

A PLAN FOR MANAGING GROWTH 2004-2024

City of Seattle Comprehensive Plan



Seattle
Comprehensive Plan

Toward a Sustainable Seattle



The Plan

City of Seattle
Department of Planning & Development













Comprehensive Plan
January 2005

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City of Seattle Comprehensive Plan

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Legislative History of the Comprehensive Plan

The Comprehensive Plan was first adopted on July 25, 1994, by Ordinance 117221.

Comprehensive Plan Amendments

Adoption Date	Ordinance Number	Nature of Amendments
12/12/94	117436	1994 Capital Improvement Program
7/31/95	117735	1995 Comprehensive Plan amendments
11/27/95	117906	Adoption of a new Human Development Element
11/27/95	117915	1995 Six-Year CIP amendments
7/01/96	118197	Response to 4/2/96 Growth Management Hearings Board remand. Repealed policy L-127 of Ord. 117735
9/23/96	118408	Addition of Shoreline Master Program to Plan
11/18/96	118388	1996 CIP amendments
11/18/96	118389	1996 annual amendments
6/16/97	118622	Policies for the reuse of Sand Point Naval Station
9/8/97	118722	Response to 3/97 GMHB remand
11/13/97	118820	1997 Six-Year CIP amendments
11/13/97	118821	1997 annual amendments; addition of Cultural Resources element
6/22/98	119047	Adoption of the Ballard Interbay Northend Manufacturing/Industrial Center neighborhood plan
8/17/98	119111	Adoption of the Crown Hill/Ballard neighborhood plan
10/26/98	119207	1998 annual amendments
11/02/98	119217	Adoption of the Wallingford neighborhood plan
11/02/98	119216	Adoption of the Central Area neighborhood plan
11/16/98	119231	Adoption of the Pioneer Square neighborhood plan
11/16/98	119230	Adoption of the University neighborhood plan
11/23/98	119264	1998 Six-Year CIP amendments
12/07/98	119322	Adoption of the Eastlake neighborhood plan
12/14/98	119298	Adoption of the MLK@Holly neighborhood plan
12/14/98	119297	Adoption of the Chinatown/International District neighborhood plan
1/25/99	119356	Adoption of the South Park neighborhood plan
2/08/99	119365	Adoption of the Denny Triangle neighborhood plan
3/15/99	119401	Adoption of the South Lake Union neighborhood plan
3/15/99	119403	Adoption of the Queen Anne neighborhood plan
3/22/99	119413	Adoption of the Pike/Pine neighborhood plan
3/22/99	119412	Adoption of the First Hill neighborhood plan
5/10/99	119464	Adoption of the Belltown neighborhood plan
5/24/99	119475	Adoption of the Commercial Core neighborhood plan
6/07/99	119498	Adoption of the Capitol Hill neighborhood plan
7/06/99	119524	Adoption of the Green Lake neighborhood plan
7/06/99	119525	Adoption of the Roosevelt neighborhood plan
7/09/99	119538	Adoption of the Aurora Licton neighborhood plan
7/21/99	119506	Adoption of the West Seattle Junction neighborhood plan
8/23/99	119615	Adoption of the Westwood/Highland Park neighborhood plan



Adoption Date	Ordinance Number	Nature of Amendments
8/23/99	119614	Adoption of the Rainier Beach neighborhood plan
9/07/99	119633	Adoption of the North Neighborhoods neighborhood plan
9/07/99	119634	Adoption of the Morgan Junction neighborhood plan
9/27/99	119671	Adoption of the North Rainier neighborhood plan
10/04/99	119685	Adoption of the Broadview/Bitter Lake/Haller Lake neighborhood plan
10/04/99	119687	Adoption of the Fremont neighborhood plan
10/11/99	119694	Adoption of the Columbia City neighborhood plan
10/25/99	119713	Adoption of the North Beacon Hill neighborhood plan
10/25/99	119714	Adoption of the Admiral neighborhood plan
11/15/99	119743	Adoption of the Greenwood/Phinney Ridge neighborhood plan
11/15/99	119744	1999 annual amendments
11/22/99	119760	1999 Six-Year CIP amendments
12/06/99	119789	Adoption of the Delridge neighborhood plan
2/07/00	119852	Adoption of the Georgetown neighborhood plan
6/12/00	119973	Adoption of the Greater Duwamish Manufacturing/Industrial Center neighborhood plan
11/13/00	120158	Response to Growth Management Hearings Board remand; Greenwood/Phinney Ridge neighborhood plan
12/11/00	120201	2000 five-year Comprehensive Plan review amendments
10/15/01	120563	2001 annual amendments
12/09/02	121020	2002 annual amendments
12/13/04	121701	2004 10-year Update to Comprehensive Plan
10/10/05	121955	2005 Annual Amendments
12/11/06	122313	2006 Annual Amendments
12/17/07	122610	2007 Annual Amendments
10/27/08	122832	2008 Annual Amendments
3/29/10	123267	2010 Annual Amendments
4/11/11	123575	2011 Annual Amendments
4/10/12	123854	2012 Annual Amendments
5/20/13	124177	2013 Annual Amendments

Resolutions Related to Vision for City of Seattle Comprehensive Plan

Passage Date	Resolution	Nature of Legislation
7/25/94	28962	1994 Vision for the Comprehensive Plan
11/27/95	29215	Updated 1994 Vision to reflect addition of Human Development element in Comprehensive Plan (Ord. 117906)
12/11/00	30252	Updated Vision to reflect Cultural Resources and Environment elements and adoption of neighborhood plans
12/13/04	30727	Updated Vision in conjunction with the 2004 10-year Update to the Comprehensive Plan



Vision for the Comprehensive Plan

A

Introducing Seattle's Comprehensive Plan

The City of Seattle's Comprehensive Plan, *Toward a Sustainable Seattle*, is a 20-year policy plan (1994-2014) designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values. The Comprehensive Plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time. The initial building blocks of the Comprehensive Plan are the "elements" required by the state's Growth Management Act: land use, transportation, housing, capital facilities and utilities. King County's Countywide Planning Policies require the addition of an economic development element, and the Seattle Framework Policies (Resolution 28535) inspired the inclusion of a neighborhood planning element when the Plan was first adopted in 1994. The Framework Policies also inspired the later additions of a Human Development element and an Environmental element to the Plan. The ideas in the plan were developed over five years through discussion and debate and the creative thinking of thousands of Seattle citizens working with City staff and elected officials.

B

The Vision

core values

Both the 1994 Comprehensive Plan and this 2004 revision have been informed and guided by basic community values. From the many discussions and debates that contributed to the original development of the Comprehensive Plan, a set of four core values emerged:

- **Community**
- **Environmental Stewardship**
- **Economic Opportunity and Security**
- **Social Equity**

These core values are the fundamental principles that guide the Comprehensive Plan and the ultimate measure of the plan's success or failure.

Community

Seattleites understand that the health of the City and of the whole region depends on the strength of community within and between neighborhoods and across city and county boundaries. Seattleites share pride in the community fabric of Seattle's neighborhoods and the diversity of its people. At the neighborhood level, residents and business people experience a great sense of belonging to a community. People may also derive a sense of community from cultural or religious associations.

