.

**T-20-4** Fire trucks leaving the station on 130th and traveling north on Greenwood have difficulty making a left turn onto westbound N. 132nd St. because of blocking vehicle queues from the N. 130th St. signal. As a temporary measure, the City shall consider installing "**Do Not Block Intersection**" signs at N. 132nd St.

**T-20-5** The City shall remove the existing pedestrian crossing south of **132nd** and install a pedestrian-activated full 3-way signalized crossing at the intersection of 132nd and Greenwood (Broadview-Thomson School) and coordinate it with the main traffic signal at 130th and Greenwood to stop southbound traffic during an emergency call before it can back up and block this intersection.

**T-20-6** The City shall confirm the synchronization of traffic signals on Greenwood Avenue N.

**Policy T-21** The City will make improvements to vehicular circulation on Linden Avenue N. (see also Land Use Section Linden Avenue Project)

**Actions:**



**T-21-1** The City will reclassify Linden Ave. N. between 130th and 145th Ave. N. as a collector arterial and designate the same segment as a key pedestrian street.

T-21-2 The City will recommend and implement intersection improvements at N. 145th and Linden Ave. N.

T-21 -3 The City will designate Linden Avenue N. between 130th and 145th Ave. N. as a Green Street or, if this is not possible because of its status as an arterial, use comparable means to achieve the “greening” of this segment. (See Land Use, Linden Avenue Project, below.)

**Policy T-22** The City will make improvements to vehicular circulation on Meridian Ave. N.

**Actions:**

T-22-1 The City shall recommend and implement appropriate traffic calming for Meridian Ave. N. and provide speed limit enforcement along Meridian Ave. N., especially from 130th to 145th.

T-22-2 The City will work with community organizations, property owners, residents, and other interested parties to evaluate the need for sidewalks, curbs, gutters or alternatively, asphalt pathways on both sides of Meridian Ave. N.

**Policy T-23** The City shall study, recommend, design, and implement **traffic calming** measures for **143<sup>rd</sup>** Street between Linden Avenue N. and Greenwood Avenue N.

**Policy T-24** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, will study and implement ways to protect residential areas from through traffic.

**Actions:**

T-24-1 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify residential areas affected by unacceptable levels of through traffic, study all potential options, and recommend City-approved traffic calming devices to reduce impacts.

T-24-2 The City will add effective traffic control devices to slow down traffic in residential areas and control speeds on **arterials**.

**Policy T-25** Prior to developing plans for any improvements to vehicular circulation specified in this section, the City shall provide public notification and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.

## Transit

### Vision 2020's Goal:

Residents of the Broadview-Bitter Lake-Haller Lake area will be able to walk short distances to bus stops where they can catch a bus that will take them downtown and to other Seattle neighborhoods. The travel time will be short, making traveling by bus attractive for many residents. A network of local buses will connect the area to other surrounding communities such as Northgate, Ballard, and Lake City. These local buses will make it easy for residents to take advantage of light rail (Sound Transit), monorail (ETC) and regional bus transportation opportunities through a transportation center hub that will be located at a convenient location within the Hub Urban Village. On-site connections to the Light Rail and Monorail mass transit systems will be provided for in the neighborhoods.

**Policy T-26:** The City, in conjunction with Metro, will improve transit stop environments.

### Actions:

T-26-1 The City, in conjunction with Metro, will provide shelters, benches, lighting, curb ramps and wheelchair pads, litter receptacles and updated schedules at transit stops to improve use of the current bus system.

#### Initial Location List

- 130th and Meridian (Ingraham High School)
- 130th and Aurora (Transfer Point)
- 130th and Greenwood (Library)
- 130th and 15th Ave. NE (Transfer Point)
- 130th and 5th Ave. NE (Transfer Point)
- 130th and Linden Ave. N. (Community Center)
- 145th between Linden and Aurora (Post Office and future Monorail stop)
- 105th and Aurora (Transfer Point)
- 115th and Meridian (Northwest Hospital)

T-26-2 The City, in conjunction with Metro and community organizations, will develop transit shelter art projects.

**Policy T-27** The City, in conjunction with community organizations, property and business owners, area residents, and other interested parties, will explore the feasibility and support the development of monorail stops at 125th and Greenwood N. and/or 143rd and Linden Avenue N. as the ETC develops.

Policy T-28 The City, in conjunction with community organizations, property and business owners, area residents, and other interested parties, will explore the feasibility of creating a Transit Center on or near Aurora Avenue North that would serve as a link to the Northgate and Aurora Village Transit Centers.

### Actions:

T-28-1 The City, in conjunction with Metro, will develop an accessible transit center within the Hub Urban Village.

T-28-2 The City will request that Metro develop regular circulating shuttle service from the Hub Urban Village transit center to Sound Transit's proposed Northgate Light Rail Station and Metro's Transit Station.

T-28-3 The City, in conjunction with Metro and community organizations, property and business owners, residents, and other interested parties, will conduct regular reviews of service needs along existing routes and support increased service on existing routes.

**Policy T-29** The City will provide sidewalks linking all transit stops with the primary sidewalk network. (See Pedestrian Circulation above.)

**Policy T-30** The City will work with local community organizations, including the Aurora Avenue Merchants Association, property and business owners, residents, and other interested parties to ensure that local businesses are accessible by auto, bus, bike and foot.

**Policy T-31** Prior to developing plans for any improvements to mass transit and/ or establishment of a transit hub, the City shall provide public **notification** and an opportunity to comment to interested community organizations, affected property owners, area residents and other interested organizations and individuals.

## Vision 2020 Plan: LandUseandHousing

### Vision 2020 Goals:

- Through the efforts of the City, community organizations, property and business owners, residents, developers, and other interested parties, Linden Ave. N. from 130<sup>th</sup> to 145<sup>th</sup> will be developed to include wide, promenade style sidewalks, the Interurban **Greenway** Trail, new housing and small retail establishments, and a recreational and garden area surrounding the Bitter Lake Reservoir.
- Good pedestrian access with benches, trees and other landscaping, and signature light fixtures **will** link the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the playground at Broadview Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail and Linden Ave. N. and the new recreational and garden area surrounding the Bitter Lake Reservoir.
- Stone Avenue North will be developed as a pleasant green buffer with a landscaped green belt between commercial uses and the Halter Lake residential area.
- Existing open space throughout the planning area shall be preserved and additional green and open space will be secured. Additional trees of various types shall be planted along major thoroughfares and in parks.
- Aurora Avenue N. will have wide sidewalks, curbs, and landscape strips planted with flowers, grass, and street trees; transit stops with bus shelters with benches; safe pedestrian crossings at major intersections; businesses offering a full range of products and services, including smaller neighborhood-oriented establishments; and signs that do not dominate or clutter the streetscape. The alleys and streets behind the businesses that front on Aurora Avenue N. will be pedestrian friendly and safe. Many of the businesses that front on Aurora will also have rear-entrances for pedestrians.
- Neighbors will be able to comfortably walk and bicycle from single and multi-family residential areas to Aurora Ave. N. and other area business districts, schools, parks, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle trails.
- Neighborhood specific Design Guidelines will be developed for the Broadview-Bitter Lake-Haller Lake area to ensure that new developments enhance the pedestrian environment through increased accessibility and amenities such as benches, lighting, and landscaping; preserve views of Mt. Rainier and the Cascades; minimize noise, traffic and visual impacts on nearby residential areas; preserve and enhance the natural environment, including the area's lakes and creeks; and maximize open space buffers.

- Areas zoned for single family residential use shall be protected from the impacts of nearby commercial and higher density residential uses.
- New single family homes will be designed and sited to fit in with the surrounding neighborhoods. Multifamily housing developments will be designed to blend in with the adjacent neighborhoods using a variety of buffering techniques including open space, landscaping, and other innovative techniques.
- The existing mobile home parks on 125th and Stone Ave. N. and on Ashworth N. will be preserved and enhanced.

