

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

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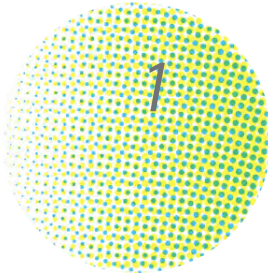
Rachel Anderson
Trevor Bentley
Joshua Gawne
Derek Holmer
Tara Van Corbach
Janice Lee (Dongeun)
Kun Lyu
April Mulcahy
Allison Ong
Jae Jung Marizol Park
Alec Monica Taylor
Tatyana Vashchenko
Kip Wilson
Incheol Yang

TAUGHT BY
Associate Professor Julie Johnson

STUDIO BOOKLET	
DEVELOPED BY	EDITED BY
Janice Lee (Dongeun)	Julie Johnson
Rachel Anderson	

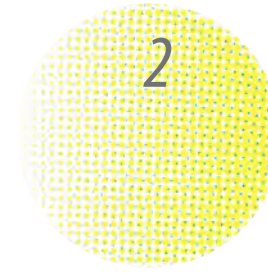
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INTRODUCTION

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 such change. The studio initially targeted Seattle’s planned North 130th Street Light Rail station and corresponding 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 students’ design work. These future transit stations and related developments hold tremendous potential for change, with increased population in all three urban villages and access to efficient light rail transit. The 15 graduate and undergraduate landscape architecture students in this studio considered:

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

This inquiry framed 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 map to the right illustrates the network of places and routes the students collectively addressed.

This studio booklet presents:

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’s process involved a series of interactive sessions with community members and others, which are highlighted in this booklet’s first section. Following an initial tour of the neighborhoods, the studio held a meeting 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 inform 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 a reference for other considerations.

3. Student Project Designs

This final section presents each of the students’ design proposals, starting with a version of the map to the right that highlights the particular location for their project. As projects address different scales and functions, and each student has developed their own style of graphic communication, the images vary widely. Their proposals, however, are envisioned in concert with one another, to advance a vision of a 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

ACKNOWLEDGEMENTS

This studio has benefitted from the generosity and expertise of many.

Thanks to Lakeside School for providing a welcome space for our January 17 community meeting. Thank you, community members, who came out on that blustery evening to meet share insights about the neighborhoods.

Thanks to community members and 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 NEIGHBORHOOD GREENWAYS MEMBERS

Forrest Baum
Janine Blaeloch
Lee Bruch
Mark Hammarlund
Katie Lewis
Jeff Laufle
Jan Peterson
Monica Sweet
Cathy Tuttle

AGENCY REPRESENTATIVES

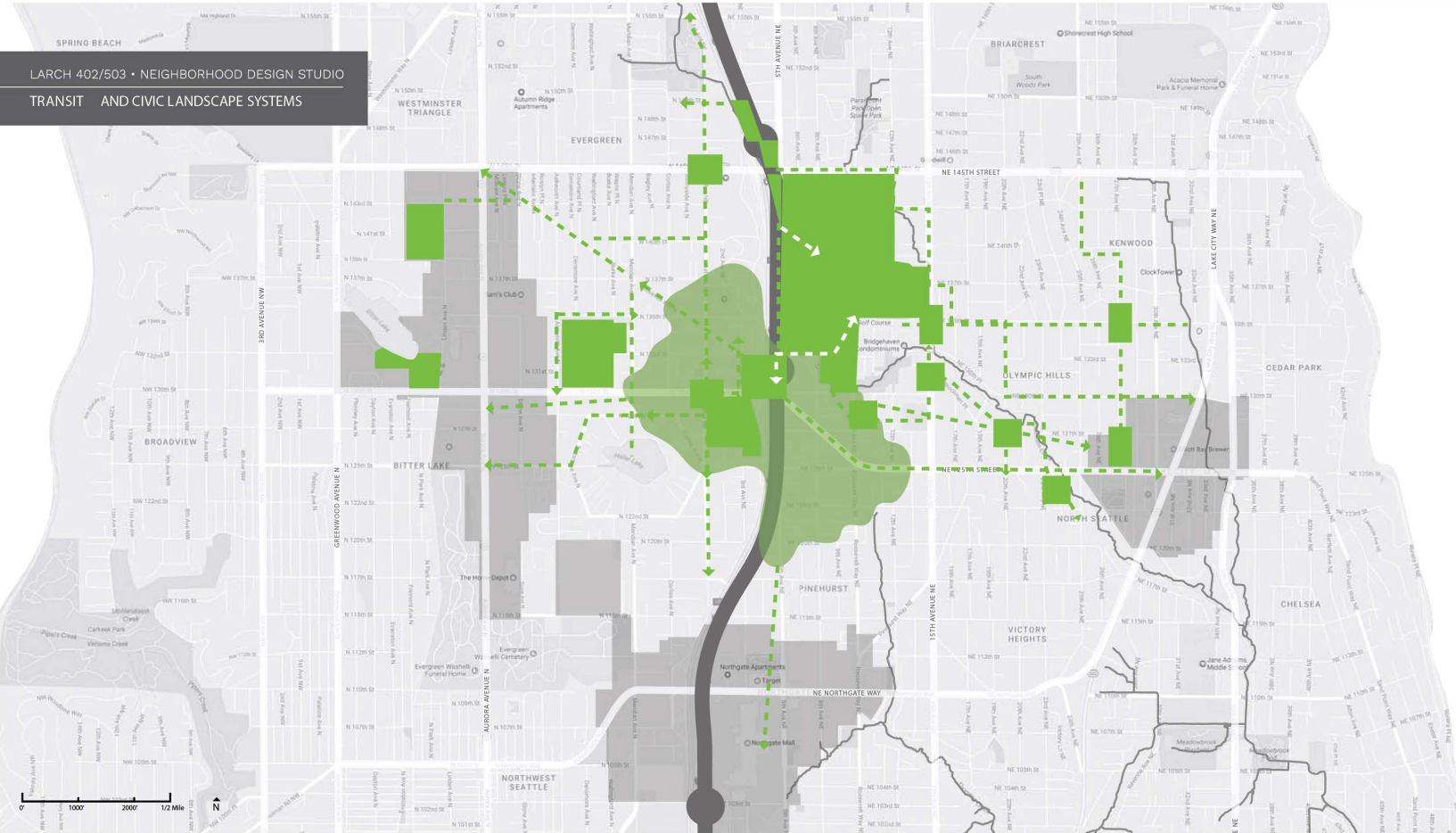
David Burgess
Nora Daley-Peng
Tyler Emsky
Gretchen DeDecker
David Graves
Michael Jenkins
Aditi Kambuj
Valerie Kinast
Susan McLaughlin
Chip Nevins
Susanne Rockwell
Chris Saleeba
Thomas Whittemore

DESIGN PROFESSIONALS

Katey Bean
Mark Brands
Michael Brown
Tom Early
Laura Enman
Karen/Chih-Ping Chen
Melanie Davies
Jamie Fleckenstein
Chialin Ma
Andy Mitton
Will Shrader
Craig Skipton
Brenda Snyder
Peg Staeheli
Kiwon Suh
Kara Weaver
James Wohlers

UW FACULTY

Marty Curry
Jeff Hou
Lynne Manzo
Iain Robertson
Ben Spencer
Ken Yocom



PROCESS TIMELINE





SITE VISITS

January 6, 9



COMMUNITY MEETING

January 17



CONCEPT DEVELOPMENT

February 3



CHARRETTES

February 13



PEER REVIEW

February 17



SCHEMATIC DESIGN PRESENTATION

February 24



FINAL DESIGN PRESENTATION

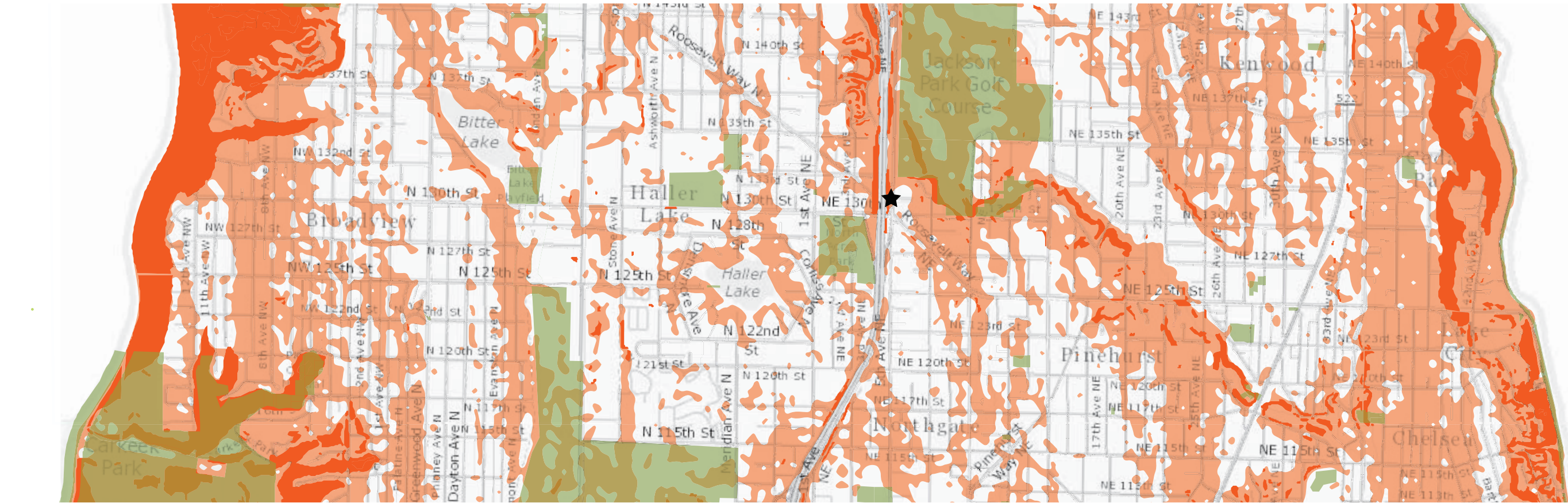
March 10



SITE ANALYSIS



TOPOGRAPHY
SLOPES & GREEN SPACES



■ PARKS & GREEN SPACES ■ MODERATE TOPOGRAPHY (~ 10-30%) ■ STEEP TOPOGRAPHY (40% and greater)

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.

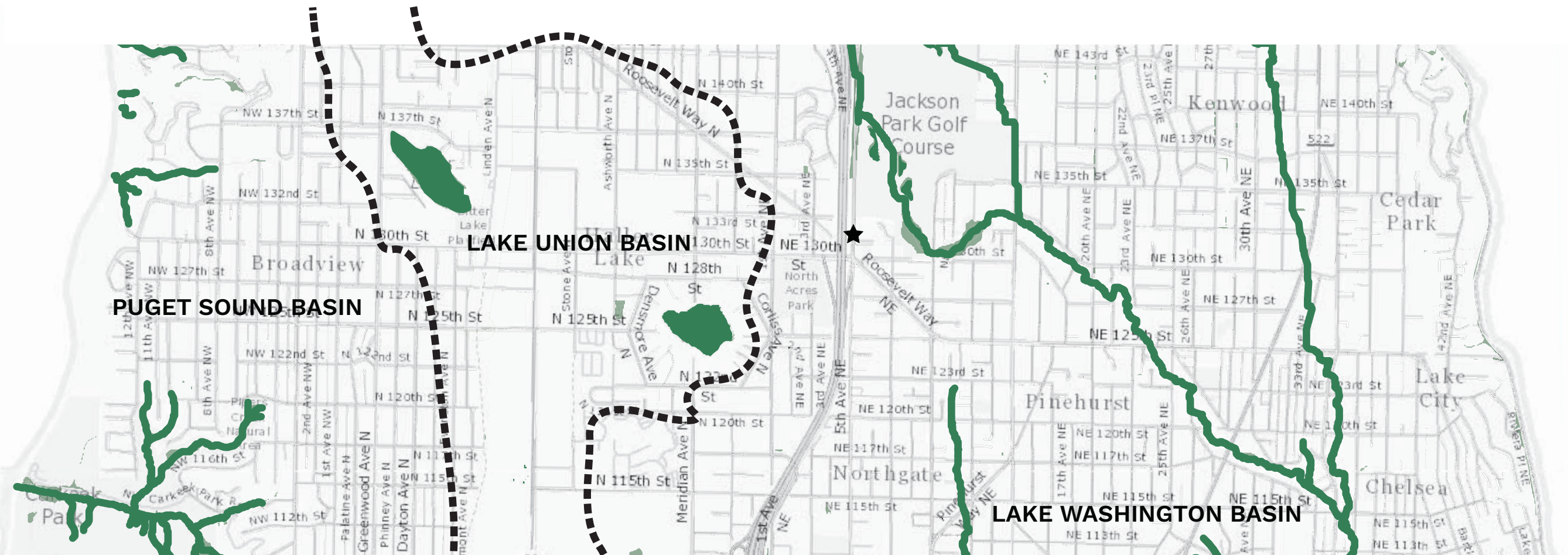
STEEP STREETS
East of 130th Light Rail
Is relatively steep
while the west is flatter.

0 2000 4000 6000 8000ft



Data collected from KING COUNTY GIS

HYDROLOGY
WATERSHEDS & SOILS



■ STREAMS AND LAKES ■ FLOOD ZONES - - - - - WATERSHED BORDERS

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.

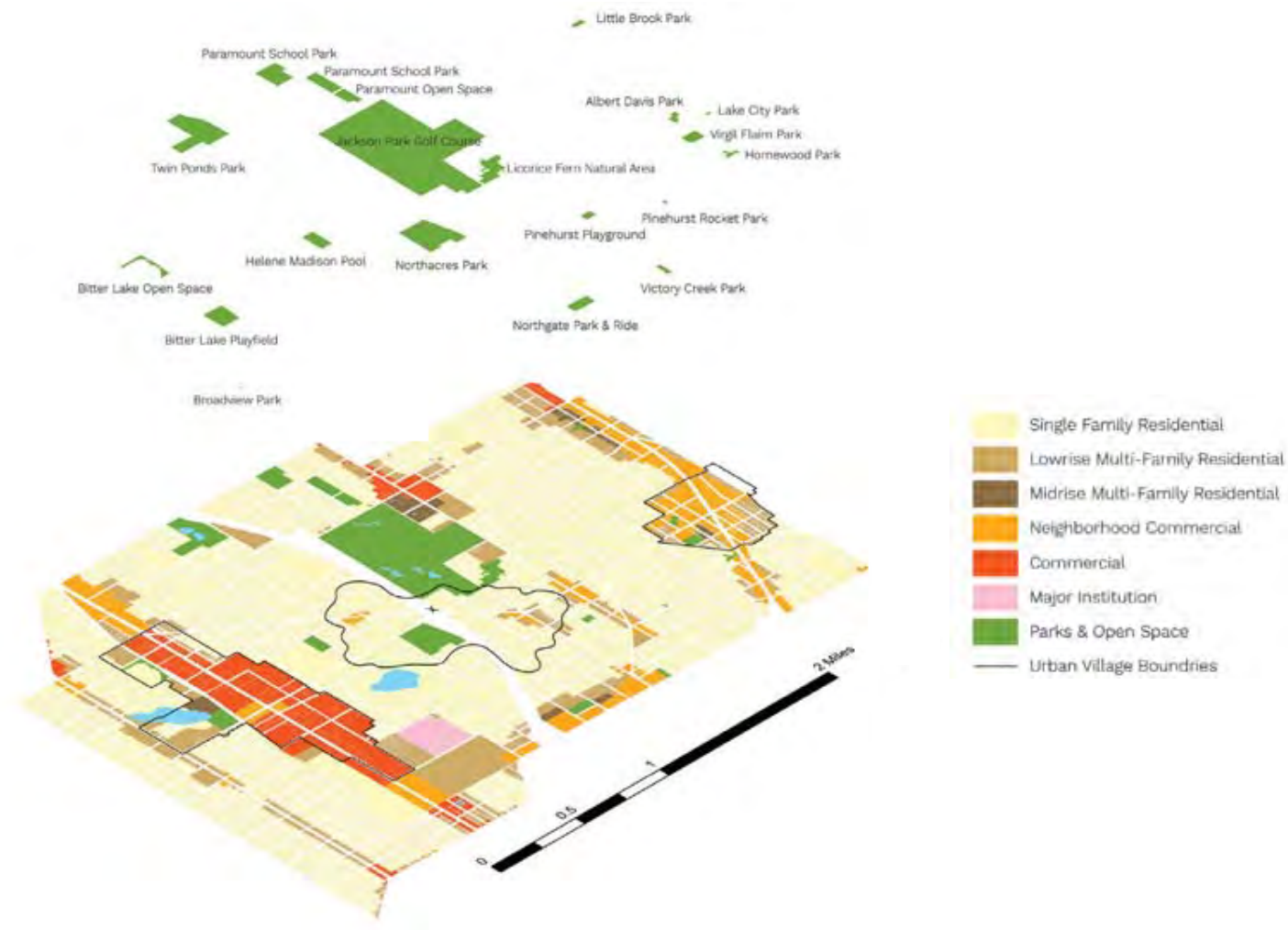
0 2000 4000 6000 8000ft



Data collected from KING COUNTY GIS

LAND USE
ZONING & OPEN SPACE

CURRENT ZONING & PARKS / OPEN SPACE

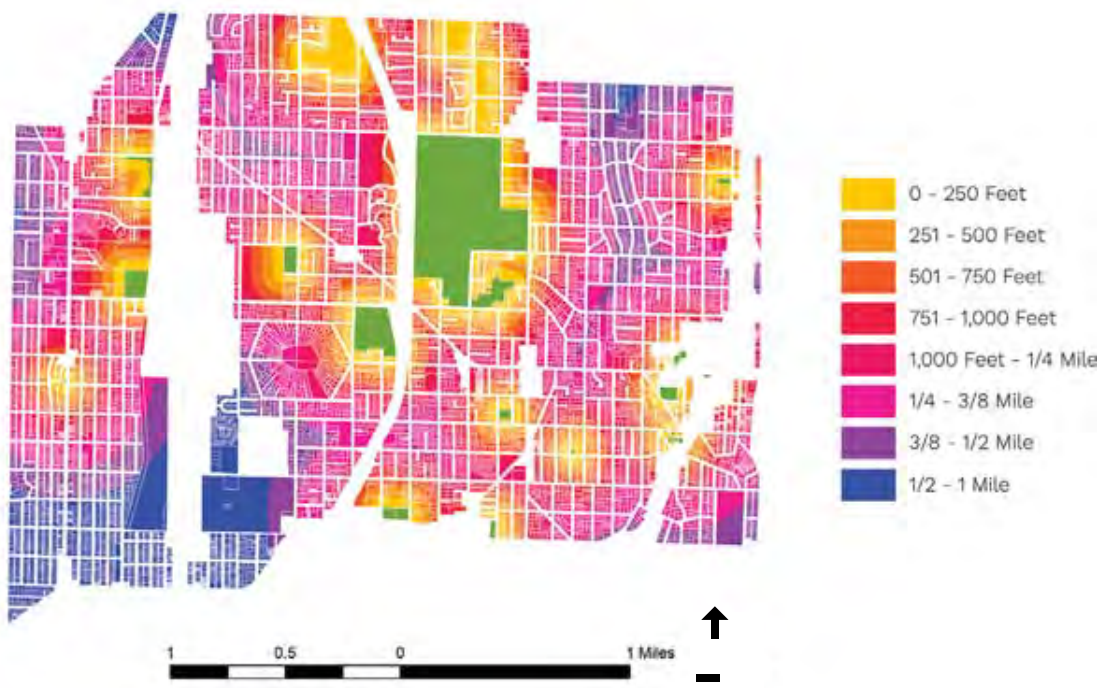


ZONING
COMMERCIAL AND MULTIFAMILY
ZONING CLUTERED WITHIN
URBAN VILLAGES AND ALONG
AURORA & LAKE CITY WAY.

ZONING
ROOM FOR COMMERCIAL AND
MULTIFAMILY GROWTH WITHIN
PROPOSED 130ST 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

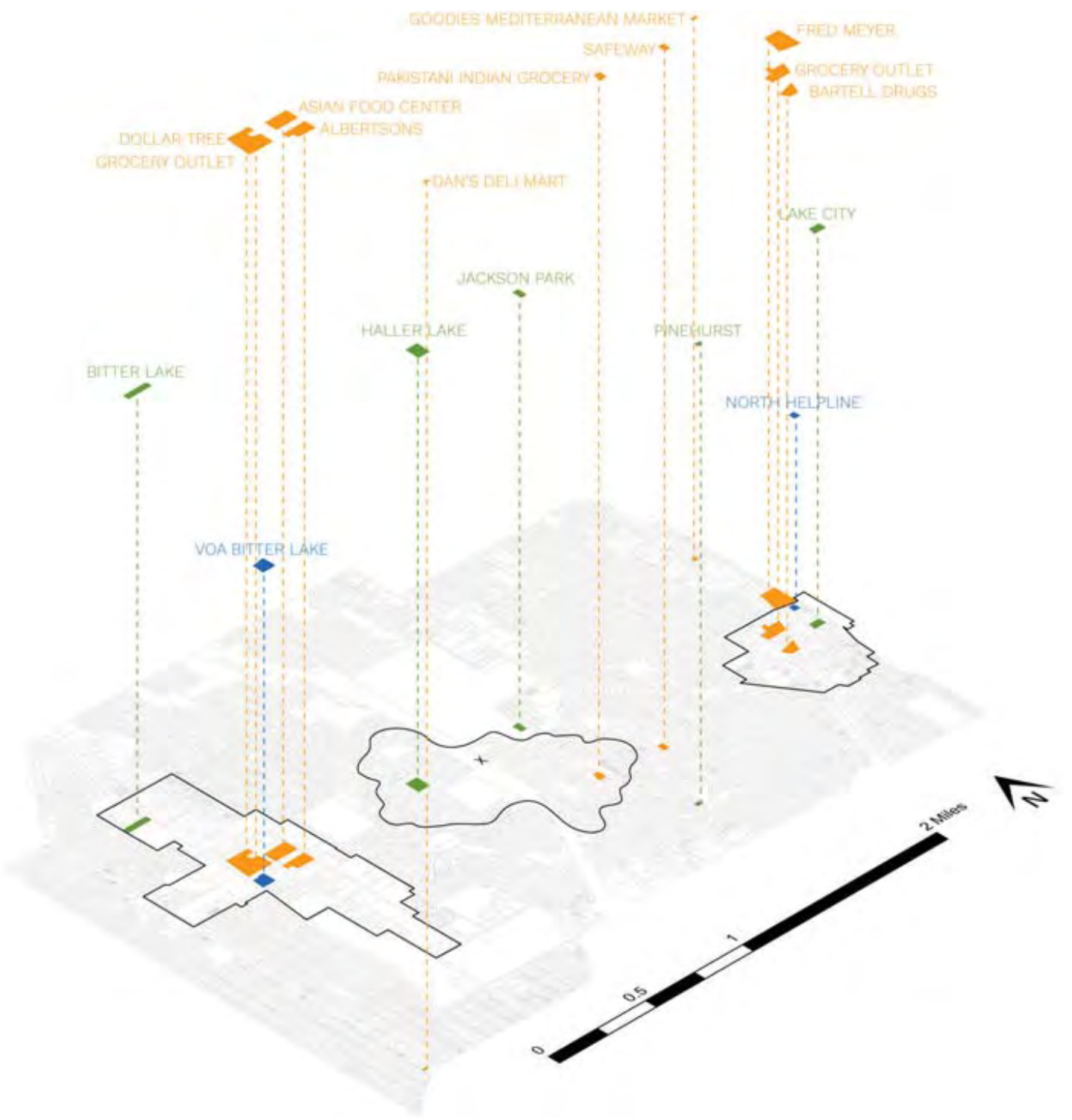


SOURCES

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



GROCERY

The list of grocery suppliers can often be
deceiving, as Dollar Tree and Bartell Drugs
technically offer food products. In addition, the
enormous gaps between walkable groceries are
filled with specialty service shops.

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 20% of people earn below
the poverty lie and 33% live more than a mile
from a supermarket.

Food Bank locations:

foodpantries.org

Grocery Stores:

<http://www5.kingcounty.gov/gisdataportal/>

Seattle P-Patch Program:

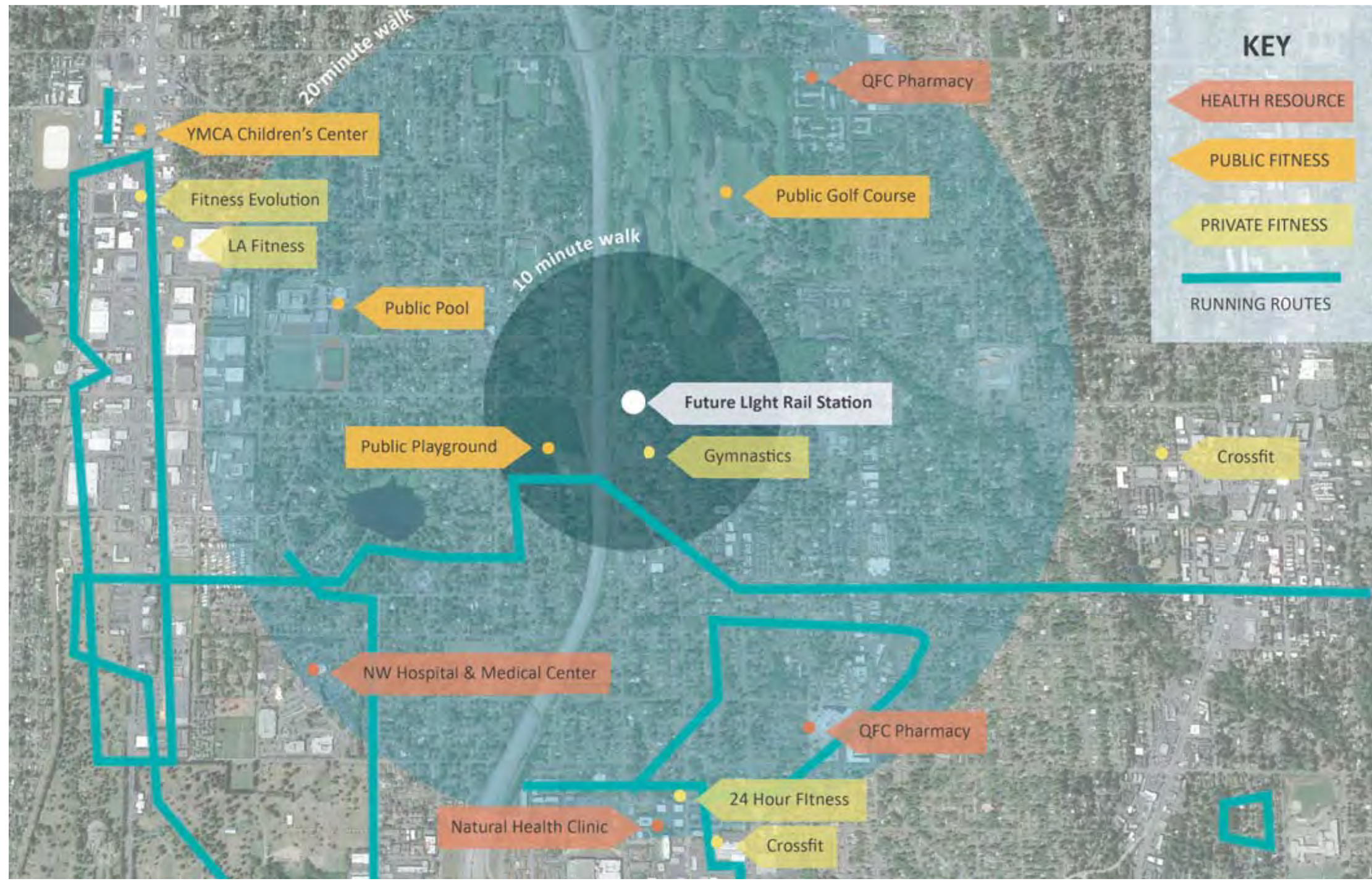
seattle.gov/neighborhoods/programs-and-services/p-patch-community-gardening/

Food Access Research Atlas:

ers.usda.gov/data/fooddesert

HEALTH

RESOURCES WITHIN WALKING DISTANCE



TAKE-AWAY

Most health resources are outside the 10 minute walkshed

TAKE-AWAY

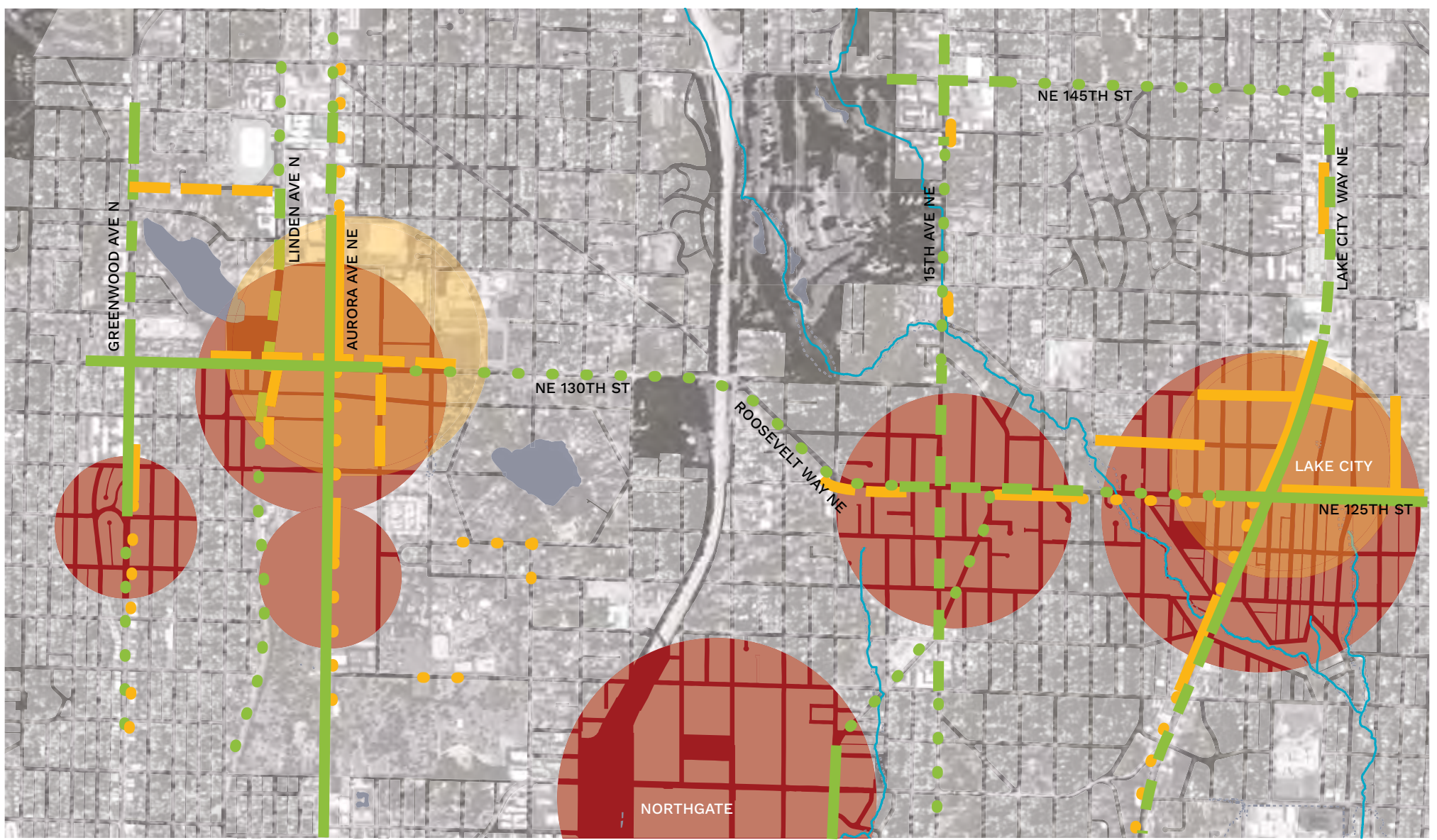
Most running routes skirt the future light rail station area

SOURCES

google maps search
mapmyrun.com

CRIME & SAFETY

PEDESTRIAN/BICYCLE ACCIDENTS & RECURRING CRIME ZONES



SOURCES: <http://old.seattletimes.com/flatpages/local/pedestrianandbicyclecollisionsinseattle.html>
<http://web6.seattle.gov/mnm/#> (crimes reported between 12.10.16 and 1.10.17)

PED/BICYCLIST SAFETY:

Pedestrian and bicycle accidents typically occur at intersections.

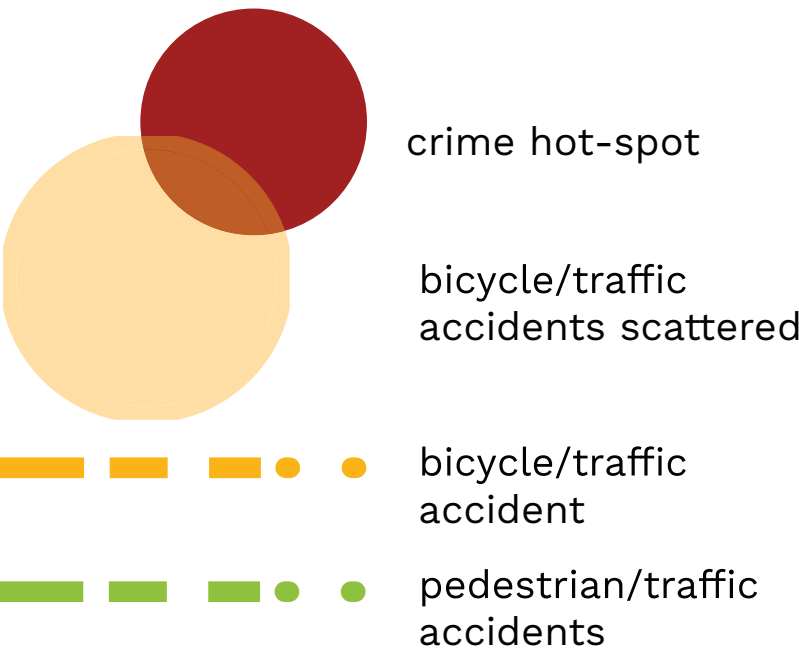
CRIME PATTERNS:

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.

LEGEND



DEMOGRAPHICS

INCOME

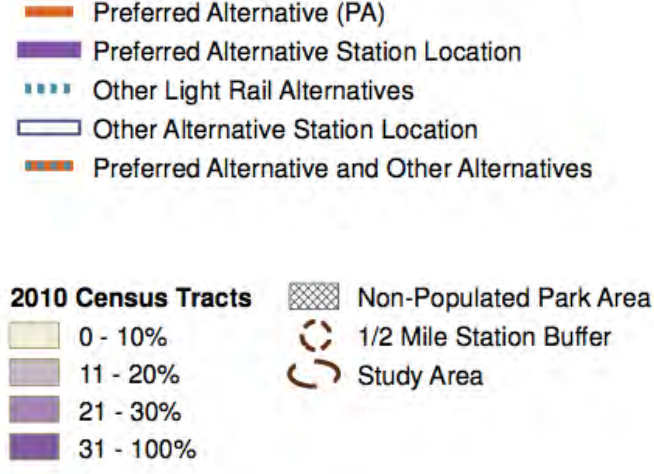
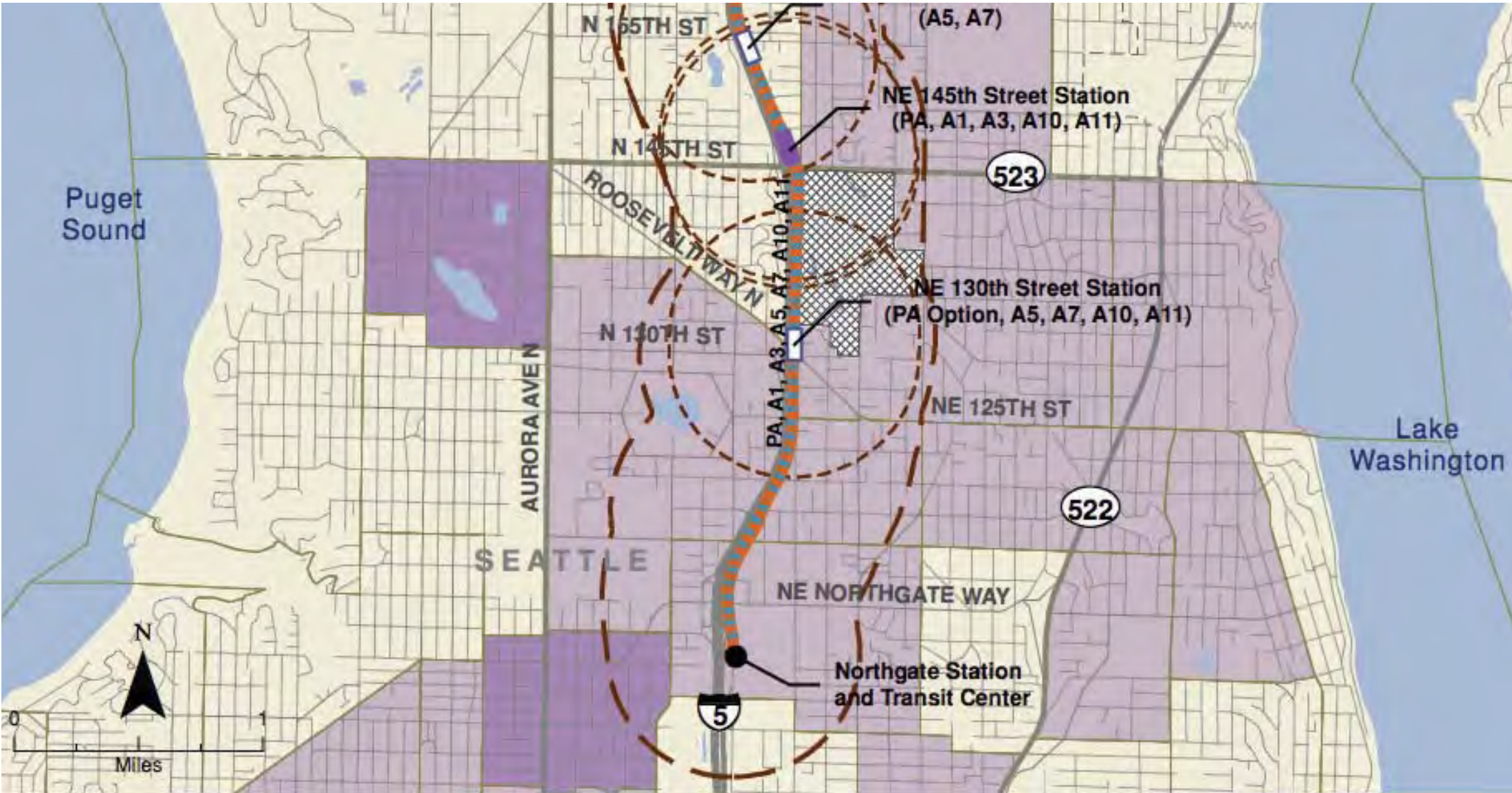
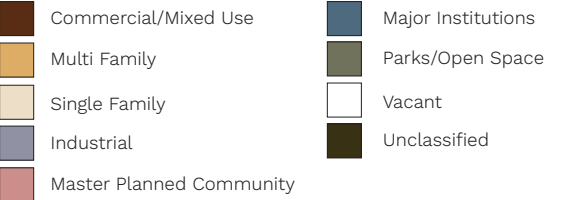
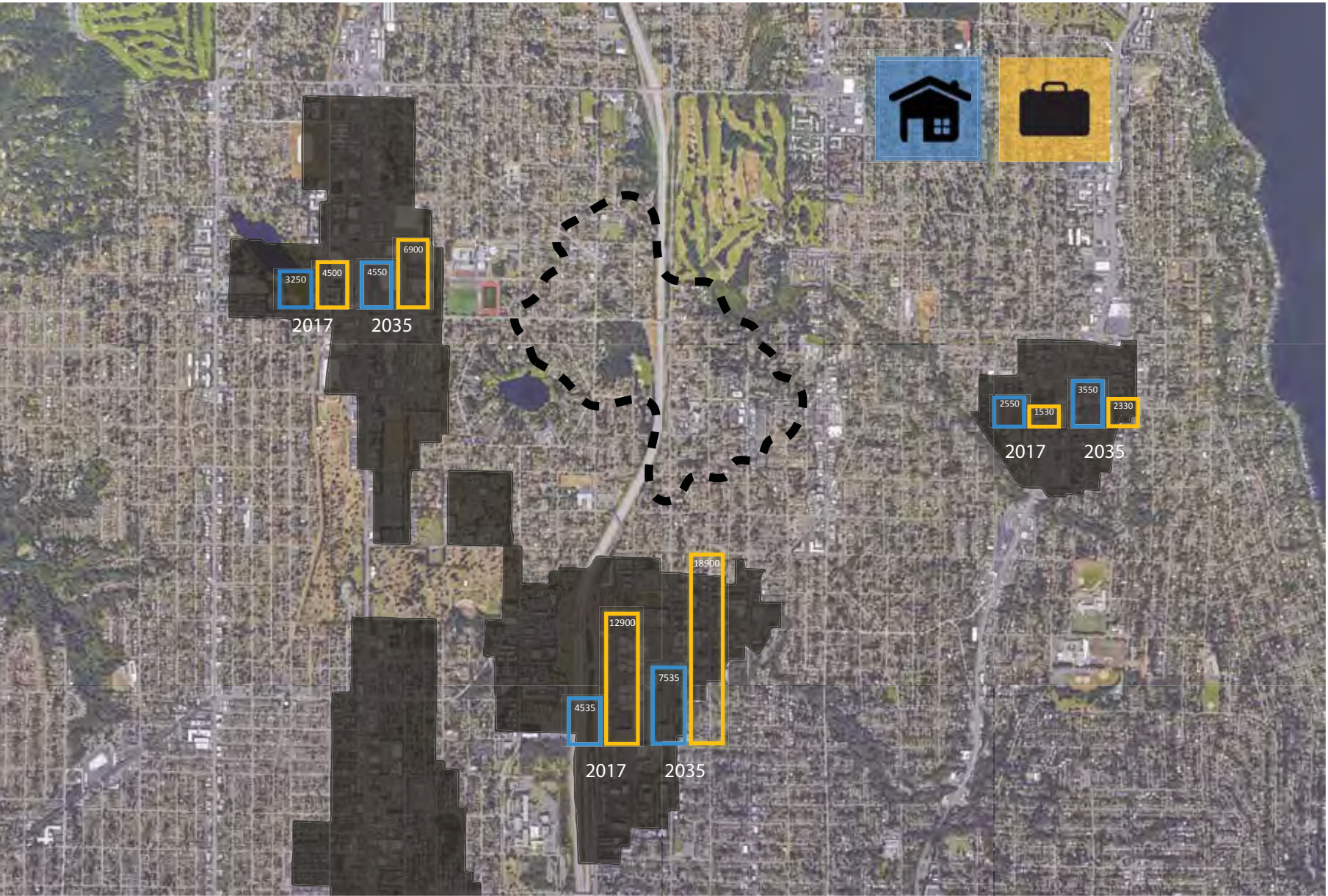


Figure C-3
Low-income Populations
2010 Census
(Percentage of Individuals
Below Poverty Level)
Lynnwood Link Extension

PLACE MAKING & VISIONING

2035 URBAN VILLAGE PROJECTIONS

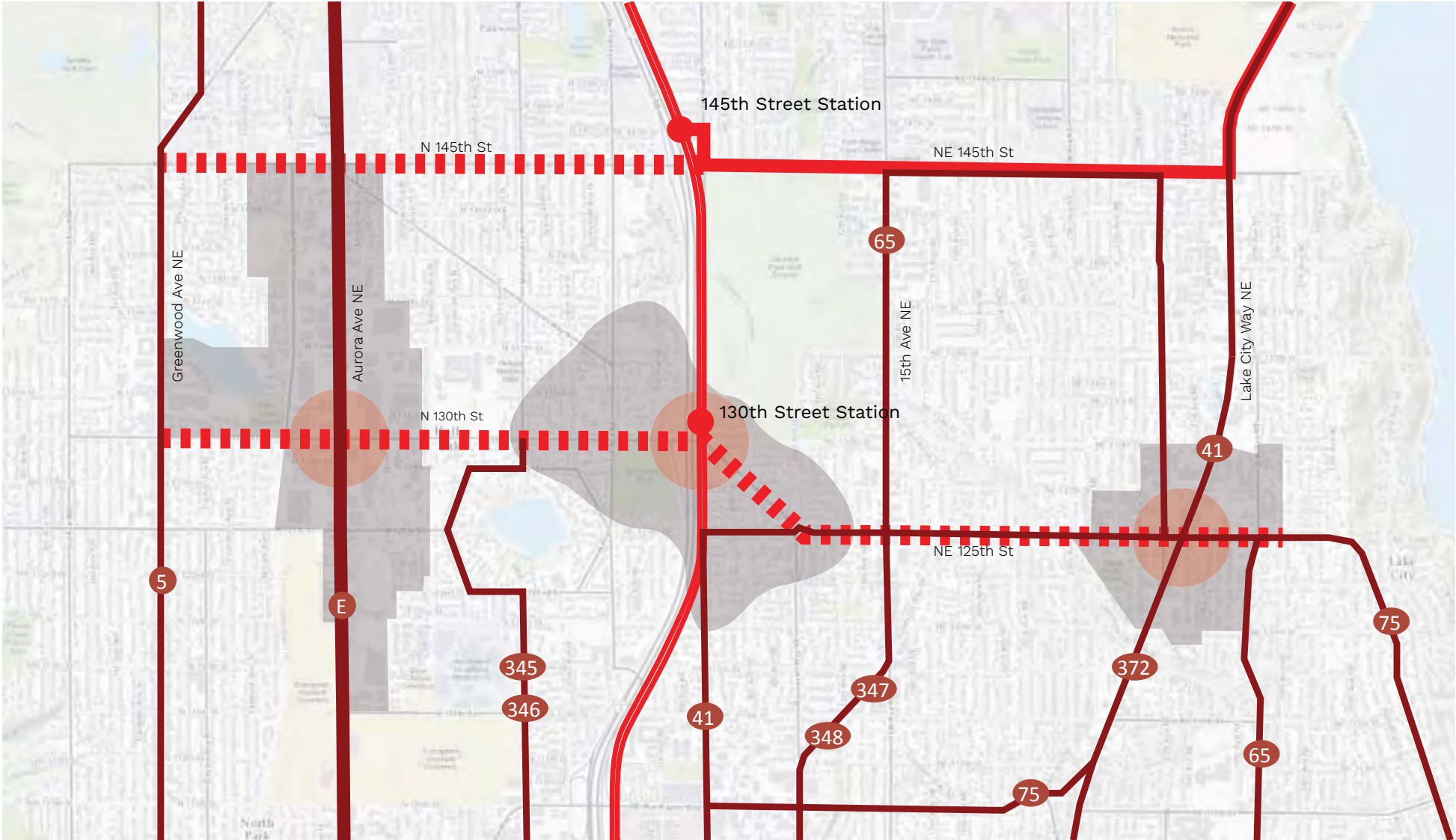


Sources:
Job and Housing Growth Data: Seattle 2035 Comprehensive Plan P 413-416
Seattle 2035 Comprehensive Plan Environmental Impact Statement, Section 3-4



TRANSPORTATION

HIGH FREQUENCY TRANSIT AVAILABILITY



- Current High Frequency Routes
King County Metro | 15 minutes service
- Future BRT Line
Sound Transit | to UW Bothell | 2024
- Future Link Extension
Sound Transit | Linwood | 2021
- Missing Transit Connections
Sound Transit | Linwood | 2021
- Transit Nodes
Bitter Lake | 130th Street Station | Lake City

145th Street Link Station Completion: 2023 Ride Time to DT: 20 minutes Car Parking: 500 spots Bike Lockers: 16 Bike Racks: 20 Bike Cage: 1 Bus Load/Unload: In Station Area	130th Street Link Station Completion: 2031 Ride Time to DT: 17 minutes Car Parking: 100 spots Bike Parking: 50 Bus Load/Unload: On 130th overpass
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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.

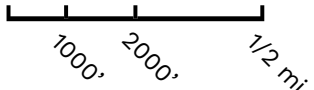
FUTURE TRANSIT

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

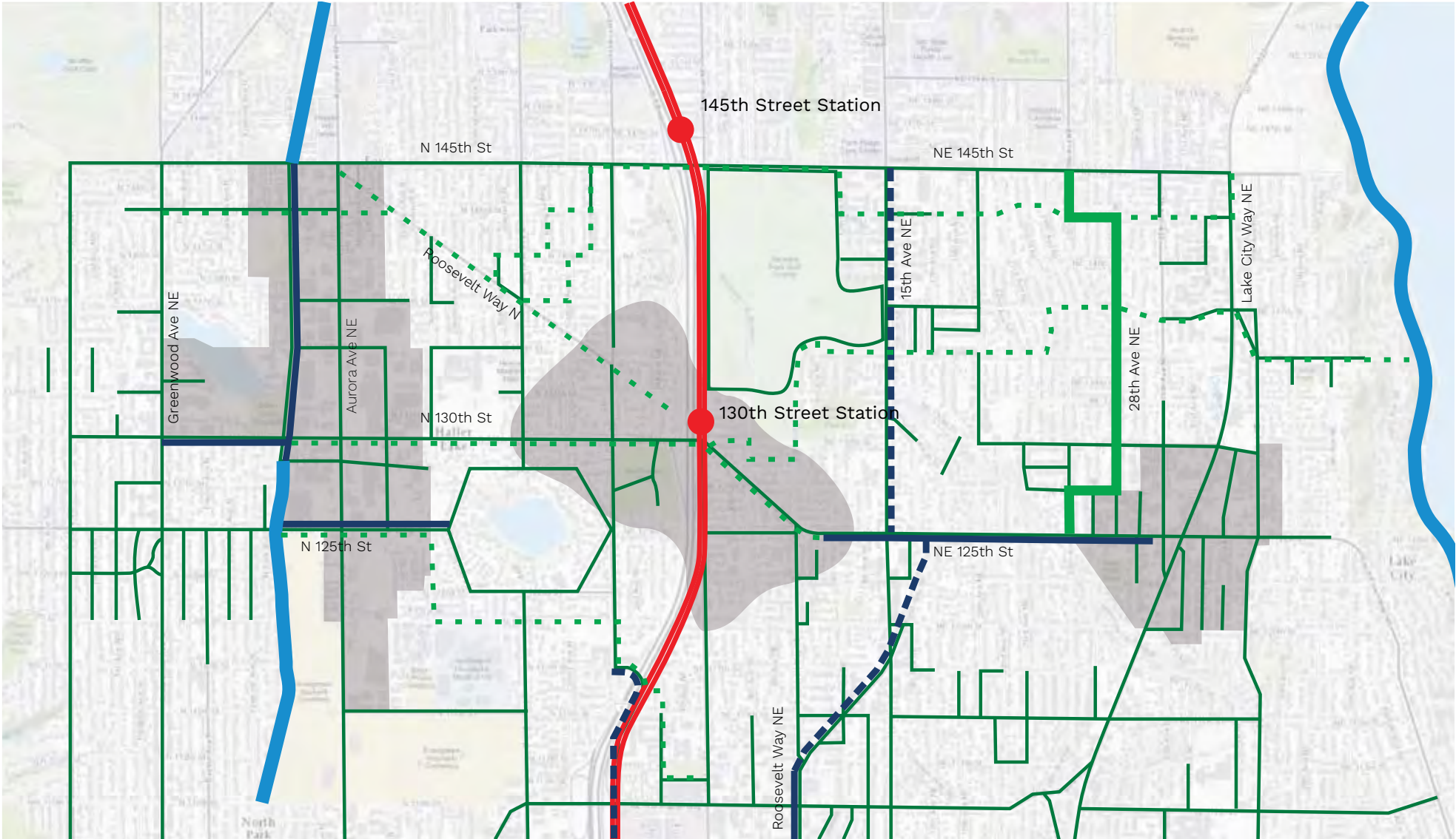
As shown above, in order to increase ridership at the 130th Street Station, a transit connection must be made along 130th and 125th Streets. There is also a need for transit west from 145th.

Sources:
King County Metro Map
<http://kingcounty.maps.arcgis.com/apps/webappviewer/index.html?id=3e239c9048604de8a1c73b72679bc82e>
Sound Transit System Map
http://www.soundtransit.org/sites/default/files/StylizedSystemMap_3-16.pdf
Sound Transit BRT Plans
https://st32.blob.core.windows.net/media/Default/InteractiveMap/Templates/July1/Summary/ST3_145th_SR522_BRT.pdf



MOBILITY

WALKABILITY & BIKEABILITY



- Current Bike/Walk Trail
Interurban | Burke-Gilman
- Current Greenway
Neighborhood Greenways
- Street with Sidewalk on a least one side
Seattle Walking Map
- Current Bike Facility
SDOT Bike Facility Map | Painted Lanes & Separated Lanes
- Funded Future Bike Facility
SDOT Bike Master Plan | Separated Lanes
- Locally Identified Routes
Neighborhood Greenways

145th Street Link Station This station will draw riders from a larger area due to the large parking structure and future BRT connection. A larger proportion of riders at this station will arrive by car.	130th Street Link Station This station will serve mostly local riders from the surrounding neighborhoods. Current transit connections are non-existent. With a higher proportion of riders arriving on foot and bike, vast improvements to the pedestrian and bike networks are needed.
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WALKABILITY

The pedestrian network is severely lacking outside of the urban villages. While there is adequate street connectivity to the 130th Street Link Station, there is a lack of pedestrian connectivity.

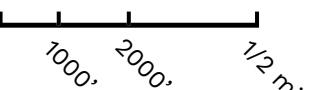
BIKEABILITY

Both current and funded bike facilities are lacking, with the exception of the N-S trails. There is a major need for better bike connections to the 130th Street Link Station.

MOBILITY NETWORK

The Neighborhood Greenways organizations have identified key missing links to the pedestrian and bike network in North Seattle. These present opportunities for design.

Sources:
Seattle Walk to School Map
<http://www.seattle.gov/transportation/schoolMaps.htm>
SDOT Current Bike Facilities Map
<http://www.seattle.gov/transportation/bikemapOnline.htm>
SDOT Bike Master Plan Update
<http://www.seattle.gov/transportation/bikemaster.htm>
Neighborhood Greenways D5 Identified E-W Routes
https://www.google.com/maps/d/u/0/viewer?ll=47.7217651126421%2C-122.32555974925998&z=14&mid=1vPmGRL_PQZHNfjnbmURMO42AAfw

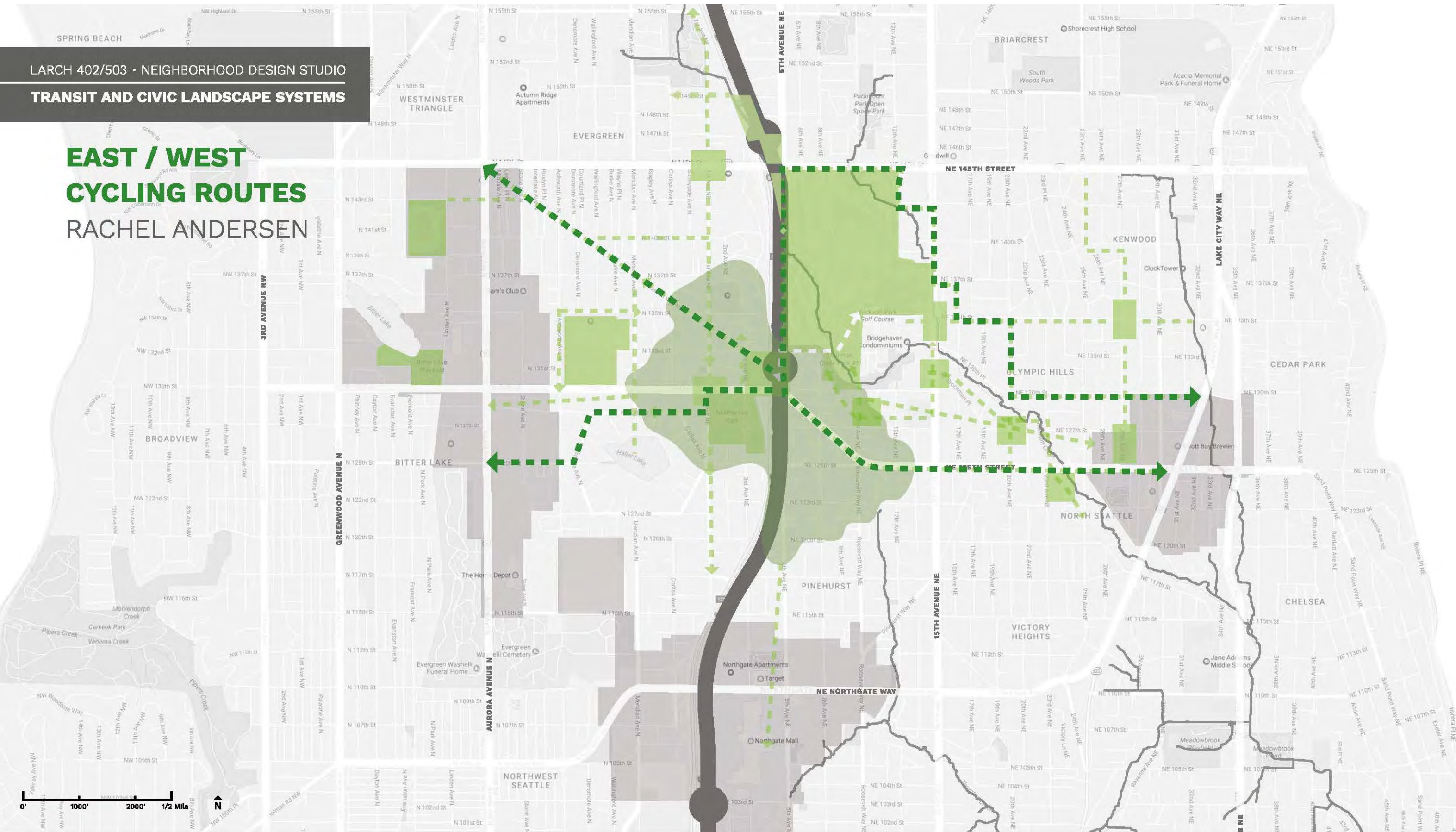




LARCH 402/503 • NEIGHBORHOOD DESIGN STUDIO

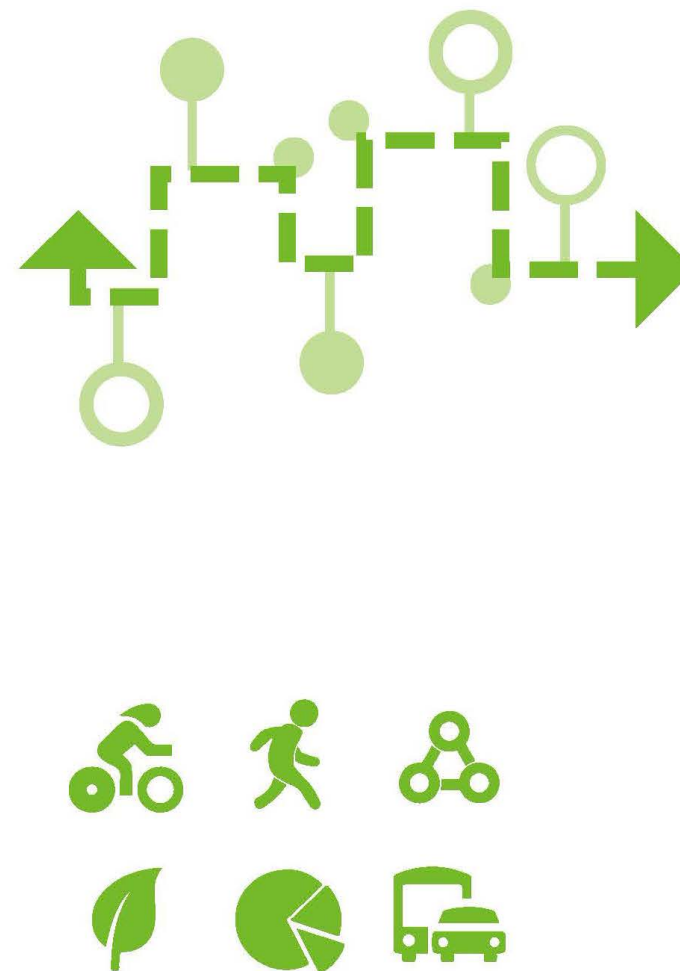
TRANSIT AND CIVIC LANDSCAPE SYSTEMS

STUDENT PROJECT DESIGNS



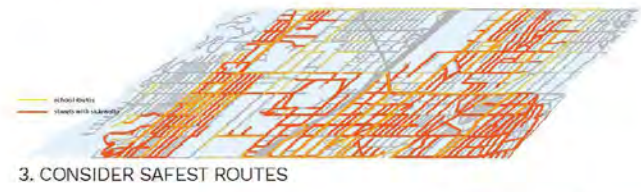
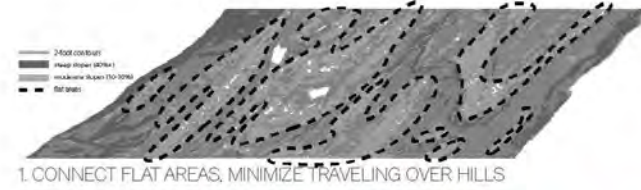
EAST / WEST CYCLING ROUTES

RACHEL ANDERSEN



why?