The City will facilitate and support a strong sense of community within neighborhoods. The City will strive to support people of all ages, and ethnic, economic or social groups in finding a sense of belonging and ownership, accessing needed services, and connecting with other people. At the same time, through its actions the City will strive to strengthen a sense of community among people throughout the city and will be a leader in efforts to build broad support for economic, environmental and social community in the region.



Environmental Stewardship

The beauty and diversity of the natural environment in and around our city is one of the characteristics that most distinguishes Seattle from other major cities around the country and the world. The long-term health and wealth of the community depend, in part, on environmental quality. The Comprehensive Plan calls for Seattle to continue to be a national leader in environmental stewardship. The City will strive to:

- Protect and improve the quality of the local and global environments;
- Maintain and enhance conditions necessary for a healthy natural environment;
- Design, build, and manage the City's built environment in ways that protect and strive to restore over time natural resources and natural systems;
- Act as a role model for individuals, households, businesses, and other institutions in environmentally sustainable practices;
- Help all citizens to become environmental stewards; and
- Improve the overall quality of life in Seattle.

Environmental stewardship is linked to the other core values. For example, the Plan's urban village strategy promotes compact, more pedestrian-oriented development and non-auto transportation choices, such as transit. This type of development fosters local business growth, public health, and community connections while reducing air and water pollution, loss of green space, and pervious surfaces.

All Seattleites have the right to a healthy and safe environment. While this is a shared responsibility among government, residents, and businesses, the City is committed to doing its part. The City will assess alternatives to implement this Plan's growth management objectives using the best information available and will strive to incorporate measures that prevent harm to human and environmental health.

Economic Opportunity and Security

Citizens of Seattle want themselves, their children and others living in the city to enjoy the benefit of a healthy economy. They wish to ensure the continuation of economic opportunity and security of livelihood in a manner that balances these benefits with full realization of other values. A strong economy is fundamental to maintaining a quality of life in Seattle in which individuals may meet their basic needs for food and shelter, health care and education. A strong economy is also essential for government to generate the resources necessary to support public investment and amenities and to help people who need assistance.

The City will look for ways to enhance the region's economic prosperity and will accommodate a reasonable share of the region's economic growth. This is intended to increase opportunity for the city's distressed communities, raise personal incomes, and increase tax revenues. The City will actively promote: Seattle's involvement in the global economy by creating a positive environment for international trade; an employment environment that provides livable wage jobs; and the education and skill-building opportunities to help ensure employability for all community members.

Social Equity

Seattleites recognize that resources and opportunities are not limitless and must be shared among all members of the community. Seattle citizens seek greater equity in the opportunity to benefit from, participate in and contribute to the life of the community.

In order to promote equality, justice and understanding, the City will not tolerate discrimination in employment or housing on the basis of race, color, age, gender, marital status, sexual orientation, political ideology, creed, religion, ancestry, national origin or the presence of any sensory, mental or physical disability. The City will aim for a society that gives its residents equal opportunities to participate in, and benefit from, economic growth.



Seattle's future depends on the skills, strength and vitality of all of its people. City building involves people's increased involvement in and connection to the community; more supportive families and healthier children; increased access to health care and services; a more skilled and capable workforce; and increased safety in homes, neighborhoods and streets. The City will encourage Seattleites to better understand one another and to create urban environments that work for people. The community must work together toward reducing poverty and creating opportunities for all people, and assisting those in the population who are most vulnerable.

Residents of distressed communities, where incomes, educational levels, skill levels and labor force participation rates are lower than average, may require special attention to ensure their ability to participate equitably in the city's opportunities. These same communities may need special attention to ensure that the infrastructure and services provided there support economic viability and a high quality of living.

toward a sustainable Seattle

Sustainability is the common-sense notion that the health of our environment, our economy, our bodies, and our community as a whole, are not only closely linked, but dependent on one another.

The four core values described above -- economic opportunity and security, environmental stewardship, social equity and community -- are the pillars of sustainability. The overarching goal of this Comprehensive Plan is to promote sustainable development -- that is, development that reflects, protects, and advances these core values, through a smart and well-integrated approach to where and how we grow.

Where We Grow

Seattle is projected to grow by approximately 47,000 households and 84,000 jobs by 2024. Where this growth occurs has enormous impacts on local and regional environmental quality, neighborhood quality-of-life, economic opportunity, and the overall costs of development. For example, recent studies show that urban sprawl increases the use of motor vehicles, which further degrades air quality, and leads to growing public health concerns such as obesity and asthma. A fundamental goal of this Plan is to steer the majority of estimated growth in housing units and jobs toward urban centers and urban villages, for the following reasons:

- help preserve green spaces, forests, and farmlands outside of the urban growth area;
- preserve the character of Seattle's predominantly single-family neighborhoods;
- reduce dependence on private motor vehicles (the emissions from which are the number one source of air pollution and climate-altering greenhouse gases in the Puget Sound region, as well as a major source of water pollution);
- use natural resources such as land, water, and energy efficiently;
- improve public health by promoting walking and bicycling; and
- reduce the costs of building and maintaining public infrastructure and services, such as roads, water and energy supply, and waste management systems



How We Grow

Perhaps equally important is how growth and development occur in Seattle. Urban centers and urban villages must be safe, healthy, green, accessible and affordable. They must be more people-oriented and less car-oriented. In short, they must be places where people want to live, work, play, and raise families. This puts a very high premium on people- and environment-friendly urban design and development practices, including "low-impact development" approaches such as green building and natural systems drainage. This Plan reflects the City's commitment to these types of practices, in everything from managing land use and transportation, building capital facilities such as parks, and providing services such as affordable housing, drinking water, and electricity.

C Getting There from Here

The Plan is intended to manage growth and change in Seattle for the next 20 years. The future described in the Plan cannot be achieved all at once.

Over the life of the Plan, growth likely will occur more slowly at times, more rapidly at others, and in somewhat different patterns and sequences than is currently foreseen. The best a plan can be is a well-educated guess about how to accommodate people and conditions that cannot be known in advance. An effective plan must be flexible enough to succeed within a range of likely conditions and be adjusted as those conditions are monitored and evaluated, while maintaining a steady aim at its ultimate goals.

Through the urban village strategy, the Plan intends to achieve goals that are shaped by the core values. The Plan's flexibility comes from the mechanisms that permit its adaptation to needs as they arise from the real experience of the next 20 years. The following mechanisms will help translate the Plan's policies into City actions.

Neighborhood Planning that followed the adoption of this plan produced amendments that tailor the plan's citywide perspective to individual urban and manufacturing centers, villages and neighborhoods. Neighborhood plans are expected to continue to aid in adjusting and fine-tuning the plan over time.

Coordination with Other Jurisdictions is occurring through regional planning processes. Seattle representatives have participated with King County, suburban cities and Puget Sound Regional Council representatives. Many regional issues have been addressed sketchily. Many others have been identified for future discussion. Undoubtedly, continued regional planning forums will be needed to meet the Growth Management Act's challenge for regional action toward creating, implementing and funding a shared vision.