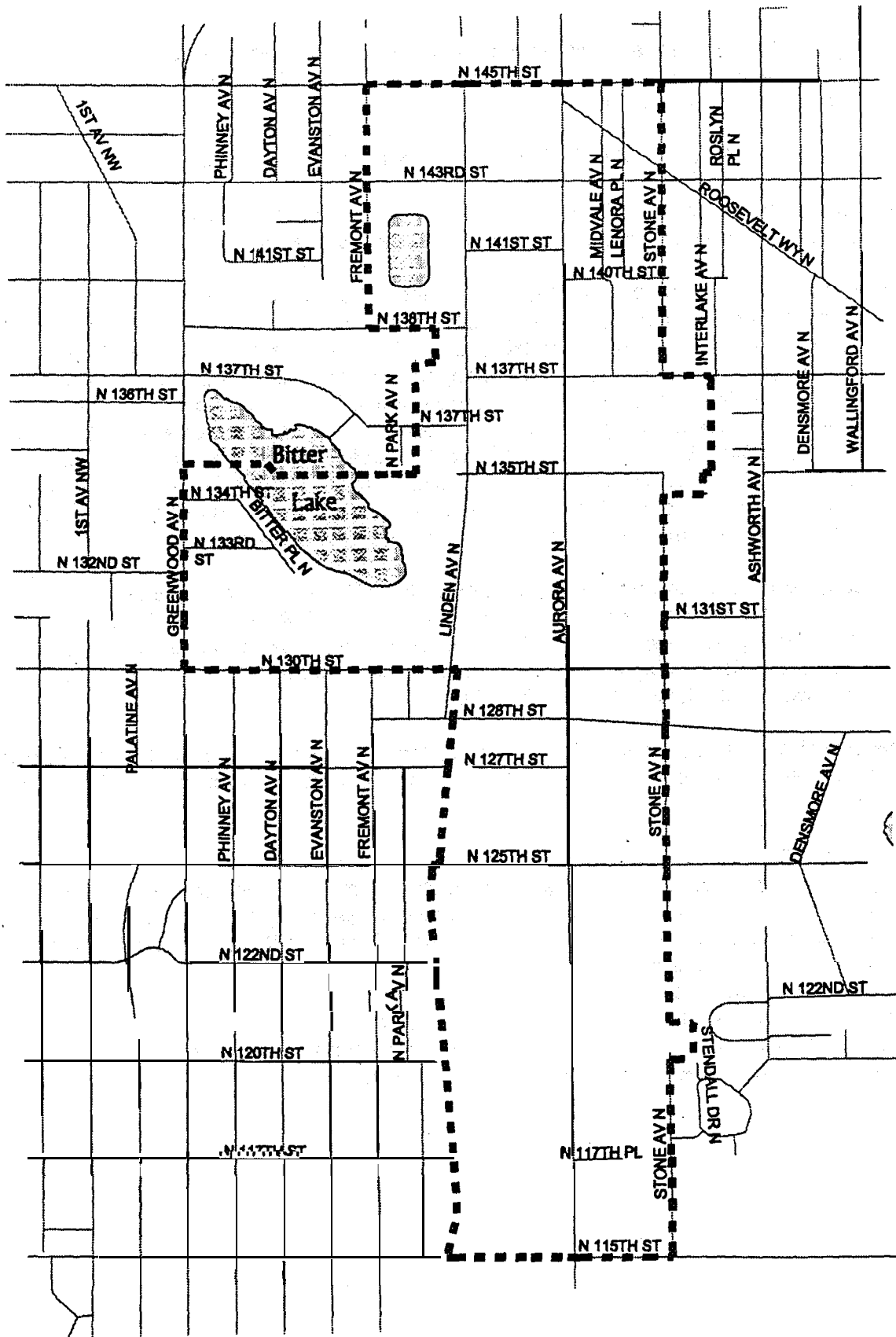
#### Summary of Issues

- ***Basic infrastructure systems, such as sidewalks and drainage, are inadequate for present density levels. Additional residential or commercial growth should not be encouraged until these infrastructure deficits are addressed.***
- There are inadequate buffers between commercial uses and residential uses, resulting in negative visual, traffic, noise, and environmental impacts.
- “Superblocks” along Aurora Ave. N. do not permit safe pedestrian access to or through businesses in or near these blocks and discourage pedestrian mobility within the area.
- Some parts of the planning area are dominated by large commercial entities serving a regional base; there are not enough smaller retail establishments, such as coffee shops, bookstores, and similar businesses catering to neighborhood residents within easy walking distance of residential areas.
- There are not enough open space areas, trees, or other landscaping in local commercial areas or residential areas.
- Neighborhood residents are not necessarily represented on Design Review Boards considering development in the area, and the City’s Design Review Guidelines do not include neighborhood specific provisions regarding pedestrian access, view preservation, landscaping, etc.
- New residential developments in single family residential areas sometimes ignore established patterns of development in the surrounding neighborhood.

Policy **LU-1:** A Hub Urban Village, to be named “Bitter Lake Village,” shall be established within the boundaries established in Policy LU 4, contingent upon the City’s agreement to remedy current infrastructure deficits in the areas of sidewalks, drainage, transportation, police protection, and open space. The requisite infrastructure shall be developed *prior* to encouraging additional growth in the area.

Policy **LU-2:** The City’s proposed growth targets of an additional 1,260 households and an additional 2,800 jobs to be added between 1994-2014 shall be established subject to the conditions provided in Policy LU-1 above. The City, in conjunction with the Broadview Community Council, the Haller Lake Community Club, the Aurora Avenue

Merchants Association, property and business owners, residents, and other interested organizations and individuals, shall evaluate progress towards meeting the Plan's infrastructure goals and growth targets at least every two years. Growth targets shall not be changed without a public outreach and validation process comparable to that used in adopting this Plan.



**Policy LU-3:** The boundaries of the Bitter Lake Village Hub Urban Village are described below, please also see map on the previous page. Boundaries are set at street medians unless otherwise noted.

To **the north:** along N. 145th St. between Fremont Ave. N and Stone Ave. N.

To **the south:** along N. 115th St. from the western edge of the City Light/Interurban Trail/Linden Ave. N. right-of-way to and including Stone Ave. N.

**Western edge** (from north to south): southward along Fremont Ave. N. continuing along the western edge of the Bitter Lake Reservoir to N. 138th St; eastward along the south edge of the Reservoir (N. 138th St.) to the zoning change line (1 parcel west of Linden Ave. N.); southward along the zoning change line (1 parcel west of Linden Ave. N.) to a line where N. 135th St. would be if it continued west of Linden Ave. N. (at current zoning change line); westward along the line where 135th would be across Bitter Lake to Greenwood Ave. N.; southward along the east side of Greenwood Ave. N. To N. 130th St.; eastward along N. 130th St. to Linden Ave. N. (actually the edge of the City Light/Interurban Trail/Linden Avenue right-of-way); southward along the west side of the City Light right-of-way to N. 115th St.

**Eastern edge** (from south to north): northward from N. 115th St. along Stone Ave. N. To N. 120th St.; include one lot east of Stone Ave. N. between N. 120th and including right-of-way of N. 121 St.; continue northward along Stone Ave. N.; include lots east of Stone Way N. between just south of N. 135th to N. 137th; continue northward along Stone Ave. N. To 145th.

**Policy LU-4:** The boundaries of the Planning Area are from Puget Sound on the west to 15<sup>th</sup> Ave. NE on the east; from N. 105th/Northgate Way on the south to N. 145th on the north.

Policy LU-5: Existing multi-family, commercial and other non-residential land uses adjacent to the proposed HUV boundaries shall be maintained as transitional buffer zones around the HUV to protect the surrounding single family character of the Planning Area. Changes in zoning, land use or other regulations permitting increased densities, building heights, building bulk, or that would otherwise adversely affect the surrounding single family areas, shall not be allowed within these zones. Design guidelines, land use policies and regulations and other means available shall be implemented to effect a gradual transition in the buffer zones, from the more intensive uses within the **HUV** to the less intensive uses surrounding the buffer zones.



## Linden Avenue North Project

**Policy LU-6:** The City, working in conjunction with community organizations, property and business owners, residents, developers, and other interested parties, will encourage development of Linden Avenue N. from 130<sup>th</sup> Street to 145<sup>th</sup> Street, to include a connecting segment of the Interurban **Greenway** Trail, “promenade” style sidewalks, distinctive signature lighting fixtures, benches, street trees and other landscaping, new housing and small retail establishments, and a recreational and garden area surrounding the Bitter Lake Reservoir. Such development shall also include plazas and open space, traffic calming features, an improved bus stop, use of the surplus City Light properties, and preservation of the view corridor of Mt. Rainier and the Cascades.

### Actions:

LU-6-1 The City shall develop wide promenade style sidewalks along Linden Avenue between 130<sup>th</sup> and 145<sup>th</sup> Streets, with signature lighting fixtures, benches, street trees, landscaping, and public art features. If possible, the sidewalks shall be constructed with innovative permeable surfaces.

LU-6-2 The City shall develop Linden Avenue N. between 128th and 145th as a segment of the Interurban Greenway/Urban Trail, with landscaping, benches, light fixtures, water fountains, and trash receptacles to be provided along the Trail.

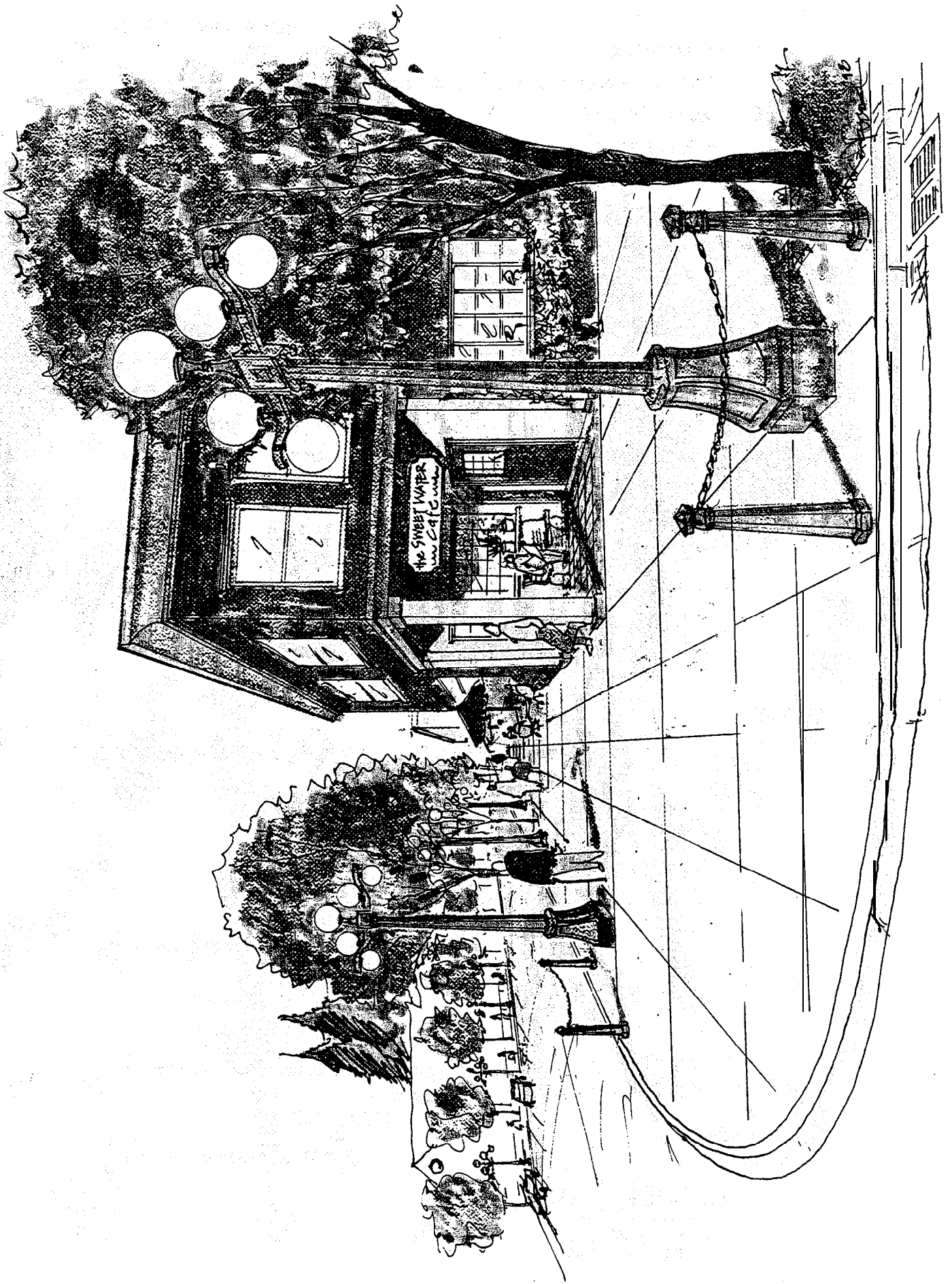
LU-6-3 The City shall move the fence during the rehabilitation of the Bitter Lake Reservoir and, in conjunction with community organizations, property and business owners, residents, and other interested parties, develop walking paths and recreational areas for children and adults, community gardens and landscaping, which may include a P-patch garden, and additional or other types of public open space features. (See also Recreation below)

