NEIGHBORHOOD DESIGN

TRANSIT AND CIVIC LANDSCAPE SYSTEMS FOR SEATTLE'S NORTH 130TH + 145TH LIGHT RAIL STATION NEIGHBORHOODS

LANDSCAPE ARCHITECTURE 402+503 STUDIO
UNIVERSITY OF WASHINGTON | WINTER 2017
INTRODUCTION & ACKNOWLEDGEMENTS

1. SITE VISITS (01.06 - 01.09)
2. COMMUNITY MEETING (01.17)
3. CONCEPT DEVELOPMENT (02.03)
4. CHARRETTE (02.13)
5. PEER REVIEW (02.17)
6. SCHHEMATIC DESIGN PRESENTATION (02.24)
7. FINAL DESIGN PRESENTATION (03.10)

SITE ANALYSIS
1. Topography: Slopes & Green Spaces
2. Hydrology: Watersheds & Soils
3. LAND USE: Zoning & Open Space
4. LAND USE: Food Access
5. Health: Resources Within Walking Distance
7. Demographics: Income
8. Place Making & Visioning: 2035 Urban Village Projections
9. TRANSPORTATION: High-Frequency Transit Availability
10. MOBILITY: Walkability & Bikeability

STUDENT PROJECT DESIGNS
1. East/West Cycling Routes | Rachel Anderson
2. North Seattle Edible Routes | Alec Roseto
3. Bitter Lake Reservoir Park | Joshua Gavne
4. Bitter Lake Community Backyard | Tara Van Corbach
5. Artinal School | Janice Lee (Dongeun)
6. Meridian Water Walk | April Mulcahy
7. 1st Ave North/South Connections | Jae Jung Marizol Park
8. Confluence | Trevor Bentley
9. Northacres Park Design | Incheol Yang
10. Northacres Park Design | Incheol Yang
11. Jackson Park | Tatyana Vashchenko
12. Bike Center System & Jackson Park Bridge | Kun Lyu
13. Thornton Creek Connections | Alissis Dng
14. Lake City Greenways | Kip Wilson
15. Planning For A Queer Urbanism | Monica Taylor

TAUGHT BY: Associate Professor Julie Johnson

EDITED BY: Janice Lee (Dongeun) & Julie Johnson

DEVELOPED BY: Rachel Anderson

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EDITED BY: Janice Lee (Dongeun) & Julie Johnson

DEVELOPED BY: Rachel Anderson
INTRODUCTION
Looking to foster healthier neighborhoods and more resilient systems, the University of Washington Landscape Architecture 402/503 studio focused on Seattle’s planned light rail stations at North 130th Street and North 145th Street as catalysts for change. The studio centrally aligned Seattle’s planned North 130th Street light rail station and surrounding proposed Urban Village, and reached east to the Lake City and west to the Bitter Lake Urban Villages. The North 145th Street Light Rail Station also factored into student design work. These future transit nodes and related developments hold tremendous potential for change, with increased population in all three urban villages and access to efficient light rail. The 15 graduate and undergraduate landscape architecture students in the studio considered:

1. How may the design of development, movement, and open space support a safer, more inclusive and resilient community?
2. How may the civic landscapes that support walking, biking, learning, recreation, gathering, and ecological functions be designed as integrated, vital systems in these neighborhoods?

This inquiry formed the students’ design visions for a network of civic destinations and connective pedestrian/bicycle routes. As each student identified a particular place and context to focus on, they also coordinated with each other to develop synergies among their projects. The maps to the right illustrate the networks of places and routes the students collectively addressed.

The studio booklet presents:
1. Process Timeline
2. Site Analysis
3. Student Project Designs
4. Acknowledgements

This studio has benefitted from the generosity and expertise of:

Thanks to Seattle Neighborhood Greenways representatives, agency representatives, design professionals, and UW faculty who participated in the students’ concept design conversations and/or schematic design presentations and/or final presentations. Your engagement enriched the students’ learning and development in myriad ways.

COMMUNITY & SEATTLE NEIGHBORHOODS
DISTRICT REPRESENTATIVES
Kathie Moore
Mary Burch
Michael Brown
Laura Enman
Rick Holley
SERVICES
FEMA
Seattle Neighborhood Greenways
Other Services

ACKNOWLEDGEMENTS

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1. Process Timeline
   We are fortunate to have had the support of engaged community members and others to inform our understandings and design work. The studio involved several evens of interaction sessions with community members and others, which are highlighted in the booklet’s first section. Following an initial tour of the neighborhoods, the studio held meetings with community members for conversations about their neighborhoods and the future. Community members, design and planning professionals, agency representatives, and faculty participated in initial concept design critiques, schematic design presentations and the studio’s final presentations.