Regulations have been and will be adopted when necessary to conform to the policies in this Plan.

A Strategic Investment Strategy will describe a framework for making resource allocation decisions in an environment where wants and needs always exceed the finite resources available. Tradeoffs among many possible investment choices will be made to achieve the Plan's goals. The framework will add dimension to the Plan's goals by enabling them to be addressed over time.

Monitoring and Evaluation will be done periodically to assess progress toward achieving Comprehensive Plan goals as well as to measure conditions and changes occurring in the city. Monitoring and evaluation will help ensure consistency within and among the Plan elements as well as with the Growth Management Act and county and regional growth plans. Monitoring and evaluation will lead to both Plan amendments and improved ability to project future conditions. The Seattle Planning Commission will assist the Mayor and the City Council in monitoring and evaluation of the Plan and will advise them as to any needed amendments to the Plan.

Citizen Participation in City processes will build upon the dialogue between government and citizens that began with the development and adoption of the Plan. The City will strive to find improved means to communicate with and involve citizens in planning and decision-making. The City will strive to provide information that can be easily understood and to provide access for public involvement. This will include processes for amending and implementing the Plan.



Application of the Comprehensive Plan

application

The principal purpose of this Comprehensive Plan is to provide policies that guide the development of the City in the context of regional growth management. These policies can be looked to by citizens and by all levels of government in planning for growth. Specifically, the Plan will be used by the City of Seattle to help make decisions about proposed ordinances, policies and programs. Although the Plan will be used to direct the development of regulations which govern land use and development, the Plan will not be used to review applications for specific development projects except when reference to this Comprehensive Plan is expressly required by an applicable development regulation.

The Plan format generally presents a Plan "goal," followed by "policies" related to the goal, and may include a "discussion" about the goals and policies. Each of these components is defined as follows:

Goals represent the results that the City hopes to realize over time, perhaps within the 20-year life of the Plan, except where interim time periods are stated. Whether expressed in terms of numbers or only as directions for future change, goals are not guarantees or mandates.

Policies should be read as if preceded by the words "it is the City's general policy to..." A policy helps to guide the creation or change of specific rules or strategies (such as development regulations, budgets or program area plans). City officials will generally make decisions on specific City actions by following ordinances, resolutions, budgets or program area plans that themselves reflect relevant Plan policies, rather than by referring directly to this Plan. Implementation of most policies involves a range of City actions over time, so one cannot simply ask whether a specific action or project would fulfill a particular Plan policy. For example, a policy that the City will "give priority to" a particular need indicates that need will be treated as important, not that it will take precedence in every City decision.

Some policies use the words "shall" or "should," "ensure" or "encourage," and so forth. In general, such words should be read to describe the relative degree of emphasis that the policy imparts, but not necessarily to establish a specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result. Whether such a result is intended must be determined by reading the policy as a whole and by examining the context of other related policies in the Plan.

Some policies may appear to conflict, particularly in the context of a specific fact situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. A classic example is the oft-referenced "conflict" between policies calling for "preservation of the environment" and policies that "promote economic development." Because Plan policies do not exist in isolation, and must be viewed in the context of all potentially relevant policies, it is largely in the application of those policies that the interests which they embody are reconciled and balanced by the legislative and executive branches of City government.

Before this Plan was adopted, the City of Seattle had many policies in place which were approved over the course of many years, and which affect the full range of programs and services provided by the City. To the extent a conflict may arise between such a policy and this Plan, the Plan will generally prevail, except that policies that are used in the application of existing development regulations shall continue to be used until those regulations are made consistent with the Plan pursuant to RCW 36.70A.040.

Discussion is provided to explain the context in which decisions on goals and policies have been made, the reasons for those decisions, and how the goals and policies are related. The discussion portions of the Plan do not establish or modify policies, but they may help to interpret policies.



Appendices to the Plan contain certain required maps, inventories and other information required by the GMA, and in some cases further data and discussion or analysis. The appendices are not to be read as establishing or modifying policies or requirements unless specified for such purposes in the Plan policies. For example, descriptions of current programs in an appendix do not require that the same program be continued, and detailed estimates of how the City may expect to achieve certain goals do not establish additional goals or requirements.



Urban Village Element

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Urban Village Element

Introduction

Introduction

Seattle is prepared to embrace its share of the Puget Sound region's growth. To ensure that it remains a vibrant and healthy place to live, Seattle has planned for the future of the city as a whole and for each urban center and urban village that is expected to grow and change. The City will use these plans to shape changes in ways that encompass the collective vision for the city as identified in this Plan.

This Plan envisions a city where growth: helps to build stronger communities, heightens our stewardship of the environment, leads to enhanced economic opportunity and security for all residents, and is accompanied by greater social equity across Seattle's communities. The City has made a commitment to growing wisely, to growing in ways that ensure a livable future, and to growing sustainably. Growing sustainably also means building on the city's successes.

Seattle's successes include its neighborhoods. Seattle, at the beginning of the 21st Century, has a large number of appealing mixed-use neighborhoods that serve as the cores of broader communities. Areas as diverse as Lake City, Columbia City, Uptown, and Georgetown provide goods, services, housing, and employment to Seattle's residents and are key contributors to Seattle's livability.

Seattle's strategy for accommodating future growth and creating a sustainable city builds on the foundation of these neighborhoods and brings together a number of tools to create a better city:

- diverse housing and employment growth,
- pedestrian and transit-oriented communities,
- the provision of services and infrastructure targeted to support that growth, and
- enhancements to the natural environment and the city's cultural resources.

Together, these tools form the urban village strategy. As Seattle's population and job base grow, urban villages are the areas where conditions can best support increased density needed to house and employ the city's newest residents. By concentrating growth in these urban villages, Seattle can build on successful aspects of the city's existing urban character, continuing the development of concentrated, pedestrian-friendly mixed-use neighborhoods of varied intensities at appropriate locations throughout the city.

A Urban Village Strategy

Introduction

Urban villages are community resources that enable the City to: deliver services more equitably, pursue a development pattern that is environmentally and economically sound, and provide a better means of managing growth and change through collaboration with the community in planning for the future of these areas. The urban village strategy is a comprehensive approach to planning for a sustainable future. This approach is intended to maximize the benefit of public investment in infrastructure and services and promote collaboration with private interests and the community, to achieve mutual benefits.

Locating more residents, jobs, stores and services in close proximity can reduce the reliance on cars for shopping and other daily trips and decrease the amount of fossil fuels burned and the amount of greenhouse gases emitted. Increasing residential and employment densities in key locations makes transit and other public services convenient for more people and therefore makes these services more efficient.

The urban village strategy tries to match growth to the existing and intended character of the city's neighborhoods. Four categories of urban villages



recognize the different roles that different areas will play in the city's future:

1. Urban centers are the densest neighborhoods in the city and are both regional centers and neighborhoods that provide a diverse mix of uses, housing, and employment opportunities. Larger urban centers are divided into urban center villages to recognize the distinct character of different neighborhoods within them.
2. Manufacturing/Industrial Centers are home to the city's thriving industrial businesses. As with urban centers, Manufacturing/Industrial Centers are regional designations and are an important regional resource.
3. Hub urban villages are communities that provide a balance of housing and employment, generally at densities lower than those found in urban centers. These areas provide a focus of goods, services, and employment to communities that are not close to urban centers.
4. Residential urban villages provide a focus of goods and services for residents and surrounding communities but may not provide a concentration of employment.