**LU-6-4** The City, working in conjunction with community organizations, property and business owners, residents, developers, and other interested parties, shall encourage the development of new housing and small scale, **neighborhood-**oriented retail establishments along Linden Avenue N. from 130<sup>th</sup> to 145<sup>th</sup>, with open space features appropriate to the potential population.

LU-6-5 The City will dedicate the City Light surplus properties located along the **right-of-**way of Linden Avenue North between 143rd and 145th Streets towards development of the street as a Green Street and portion of the Interurban Trail and to provide additional open space for the area.

LU-6-6 The City, in conjunction with the Seattle Public School District, community organizations, and other interested parties, shall develop an intergenerational walkway, to include benches, trees and other landscaping, signature light fixtures, and public art linking the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the playground at Broadview Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail and Linden Ave. N. and the new recreational and garden area surrounding the Bitter Lake Reservoir.

- LU-6-7 The City shall work with community organizations, property and business owners, residents, and other interested parties to ensure that the development along Linden, including the development of open space, is consistent with the proposed Design Guidelines for the area, and is done in such a way as to preserve Mt. Rainier and Cascade views and use them as a feature where possible.
- LU-6-8 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall design a signature light fixture for this segment of Linden Avenue and a lighting plan using this fixture to visually connect facilities in the Sitter Lake Village. This design may incorporate the historic lighting fixture style from the former **Playland** amusement park previously located in the area.
- LU-6-9 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall study the public **right-of-way** (street) system of the superblock between Linden Avenue N. and Aurora Avenue N., 130th and **135<sup>th</sup>** and make recommendations for developing good pedestrian connections and commercial access across and through this superblock to support residential, small scale retail, and recreational uses along Linden Avenue and current and future development along Aurora Avenue N.
- LU-6-19 The Seattle Police Department shall review proposed redevelopment plans for Linden Ave. N. and shall provide guidance on preventing crime through environmental design techniques.
- LU-6-11** The Seattle Police Department and the Department of Design Construction and Land Use shall work with area residents to identify ways to reduce crime and take more effective enforcement measures against criminal activity and land use code violations.



- PROMENADE
  - WIDE SIDEWALKS / BENCHS
- GREEN STREET
  - PEDESTRIAN ORIENTED
- NEIGHBORHOOD IDENTITY
  - DISTINCT SIGNATURE LIGHTING
- OPEN SPACE
  - STREET TREES / PLAZAS
  - LANDSCAPING
  - RESERVOIR
  - BITTER LAKE PARK
  - SURPLUS PROPERTIES
- INTERURBAN TRAIL
- TRAFFIC CALMING
- NEIGHBORHOOD-ORIENTED DEVELOPMENT
- AFFORDABLE HOUSING

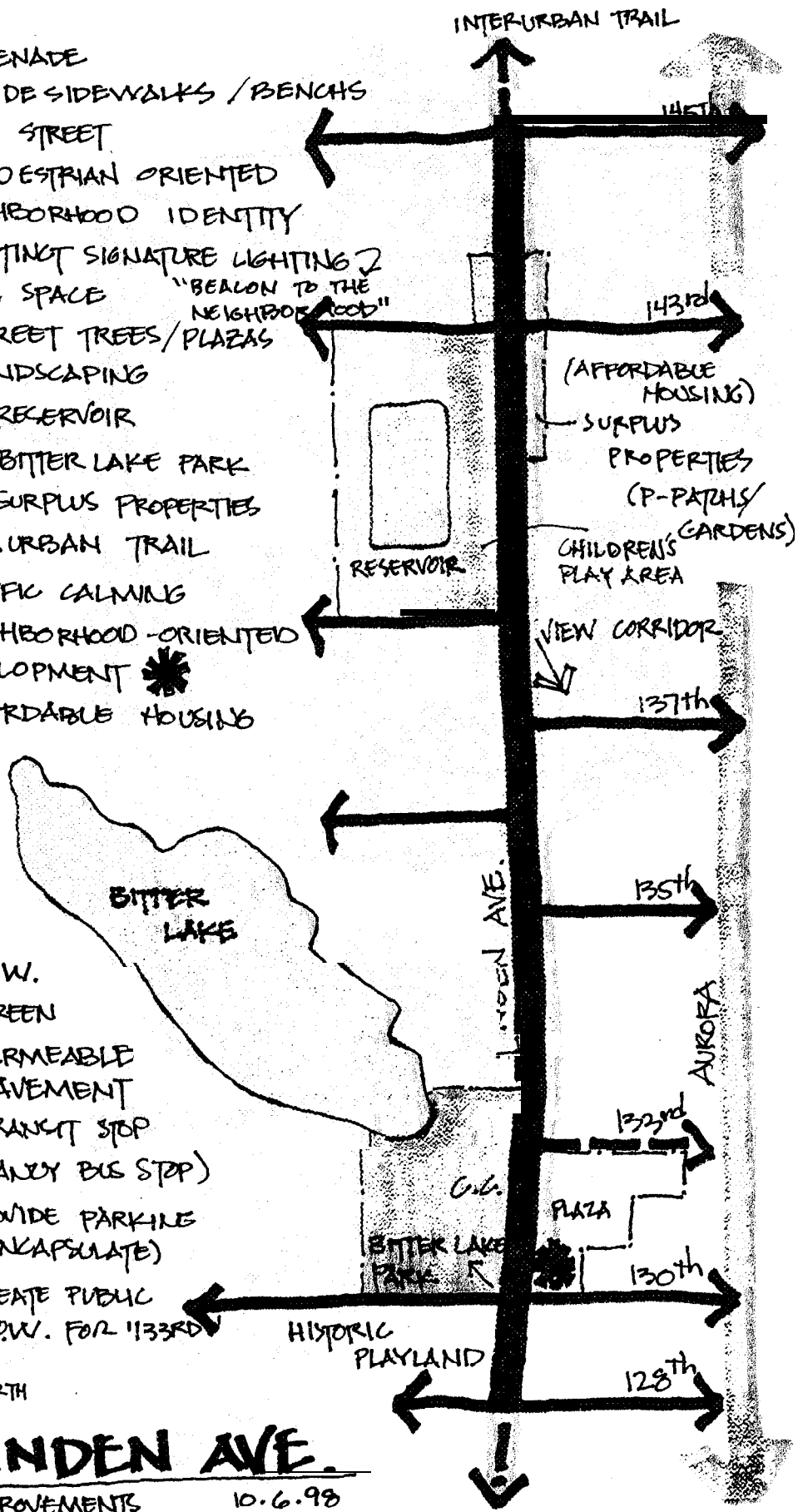
- R.O.W.
  - GREEN
  - PERMEABLE PAVEMENT
  - TRANSIT STOP (FANCY BUS STOP)
  - PROVIDE PARKING (ENCAPSULATE)
  - CREATE PUBLIC R.O.W. FOR 133RD