THE FUTURE 130TH LIGHT RAIL STATION HAS THE OPPORTUNITY TO PROVIDE TRANSPORTATION FOR MANY WHO LIVE IN THE BITTER LAKE AND LAKE CITY URBAN VILLAGES, BUT WITH A SMALL OR NONEXISTENT PARKING LOT, HOW WILL COMMUTERS EVEN GET TO THE STATION?



what?

NORTH SEATTLE NEEDS MORE THAN JUST A FEW BIKE SYMBOLS PAINTED ON THE STREETS. A VARIETY OF LANE TYPES, FROM FULLY PROTECTED BIKE LANES ON MAIN ARTERIALS, TO URBAN TRAILS FAR FROM BUSY STREETS, ARE NECESSARY TO MEET THE NEEDS OF COMMUTERS AND FAMILIES.



PROTECTED BIKE LANE

CYCLISTS AND CARS SHARE THE STREET WITH SEPARATE LANES AND A PHYSICAL BARRIER BETWEEN THEM. THIS CAN TAKE THE FORM OF A CURB, WALL, POSTS, TREES, OR OTHER OBJECT.



DESIGNATED BIKE LANE

CYCLISTS AND CARS SHARE THE STREET WITH SEPARATE LANES BUT NO BARRIER. A PAINTED STRIP INDICATES THE LANE FOR CYCLISTS.



GREENWAY BIKE SYSTEM

CARS AND CYCLISTS SHARE A LANE. GREENWAYS ARE LOCATED ON CALM STREETS WITH LOW SPEED LIMITS AND MINIMAL TRAFFIC. A SERIES OF BIKE SYMBOLS AND SIGNAGE MARK THE WAY.



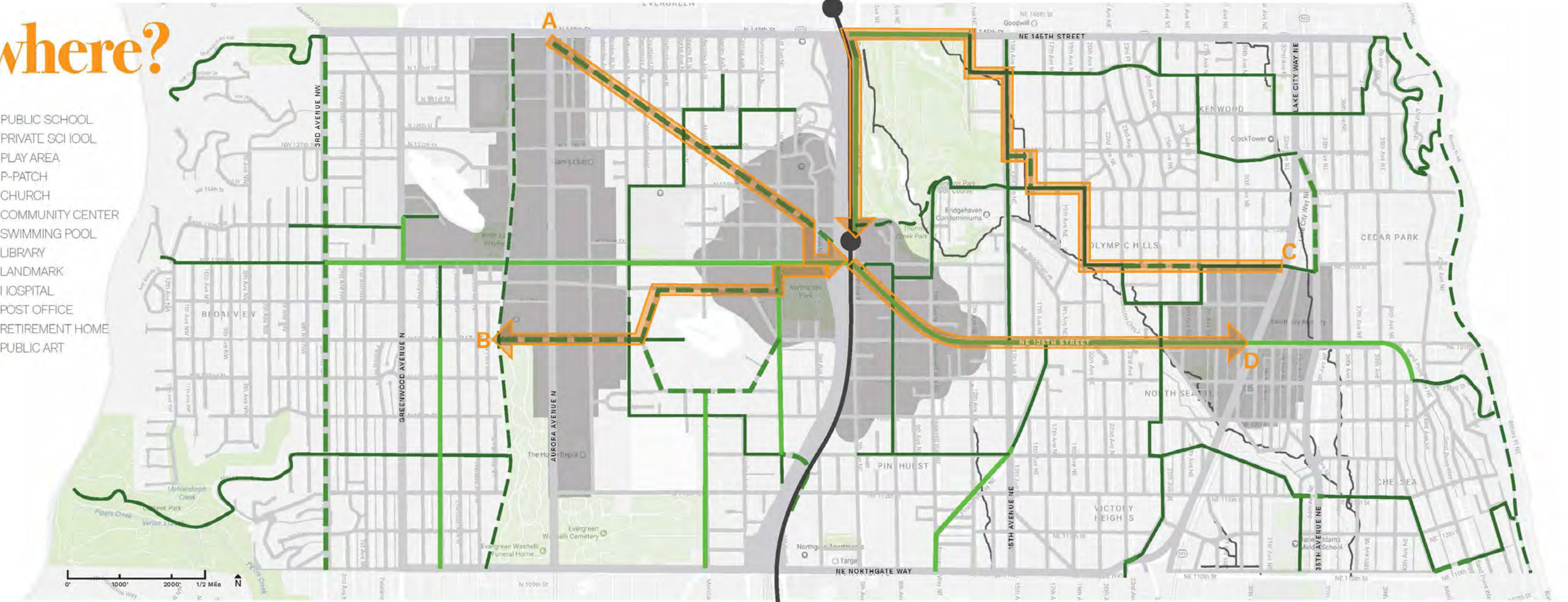
URBAN TRAIL

TRAIL FOR USE ONLY BY CYCLISTS AND PEDESTRIANS AND NOT FOR MOTORIZED VEHICLES. THESE TRAILS ARE TREE-LINED, QUIET, AND FULLY SEPARATED FROM THE SURROUNDING STREETS.

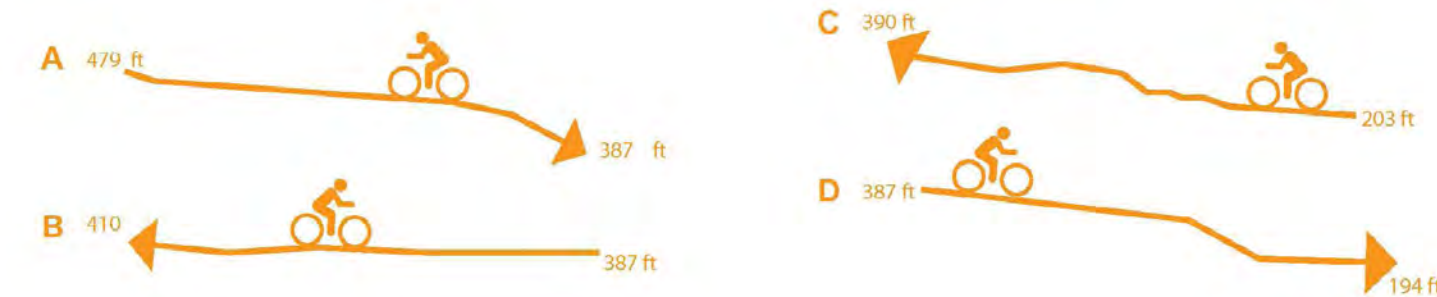


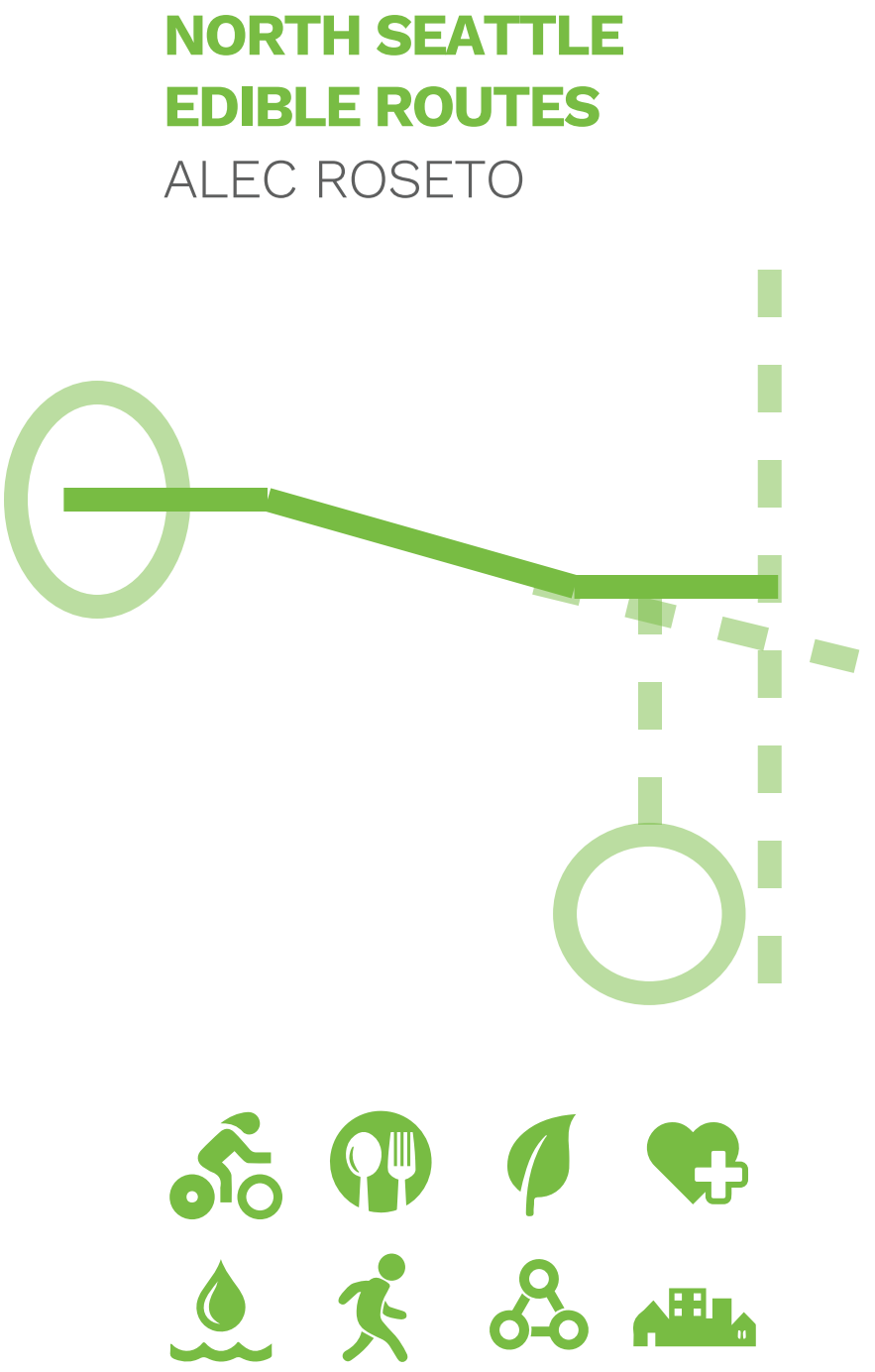
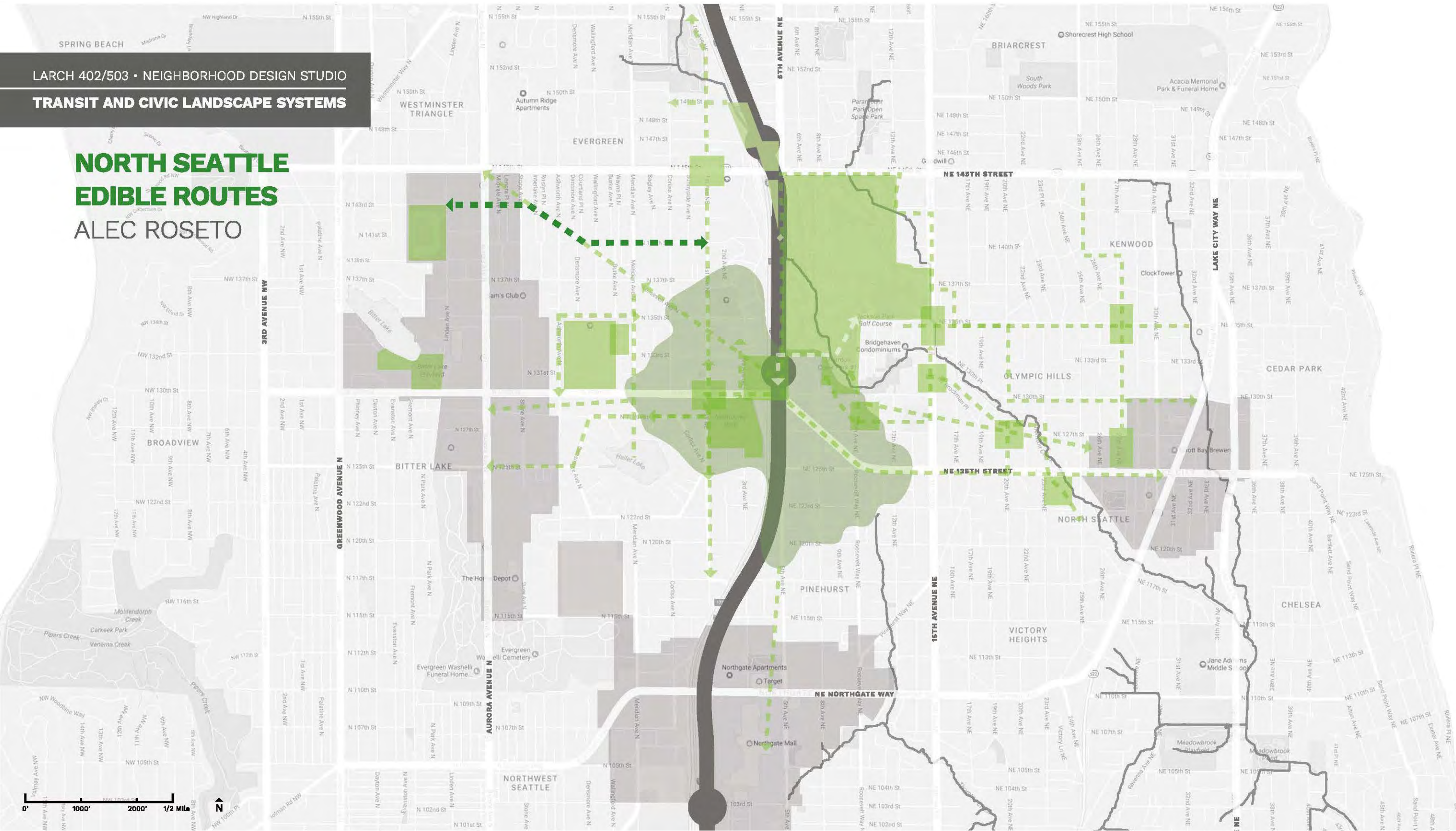
where?

- PUBLIC SCHOOL
- PRIVATE SCHOOL
- PLAY AREA
- P-PATCH
- CHURCH
- COMMUNITY CENTER
- SWIMMING POOL
- LIBRARY
- ★ LANDMARK
- HOSPITAL
- POST OFFICE
- RETIREMENT HOME
- PUBLIC ART



PROTECTED BIKE LANE ON ARTERIAL STREETS DESIGNATED BIKE LANE ON BUSY STREETS GREENWAY ROUTE ON RESIDENTIAL STREETS URBAN TRAIL





EDIBLE ROUTES

BRINGING BACK FOOD ACCESS TO NEIGHBORHOODS WEST OF I-5,
CONNECTING TO OUR STUDIO'S LARGER FOOD.ROUTE.

ALEC ROSETO

NORTH SEATTLE EDIBLE ROUTES
FOCUSES ON A **PEDESTRIAN
AND BIKING PATH**. IT EXTENDS
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.



FARMER'S MARKET

FOOD ROUTES

FOOD SITES

0 0.375 0.75 1.5 MILES

CONNECTING ROUTES



LIGHTRAIL STATION



1. Joshua - Food Forest, P-Patch, Community Kitchen, Demonstration Gardens
2. Janice - Food Play Garden
3. Incheol - Edible street, P-Patch, Herb Garden.
4. Derek - Grocery Store & Farmer's Market
5. Tatyana - Orchard, Community Farm, Communal Dairy, Grain Meadow
6. Kip - Edible route around Lake City

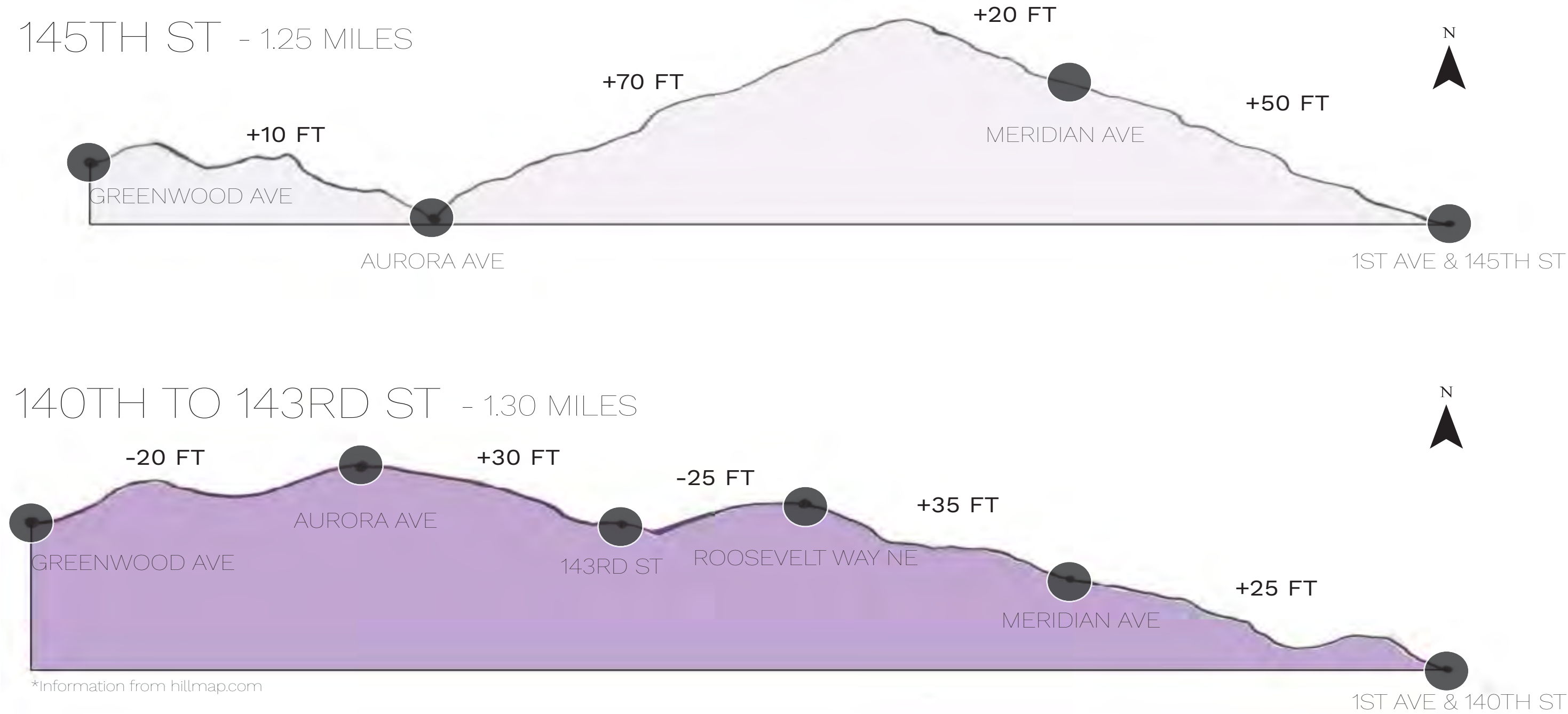


STUDENTS THROUGHOUT OUR STUDIO HAD
PROJECTS RELATING TO FOOD; WHETHER
THEY BE A SMALLER PART OF THE DESIGN OR
IN THE CASE OF THIS ROUTE, THE MAIN FOCUS.

ABOVE : A MAP PROVIDING THE FULL EXTENT
OF OUR STUDIO'S COLLECTIVE FOOD
ROUTES, CALLING OUT LIGHT RAIL STATIONS
AND FARMER'S MARKETS (NEW AND EXISTING).

ROUTE ANALYSIS

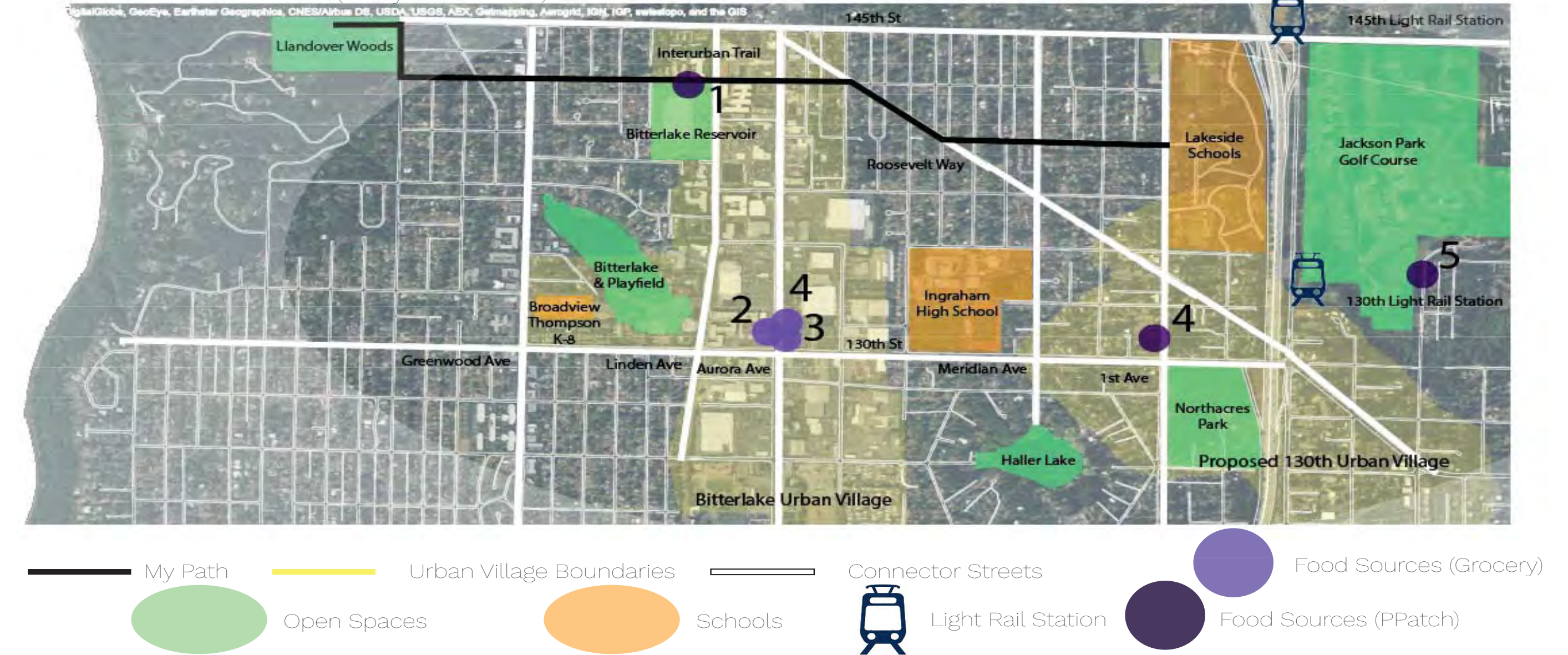
CHOOSING THE 143RD, ROOSEVELT WAY, AND 140TH ST ROUTE WAS BASED ON ELEVATION CHANGES AND CURRENT FOOD AVAILABILITY.



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.

ALEC ROSETO

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 : A 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 STOPS ALONG THE ROUTE INCLUDE A FARMER'S MARKET ON LINDEN AVE N AND A PRODUCE STAND ON AURORA AVE N.

ALEC ROSETO



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.



ROOSEVELT WAY

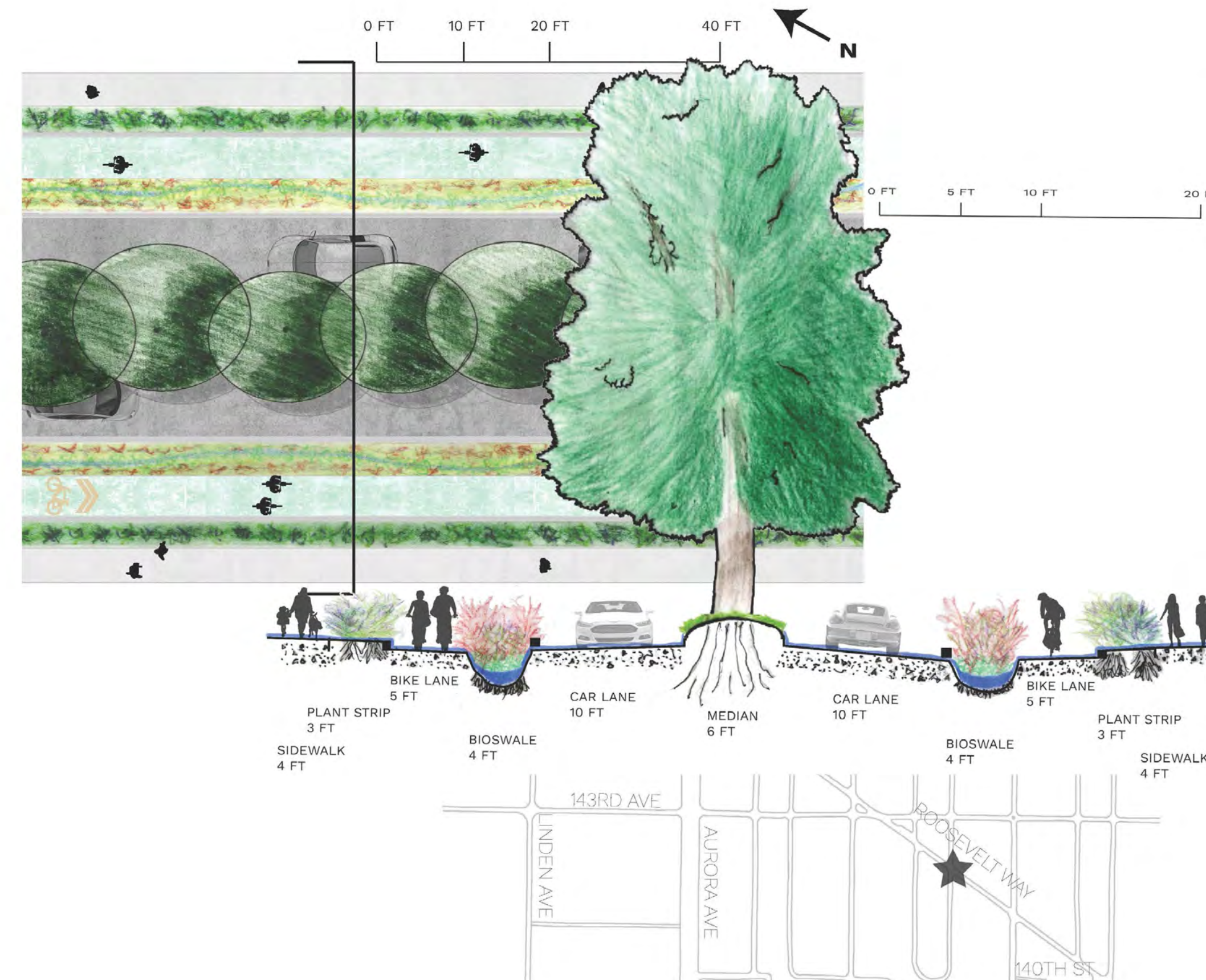
FOLLOWING THE ROUTE, A TRANSFER FROM 143RD ST TO ROOSEVELT WAY NE WILL OCCUR, MARKED BY A SCULPTURAL PIECE.



WHERE 143RD AVE & ROOSEVELT WAY CONNECT (ABOVE).
AT THE NODE IS A **SCULPTURAL PIECE** (LEFT), RESEMBLING ROOTS WITH **HANGING SIGNS** POINTING TOWARDS SPOTS WHERE FOOD IS A FOCUS.



ALEC ROSETO



ROOSEVELT WAY (ABOVE).

CHESTNUT TREES IN THE MEDIAN PROVIDE BUFFER AND A YEARLY HARVEST/STREET CLOSURE EVENT.

PLAN AND SECTION OF NEW ROOSEVELT WAY (LEFT).

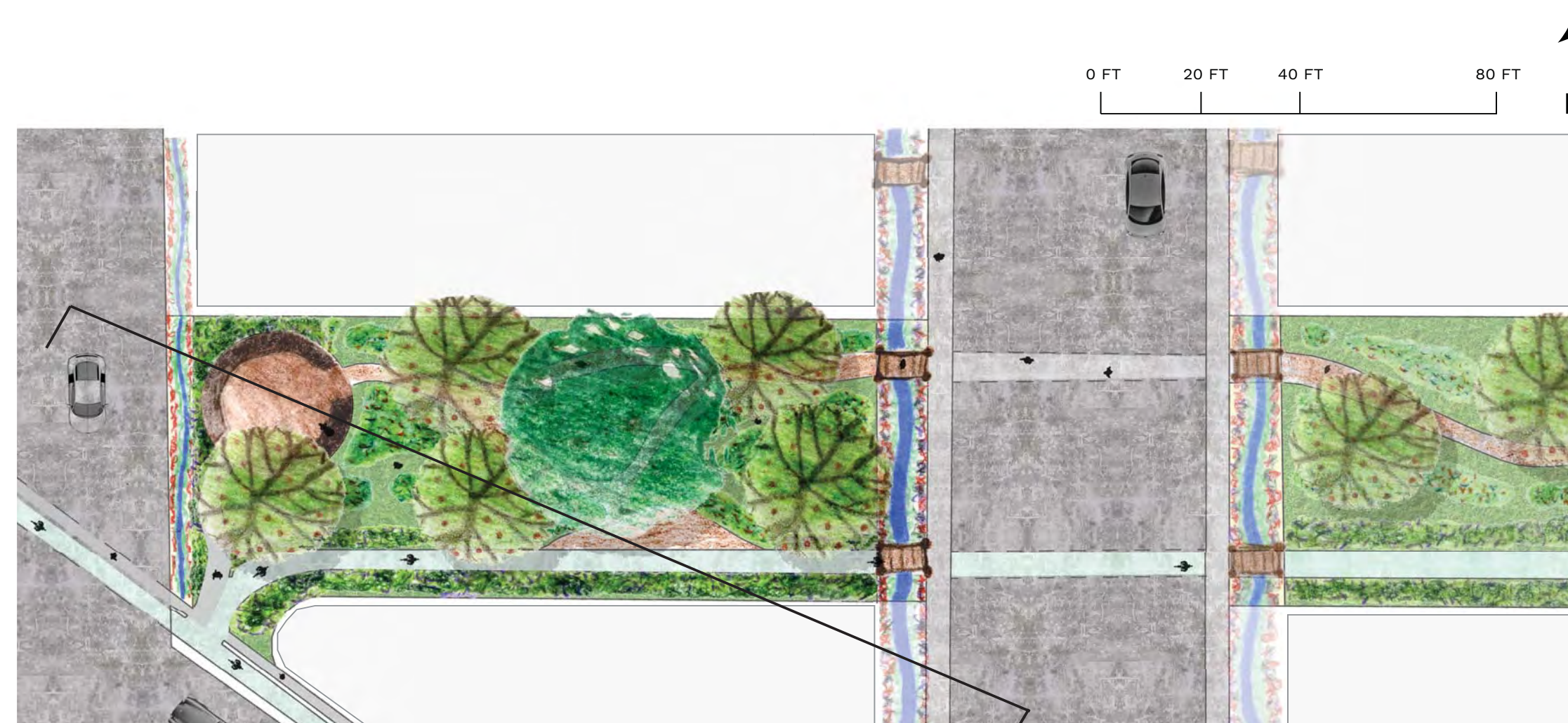
FOOD FOREST

AS ONE FOLLOWS THE ROOSEVELT WAY EDIBLE ROUTE, THEY WILL RUN INTO A STREET END PARK ON 140TH, CONTAINING MANY EDIBLE PLANTS.

ALEC ROSETO



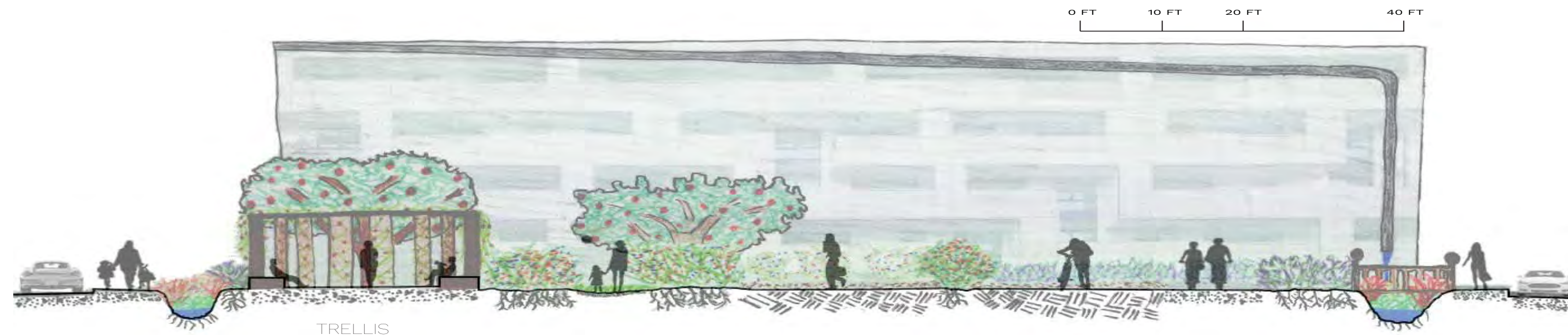
AS ROOSEVELT WAY NE MEETS 140TH ST, THERE IS A STREET END PARK (ABOVE). USING EDIBLE SPECIES CALLED OUT IN PAGE 1, THIS AREA WOULD BE THE PERFECT SPOT FOR A FOOD FOREST! (LEFT)



FOOD FOREST PLAN VIEW (LEFT).

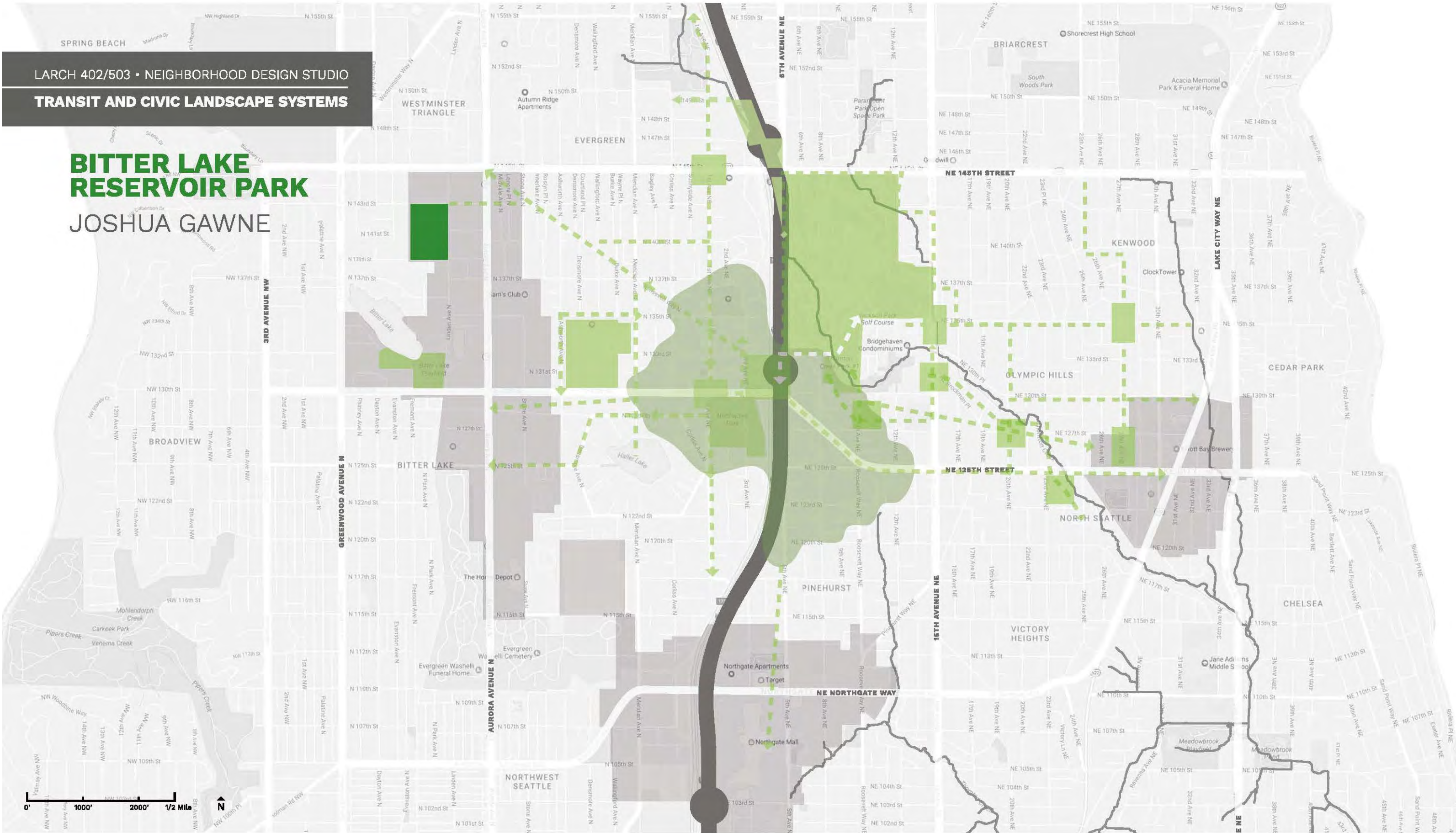
THERE ARE BIOSWALES ON EITHER SIDE OF THE PARK, WHICH WOULD PROTECT EDIBLE PLANTS FROM RUNOFF TOXINS.

FOOD FOREST SECTION (BELOW).



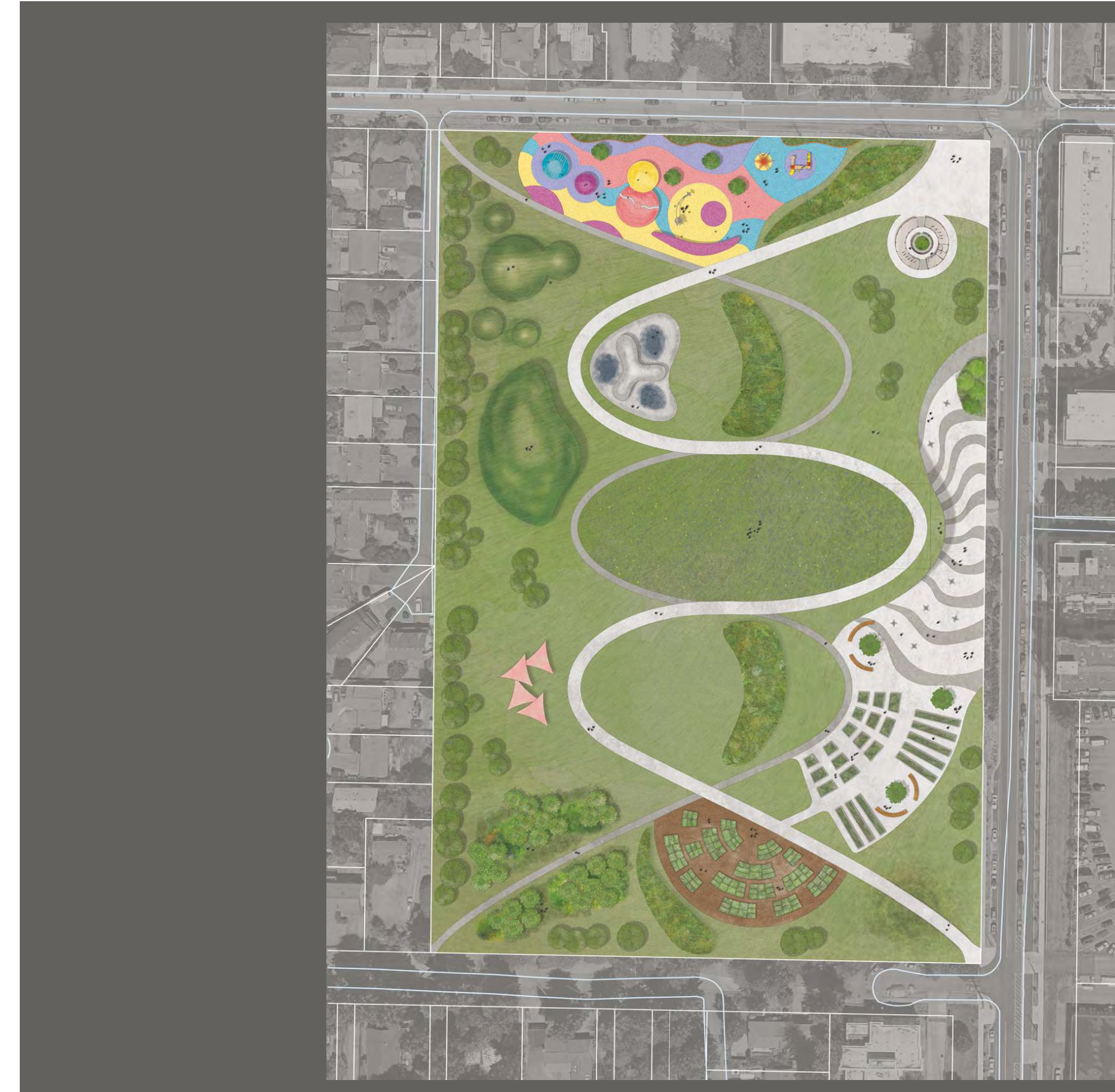
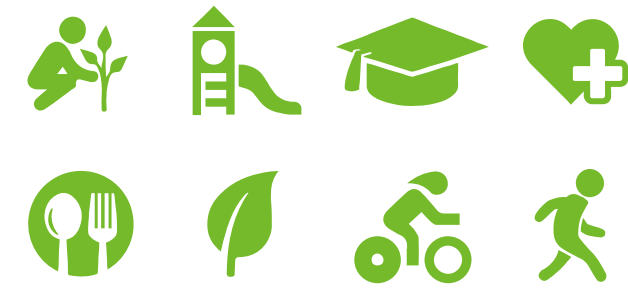
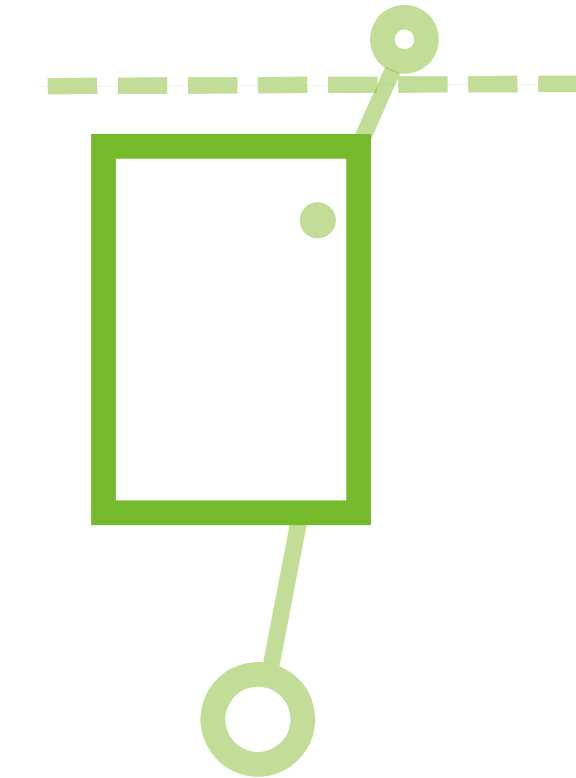
GUTTER FROM SURROUNDING BUILDINGS COLLECTS STORMWATER



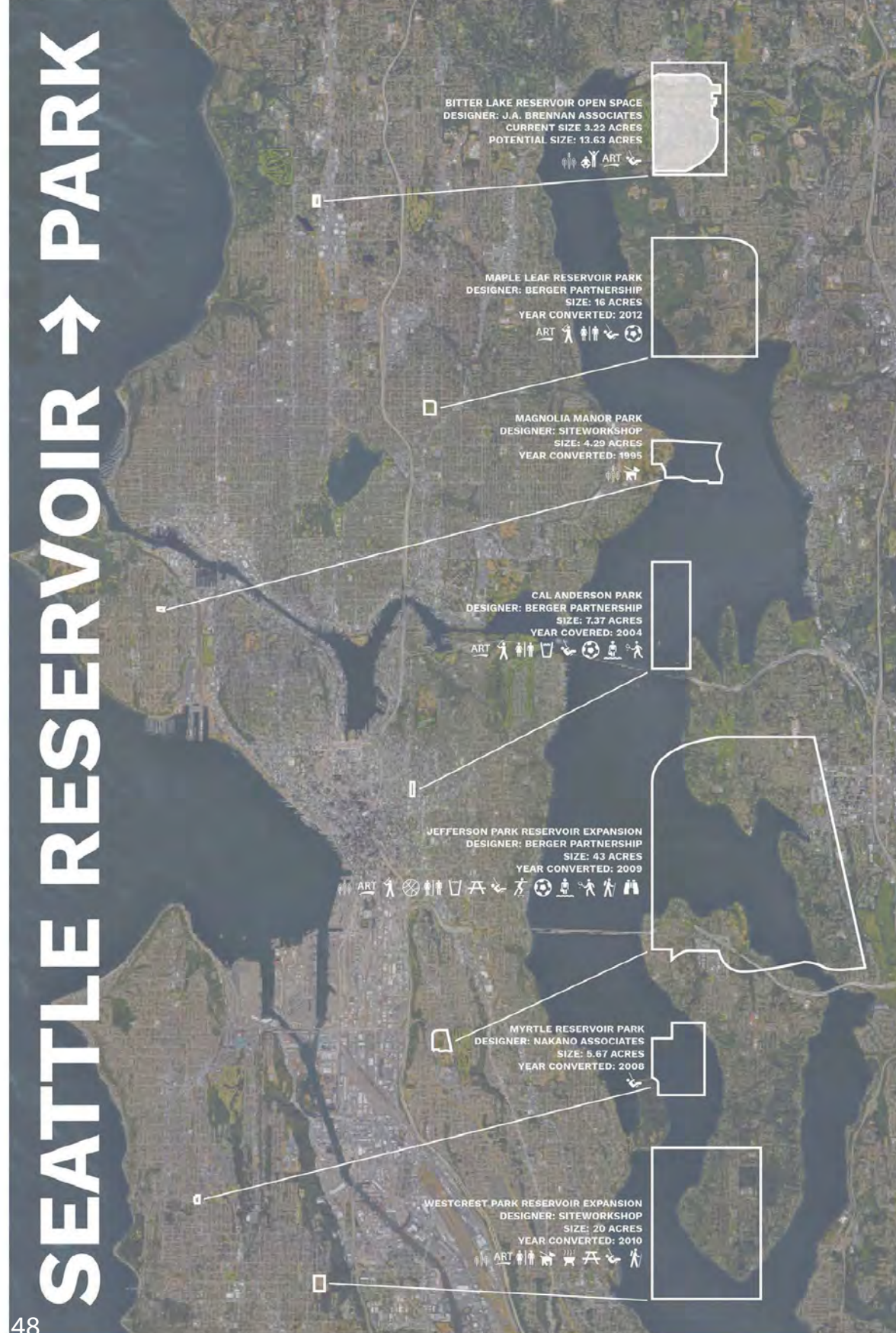


BITTER LAKE RESERVOIR PARK

JOSHUA GAWNE



BITTER LAKE RESERVOIR PARK

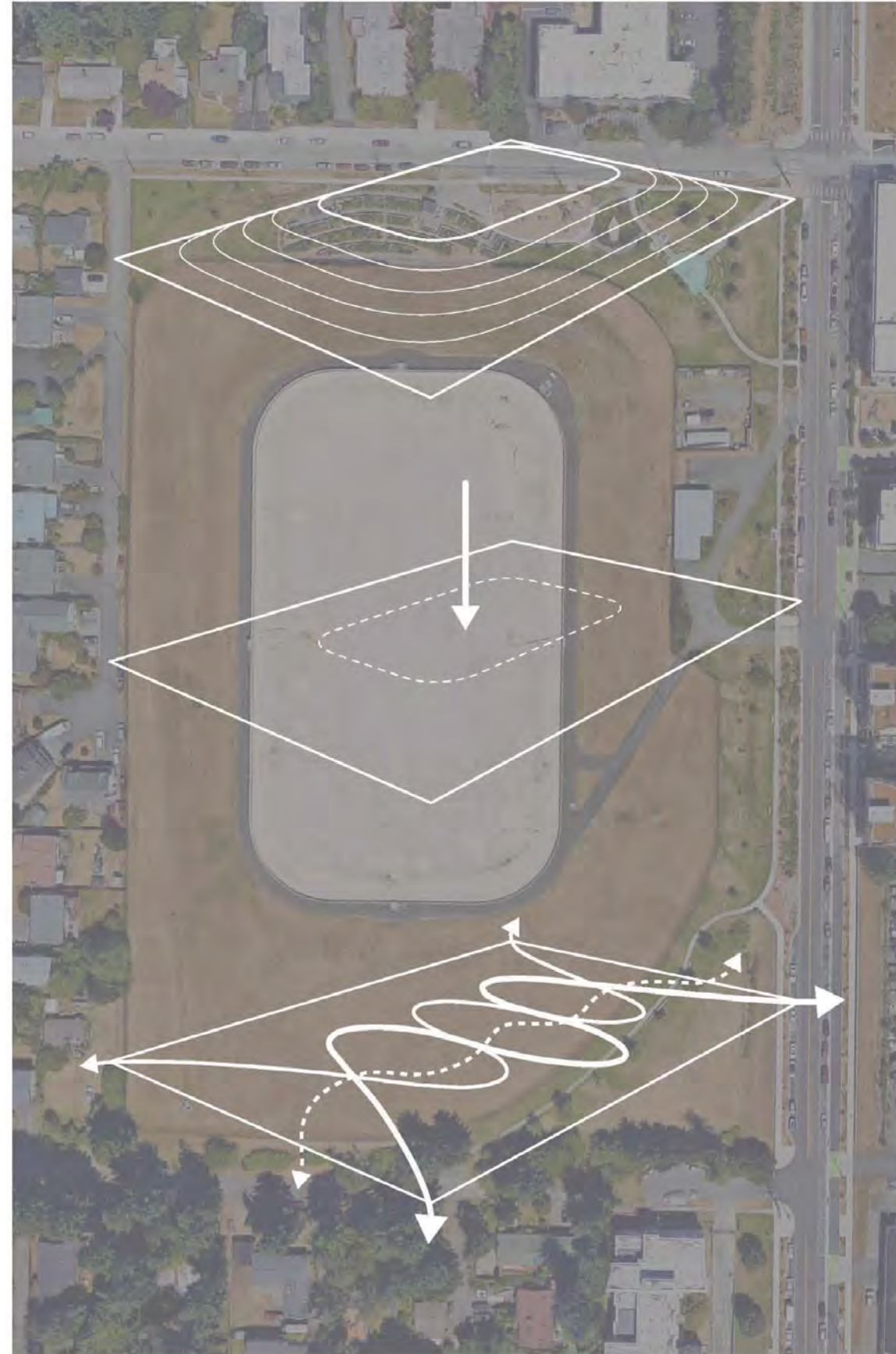


SITE CONTEXT



BITTER LAKE RESERVOIR PARK

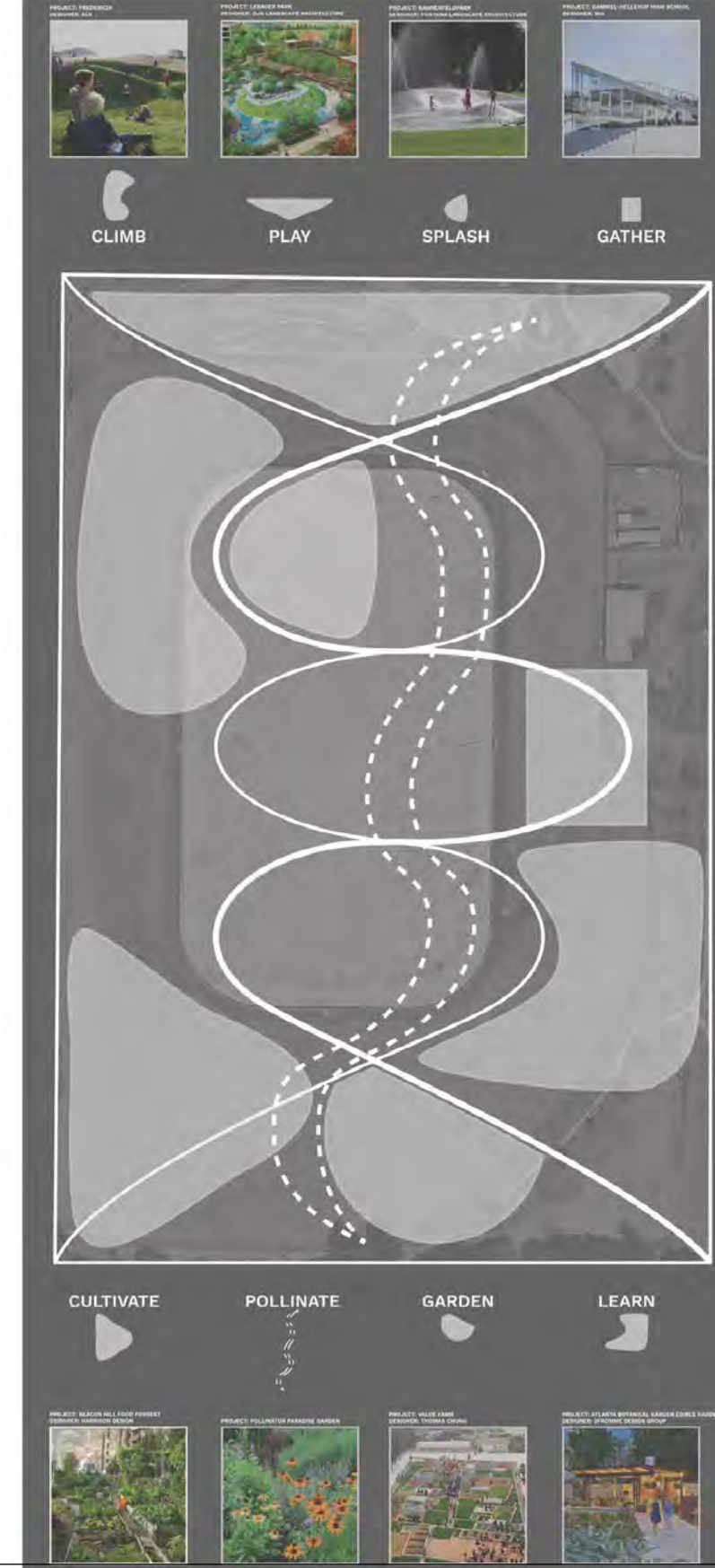
PARTI PRIS



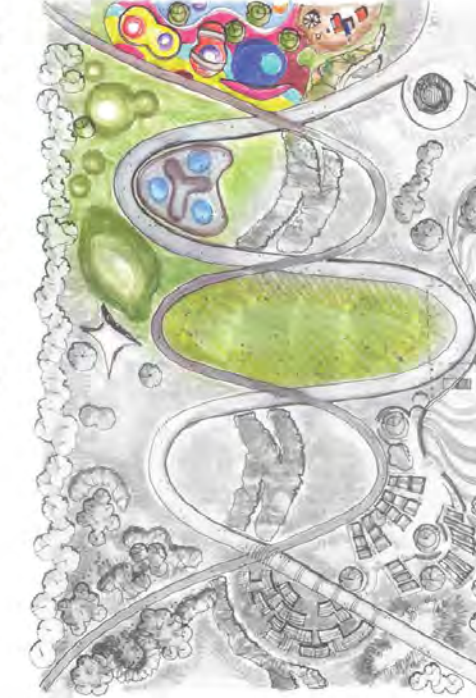
PROJECT GOALS

- 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

PRECEDENTS & PROGRAM

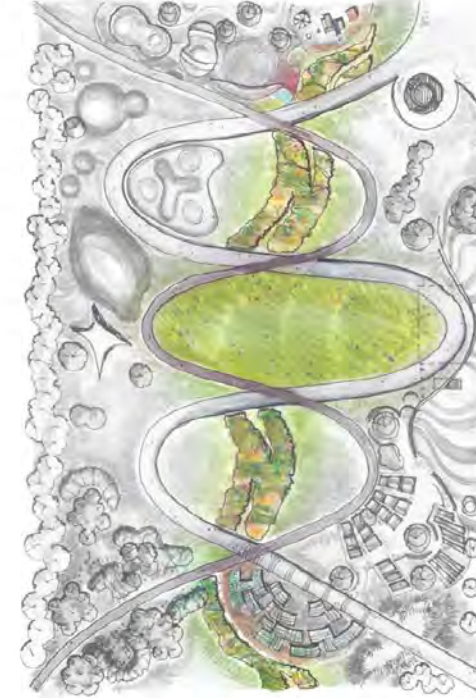


HEALTH & PLAY



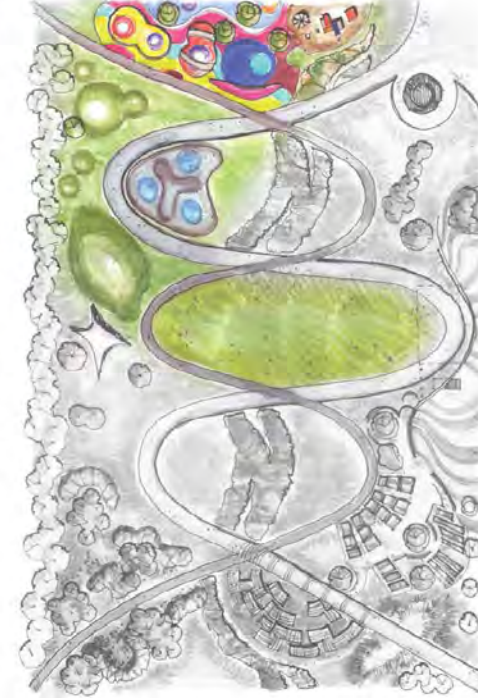
- PARKS AND OPEN SPACE ENCOURAGE PHYSICAL ACTIVITY
- PEOPLE WHO USE PUBLIC OPEN SPACES ARE THREE TIMES MORE LIKELY TO ACHIEVE RECOMMENDED LEVELS OF PHYSICAL ACTIVITY
- PEOPLE IN COMMUNITIES WITH ABUNDANT GREENSPACE GENERALLY ENJOY BETTER HEALTH