In addition to these centers and villages, this Element of the Plan puts further emphasis on transit communities -- those areas within easy walking distance of frequent transit service. Most of those transit areas overlap with the geographic areas of urban villages, and the presence of frequent and reliable transit service reinforces the intended function of the urban villages by providing viable mobility options for residents and employees. Each of these areas is intended to see growth and change over time, and together they will accommodate the majority of the city's growth over the life of this plan. The City will continue to work with its residents, businesses, and institutions to promote conditions that will help each of its communities thrive, but will pay special attention to those areas where the majority of growth and change is expected.

Policies in this Plan provide direction for that change and growth. In addition to designating urban vil-

lages and defining conditions desired within them, the Plan addresses conditions outside these areas.

Areas outside urban villages will accommodate some growth in less dense development patterns consisting primarily of single-family neighborhoods, limited multifamily and commercial areas and scattered industrial areas. The strategy of focusing future development in urban villages continues to direct new development away from Seattle's single-family areas.

Goal

- UVG1** Respect Seattle's human scale, history, aesthetics, natural environment, and sense of community identity as the city changes.
- UVG2** Implement regional growth management strategies and the countywide centers concept through this Plan.
- UVG3** Promote densities, mixes of uses, and transportation improvements that support walking, use of public transportation, and other transportation demand management (TDM) strategies, especially within urban centers and urban villages.
- UVG4** Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.
- UVG5** Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses.
- UVG6** Accommodate a range of employment activity to ensure employment opportunities are available for the city's diverse residential population, including maintaining healthy manufacturing and industrial areas.



- UVG7** Accommodate the City's existing and future housing needs through maintenance of existing residential neighborhoods and the creation of new residential neighborhoods. Encourage housing development so that by 2024, a citywide ratio of 1.8 jobs per household is maintained.
- UVG8** Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.
- UVG9** Maximize the benefit of public investment in infrastructure and services, and deliver those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth.
- UVG10** Collaborate with the community in planning for the future.
- UVG11** Increase public safety by making villages places that people will be drawn to at all times of the day.
- UVG12** Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.
- UVG13** Distribute urban villages around the city so that communities throughout the city have easy access to the range of goods and services that villages are intended to provide.
- UVG14** Encourage development of ground-related housing, which is attractive to many residents including families with children, including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units, and single-family homes.

UVG15 Provide parks and open space that are accessible to urban villages to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.

Urban Village

- UV1** Promote the growth of urban villages as compact mixed-use neighborhoods in order to support walking and transit use, and to provide services and employment close to residences.
- UV2** Promote conditions that support healthy neighborhoods throughout the city, including those conducive to helping mixed-use urban village communities thrive, such as focused transportation demand management strategies, vital business districts, a range of housing choices, a range of park and open space facilities, and investment and reinvestment in neighborhoods.
- UV2.5** In areas surrounding major transit hubs, except in industrial zones, allow densities sufficient to take advantage of significant investment in public transportation infrastructure. Use incentive zoning programs and other strategies to help ensure the provision of affordable housing.
- UV3** Consider the following characteristics appropriate to all urban village categories except Manufacturing and Industrial Centers:
 1. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries.
 2. Zoning sufficient to accommodate the residential and employment growth targets established for that village.
 3. The ability to accommodate a range of employment or commercial activity compatible with the overall function,

urban village element

A

annex



character, and intensity of development specified for the village.

- 4. Zoning that provides locations for commercial services convenient to residents and workers and, depending on the village designation, serving a citywide and regional clientele.
- 5. Zoning sufficient to allow a diversity of housing to accommodate a broad range of households.
- 6. Zoning regulations that restrict those public facilities that are incompatible with the type of environment intended in centers and villages.
- 7. Most future households accommodated in multifamily housing.
- 8. Additional opportunities for housing in existing single-family areas, to the extent provided through neighborhood planning, and within other constraints consistent with this Plan.
- 9. Public facilities and human services that reflect the role of each village category as the focus of housing and employment and as the service center for surrounding areas.
- 10. Parks, open spaces, street designs, and recreational facilities that enhance environmental quality, foster public health and attract residential and commercial development.
- 11. A place, amenity, or activity that serves as a community focus.
- 12. Neighborhood design guidelines for use in the City's design review process.

UV4 Consider the following characteristics appropriate to Manufacturing and Industrial Centers:

- 1. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries.
- 2. Zoning sufficient to accommodate the employment growth targets established for that center.
- 3. The ability to accommodate a range of industrial activity compatible with the overall function, character, and intensity of development specified for the center.
- 4. Zoning regulations that restrict those public facilities that are incompatible with the type of environment intended in manufacturing and industrial centers.
- 5. Public facilities and human services that reflect the role of each center as a focus of employment.

UV5 Consider suitable for urban village designation areas where:

- 1. Natural conditions, the existing development pattern, and current zoning are conducive to supporting denser, mixed-use pedestrian environments where public amenities and services can be efficiently and effectively provided. In some instances, the urban village designation is intended to transform automobile-oriented environments into more cohesive, mixed-use pedestrian environments, or within economically distressed communities to focus economic reinvestment to benefit the existing population;
- 2. Access to transportation facilities is good or can be improved;



- 3. Public and private facilities, services and amenities, such as parks, schools, commercial services, and other community services, are available, or can be provided over time; and,
- 4. Existing public infrastructure has capacity or potential to accommodate growth.

UV6 Establish clearly defined boundaries for centers and urban villages that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries. Use boundaries to guide development activity, monitor growth and other development conditions, and evaluate performance towards meeting neighborhood and comprehensive plan goals for services and amenities.

UV7 In order to support the existing character of areas outside of urban villages, and to encourage continued investment in all of Seattle’s neighborhoods, permit areas outside of urban villages to accommodate some growth in a less dense development pattern consisting primarily of single-family neighborhoods and limited multifamily, commercial, and industrial areas.

UV7.5 Coordinate public and private activities to address transportation, utilities, open space and other public services to accommodate the new growth associated with subarea rezones (e.g., in transit station areas) that result in significant increases in density.

UV8 Involve the public in identifying needs for, planning, and designing public facilities, programs, and services. Encourage and provide opportunities for extensive public involve-

ment in City decisions, and encourage other agencies to provide similar opportunities.

