

CPTED Site Survey



Crime Prevention

Date: July 06, 2018

Property Address: 9600 College WY N

Property Name: North Seattle College

Conducted by: Mary Amberg

***Disclaimer.** This security survey was conducted as a public service of the Seattle Police Department using Crime Prevention Through Environmental Design (CPTED) principles. The information contained herein is based on guidelines set by the National Institute for Crime Prevention and the observations of the individual crime prevention coordinator conducting the survey. This survey is intended to assist you in improving the overall level of security only. It is not intended to imply the existing security measures, or proposed security measures are absolute or perfect.*

Origin for Assessment:

The Northgate Pedestrian Bridge project includes tree-removal proposals for sight-lines the College deems necessary for pedestrian and bicyclist safety where the bridge touches down. A number of trees in this area would be removed to make way for the bridge and multi-use path. Additional trees have been identified for removal to increase sight lines from the bridge. Most of the trees proposed for removal are within wetlands and wetland buffers and this requires a permit from the Seattle Department of Construction and Inspections (SDCI). Tree removal in wetlands and wetland buffers is restricted and generally not allowed (Seattle Municipal Code (SMC) 25.09 and 25.11). SDOT and the College shared tree removal concepts (dated 2-19-18) with SDCI in a permit pre-application meeting. SDCI recommended looking at alternatives to tree removal (“options and technologies”) and suggested a CPTED report/memo be prepared addressing the College’s concerns.



Assessment Methodology

There are four overlapping CPTED strategies.

1. Natural Surveillance

A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.

2. Territorial Reinforcement

Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences (those that provide clear visibility and unrestricted lines of sight).

3. Natural Access Control

A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

4. Target Hardening

Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

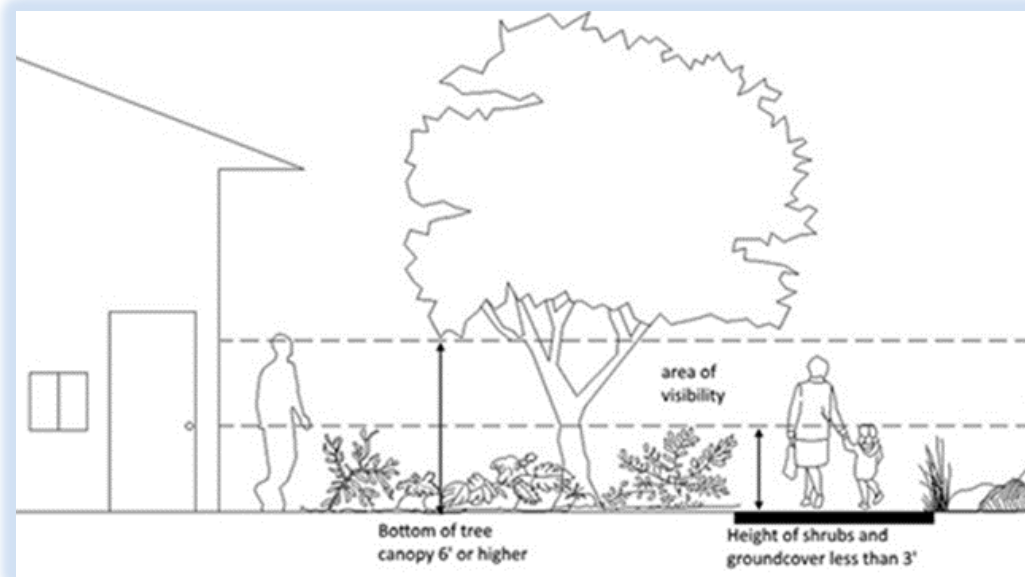
Maintenance

In addition to the above, care and maintenance allows for the continued use of a space for its intended purpose. Deterioration and blight indicate less concern and control by the intended users of a site and indicate a greater tolerance of disorder.

Natural Surveillance

Landscaping

Landscaping defines territory, controls access and creates ownership of an area. Overgrown or improperly placed landscaping can create ambush points. Unmaintained landscaping can drastically reduce the amount of visibility. Traditionally shrubs and ground cover should be maintained to a maximum height of 3 feet. For tall shrubs and trees, the canopy should not descend any lower than 6-8 feet.