POLLINATION



- POPULATIONS OF NATIVE AND MANAGED POLLINATORS ARE IN DECLINE
- HUMAN ACTIVITY SUCH AS URBANIZATION CAN LEAD TO HABITAT FRAGMENTATION OR DESTRUCTION
- ANIMAL-POLLINATED PLANTS CONTRIBUTE TO MANY ECOSYSTEM SERVICES OF VALUE TO HUMANS

GARDENS & FOOD



- FOOD GROWING PROJECTS HAVE A HUGE POWER TO BRING PEOPLE TOGETHER AND ENGENDER A LOST SENSE OF COMMUNITY.
- DESIGN STRATEGIES FOR AGRICULTURAL URBANISM ARE ABOUT RE-INVITING FOOD BACK INTO THE CITY AND RECONNECTING PEOPLE WITH THEIR LOCAL AND REGIONAL FOOD SYSTEMS

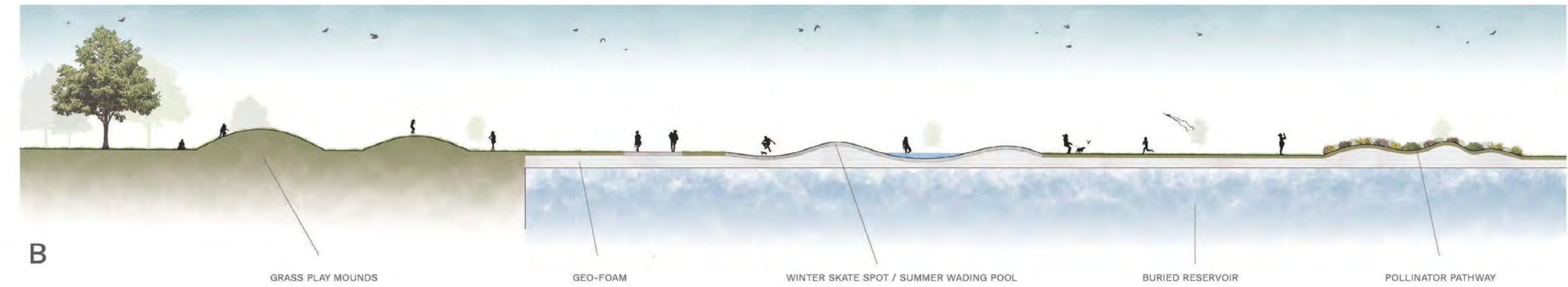
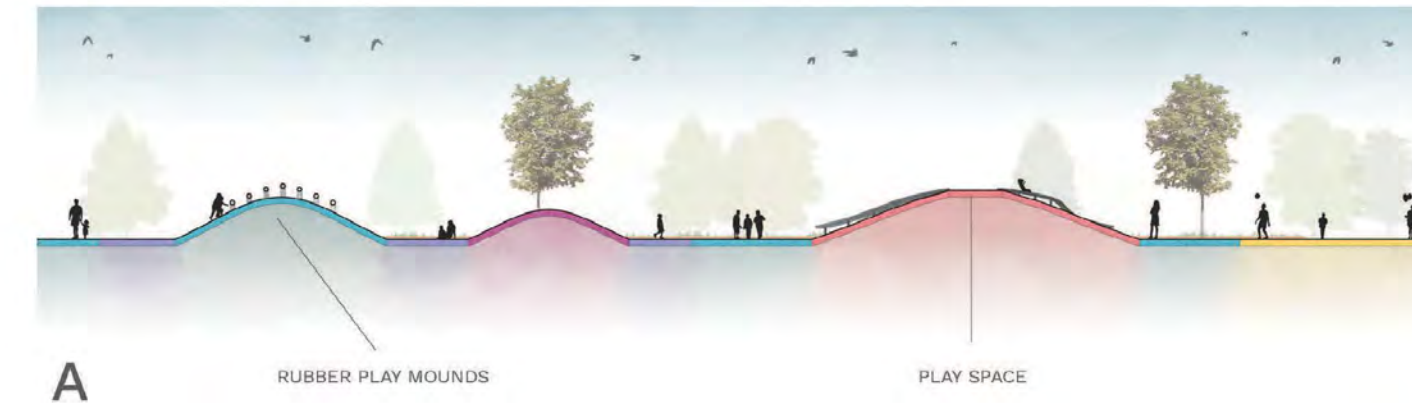
JOSHUA GAWNE

BITTER LAKE RESERVOIR PARK

SITE PLAN



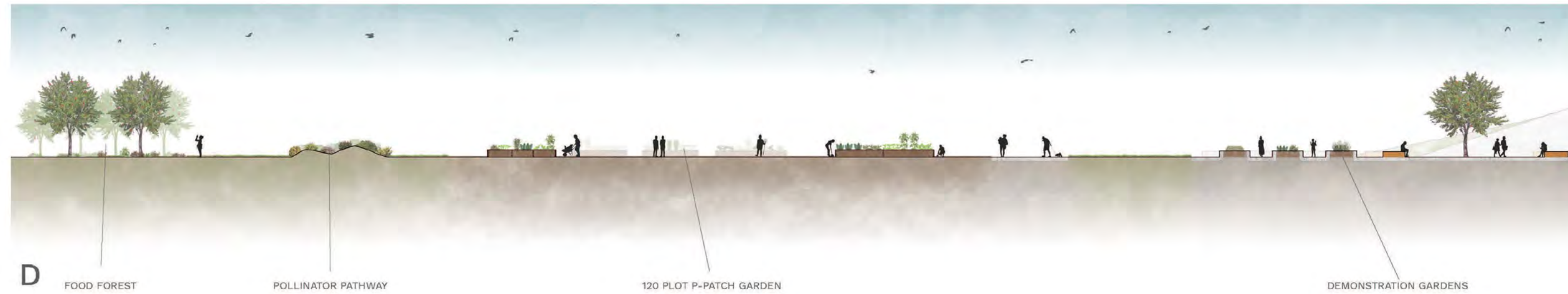
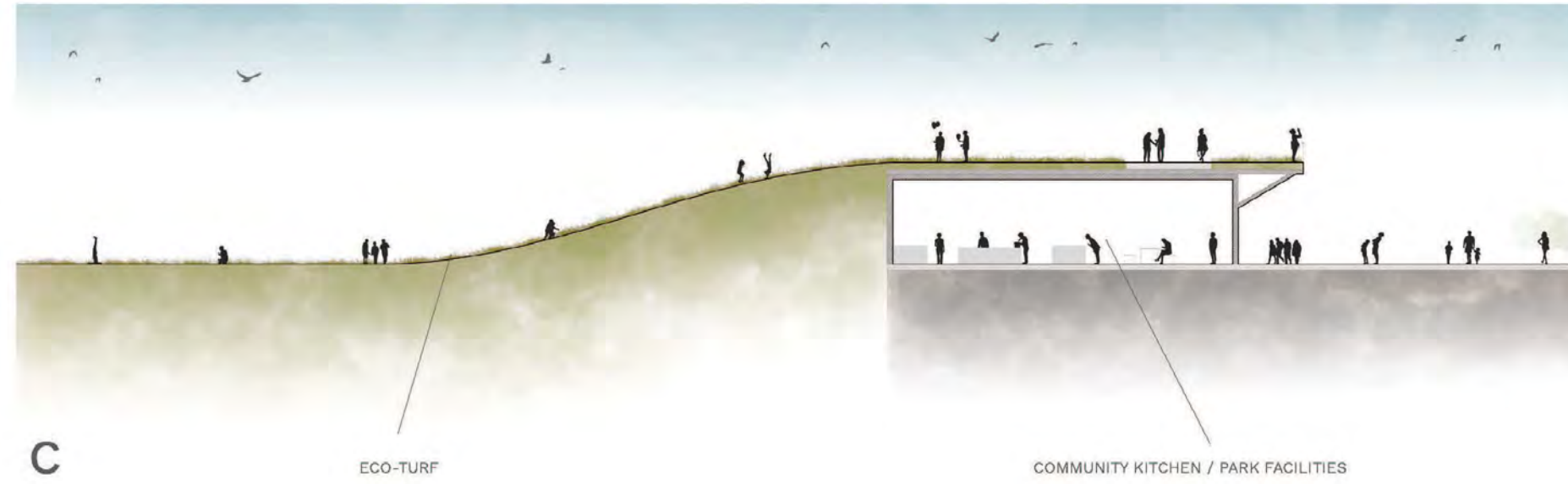
SITE SECTIONS



BITTER LAKE RESERVOIR PARK

JOSHUA GAWNE

SITE SECTIONS



VIGNETTES



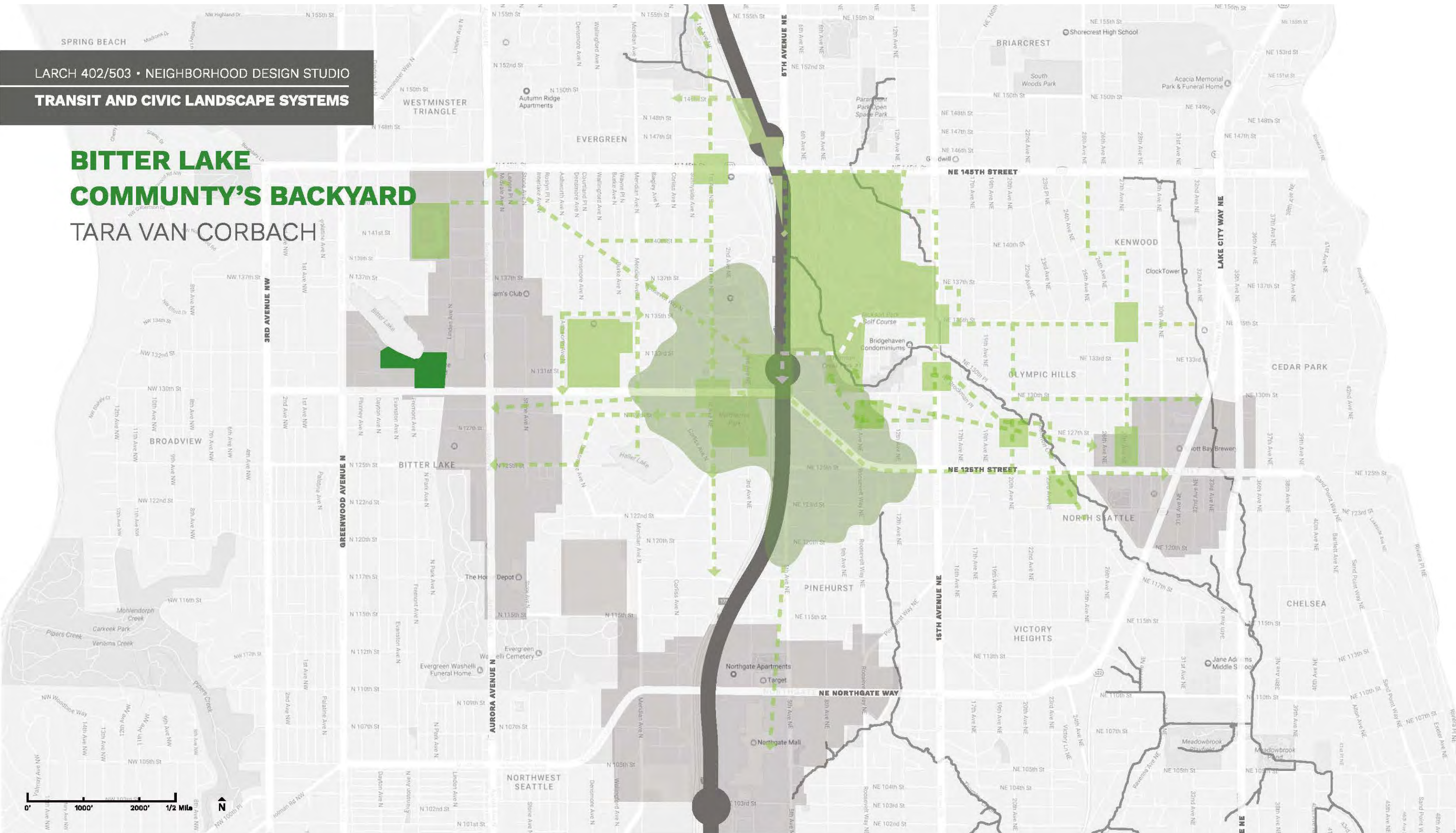
BITTER LAKE RESERVOIR PARK

VIGNETTES



VIGNETTES





BITTER LAKE COMMUNITY'S BACKYARD

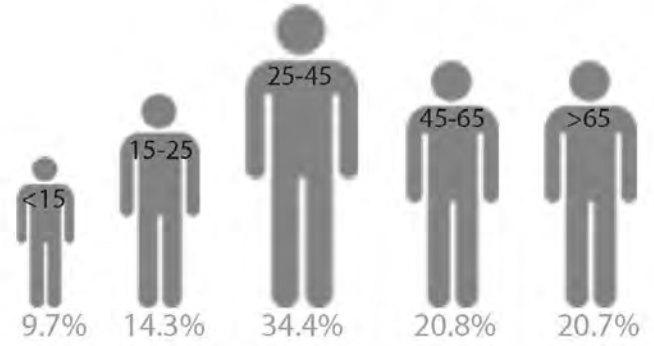
TARA VAN CORBACH



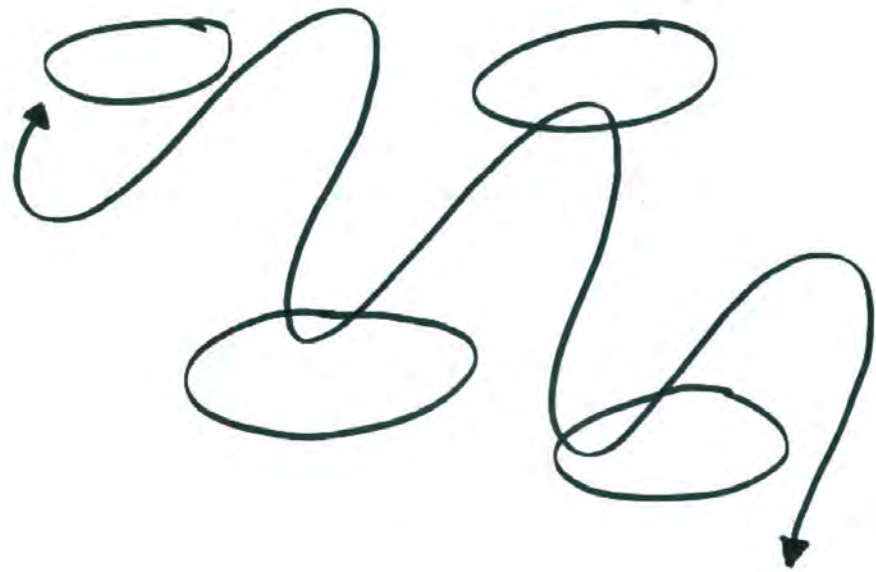
BITTER LAKE COMMUNITY'S BACKYARD

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.



CONCEPT



ZONING



- BUSINESSES
- SINGLE FAMILY RESIDENCES
- PARK
- BROADVIEW THOMSON K-8 SCHOOL
- MULTI-FAMILY RESIDENCES

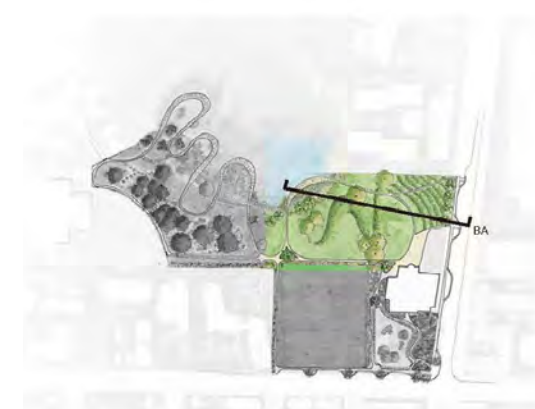
EXISTING CONDITIONS



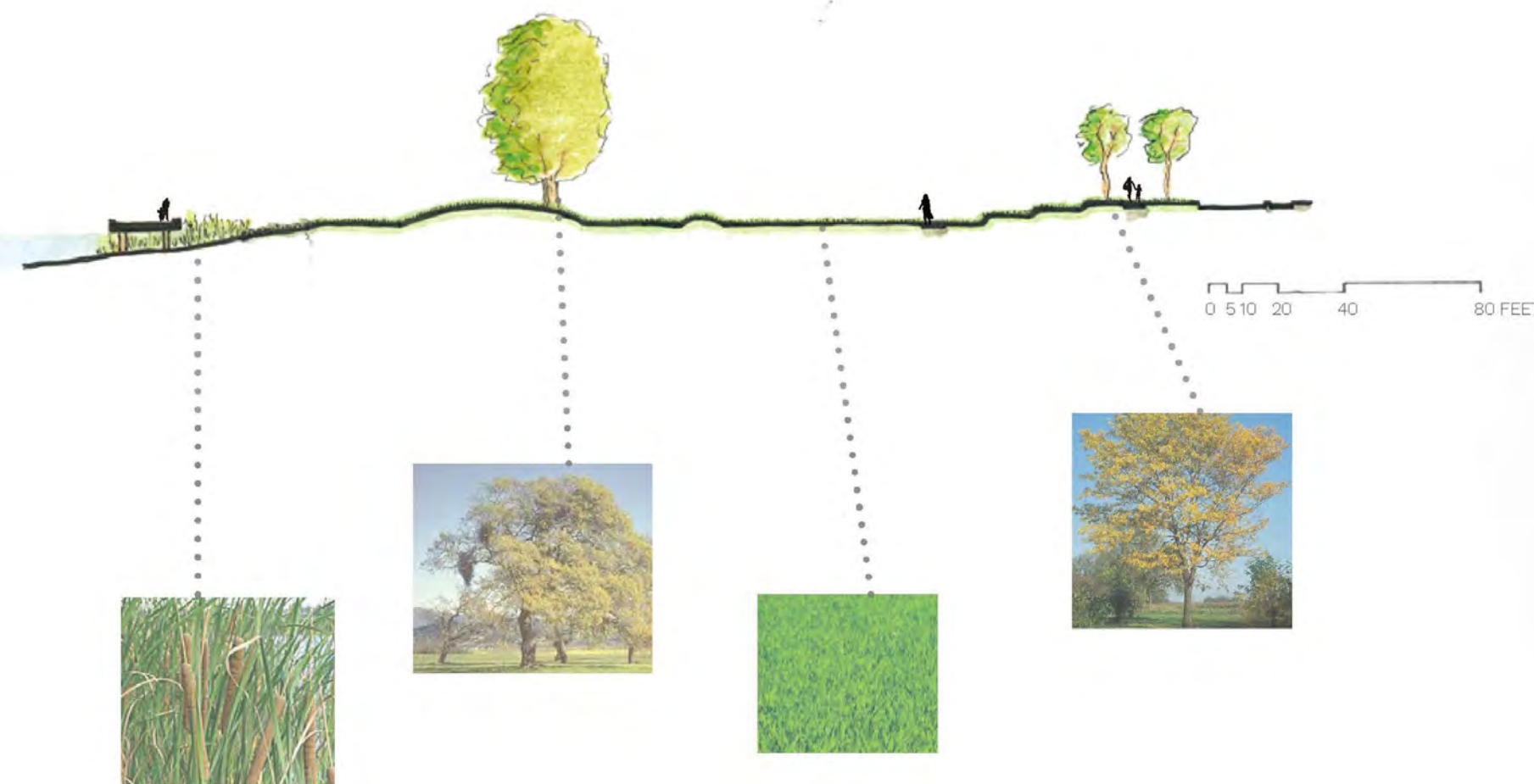
PROGRAMMATIC ENERGY



BITTER LAKE COMMUNITY'S BACKYARD

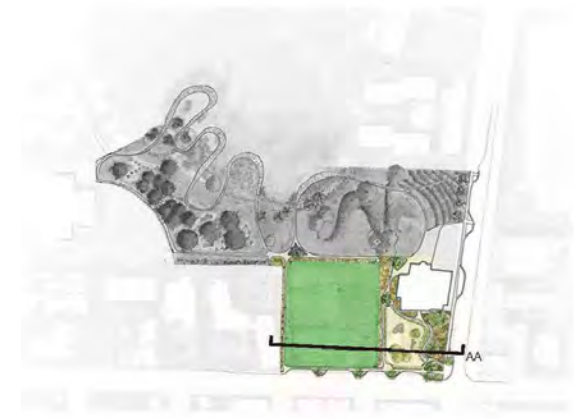


SECTION BA



UTUR E

BITTER LAKE COMMUNITY'S BACKYARD

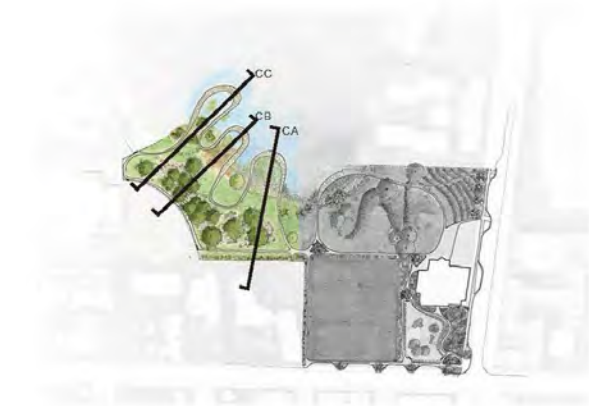


CURRENT

SECTION AA

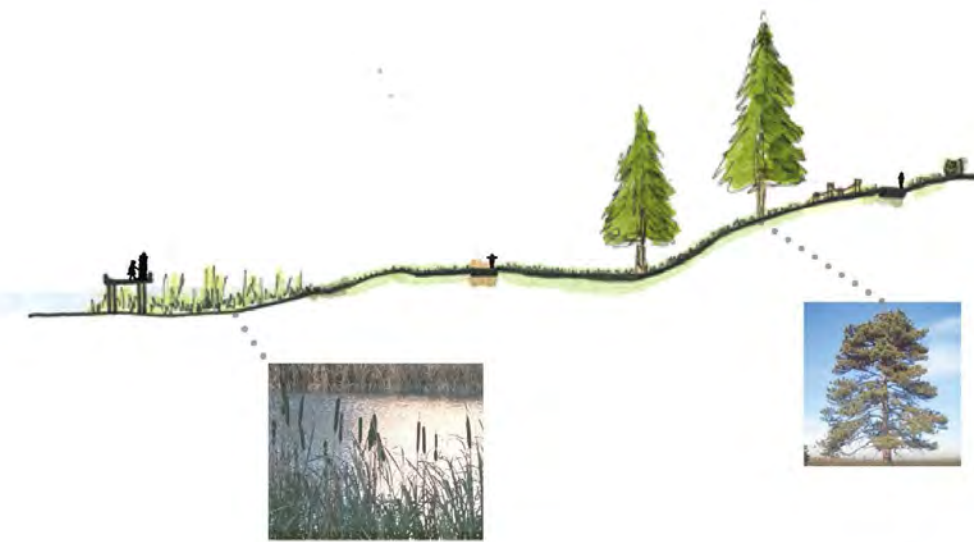


FUTURE

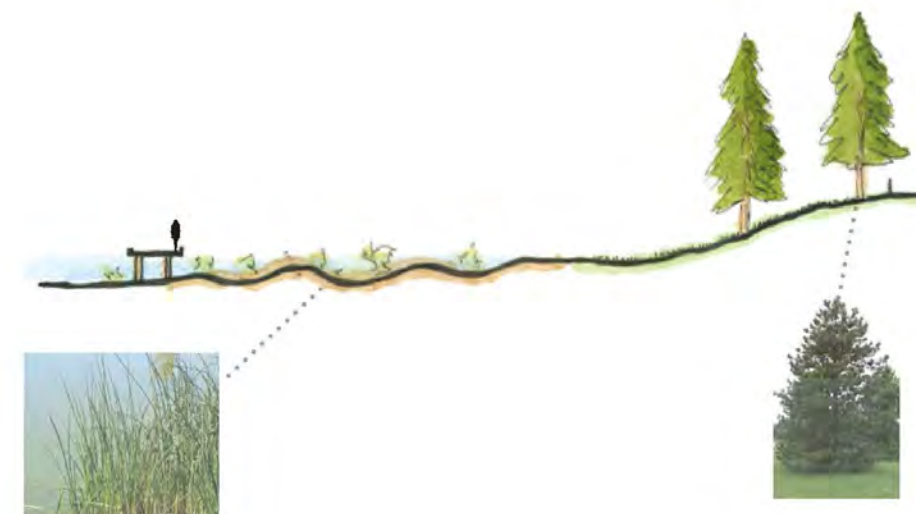


CURRENT

SECTION CA



SECTION CB



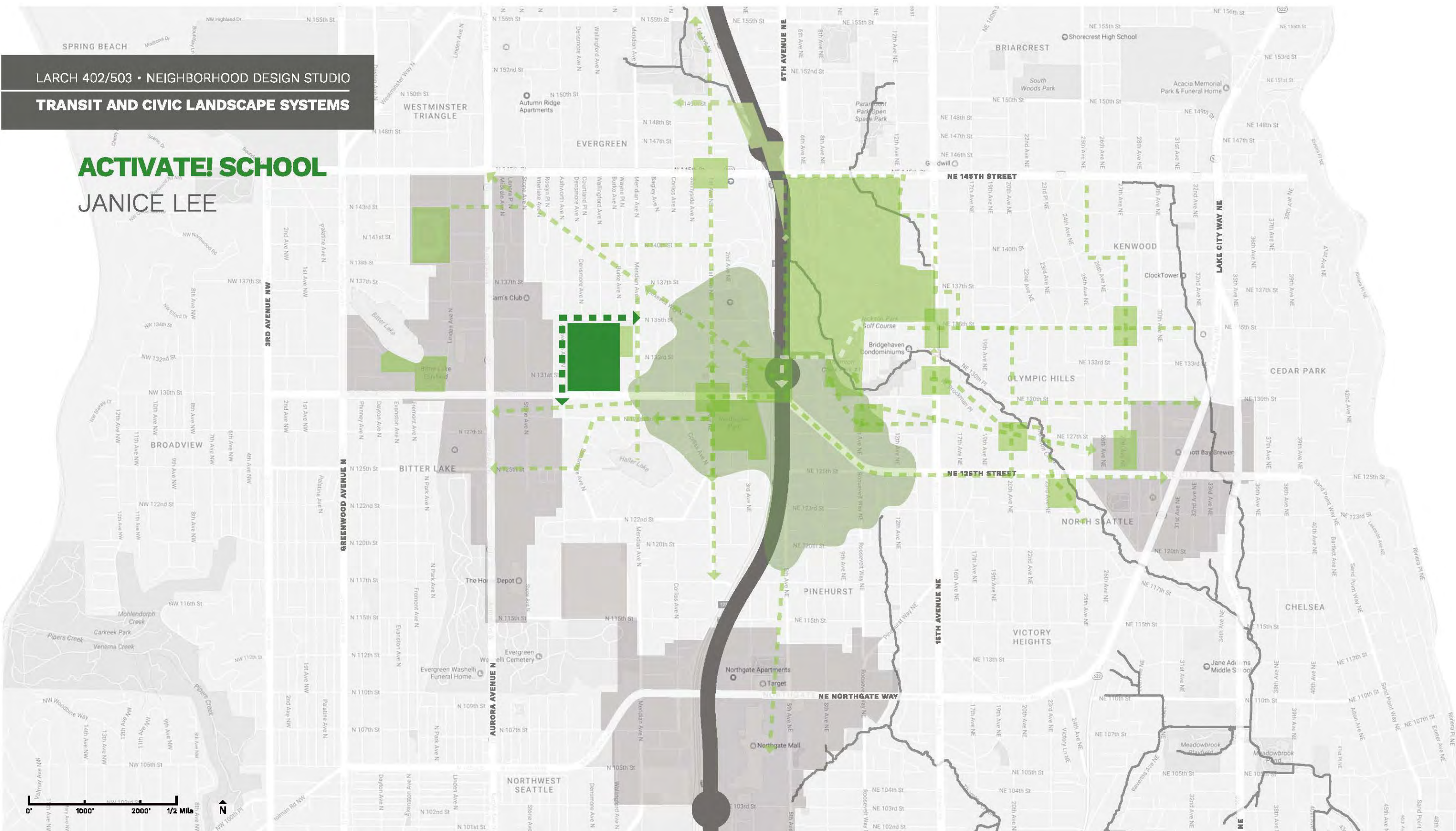
SECTION CC



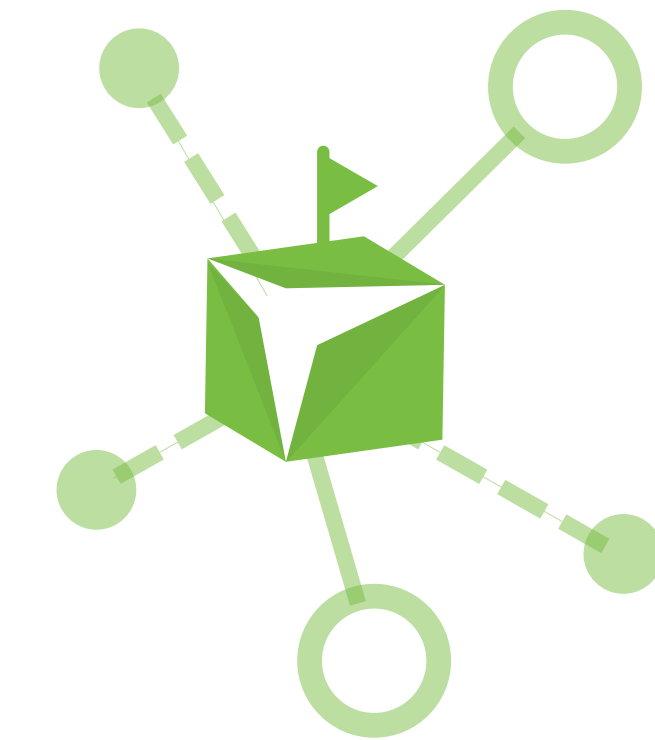
0 5 10 20 40 80 FEET



FUTURE



ACTIVATE! SCHOOL
JANICE LEE

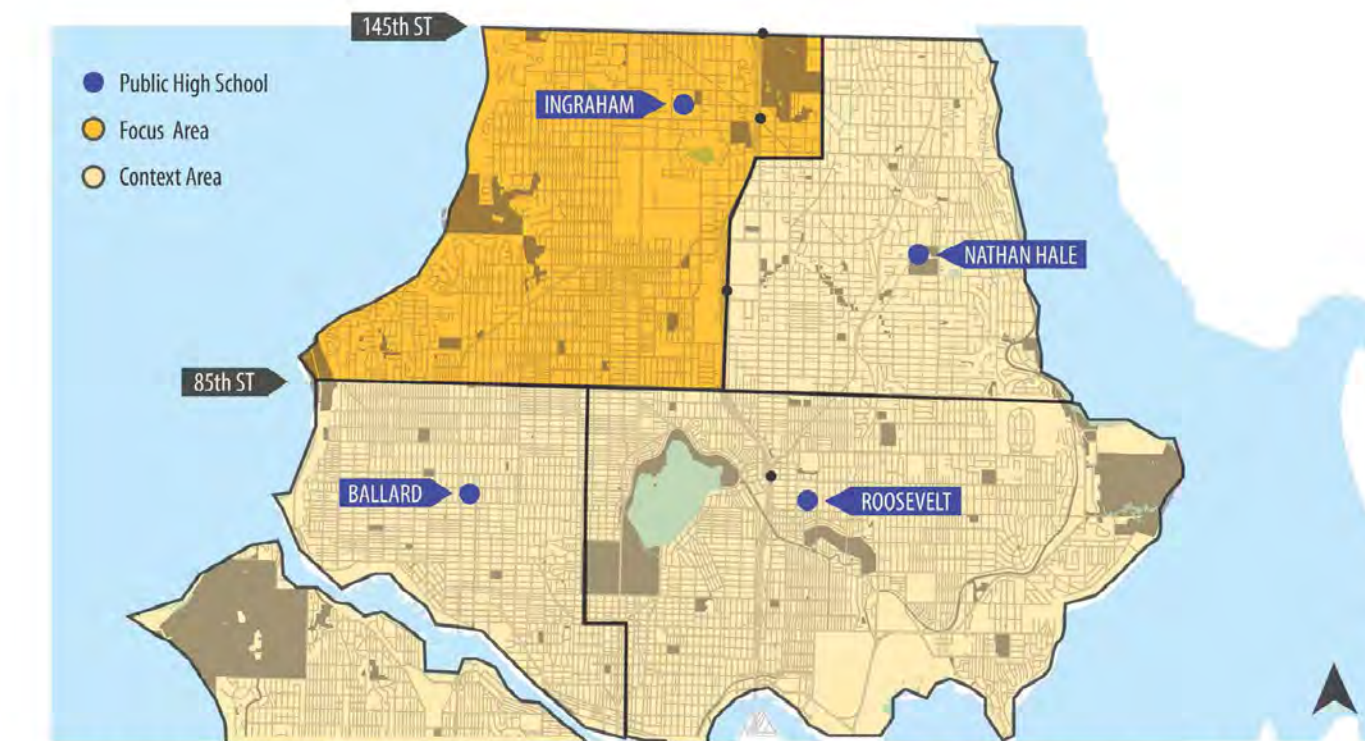


SITE LOCATION



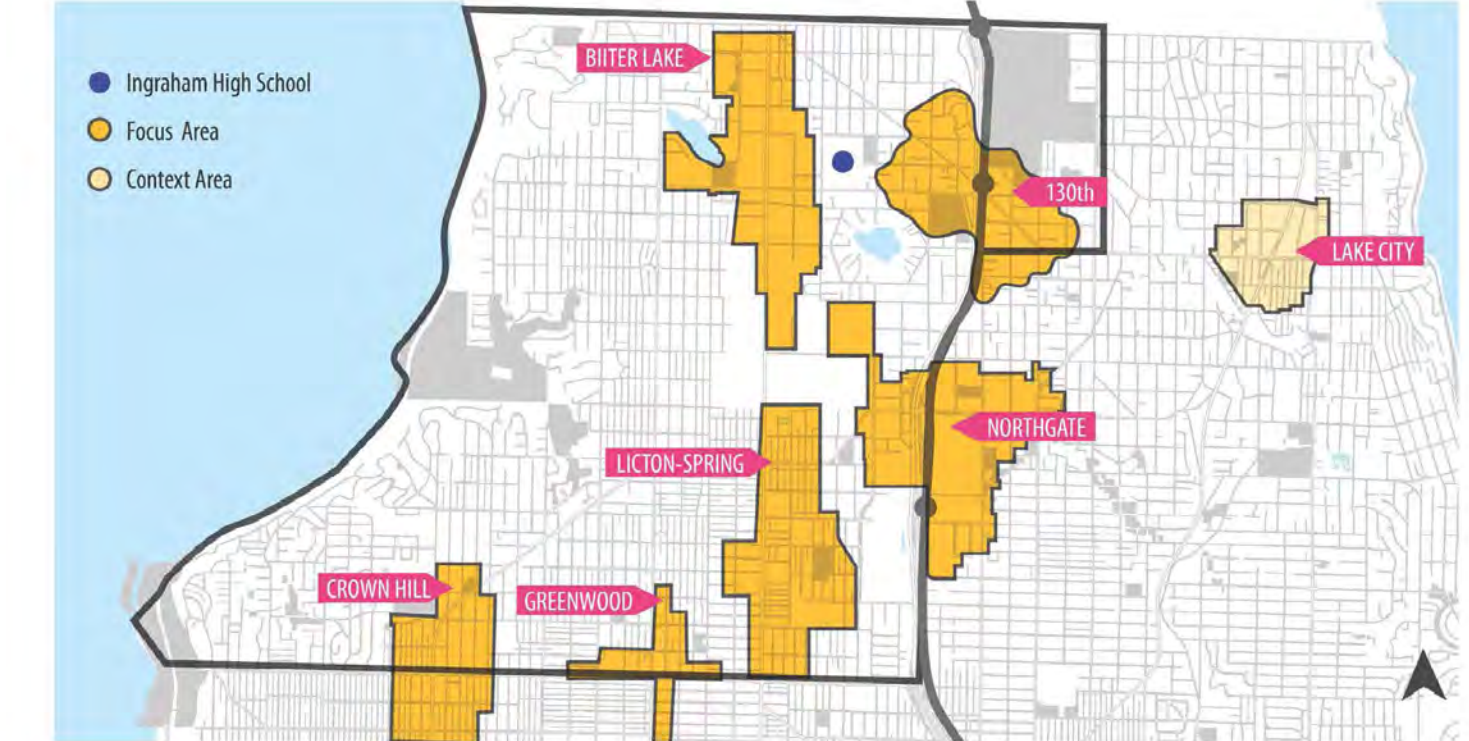
Ingraham High School is located on 130th Street and Ashworth Ave, approximately 5~10 minutes walk from the proposed 130th Light Rail Station. Its location is sandwiched between the Bitter Lake Urban Village and 130th Urban Village.

SITE INFORMATION



ATTENDANCE AREA OF FOUR MAJOR HIGH SCHOOLS IN NORTH SEATTLE

Ingraham High School serves areas from 85th Street to 145th Street, marked in dark orange.



URBAN VILLAGES SERVED BY INGRAHAM HIGH

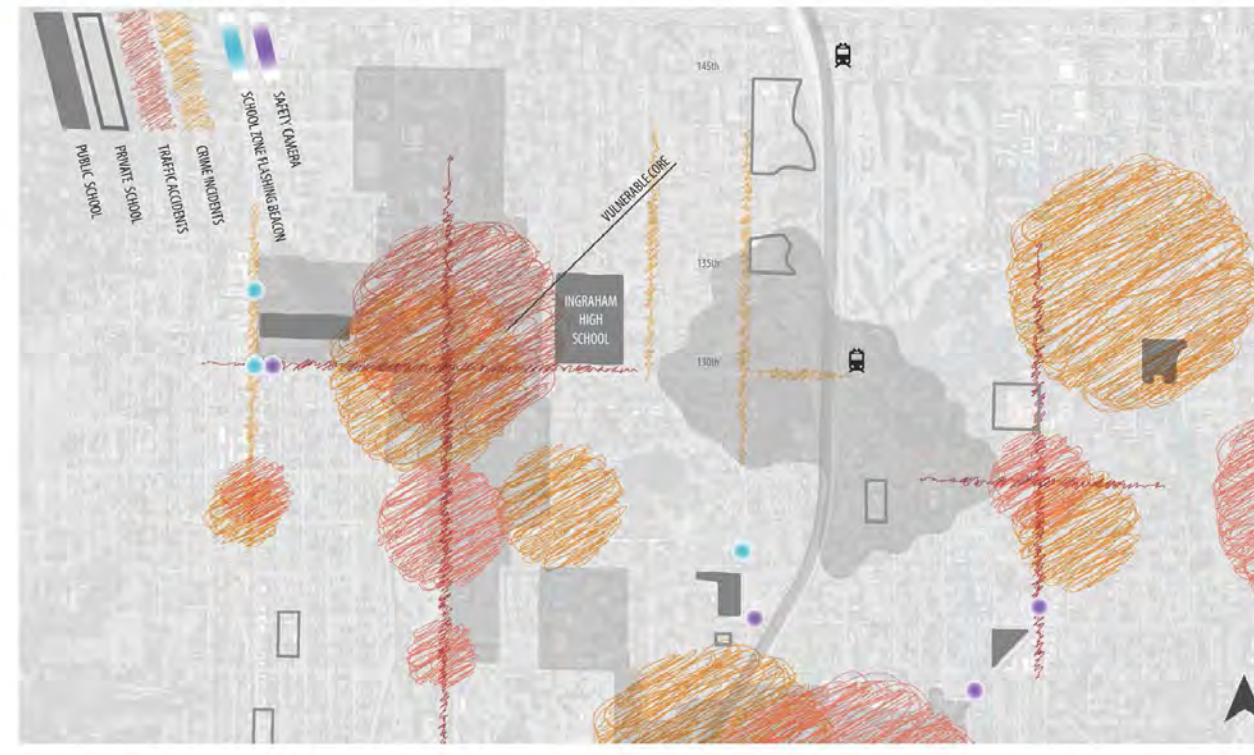
Ingraham High School serves six different urban villages: Bitter Lake, proposed 130th, Northgate, Lickton-Spring, Greenwood, and Crown Hill. Urban Villages are where community is more densely developed and hence houses more people. Ingraham High School has a relatively high demand of student body.

SITE ANALYSIS



AVAILABLE GREEN SPACES ANALYSIS

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 densifying urban villages. I see this as an opportunity for Ingraham High to be transformed into an inclusive green space for student commuters, community members.



SAFETY ANALYSIS (CRIME + TRAFFIC INCIDENTS)

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



DENSITY ANALYSIS (URBAN VILLAGE HOUSING)

Bitter Lake, 130th, 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 2035.

FOCUS ISSUES



UNDERUTILIZED GREEN SPACE



UNSAFETY



LACK OF COMMUNITY GATHERING

DESIGN GOALS



PLAY FOR ALL AGE



SAFE SCHOOL

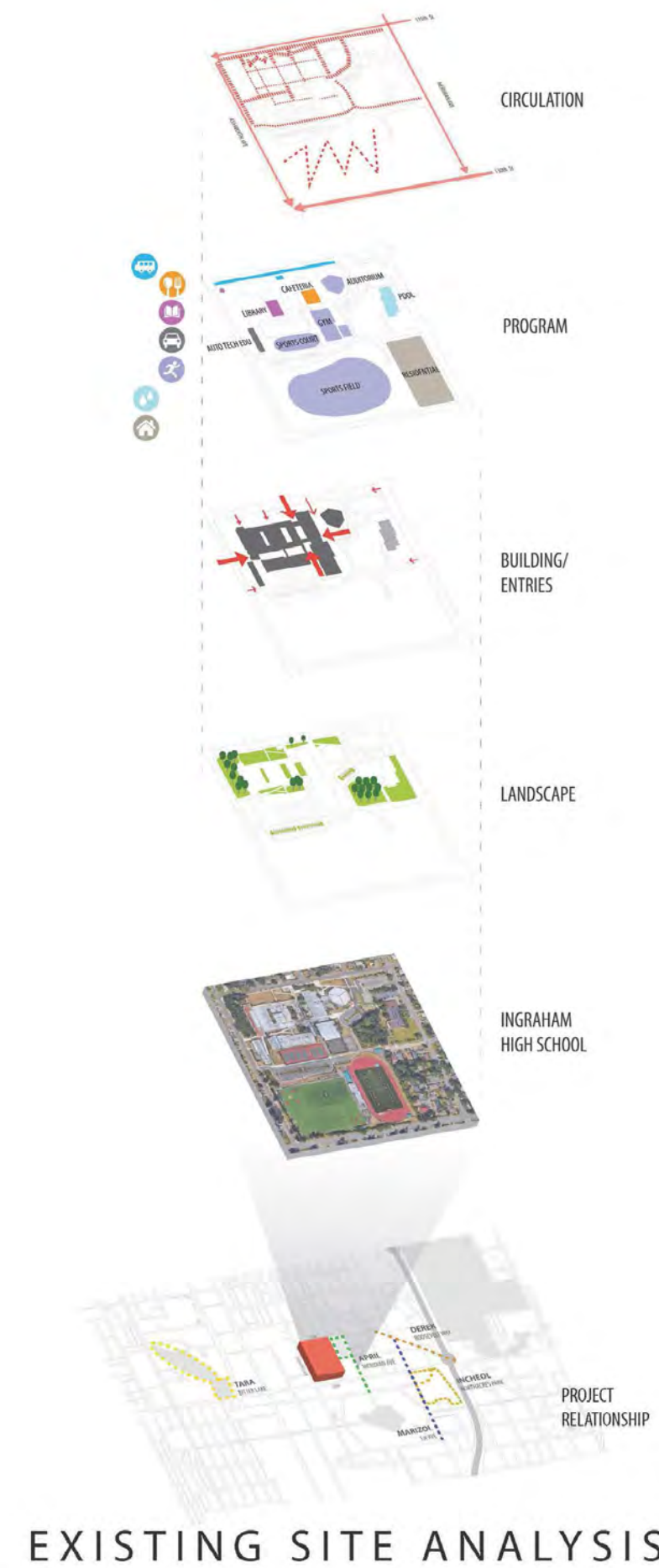


STRONGER COMMUNITY

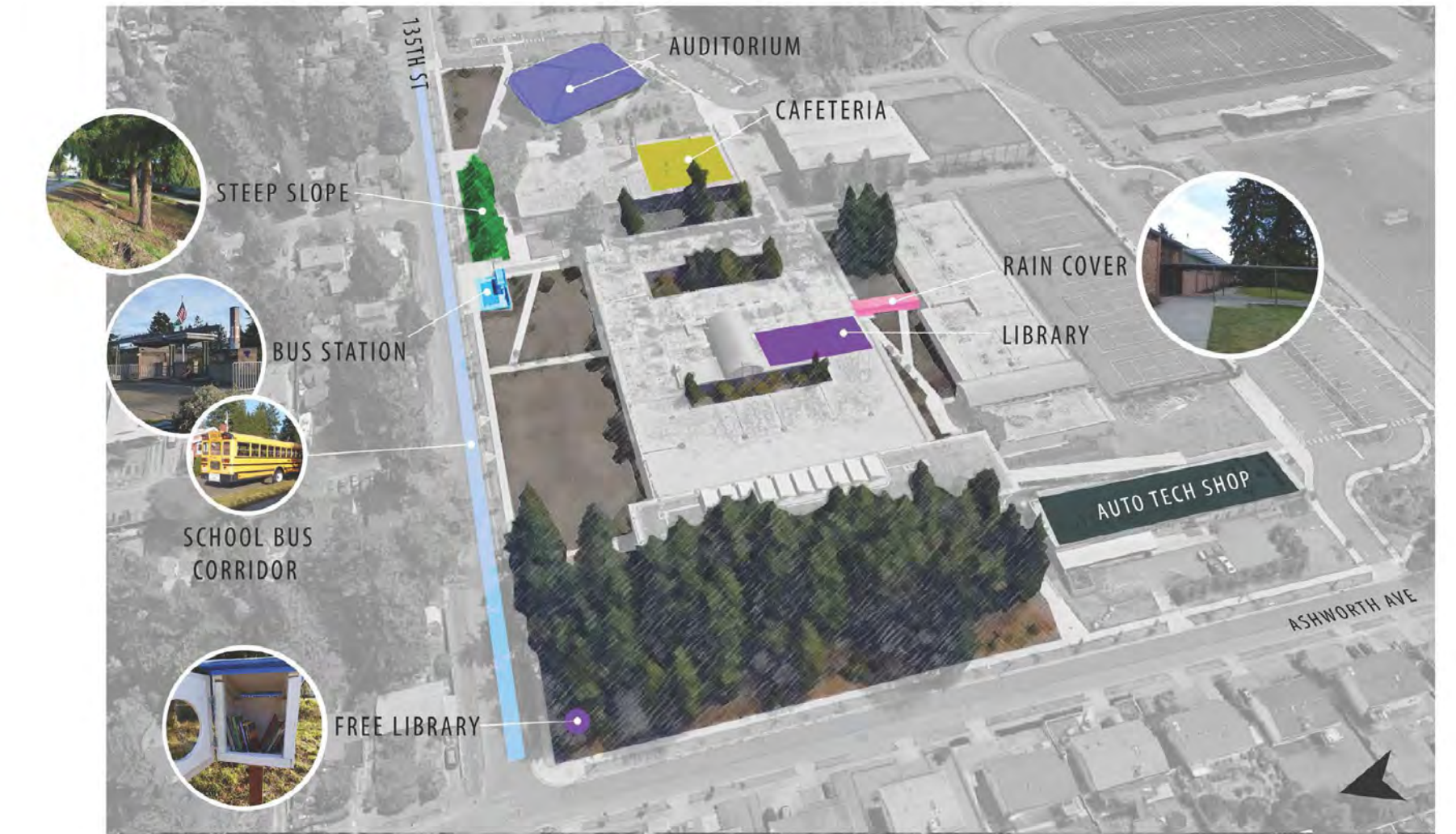


ACTIVATE SCHOOL

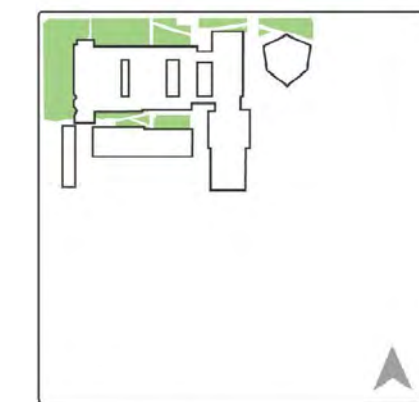
EXISTING SITE CONDITIONS



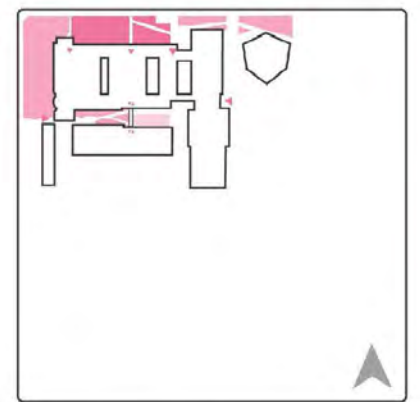
EXISTING SITE CONDITIONS



VIEW



FOCUS
GREENSPACES



HUMAN
CIRCULATION

HIGH
LOW

ACTIVATE! SCHOOL

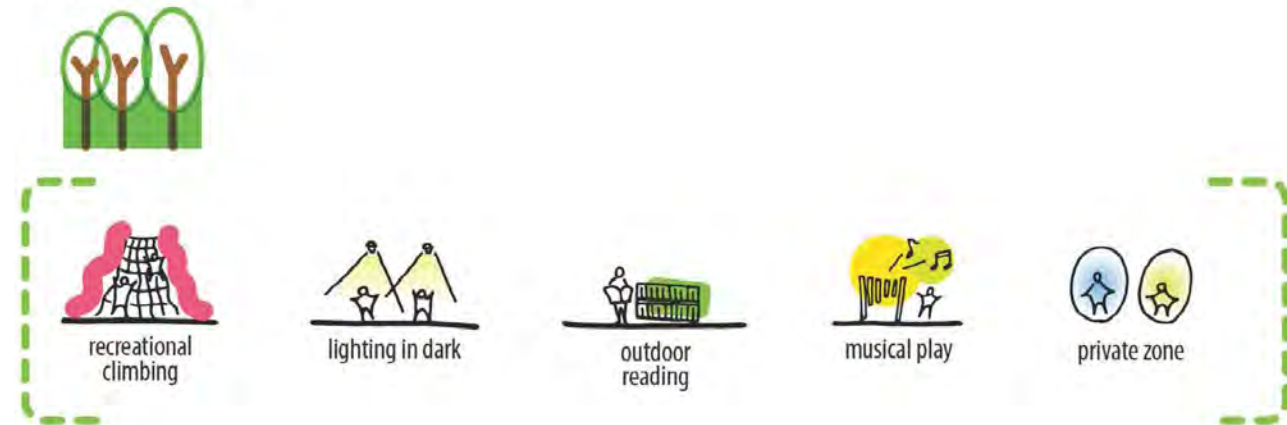
ACTIVATING UNDERUSED GREEN SPACES AT INGRAHAM HIGH SCHOOL

DESIGN PROPOSAL CONCEPT

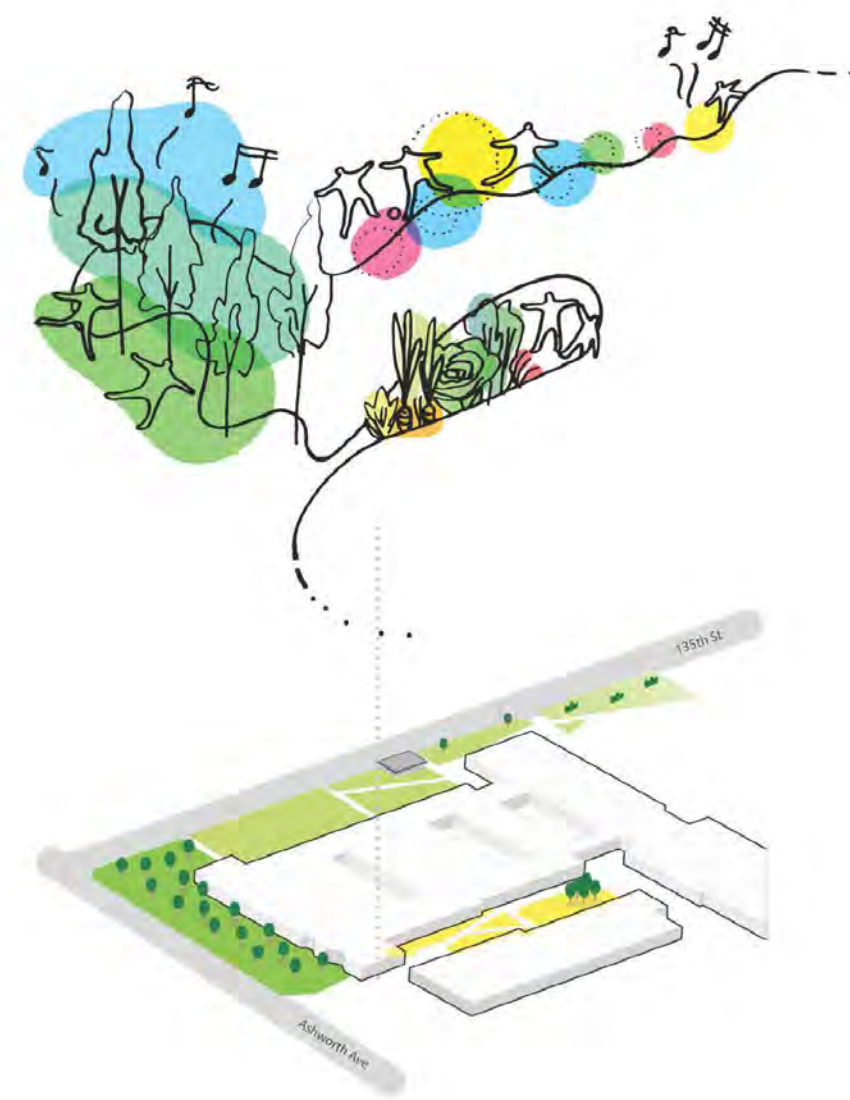
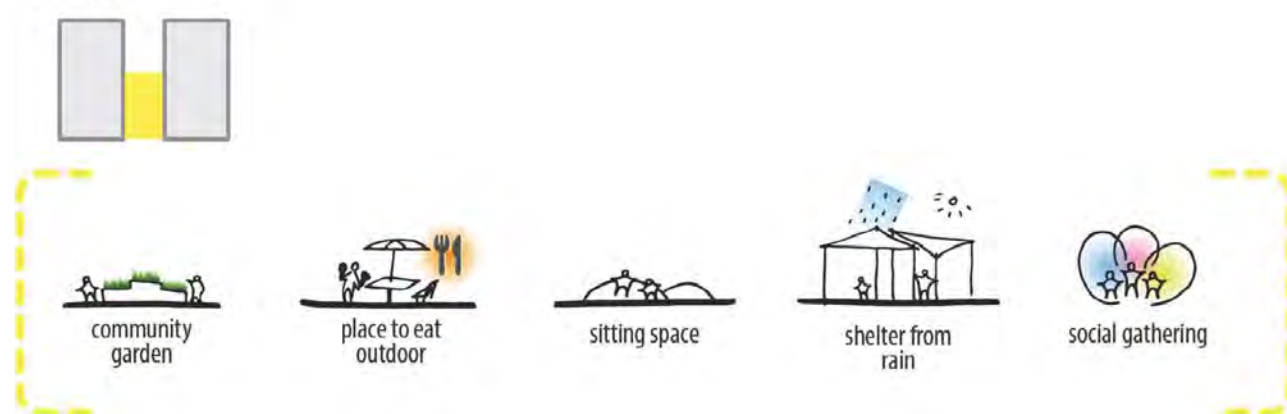
FREE PLAY