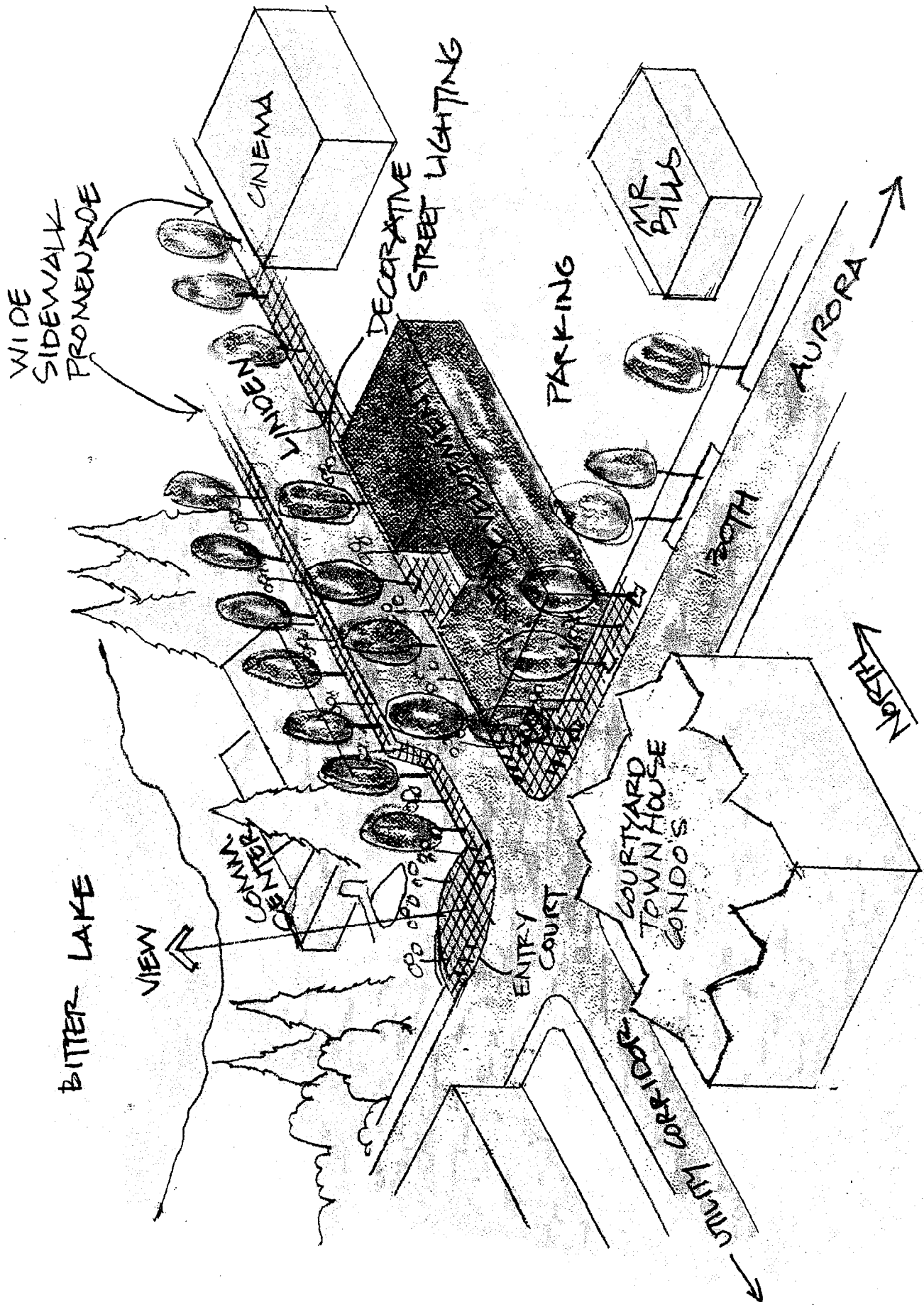
↑ NORTH

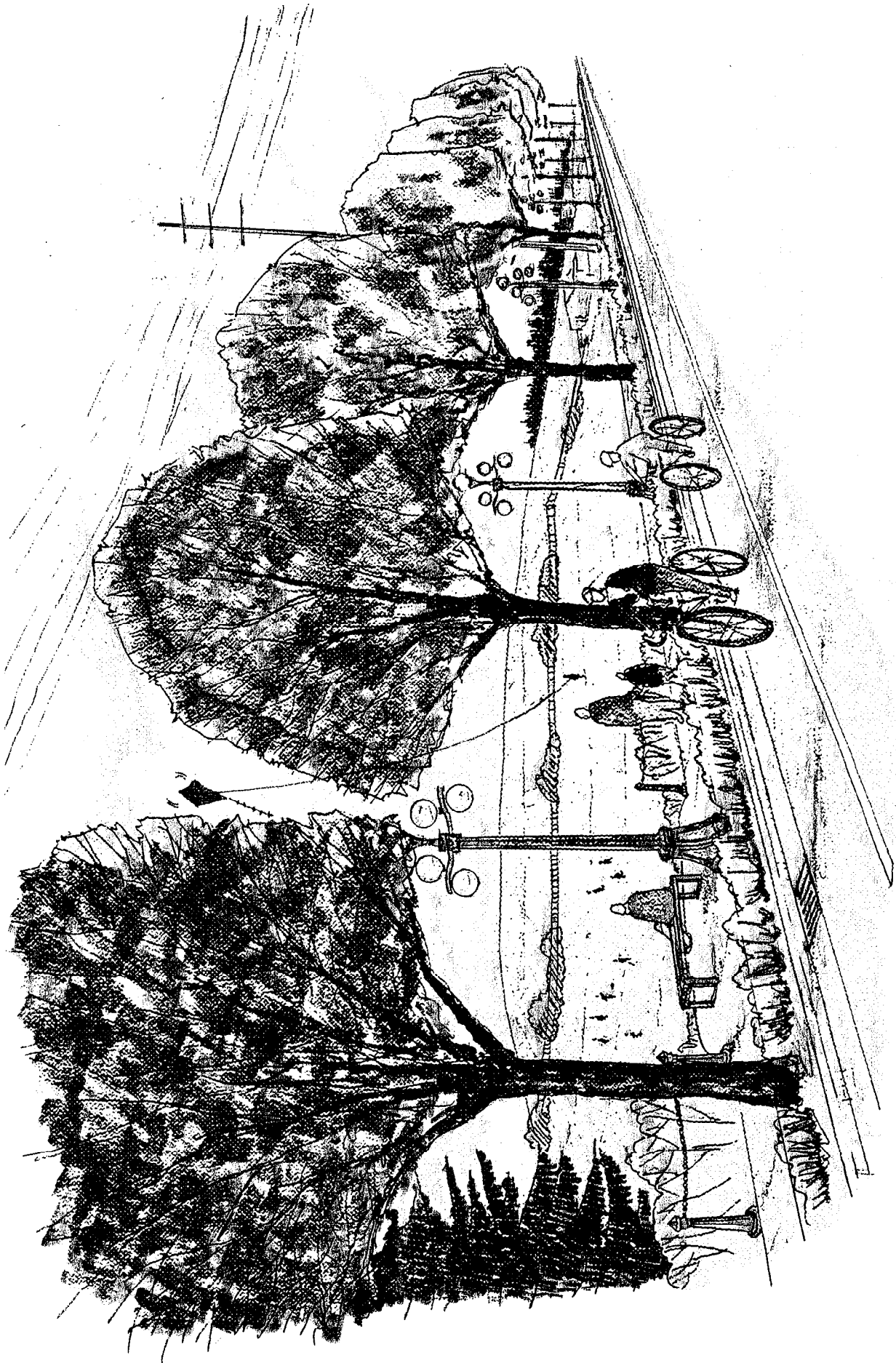
# LINDEN AVE.

IMPROVEMENTS CONCEPT DIAGRAM

10.6.98







## Stone Avenue North Project

**Policy LU-7:** Stone Avenue North between 121<sup>st</sup> and 1 30<sup>th</sup> Streets N. will be developed as a pleasant green buffer between commercial activities along this street and on Aurora Ave. N. and the Haller Lake residential area. Additional green/open space will be secured and maintained in this area.

### Actions:

**LU-7-1** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall provide sound and visual mitigation of the commercial development and businesses along Stone Ave. N. and Aurora Ave. N. by erecting a terraced wall of varying heights and thicknesses or a comparably dense screen of trees and shrubbery from 117th to 135th along the **Stone/Ashworth** Avenues N. with openings and pedestrian access to businesses and other facilities where appropriate.

**LU-7-2** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall develop and maintain a minimum **15-foot** green belt buffer zone along the City right of way from roughly 121<sup>st</sup> St. to 130<sup>th</sup> St. N. This greenbelt buffer should consist of different types of planting areas, including curbside areas planted in rhododendrons, azaleas, or other like-flowering shrubs with roughly 5 foot minimum spacing between plantings, and areas behind the curbside planted with evergreen trees at a minimum height of 15 feet spaced at least 5 feet apart.

**Policy LU-8:** The City will develop and maintain open space in the undeveloped right-of-way called 121<sup>st</sup> Street (east of Stone Avenue) and the City-owned parcels **PMA#3706** (Stone Avenue Drainage Project) and **#3739** (former fire dump).

**Policy LU-9:** The City shall provide visual and sound mitigation for its North Haller Lake facilities, including a green belt planted with trees and shrubbery. Prior to any further development of these facilities, the City, in conjunction with community organizations, property owners, residents, and other interested parties shall conduct a full review of the current and future environmental impacts of the facilities on the surrounding area. Any further development of the facilities shall be consistent with the goals of this Plan, including the community's goals of minimizing the impacts of commercial development on nearby single family neighborhoods, increasing open space, trees, and landscaping, and remedying past and prevent future environmental impacts from commercial and industrial development in the area. Community organizations, property and business owners, residents, and other interested parties shall receive notification of proposed development of these facilities and be given an opportunity to comment prior to completion of any planning efforts by the City.

**Policy LU-10:** The City shall establish an advisory committee to review, monitor and assess environmental impacts resulting from prior use of properties along Stone Avenue as a dump, and from current use by the City for heavy equipment use and storage and household hazardous waste processing. This assessment shall include a review of the impacts on the local watershed.

## Design Review

**Policy LU-11:** New Neighborhood Design Review Guidelines for the Broadview-Bitter Lake-Haller Lake area shall be added to the Citywide Design Review Guidelines. All new commercial and multifamily development in the planning area shall be subject to these Guidelines. Design Review Boards shall be established in each of the three neighborhoods to ensure that representatives from each neighborhood are involved in the review of proposed projects in that neighborhood. Representatives shall come from Broadview, Bitter Lake, and **Haller Lake**, with the addition of a representative from the Aurora Avenue N. business community for projects located on Aurora Avenue N.