2. Site Analysis
   Students identified aspects of the neighborhoods to analyze in small groups and share with the rest of the studio. Their findings helped shape the selection of particular areas and design proposals to advance the goal of healthier, more resilient communities. Note that the maps and data presented in this section were developed in a short period of time and may not be complete or accurate in all aspects. The students’ analysis work should be viewed as the context that they worked with to help shape their designs, but not as the reference for other considerations.

3. Student Project Designs
   The final section presents each of the students’ design proposals, starting with a version of the maps that highlight the particular place that each student focused on. As projects address different scales and functions, and each student has developed their own style of graphic communication, the images vary widely. These proposals, however, are envisioned in concert with one another to advance a vision of healthier, more resilient future for these neighborhoods.

We hope that this booklet may serve as a catalyst for continued community dialogue towards a better future.

—Julie Johnson, Associate Professor
PROCESS TIMELINE
CURRENT TRANSIT
The current High Frequency network runs predominantly north-south. The Urban Villages are relatively well served, but the new Urban Village and 130th Street Link Station are not.

FUTURE TRANSIT
The Link extension will increase north-south connectivity, but presents a need for greater east-west connections. The new BRT line will connect from the 145th Street Link Station to UW Bothell.

TRANSIT NEEDS
As shown above, in order to increase ridership at the 130th Street Station, a transit connection must be made along 130th and 125th Streets. There is also a need for transit west from 145th.

Sources:
- King County Metro Map http://kingcounty.maps.arcgis.com/apps/webappviewer/index.html?id=3e239c9048604de8a1c73b72679bc82e
- Sound Transit System Map pdf
- Sound Transit BRT Plans https://st32.blob.core.windows.net/media/Default/InteractiveMap/Templates/July1/Summary/ST3_145th_SR522_BRT.pdf
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- Sound Transit System Map pdf
- Sound Transit BRT Plans
  https://st32.blob.core.windows.net/media/Default/InteractiveMap/July1/Summary/ST3_145th_SR522_BRT.pdf
NEARBY PARKS INCLUDE:
Carkeek, Haller Lake, Bitter Lake, Northacres

GLACIATION
Glaciation caused drumlins. North to South can be flat. East to West can be steep.

STEEP STREETS
East of 130th Light Rail is relatively steep while the west is flatter.

WATERSHEDS
130th Station is in the Lake Washington Basin. To the West are the Lake Union and Puget Sound Basins.

LAKE CONDITIONS
Bitter Lake is contaminated and unfit for swimming. Haller Lake is cleaner and good for swimming.

SOIL TYPES
Vashon glacial till is the main soil type in the area, as well as recessional outwash deposit.
ZONING
COMMERCIAL AND MULTIFAMILY ZONING CLUSTERED WITHIN URBAN VILLAGES AND ALONG AURORA & LAKE CITY WAY.

ZONING
ROOM FOR COMMERCIAL AND MULTIFAMILY GROWTH WITHIN PROPOSED 130TH URBAN VILLAGE

PARKS
MANY RESIDENTIAL AREAS LACK EASY ACCESS TO PARKS. THE LARGE SEMI-PUBLIC GOLF COURSE SKEWS ACCESSIBILITY.

DISTANCE TO PARKS & OPEN SPACE FROM RESIDENTIAL PARCELS

CURRENT ZONING & PARKS / OPEN SPACE

SOURCES
Parcels For King County With Address, Property, And Ownership Information. 2013. GIS Shapefile. King County, WA. http://www.kingcounty.gov/gisdataportal/
Parks In King County. 2006. GIS Shapefile. King County, WA. http://www.kingcounty.gov/gisdataportal/

LAND USE
FOOD ACCESS

FOOD BANKS
Servings individuals, families, children, and seniors within the 98115, 98125, 98133, 98155, 98177, 98011, 98029 zip codes twice per month.

P-PATCHES
While providing access to fresh food and community engagement, all Seattle P-patches are full and have anywhere from 8 months to 3 years on the waiting list.

FOOD BANKS
Servings individuals, families, children, and seniors within the 98115, 98125, 98133, 98155, 98177, 98011, 98029 zip codes twice per month.

FOOD DESERT
The USDA defines a Food Desert as any census tract where at least 25% of people earn below the poverty line and 33% live more than a mile from a supermarket.

Food Bank locations:
Foodbankseattle.org
Grocery Stores:
http://www5.kingcounty.gov/gisdataportal/
Seattle P-Patch Program:
seattle.gov/neighborhoods/programs-and-services/p-patch-community-gardening/
Food Access Research Atlas:
er.gov/data/fooddesert
HEALTH
RESOURCES WITHIN WALKING DISTANCE

TAKE-AWAY
Most health resources are outside the 10 minute walkshed.