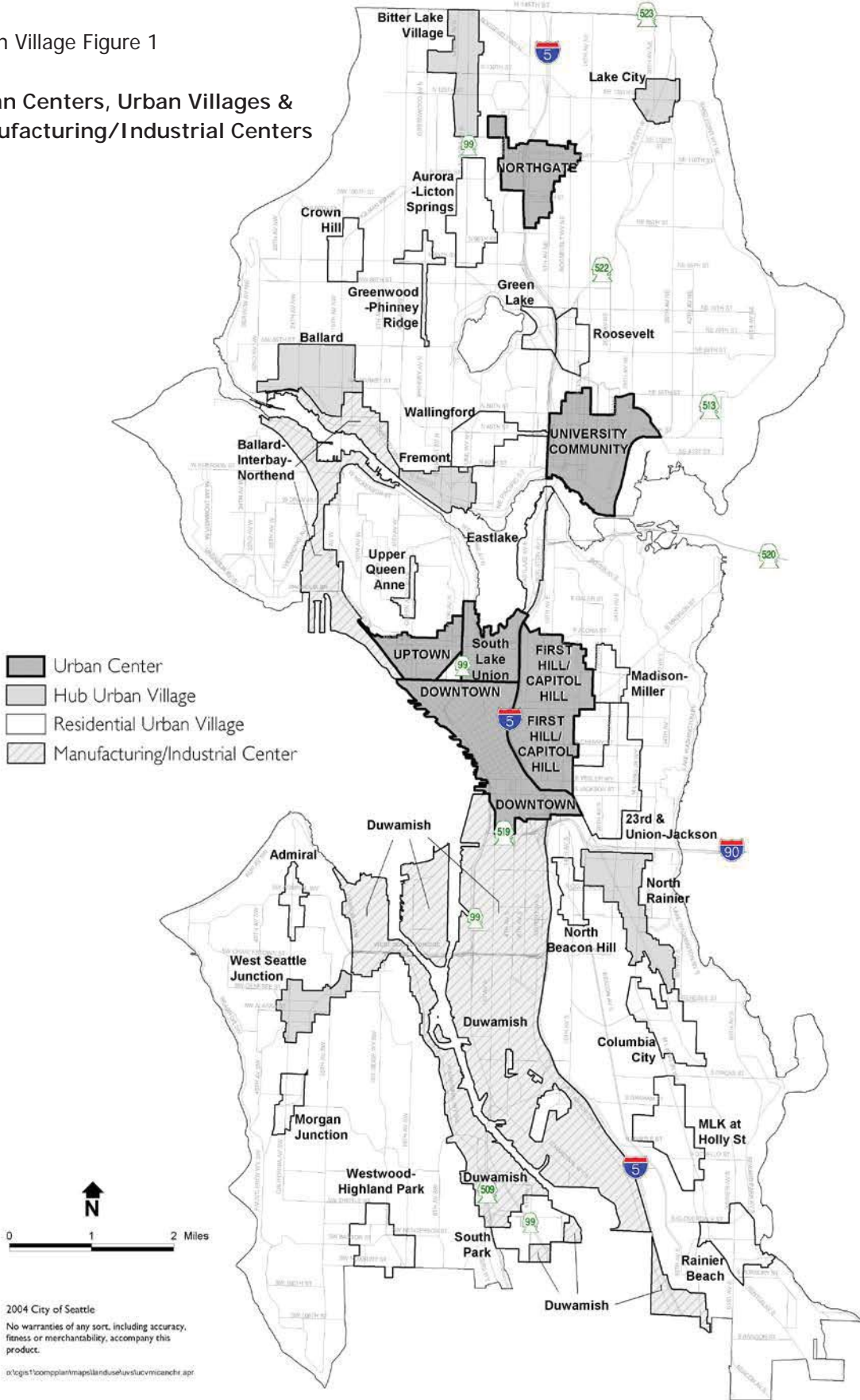
UV9 Preserve developments of historic, architectural, or social significance that contribute to the identity of an area.

UV10 Maintain and enhance retail commercial services throughout the city, especially in areas attractive to pedestrians and transit riders, to support concentrations of residential and employment activity, with special emphasis on serving urban villages.

UV10.5 Encourage the location of grocery stores, farmers markets, and community food gardens to support access to healthful food for all areas where people live.

Urban Village Figure 1

Urban Centers, Urban Villages & Manufacturing/Industrial Centers





A-1 **Urban Village**

Introduction

Seattle's urban village categories build on the urban center and manufacturing/industrial center designations called for in the Countywide Planning Policies. The designation of an area as an urban center, urban village, or manufacturing/industrial center guides other City actions to enhance the character and function of that area and to accommodate growth in a manner that supports the Countywide Centers growth concept. Urban village designations supplement the regional growth management concept by shaping it to fit Seattle's established, densely developed, and complex urban neighborhoods.

A village designation recognizes the contributions a particular area makes to the city and provides guidance regarding the intended function, character, intensity, type and degree of growth anticipated for an area.

Goal

UVG16 Guide public and private activities to achieve the function, character, amount of growth, intensity of activity, and scale of development of each urban village consistent with its urban village designation and adopted neighborhood plan.

Policy

UV11 Based on the functions and densities they can support, designate categories of urban villages in order to guide planning for the mixed-use environments that are smaller or less dense than the urban center designations of the Countywide Planning Policies as follows:

1. Urban center villages within urban centers
2. Hub urban villages
3. Residential urban villages

UV12 The intended functions of the urban village categories are generally:

- Urban centers, and the urban villages within them, are intended to be the densest areas with the widest range of land uses.
- Hub urban villages will also accommodate a broad mix of uses, but at lower densities, especially for employment, than urban centers.
- Residential urban villages are intended for predominantly residential development around a core of commercial services.
- Manufacturing/industrial centers are intended to maintain viable industrial activity and promote industrial development.

UV13 Designations of areas as hub urban villages and residential urban villages, as indicated in Urban Village Figure 1, shall be consistent with criteria developed to address the following factors:

- existing zoned capacity
- existing and planned density
- 20-year growth targets
- population
- amount of neighborhood commercial land
- public transportation investments and access
- other characteristics of hub or residential urban villages as provided in this Plan, or further refined

UV14 Establish goals for the mix of uses, target densities for employment and housing, the scale and intensity of development, and the types of public improvements desired to make each village category function as intended.

urban village element

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urban village element

urban center g al

- UVG17** Designate as urban centers unique areas of concentrated employment and housing, with direct access to high-capacity transit, and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space.
- UVG18** Recognize areas that provide a regionally significant focus for housing and employment growth as urban centers. Enhance the unique character and collection of businesses and housing types of each center.
- UVG19** Designate urban center villages within larger urban centers to recognize different neighborhoods within a larger community.
- UVG20** Encourage housing development so that by 2024, the ratios of jobs per household shown on the following chart are achieved:

Urban Center	2024 Jobs/ Household Ratio
Center City (First Hill/Capitol Hill, Downtown, South Lake Union, and Uptown Urban Centers)	4.2
University Community Urban Center (University District Northwest, Ravenna, and University of Washington Campus*)	4.1
Northgate Urban Center	2.5

* The household numbers for the University District do not include on-campus dormitory housing.

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urban center li ie

- UV15** Designate as urban centers those areas of the city that are consistent with the following criteria and relevant Countywide Planning Policies:
 1. Area not exceeding one and one-half square miles (960 acres).

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2. Accessibility to the existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future.
3. Zoning that can accommodate a broad mix of activities, including commercial and residential activities, as appropriate to the planned balance of uses in the center.
4. The area is already connected to surrounding neighborhoods by bicycle and/or pedestrian facilities or can be connected through planned extensions of existing facilities.
5. The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.
6. Zoning that permits the amount of new development needed to meet the following minimum density targets:
 - a. A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station;
 - b. An overall employment density of 50 jobs per acre; and
 - c. An overall residential density of 15 households per acre.