### Actions

**LU-1 1-1** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, shall develop neighborhood specific Design Guidelines that will be added to the citywide Design Guidelines and applied to commercial and multifamily development in the Broadview-Bitter **Lake-Haller Lake** area.

Preliminary guidance for developing Neighborhood Specific Design Guidelines shall include the following:

- New development along Linden Avenue. N. will create and enhance the pedestrian environment. All new businesses will have pedestrian entries on Linden Avenue N. Those entries shall include amenities such as plazas, benches, picnic tables, art, landscaping and/or alternative features to enhance the pedestrian environment.
- New development on the east side of Linden Avenue N. within the Bitter Lake Village shall be situated to preserve views of Mt. Rainier and the Cascades from Linden Avenue N.
- In addition to entryways, portions of buildings facing Linden Avenue N. will incorporate windows (that are not blocked from the inside) and interesting wall treatments into the overall design.
- Delivery bays will not be sited on Linden Avenue **N**.
- New developments along Aurora Avenue N. will provide pedestrian and/or auto access between (and/or pedestrian access through, where possible) large buildings located on superblocks, with connections to pedestrian access to and across Aurora Avenue N.
- The siting of buildings and the location of appurtenances on those buildings shall minimize noise and visual impacts on adjacent properties.
- Development shall be sited and designed to screen residential areas from traffic noise, delivery truck noise, and parking lot noises and to maximize open space buffers.



- Development adjacent to residential zones or uses will be sited and designed to be compatible in terms of height, bulk, and scale with nearby residential development and streetscapes.
- Development shall provide landscaping in parking and non-parking areas that enhances the overall character of the development and the overall aesthetic of the area.
- Undergrounding of utilities will be encouraged in new developments.

**LU-1 q-2** The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall develop a guide that shows the range of scale and character that exists within each neighborhood (Broadview, Bitter Lake, Haller Lake) to assist in making good land use permitting and Design Review decisions.

**LU-11-3** The City shall improve communication with community organizations, property owners, neighborhood residents and businesses in publicizing Design Review procedures.

**LU-1 1-4** The City, in conjunction with community organizations, property and business owners, residents, developers, and other interested parties shall consider amendments to the Land Use Code as necessary to implement the proposed standards mentioned above.

## Other Land Use Policies and Actions

**Policy LU-12:** All provisions designed to increase allowable density beyond that permitted by current zoning, including but not limited to: the Residential Small Lot Zoning Option and the Single Purpose Residential Use Option for development on commercially zoned land, shall not be implemented within the Bitter Lake Village or the surrounding planning area. Provisions that may be enacted in the future to permit increased density levels beyond those allowed under existing zoning within the village boundaries or the adjacent planning area shall not be implemented without undergoing a public outreach and validation process comparable to that used in adopting this Plan.

**Policy LU-13** The City shall ensure that the siting of new homes within the planning area is done in such a manner **as** to conform to the extent possible with adjoining residences and streetscapes. The City will review short **plat/subdivision** rules and regulations and develop training programs for permit staff to avoid site plans that ignore established patterns of development in the surrounding neighborhood. Site visits will be required for each proposed short **plat/subdivision**.

**Policy LU-14** The City will create regulations and mechanisms for review of short plats and subdivisions that will prevent excessive lot clearing and provide for creative designs to encourage saving mature trees. The City will work with Seattle Housing Authority to prevent clearing of mature trees in SHA development projects.

**Policy LU-15** The City shall create a new zoning category or other regulatory tool to preserve the existing mobile home communities at 125th and Stone Ave. N. and on Ashworth.

**Policy LU-16** The City shall develop a program to encourage, through incentives or other means, undergrounding utilities as development and street, sidewalk, and drainage work are undertaken.

**Policy LU-17** The City, in conjunction with **local** utility providers, shall ensure that current and anticipated needs for natural gas, electricity, telephone, and cable services are addressed.

**Policy LU-18** The City will provide assistance to home owners wishing to develop accessory dwelling units. The City will take measures to ensure that adequate parking is provided along with accessory dwelling units.

## Vision 2020 Plan: Recreation

### Vision 2020 Goals:

- The Broadview-Bitter Lake-Haller Lake area will be served by a system of safe pocket parks, playgrounds, gardens, public plazas, and larger parks that take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound as well as unbuilt amenities such as the Interurban **Greenway** Trail, the Bitter Lake Reservoir area, and the new Green Street along Linden Avenue N. Many of the parks will have play equipment for children of all ages. Parks located adjacent to natural amenities, including lakes, creeks, and forests, will offer adults and children an opportunity to learn about healthy local ecosystems. Parks may also contain historic features that maintain a connection with the previous history of the area. The parks and other recreational areas will be safe, well maintained, **and** free of pet and wildlife waste, and graffiti.
- The new green street along Linden Avenue N. between 128th and **145th**, in conjunction with development and greening of the Interurban **Greenway** along the Linden Avenue/Interurban right-of-way south of **128th**, will provide a community public “street park” at the heart of the hub urban village. An intergenerational walkway with benches, trees and other landscaping, signature light fixtures, and public art will link the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the playground at Broadview-Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail and Linden Ave. N. and the new recreational and garden area surrounding the Bitter Lake Reservoir.

### Summary of Issues

- There are safety and maintenance problems at Bitter Lake, Haller Lake, and Northacres, Bitter Lake, and Carkeek Parks. (Also see Public Safety section.)
- There are not enough pocket parks or playgrounds located within easy walking distance of residential areas within the planning area, and inadequate open space in residential and commercial areas.
- Area residents are concerned that Bitter Lake Park may not be maintained in perpetuity as a park by the Seattle School District, and that development may occur within the Park that would be inconsistent with the goals of this Plan.
- Area residents are concerned about a **lack** of input in development of additional sport facilities at Ingraham High School, and that neighborhood concerns will not be addressed in these planning efforts.
- The railroad right-of-way in Carkeek Park is unsafe and creates access barriers.

**Policy R-I** The City will work with the Seattle School District, community organizations, property owners, residents, and parents of school children to improve the playground at

Broadview-Thomson Elementary School and develop an intergenerational walkway with benches, trees and other landscaping, signature light fixtures, and public **art** linking the Broadview Library and multifamily residential and institutional uses on Greenwood Ave. N. to the playground at Broadview-Thomson Elementary, to Bitter Lake Park and the Bitter Lake Community Center, to the Interurban **Greenway** Trail and Linden Ave. N. and the new recreational and garden area surrounding the Bitter Lake Reservoir.

**Action:**

**R-1-1** The City will negotiate with the Seattle School District to purchase or to otherwise ensure that Bitter Lake Park will remain in use in perpetuity as public open green space for adult and children's recreational use. The City will also work with the School District, community organizations, property owners, residents, and parents of school children to plan and develop the intergenerational walkway described above.

**Policy R-2** The City shall move the fence during the rehabilitation of the Bitter Lake Reservoir and, in conjunction with community organizations, property and business owners, residents, and other interested parties, develop walking paths and recreational areas for children and adults, community gardens and landscaping, which may include a P-patch garden, and additional or other types of public open **space** features. (See also Land Use Policies above.)

**Policy R-3** The City will dedicate the City Light surplus properties located along the right-of-way of Linden Avenue North between 143rd and 245th Streets towards development **of the** street as a Green Street and portion of the Interurban Trail and to provide additional open space for the area. (See also Land Use Policies)

**Policy R-4** The City, in conjunction with the Seattle School District, community organizations, property owners, residents, school staff, students, parents, and other interested parties, shall develop agreements, policies, and procedures to govern the planning of new sports facilities at Ingraham High School. These agreements shall ensure adequate community representation within the planning process and opportunity for public comment prior to completion of any planning efforts.

**Policy R-5** The City will work with the Seattle School District, community organizations, property owners, residents, and parents of school children to assess the need for playground improvements and community linkages at other local schools within the planning area.