WILDERNESS PLAY



FOOD PLAY

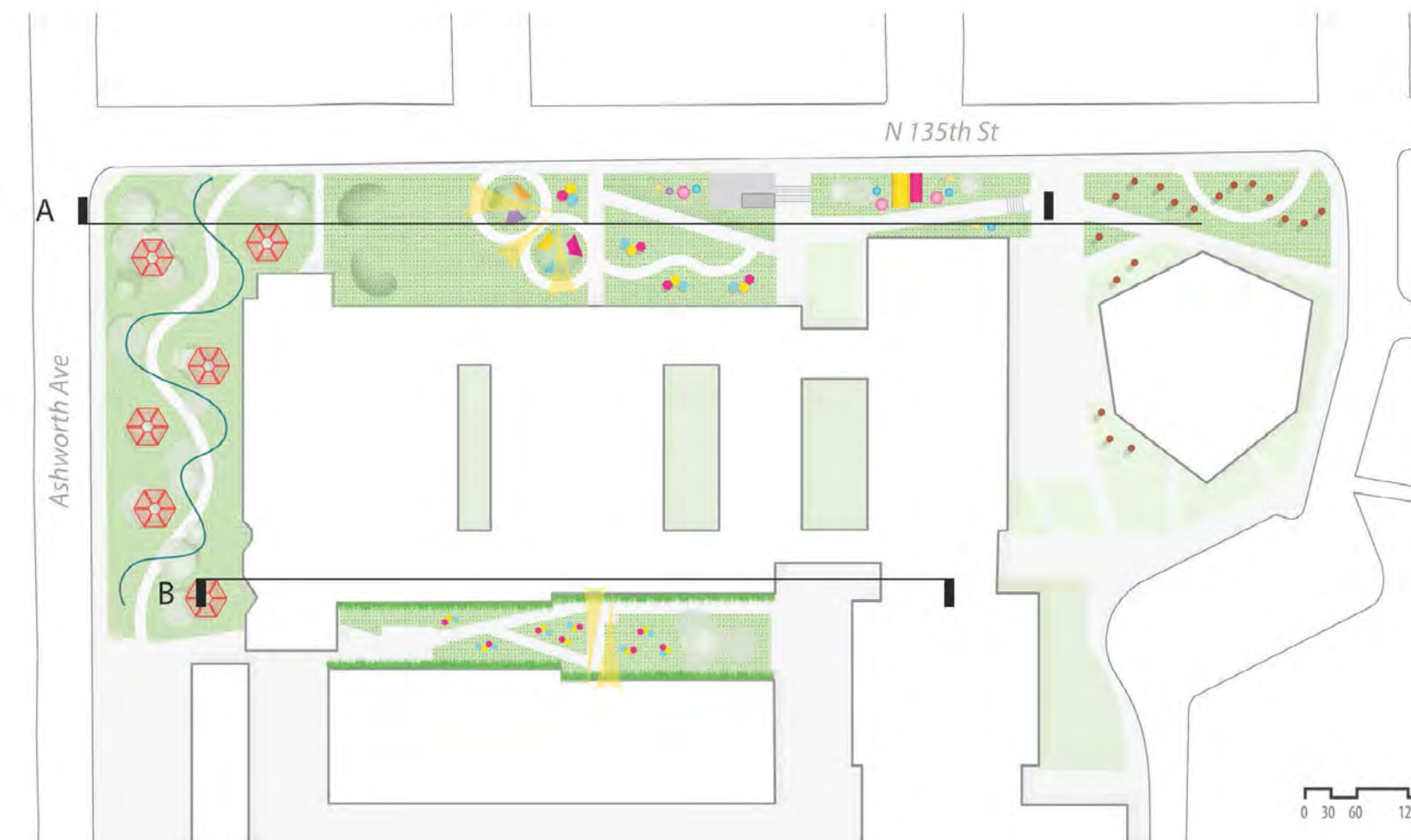


Based on the site analysis, I categorized the green spaces into three distinct types and proposed different play-themed design for each:



DESIGN PROPOSAL

SECTION A



SECTION B



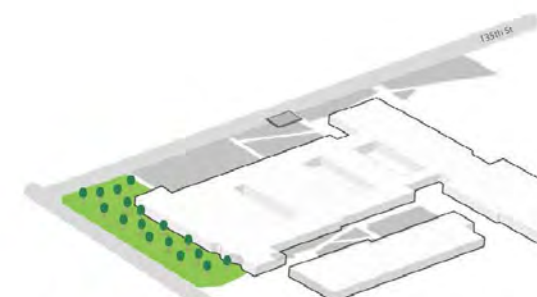
JANICE LEE

EXISTING SITE PHOTOS



FREE PLAY ZONE

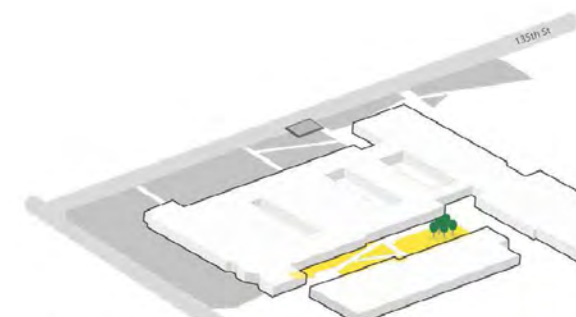




80 **WILDERNESS PLAY ZONE**



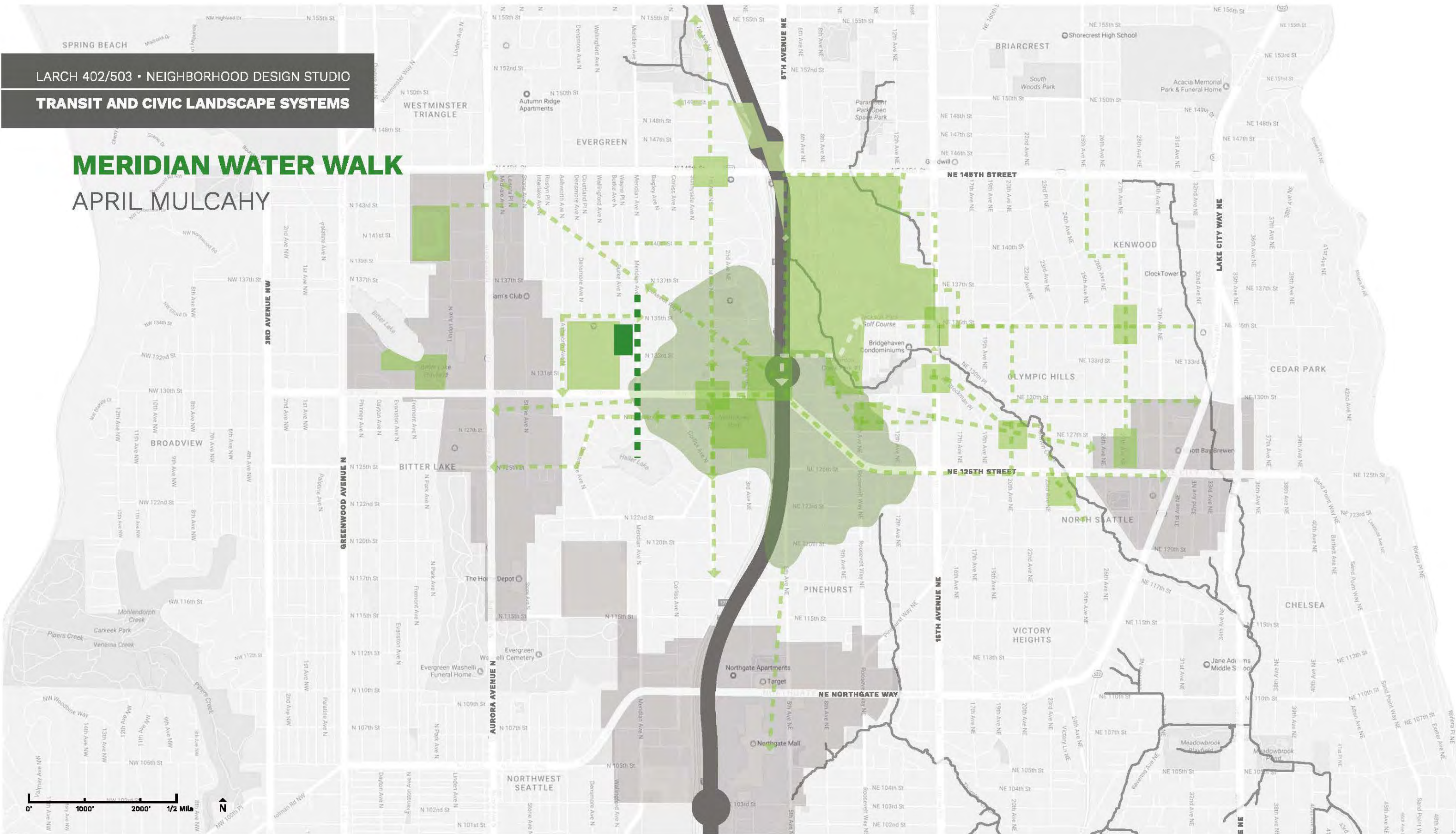
EXISTING SITE PHOTO



FREE PLAY ZONE

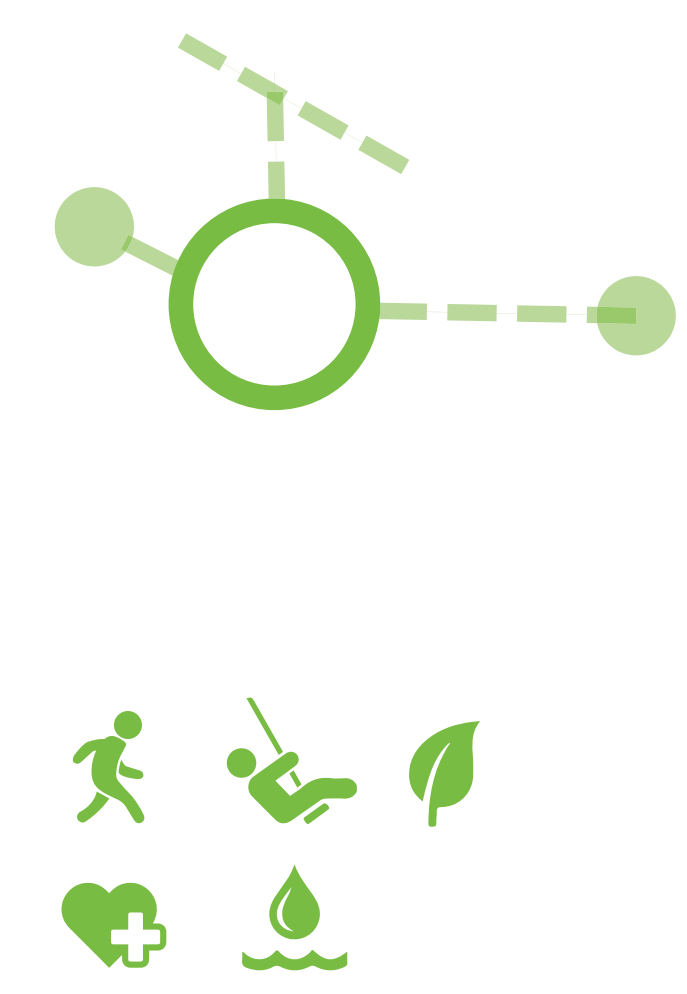


EXISTING SITE PHOTO 81



MERIDIAN WATER WALK

APRIL MULCAHY





MERIDIAN WATER WALK

MERIDIAN AVENUE, HELENE MADISON POOL,
AND HALLER LAKE

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

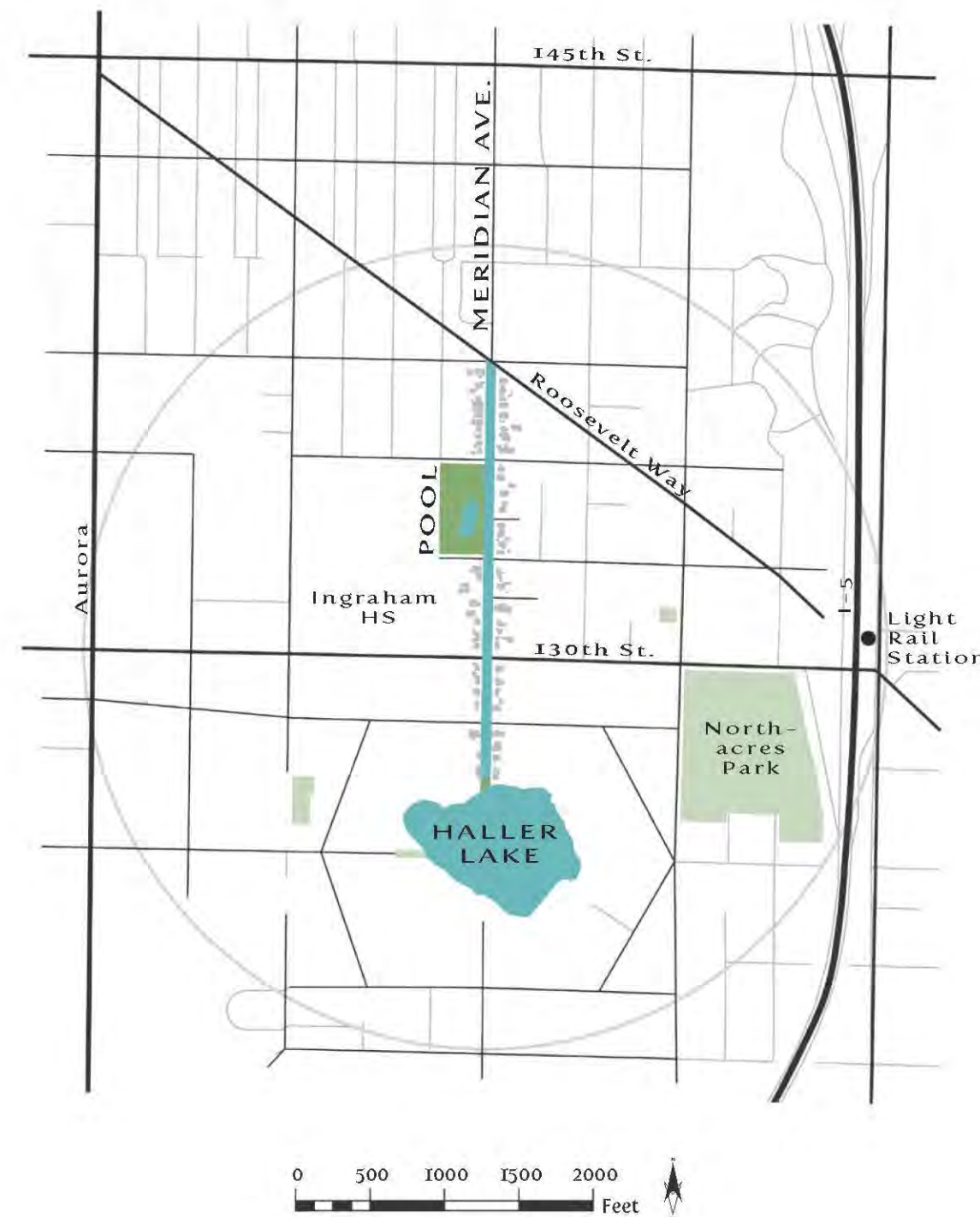
It rained down on Helene Madison Pool,
Meridian Avenue,
and Haller Lake.

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 I30th 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.



The rain that fell on the roof of the pool's 21,550 square feet, used to go down pipes, and was carried away by an underground stormwater system.



The rain that fell on Meridian Avenue went into asphalt lined ditches and was carried down the street

~with pollutants and sediments~

to Haller Lake.



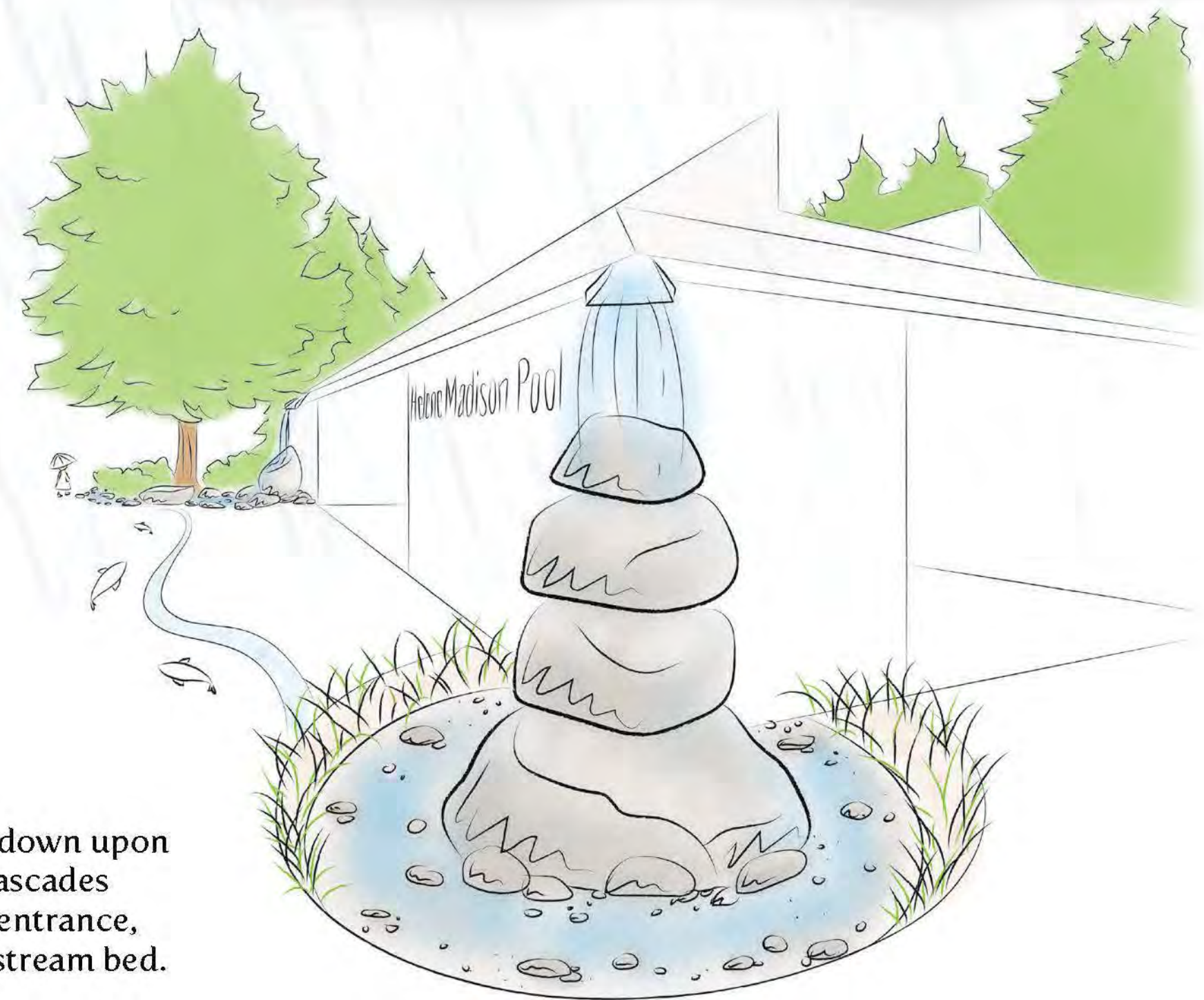
The rain that flowed in the ditches down Meridian Avenue was piped underneath a forgotten public shoreline on Haller Lake...

...a derelict place overrun with invasive species and garbage.

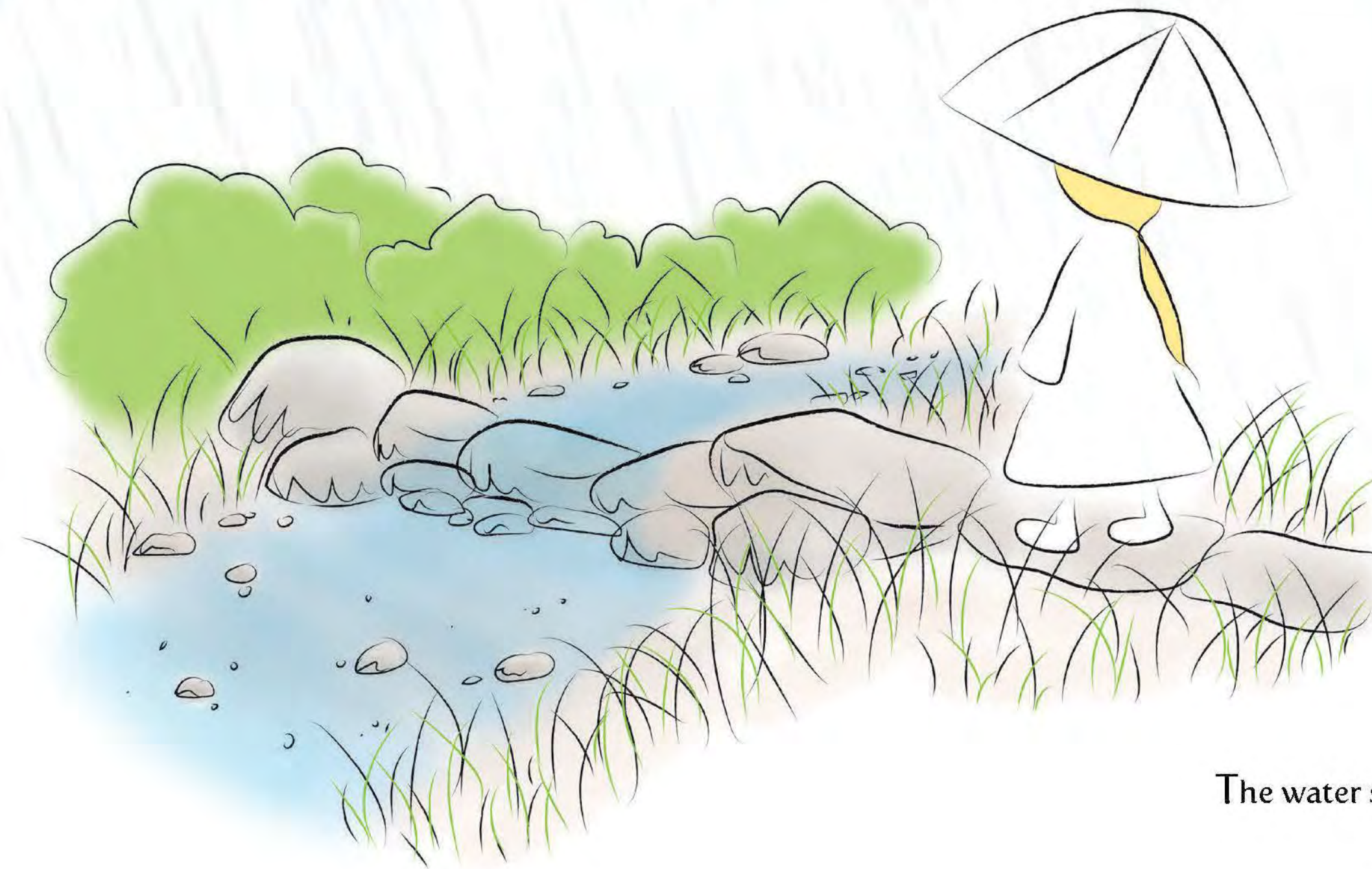
APRIL MULCAHY



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.

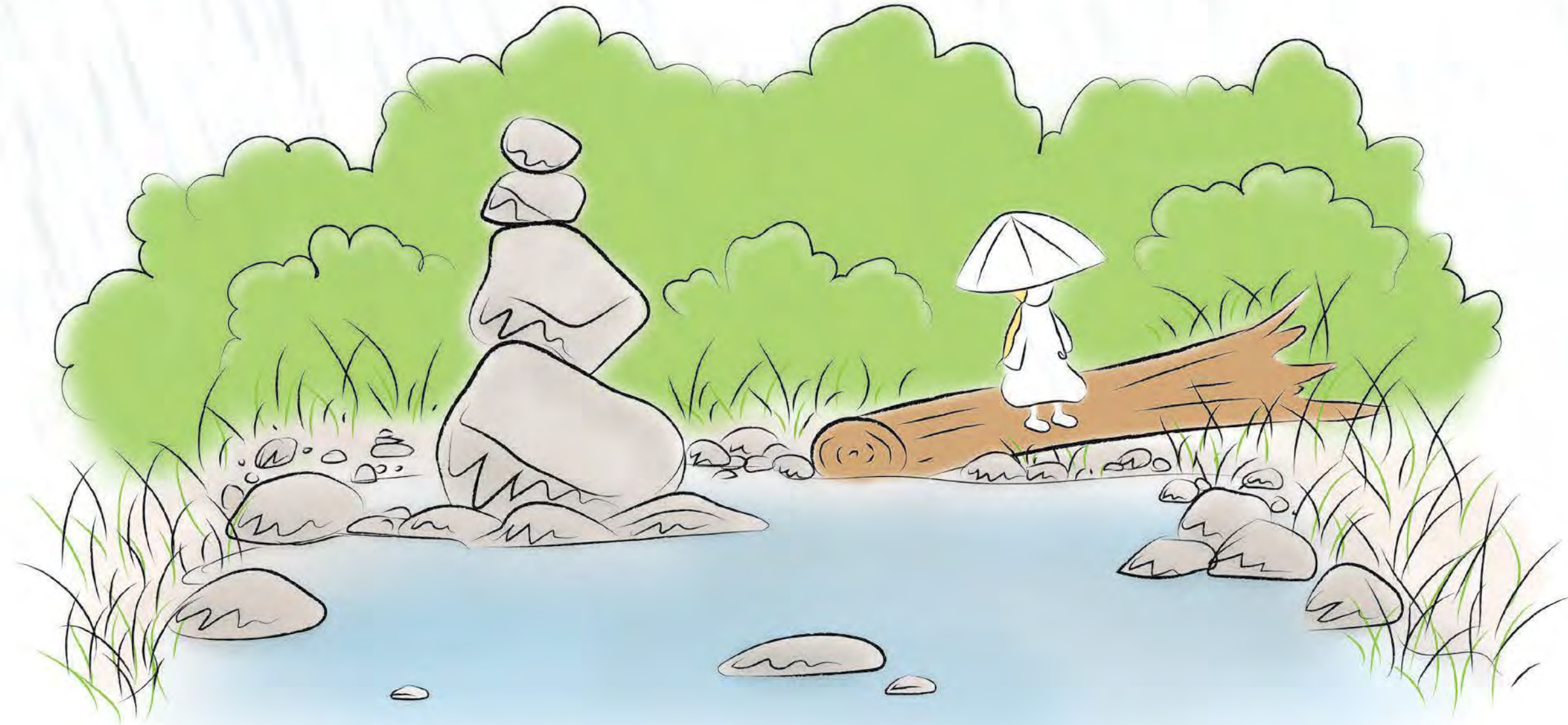


The water splishes
and splashes
down shallow rock weir dams...



MERIDIAN WATER WALK

MERIDIAN AVENUE, HELENE MADISON POOL,
AND HALLER LAKE



...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.

An illustrated rain plan:

New parking lot has permeable paving and rain gardens.

The entrance has a large rock cairn sculpture, which is repeated at the dry basin and lake.

The adjacent forest is expanded up to the building.

Scuppers on the roof divert rain to stream beds.

To Ingraham High School. ←



Fish outlines are painted on the sidewalks~~they are fun to color with chalk!

Permeable pavers create a resting zone underneath the existing flowering cherry trees.

New sidewalks are added to both sides of the street (6 feet wide).

Street-side rain gardens flow down both sides of the street (average 10 feet wide).

A dry detention basin briefly holds rain water, and is nestled next to a large, existing coniferous tree.

New crosswalks are painted with solid white fish.

To Haller Lake. ↓



Now, when it rains down upon Meridian Avenue, the water flows into street-side rain gardens.



Some water soaks into the ground.

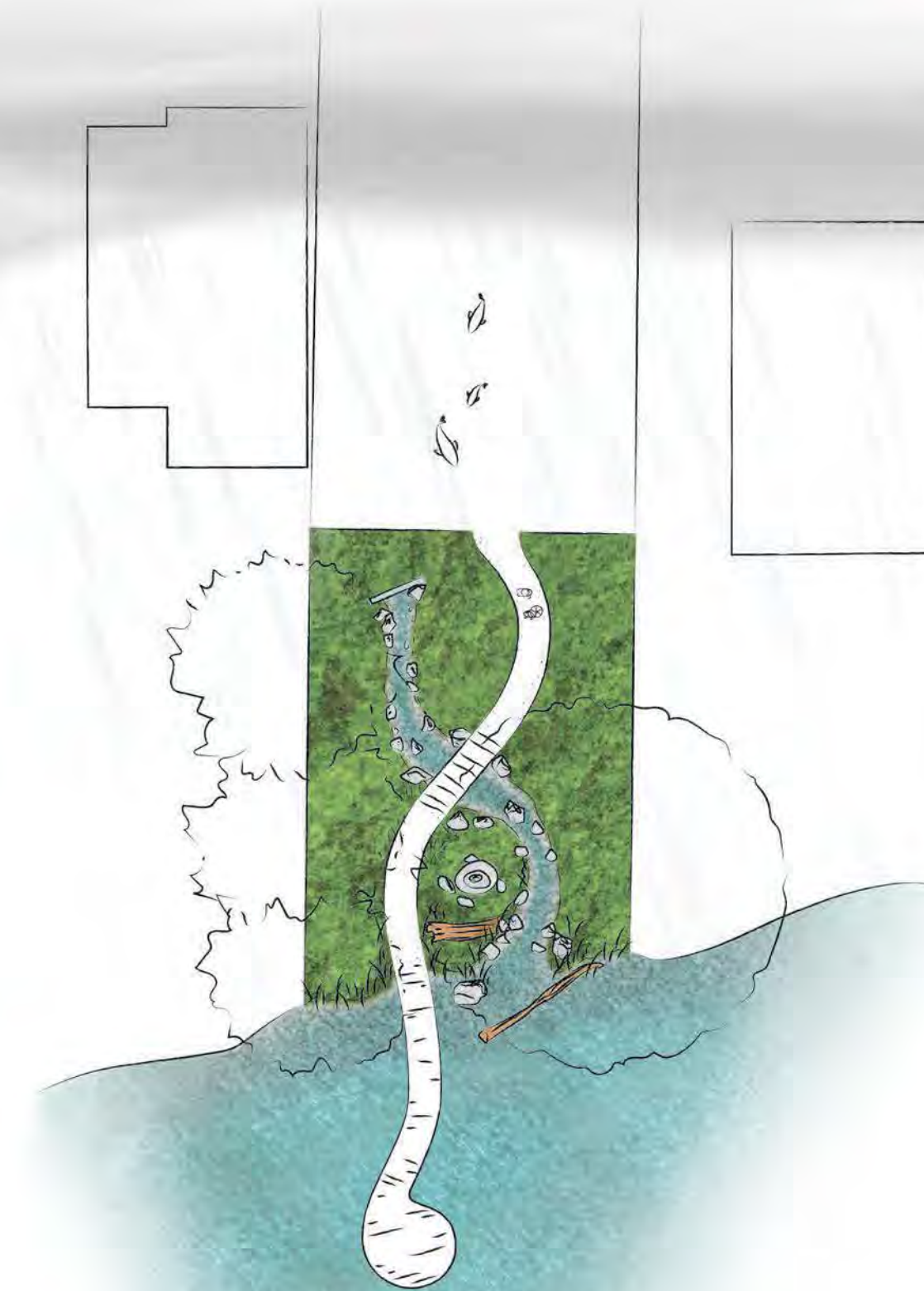
Some water is slowed and filtered by lush
plantings, which provide

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.

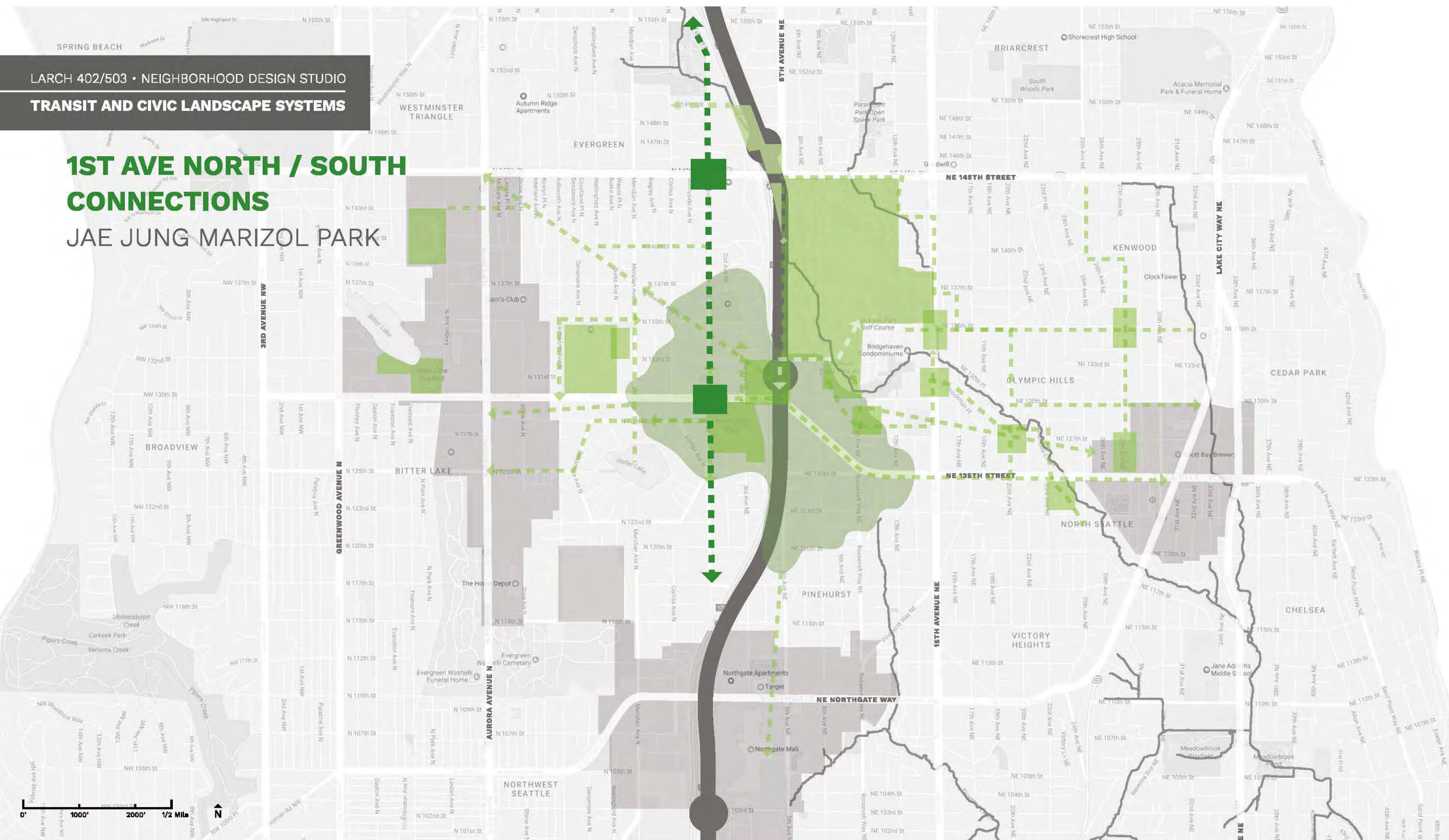
People flow through this space on a trail that
is teeming with trickling water during rain
storms.

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,

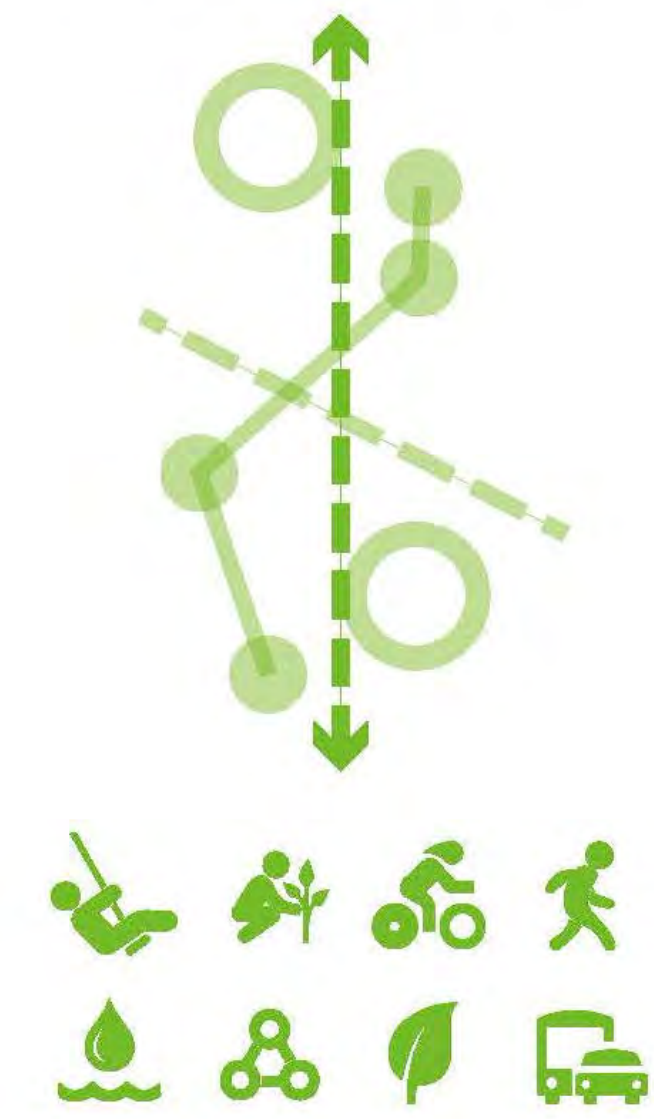
floating on the dappled waves of Haller Lake.





1ST AVE NORTH / SOUTH CONNECTIONS

JAE JUNG MARIZOL PARK

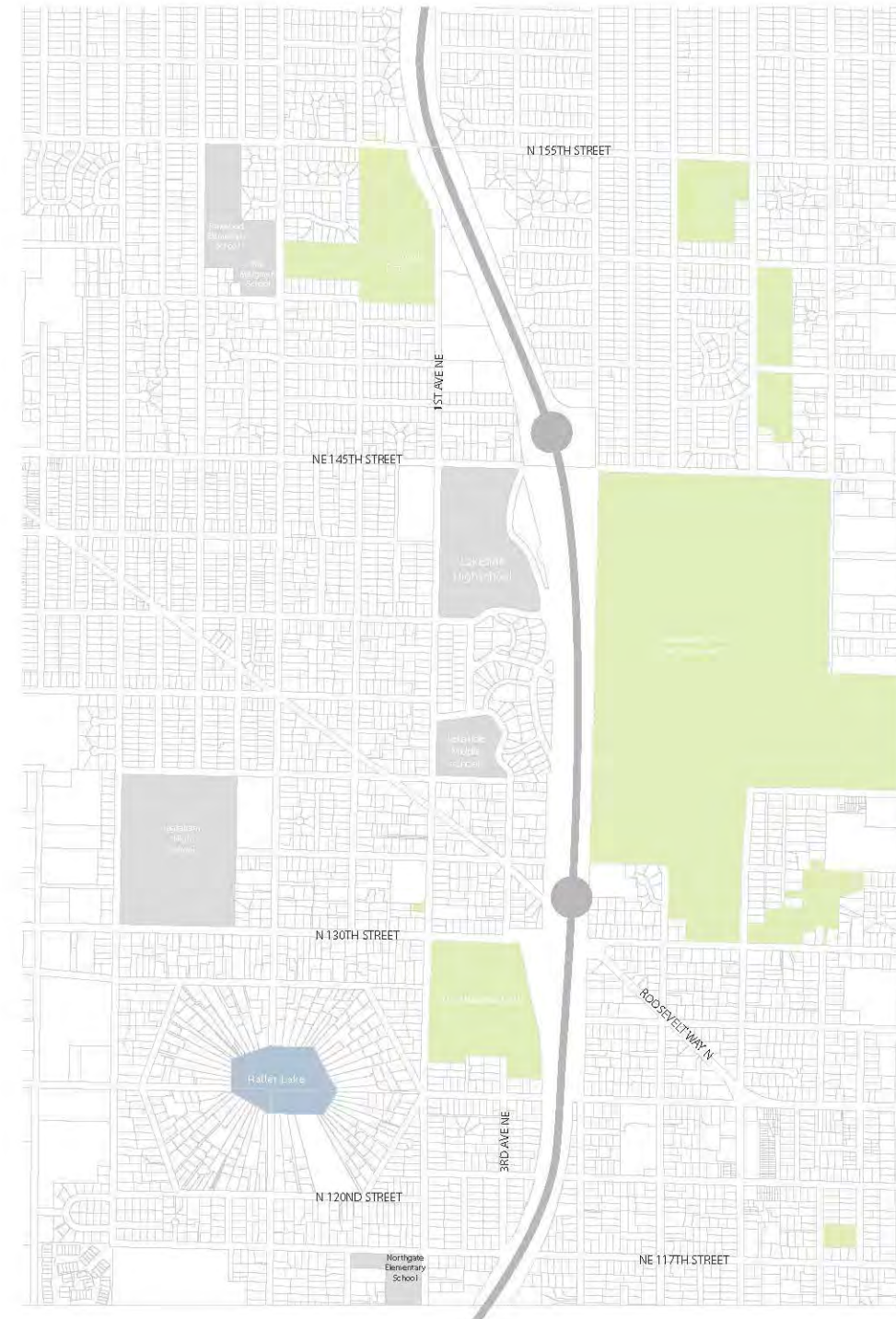


Embracing Diversity

1ST AVENUE NORTH / SOUTH CONNECTION

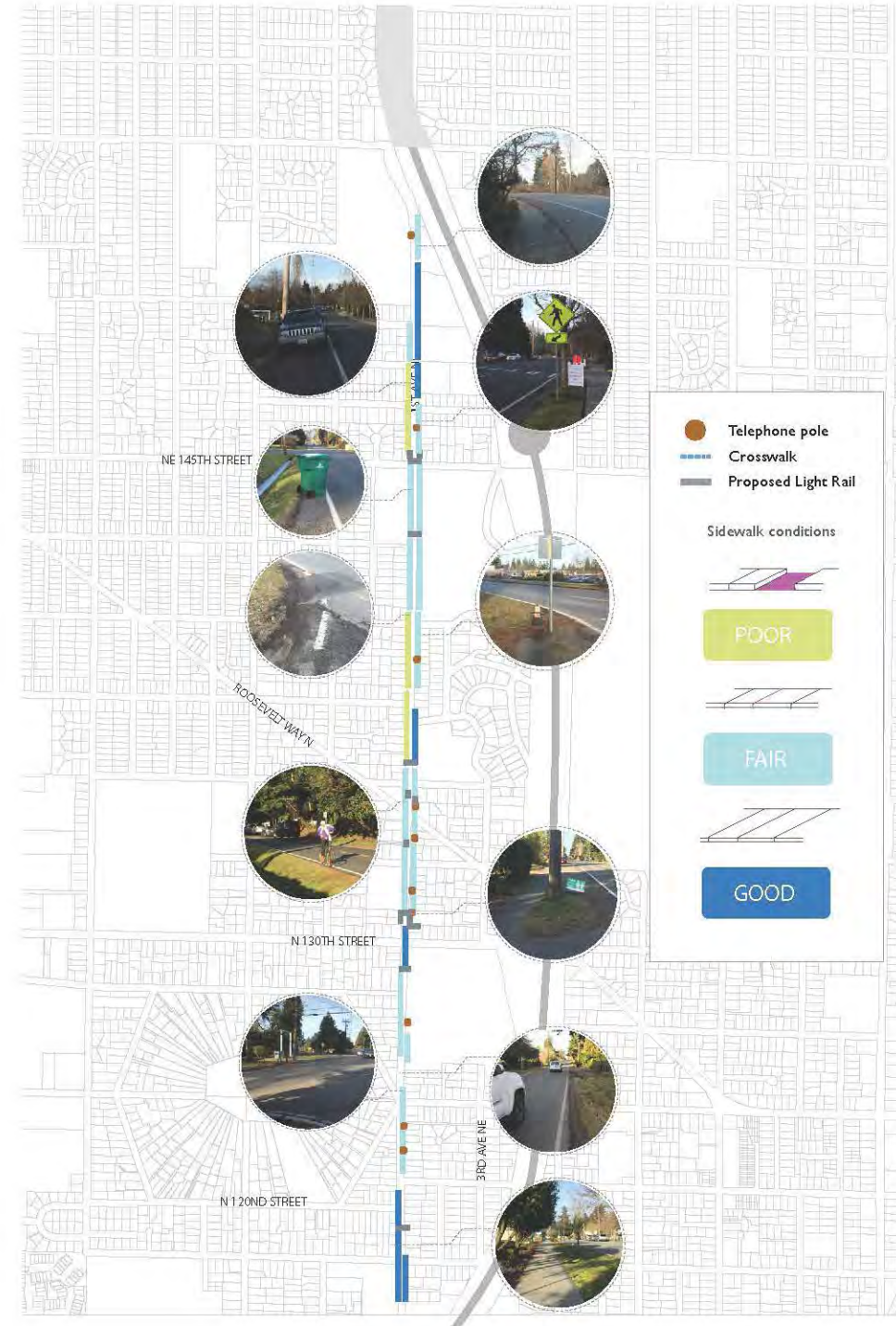
WHY 1ST AVENUE?

1st avenue is the closest street with the opportunity to be used as a "linear village" that has access to schools and parks visited on a daily basis.



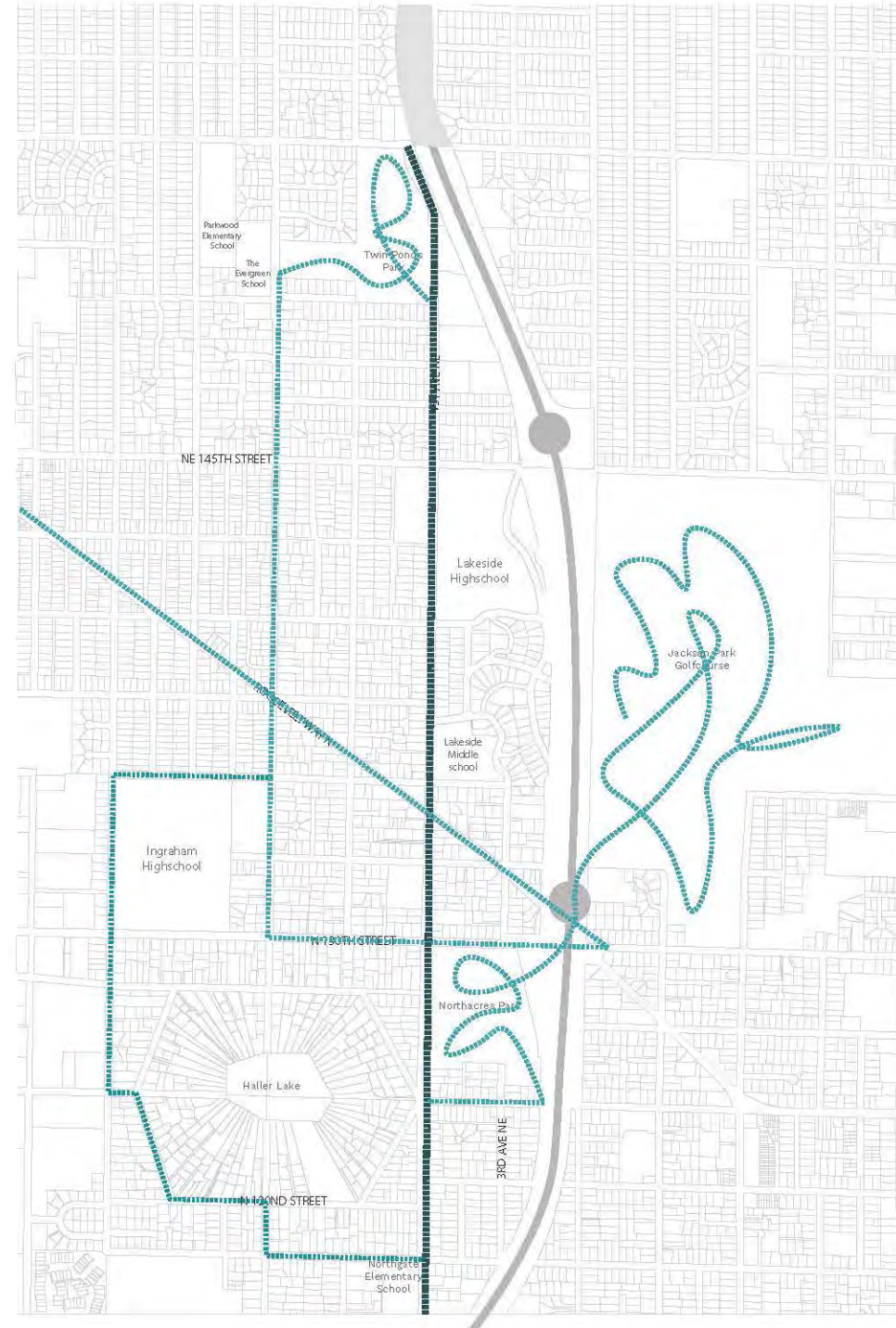
ISSUES?

Missing sidewalks and crosswalks impede neighborhood's 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 when moving around the neighborhood. Providing these kinds of routes may serve as a trail facility for Ingraham highschool cross country athletes.



JAE JUNG MARIZOL PARK

- Zoomed plan view
- Proposed Light rail station
- Focus area
- Aegis Senior living facility

145th Street acts as a barrier between the city of Shoreline and North Seattle. Breaking this barrier by creating better street connections and providing more facilities and easier access to green public spaces, will help embrace larger population.

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

CONCEPT: Creating a new identity for 1st avenue attracting not only residents from Shoreline and North Seattle, but also people who will be using the future light rail stations.

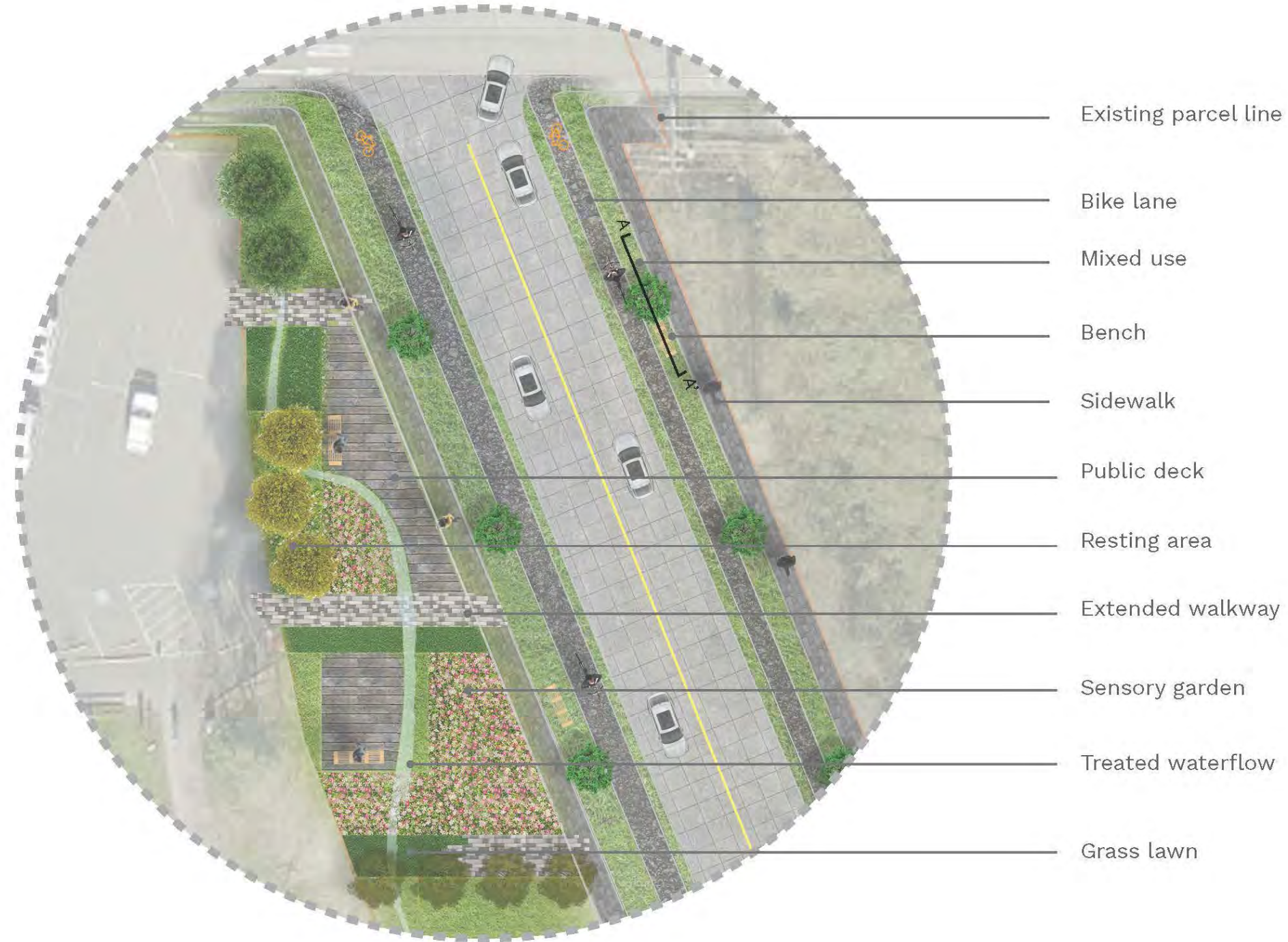
GOAL: Create more community engagement spaces by providing public spaces traveled on a safe street. Maximise users and space. Provide landscape connection across 1st avenue for the restoration of public and private green spaces.



Embracing Diversity

1ST AVENUE NORTH / SOUTH CONNECTION

JAE JUNG MARIZOL PARK



155th street gateway

Discrete ends to be redesigned to become aware of entering a slow speed environment.

Assigning gateways for both ends (155th street and 117th street) that consists of mixed green spaces that can accommodate public and private spaces for the neighborhood. 155th street gateway is adjacent to Aegis of shoreline, assisted senior living facility, and 117th street gateway is adjacent to Northgate elementary school.

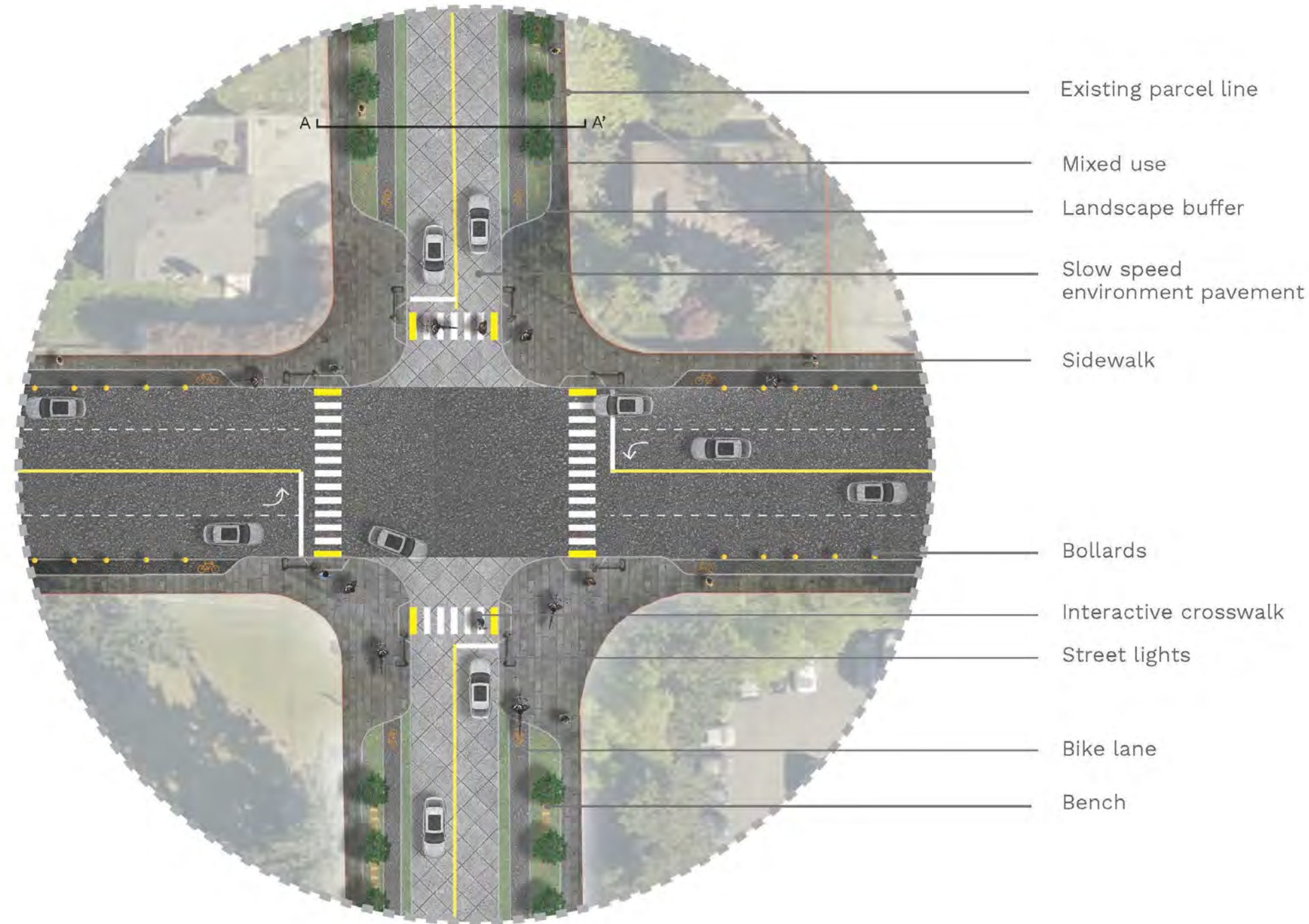
Gateways are used as community gathering spaces for wide demographic users ranging from seniors to children.

SECTION A-A'



Embracing Diversity

1ST AVENUE NORTH / SOUTH CONNECTION



145th intersection

The intersection consists of bollards, traffic signals, striped signalized raised crossings, street lightings, curb ramps.

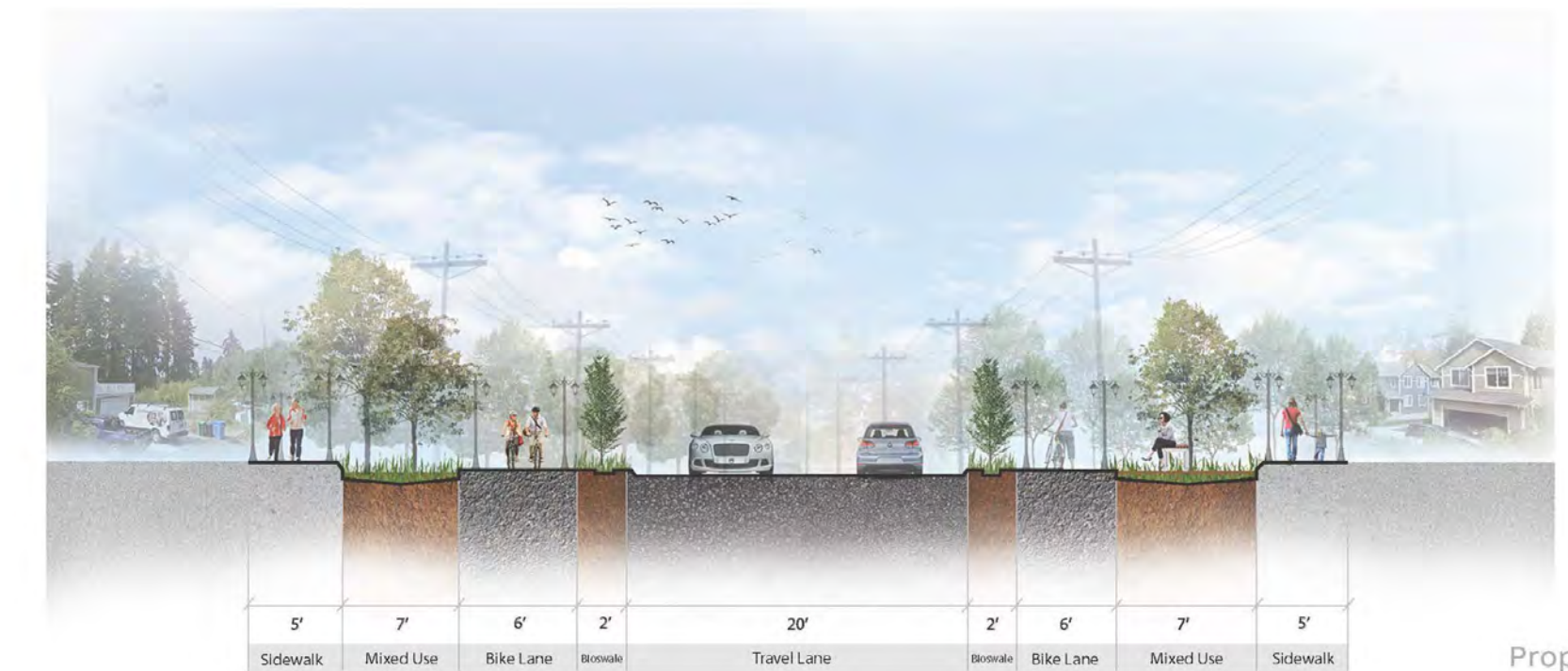
With the creation of the future light rail stations, 1st avenue will be the main corridor to schools, parks, community gardens and for other amenities. Providing a new intersection identity and a safer environment was the main goal of this project.