UV16 Designate the following locations as urban centers as shown in Urban Village Figures 2-7 below:

1. Downtown Seattle
2. First Hill/Capitol Hill
3. Uptown Queen Anne
4. University Community
5. Northgate
6. South Lake Union



UV17 Designate urban center villages within the Downtown, First Hill/Capitol Hill and University Community urban centers as shown in Urban Village Figures 2, 3 and 5. While the Uptown Queen Anne, South Lake Union, and Northgate centers are presently considered to be too small to be subdivided into center villages, this does not preclude the designation of urban center villages within those urban centers in future neighborhood planning processes. Goals and policies for urban center villages apply to all urban centers.

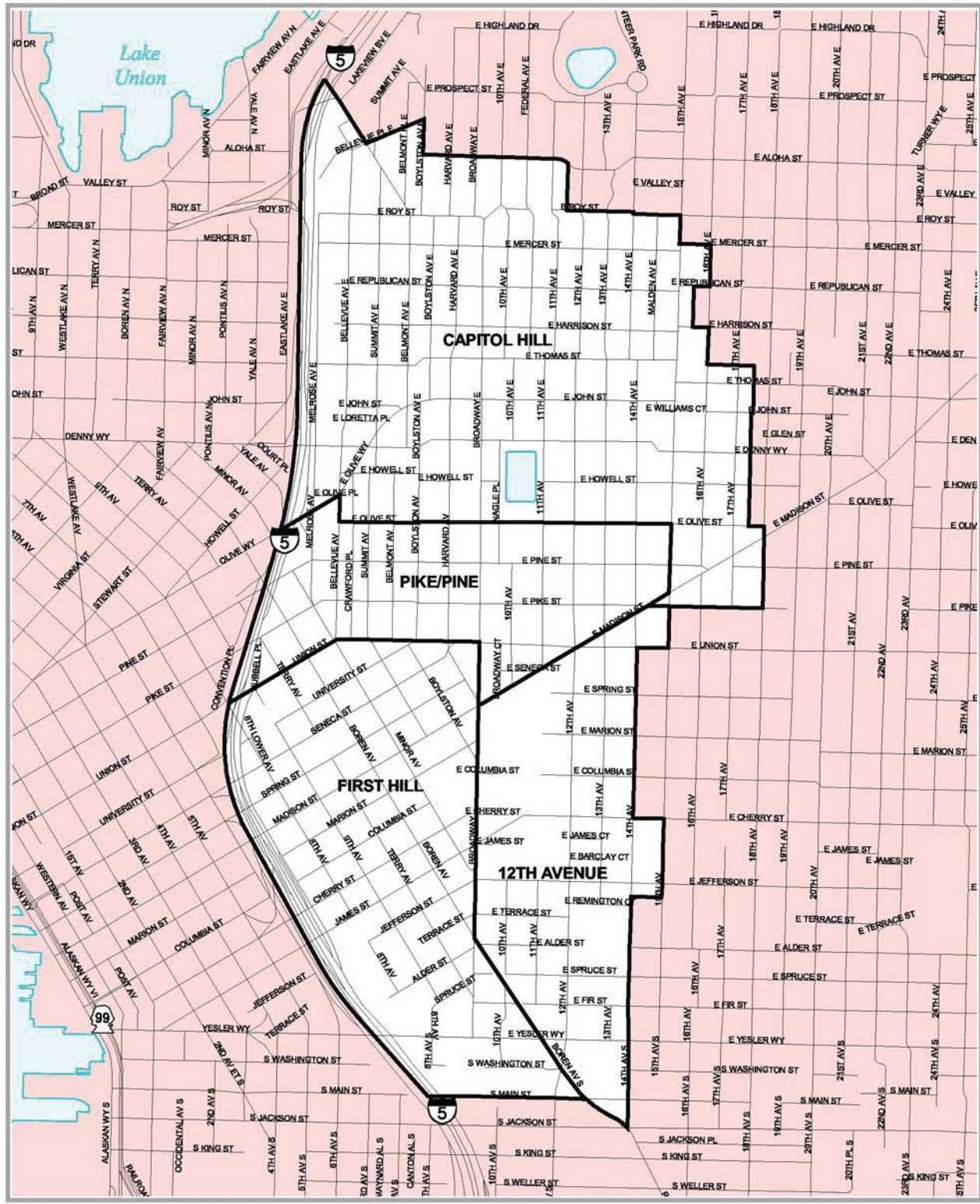
UV18 Promote the balance of uses in each urban center or urban center village indicated by one of the following functional designations, assigned as follows:

Functional Designation	Urban Center Village
1. Primarily residential.	Belltown Capitol Hill
2. Mixed, with a residential emphasis.	Pike/Pine
3. Mixed residential and employment.	Denny Triangle Pioneer Square Chinatown/International District First Hill 12 th Avenue University District Northwest Ravenna Northgate* Uptown Queen Anne* South Lake Union*
4. Mixed, with an employment emphasis.	Downtown Commercial Core

* These urban centers are not divided into urban center villages.