TAKE-AWAY
Most running routes skirt the future light rail station area.

SOURCES
Google Maps search
mapmyrun.com

CRIME & SAFETY
PEDESTRIAN/BICYCLE ACCIDENTS & RECURRING CRIME ZONES

PED/BICYCLIST SAFETY:
Pedestrian and bicycle accidents typically occur at intersections.

CRIME PATTERNS:
Crime appears most concentrated at urban centers, where populations density is highest.

WITH INCREASED DENSITY:
As urban villages densify, provision for pedestrian and bicycle safety becomes more critical.

SOURCES:
http://web6.seattle.gov/mnm/ (crimes reported between 12.10.16 and 1.10.17)

LEGEND
- crime hot-spot
- bicycle/traffic accidents scattered
- pedestrian/traffic accidents
Villages are relatively well served, but the predominant north-south. The Urban Station are not.

The current High Frequency network runs for greater east-west connections. The Link extension will increase north-south connectivity, but presents a need for transit west from 145th.

As shown above, in order to increase ridership at the 130th Street Station, a transit connection must be made along NE 125th and NE 145th. There is a need for transit west from 160th.

The pedestrian network is severely lacking outside of the urban villages. While there are lacking, with the exception of the N-S trails. There is a major need for better missing links to the pedestrian and bike network in North Seattle. These present opportunities for design.
EDIBLE ROUTES

PRIVILEGING IN-SCHOOL ACCESS TO NEIGHBORHOODS WEST OF I-5, CONNECTING TO OUR STUDIOS’ LARGER FOODROUTE.

NORTH SEATTLE EDIBLE ROUTES
FOCUSED ON A PEDESTRIAN
AND BIKING PATH, 7 ROUTES
FROM 143RD ST & LINDEN AVE
TO 140TH & 1ST AVE.

RIGHT: A FEW OF THE EDIBLE PLANT SPECIES DISCOVERABLE WHILE WALKING OR BIKING THROUGH THE NORTH SEATTLE EDIBLE ROUTES.

STUDENTS THROUGHOUT OUR STUDIO HAD PROJECTS RELATING TO FOOD WHETHER THEY BE A SMALLER PART OF THE DESIGN OR IN THE CASE OF THIS ROUTE, THE MAIN FOCUS.

FARMER’S MARKET

FOOD ROUTES

FOOD SITES

1. Joshua - Food Forest, P-Patch, Community Kitchen, Demonstration Gardens
2. Jerico - Food Roy Garden
3. Inchel - Edible street, P-Patch, Herb Garden
4. Diako - Gourmet, Arizona Farmers Market
5. Iziba - Old City Community Garden
6. Hip - Edible Ribbon, Ballard Greenery

ABOVE: A MAP PROMOTING THE FULL EXTENT OF OUR STUDIO’S COLLECTIVE FOOD ROUTES CALLING OUT LIGHT RAIL STATIONS AND FARMERS MARKETS (NEW AND EXISTING).
CHOOSING THE 143RD, ROOSEVELT WAY, AND 140TH ST ROUTE WAS BASED ON ELEVATION CHANGES AND CURRENT FOOD AVAILABILITY.

145TH ST - 125 MILES

GREENWOOD AVE
AURORA AVE
105TH AVE & 145TH ST

+20 FT
+50 FT
MERIDIAN AVE

+70 FT
+10 FT

ABOVE: ELEVATION SECTIONS AS ONE MOVES THROUGH 145TH ST AND 140TH TO 143RD ST. AS ONE CAN SEE, THE 145TH ROUTE IS HILLY AND REQUIRES ELEVATION CHANGES OVER A SMALL SPACE, HENCE WHY THE ROUTE MOVES THROUGH 140TH TO 143RD ST INSTEAD.

140TH TO 143RD ST - 130 MILES

GREENWOOD AVE
AURORA AVE
105TH AVE & 143RD ST
ROOSEVELT WAY NE
1ST AVE & 140TH ST
MERIDIAN AVE

+5 FT
+25 FT
+30 FT
+35 FT
+20 FT

*Information from hillmap.com

1. Bitterlake P - Patch (Up to 6 month wait time)
2. Grocery Outlet
3. Albertsons
4. Asian Food Center
5. Haller Lake P - Patch (1 - 2 year wait time)
6. Jackson Park P - Patch (1 - 2 year wait time)

ABOVE: CONTEXT MAP SHOWING THE SCHOOLS, OPEN SPACES, FOOD SOURCES, & BUSY STREETS IN THE AREA SURROUNDING MY ROUTE (DELINEATED IN BLACK).
LINDEN & AURORA

The first two streets along the route include a farmer's market on Linden Ave N and a produce stand on Aurora Ave N.