Sidewalks, crosswalks and bike lanes are redesigned to maximise the opportunities for daily life exercise like walking and biking.

SECTION A-A'

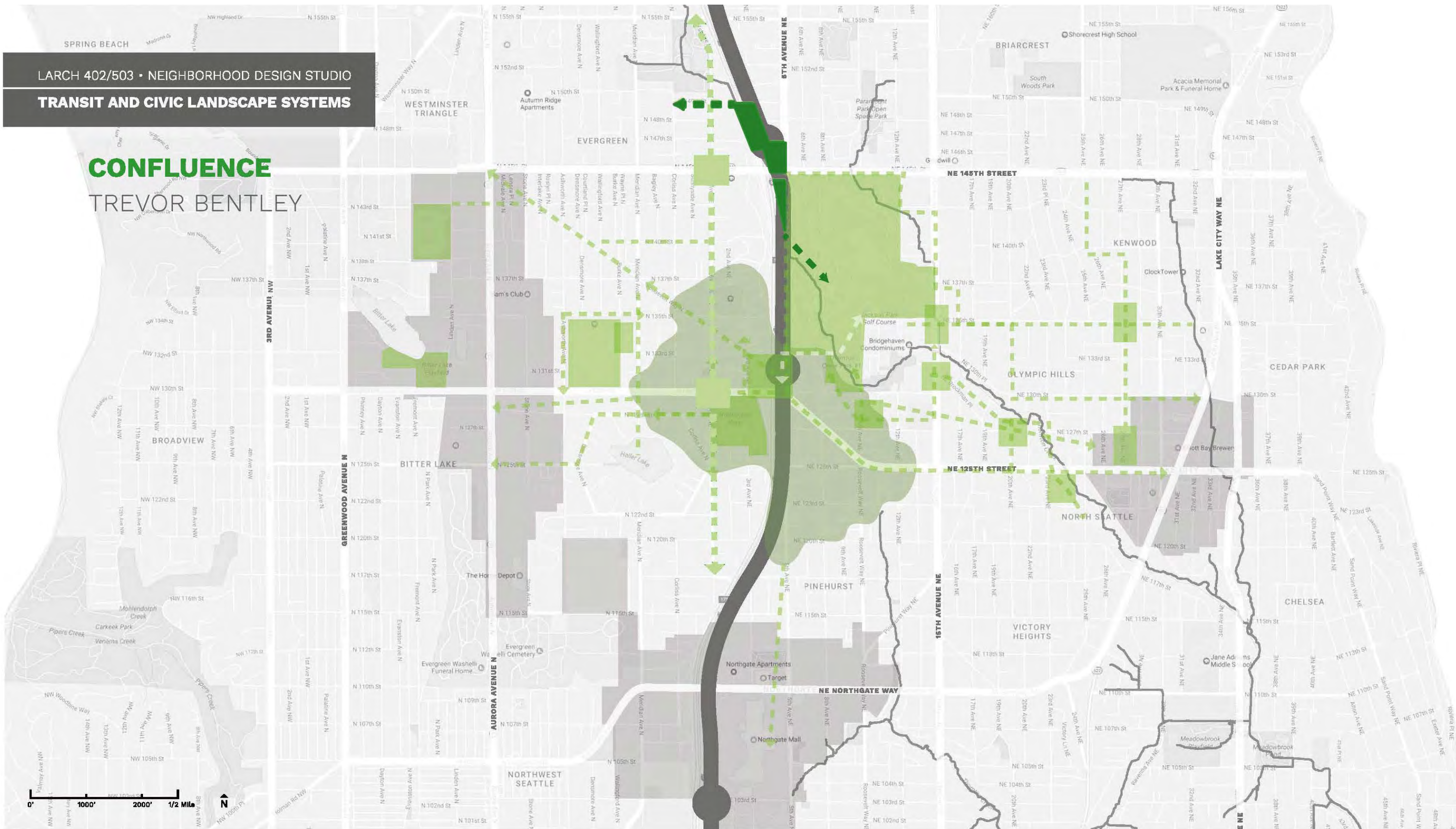


Existing



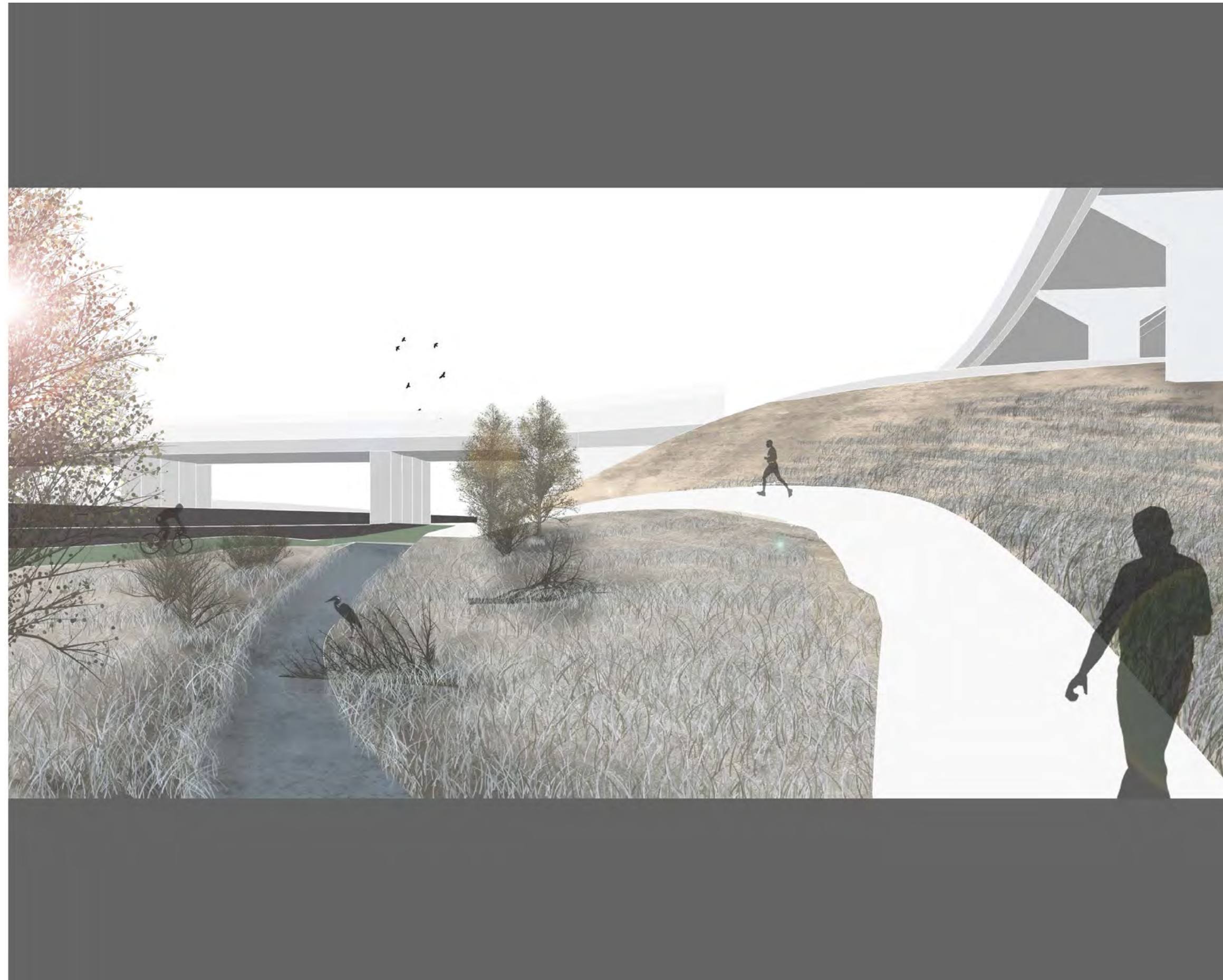
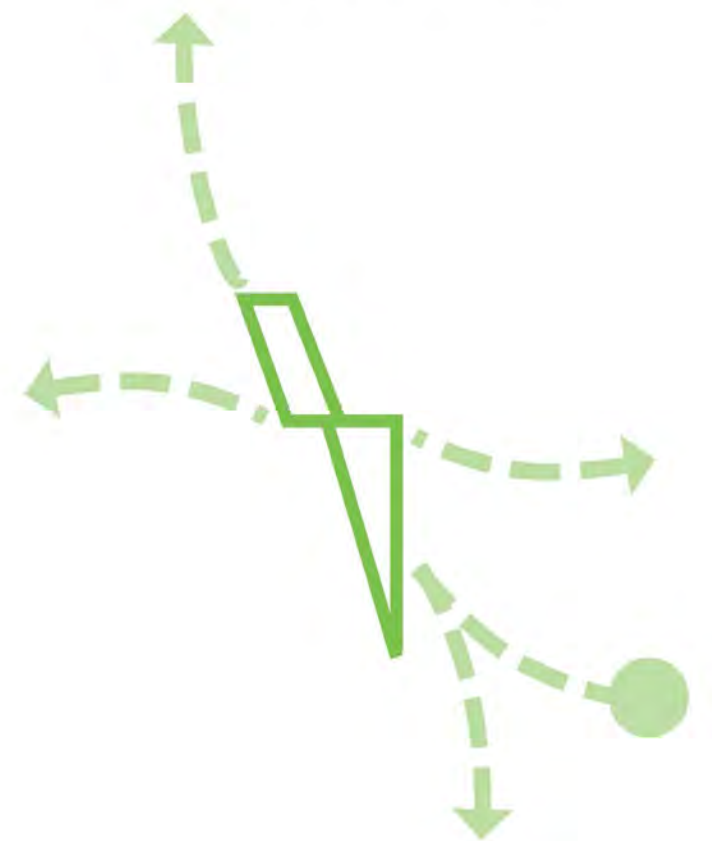
Proposing

JAE JUNG MARIZOL PARK



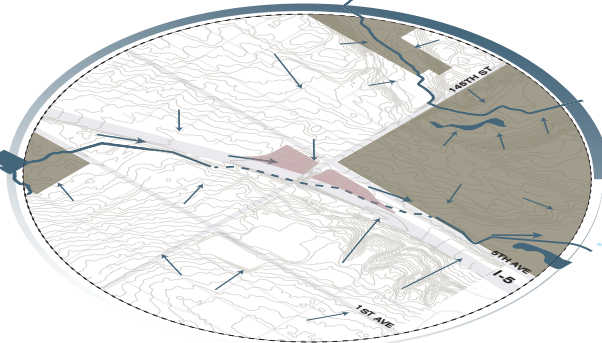
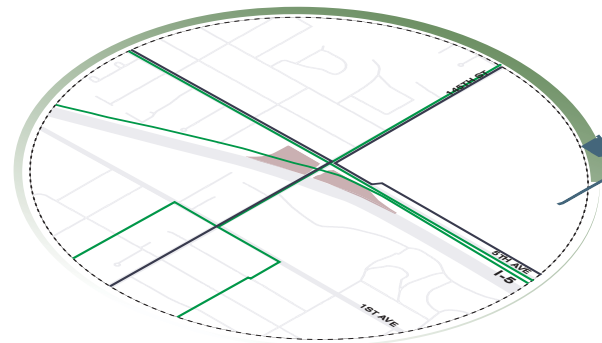
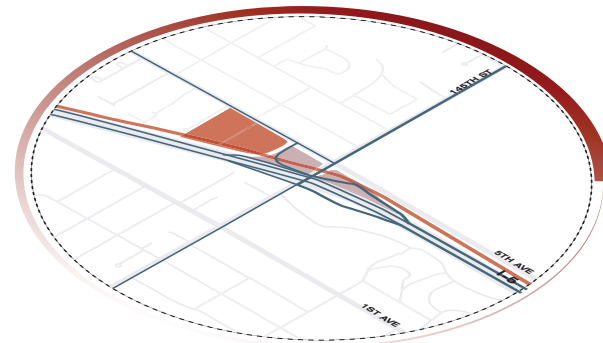
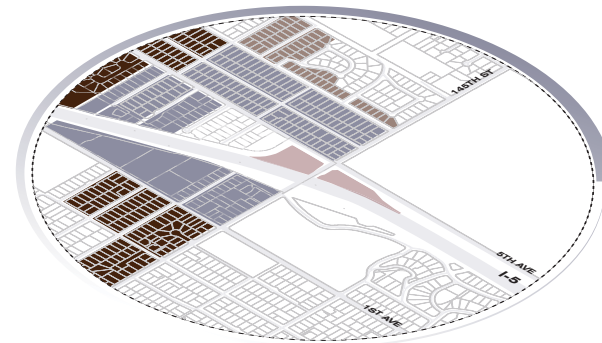
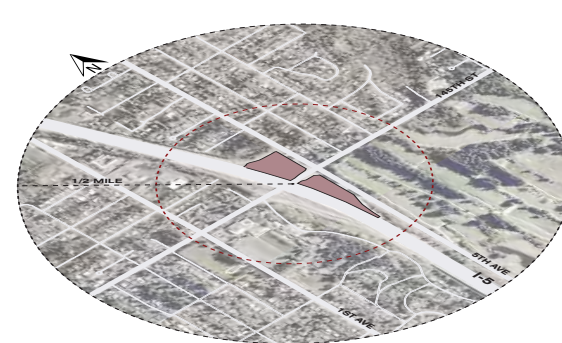
CONFLUENCE

TREVOR BENTLEY



CONFLUENCE

REVEALING THORNTON CREEK WITHIN A NEXUS OF EXISTING AND EMERGENT INFRASTRUCTURE



DENSITY
PROPOSED MUR 70'
PROPOSED MUR 45'
PROPOSED MUR 35'

TRANSIT
EXISTING BUS INFRASTRUCTURE
(I-5, 145TH ST, AND 5TH AVE)
PROPOSED LINK LINE

BICYCLE/PEDESTRIAN
PROPOSED BICYCLE NETWORK
(RAIL TRAIL)
(145TH CONNECTIONS)
PEDESTRIAN NETWORK

HYDROLOGY
THORNTON CREEK WATERSHED
(NORTH BRANCH)
(I-5 CULVERT)
EXISTING PUBLIC OPEN SPACE



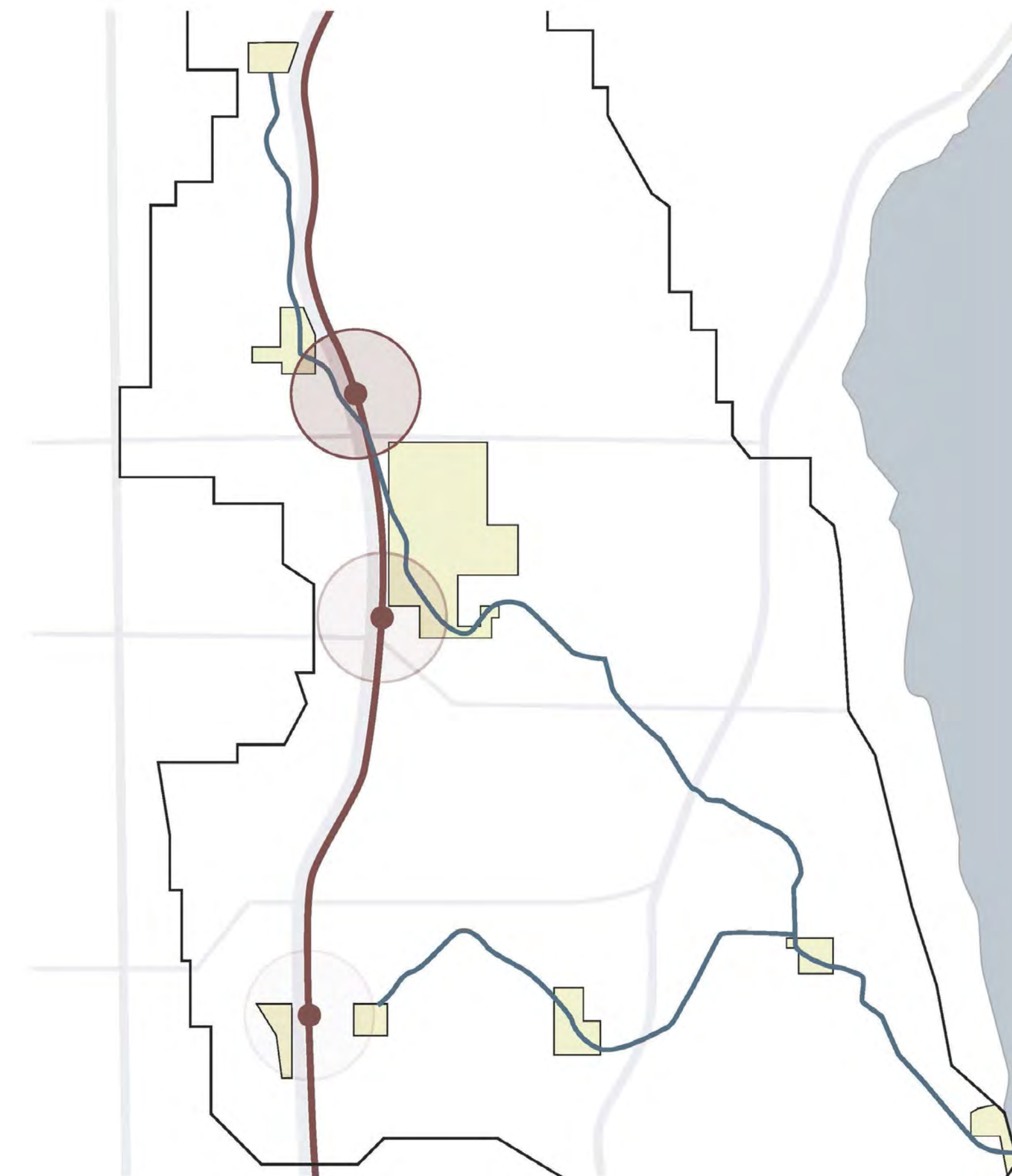
NEXUS OF SYSTEMS

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.

TREVOR BENTLEY

HYDROLOGY AS ARMATURE SEARCHING THE WATERSHED FOR PRECEDENT

THORNTON CREEK PRESENTS THE OPPORTUNITY TO ACT AS AN "ARMATURE" (GARY STRANG) FOR THE NEXUS OF SYSTEMS AT THE 145TH ST LINK STATION SITE. THE WATERSHED NETWORK PROVIDES PRECEDENT AS TO HOW DIFFERENT CREEK TYPOLOGIES CAN SORT ROBUST INFRASTRUCTURAL SYSTEMS.



TWIN PONDS



LICORICE FERN



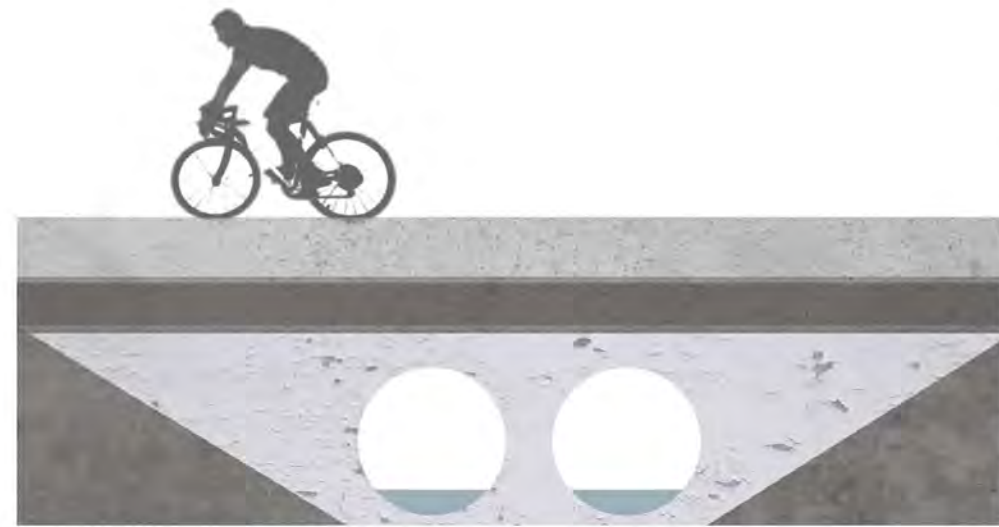
MEADOWBROOK POND



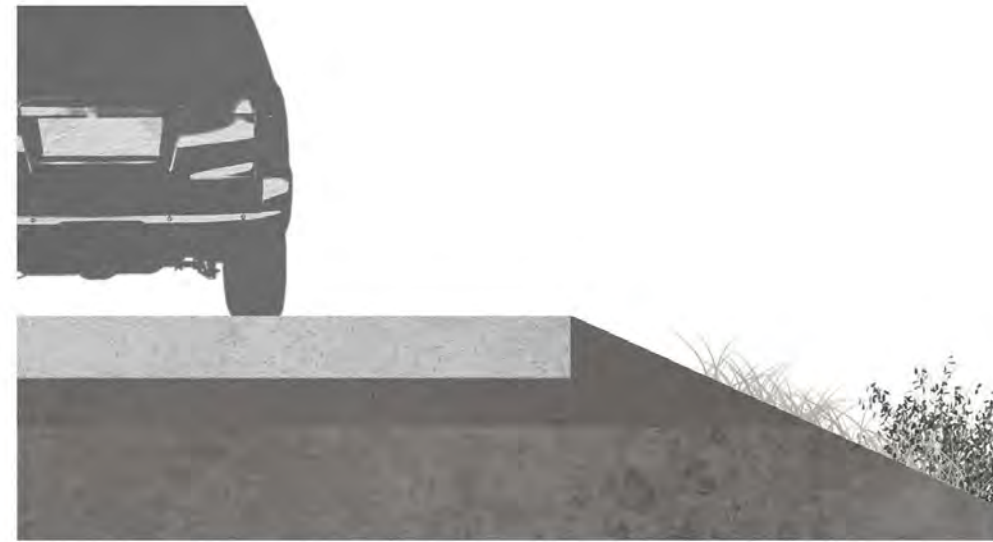
THORNTON WATER QUALITY CHANNEL

CONFLUENCE

REVEALING THORNTON CREEK WITHIN A NEXUS OF EXISTING AND EMERGENT INFRASTRUCTURE



CULVERTED
AQUATIC LIFE BARRIER
TURBIDITY



IMPERVIOUS SURFACES
POLLUTANTS AND SEDIMENTS
TEMPERATURE
TURBIDITY
49% WATERSHED

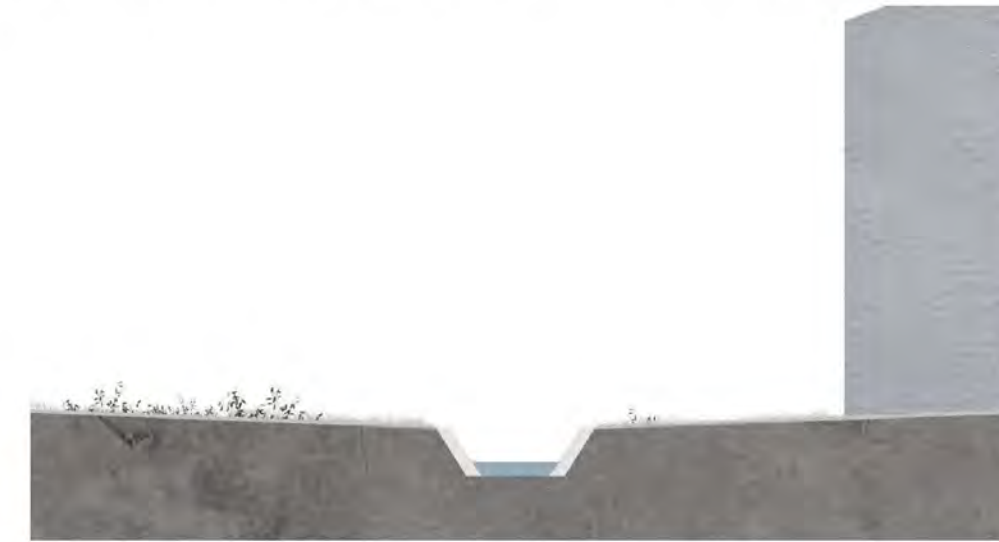


SCRUB/SHRUB WETLAND
SALMONBERRY
INSECTS
MOLES/RODENTS
PREDATORY BIRDS



RIPARIAN
CONIFEROUS AND DECIDUOUS SPECIES
UNDERSTORY
WOODY DEBRIS
BANK STABILIZATION

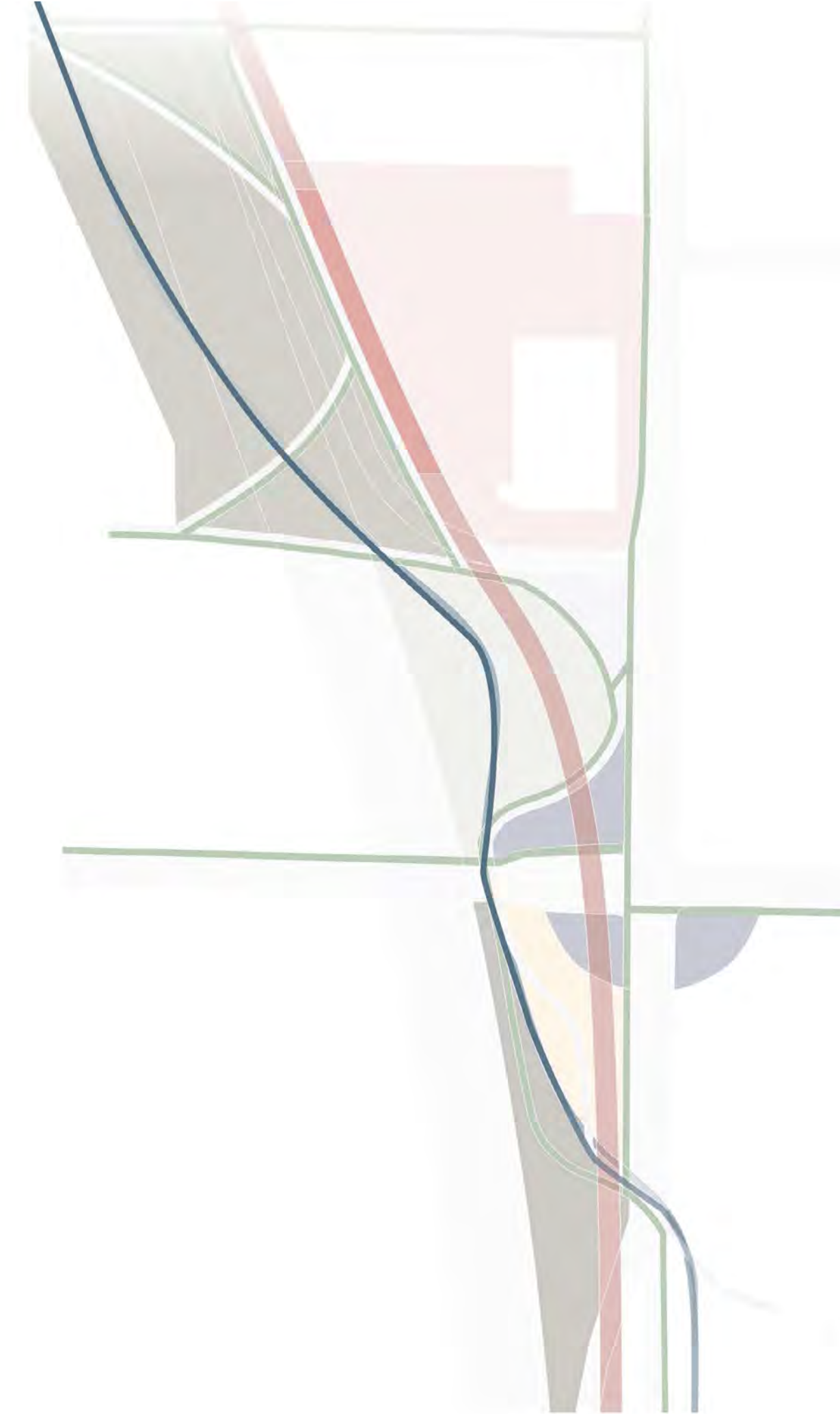
HYDROLOGY AS ARMATURE THORNTON CREEK TYPOLOGIES



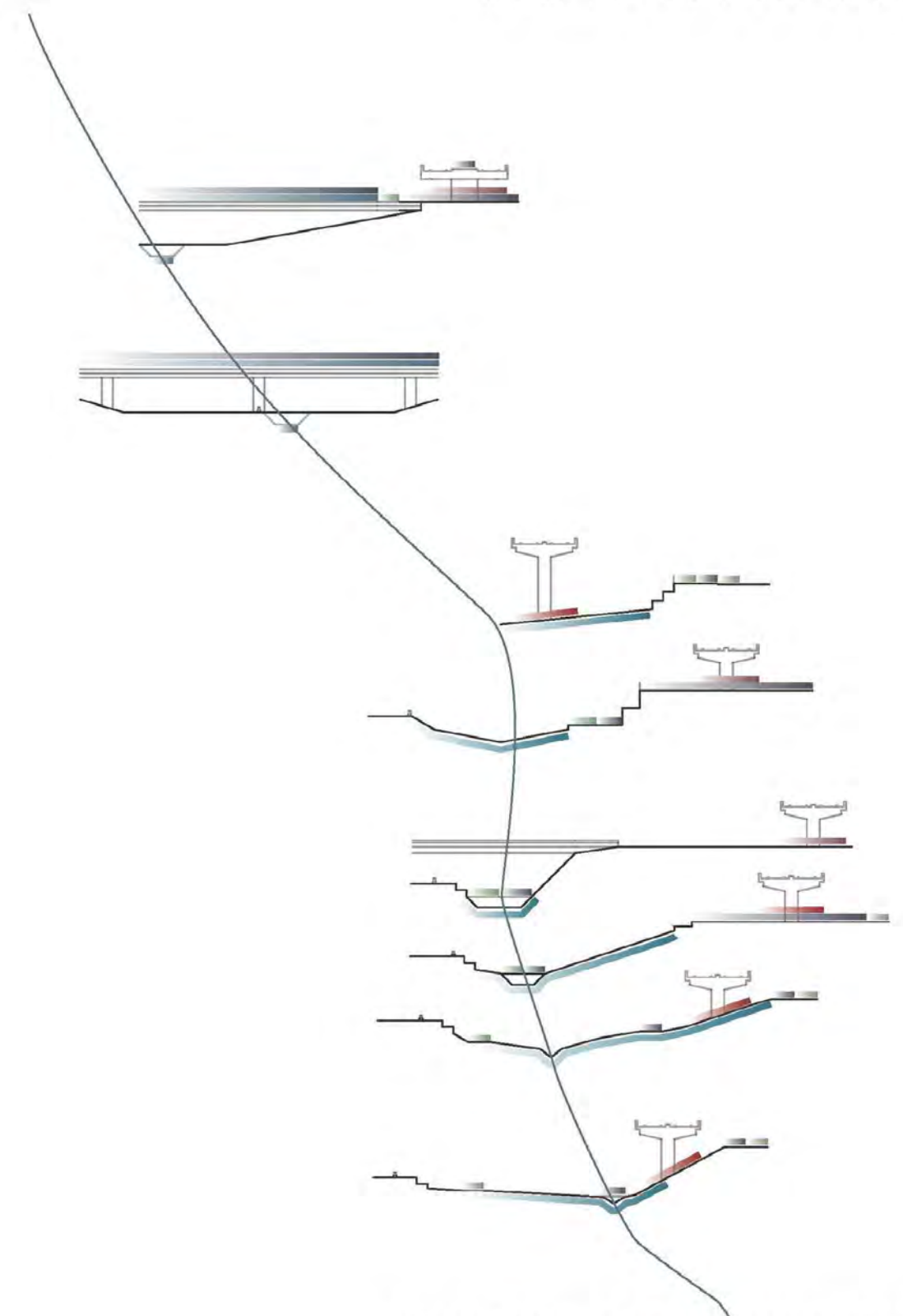
DEGRADED STREAM CORRIDOR
MINIMAL CANOPY AND UNDERSTORY
PROXIMITY OF DEVELOPMENT



FORESTED WETLAND
CANOPY (ALDER, WESTERN RED CEDAR)
UNDERSTORY
WOODY DEBRIS



TREVOR BENTLEY

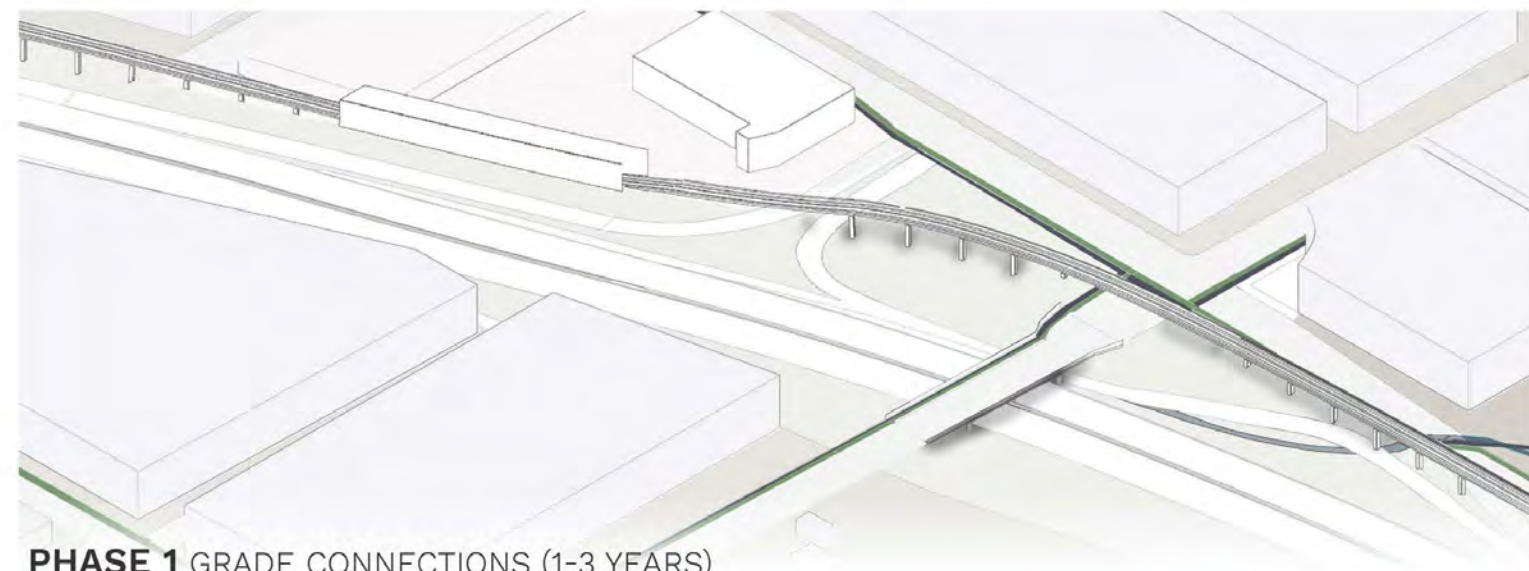


CONFLUENCE OF SYSTEMS 10 YEAR PLAN

IN 10 YEARS A SCRAP PIECE OF LAND NEXT TO THE I-5 CAN BECOME A VIABLE CIVIC AND ECOLOGICAL AMENITY, WITH THE 145TH ST LINK STATION SERVING AS A CATALYST. WITH THORNTON CREEK DAYLIGHTED, NEW HYBRIDS OF PEDESTRIAN, BICYCLE, TRANSIT, CIVIC, AND ECOLOGICAL INFRASTRUCTURE CAN BE DISCOVERED. THIS IS THE CONFLUENCE OF THORNTON CREEK AND EVER EXPANDING URBAN SYSTEMS.

CONFLUENCE

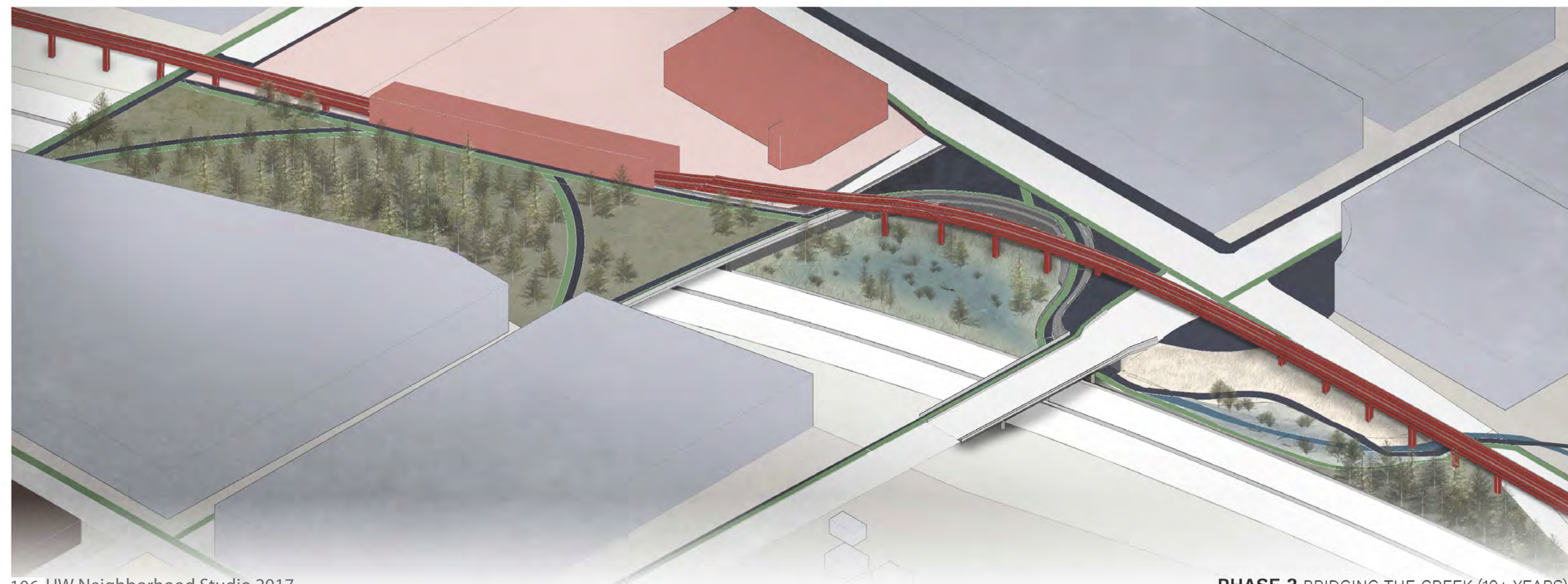
REVEALING THORNTON CREEK WITHIN A NEXUS OF
EXISTING AND EMERGENT INFRASTRUCTURE



PHASE 1 GRADE CONNECTIONS (1-3 YEARS)

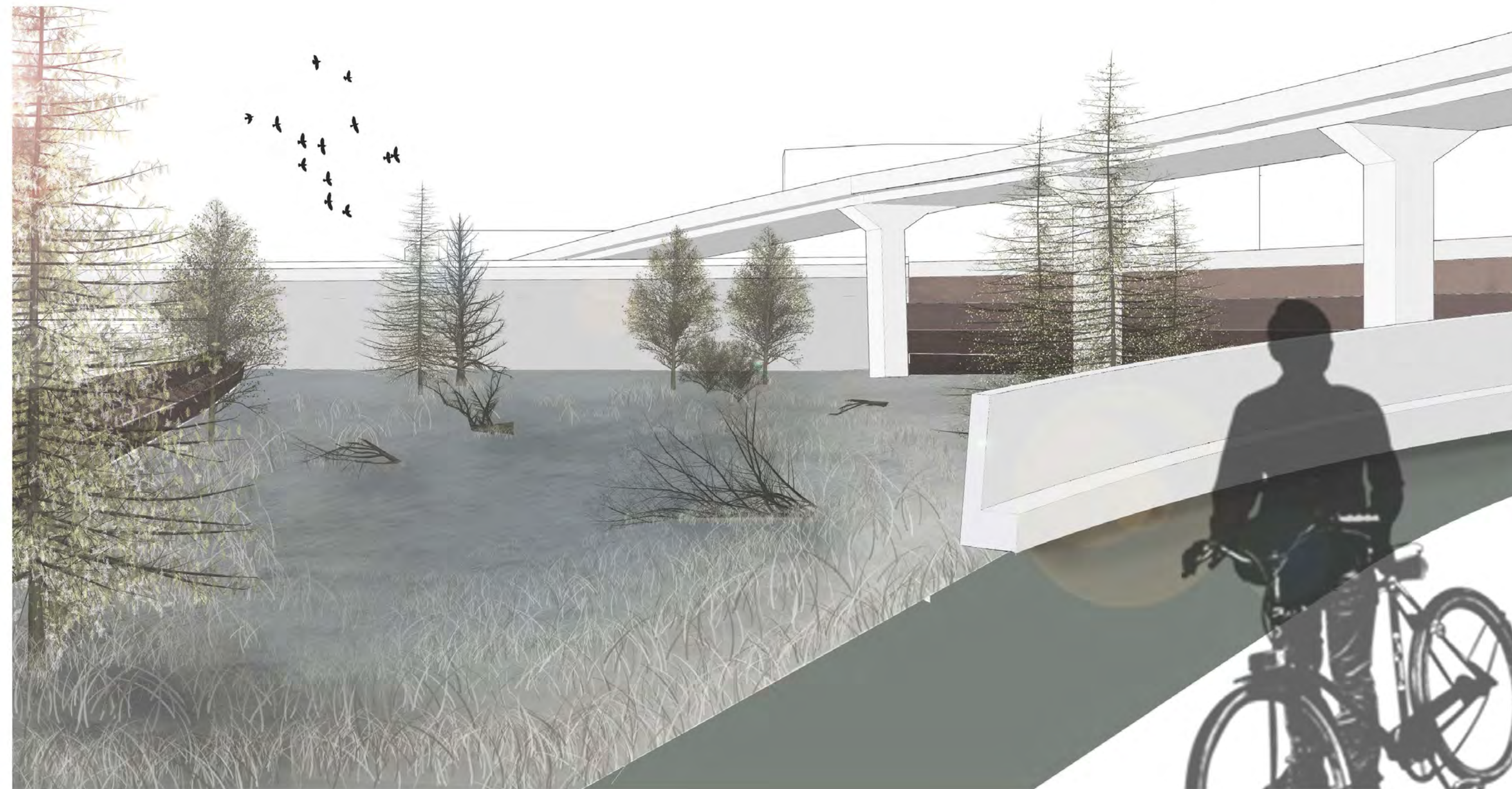


PHASE 2 REVEALING THORNTON (3-7 YEARS)



PHASE 3 BRIDGING THE CREEK (10+ YEARS)

TREVOR BENTLEY



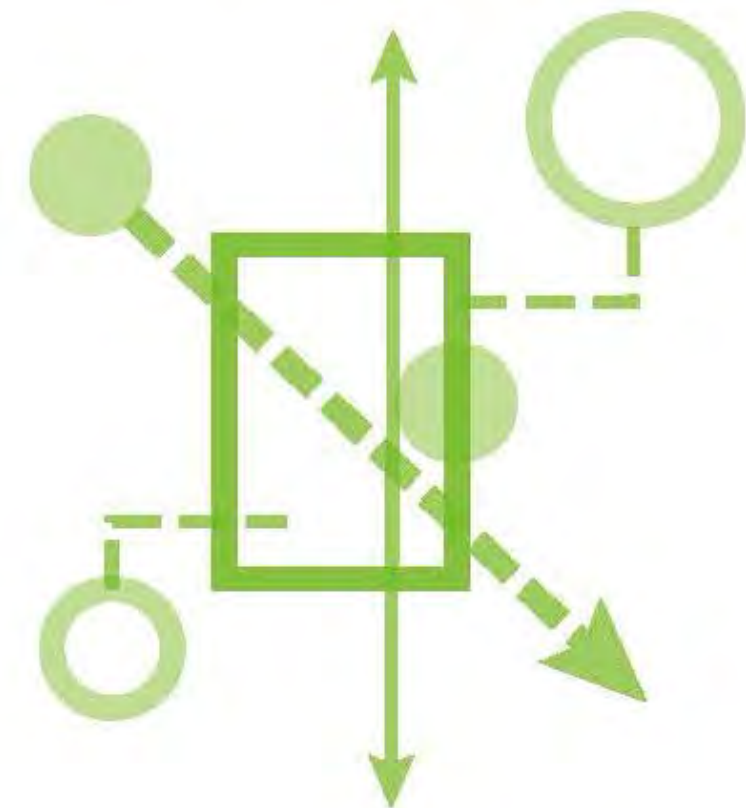
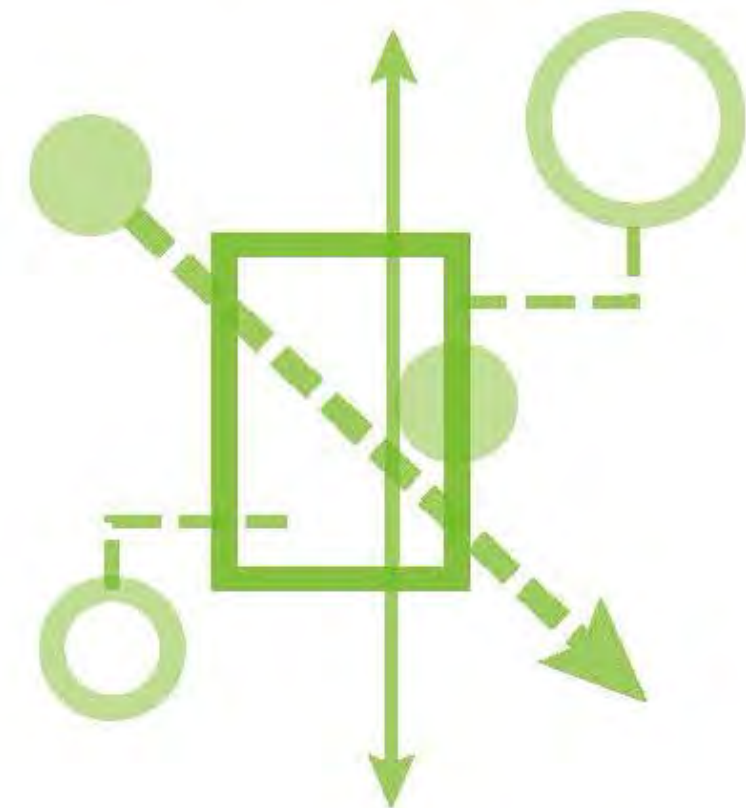
VIGNETTE EMERGENT WETLAND

CONFLUENCE

REVEALING THORNTON CREEK WITHIN A NEXUS OF
EXISTING AND EMERGENT INFRASTRUCTURE

TREVOR BENTLEY





NERO COMMONS

(RE)stitching Civic Landscape for a New Urban Village



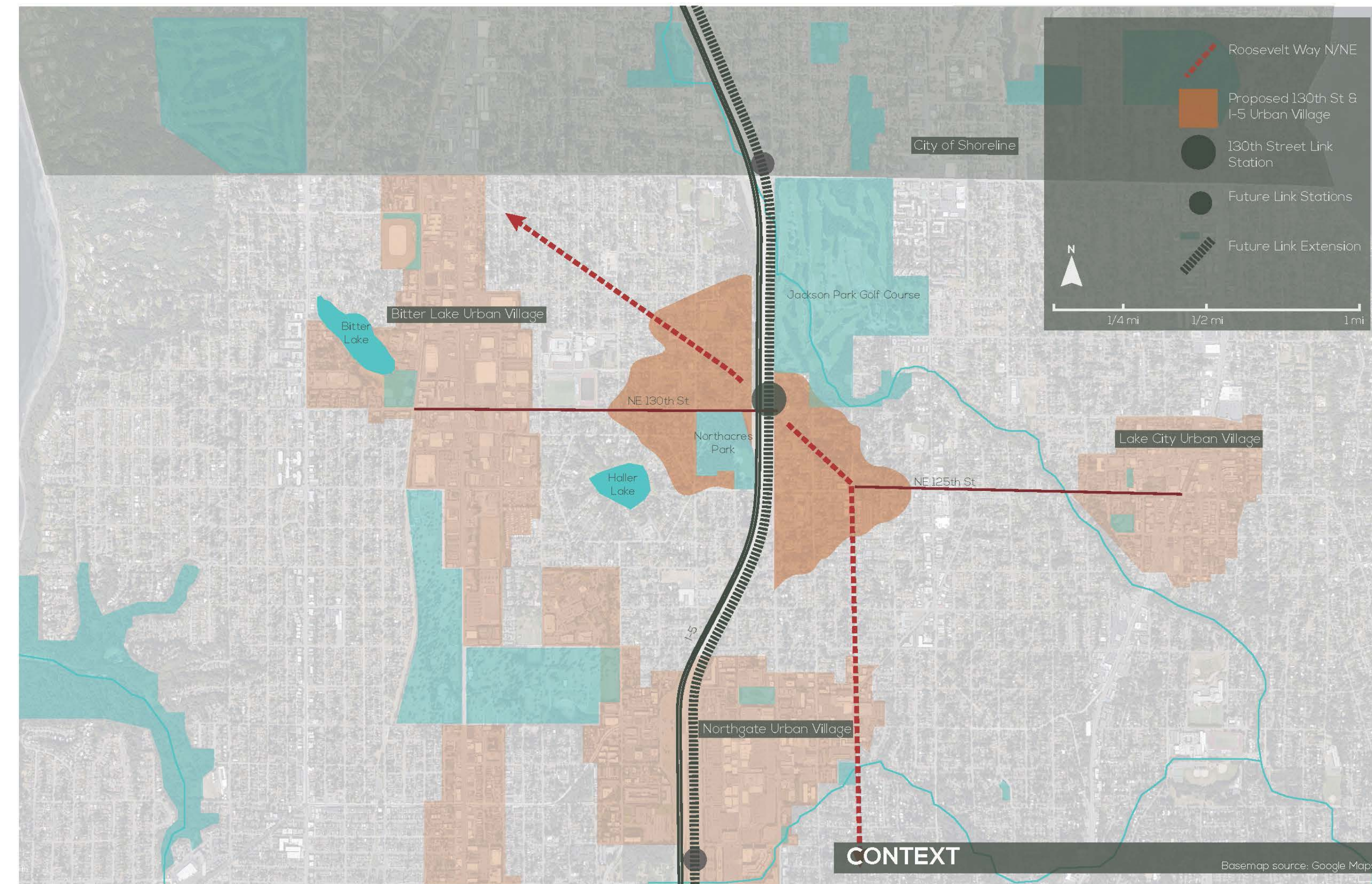
CONTEXT



Photo source: Derek Holmer

Nearly 200,000 cars pass the site for the 130th Street Link Station daily, dividing the service area in half. More than 35,000 cars pass through the intersection nearest the station, resulting in an environment unpleasent to pedestrians at best and downright hostile at worst. This project seeks to improve pedestrian and bike connectivity across the scar the freeway has left through Seattle whiel simultaneousle reconnecting NOrth Seattle to itself through an urban village center.

DEREK HOLMER

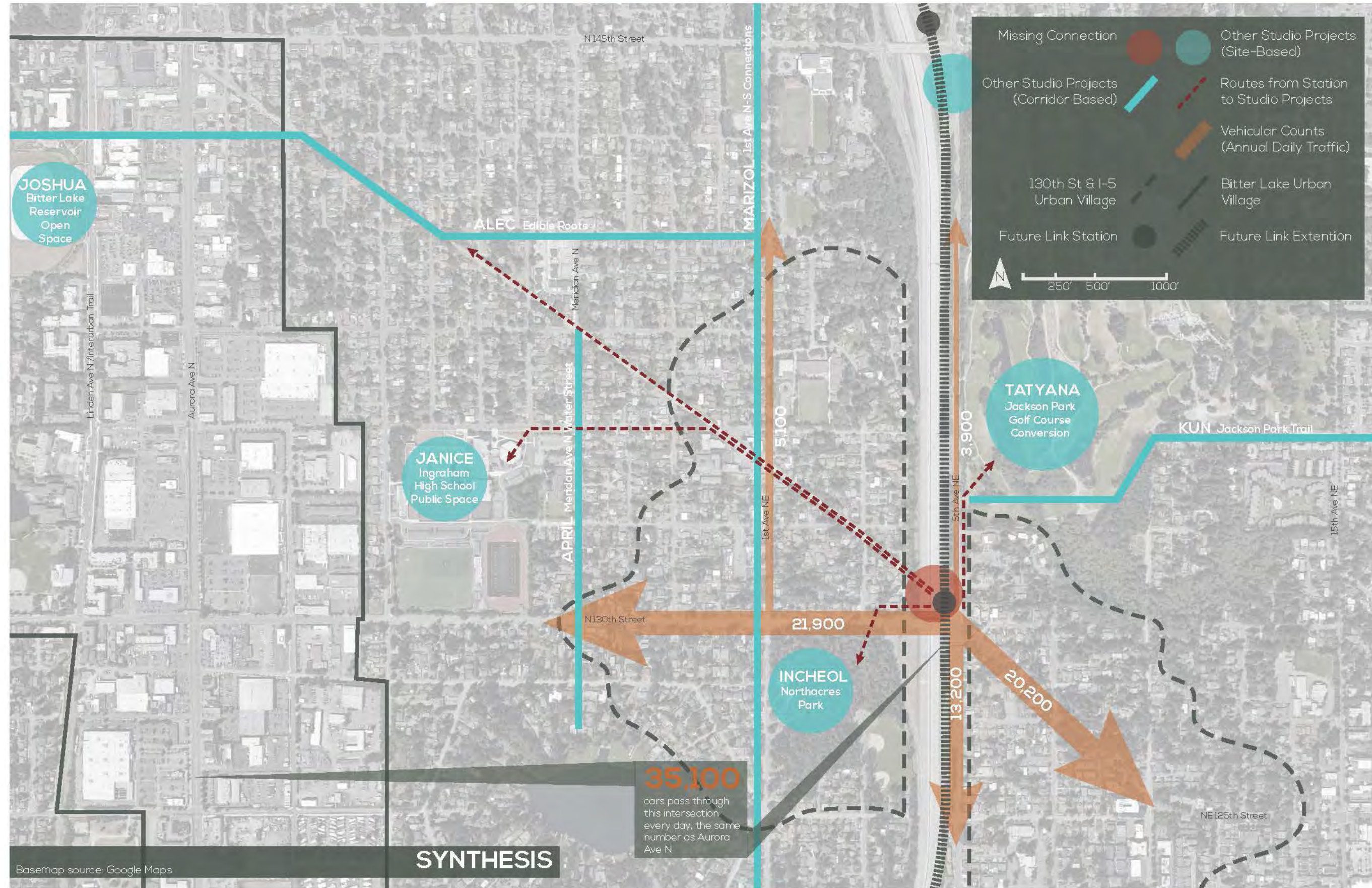


CONTEXT

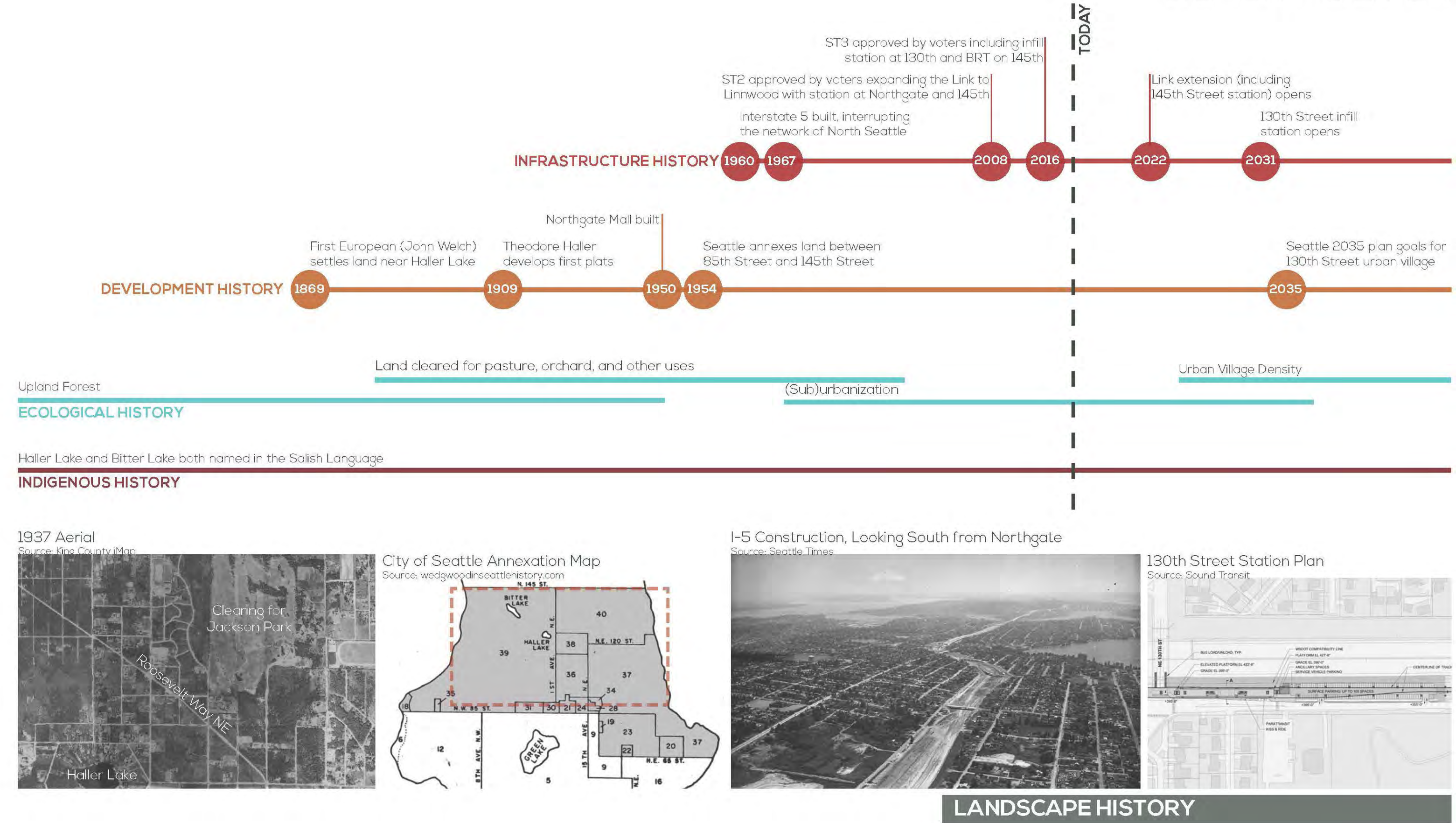
Basemap source: Google Maps

NERO COMMONS

(RE)stitching Civic Landscape for a New Urban Village



DEREK HOLMER



NERO COMMONS

(RE)stitching Civic Landscape for a New Urban Village

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, eliminating its capacity to connect bicycle and pedestrian networks from the west to 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 Way NE, and subsequently the Urban Village, by reclaiming wasted freeway airspace for Transit Oriented Development.