Observations:

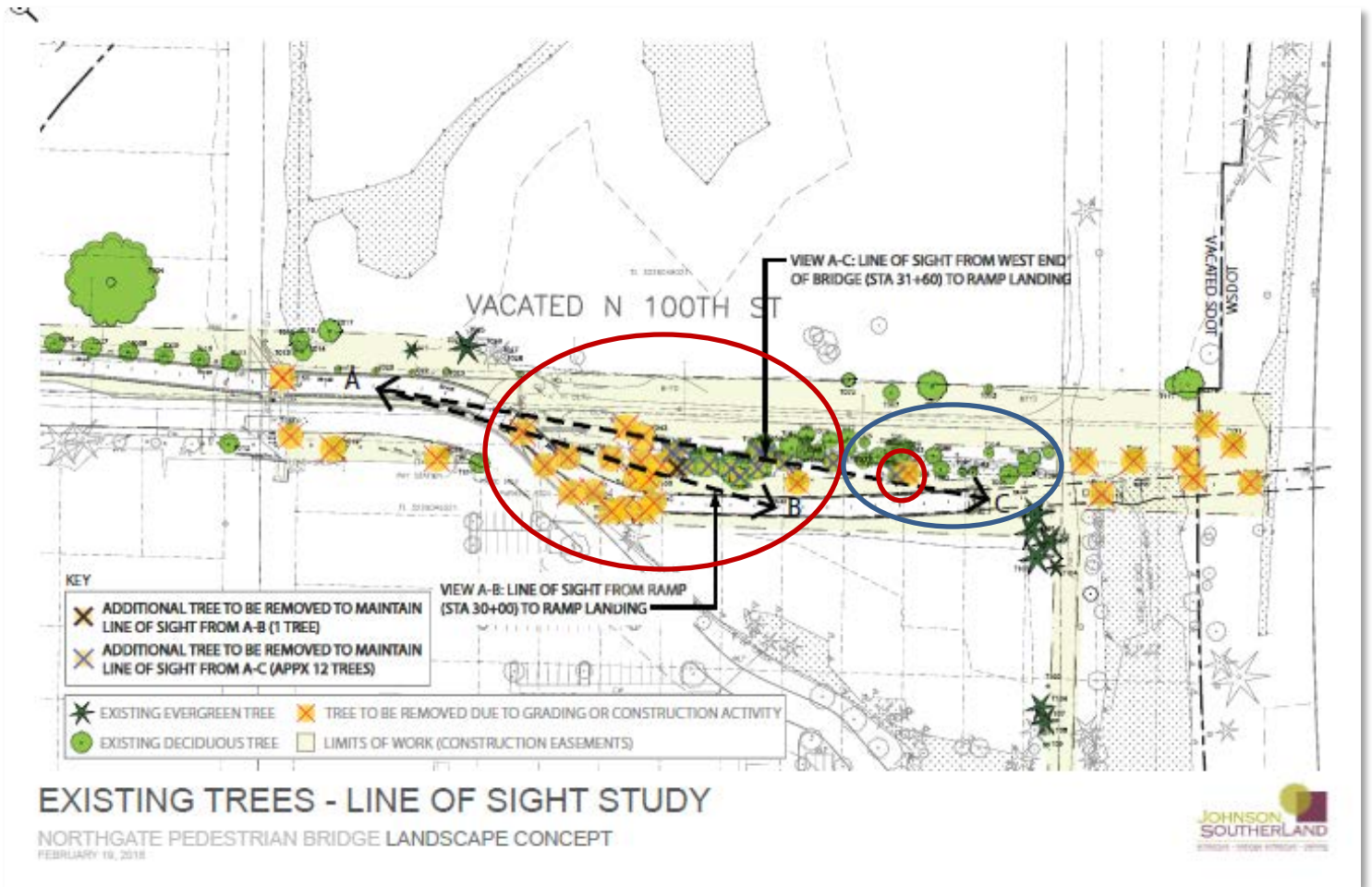
There are currently a large amount of trees that would greatly reduce the amount of visibility on the proposed North Gate Pedestrian Bridge. Natural surveillance is critical in such areas as parking lots, pedestrian paths, and common gathering areas. The greatest concern is when the bridge curves on the campus that good sight lines will be lost, leading to a lack of safety for pedestrian and bike traffic.



the bridge has been constructed.