ON LINDEN AVE N (ABOVE) THERE WILL BE A FARMER'S MARKET (LEFT). THERE IS A LOT OF HOUSING INCLUDING RETIREMENT RESIDENCES ON NEIGHBORING BLOCKS.

ON AURORA AVE N (ABOVE) THERE WILL BE A PRODUCE STAND (LEFT). IT WILL SELL FRESH AND LOCAL PRODUCE, MAKING UP FOR THE FOOD DESERT IN THE AREA.
REFERENCES:

ROOSEVELT WAY

FOLLOWING THE ROUTE, A TRANSFORM FROM 43RD ST TO ROOSEVELT WAY WILL OCCUR, MARKED BY A SCULPTURAL PIECE.

WHERE 43RD AVE & ROOSEVELT WAY CONNECT (ABOVE)

AT THE NODE IS A SCULPTURAL PIECE (LEFT), RESEMBLING ROUTES WITH HANGING SIGNS POINTING TOWARDS SPOTS WHERE FOOD IS A FOCUS.

ROOSEVELT WAY (ABOVE), CHESTNUT TREES IN 17 FT, MEDIAN PROVIDE BUFFER AND A YEARLY HARVEST STREET CLOSURE EVENT.

PLAN AND SECTION OF NEW ROOSEVELT WAY (LEFT).
As Roosevelt Way NE meets 140th St, there is a street end park (above) using edible species called out in plan, this area would be the perfect spot for a food forest! (Left)

There are bioswales on either side of the park which would protect edible plants from runoff toxins.

Food Forest Section (Below).
PART I PRIS

PROJECT GOALS

• PROVIDE MUCH NEEDED GREEN SPACE TO A QUICKLY DENSIFYING NEIGHBORHOOD

• CREATE PLAY SPACES THAT HELP ADVANCE CHILDREN PHYSICALLY AND EMOTIONALLY

• INCREASE OPPORTUNITIES FOR COMMUNITY INTERACTION

• INCREASE ACCESS TO HEALTHY FOODS

• INCREASE POLLINATOR HABITAT AND IMPROVE PUBLIC AWARENESS OF THIS VITAL PROCESS
BITTER LAKE COMMUNITY'S BACKYARD
TARA VAN CORBACH
BITTER LAKE COMMUNITY’S BACKYARD

TARA VAN CORBACH // LARCH 402 NEIGHBORHOOD DESIGN STUDIO // JULIE JOHNSON

With the ever-growing Bitter Lake Urban Village, the need for public open space is a growing demand. Currently the only ‘green’ space which lies in this sea of concrete, is at Bitter Lake. This space is an amazing asset to the community with its lake-shore access, and ample space for community engagement. As of now, this space hardly lives up to its full potential and many of its elements are underutilized and don’t serve the needs of this diverse community. In this design, the focus is on restoring water quality and promoting lake access through ecological literacy, creating connections, as well as providing much needed space for families, pets, and children.
BITTER LAKE COMMUNITY’S BACKYARD

TRANSIT AND CIVIC LANDSCAPE SYSTEMS

LAWN - PLACED - NEIGHBORHOOD DESIGN STUDIES

UW Neighborhood Studio 2017
BITTER LAKE COMMUNITY’S BACKYARD
Ingraham High School is located on 130th Street and Ashworth Ave, approximately 5-10 minutes walk from the proposed 130th Light Rail Station. Its location is sandwiched between the Bitter Lake Urban Village and 130th Urban Village.
Although there are five public schools and five private schools in proximity to three urban villages, the available green spaces or water areas are relatively low. Ingraham High School is at the core of the three defining urban villages. I see this as an opportunity for Ingraham High to be transformed into an inclusive green space for student commuting, community members.

Crime rates and traffic accidents occurrences are notably high near Ingraham High School. Safety concerns and school zone flashing beacons are missing near the site as well. Ingraham High School should be an area of attention as it lacks safety for students.

Bitter Lake, 13th, and Northgate are urban villages adjacent to the site. Compared to current housing density, all urban villages’ housing density is projected to increase by significant amount by 2025.
**ACTIVATE! SCHOOL**

**ACTIVATING UNDERUSED GREEN SPACES AT INGHAM HIGH SCHOOL**

**FREE PLAY**
- ***play area***
- ***sandbox***
- ***grassy play area***
- ***playground***
- ***grassy area***

**WILDERNESS PLAY**
- ***trees***
- ***vegetation***
- ***underbrush***

**FOOD PLAY**
- ***garden plots***
- ***vegetable plots***
- ***fruit trees***
- ***greenhouse***

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Based on the site analysis, I categorized the green spaces into three distinct types and proposed different play-themed design for each:

- **FOREST**
- **OPEN FIELD**
- **IN-ACTIVE ENVIRONMENT**
- **WILDERNESS PLAY**
- **FREE PLAY**
- **FOOD PLAY**
ACTIVATE! SCHOOL  
ACTIVATING UNDERUSED GREEN SPACES AT INGRAM HIGH SCHOOL

EXISTING SITE PHOTOS

FREE PLAY ZONE
WILDERNESS PLAY ZONE

EXISTING SITE PHOTO

FREE PLAY ZONE

EXISTING SITE PHOTO
Once upon a time, there was a rain storm in Seattle.