CHALLENGES & OPPORTUNITIES

(RE)CONNECT TRANSPORTATION

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

(RE)CONNECT ROOSEVELT

Reconnecting Roosevelt Way will reunite the larger pedestrian and bike network, providing safe, dedicated access to the station across the freeway.

UNIFY THE VILLAGE

Low income housing above the freeway allows the first stage of TOD without displacing residents while future phases of development frame public space upon which the village can build civic identity.

(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 watershed.

(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** drive the design, viewing landscape as infrastructure.

PROJECT GOALS

The Sabo typology consists of an iconic sculptural bridge carrying bikes and pedestrians over a freeway. The visual impact of this typology is meant to be experienced both by those crossing the bridge and those passing underneath.



Martin Olaf Sabo Bridge- Minneapolis, MN
Photo Source: Walker Art Center

SABO

The Living typology consists of a widened bridge carrying bikes and pedestrians across a freeway with space for plantings, pavilions, etc along the way. While there are more places to stop, the major goal is still to cross the freeway.



Vancouver Land Bridge- Vancouver, WA
Photo Source: Landarch.com

LIVING

The Cap typology consists of an extended deck across a freeway upon which a park is constructed. The major goals of a cap include the creation of space as well as the screening of freeway noise and views.



Klyde Warren Park- Dallas, TX
Photo source: Arch Daily

CAP

The Ponte Vecchio typology consists of an active street with building frontages across a freeway. The street may not necessarily be pedestrian only, but the goal is to reconnect development across the gap and to erase any sense of crossing.



Cap at Union Station- Columbus, OH
Photo Source: Urban Land Institute

PONTE VECCHIO

The Hybrid Typology consists of a combination of the other typologies. Neither park nor development dominate programming, but work in harmony to produce a place that is both efficient to cross and pleasant to occupy.



11th Street Bridge Park, Washington DC
Photo Source: OMA

HYBRID

TYOLOGIES

NERO COMMONS

(RE)stitching Civic Landscape for a New Urban Village

DEREK HOLMER



PLAN

1. Expanded Bus Loading/Unloading
2. Farmers' Market
3. Access to Link Station Above
4. Bike Center (Kun)
5. Access to Jackson Park (Tatyana & Kun)
6. Grocer
7. Collection Wetland
8. Shared Street/Delivery Access
9. Roosevelt Way NE access to other studio projects (Alec, Janice, Joshua)
10. Paved Crosswalks
11. Northacres Park (InCheol)
12. I-5 Southbound
13. I-5 Northbound

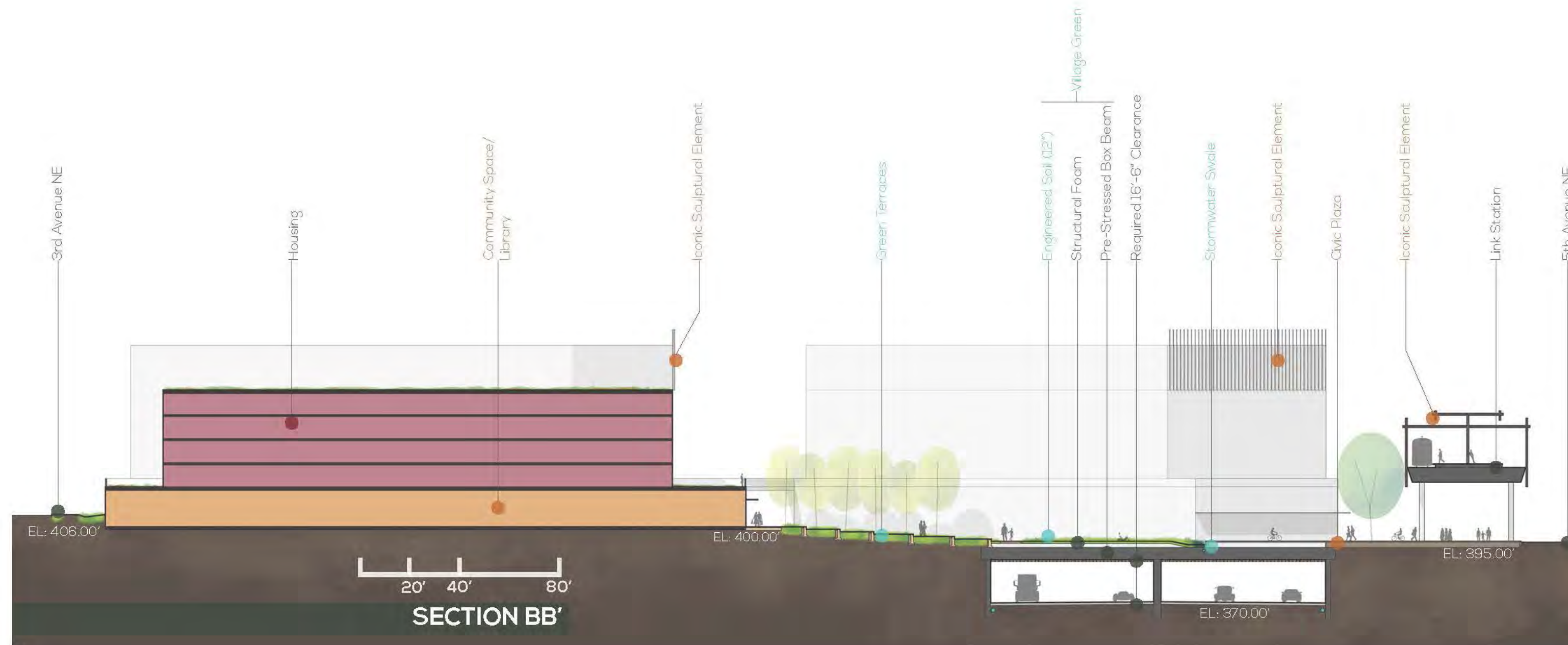


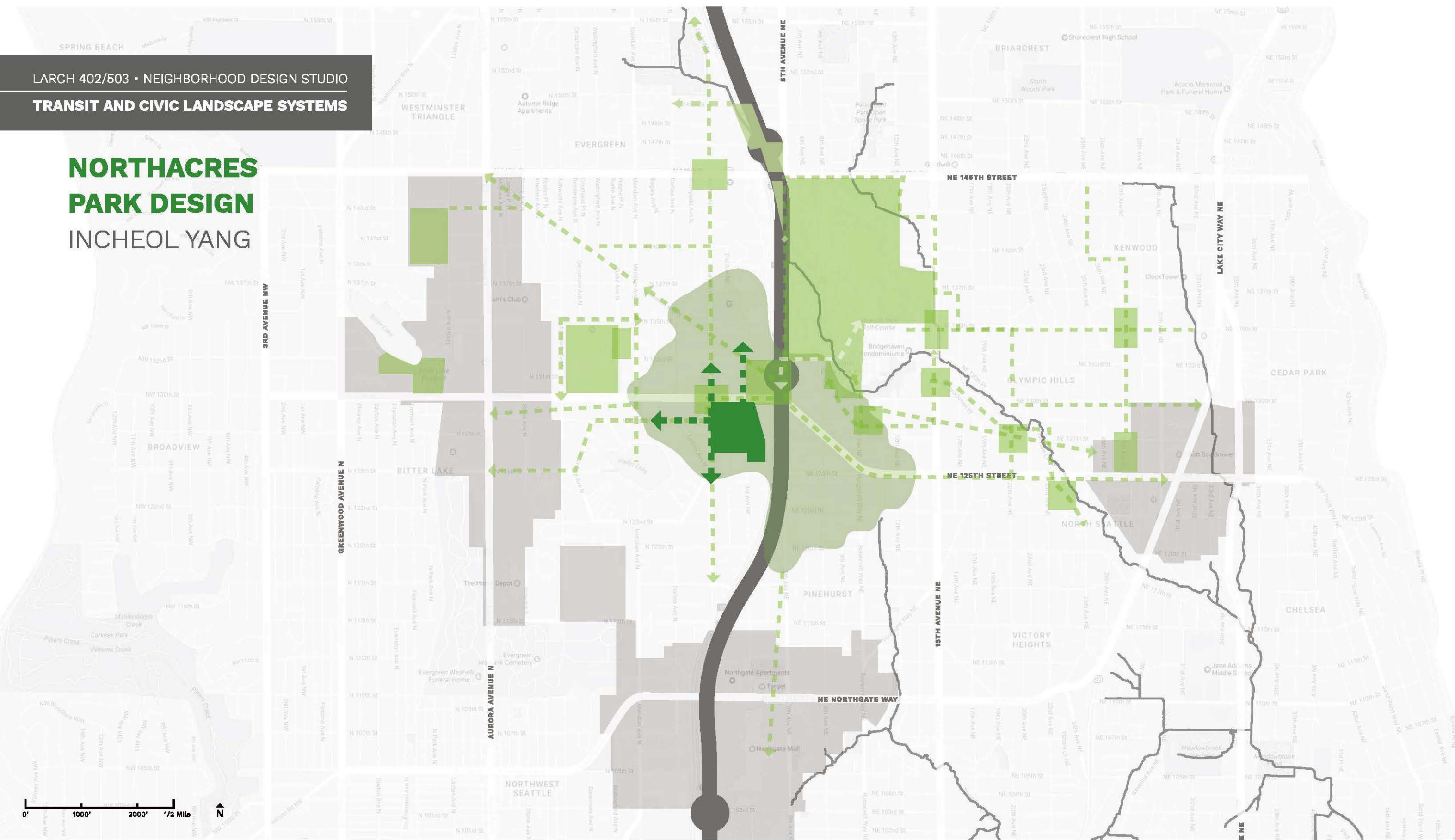
SECTION AA'

NERO COMMONS

(RE)stitching Civic Landscape for a New Urban Village

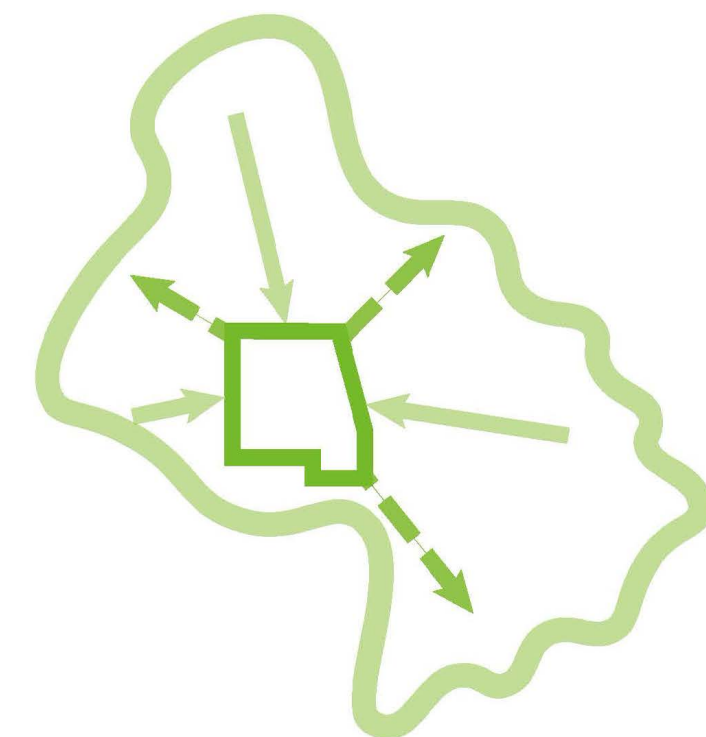
DEREK HOLMER





NORTHACRES PARK DESIGN

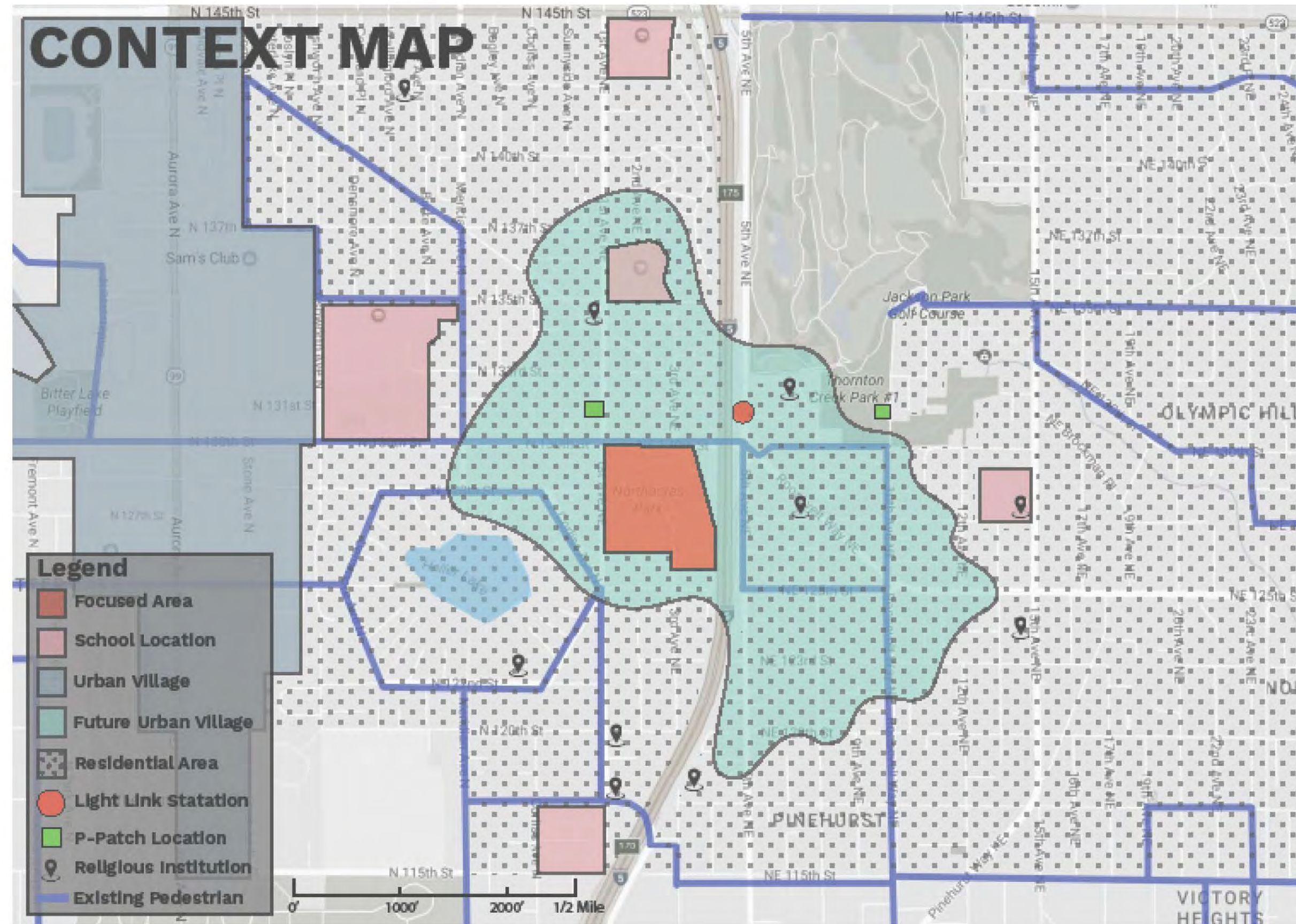
INCHEOL YANG



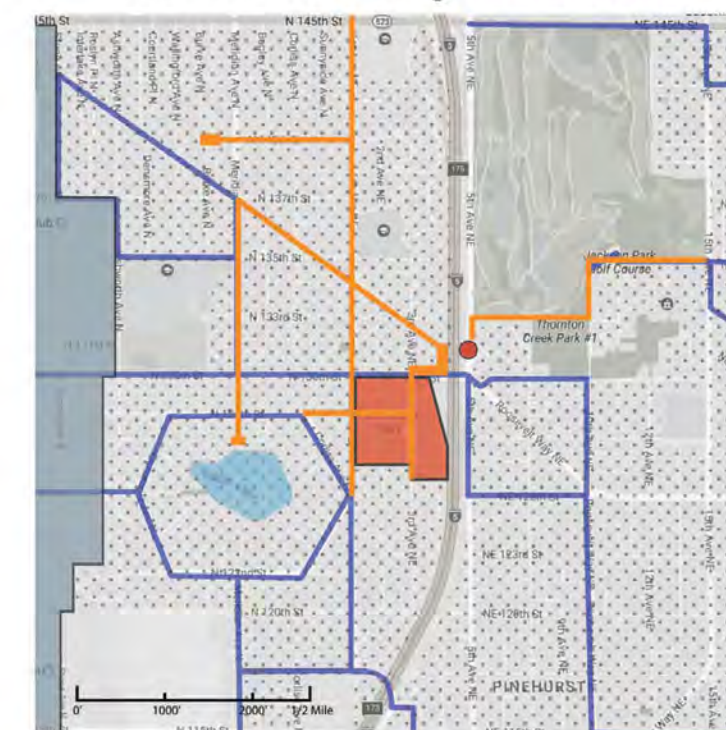
TOGETHER & FOREVER PARK

NORTHACRES PARK DESIGN

INCHEOL YANG

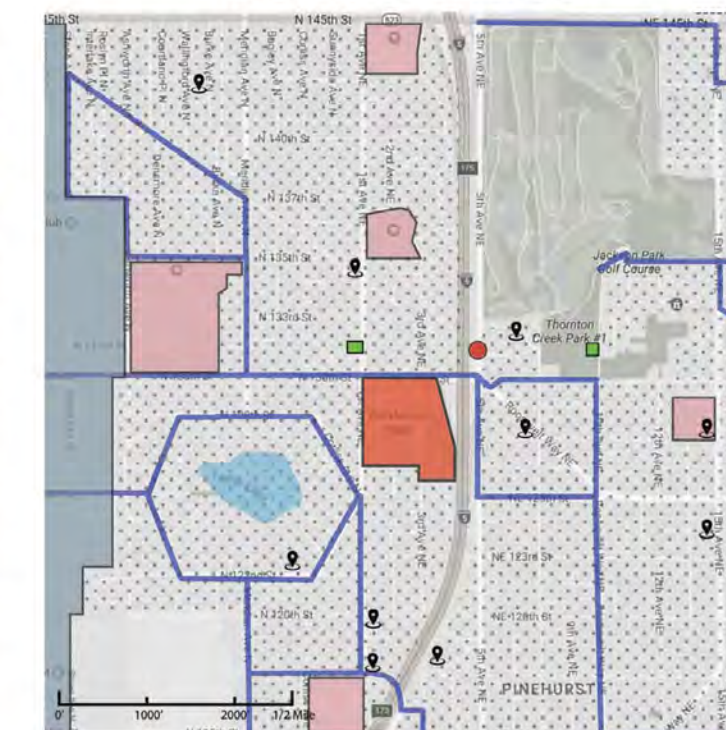


Connectivity/ Route



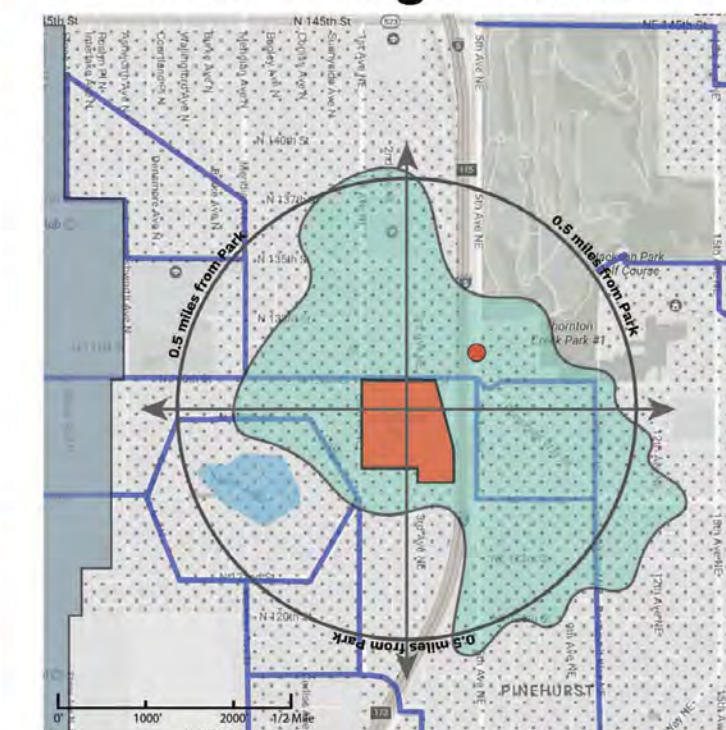
- By improving park trails and streets around park, Park provides great pedestrian connectivity with other studio focusing area. Also park itself can be one of the daily route to neighborhoods.

Communities



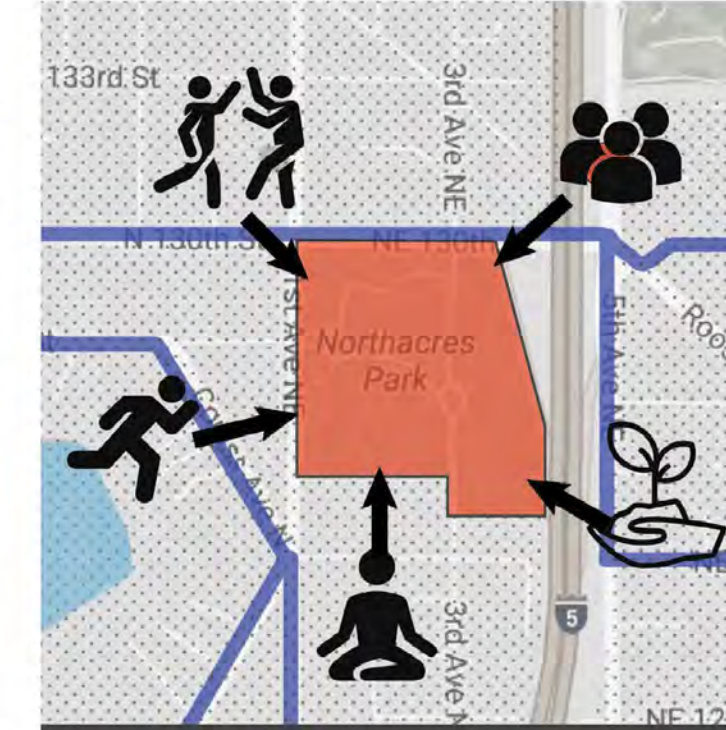
Park can provides great educational or social gathering place for surrounding schools or community. Within the 1 miles from park, there are many of school and community groups.

Urban Village/ Station



Park is located on future urban village and close to 130th link station. The park provides great destination and interesting space to increasing population of new urban village Neighborhoods.

Destination for All



- Park has many potential opportunities to provide interesting and useful space and activities for near neighborhoods and communities. I'm trying to design this park for all age of neighborhoods.

TOGETHER & FOREVER PARK

NORTHACRES PARK DESIGN

INCHEOL YANG



Daily Destination
for all age



Useful place
to Neighborhoods



Pedestrian/ Bike
Connectivity/ safety



Great Green Space
to urban Neighborhoods

Existing Condition

Northacres Park is a 20.7-acres public park located in the Haller Lake Neighborhood of Seattle, Washington, at the corner of I-5 and NE 130th Street. This park includes a large forested area with trails, picnic area, baseball & soccer field, and off-leash dog area. The Park's playground and wading pool were redesigned and reopened in 2012. This Park now includes two play areas with new equipment for children of different ages as well as a spray park area.



Spray Park



Dog Area

Improve Opportunity

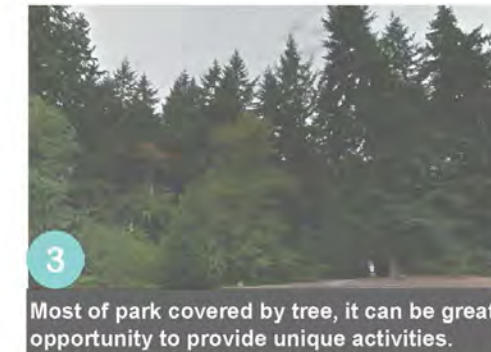
North Acres Park most focused on limited users especially kids. This park have great spatial or natural opportunities to make better destinations to near neighborhoods and communities. For providing better space to all age of users, park need design improvement. Here is list of what I'm thinking things that can be improve or use as opportunity.



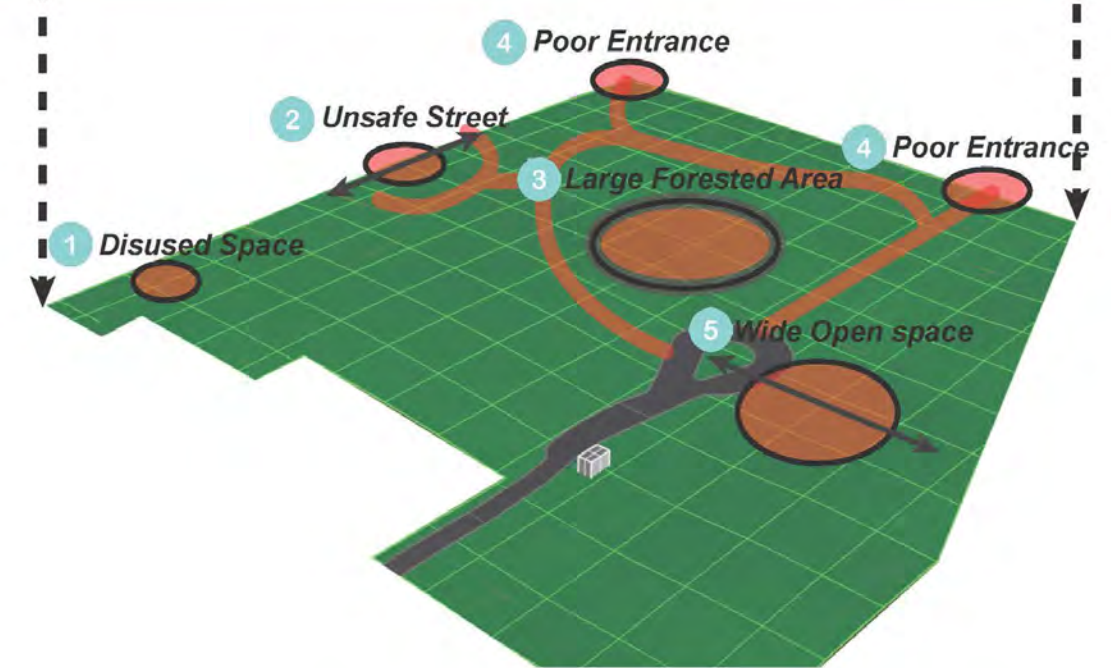
1 On the SW corner of park, there are about 50' x 60' of non used park property.



2 Between 1st Ave / west park boundary, there are no pedestrian way and poor ENT.



3 Most of park covered by tree, it can be great opportunity to provide unique activities.

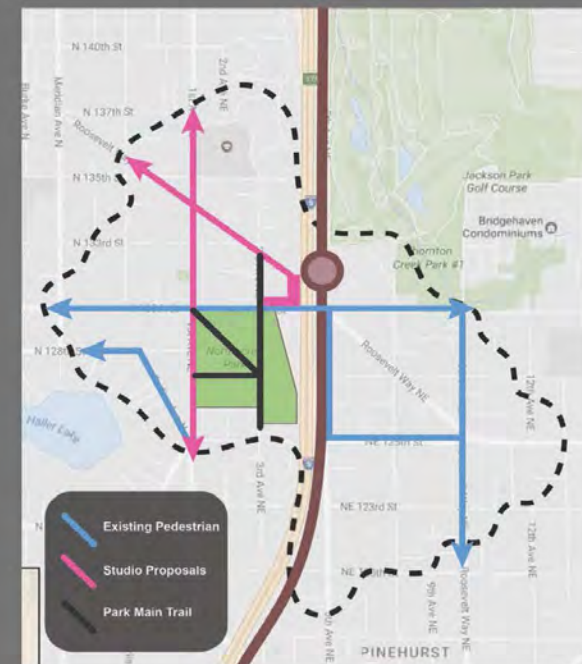


4 ENTs are really hidden. Redesign to make main ENT that make more welcoming.



5 On the west side of park, there are wide open space that not being used by people.

Trail Interaction Diagram



Park Main Trail

- Connected with Entrances
- Providing Daily Route
- Providing Bike Lane

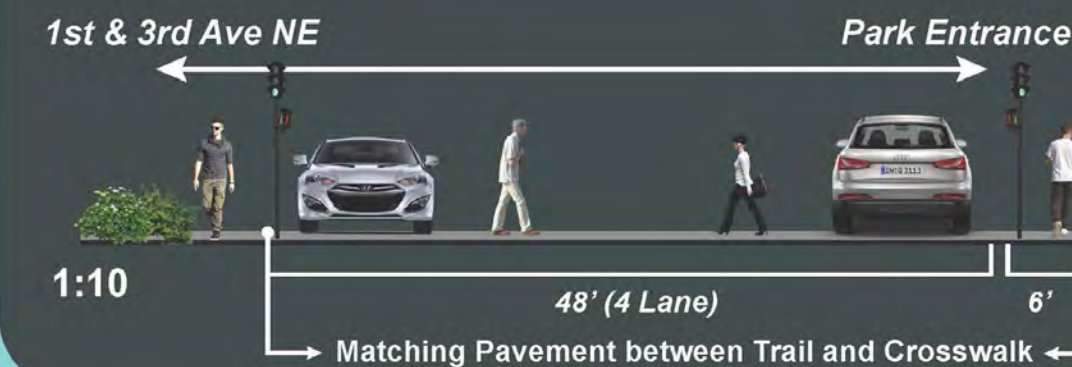


Park Loop Trail

- Providing Multiple Access
- Providing Dynamic Circulation
- Connecting Program Zones



A. Section of Entrance Connection



B. Section of Edible Street



EDIBLE STREET



MAIN ENTRANCE



COMMUNITY ZONE

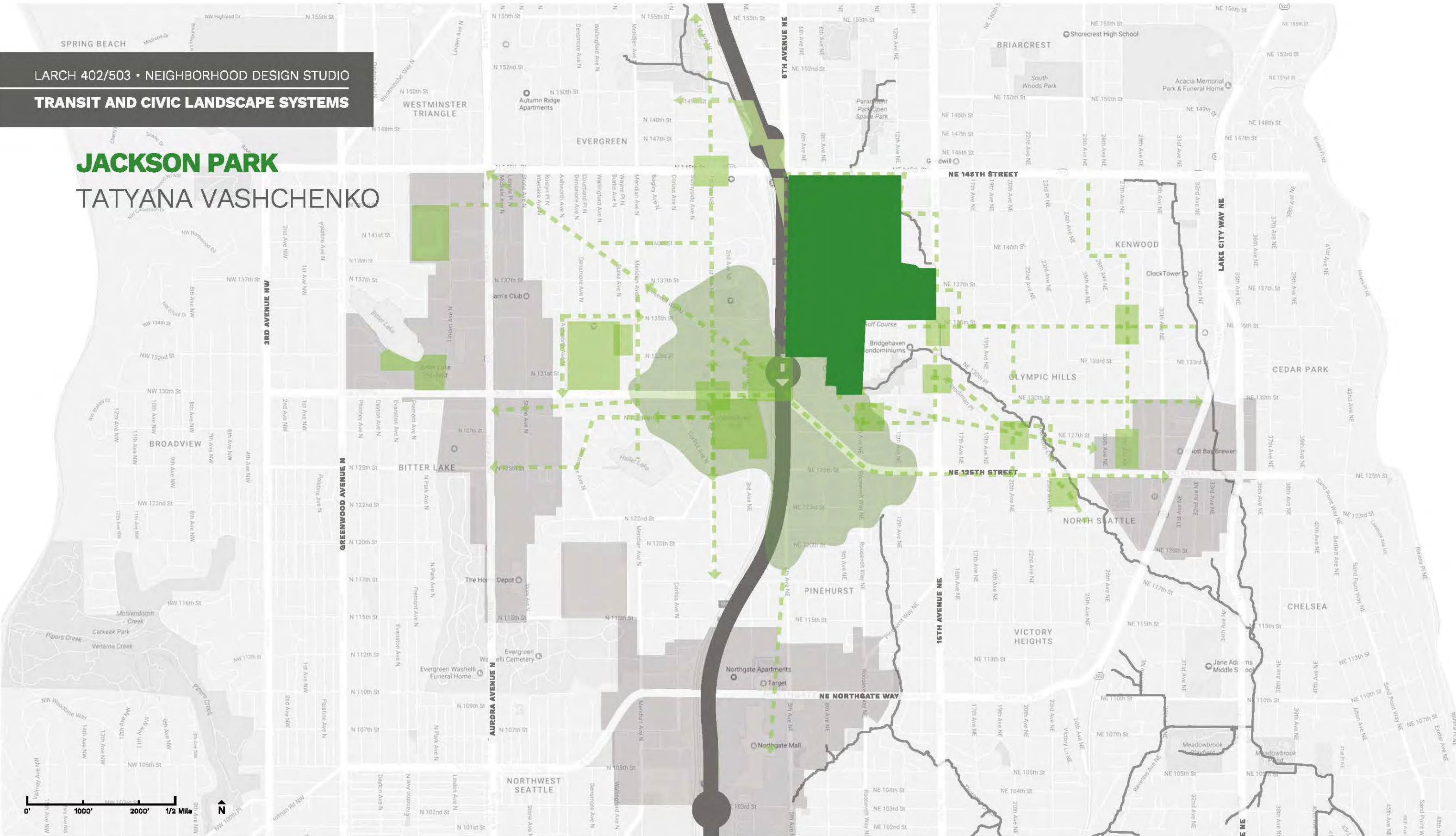


CENTER ZONE



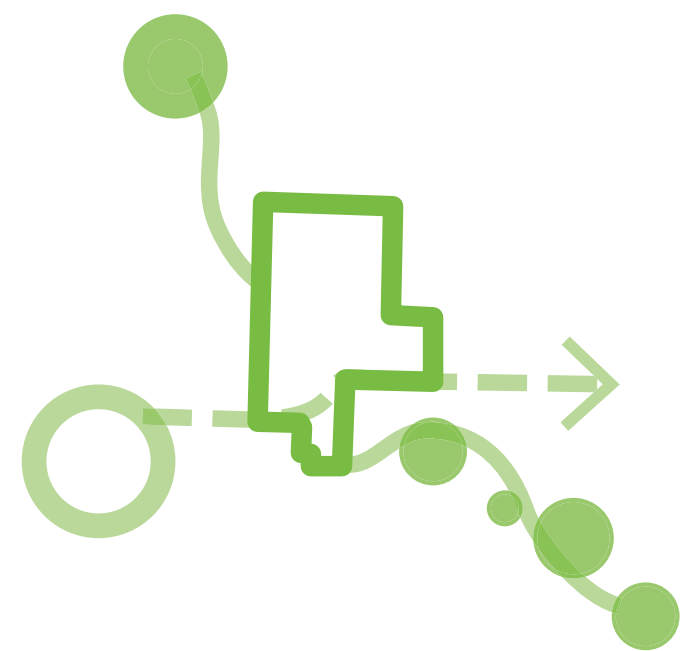
FOREST THERAPY





JACKSON PARK

TATYANA VASHCHENKO



JACKSON PARK GOLF COURSE CONVERSION

TATYANA VASHCHENKO



NEIGHBORHOOD ACCESS TO/FROM LINK STATIONS

Data Sources: Seattle 2035 Urban Village Study, City of Shoreline 145th Street Station Subarea Plan



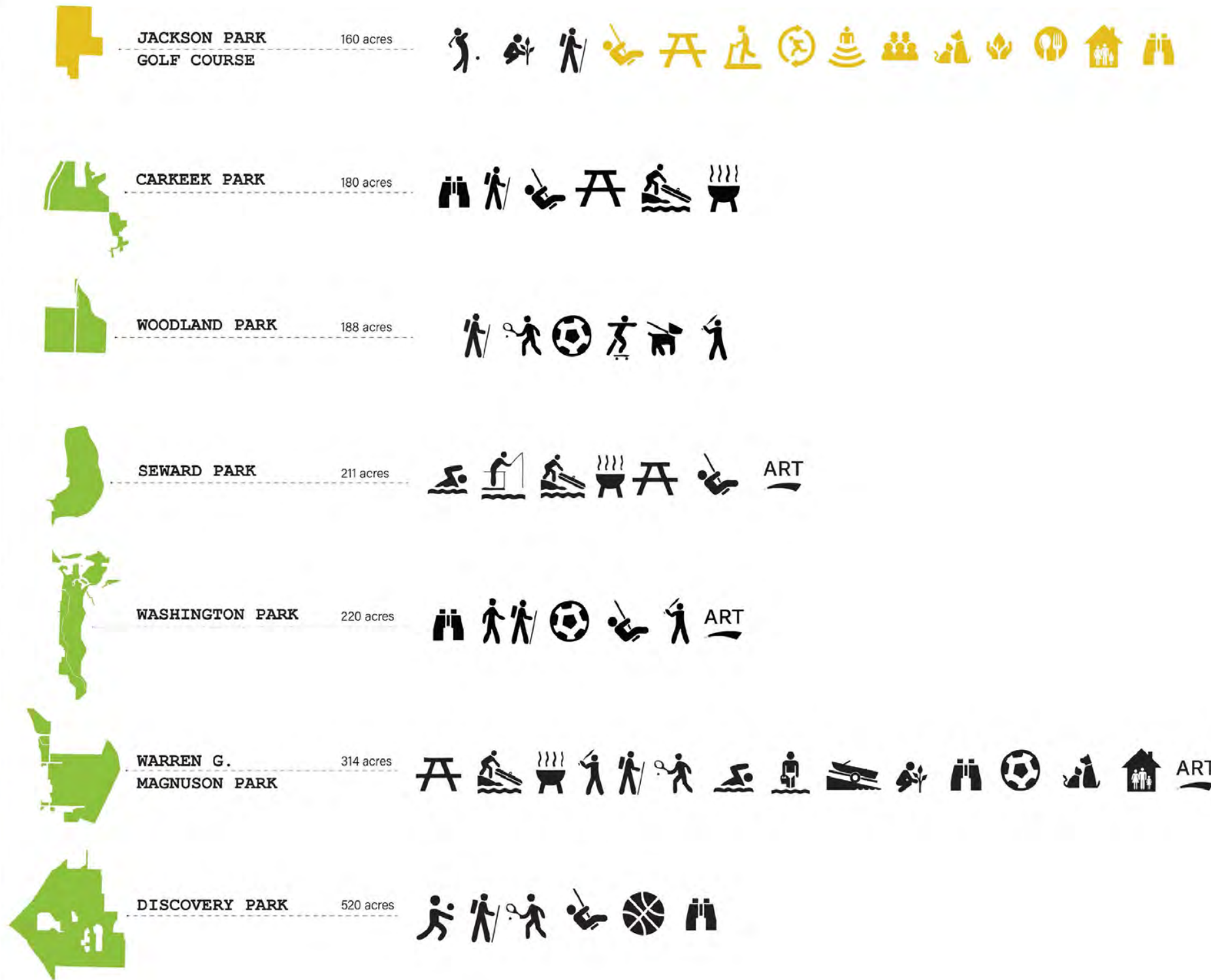
OPEN SPACE//WALKABILITY GAP ANALYSIS

Source: 2017 Seattle Gap Analysis Update



KING COUNTY: LARGE PARKS, GOLF COURSES

Sources: Google Earth Pro, King County GIS Data
<http://www.seattle.gov/parks/>



LARGE SEATTLE PARKS (>140 ACRES): PROGRAMMATIC BREAK-DOWN

JACKSON PARK GOLF COURSE CONVERSION

GOALS

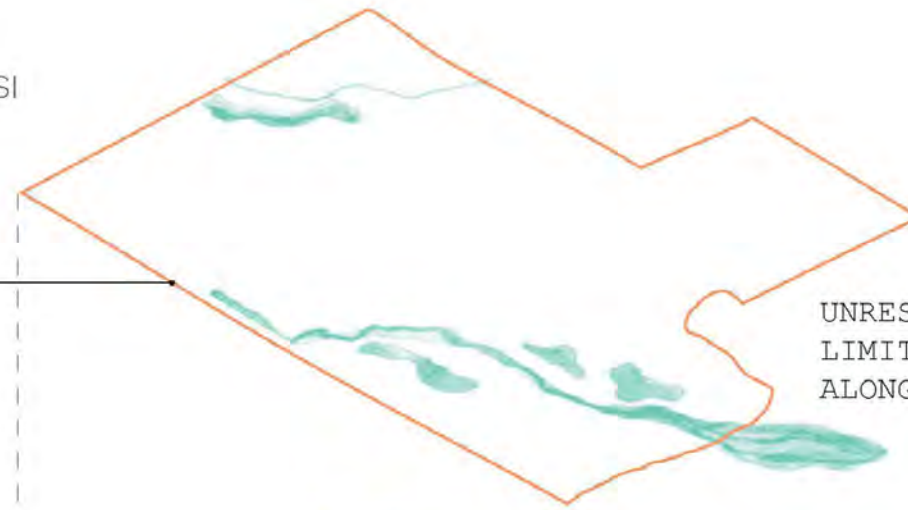
AFFORD **PUBLICLY ACCESSIBLE, DEMOCRATIC OPEN SPACE** THAT SERVES ITS COMMUNITY AND REGION

PROVIDE THE NEW AND GROWING NEIGHBORHOOD WITH A **COMMUNITY CENTER, ENVIRONMENTAL LEARNING CENTER, AFFORDABLE HOUSING AND EASILY ACCESSIBLE PHYSICAL FITNESS FACILITIES**

CREATE A **SAFE, ACCESSIBLE PATH FOR PEDESTRIAN AND BICYCLE** COMMUTERS USING 130TH AND 145TH ST STATIONS.



EXISTING PERIMETER TRAIL



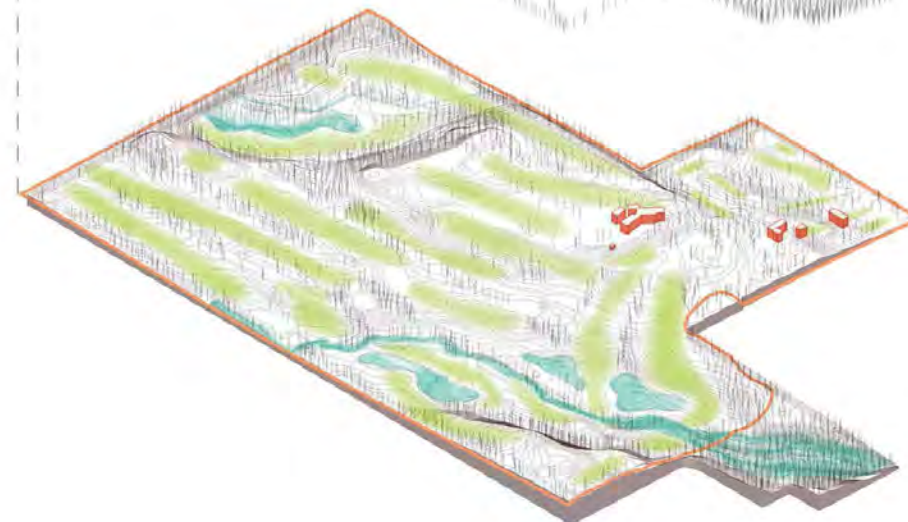
UNRESTRICTED PUBLIC ACCESS IS LIMITED TO A **PERIMETER TRAIL** ALONG GOLF COURSE FENCING



EXISTING SITE ECOLOGY IS LIMITED TO IRRIGATED/FERTILIZED **GREENS**

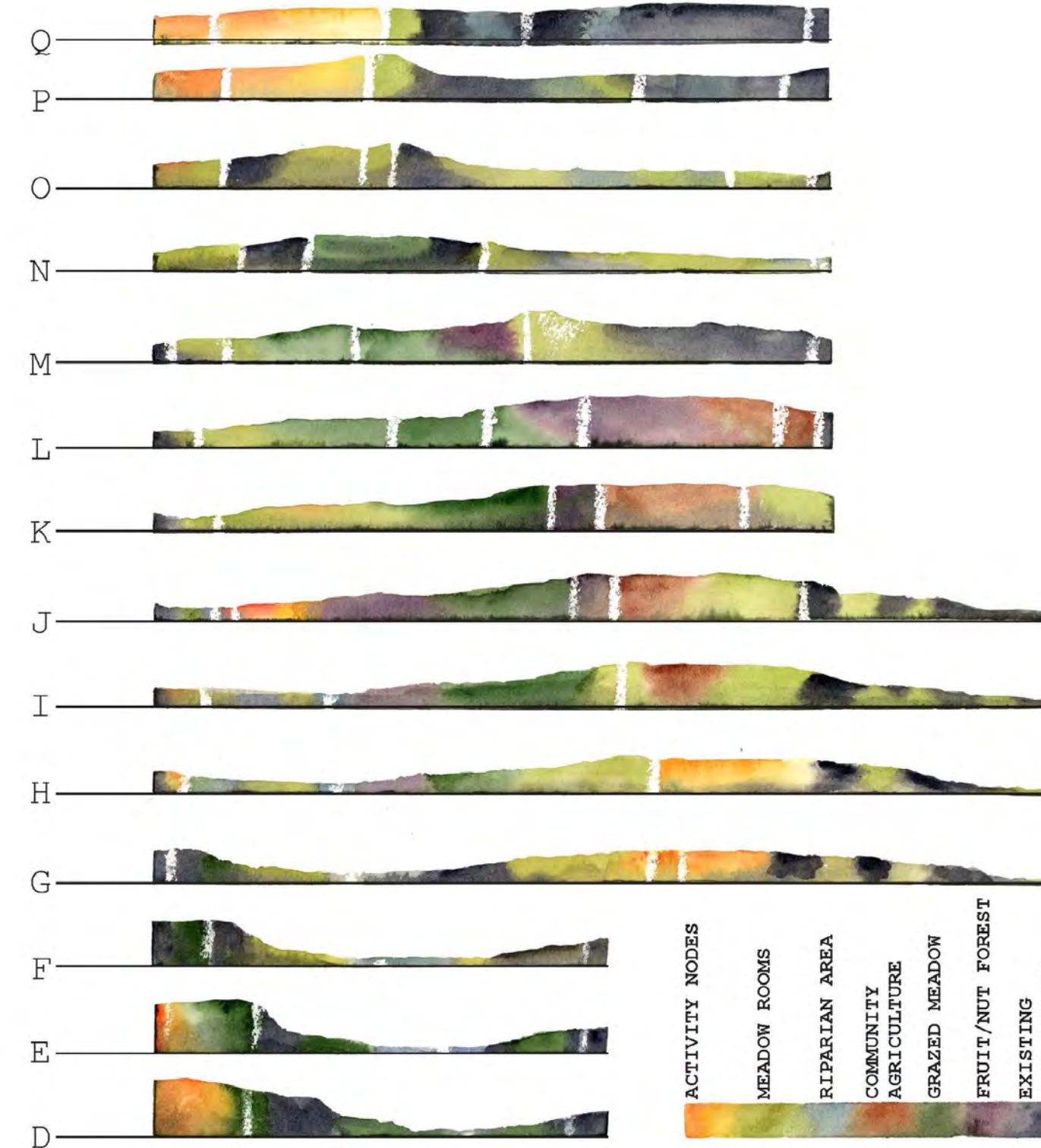


NATURALIZED **EVERGREEN WOODLANDS** FORMING A **SEQUENCE OF OUTDOOR ROOMS**

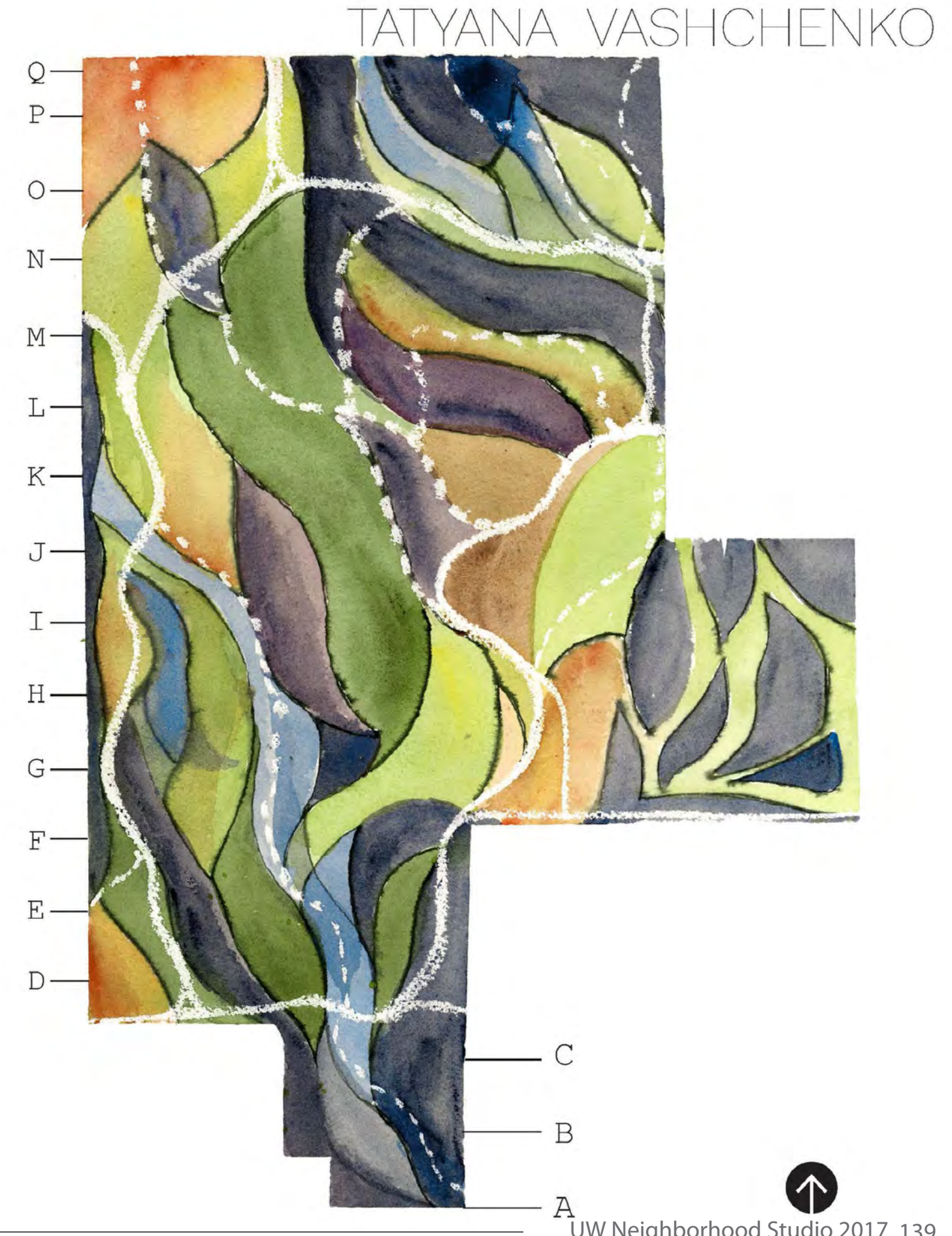
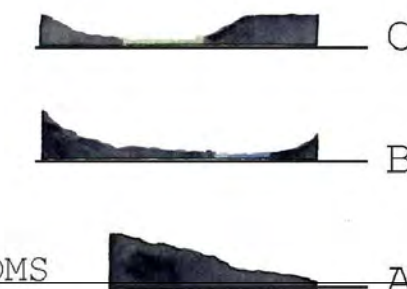


EXISTING CONDITIONS:

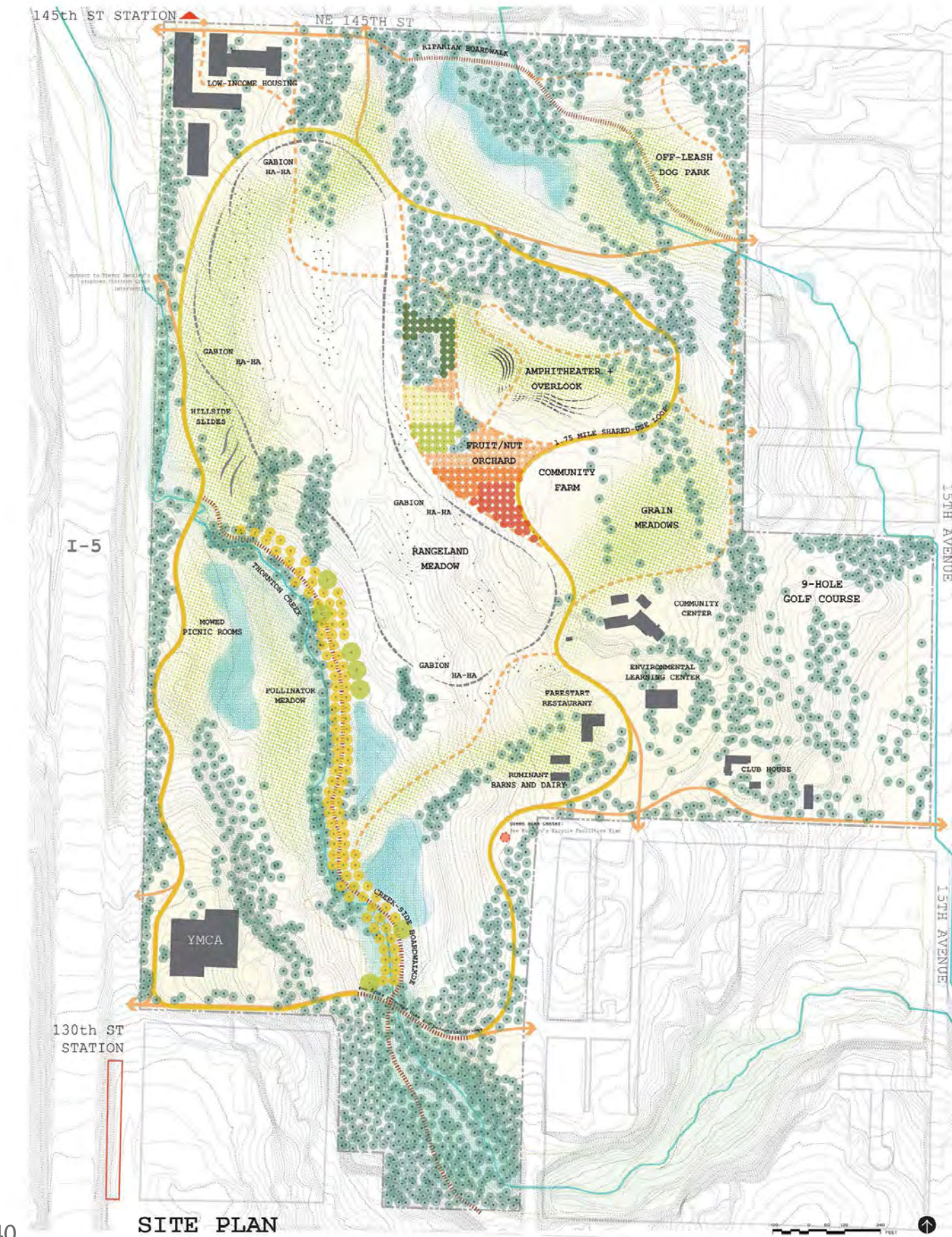
ACCESS-RESTRICTED PUBLIC GOLF COURSE, PERIMETER TRAIL, P-PATCH, AND RAVINE



PART I:
A SEQUENCE OF OUTDOOR ROOMS



JACKSON PARK GOLF COURSE CONVERSION



SITE PLAN

CIRCULATION

FOUR TRAIL TYPOLOGIES WIND THROUGH THE PARK, FORMING:

A 1.75 MILE **SHARED-USE LOOP**
RIPARIAN **BOARDWALK**
SECONDARY **SPURS** AND
COMMUTER **ROUTES**

FOREST

EXISTING TREE MASSES DEFINE MEADOW ROOMS, SELECTIVE CLEARING AND STRATEGIC REFORESTATION PROVIDE:

BIRD AND MYCOLOGICAL HABITAT IN THE FORM OF **SNAGS AND STUMPS**

FILBERT AND FRUIT **ORCHARD**

RIPARIAN ALLEE OF BIRCHES, ALDERS AND ASPEN

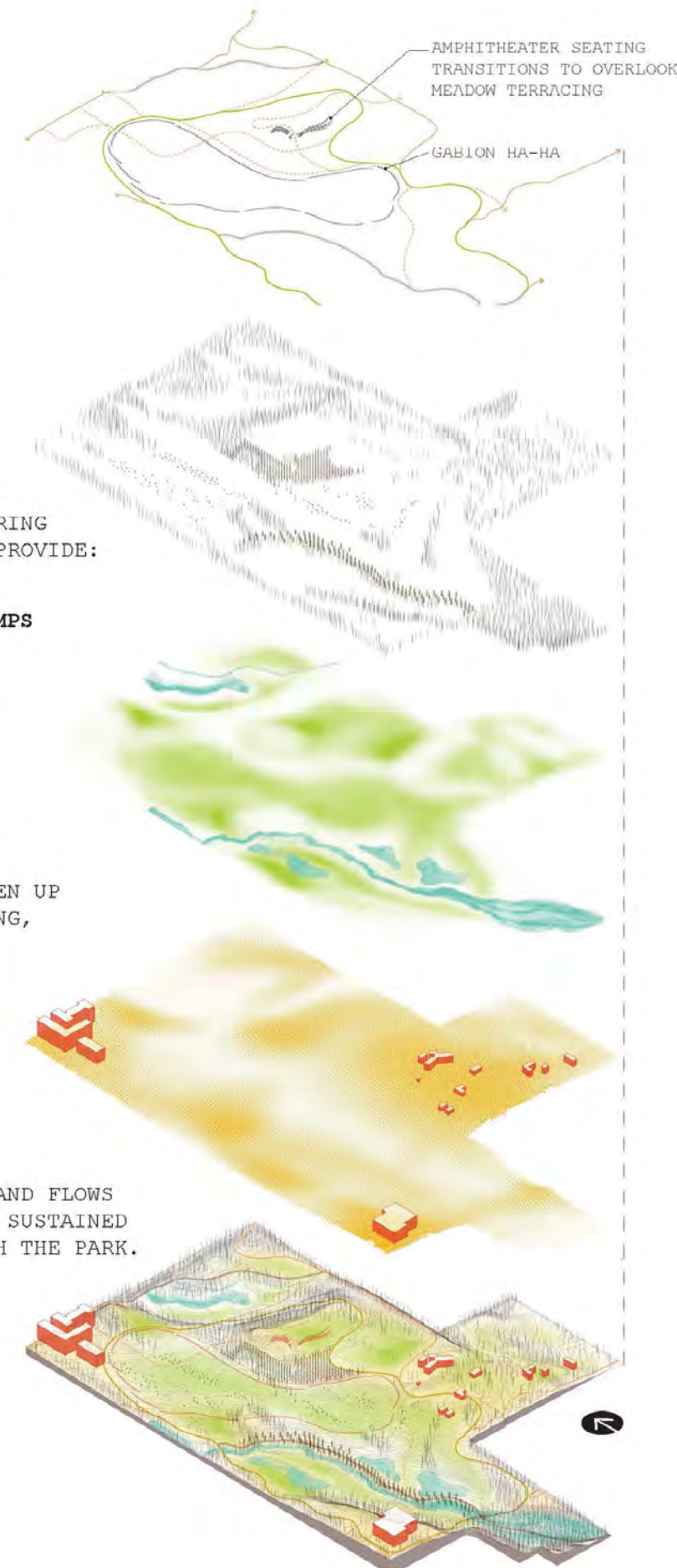
MEADOW

A SEQUENCE OF POLLINATOR AND RUMINANT-FRIENDLY **MEADOWS** OPEN UP TO PLAY, PICNICKING, WANDERING, CULTIVATION, AND GRAZING.