Urban Village Figure 3 FIRST HILL/CAPITOL HILL Urban Center



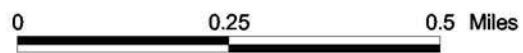
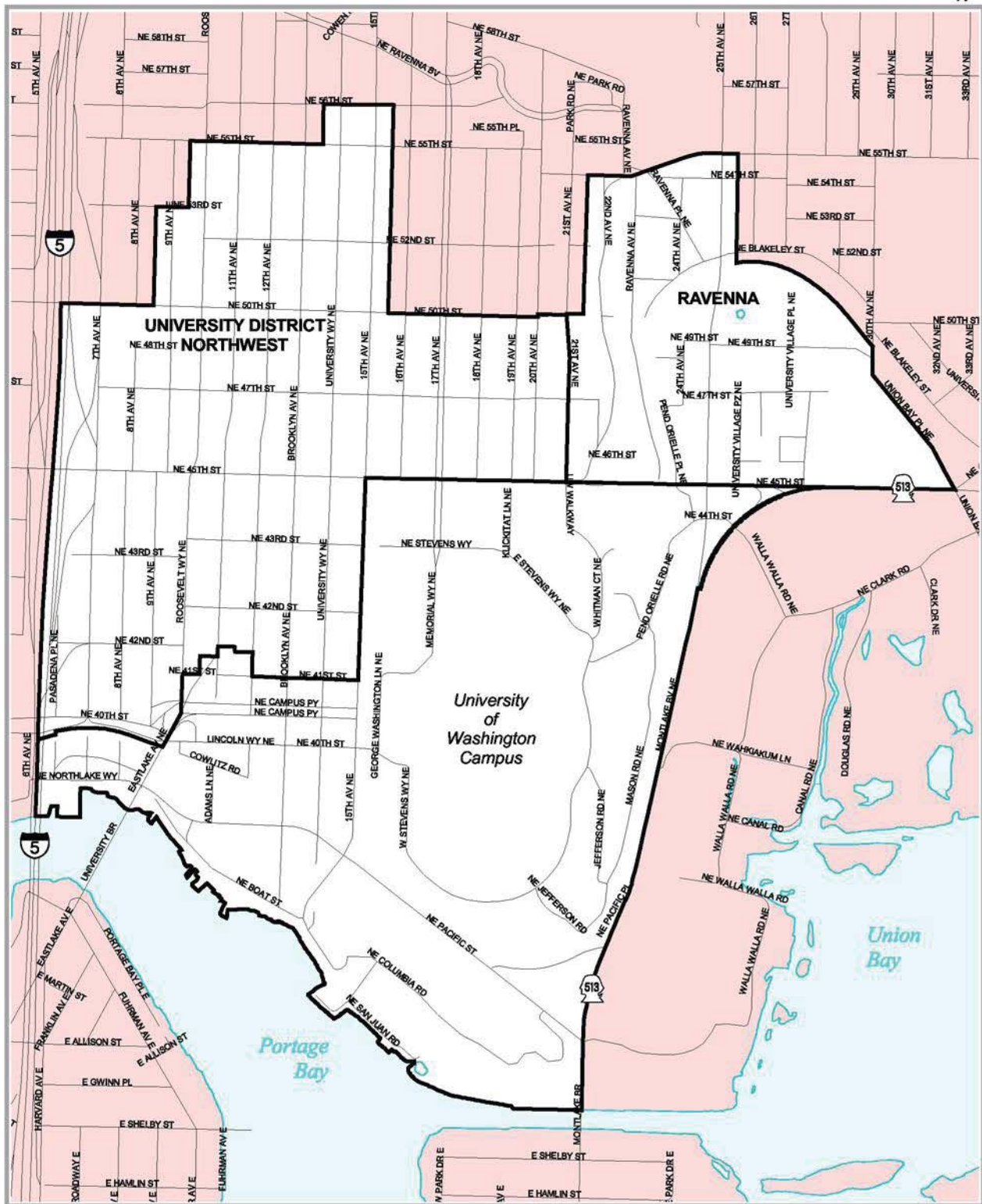
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Urban Village Figure 5 UNIVERSITY COMMUNITY Urban Center



— VILLAGE BOUNDARY

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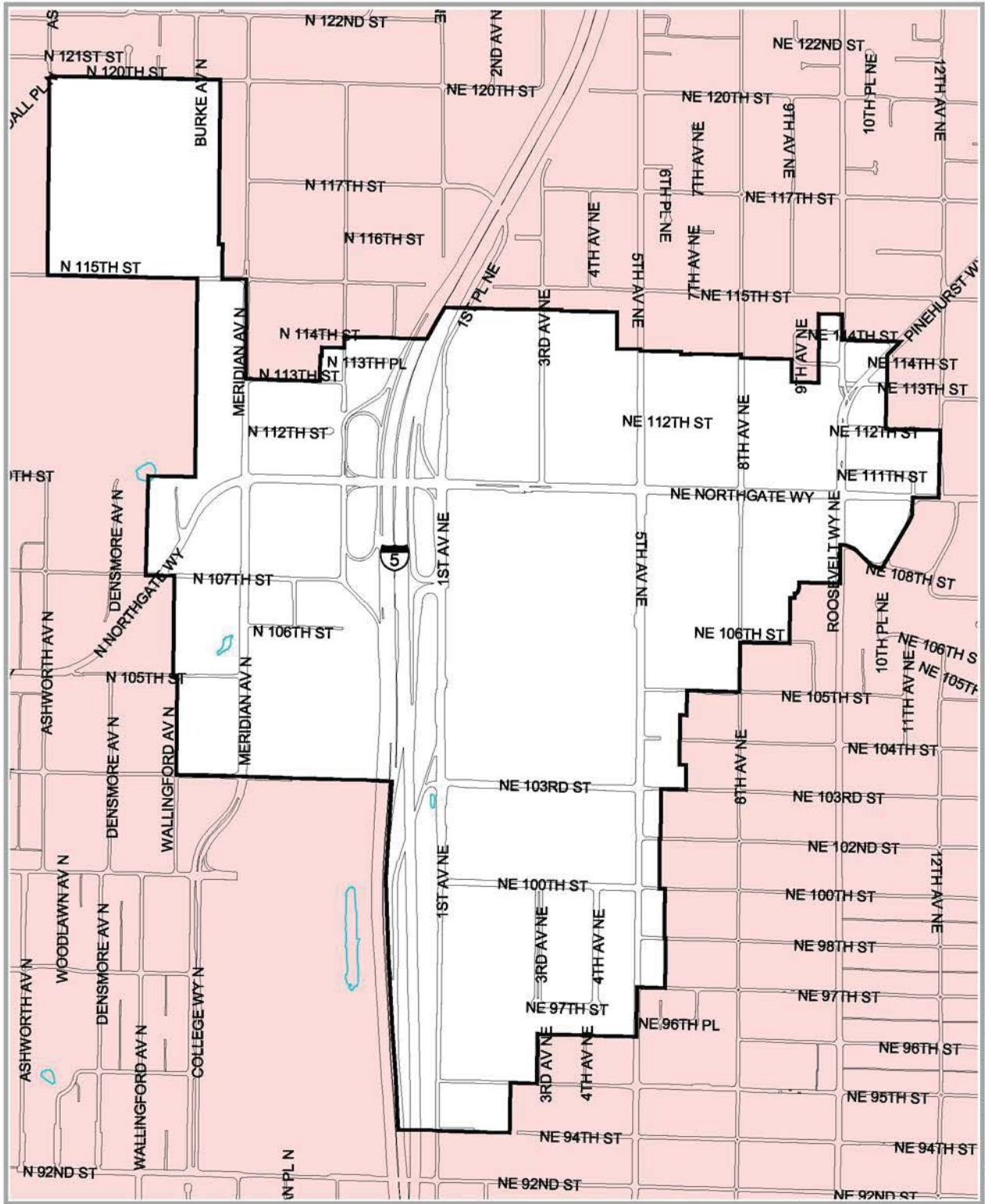
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Urban Village Figure 6 NORTHGATE Urban Center