It rained down on Helene Madison Pool, Meridian Avenue, and Haller Lake.

The pool was next to Ingraham High School, in a neighborhood dotted with single-family housing. The pool visitors and the high school students likely did not know they were three blocks away from a beautiful lake with public access.

A sidewalk existed on one side of the street, but disappeared after crossing 13th Street, which was busy and not friendly to pedestrians.

The lake was hidden out of sight behind trees and invasive plants.

A new light rail station was being planned for the area, and it was expected that more people would move here. More people equals more vehicles, and more need for public recreation and green space.
And then something miraculous happened...  
...the flow of water changed...and then the flow of people changed.

Now, when water rains down upon the roof of the pool, it cascades onto a rock cairn at the entrance, and flows into a pebbly stream bed.

The water splashes and splashes down shallow rock weir dams...
...and pools in a shallow basin, where it slowly infiltrates into the ground...and eventually flows into Haller Lake.

When dry, the rocky stream beds are open for play and exploration.
Now, when it rains down upon Meridian Avenue, the water flows into street-side rain gardens.

Some water soaks into the ground.
Some water is slowed and filtered by lush plantings, which provide food and habitat to pollinators, birds, and other critters.

People now have safe sidewalks and crosswalks.
Children enjoy following the fish painted on the sidewalks down to Haller Lake,
-- perhaps imagining that they, too, are swimming fish. --

The once invisible land at Haller Lake is now a destination for a fun and fishy water walk.
The healthy shoreline is brimming with native plants, and provides critical habitat to numerous species of wildlife.

People flow through this space on a trail that is teeming with trickling water during rain storms.

A wooden boardwalk leads walkers past a large rock cairn, which marks the end of the trail on land...
...but the journey of water in this story ends on a dock,
floating on the dappled waves of Haller Lake.
Embracing Diversity

1ST AVENUE NORTH / SOUTH CONNECTION

WHY 1ST AVENUE?
1st avenue is the iconic street with the opportunity to be used as a “linear village” that has access to schools and parks visited on a daily basis.

ISSUES?
Missing sidewalks and crosswalks impede neighborhoods walkability and also create numerous accidents. Street intersections lack of safety as well.

CIRCULATION
Proposing long and short routes for pedestrians and cyclists to utilize while moving around the neighborhood. Providing these kinds of routes help serve as a vital facility for kindergarten, highschool, cross country athletes.

140th Street acts as a barrier between the city of Aurora and north Seattle, breaking the barrier by creating short street connections and providing more pedestrian and bicycle friendly streetscape, and help embrace larger population.

FRAMEWORK: Provide a space that can embrace the richness and diversity of cultures from various neighborhoods.

CONCEPT: Creating a linear identity for 1st avenue along with bike lanes for residents, and bike facilities for all individuals who will be using the future light rail stations.

GOAL: Create more community engagement spaces by providing public spaces framers and neighborhood residents. Provide landscape connection across 1st avenue for the restoration of public and private green spaces.
Embracing Diversity

106th street gateway

Gateway ends to be redesigned to become areas of entering a slow-speed environment.

Assigning gateways for both ends: 106th street and 10th street - that consist of mixed green spaces that can accommodate public and private needs for the neighborhood. 106th street gateway is adjacent to Northgate elementary school, a break between street, sidewalk, pedestrian crossing, and 10th street gateway is adjacent to Northgate elementary school.

Gateways are seen as community gathering spaces for wide demographic users ranging from seniors to children.
The intersection consists of billboards, traffic signals, Presence Operated Retail crossings, street lightings, curb ramps.

With the creation of the future light rail stations, 18th Avenue will be the main corridor to schools, parks, community gardens and for other amenities. Providing a new intersection identity and a safer, more pedestrian-friendly environment was the main goal of this project.

Sidewalks, crosswalks and bike lanes are redesigned to maximize the opportunities for daily life exercise like walking and biking.
Revealing Thornton Creek within a Nexus of Existing and Emergent Infrastructure

CONFLUENCE

The site of the future 145th Link station is a contested area where the convergence of several present and planned system networks will dramatically change the area within 10 years. A spare freeway parcel presents the opportunity to augment these system relationships as the 145th station area grows.