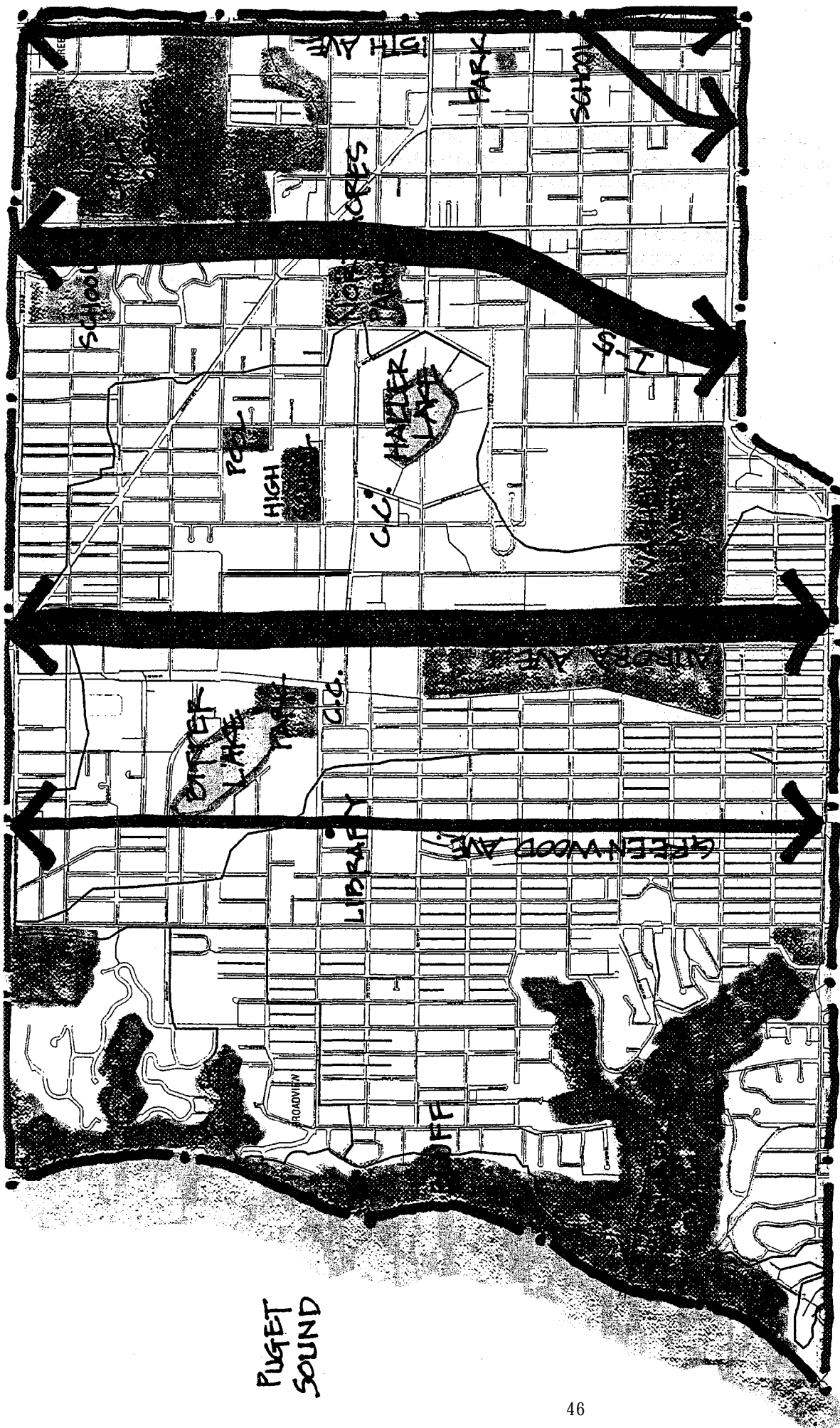
**Policy R-7** The City will ensure that Bitter Lake, Haller Lake, and North Acres, Bitter Lake, and Carkeek Parks, as well as any new parks that may be developed in the planning area, are safe, well-maintained and interpreted. The City will work with neighborhood groups to expand the Adopt-a-Park and Adopt-a-Street programs to help maintain local parks and green streets **and to** improve local school playgrounds and environmental facilities.

**Policy R-8** The City will continue to offer excellent public services and maintenance at the Bitter Lake Community Center, the Helene Madison Pool, the Broadview Library, and other City facilities. The City will involve community organizations, property owners,

residents, facility users, and other interested parties in planning for improvements to the Broadview Library, as well as in any future planned improvements to the Bitter Lake Community Center, Helene Madison Pool, and other City recreational facilities.

Policy R-9 The City will study and implement means of protecting Carkeek Park users and Broadview area residents and visitors from the hazards of the railroad right-of-way.





## OPEN SPACE & AMENITIES

- Much of the open space is not publicly accessible or has limited access.
- Major roads and automobile traffic act as barriers to pedestrians.
- Amenities such as pedestrian-friendly shopping/business district(s) and large central public plazas are lacking.
- Pedestrian accessibility is restricted or missing.

## Vision 2020 Plan: Public Safety

### Vision 2020 Goal:

The Broadview-Bitter Lake-Haller Lake area will be safe, free of violent crime and theft, and a friendly place in which to live, raise a family, and work. The City will maintain an adequate and visible police presence in the area. Sidewalks and street crossings will be designed to protect pedestrians and cyclists from traffic and to facilitate safe passage for children, the elderly, and the physically challenged. Streets and parking lots will be well lit and safe. Neighbors will watch out for each other and take an active role in promoting the safety of their neighborhoods.

### Issues:

- There is a high incidence of burglary, prostitution, drug sales, auto theft, vandalism and other crimes within the Broadview-Bitter Lake-Haller Lake area. The elderly and disabled are especially vulnerable to crime.
- Crime and vandalism create safety concerns for people using area parks. For example, the children's play area and other parts of North Acres Park which lack visibility provide opportunities for criminal activities.
- The area needs a larger and more visible police presence, particularly community police officers.
- Additional and more effective **block** watches are also needed.
- Some multifamily developments and trailer parks are poorly maintained and unsafe.
- Many vacant and undeveloped lots, public open spaces, parks and other secluded or semi-secluded spaces offer opportunities for vandalism and other criminal activities. Vandalism also occurs in private yards.
- The appearance and safety of the area is damaged by abandoned vehicles, illegal dumping, and graffiti.
- Mail delivery to postal boxes on heavily used arterials is dangerous.

Policy **PS-1** The City will increase the number and visibility of police patrols, including community policing, bicycle, and foot patrols, in the North Precinct generally and in the Broadview-Bitter Lake-Haller Lake area in particular.

Policy PS-2 The City will consider developing a "store front" Community Police Office on or near Aurora Avenue North to increase police visibility and provide access to concerned citizens who wish to work with the police to solve local crime problems.

Policy PS-3 The City's community policing and crime prevention staff will work with community organizations, property and business owners, residents, and other interested

parties to identify high crime areas and target appropriate City and community resources accordingly. The City will provide additional resources to strengthen existing and establish new Block Watch programs, and develop and implement additional crime prevention measures.

Policy PS-4 The City, in conjunction with community organizations, property and business owners, residents, and other interested parties, will improve lighting along streets, sidewalks, pedestrian and bicycle pathways, in parks, open space areas, and public facilities throughout the Broadview-Bitter Lake-Haller Lake area to prevent crime.

Actions:

**PS-4-1** The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify areas with inadequate street, sidewalk, pedestrian and bicycle pathway lighting in the planning area and systematically improve the lighting in those areas.

**PS-4-2** The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify area parks, open space areas, and public facilities with inadequate lighting and systematically improve the lighting in those areas.

**PS-4-3** The City will assist resident organizations to develop lighting plans, including porch lighting or driveway lighting or parking lot lighting, to help prevent crime.

**PS-4-4** The City will provide incentives and education to property owners to create or improve public safety conditions. This may include incentives for proper fencing and lighting for commercial and residential property owners to prevent crime through environmental design lighting practices.

Policy PS-6 The City, in conjunction with community organizations, property owners, residents, local schools, and other interested **parties**, will review and implement measures to increase safety and prevent crime at North Acres Park. These measures may include removing the berm in front of the children's play area and other measures to increase visibility, as well as increasing the number and visibility of police patrols near North Acres Park.

Policy PS-6 The City will create a program to provide emergency call boxes at key pedestrian locations, perhaps including key Metro bus stops and selected parking lots.

Policy PS-7 The City will work with the U.S. Postal Service to address safety problems throughout the Broadview-Bitter Lake-Haller Lake area arising from mail delivery to postal boxes located in dangerous locations, including on heavily used arterials.



## **Vision 2020 Plan: Natural Environment**

### **Vision 2020 Goals:**

- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect the habitat for fish, birds, and other wildlife.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will create a greener and healthier environment by protecting existing trees and planting additional trees along commercial and residential streets and in area parks and open space areas.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will take measures to protect against further environmental impacts, and remediate past impacts from air emissions from the freeway and the Northwest Hospital medical waste incinerator, as well as buildup of contaminants in the soil and watersheds from these sources and from the use of area properties for waste disposal and storage of heavy equipment.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will take measures to prevent noise pollution.
- The City and other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties will work together to enhance public access to shorelines.

### **Issues:**

- Contaminated storm water runoff degrades water quality thereby polluting beaches, lakes and stream reaches. (See Infrastructure Section above.)
- Decades of emissions from the freeway and the Northwest Hospital medical waste incinerator may have resulted in a buildup of contaminants in the area's soil and watersheds, including Haller Lake, Bitter Lake, the Thornton and Piper's Creek watersheds, and the Bitter Lake Reservoir, as well in health impacts to area residents.
- Prior and current use of area properties for waste storage and disposal may have resulted in buildup of contaminants in the area's soil and watersheds as well as health impacts to residents.

- Bitter Lake, which is recharged by water from the Bitter Lake Reservoir, may be adversely impacted by improvements to the reservoir.
- Public access to waterfront lands via street-end properties is inadequate.
- The neighborhood suffers from noise pollution from a variety of sources including: I-5 and Aurora trucks, buses, and automobile traffic, aircraft, construction work at odd hours, testing of emergency generators, mechanical equipment sited on roof tops, maintenance, garbage, and delivery trucks, and other sources.
- The lakes do not provide adequate recreational fishing.
- Portions of the creeks are buried.
- Litter clutters the beaches.
- Swimming can be unsafe for the public.

Policy E-1 The City, in conjunction with other government agencies, community and environmental organizations, property and business owners, residents, and other interested parties, will identify and eliminate or effectively mitigate, contaminants in Haller Lake, Bitter Lake, area creeks and the broader watershed areas, and in Puget Sound.

**Actions:**

**E-1-1** Seattle Public Utilities, in conjunction with the Seattle King County Department of Public Health, community and environmental organizations, property and business owners, residents and other interested parties, will identify contaminants posing risks to public health and safety in Haller Lake, Bitter Lake, and the Thornton and Piper's Creek watersheds and their likely sources and propose and implement measures for eliminating or effectively mitigating these contaminants.

E-1-2 Seattle Public Utilities, in conjunction with the Seattle King County Department of Public Health, community and environmental organizations, property and business owners, residents and other interested parties, shall develop and implement a program to educate the public about controlling the release of toxic substances into the watershed.

**Policy E-2** The City, in **conjunction** with the Puget Sound Air Pollution Control Agency, community and environmental organizations, Northwest Hospital officials, area property owners, residents and other interested parties, shall ensure that medical waste from the Hospital is disposed of in a manner that is safe and environmentally responsible and that poses the least possible risk to Hospital patients and staff, area residents, and residents of areas where the waste may eventually be processed or stored. These parties shall also ensure that remedial services, including health screenings and follow up treatment, are provided as necessary for affected residents.