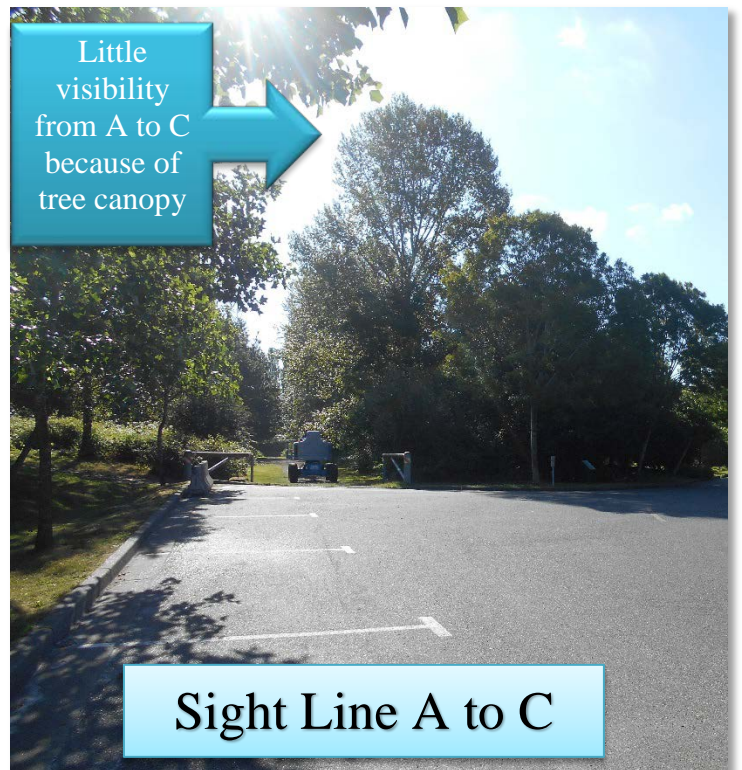
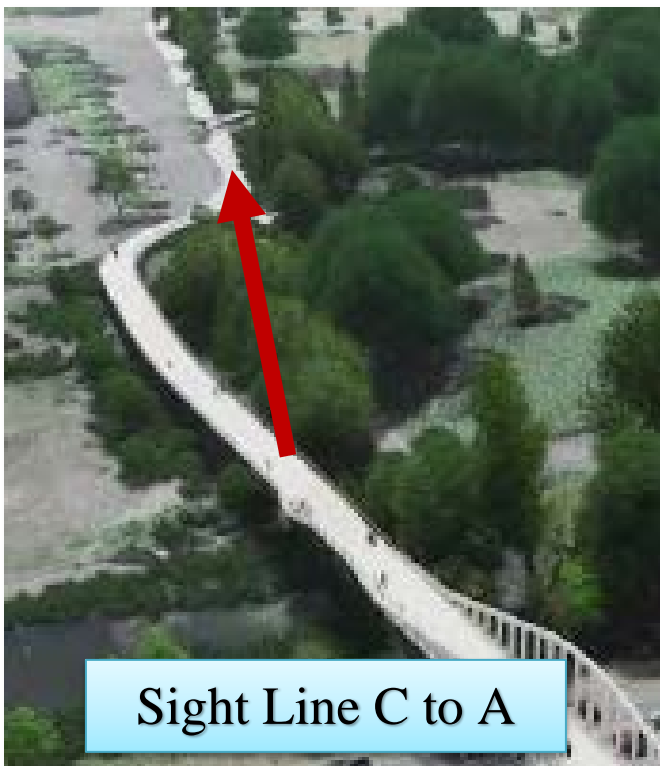
Pine trees along the South side of the bridge in-between sight line A and B are very full and have a low canopy. These trees would provide areas of concealment for abnormal users of the bridge.

In the current SDOT line of sight study below there are two separate sight lines. One between A and B and one between A and C. I was able to go up to the approximate bridge height in the North Community College's aerial boom lift to get an idea of what those sight lines will truly look like once