Hydrology
- Thornton Creek watershed: north branch (I-5 culvert)
- Existing public open space

Bicycle/Pedestrian
- Proposed bicycle network
- Existing bus network
- Proposed bike lane

Transit
- Existing transit connections

Density
- Existing density
- Proposed density

Infrastructure
- Existing infrastructure (I-5, 145th St, and 5th Ave)
- Proposed infrastructure (rail trail, 145th connections)

Existing Tie to the Future
- Existing transit infrastructure
- Proposed link lines
- Proposed MUR 70’, 45’, 35’

Pedestrian
- Proposed pedestrian network
- Existing pedestrian network

Nexus of Systems

Hydrology as Armature: searching the watershed for precedent

Thornton Creek provides an opportunity to create a "hydrologic" armature for the Nexus of Systems. This data set of creek typologies can feed robust infrastructural systems.
CONFLUENCE

REVEALING THORNTON CREEK WITHIN A NETWORK OF SAVING AND EMERGING INFRASTRUCTURE

HYDROLOGY AS ARMATURE

THORNTON CREEK TYPOLOGIES

CONVERGED AQUATIC LIFE ENERGIZES TURBIDITY

IMPECCABLE SURFACES

POLLUTANTS AND DECORATION TURBIDITY 

DEGRADATION STREAM CORRIDOR

MATERIALVACANCY AND UNDERSTAND ABUNDANCE OF DEVELOPMENT

SANDWICH CONVERGENCE AND DISCRIMINATING STREAMS

LUMBERJACK WOODS NARRATIVE

SHIFT STRATEGIES

FORESTED WETLAND

CANYON ULSTER VISIONS AND VAGABOND 

LUMBERJACK WOODS NARRATIVE

TREVOR BENTLEY

CONFLUENCE OF SYSTEMS 10 YEARS PLAN

IN 10 YEARS A SNAP PIECE OF LAND NEXT TO THE I-5 CAN BECOME A VIVID CIVIC AND ECOSYSTEM AMITY WITH THE 15TH ST GOLDEN RULE PARKLANDS. WITH DEEPER UNDERSTANDING OF THESE TOWARDS SPECIFIC, TANGIBLE AND VISIBLE IMPACTS, WE CAN ARRANGE FOR AN ECOLOGICAL AND INFRASTRUCTURAL CONNECTION TO BE ENHANCED. THIS IS THE CONFLUENCE OF EXISTING URBAN SYSTEMS.
CONFLUENCE

REVEALING THORNTON CREEK WITHIN A VENUS OF EXISTING AND UNDERGROUN INFRASTRUCTURE

TREVOR BENTLEY
NERO COMMONS

NERO Commons

300th St/SF Link: Landscape for a New Urban Village

Nearly 200,000 cars pass the site for the 300th Street Station daily, dividing the service area in half. More than 30,000 cars pass through the intersection near the station, resulting in an environment unapparent to pedestrians at both ends and downright hostile at work. This project seeks to improve pedestrian and bike connectivity across the street from new rail station, through Seattle while simultaneously reconnecting N90th Seattle to itself through an urban village center.
NERO COMMONS

(Re)connecting Civic Landscape for a New Urban Village

CHALLENGES & OPPORTUNITIES

PROJECT GOALS

LINNWOOD LINK EXTENSION & 130TH STREET STATION

The new Link Station is surrounded by single-family residential with sub-par pedestrian and bike infrastructure. The surrounding land lacks the density to adequately support a station.

ROOSEVELT WAY NE (DIS)CONNECTION

Freeway construction disconnected Roosevelt Avenue from the residential area and protected road networks from the area for the station.

PROPOSED URBAN VILLAGE

In the Seattle 2035 plan, the city proposes an urban village at this station. The freeway creates a gap in the village with no identity bridging that gap.

TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development principles do not fit within the urban village boundary.

OPPORTUNITIES

We can reconnect Roosevelt Avenue and the village via the intersection of Link Station. This public space can become a key identity and growth engine for the village.

(Re)CONNECTED NETWORK

Reconnecting these spaces at the village core is comprehensive and requires the entire city to be developed as a whole. The design covering the village as a transformational system.

(Re)CONNECTED GREEN AND BLUE SYSTEMS

Providing a landscape connection across the freeway allows for the restoration of a public open green space system and a public gathering place for Thornton Creek wetlands.

(Re)CONNECT ROOSEVELT

Reconnecting Roosevelt will reunite the larger pedestrian and bike network, providing safe, dedicated access to the station for the community.