**Actions:**

- E-2-1 The Seattle City Council shall amend the Land Use Code to prohibit the incineration of medical waste in or near residential zones.
- E-2-2 The Seattle King County Health Department shall immediately implement a regular program for testing all ash generated by the incinerator for toxicity and for safe disposal of such ash based on toxicity levels.
- E-2-3 The Department of Design Construction and Land Use shall review the conditions included within the Northwest Hospital Master Plan and provide the City Council, community and environmental organizations, Northwest Hospital officials, area property owners, residents and other interested parties with an analysis regarding its authority to enforce the conditions therein. Specifically, the Department shall evaluate its authority to revoke any permits issued to the incinerator under the Seattle Land Use Code based on safety violations or on new information regarding the dangers of dioxins, mercury, cadmium, lead, and other pollutants to human health and the environment.
- E-2-4 The Department of Design Construction and Land Use, in conjunction with the Seattle King County Department of Public Health and Seattle Public Utilities, shall establish a method for enforcing the condition within the Northwest Hospital Master Plan providing that the Hospital shall only incinerate infectious waste.
- E-2-5 The Department of Design, Construction, and Land Use, pursuant to the Northwest Hospital Master Plan, shall require Northwest Hospital to provide a comprehensive report to the community on the conditions that led to the 1998 violations of permitted hydrogen chloride standards, the estimated number of weeks the incinerator was in violation, the possible health impacts from these violations, and the safeguards that will be instituted to ensure that such violations are promptly identified in the future, including the possibility of instituting continuous monitoring for hydrogen chloride.

**Policy E-3** Seattle Public Utilities, in conjunction with the Seattle King County Health Department, shall collect and analyze data regarding potential health impacts from prolonged exposure over several decades to emissions from the freeway and the medical waste incinerator, including dioxins, lead, cadmium, mercury and other contaminants, in combination with emissions from other sources. The other sources shall include, but not be limited to, the property near Stone Ave. which was formerly used as a dump and City facilities presently used for household hazardous waste disposal and storage of City-owned heavy equipment.

**Actions:**

- E-3-1 The agencies mentioned above shall test the water and sediment in the Bitter Lake Reservoir, Haller Lake, Bitter Lake, and local creeks for dioxin, mercury, lead, cadmium and other potential pollutants as identified by these agencies in consultation with health and environmental organizations.

E-3-2 Based on the analysis above, the agencies will design and implement remedial actions as necessary and propose measures to prevent further impacts.

E-3-3 The Seattle King County Health Department will provide health screenings to check levels of contaminants within area residents, with a special emphasis on children and the elderly, who may be more vulnerable to the effects of these contaminants.

Policy E-4 The City, after consultation with the Puget Sound Air Pollution Control Authority, will request that Northwest Hospital voluntarily take the following measures to minimize the safety risks from its medical waste incinerator and provide additional public information regarding incinerator operations:

- Discontinue burning during burn bans and other periods of poor air quality.
- Discontinue burning chlorinated plastics, which create dioxins.
- Install a radiation detector on the waste feed line to prevent radioactive material from entering the burn chamber.
- Install a flow detector in the line that feeds the dry scrubber to remedy previous problems with clogged scrubber feed lines.
- Install a broken bag detector in the **baghouse** to detect leaky or ruptured bags, sound an alarm and initiate a shutdown.
- Add a wet scrubber to the control system to ensure more efficient control of some pollutants.
- Make original records of incinerator operation available to the public in a convenient location, such as the Broadview Library, and in a timely manner.

Policy E-5 The City, in conjunction with the creek stewards, community and environmental organizations, property owners, residents, and other interested parties, will identify buried reaches of **local** creeks (Piper's, Broadview, Thornton) and explore opportunities to daylight and/or protect and restore the creeks.

Actions:

E-5-1 The City will continue to implement the Creek Action Plans for Piper's and Thornton Creeks and to revise them as opportunities arise, possibly to include new information from the analyses mentioned above. The City, in conjunction with the parties mentioned above, will evaluate the need for a Creek Action Plan for Broadview Creek.

E-5-2 The City will provide members of the Creek Action Plan committees with copies of this Plan.

Policy E-6 The City, in conjunction with community organizations, property owners, residents, and other interested parties, will identify environmentally sound ways to increase public access to the area's lakes, creeks, and Puget Sound and to enhance existing public access locations. In addition, the City will establish incentives for private property owners to increase public access to the shorelines and other public natural areas.

**Policy E-7** The City, in conjunction with community organizations, property and business owners, residents, and other interested parties will review the effectiveness of current Code standards governing noise control as well as current Noise and Land Use Code enforcement procedures. The City will propose and implement revisions as a result of this review. In addition to the standards within the Noise Code, this review shall also consider provisions governing the design, siting, and screening of buildings and appurtenances to minimize noise from mechanical equipment, street and parking lot traffic, delivery trucks, and other noise generating sources and activities. In addition, the parties mentioned above will review the flight pattern agreements between the City of Seattle and the Seattle-Tacoma Airport, King County Airport, and local seaplane airports to ensure that flight plan agreements are being followed and determine whether revisions are required.

**Policy E-8** The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall analyze the impact of redevelopment of the Bitter Lake Reservoir on the flow of ground water discharge into Bitter Lake and implement measures to ensure that Bitter Lake is not negatively impacted by this redevelopment.

**Policy E-9** The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall explore the need for additional **signage** and safety monitoring of Bitter Lake, Haller Lake, and local Puget Sound beaches, including the possible need for life guard service at Puget Sound beaches. This review shall also determine whether additional **signage** is required to prevent against swimming in dangerous areas and consumption of contaminated fish, shellfish, or seaweed.

**Policy E-10** The City, in conjunction with community organizations, property owners, residents, and other interested parties, shall provide for improved garbage and **recyclables** collection through litter barrels, **recyclable** barrels, and litter pick-ups at area beaches, parks, bus stops, and other public gathering places.

### **Next Steps**

**Policy NS-1** The Planning Group will work in conjunction with established community organizations to designate lead organizations for Plan implementation, to develop a methodology and schedule for review of this Plan, and to develop procedures for Plan amendment. These organizations shall include, but shall not be limited to, the Broadview Community Council, the Haller Lake Community Club, the Aurora Avenue Merchants Association, as well as any stewardship organizations established to serve the area's parks, creeks, lakes, and other natural resources.

**List of projects submitted for Neighborhood Street Funding 1999-2000  
by Mike Vincent**

**135th Ave. N. @ Stone Ave. N.**

**Existing Problem:** 138th Avenue North is the only paved east-west pedestrian path in the Northwest district in the area between North Northgate Way and 145th Ave. N.

**Proposed solution:** Connect existing paved sections using the city right-of-way between **Ashworth** Avenue N. and Stone Ave. N. at N. 135th St. This is an undeveloped City right-of-way and would provide the last link in a concrete paved east-west pedestrian path connecting Meridian Avenue N., Ingraham High School and the signalized crossing and adjacent businesses at 135th and Aurora Avenue N. N. 135th from Stone Ave. to Aurora already has sidewalks, as does the north side of Ingraham between Meridian and Ashworth.

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138th Ave. N. is the only paved east-west pedestrian path in the Northwest district between North Northgate Way and 145th Av. N.

Proposed solution: Providing an asphalt footpath and traffic barrier along the south side of N. 115th connecting Meridian Ave. N. to Aurora Ave. N. This would connect Meridian Ave. N., Northwest Hospital, and Aurora with a continuously paved footpath.

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Large "Super blocks" along the Aurora Ave. **N.** corridor from 105th to 145th prohibit the east-west flows of pedestrian and bicycle **traffic**.

Proposed solution:

Request Evergreen-Washelli Cemetery allow daytime pedestrian and bicycle access across its property at N. 115th between Aurora Ave. N. and Interurban Trail at Linden Ave. Remove stairs at Aurora access (for ADA/bicycle access).

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Large "Super blocks" along the Aurora Ave. N. corridor from 105th to 145th prohibit the east-west flows of pedestrian and bicycle traffic. East-west rights-of-way have been blocked by development, or are undeveloped and impassable.

Proposed solution:

Provide a direct east-west pedestrian and bicycle path between Meridian Ave. N. at Northgate Way (Northgate) and the Interurban Trail at **Fremont** Ave.

**Part A:**

Request Evergreen-Washelli Cemetery allow daytime pedestrian and bicycle access across its property t or near 110th Ave. N. between Stone Ave. and Aurora Ave.

**Part B:**

Provide a paved pedestrian and bicycle path along the existing wooded 110th Ave. N. right-of-way between Meridian Ave. N. and **Ashworth** Ave. N.

**Part C:**

Provide an asphalt path along the N. 110th right-of-way between Aurora Ave. N. and North Park Ave. N.

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North-south pedestrian and bicycle traffic is discouraged by missing or incomplete sections that are unpaved.

Proposed solution:

Connect Stone Ave. N. with paved path between 117th Ave. N. and approx. 124th Ave. N. (A portion of Stone Ave. N. from N. 117th to approx. N. 120th is already asphalt paved).

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130th Ave. N. is the only paved east-west pedestrian path in the Northwest district in the area between N. Northgate Way and 145th Ave. N.

### **Proposed Solutions**

#### **Proposal A**

Provide asphalt footpath and raised traffic separation barrier along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. between pavement and existing drainage ditches (traffic separation needed).

#### **Proposal B**

Provide asphalt footpath along either side of Roosevelt Way between 3rd Ave. NE and Aurora Ave. N. outside the drainage ditches (no further traffic separation needed.)