STRUCTURES AND PROGRAM

PROGRAMMATIC INTENSITY EBBS AND FLOWS THROUGH THE SITE BUT REMAINS SUSTAINED ALONG COMMUTER ROUTES THROUGH THE PARK.

PROPOSED SITE SYSTEMS



AUTUMN-SUMMER

A NETWORK OF GABION HA-HAS CONTAINS SHEEP WHILE SERVING AS A VISUAL MOTIF ALONG THE PEDESTRIAN LOOP.

JACKSON PARK GOLF COURSE CONVERSION

TATYANA VASHCHENKO



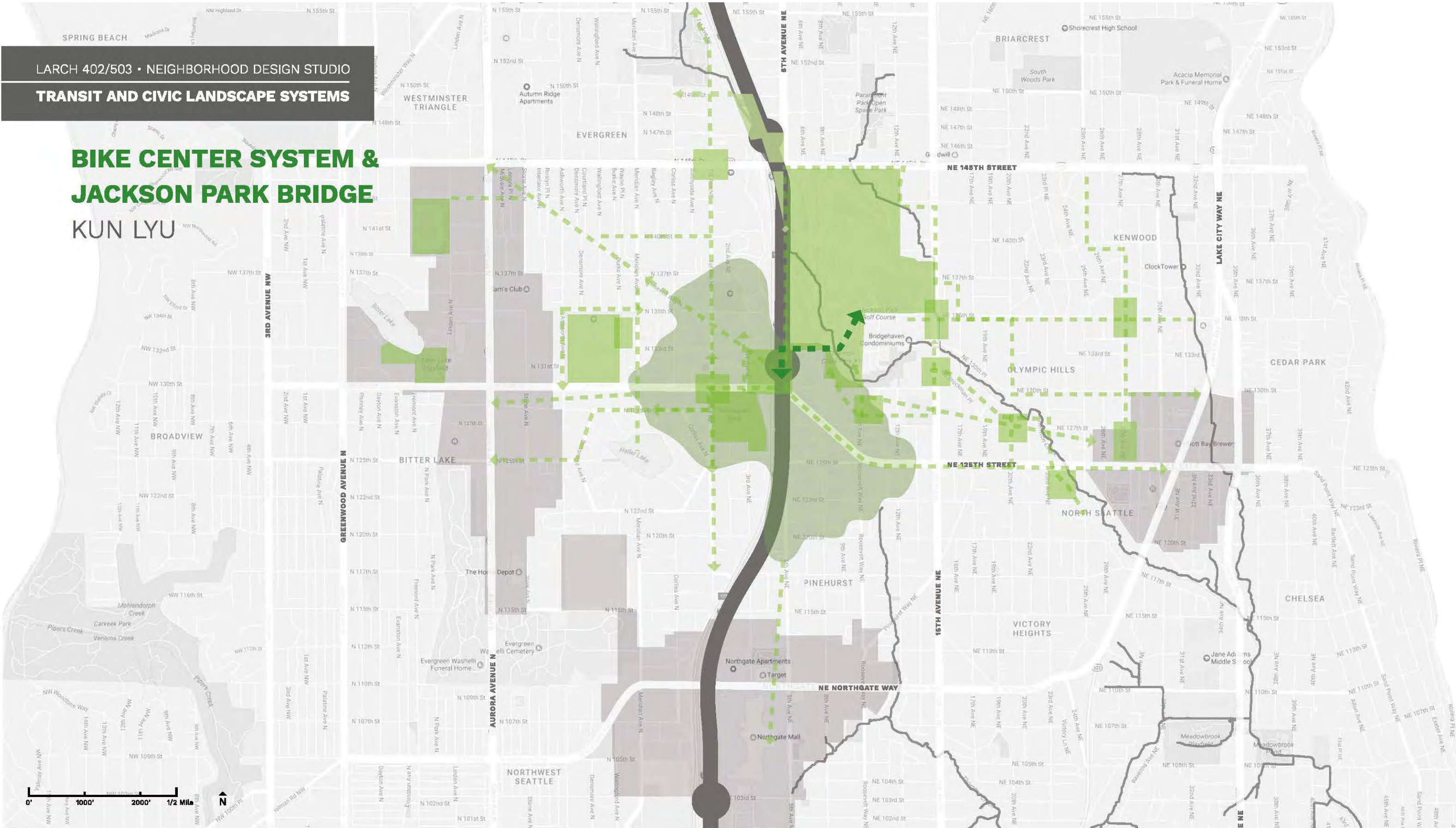
AUTUMN

A NARROW BOARDWALK WINDS ITS WAY ALONG THORNTON CREEK AND ITS WETLANDS, LINED BY THE WARM, RUSTLING FOLIAGE OF BIRCH, ALDER, ASPEN AND A FEW SPECIMEN GOLDEN WILLOWS



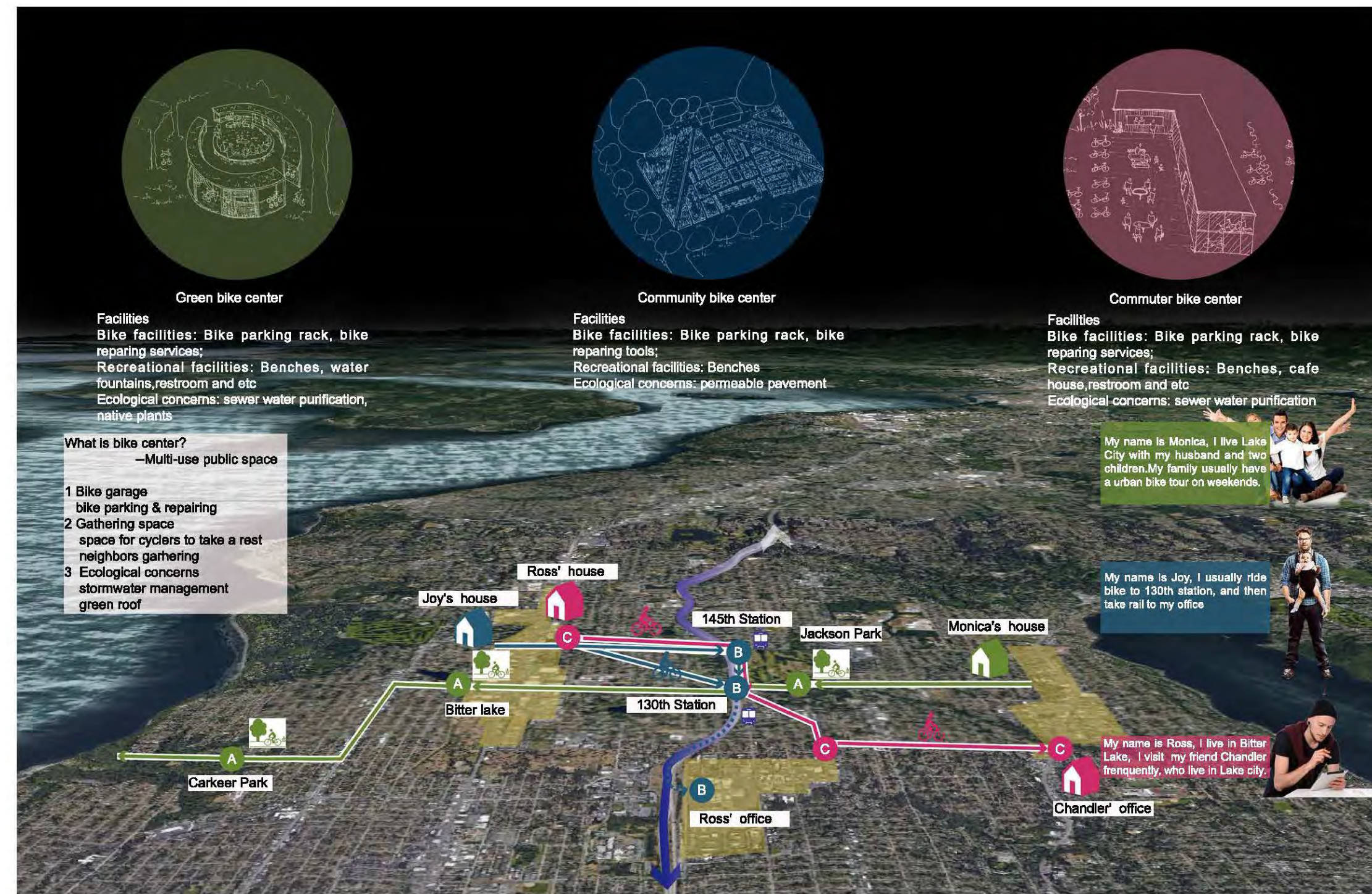
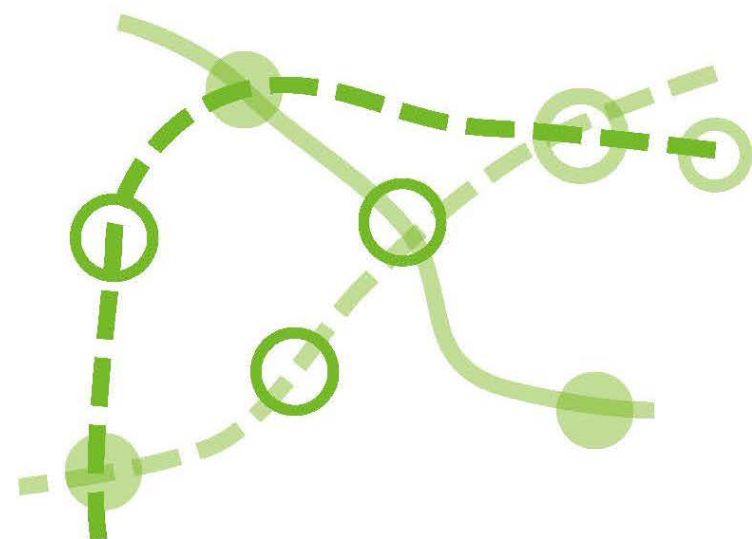
SUMMER

SELECTIVELY GRAZED MEADOWS FORM IMMERSIVE PICNIC SPACES AND RICH POLLINATOR HABITAT.



BIKE CENTER SYSTEM & JACKSON PARK BRIDGE

KUN LYU



SEATTLE BIKE CENTER SYSTEM

This project is trying to create a new interactive bike system for north Seattle. According to three important destinations of cyclers. I develop three different types of bike centers: Commuter bike center, Green bike center and Leisure bike center.



My name is Monica, I live in Lake City with my husband and two children. My family usually have a urban bike tour on weekends.



My name is Joy, I live in Bitter Lake, I visit my friend Chandler frequently, who live in Lake city.



My name is Ross, I usually ride bike to 130th station, and then take rail to my office.



GREEN BIKE CENTER
Mainly: ecological function



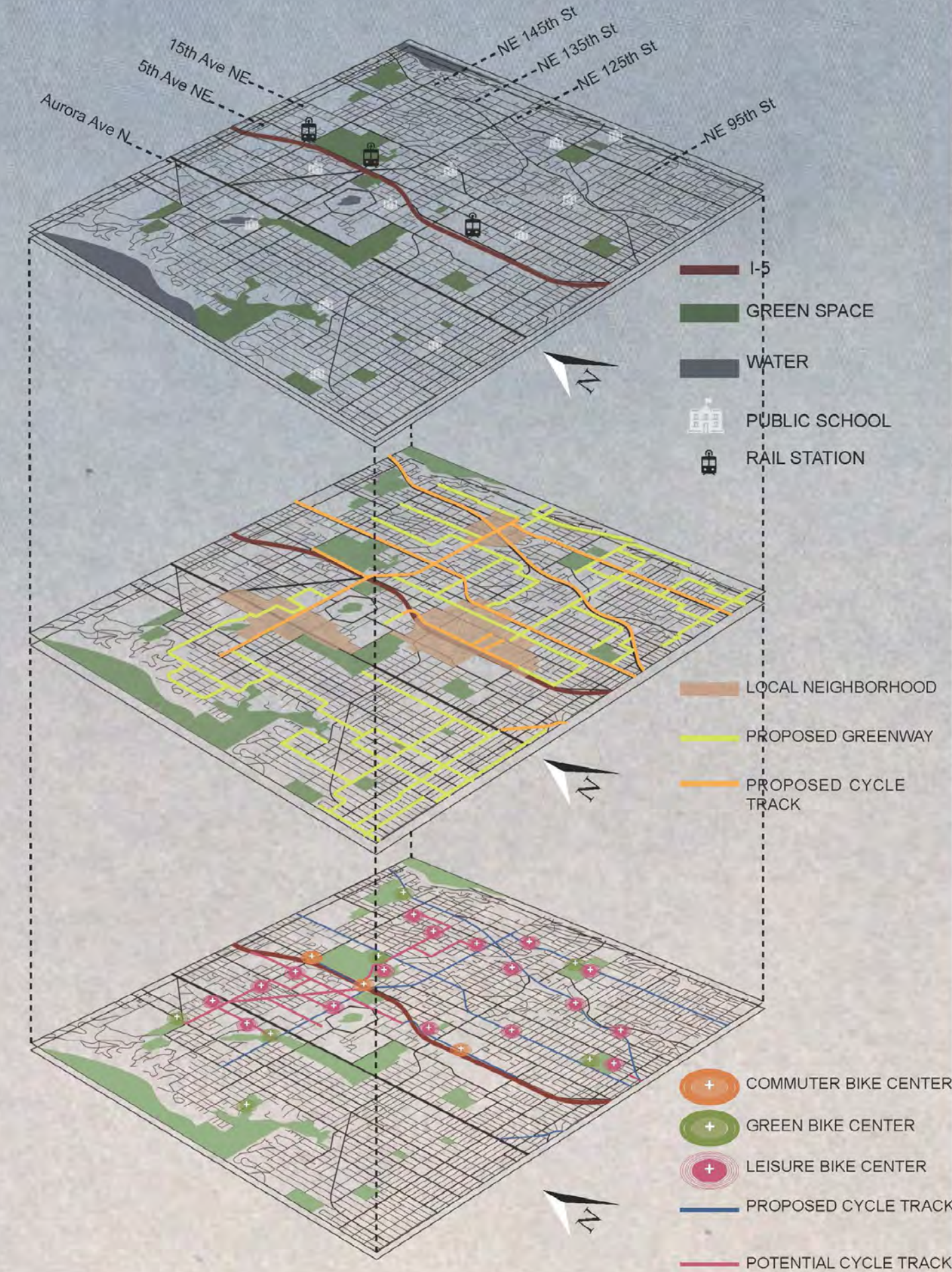
LEISURE BIKE CENTER
Mainly: recreational function



COMMUTER BIKE CENTER
Mainly: transportation function

What is bike center?
--Multi-use public space

- 1 Bike garage
bike parking & repairing
- 2 Gathering space
space for cyclers to take a rest
neighbors gathering
- 3 Ecological concerns
stormwater management
green roof



TPOLOGIES PLAN

COMMUTER BIKE CENTER

Communal bike center is the large-size bike parking garage among three bike centers, offering about 200 or more bike parking lots. Normally, commuter bike center locates at public transportaion station area.

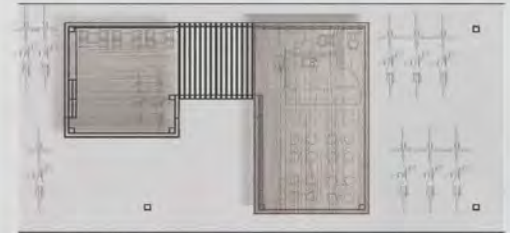
GREEN BIKE CENTER

Green bike center is the middle-size bike parking garage among three bike centers, offering about 50 bike parking lots. Normally, green bike center locates at large green space.

LEISURE BIKE CENTER

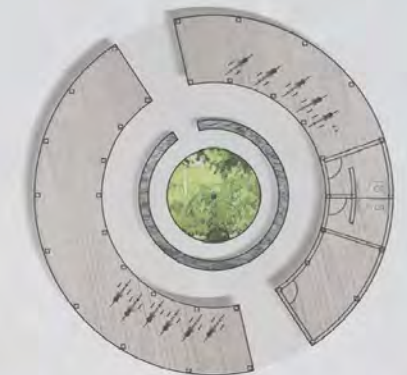
Leisure bike center is the smallest size bike parking garage among three bike centers, offering about 20 or less bike parking lots. Normally, leisure bike center locates near P-Parth, community center, schools and urban commecial spaces.

1



COMMUTER BIKE CENTER

2



GREEN BIKE CENTER

3



LEISURE BIKE CENTER

SEATTLE BIKE CENTER SYSTEM

Commuter bike center functions as multi-use functional spaces, mainly bike servicing functions. Communal bike center is the large-size bike parking garage among three bike centers, offering about 200 or more bike parking lots. Normally, commuter bike center locates at public transportation station area.

BIKE SERVICING FACILITIES



Bike parking



Bike repairing services

RECREATIONAL FACILITIES



Restroom



Cafe house

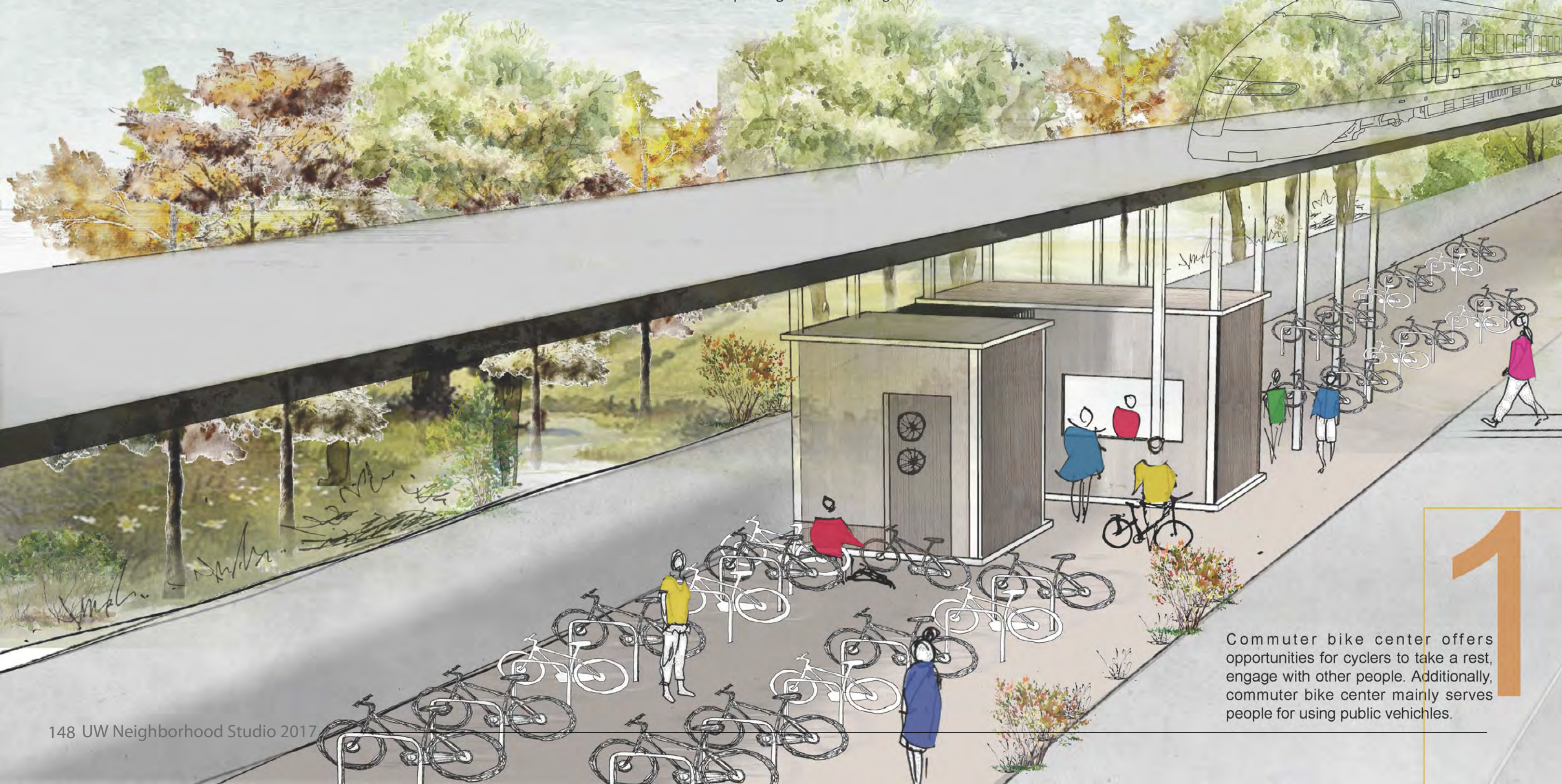
ECOLOGICAL FACILITIES



Sewer purification



Local materials-wood



Commuter bike center offers opportunities for cyclers to take a rest, engage with other people. Additionally, commuter bike center mainly serves people for using public vehicles.

GREEN BIKE CENTER

Green bike center functions as multi-use functional spaces, the most important function is ecological concerns. Green bike center is the middle-size bike parking garage among three bike centers, offering about 50 bike parking lots. Normally, green bike center locates at large green space.

BIKE SERVICING FACILITIES



Bike parking with security



Bike repairing services

RECREATIONAL FACILITIES



Restroom



Water fountain

ECOLOGICAL FACILITIES



Permeable pavement



Sewer purification



Local materials-wood



Local materials-stone

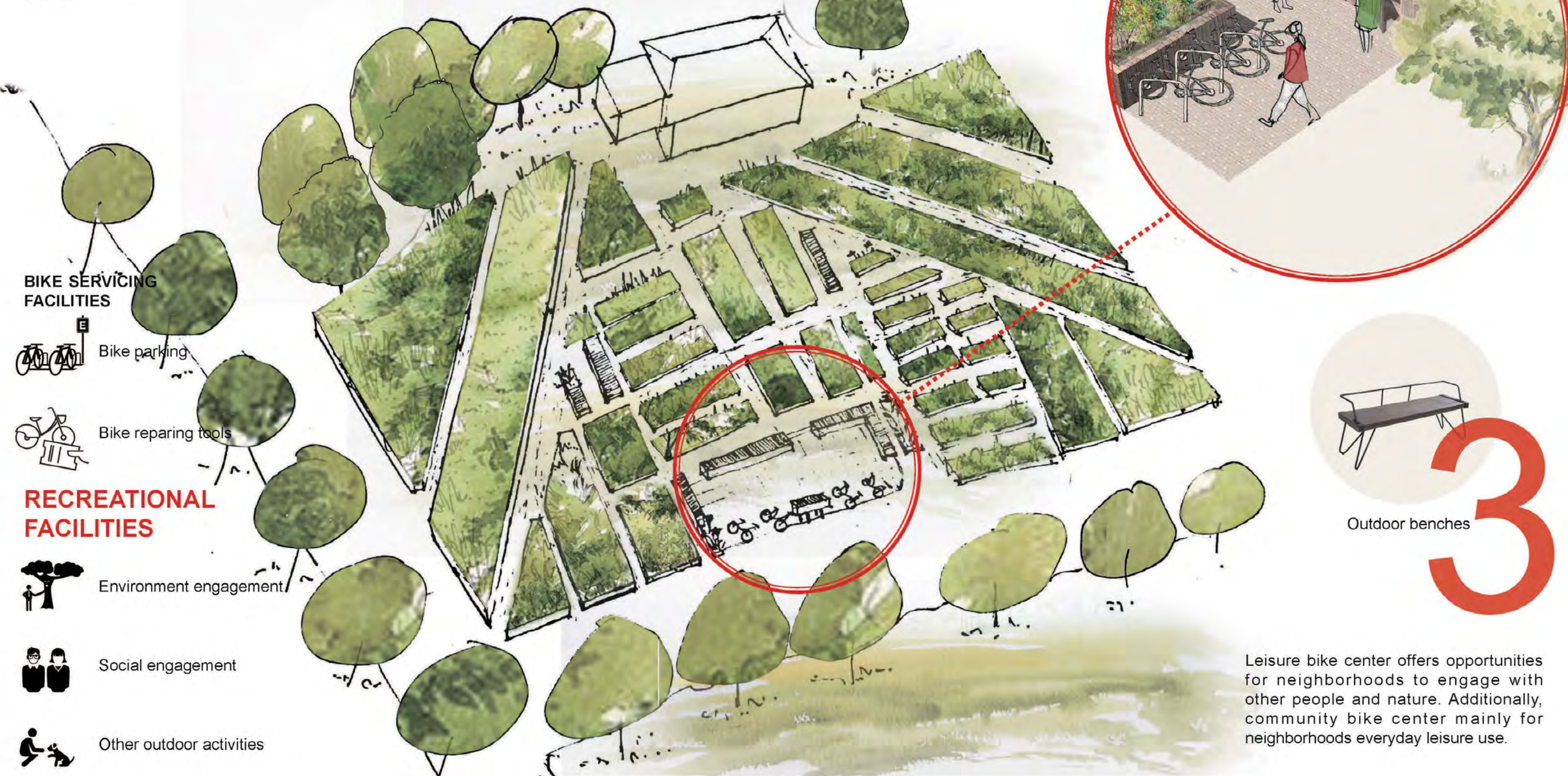


Green bike center offer opportunities for cyclers to take a rest, engage with other people and nature. Additionally, neighbors can regard green bike center as outdoor community center, gathering in green bike center for community meetings or other activities.

SEATTLE BIKE CENTER SYSTEM

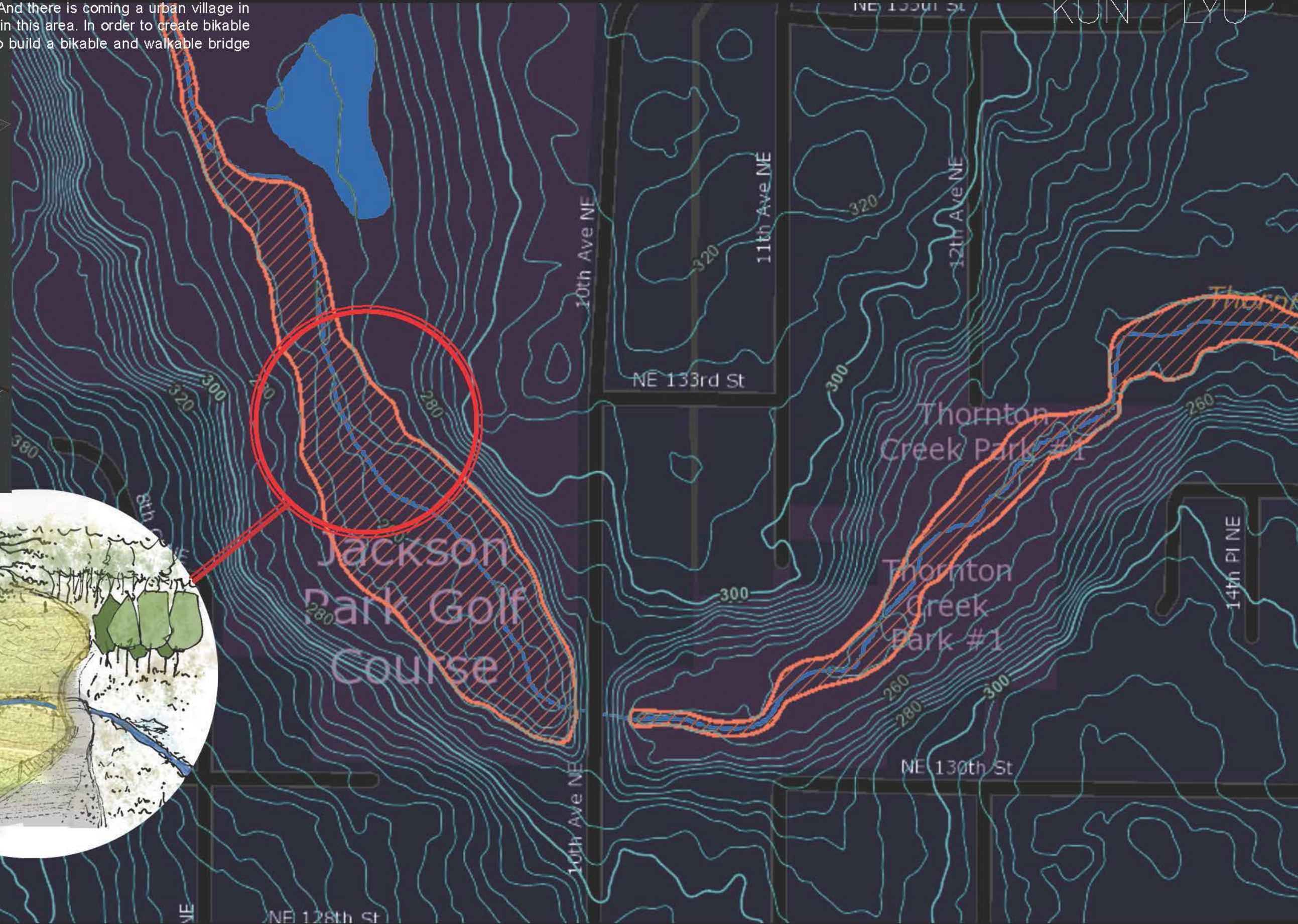
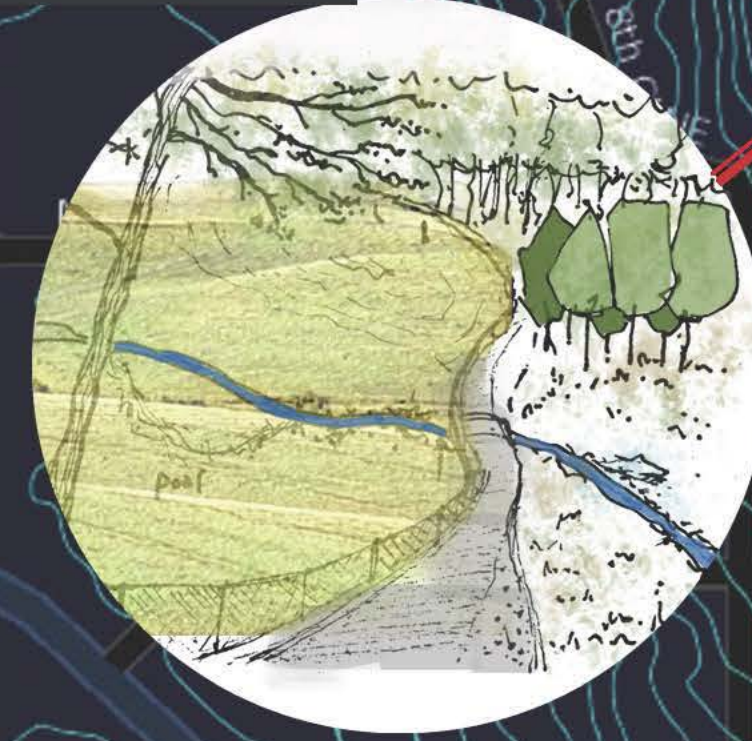
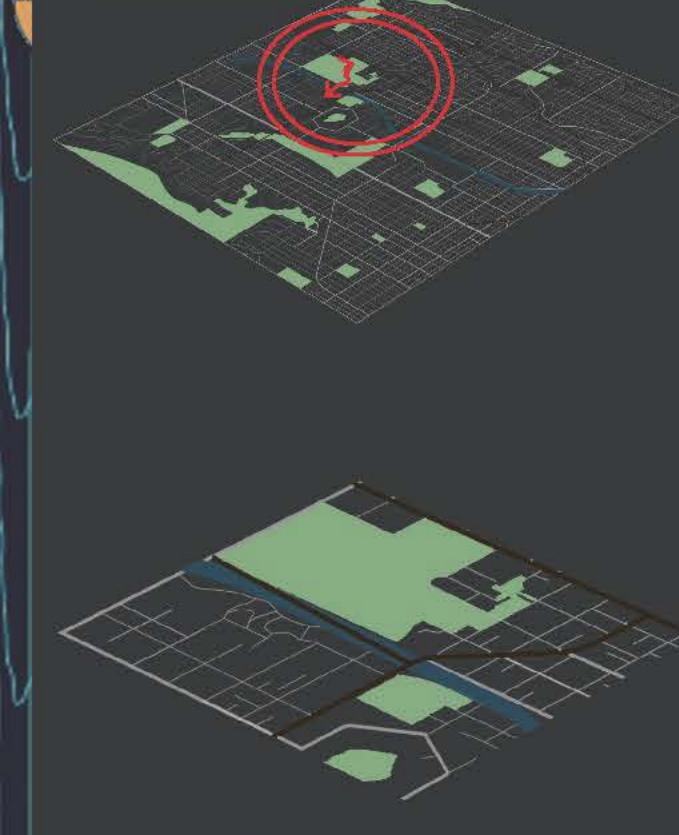
LEISURE BIKE CENTER

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

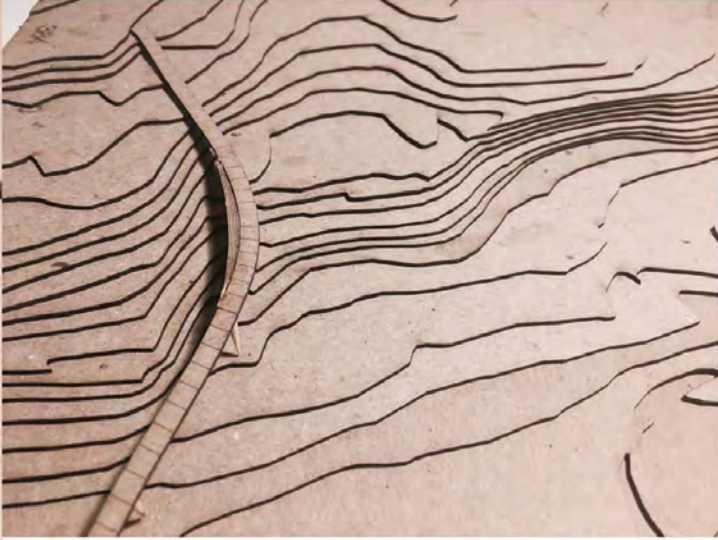
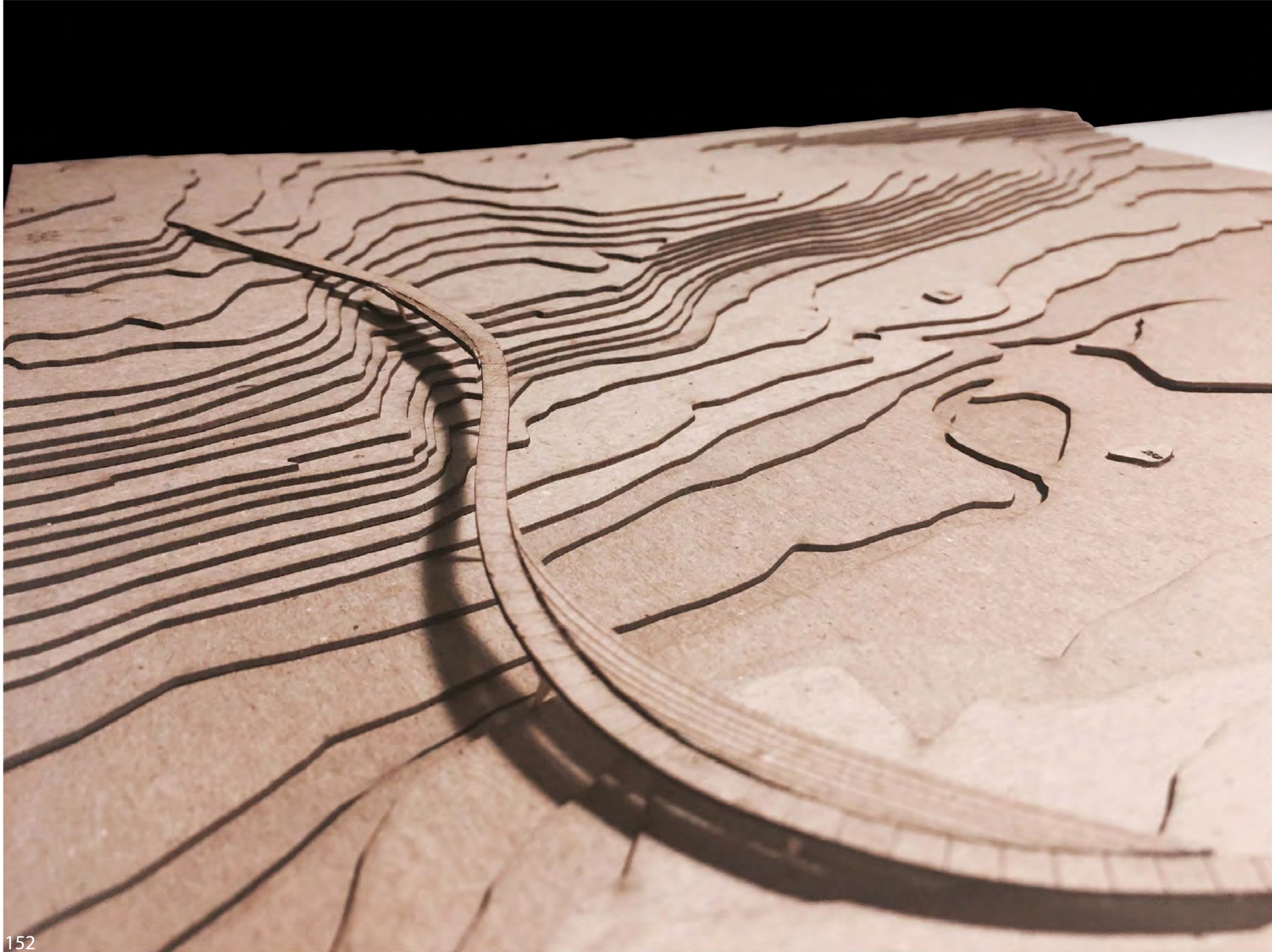


Leisure bike center offers opportunities for neighborhoods to engage with other people and nature. Additionally, community bike center mainly for neighborhoods everyday leisure use.

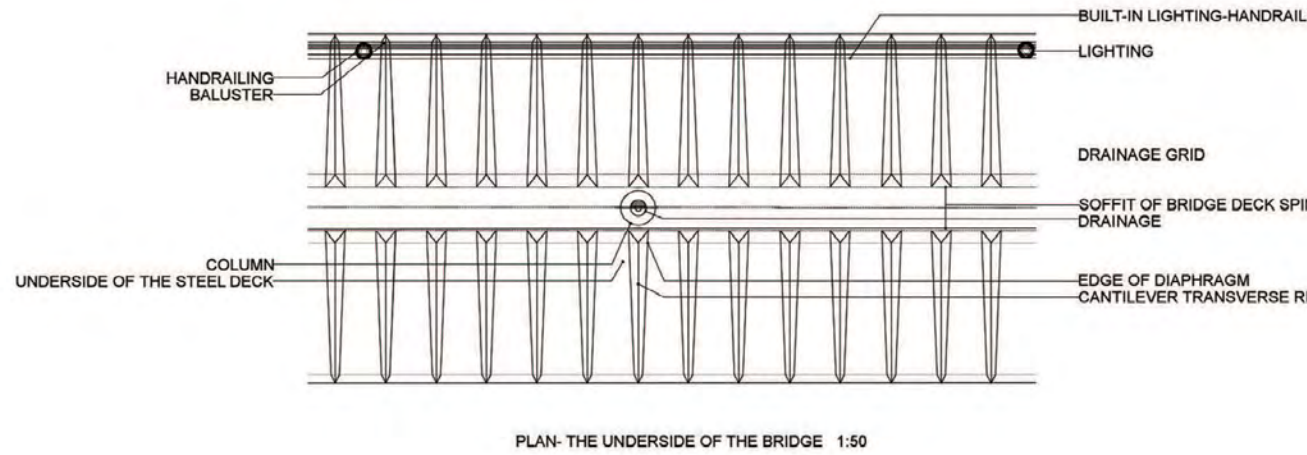
130th Rail Station is a specific area near large green space such as Jackson Park, Thornton Creek Park and Northacres park. And there is coming a urban village in this area. Bike center system can be tested in this area. In order to create bikable path along Jackson Park Trail, I propose to build a bikable and walkable bridge above Jackson Valley.



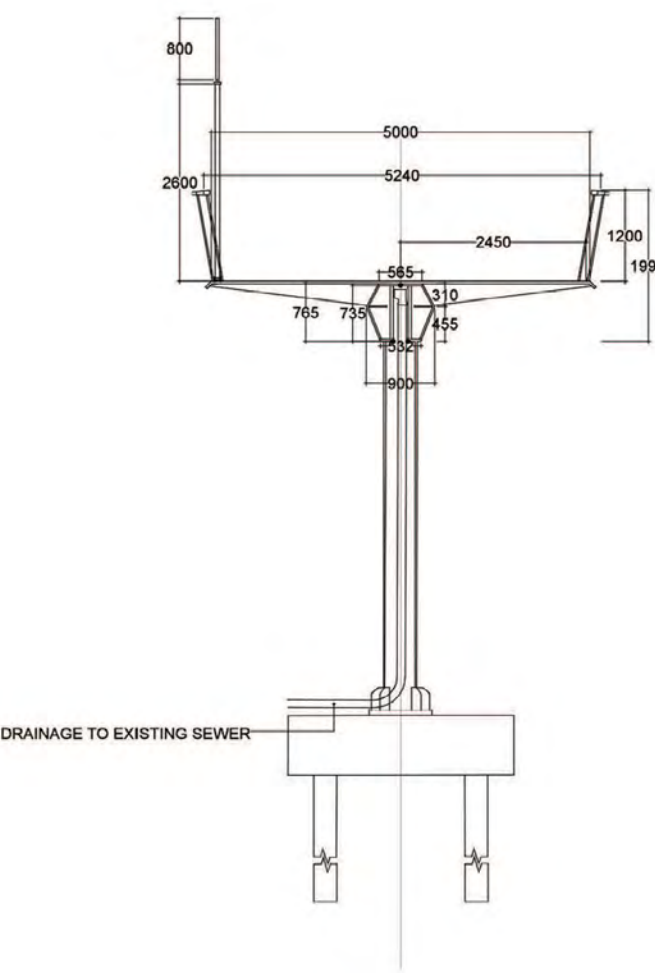
SEATTLE BIKE CENTER SYSTEM



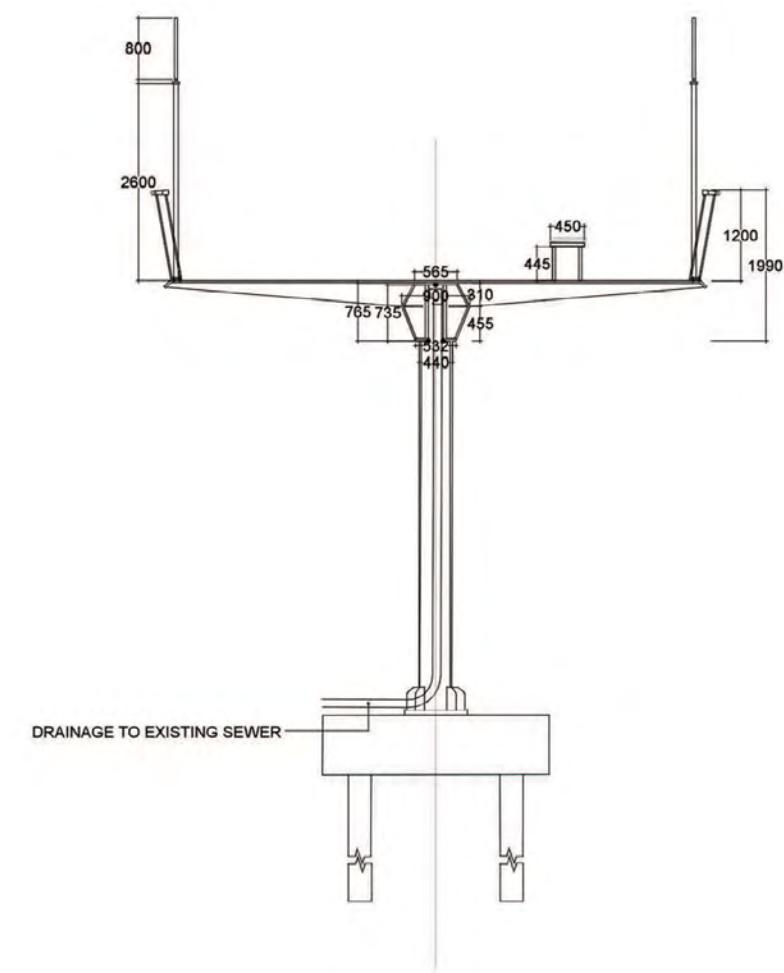
AUTO CAD WORK SAMPLES



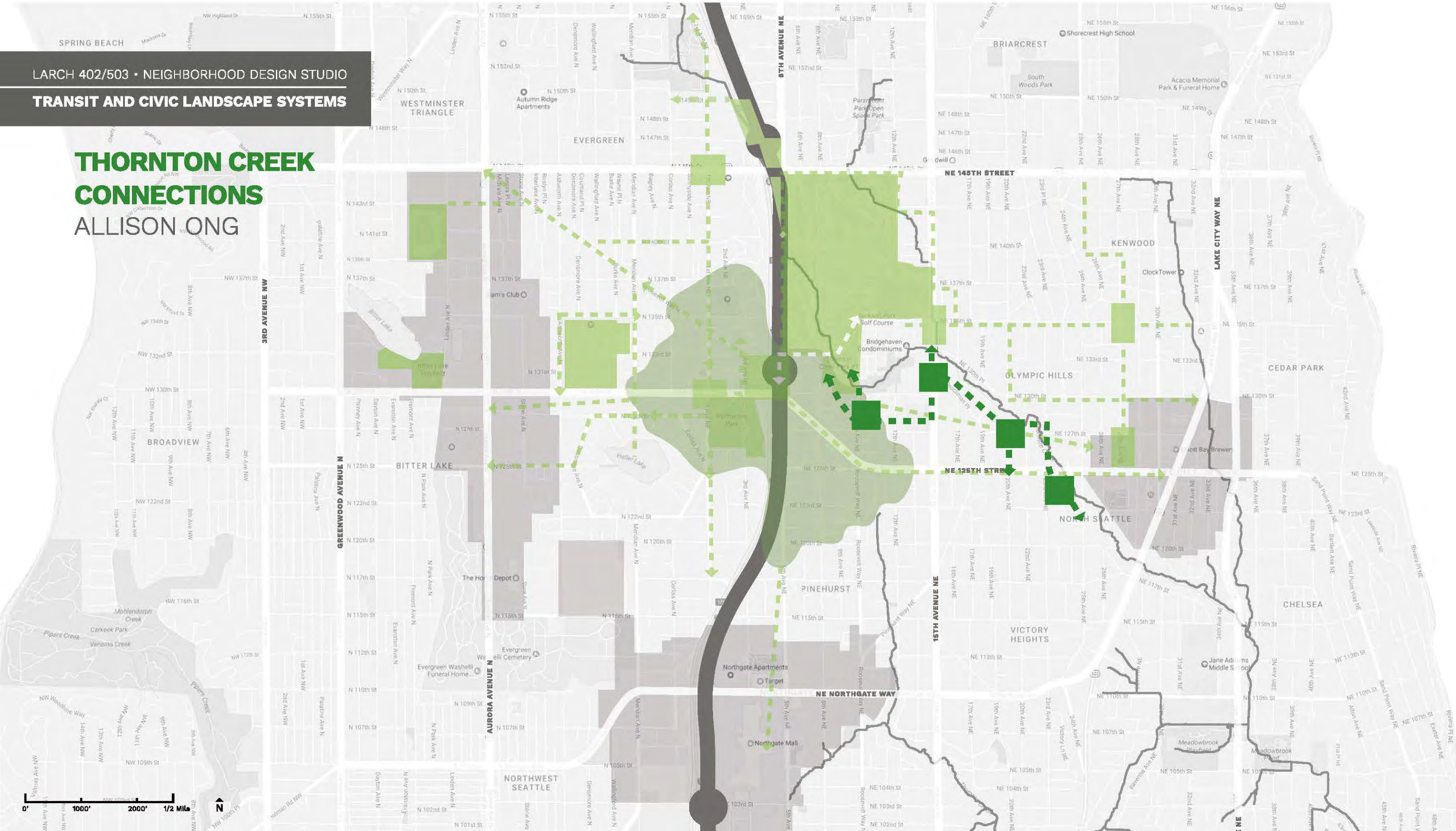
PLAN- THE UNDERSIDE OF THE BRIDGE 1:50



TYPICAL BRIDGE CROSS SECTION A 1:50



TYPICAL BRIDGE CROSS SECTION B 1:50



THORNTON CREEK CONNECTIONS

ALLISON ONG



THORNTON CREEK CONNECTIONS

Strengthening the connection
between Community & Creek

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
- drains 11.6 square miles of runoff from 70,000 human inhabitants
- an estimated 50% of surfaces are impervious, contributing to flooding and contaminated water
- provides habitat to Seattle's urban wildlife

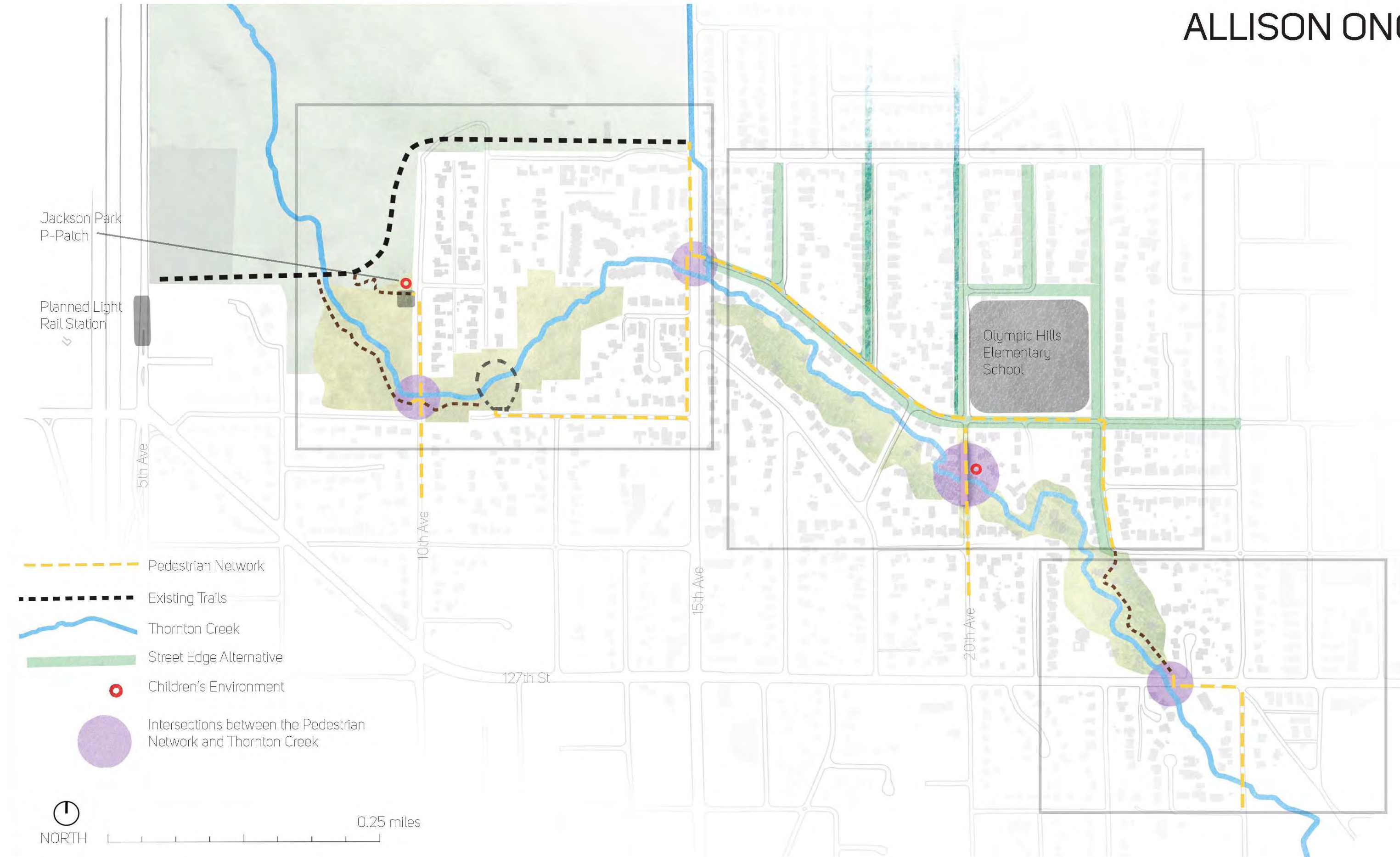
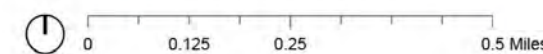
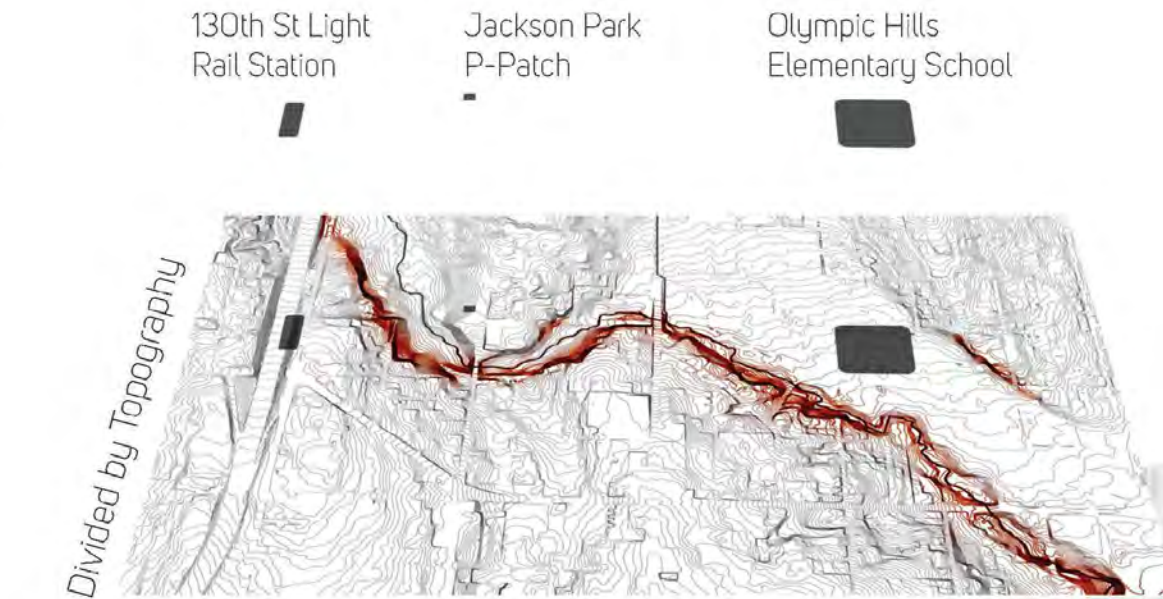
AN ANONYMOUS RESOURCE

A survey conducted by SPU found that 68% of residents living in the Thornton Creek Watershed weren't 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 what needs more preparation to fulfill. 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: introducing the community to the creek
- Phase 2: engaging the elementary school
- Phase 3: community stewardship



THORNTON CREEK CONNECTIONS

Strengthening the connection
between Community & Creek



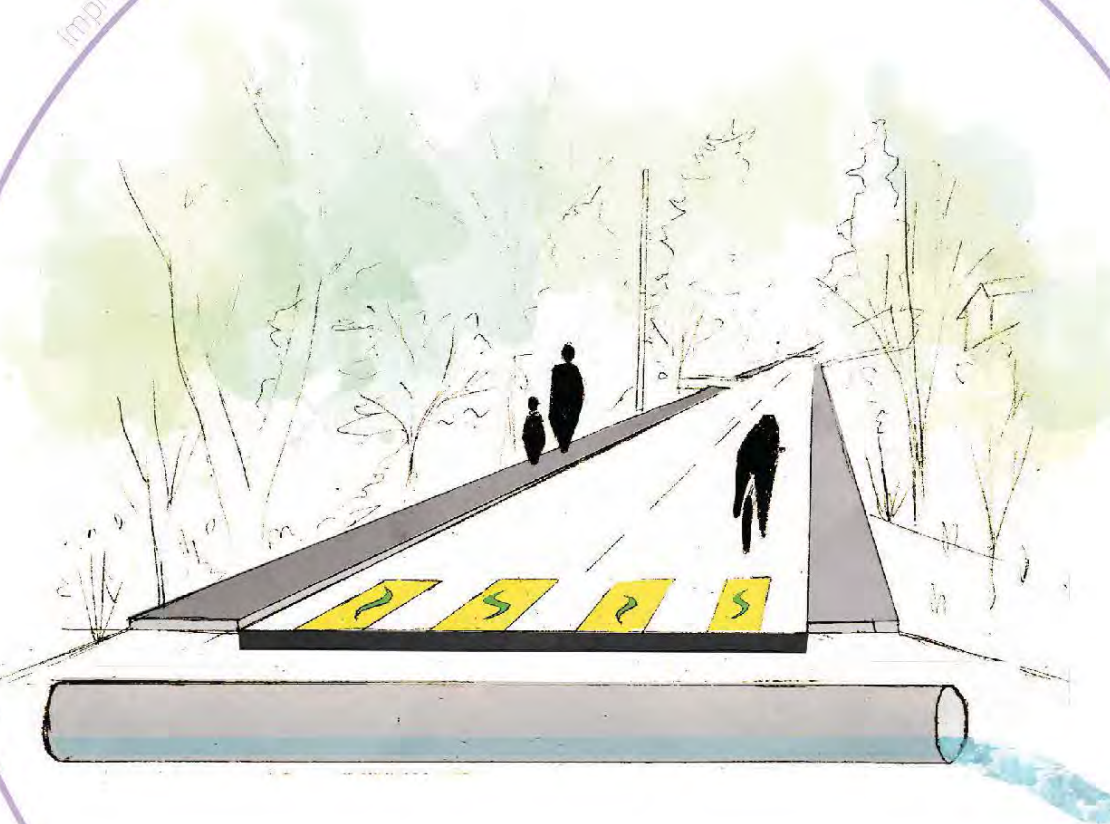
Plainspace at Jackson Park to Park

Access to light Rail
Station



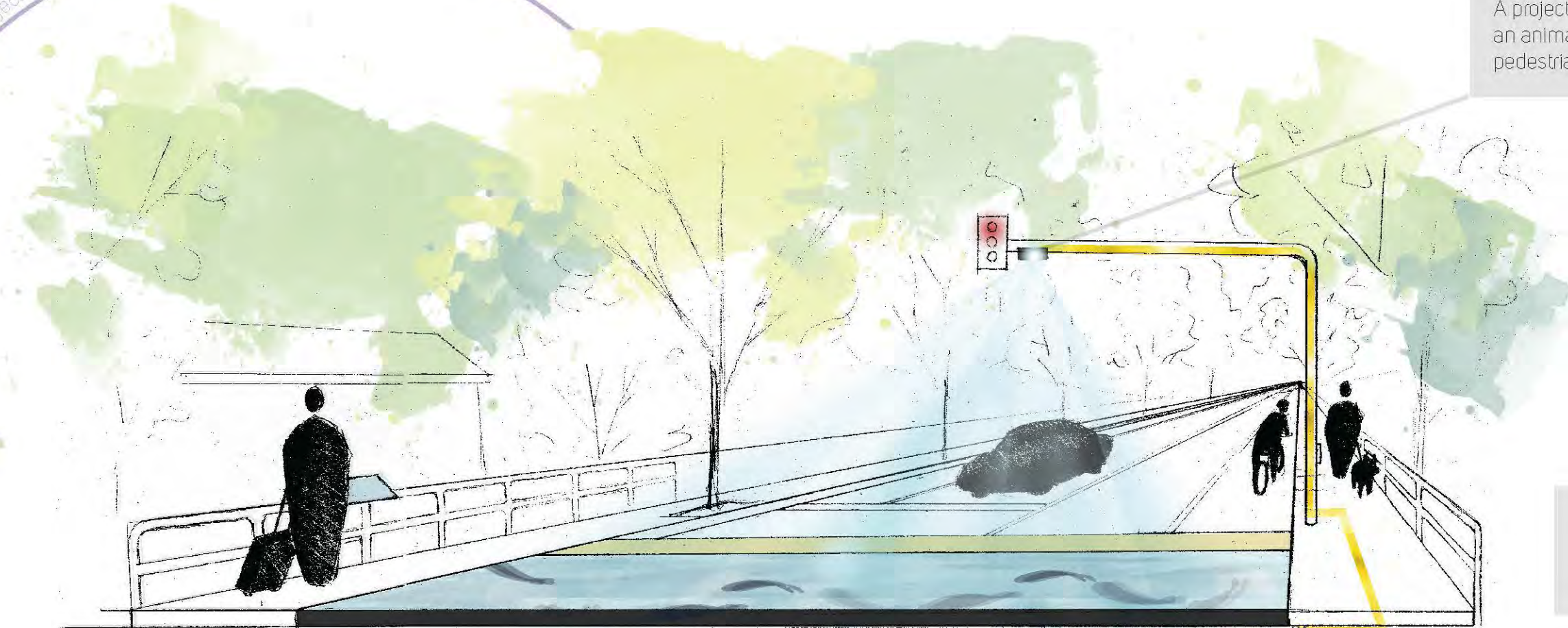
Access Trail from 10th ave to Jackson Park Perimeter Trail

Improved pedestrian crossing at 10th avenue/Thornton Creek intersection



PHASE 1 Takes advantage of existing projects, such as the culvert replacement at 10th avenue and the future road-diet on 15th ave, to start implementing interventions and raise awareness about Thornton Creek's existence at these crossings

Interactive art on the crosswalk uses a projector to show Thornton Creek to Pedestrians, Cars, and Cyclists



A projector attached to the traffic signal projects an animation onto the crosswalk when the pedestrian crossing light is on.