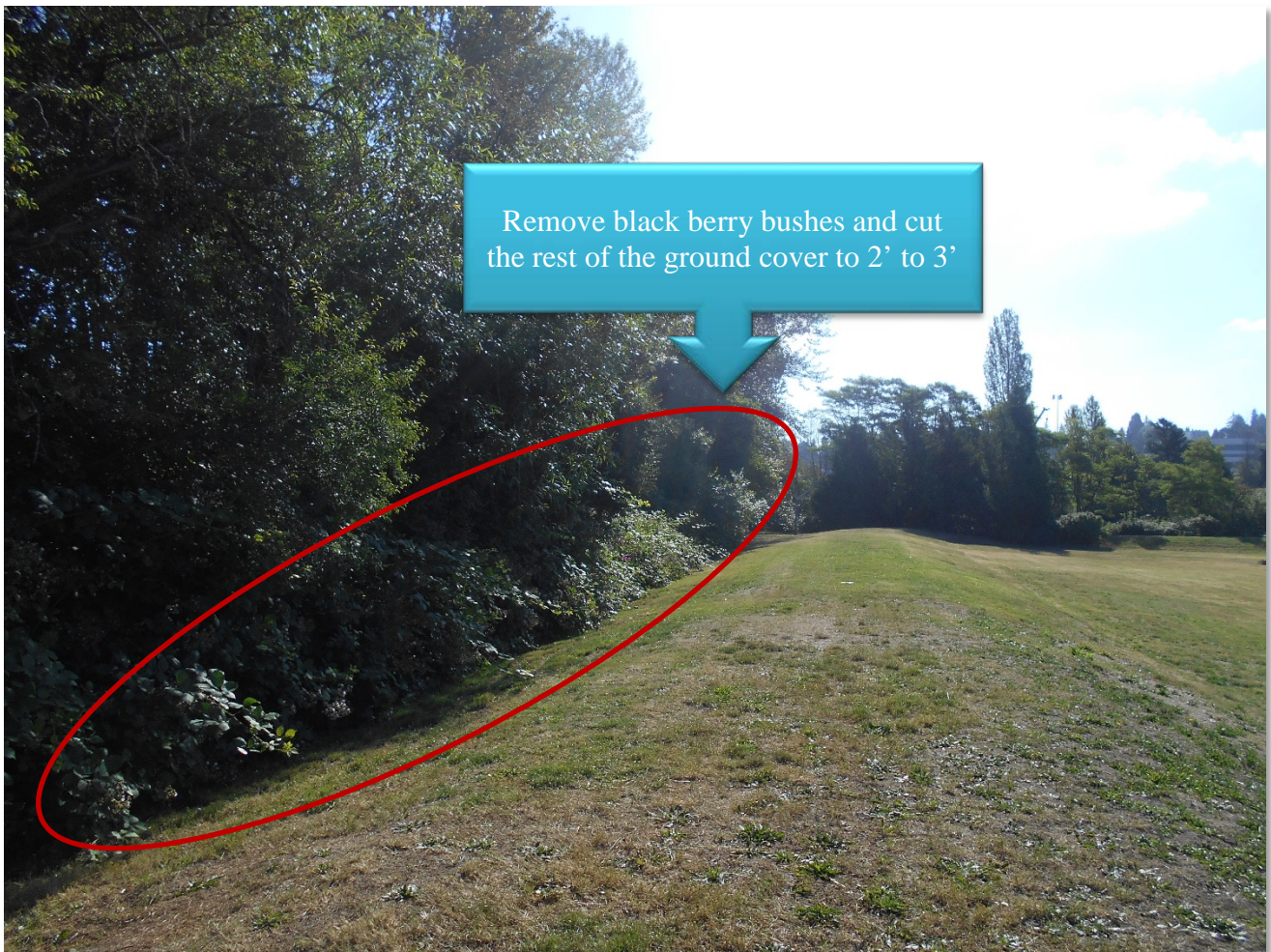
There was no line of sight between sight line C and A. The tree canopy is thick and blocks the area where the end of bend in the bridge will be. This would reduce safety for pedestrians and create areas of concealment for abnormal users. The trees blocking this sight line should be removed to increase natural surveillance.

The blackberry bushes and natural vegetation that line the tree floor will be close to the bridge and should be considered when thinking about safety. The blackberry bushes should be removed or cut down to two feet and the other ground cover should be trimmed to two to three feet in height. Blackberry bushes can be hard to maintain and commonly go too large and provide good areas of concealment. The bushes should be cut back at least fifteen feet from the bridge.