#### **Proposal C**

Cover existing drainage ditch along either side of Roosevelt with asphalt footpath.

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During an emergency call when the traffic signal at N. 130th and Greenwood Ave. N. is over-ridden stopping traffic, cars back up on Greenwood in the southbound lanes north across **132nd** Ave. thereby blocking the left (westbound) turning of Fire Dept. apparatus. There is currently a mid-block signalized pedestrian only crossing to the south of this intersection.

Proposed solution:

Remove the existing pedestrian crossing south of **132nd** and install an “on demand” full 3-way signalized crossing at the intersection of **132nd** and Greenwood (Broadview Thomson School) and coordinate it with the main traffic signal at 130th and Greenwood to stop southbound traffic during an emergency call before it can back up and block this intersection.

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North-south pedestrian and bicycle traffic is discouraged by missing or incomplete sections that are unpaved.

Proposed solution:

Connect 110th Ave. N. at Fremont Ave. N. to 128th Ave. N. at Linden Ave. N. with a paved asphalt path along the current City Light right-of-way corridor. This project “dovetails” with the proposed pedestrian friendly “green street” designation of Linden Ave. N from N. 128th to N. 145th.



## **How this Plan was Made**

### **Public Participation Report of the Broadview-Bitter Lake-Haller Lake Neighborhood Planning Group**

#### **Preliminary Organizing**

Neighborhood planning in the Broadview-Bitter Lake-Haller Lake area began with informal discussions by NPO with the Broadview Community Council, Haller Lake Community Club and Aurora Avenue Merchants Association leadership. Both the Broadview Community Council and the Haller Lake Community Club conducted surveys during 1995 to define issues for their neighborhoods and, in the case of **Haller Lake**, to update the Haller Lake Plan. Leaders of the Broadview and **Haller Lake** Community organizations developed a joint organizing committee to attempt to recruit wide stakeholder participation in responding to the City preliminary designation of the urban village. The Aurora Avenue Merchants Association declined to participate, but offered to review any plan that emerged and to respond. The Haller Lake Community Club generously provided meeting space and a fiscal agent for Phase I.

#### **Phase I - Organizing**

Formal Phase I work began in September 1996 with an NPO Phase I contract for \$17,760, rather more funding than most NPO Phase I contracts in recognition of the challenges of this area. A key barrier to the work has been the lack of a center or focus, the difficulty in imagining an “urban village” in a physical area lacking basic pedestrian facilities, bisected by the Aurora Avenue Corridor, plagued by inadequate roadways, and experiencing regular flooding.

The group began working by arranging for an issues review by a group of talented University of Washington graduate urban planning students who conducted a project to identify major issues and their historic roots. Working with the Broadview and **Haller Lake** surveys, the students defined five major issue themes. The Organizing Committee hired a consulting firm to assist them in gathering information and defining issues and developing a scope-of-work for Phase II. Infrastructure deficits emerged as the key issue, exacerbated by heavy rainstorms in 1996, and the constituent organizations and individuals began working directly with SPU and **SEATLAN** on both spot improvements and long-range system planning issues.

While many participants in the group were visionary about the possibilities for creating a neighborhood plan, many also were skeptical about increased growth in the face of serious infrastructure deficits. The lack of business participation and the difficulty of recruiting participation from the Bitter Lake area and the local schools were very discouraging in the early years. By the end of 1997, the Organizing Committee volunteers were worn out. The major issues had been identified and a scope-of-work developed, yet there didn't seem to be enough volunteer energy to proceed. A major mailing was developed in late fall in the hopes of generating new leadership.

#### **Organizing the Neighborhood Planning Committee**

On April 18, 1997 the Bitter Lake Community Center opened, and the long-awaited development of a major Albertson's at the northeast corner of Aurora and 130th began.

The November 13, 1997 organizing meeting for Phase II, held at the new Bitter Lake Community Center generated some new enthusiasm but it was not until March of 1998 that a new group emerged dedicated to creating a neighborhood plan based on the previously developed issues and scope-of-work and inclusive of several new activists from the Bitter Lake area and Broadview-Thomson School. Still short of business participation, the new Planning Group meetings held at the new Community Center attracted 50-65 people regularly and a geographically representative steering committee was formed. New co-chairs, one from Haller Lake and one from Broadview came on board. The Transportation Committee, which had been meeting independently each Saturday, continued recruiting and studying and developed excellent new leadership. The Land Use Committee, also meeting independently conducted studies, driving and walking tours, and further identified issues.

### **Creating a Plan (Phase II)**

Phase II funding was made available in May 1998 and the Steering Committee hired a consultant team. Working with the Steering Committee and each of the topical committees, a series of public monthly meetings held at the new Bitter Lake Community Center from May 1998 until the proposed rezoning and validation meetings held in January 1999 created, revised, and adopted goals, policies, and objectives for the neighborhood plan. The plans of the Broadview-Thomson PTA to develop a playground and the concept of developing an intergenerational pathway connecting Greenwood Avenue North and Bitter Lake Park through the new playground became integrated into the neighborhood plan. Concerns about burning of medicinal waste at Northwest Hospital and the long-term effects of this burning over time lead to a well attended and stimulating panel discussion with participants from the Hospital and all regulatory agencies. Infrastructure issues continued to be discussed with SPU as the utility redevelops their own long-range plans and strategies. A draft plan was made available in December and January for review at the Broadview Library, which has developed a neighborhood planning resource facility and houses all neighborhood planning materials. A summary of the Draft Plan, rezoning proposals, and upcoming meetings was distributed by carrier route to addresses in the wide outreach area of Broadview-Bitter Lake-Hailer Lake, business and property owners.

### **Validation and Stewardship**

Discussion and feedback during the validation process caused the group to drop their rezoning proposals but stimulated conversations about a variety of issues related to Linden Avenue raised by property and business owners as well as new residential participants. The Aurora Avenue Merchants Association did carefully review and respond to the Draft Plan and their comments and attached plan for Aurora Avenue North was carefully reviewed by the group's committees. A revised plan and matrix were submitted to the City in March. New participants with specific interests in implementation emerged.

Currently, the Steering Committee is devoting energy to completing the City's adoption and approval package under emerging new leadership. A task force on the Linden

Avenue Project is being developed and a stewardship planning effort is underway. It is likely that portions of the neighborhood plan will be stewarded by existing organizations (Broadview Community Council, Haller Lake Community Club, Broadview-Thomson PTA) and that the Linden Avenue Project will continue to have its own ad hoc Task Force.

### **Studies, Publications, and Special Focus Activities**

1996

- Formal review of U.W. Urban Planning Studio Student Work exploring the historic issues and challenges of the area, December 1996; formal presentation at the Big Event in February 1997.
- Letters mailed inviting local business people to create a business focus group or join the Organizing Committee in developing issues to be addressed in the neighborhood plan. There were no responses.
- Discussion with Principal, Ingraham High School.
- Careful development of outreach strategies focused upon local groups and resources.

1997

- First “stakeholder mailing” soliciting participation announces
- “Big Event” held on Feb. 1 at Ingraham High School; auxiliary events held on two weekdays before and after at the Broadview Library.
- Visitations by organizing committee members to churches, senior centers, and local businesses to generate interest and ensure notification.
- October, Scope-of-work for Phase II developed and mailed as a “stakeholder mailer” announcing
- November 13, Phase II kick-off and recruiting meeting.

1998

- January, Transportation Committee convenes and meets weekly throughout the year.
- January, Land Use Committee convenes and meets regularly throughout the year.
- January, Organizing Committee Infrastructure issues transmitted to SPU.
- March, Meeting at the Halter Lake Community Club revives the neighborhood planning process.
- May, Workshop and Report to the Community on Infrastructure **Issues** (City staff)
- June, Workshop and Report to the Community on Urban Village and Design Review **Issues** (City staff)
- July, Transportation Committee joins gathering of neighborhood planning groups from area above 85th Street to discuss mutual concerns
- August, Vision for the area (facilitated by consultants)
- September, An urban village? (facilitated by consultants, City staff available)
- October, Linden Street Project emerges, Neighborhood Plan Issues and Objectives Worksheet issues reviewed and validated (facilitated by consultants)
- November, Choices, Preliminary Draft Plan Distributed (facilitated by committee chairs)
- December, Refining the Draft Plan and Proposing Rezones

1999

- January, Vision 2020: Broadview-Bitter Lake-Haller Lake plan summary distributed by “stakeholder mailing” and announcing scheduled meetings (\*below)
- January 20, Proposed Rezones Along Linden Avenue N. Meeting\*
- January 27, First Plan Validation Meeting (Open House and Conversation)\*
- January 30, Second Plan Validation Meeting\*
- February 17, Public Forum on Medical Waste Incineration (Panel Discussion)\*
- February 24, Public Meeting to review Key Decisions based on Validation Feedback\*
- March 24, Public Meeting to Decide Where We Go From Here\*
- April 16, Neighborhood Planning group hosts and Executive Tour of the area

Regular Meetings and Resources:

- The Planning Steering Committee met twice monthly throughout 1998 and continues under new leadership until the Plan is adopted by City Council.
- The Transportation Committee met weekly throughout 1998. The transportation consultant worked directly with this group to develop a detailed multi-modal transportation plan.
- The Land Use Committee met monthly throughout 1998.
- A telephone tree served as the most useful means of notifying people.
- The Broadview Library has provided a “home base” for materials, distribution, open houses, announcements, and meetings throughout the process.
- Mr. Bill’s, a local restaurant, patiently put up with weekly Transportation Committee meetings, the **Haller** Lake Community Club room was made available to the Land Use committee, and the folks at the Bitter Lake Community Center really stretched their schedules to accommodate the Phase II planning work.

**Our special thanks to:**

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