(Re)CONNECT TRANSPORTATION

Improving the proposed bus facilities at 130th Street Station and increasing connectivity to the Link station allows better multimodal connections.

(Re)CONNECTED NETWORK

Reconnecting these systems at the station creates a comprehensive network supporting the village and the larger district as a whole. Theories of Landscape Urbanism view the design covering the village as a transformational system.

(Re)CONNECT GREEN AND BLUE SYSTEMS

Providing a landscape connection across the freeway allows for the restoration of a public open green space system as well as the Thornton Creek wetlands.

TRANSIT AND CIVIC LANDSCAPE SYSTEMS

The Slate typology consists of an inside middle district surrounding Link Station, which can be extended as a new district. The Slate typology consists of an extended data-oriented district. The Slate typology consists of the central area.

Roosevelt typology consists of an area developed with urban village principles. The Roosevelt typology consists of the central area. The Roosevelt typology consists of an area developed in urban village principles.

The Roosevelt typology consists of a new district built for link station. The Roosevelt typology consists of an area developed with urban village principles.

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NERO COMMONS

PROJECTING Cityscape for a New Urban Village

1. Expanded Box loading/unloading
2. Farming Market
3. Access to Link Station above
4. Bike Center (Bus)
5. Access to Junction Park (I-5.issue & KU)
6. Collection Wetland
7. Eastlake Street (ladder access)
8. Roosevelt Way NE access to other studio projects (Rex, Jolene, Joshua)
9. Fresh Produce
10. Nervous Park (Miranda)
11. H2 North/South
12. H2 North/Central

DEREK HOLMER
GOALS

AFFORD, ACCESSIBLE, DEMOCRATIC OPEN SPACE

PROVIDE THE NEW AND GROWING NEIGHBORHOOD WITH A
COMMUNITY CENTER, ENVIRONMENTAL LEARNING
CENTER, AFFORDABLE HOUSING AND HANDICAP ACCESSIBLE
CREATE A SAFE, ACCESSIBLE PATH FOR PEDESTRIAN AND
BICYCLE COMMUNITIES USING 150TH AND 14TH ST STATIONS.

EXISTING CONDITIONS:
ACCESS-RESTRICTED PUBLIC GOLF COURSE,
OCCLUDED TRAILS, IN-PATH, AND MAINTAIN

EXISTING RESTRICTED TRAIL

RESTRICTED PUBLIC ACCESS IS
LIMITED TO A RESTRICTED TRAIL
ALONG GOLF COURSE PERIMETER

EXISTING SITE ECOLOGY IS LIMITED
TO ORGANIC/VERTICULTURED GROUND

RESTRICTED PUBLIC TRAIL FORMS A SEQUENCE OF OUTDOOR ROOMS

EXISTING RESTRICTED TRAIL
JACKSON PARK GOLF COURSE CONVERSION

CIRCULATION
A wide rail-trail pathway into the park, from the
A 1.75 mile (2.8 km) loop along the
A 0.9 mile (1.5 km) loop along the

FOREST
A network of rail-trail paths
A network of circular pathways
A network of linear pathways

HISTORIC
A network of historic trails
A network of historic pathways
A network of historic boardwalks

STRUCTURES AND PROGRAM
A network of interpretive signs and panels
A network of interpretive signs and panels
A network of interpretive signs and panels

PROPOSED SITE SYSTEMS
A network of interpretive signs and panels
A network of interpretive signs and panels
A network of interpretive signs and panels

AUTUMN - SUMMER
A network of trails along the
A network of trails along the
A network of trails along the
JACKSON PARK: GOLF COURSE CONVERSION

AUTUMN
Aワンメソッドによる移り変わり
\[TEXT\]

JUNE
SELECTIVELY GRAZED MEADOWS FORM
IMMENSE FLOWER BLOOMS AND HIGH POLLINATOR DIVERSITY.

Tatyana Vashchenko
BIKE CENTER SYSTEM & JACKSON PARK BRIDGE
KUN LYU

BIKE CENTER SYSTEM & JACKSON PARK BRIDGE
KUN LYU
SEATTLE BIKE CENTER SYSTEM

BIKE SERVICING FACILITIES
- Bike parking
- Bike repair services

RECREATIONAL FACILITIES
- Relaxation
- Cafe

ECOLOGICAL FACILITIES
- Vegetation
- Green roofs

Commuter bike center functions as multi-use functional space, mainly bike servicing functions. Commuter bike center in the large-scale bike parking garage serving three bike centers, offering about 350 or more bike parking spots. Formerly, commuter bike center located at public transportation station area.

Commuter bike center offers opportunities for users to take a rest, engage with other people and nature. Commuter bike center is an outdoor community center, gathering green bike center for community meetings or other activities.