Recommendations:

- Remove the south west side pine tree group between sight line A and B or trim up canopy to eight feet.
- To improve sight line A to C remove trees that fall within the red circles or drastically trim up tree canopy. The height the trees are trimmed to will have to be decided once the bridge is built.
- Trees that are within the blue circle, canopies should be trimmed up from the ground to at least eight feet and should have branches trimmed away from the sides of the bridge.
- If the trees are kept all sight lines should be reevaluated in later stages of construction.
- Remove black berry bushes and trim the rest of the ground cover to two feet in height.

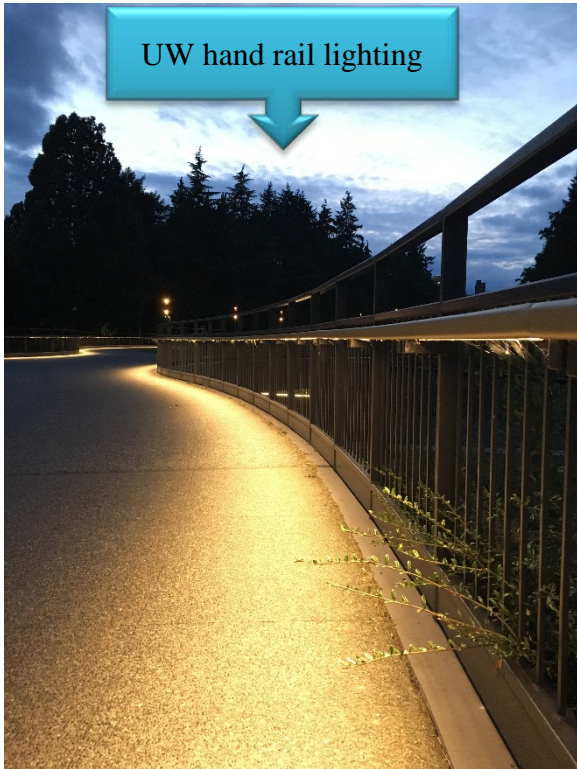


Lighting and Visibility:

Lighting helps an individual observe their surroundings and respond to a potential threat. Pathways should be illuminated to the point where faces of pedestrians can be observed. Adequate lighting should provide enough illuminance that identification of a face could be made from 10 meters (35 feet) away. The quality and uniformity of the lighting is as important as the amount of lighting.

Observations:

The lighting on the bridge will be handrail lighting and lighting on the multi-use path (from bridge touchdown to College Way N) will be street lighting on poles. Pedestrian scale poles (14ft tall with hinged base) with cutoff distribution lighting luminaires (consistent with SCL Material Standards) will be used to illuminate the pathway along the north side of N. 100th St., near College Way N.



Access Control

Bollards:

Observations:

The pedestrian bridge would be large enough for a small vehicle to drive on it. Bollards can help prevent vehicles from entering the bridge while still allowing for bicycle and pedestrian traffic.

Recommendations:

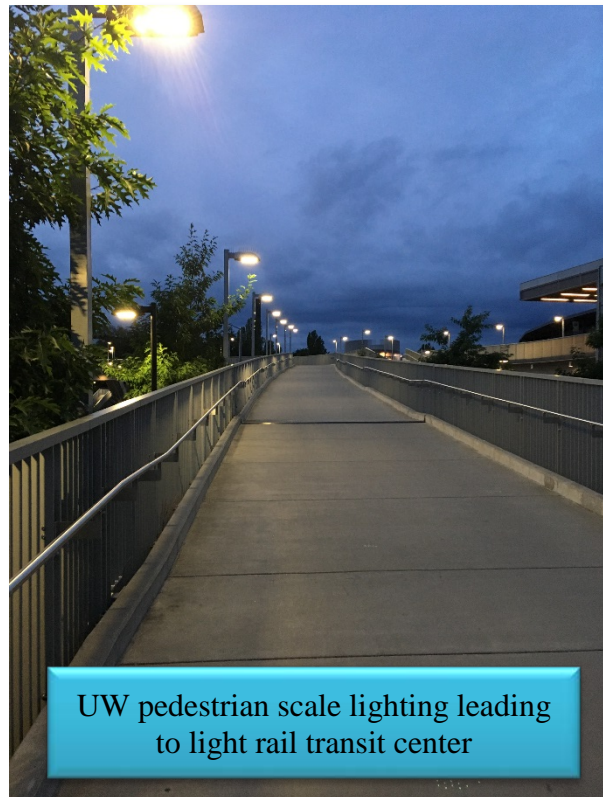
- Install bollards in front of both entrances to prevent someone from driving onto the bridge. The area is multi-use, consider using a removable style bollard (see image on right).