Rotating artists provide animations such as a scene of fish swimming beneath your feet, or of rushing water.

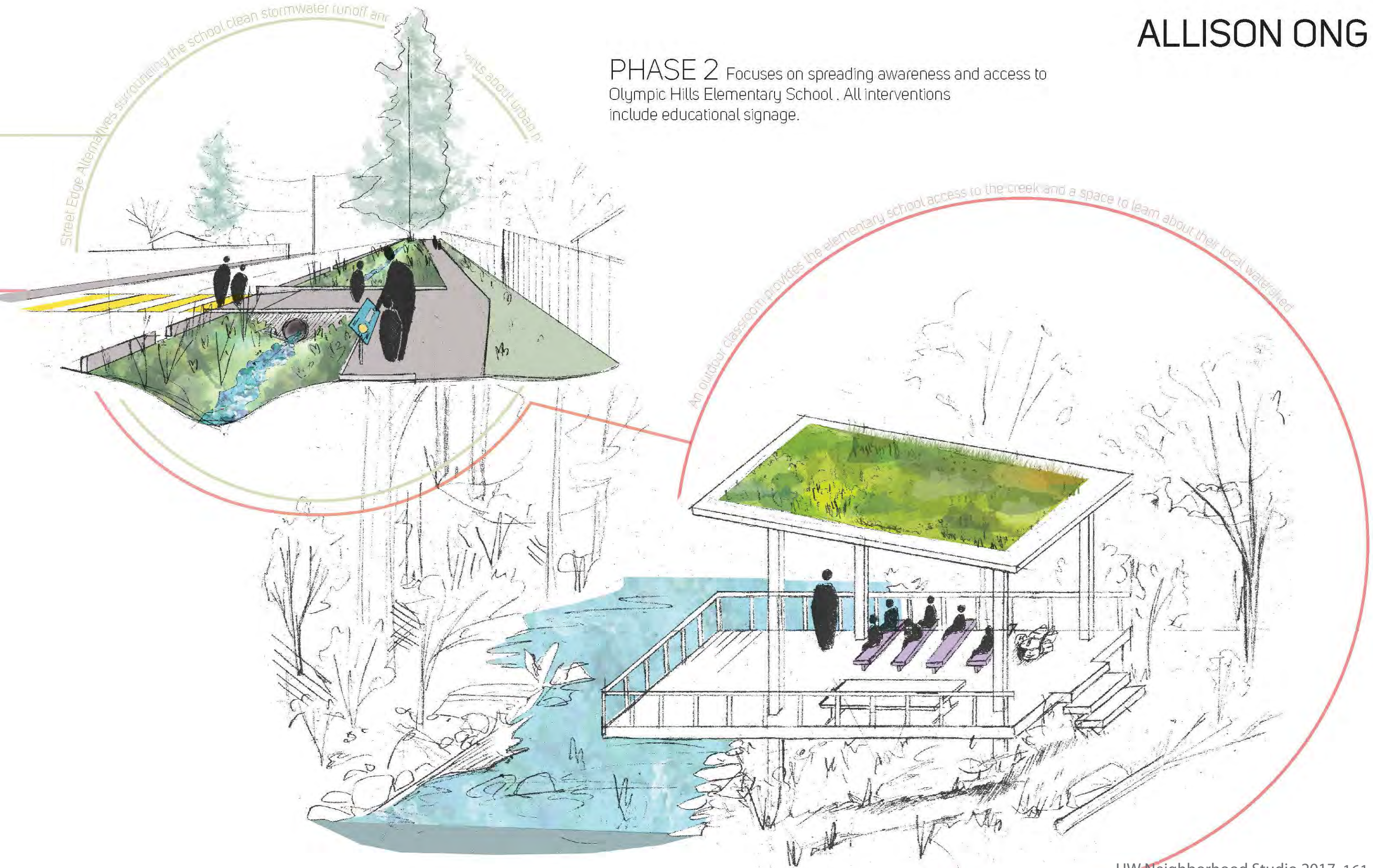
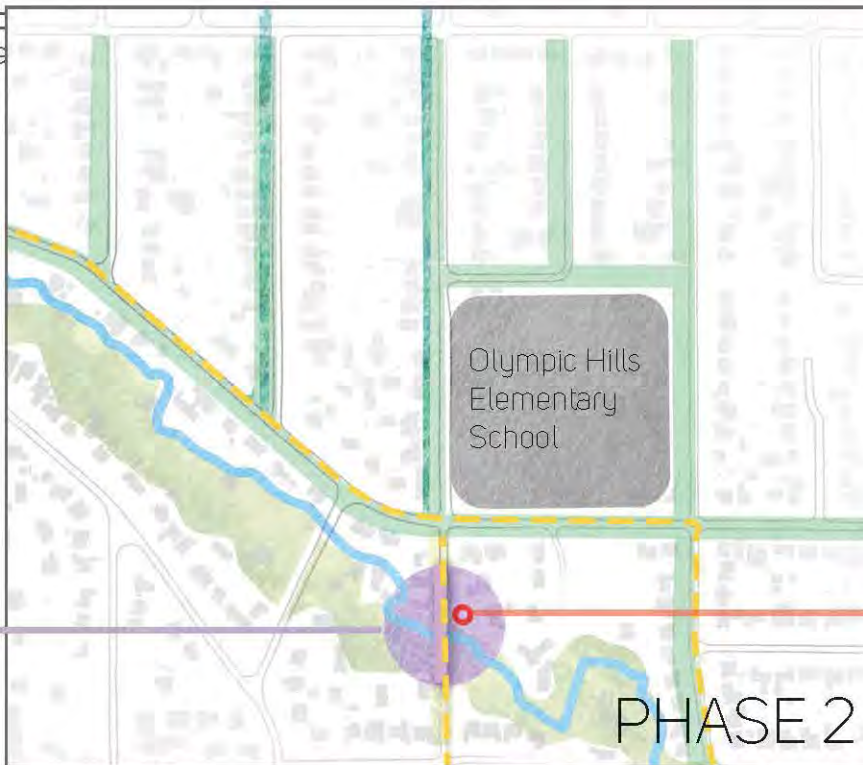
Culvert carrying Thornton Creek under 15th ave

A turbine in the culvert generates hydro-electricity to power the projector

THORNTON CREEK CONNECTIONS

Strengthening the connection
between Community & Creek

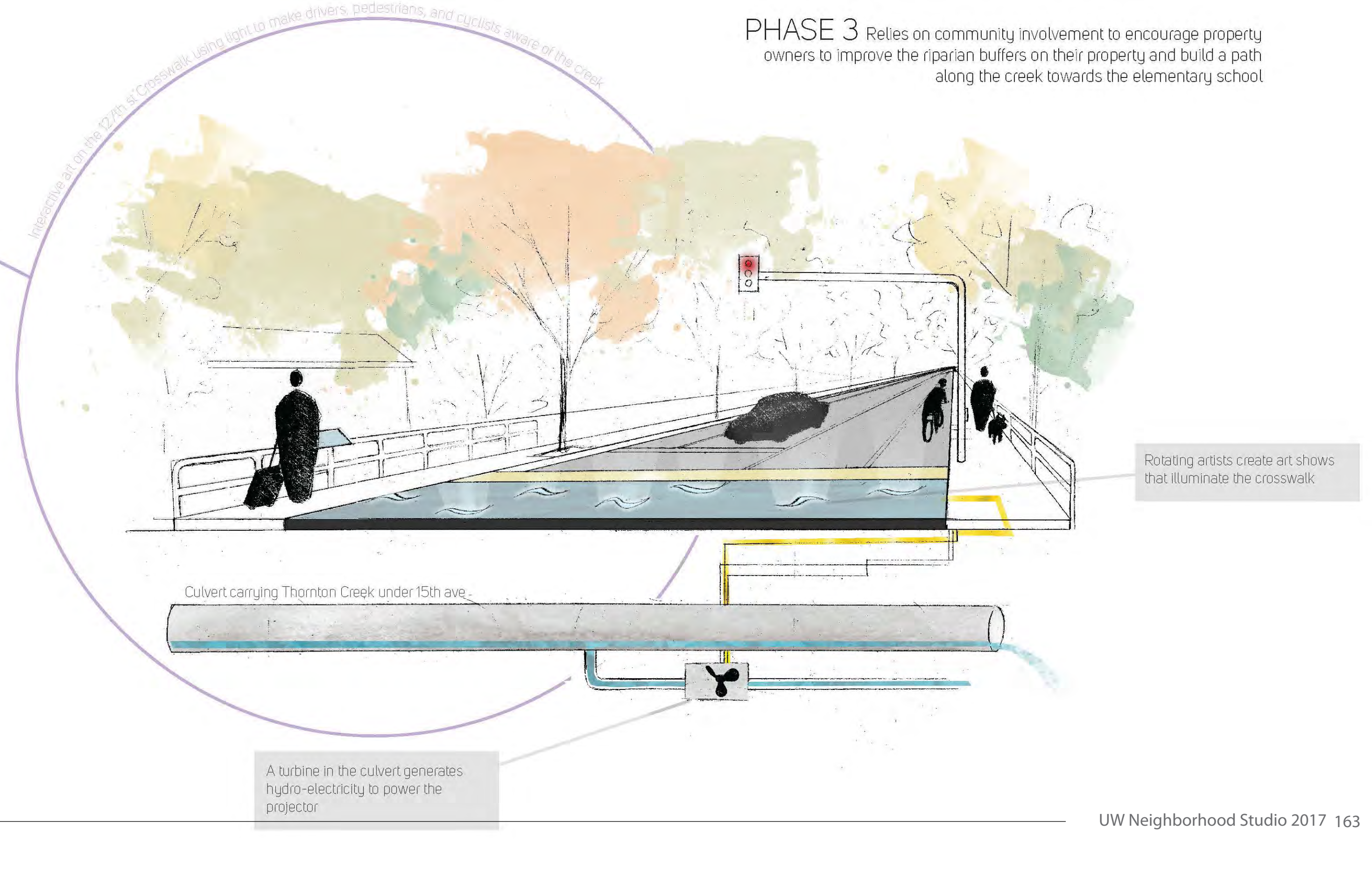
ALLISON ONG



THORNTON CREEK CONNECTIONS

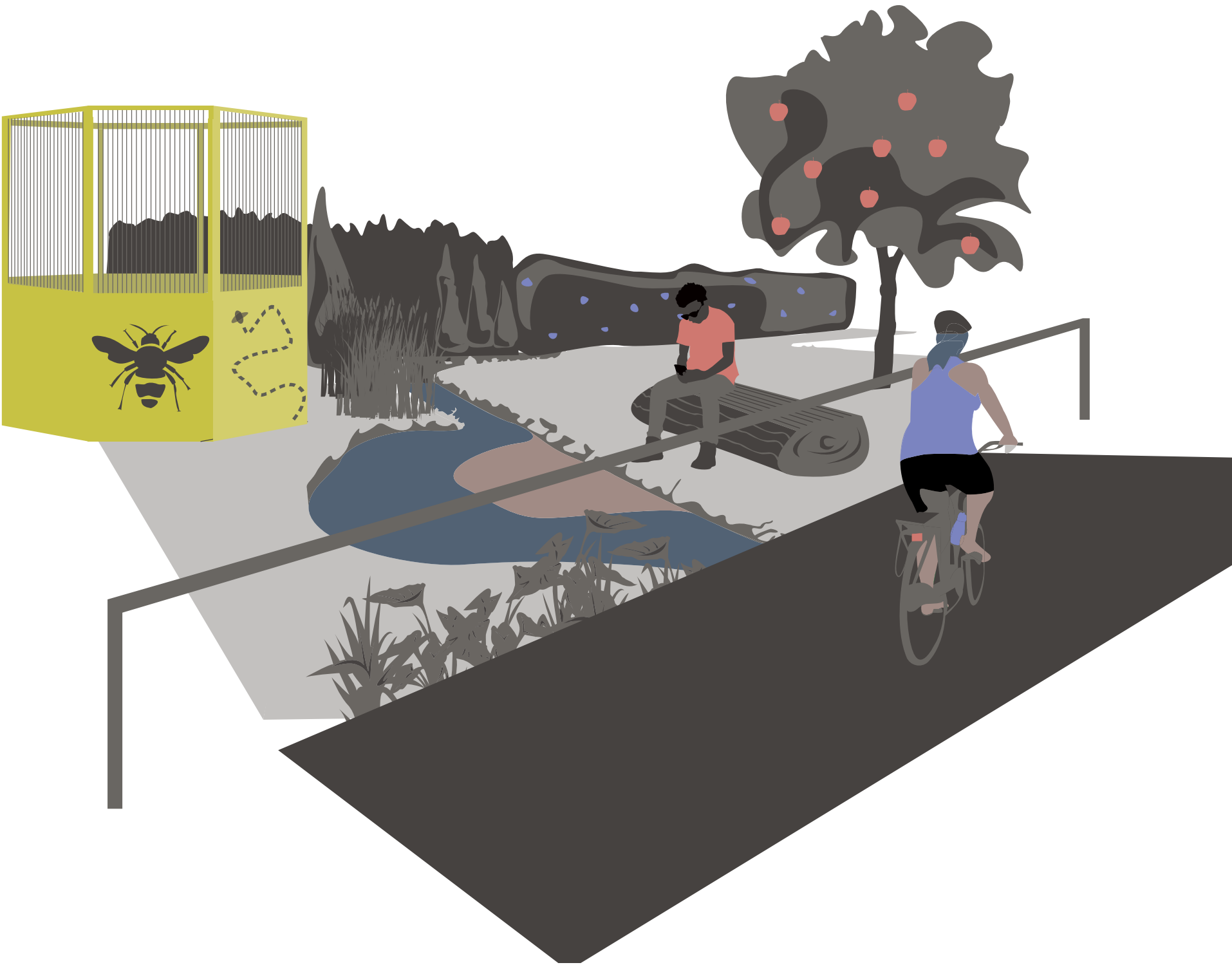
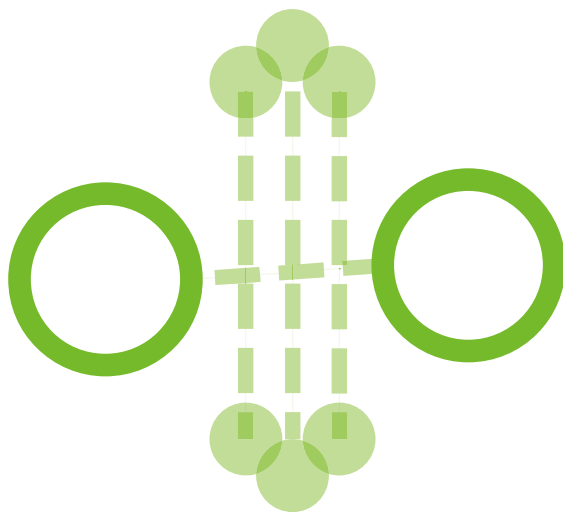
Strengthening the connection
between Community & Creek

ALLISON ONG



LAKE CITY GREENWAYS

KIP WILSON



CONTEXT ANALYSIS

BOTH AN ANYSIS OF OTHER CLASSMATE'S PROJECTS AND DATA GATHERED FROM CITY PLANNING DOCUMENTS AND GIS.

 Future Lightrail Stations

 Food Focused Designs

 Nearest P-Patches

 Super Markets

 Farmers Market

 Lake City Food Route



FOOD ROUTES

AN CUMMULATION OF CLASSMATES DESIGN PROJECTS INVOLVING FOOD PRODUCTION, AND NEARBY SOURCES OF FOOD INCLUDING SUPER MARKETS, FARMERS MARKETS, AND P-PATCHES. THE DARKEST ROUTE ALONG THE MAP LABELS THIS PROJECT'S ROUTE.

 Future Lightrail 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

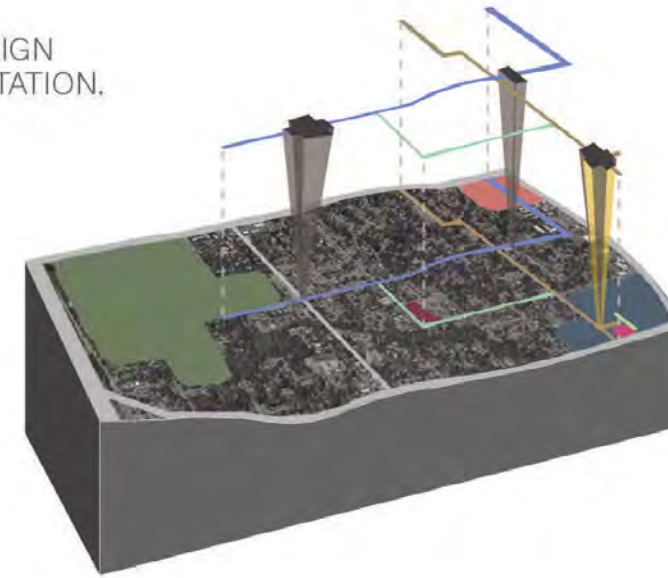
 Shared Bike Lanes w/ Sidewalks



EXISTING AMENTIES

THIS MAP IS OVERLAID WITH EXISTING FEATURES OF THE DESIGN'S FOCUS AREA IN RETROSPECT TO THE FUTURE LIGHTRAIL STATIONS AND URBAN VILLAGE AT THE 130TH STATION.

27TH AVE. NE & NE 127TH ST. POLLINATOR GREENWAYS



POLLINATOR PATHWAY – Bioswales containing native pollinator friendly plantings provide year round sustenance. The 27th and 127th Pollinator Greenway Model can be applied to the entire design route (shown in the axon to the left).



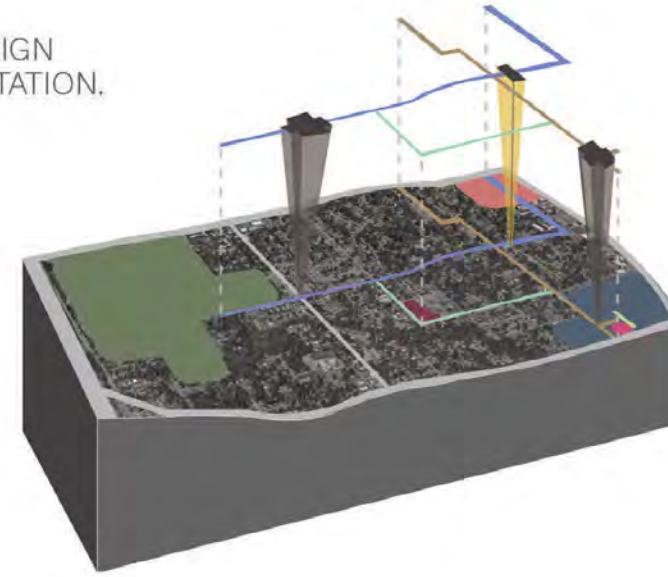
POLLINATOR FRIENDLY – Pollinator friendly native forbs and shrubs such as Slender Clarkia (left), Blueblossom (middle), Canada Goldenrod (right), and Salal (bottom) are selected based on their height, drought tolerance, seasonal blossoming schedule, and a diversity of flower colors to attract many different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



PAINT THE WAY – Pedestrian paths are painted on the edges of sidewalk-lacking streets and safe crossings are artfully displayed on tough crossings and intersections.



NE 135TH STREET END CONNECTION



LOCAL PRECEDENTS – Both Bradner Gardens (top) and the West Seattle Bee Garden (bottom) are local examples of publicly run bee hives.



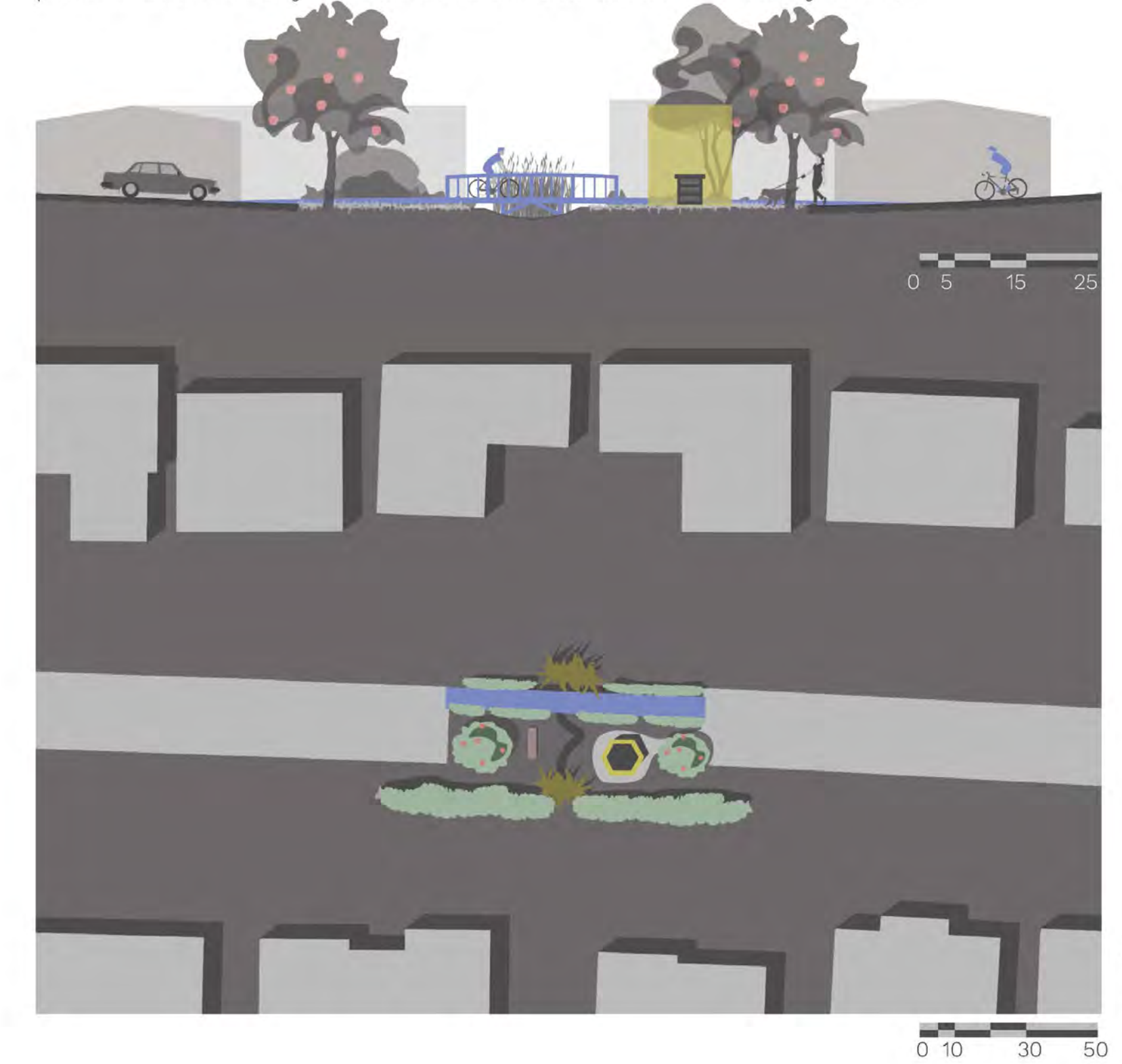
Julie Johnson



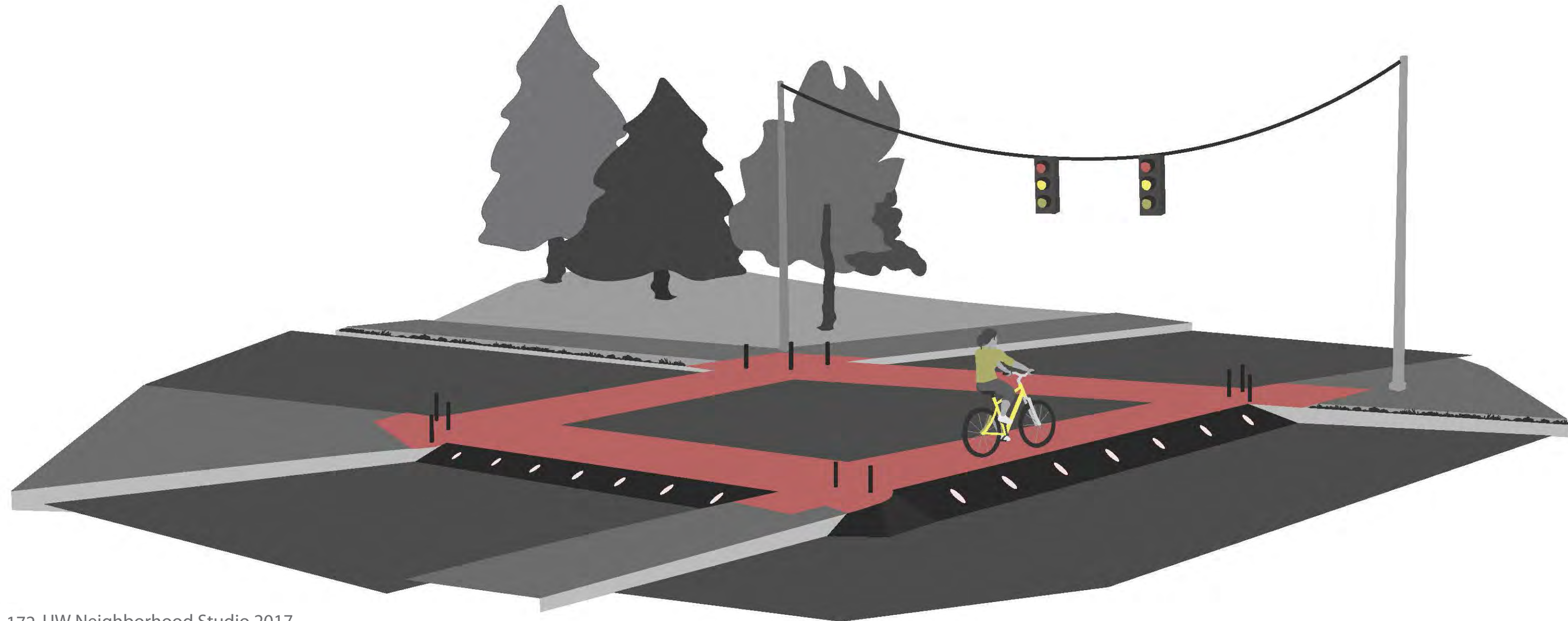
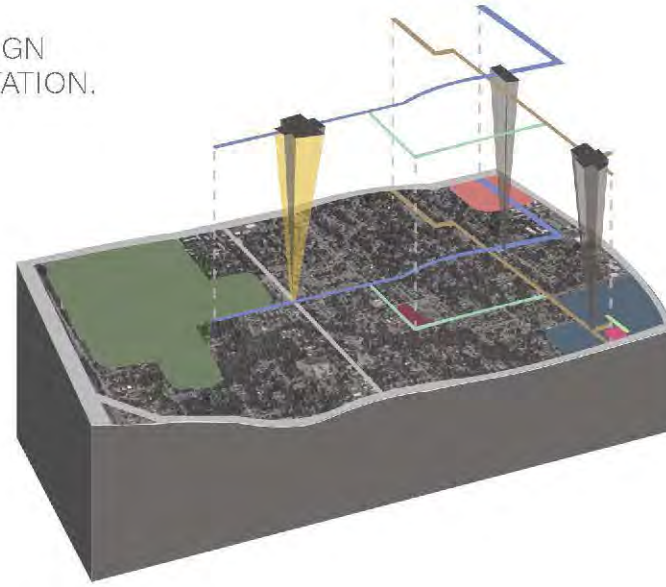
<http://www.westseattlebeegarden.com/>

KIP WILSON

LETS WORK TOGETHER – With pollinators present, this small community foodforest 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.



NE 135TH ST. & 15TH AVE. NE



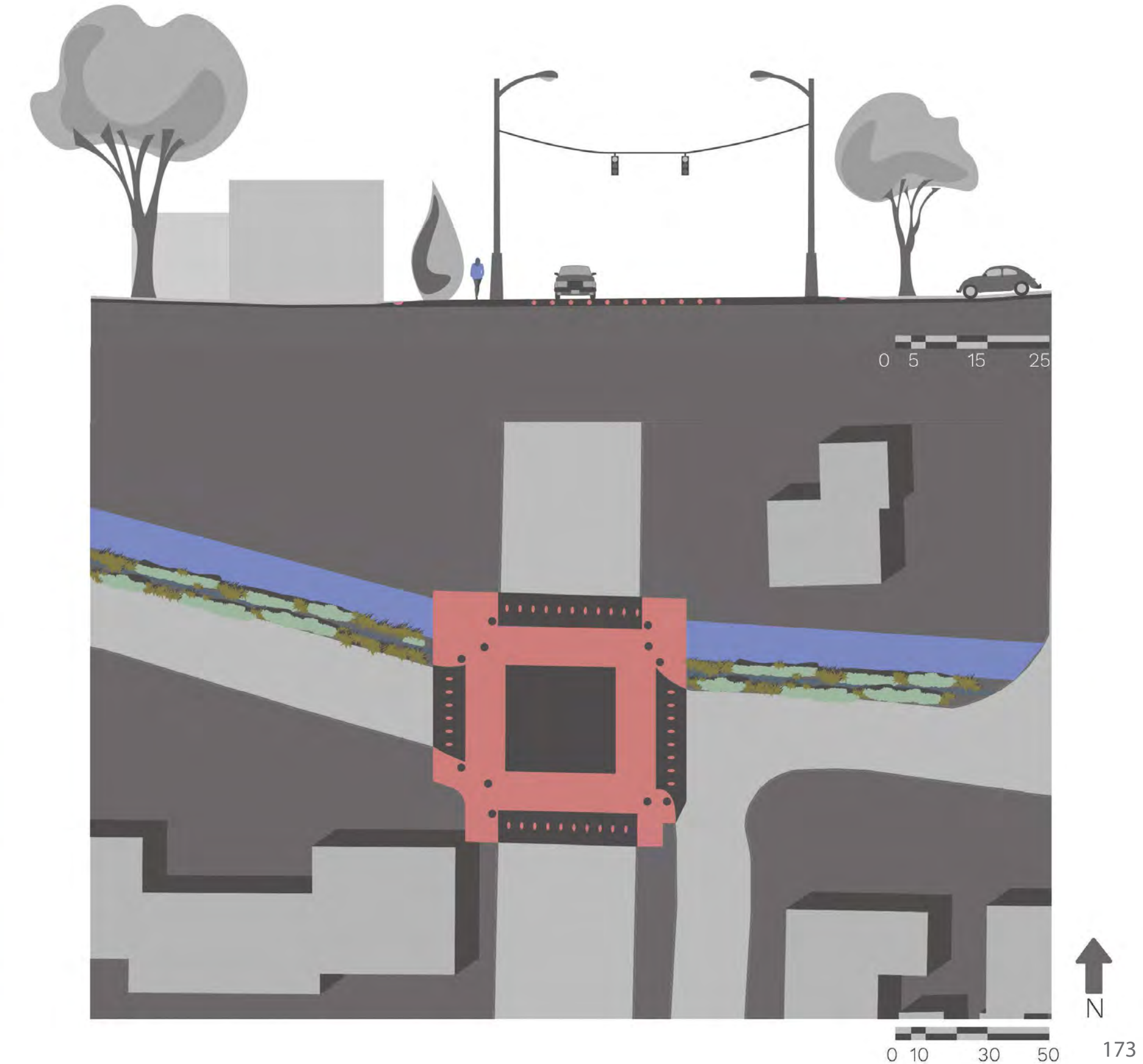
SETTING THE SPEED TABLE – Speed tables are commonly used as traffic slowing devices in urban areas and college campuses. An increase in pedestrian traffic due to the lightrail stations will require more safety measures on large street crossings.



National Association of City Transportation Officials



National Association of City Transportation Officials



PLANNING FOR A QUEER URBANISM

MONICA TAYLOR



PLANNING FOR A QUEER URBANISM

WHAT IS THE FUTURE OF SEATTLE?

The trajectory for development in Seattle has been laid out around a **city-wide network of Urban Villages**. The City of Seattle has been coordinating directly with Sound Transit to cultivate **clusters of density** around a larger effort to build a **central urban spine of light rail systems**. This overarching Transit Oriented Development planned for Seattle's future hopes to establish interconnectivity for residents with better access their needs.

However, the comprehensive master plans fall short of capturing the needs of particularly vulnerable but growing marginalized communities in the city. As stated by the Seattle LGBT Commission in their review of the Seattle 2035 Development Plan, "the lack of data inclusive of LGBT people and families...is evidence of continued invisibility by systematic and institutional discrimination."

"While this may not be over or intentional, the fact remains the needs of LGBT individuals and families are not part of the analysis."²⁰

As the city moves forward with establishing a potential urban village and **light rail station on 130th**, can we capitalize on this opportunity to propose **critical ammdements** to an already undeveloped and underserved region of Seattle?

How can we apply strategies of **preservation, equity and empowerment** to Seattle's developing urban villages? Can we dissuade **displacement and encourage inclusive planning** that can cultivate a new vision of **intersectional, multi-faceted neighborhoods**?

DISPLACEMENT AND OPPORTUNITY²⁰

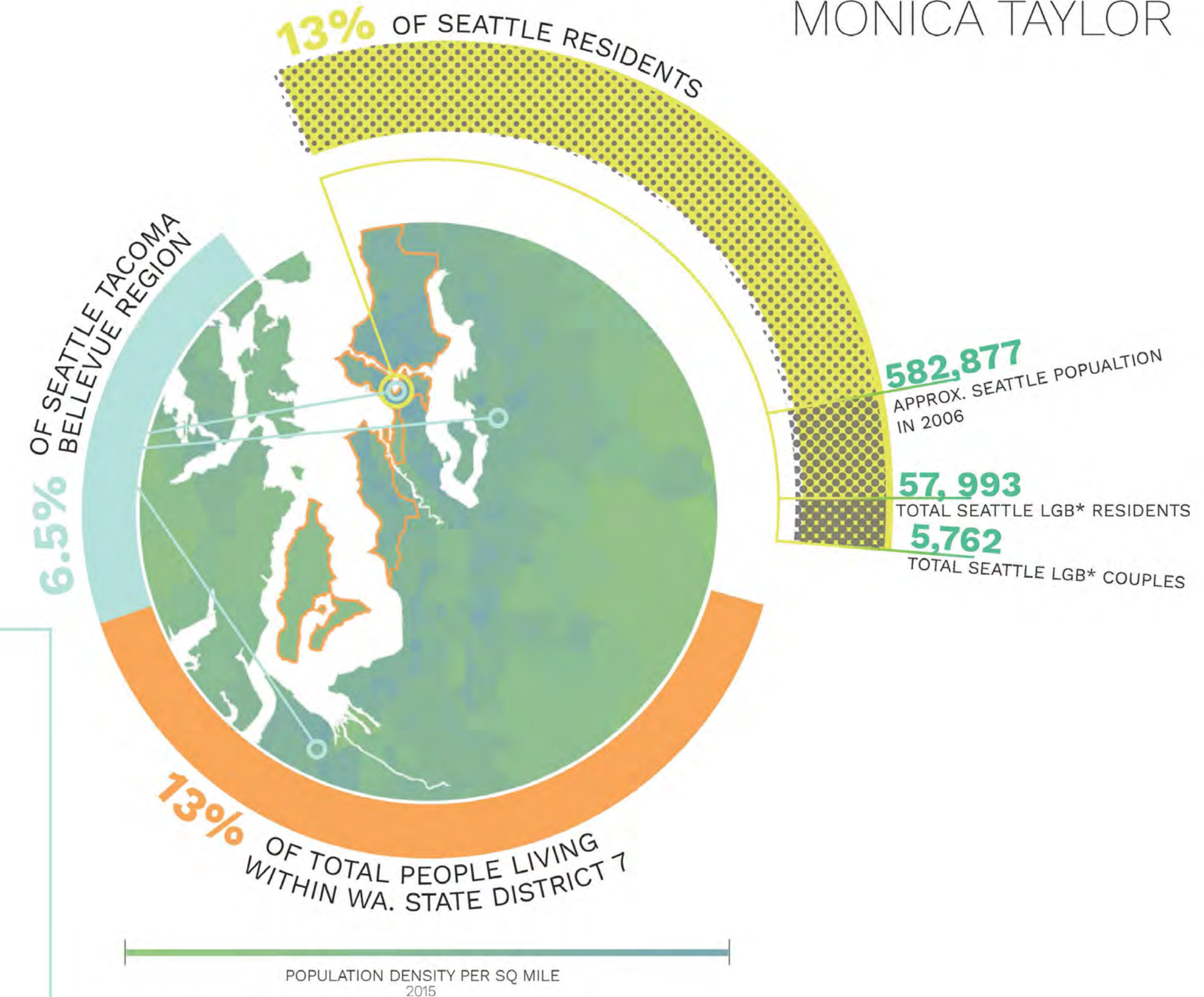
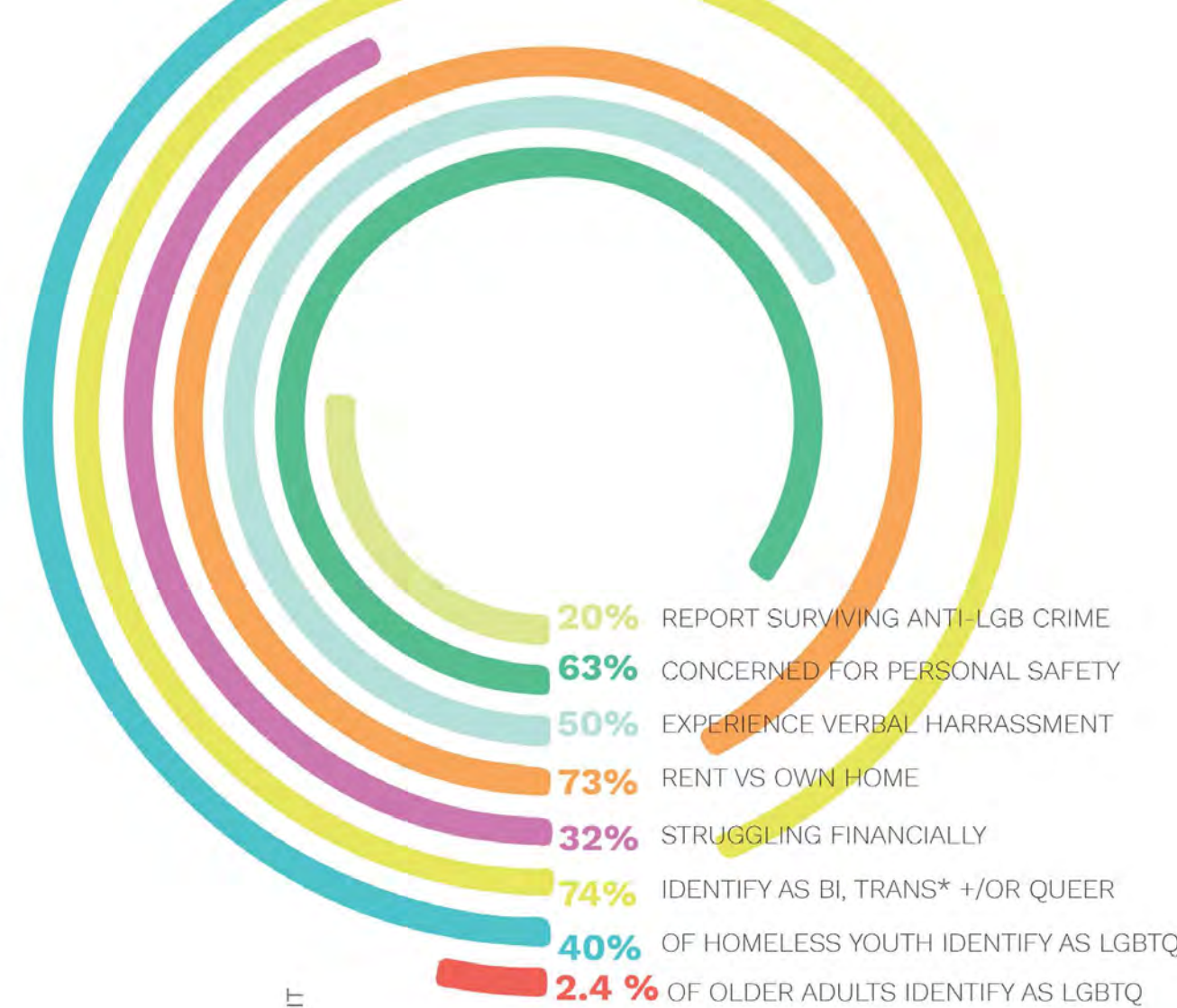
RISK OF DISPLACEMENT
HIGH RISK
LOW RISK

COST-BURDENED HOUSEHOLDS
< 10%
10% - 15%
16% - 20%
21% - 25%
> 25%

INCOME + HOUSING EQUITY
> 120% OF AMI
< 80% OF AMI
SPILLOVER TRACT

JOBS WITHIN 30 MINS BY TRANSIT
< 50,000
50,001 - 75,000
75,001 - 100,000
100,001 - 150,000
151,001 - 200,000
200,001 - 250,000
250,001 - 300,000
> 300,000

INCOMPLETE SIDEWALKS
< 20%
20 - 40%
40 - 60%
60 - 80%
> 80%



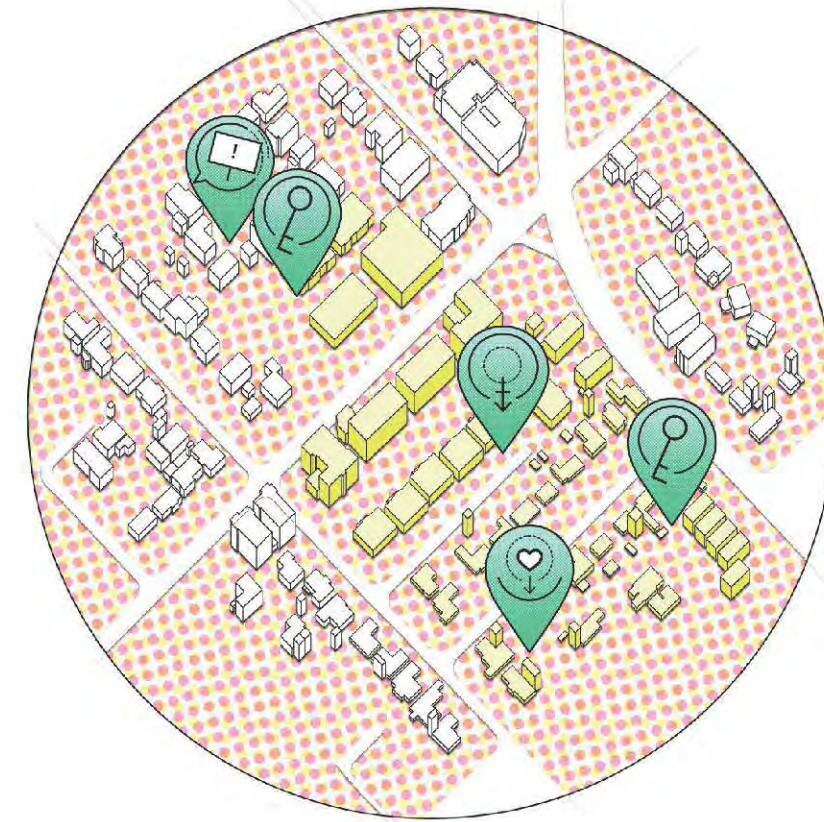
MONICA TAYLOR

QUEER SEATTLE^{10 11 27}

"The queering of [the] process of modulation thus embeds architectural practice in the deeper creative activity of animating an ethos, a way of life, an activity therefor not exclusive to architects"¹²

PLANNING FOR A QUEER URBANISM

MONICA TAYLOR



WHAT IS THE TERRAIN OF QUEER SPACE?

Gordon Brent Ingram identifies access, memory, demonstration, and representation as pillars of queer space, which can be applied to a modular formula for planning + development. A foundation for this approach can be borrowed from Christopher Reed: the critical action of

TAKING PLACE

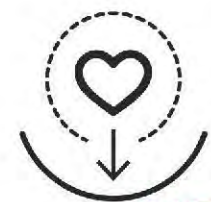


ACCESS

Emphasize benefits of fluctuating patterns of use²⁵ and users

Establish neutrality of sites²⁵ and services
Shaping infrastructure + development around bodily experience (navigation/orientation informed by place attachment and geographies of trauma²⁵ + inequity)

"Infrastructure takes on crucial roles in both the transportation of information and the formation of new metaphors and experiences, including experience of the body"²⁵



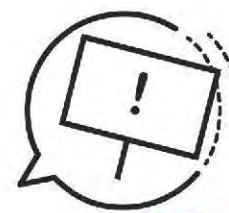
MEMORY

Specific efforts towards caring for and housing elderly community members
Diversity of history + identity in public realm
Implementing a "queer vernacular of the spatial impacts and traces of our activities"²⁵

"the way our traces remain to mark certain places"

VS

"queerness as constituted by collective bodies in space"²⁵

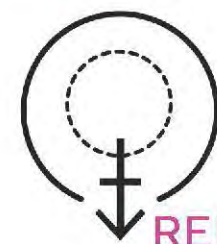


DEMONSTRATION

Advocacy for free space, both interior + exterior
Significance of outdoor space to foster freedom of behavior and habitudes²⁵

Places for "both resistance to various power structures and for definition + strengthening of alliances"²⁵ as well as "celebration and affirmation"⁷

Amplify equitable habitation of public domain against "the persistence of heterosexual as normal...within space [which] has continued the equation of queer visibility as a private matter"⁷

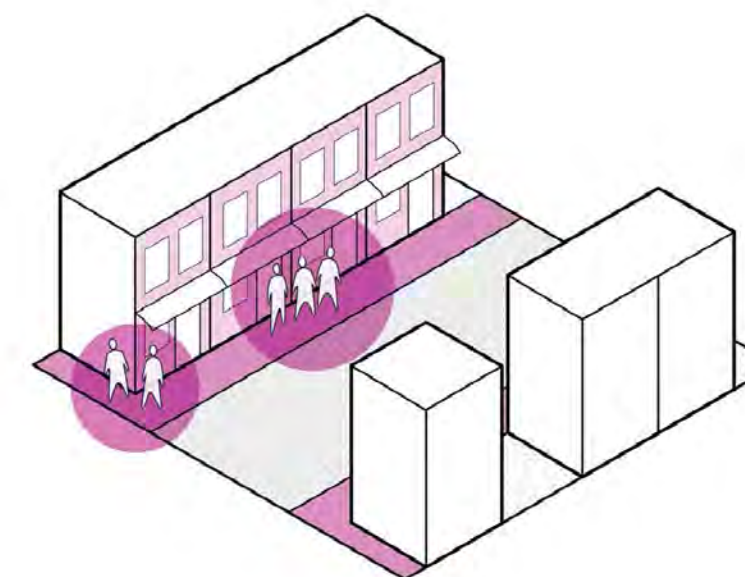


REPRESENTATION

Raise opportunities for cultivating intentional neighborhoods
Assess space potentiality based on queer needs²⁵

Visibility and Vulnerability: develop a "deeper understanding of how 'safety' is conceptualized and therefore experienced differently for queer individuals in queer- and heteronormative-identified places"⁷

Cultivate "spaces in which queerness is visible in the landscape [through the presence of] queer-owned and -frequented establishments"⁷



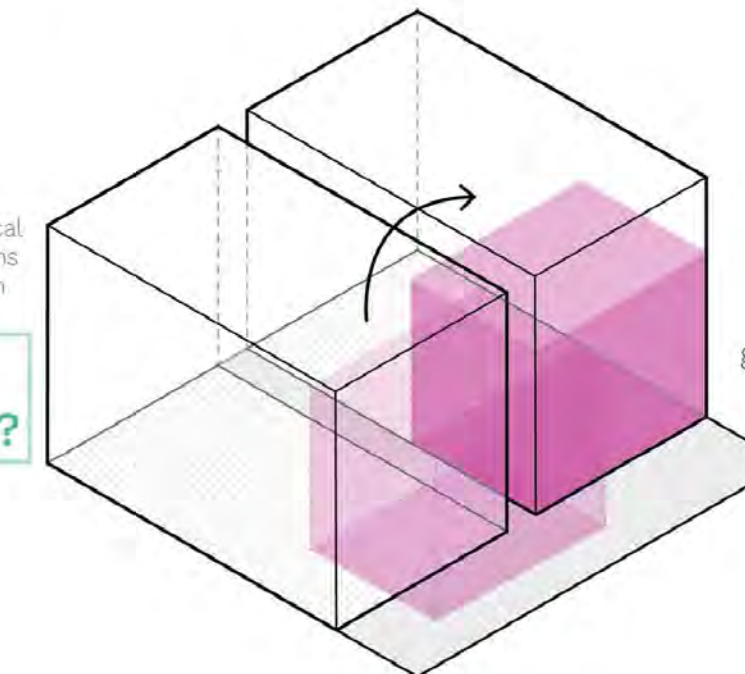
SPONTANEOUS SOCIAL SPACE

Symbolic space: "high density of storefront and housefront display, responding to the presence of significant pedestrian traffic" are manifestations of "collective and ad-hoc interventions into the landscape [that] typify the spaces of queer community"

Reorganize zoning to nourish relationship between residential and pedestrian domains creating points and corridors of community building

Taking place/claiming territory applies to the physical and psychological concept of renovation: "Queer space is renovated space...[it] transforms what the dominant culture has abandoned so that old and new are in explicit juxtaposition."⁸

WHAT WILL A QUEER URBANISM LOOK LIKE?



SAFETY

Deconstruct the framework of queer space as contained behind and below heteronormative space at higher risk of vulnerability and violence

Visibility and integration into streetscapes towards a new urban geography allowing a "visible, permanent arena for queer life to exist"⁸

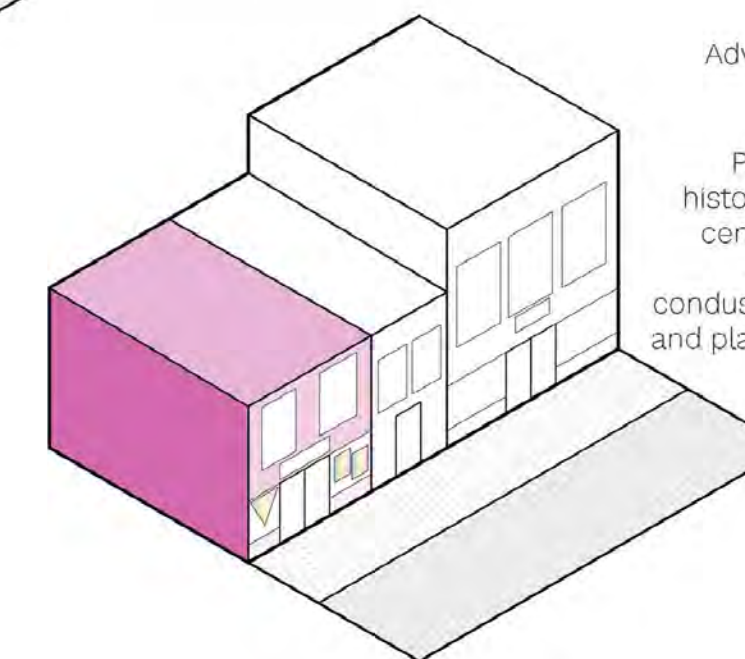
"moving away from the binary and static definition of distinct and separate queer and heterosexual spaces and toward and understanding of public space as more subjectively experienced both as sexualized and safe"⁷

ANCHORS

Advocating for permanent sites of memory²⁵

Preserving and honoring historic spaces (community centers, libraries, theaters) as neighborhood hubs conducive to queer connection and place making (renovation)

"A queered architecture begins in the assumption that nothing lies beyond it as a source of legitimacy; thus whatever justification it poses is immanent to its practice"²³



PLANNING FOR A *QUEER URBANISM*

- 1

AT-RISK AND UNDERSERVED: LGBTQ OLDER ADULTS IN SEATTLE/KING COUNTY_AGING WITH PRIDE, UW_2015
- 2

BITTER LAKE, URBAN DESIGN FRAMEWORK_DEPARTMENT OF PLANNING AND DEVELOPMENT/CITY OF SEATTLE_2015
- 3

COMPARING LGBT RANKINGS BY METRO AREA: 1990 TO 2014_THE WILLIAMS INSTITUTE_ 2015
- 4

HEALTH DISPARITIES: THE LESBIAN, GAY, AND BISEXUAL COMMUNITY IN SEATTLE & KING COUNTY: REPORT AND POLICY RECOMMENDATIONS_SCHOOL OF SOCIAL WORK UW_ 2008
- 5

HOUSING SEATTLE, A ROADMAP TO AN AFFORDABLE AND LIVABLE CITY: AN ACTION PLAN TO ADDRESS SEATTLE’ AFFORDABILITY CRISIS_MAYOR ED MURRAY/CITY OF SEATTLE_2015
- 6

HOW MANY ADULTS IDENTIFY AS TRANSGENDER IN THE UNITED STATES?_THE WILLIAMS INSTITUTE_2016
- 7

“‘I [FEEL] SAFER IN MY IDENTITIES’: PERCEPTIONS OF SEXUALIZED SPACE AND SAFETY IN SEATTLE”_BREANNA HUDSON_2015
- 8

“IMMINENT DOMAIN: QUEER SPACE IN THE BUILT ENVIRONMENT”_CHRISTOPHER REED_2009
- 9

LAKE CITY, URBAN DESIGN FRAMEWORK_DEPARTMENT OF PLANNING AND DEVELOPMENT/CITY OF SEATTLE_2016
- 10

LGBTQ STREET SAFETY IN SEATTLE: A PRACTICUM REPORT_CHRISTIE SANTOS-LIVENGOOD_2015
- 11

ONLINE SURVEY [WITH 1100 SEATTLE RESIDENTS]_LGBTQ ALLYSHIP_2015
- 12

“MAPPING QUEER BIOETHICS: SPACE, PLACE, AND LOCALITY_LANCE WAHLERT, PHD_2015
- 13

MAYOR MURRAY’S ACTION PLAN: LGBTQ TASK FORCE_MAYOR MURRAY/CITY OF SEATTLE_ 2015
- 14

NORTHGATE, URBAN DESIGN FRAMEWORK_DEPARTMENT OF PLANNING AND DEVELOPMENT/CITY OF SEATTLE_2013
- 15

SEATTLE 2035: CITYWIDE PLANNING_OFFICE OF PLANNING & DEVELOPMENT/CITY OF SEATTLE_2016
- 16

SEATTLE 2035 GROWTH AND EQUITY: ANALYZING IMPACTS ON DISPLACEMENT AND OPPORTUNITY RELATED TO SEATTLE’S GROWTH STRATEGY_OFFICE OF PLANNING & DEVELOPMENT/CITY OF SEATTLE_2016
- 17

SEATTLE 2035 URBAN VILLAGE STUDY FINAL REPORT_STEINBRUECK URBAN STRATEGIES, LLC_2014
- 18

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