GREEN BIKE CENTER

Green bike center functions as multi-use functional space, mainly bike servicing functions. Green bike center is the multi-use bike parking garage serving three bike centers, offering about 50 bike parking spots. Formally, green bike center includes a large green space.

BIKE SERVICING FACILITIES
- Bike parking with security
- Bike repair services

RECREATIONAL FACILITIES
- Bedroom
- Water feature

ECOLOGICAL FACILITIES
- Permeable pavement
- Solar purification
- Local native tree

Green bike center offers opportunities for users to take a rest, engage with other people and nature. Commuter bike center is an outdoor community center, gathering green bike center for community meetings or other activities.
LEISURE BIKE CENTER

Leisure bike center functions as multi-functional spaces, mainly for recreational functions. Leisure bike center is the smallest size bike parking garage among bike centers, offering about 20 or less bike parking. Normally, leisure bike center locates near PPA4, community center, schools and urban commercial spaces.

Outdoor benches

Leisure bike center offers opportunities for neighborhoods to engage with other people and nature. Additionally, community bike center mainly for neighborhoods everyday leisure use.

SEATTLE BIKE CENTER SYSTEM
THORNTON CREEK CONNECTIONS

The goal of this project was to create a safe pedestrian connection to the light rail station that creates spaces for art, education, and ecological restoration along the way.

SEATTLE’S LARGEST WATERSHED

- 15 miles of urban creeks
- Skagit Hill erodes 100 ft of soil from 7,000 homes per day
- An estimated 30% of surface area impervious, contributing to flooding and contaminated water
- promotes habitat of Seattle’s urban wildlife

ANONYMOUS RESOURCE

A survey conducted by LP’s showed that 98% of residents living in the Thornton Creek area were aware of a creek running through their neighborhood.

A THREE-PHASED APPROACH

A phased approach is recommended starting with what can be done now to make needed improvements to the creek. The second aspect of the three-phased approach is to generate momentum and community involvement, so that by the third phase the community will be prepared to steward this section of Thornton Creek themselves.

Phase 1: Beautifying the community to the creek
Phase 2: Engaging the elementary school
Phase 3: community stewardship

[Diagram showing connections and paths]
THORNTON CREEK CONNECTIONS

Old culverts are used asing structures and test blocks, reveal the infrastructure used to pipe the creek under streets.

PHASE 1

Access to light rail

A green space along the rail trail

PHASE 1 Takes advantage of existing projects, such as the culvert replacement at 106th Avenue and the future road diet at 106th Ave, to start implementing interventions and raise awareness about Thornton Creek’s existence at these crossings.
PHASE 2 focuses on spreading awareness and access to Olympic Hills Elementary School. All interventions include educational signage.
ALLISON ONG

PHASE 3 Relies on community involvement to encourage property owners to improve the spatial buffers on their property and build a path alongside the creek towards the elementary school.
**Future Light Rail Stations**

- Lake City Public Library
- Olympic Hills Elementary
- Farmers Market
- High Density Housing
- Jackson Park Golf Course
- Proposed 130th Urban Village
- Lake City Urban Village
- Streets w/ Sidewalks
- Existing Greenways
- Shared Bike Lanes w/ Sidewalks

**Food Routes**

A compilation of classmates’ design projects involving food production and nearby sources of food, including Super Markets, Farmers Markets, and P-Matches. The darkest route along the map labels this project's route.

**Existing Amenities**

This map is overlaid with existing features of the design’s focus area in retrospect to the future light rail stations and urban village at the 130th station.
POLLINATOR PATHWAY - Bioswales containing native pollinator-friendly plantings provide year-round sustenance. The 27th and 12th Pollinator Greenway Model can be applied to the entire design route (shown in the axon to the left).

POLLINATOR FRIENDLY - Pollinator-friendly native forbs and shrubs such as Slender Clarkia (left), Bluebells (middle), Canada Goldilocks (right), and Salal (bottom) are selected based on their height, drought tolerance, seasonal blossoming schedule, and a diversity of flower colors to attract many different native pollinator species.

PAINT THE WAY - Pedestrian paths are painted on the edges of sidewalk-lacking streets and safe crossings are artistically displayed on tough crossings and intersections.
LOCAL PRECEDENTS – Both Bradner Gardens (top) and the West Seattle Bee Garden (bottom) are local examples of publicly run bee hives.

LETS WORK TOGETHER – With pollinators present, this small community food forest provide bees with plants to pollinate and food for people to eat. This tucked away community parklet can be part of biker’s daily commutes on the 135th Greenway route.
SETTING THE SPEED TABLE - Speed tables are commonly used as traffic slowing devices in urban areas and college campuses. An increase in pedestrian traffic due to the light rail stations will require more safety measures on major street crossings.