Cameras, Emergency Phones

In areas that do not permit natural surveillance mechanical security strategies such as cameras should be utilized.

Recommendations:

- Continue pedestrian scale lighting from touchdown until the part of the bridge that goes over the freeway. Then continue with handrail lighting over the freeway.



Observations:

The path from the transit center to the campus will be long and should have an adequate amount of camera coverage for the entirety of the bridge. The Northgate area has issues with robberies that could spill over to the pedestrian bridge. There should be at least four cameras on the bridge, to capture the entrances on both sides and the middle.

Every transit center should have multiple locations for Emergency Call Stations. One or possibly two, solar powered, Emergency Call Stations will be included with the project with priority for the west side of the structure, but if a second Emergency Call Station may be provided, it would be in the eastern part. Due to the long length of the pedestrian bridge there is a desire for at least three phones along the pathway.

Recommendations:



- Four cameras should be installed along the bridge. One at each entrance and two in the center. Cameras should have good high quality resolution and be placed low enough to get a good face shot and high enough that it will not be tampered with.
- Install three blue light Emergency Call Stations. One at each entrance and one in the center of the bridge.

Maintenance Issues

Proper maintenance protects the public health, safety, and welfare in all existing structures, residential and nonresidential, and on all existing premises by establishing minimum requirements and acceptable standards. Maintenance is the responsibility of the owners, operators, and occupants.

Observations:

Maintenance for the new bridge will need to incorporate landscaping, cleaning graffiti, trash pickup and reporting encampments to the Seattle Police Navigation team. The landscaping will need to be on a set schedule to ensure trees and bushes do not overgrow and create areas of concealment and reduce visibility. The bridge will have large flat walls that will be desirable to taggers and graffiti artists to vandalize.

Recommendations:

- A good landscaping maintenance plan should be established before construction is finished. Any new bushes or trees should be evaluated to make sure their size, shape and longevity will work with the landscaping maintenance plan.
- Enlist a local artist, community group or the college to paint a mural on the flat walls of the bridge. If possible, coat with protective sealant.
- Having college security staff have a communicative relationship with Seattle Police and report encampments when they pop up.

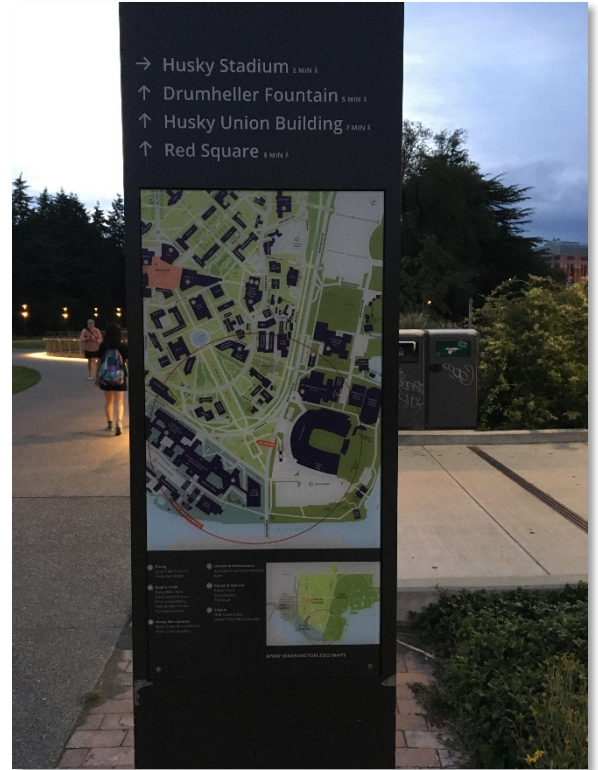
Signage

Observations:

Signs that give clear and concise messages promote a sense of security. They should be placed strategically throughout a space where they can be easily seen. The signs should give the user good wayfinding directions. Maps can be helpful to direct ingress and egress pedestrian traffic. Street names, directional signs, and bus stops should be incorporated.

Recommendations:

- Wayfinding signage at the east and west entrance of the bridge. There should also be signage at east side of College Way North and N 100 ST to direct pedestrians to the bridge.
- Incorporating a map in the signage.



Plain Aerial Current View