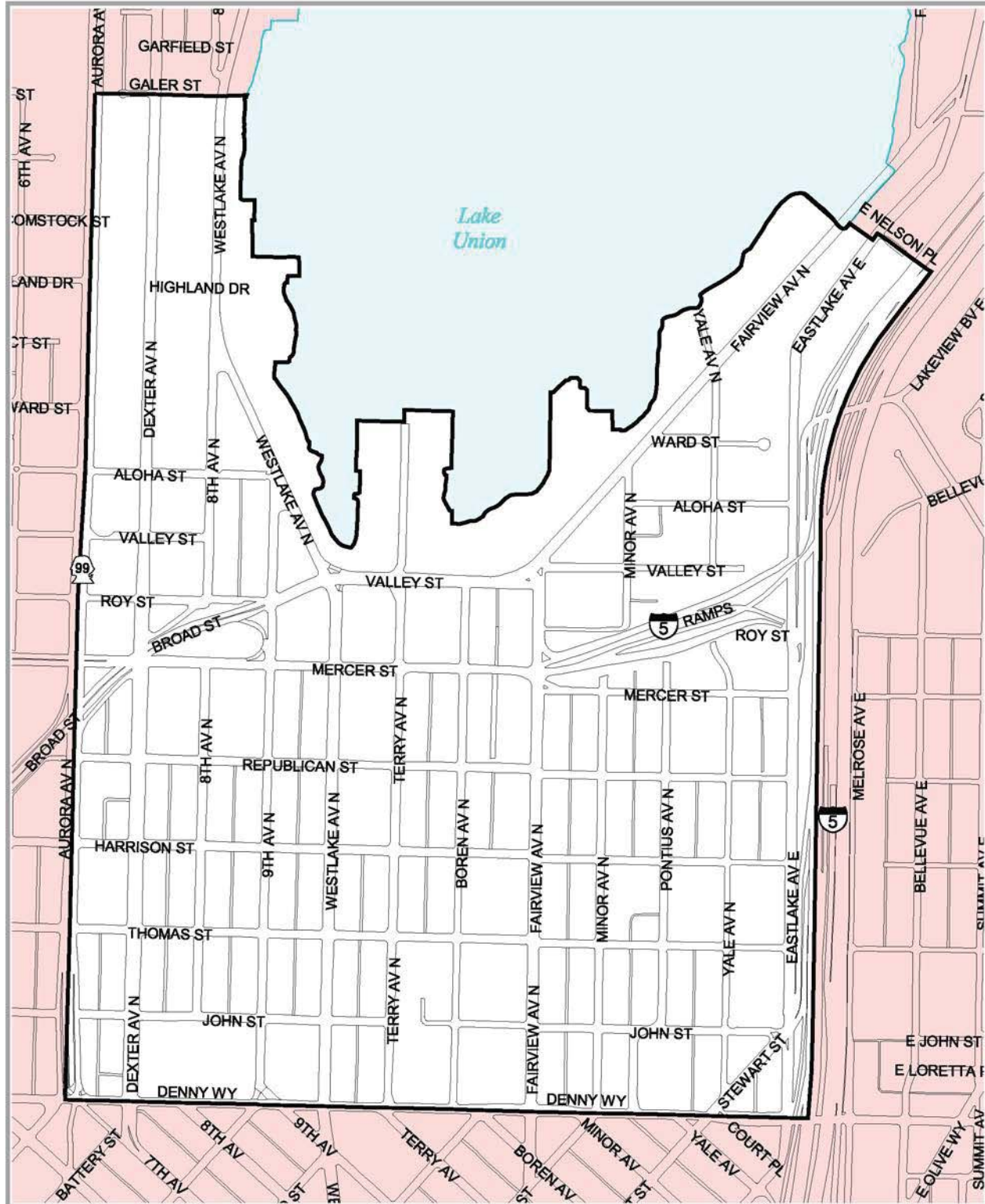


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 CENTER BOUNDARY
 EDGE OF PAVEMENT



Urban Village Figure 7 SOUTH LAKE UNION Urban Center



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Manufacturing in Industrial Centers

UVG21 Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

UVG22 Promote the use of industrial land for industrial purposes.

UVG23 Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.

Manufacturing in Industrial Corridors

UV19 Designate as manufacturing/industrial centers areas that are generally consistent with the following criteria and relevant Countywide Planning Policies:

1. Zoning that promotes manufacturing, industrial, and advanced technology uses and discourages uses that are not compatible with industrial areas.
2. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (such buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones).
3. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs.
4. Large, assembled parcels suitable for industrial activity.
5. Relatively flat terrain allowing efficient industrial processes.

6. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.

UV20 Designate the following locations as manufacturing/industrial centers as shown in Urban Village Figure 1:

1. The Ballard Interbay Northend Manufacturing/Industrial Center; and
2. The Duwamish Manufacturing/Industrial Center.

UV21 Promote manufacturing and industrial employment growth, including manufacturing uses, advanced technology industries, and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, in manufacturing/industrial centers.

UV22 Strive to retain and expand existing manufacturing and industrial activity.

UV23 Maintain land that is uniquely accessible to water, rail, and regional highways for continued industrial use.

UV24 Limit in manufacturing/industrial areas those commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses.

UV24.1 The City should limit its own uses on land in the manufacturing/industrial centers to uses that are not appropriate in other zones and should discourage other public entities from siting non industrial uses in manufacturing/industrial centers. An exception for essential public facilities should be provided.

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Hub Urban Village Goal

- UVG24** Accommodate concentrations of housing and employment at strategic locations in the transportation system conveniently accessible to the city’s residential population, thereby reducing the length of work-trip commutes.
- UVG25** Provide convenient locations for commercial services that serve the populations of the village, surrounding neighborhoods, the city, and the region.
- UVG26** Accommodate concentrations of employment and housing at densities that support pedestrian and transit use and increase opportunities within the city for people to live close to where they work.

Hub Urban Village Criteria

- UV25** Designate as hub urban villages areas that are consistent with the following criteria:
 1. Zoning that allows a mix of uses to accommodate concentrations of employment and housing.
 2. Sufficient zoned capacity to accommodate a minimum of 25 jobs/acre and to accommodate a total of at least 2,500 jobs within 1/4 mile of the village center, and to accommodate at least 3,500 dwellings units within 1/2 mile of the village center.
 3. The area presently supports, or can accommodate under current zoning, a concentration of residential development at 15 or more units/acre and a total of at least 1,800 housing units within 1/4 mile of the village center.
 4. Surroundings comprised primarily of residential areas that allow a mix of densities, and non-residential activities that support residential use.

5. Within 1/2 mile of the village center a minimum of one-third (at least 20 acres) of the land area is currently zoned to accommodate mixed-use or commercial activity.
6. A broad range of housing types and commercial and retail support services either existing or allowed under current zoning to serve a local, citywide, or regional market.
7. A strategic location in relation to both the local and regional transportation network, including:
 - a. Transit service with a frequency of 15 minutes or less during peak hours, and 30-minute transit headways in the off-peak hours, with direct access to at least one urban center, with the possibility of improved connections to future high capacity transit stations
 - b. Located on the principal arterial network, with connections to regional transportation facilities
 - c. Routes accommodating goods movement
 - d. Convenient and direct, connections to adjacent areas by pedestrians and bicyclists
8. Open space amenities, including:
 - a. Direct access to either existing or potential public open spaces in the immediate vicinity
 - b. Accessibility to major open space resources in the general area via either existing or potential urban trails, boulevards, or other open space links, or anticipated major public investment in open space.

urban village element

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urban village element

9. Opportunities for redevelopment because of a substantial amount of vacant or under-used land within the village.

UV26 Designate as hub urban villages areas ranging from those able to accommodate growth with minor changes and public investment to those requiring more extensive public investment, where the potential exists to achieve desired village conditions through redevelopment over time.

UV27 Designate the following locations as hub urban villages as shown on Urban Village Figure 1:

- 1. Lake City
- 2. North Rainier
- 3. Bitter Lake Village
- 4. Ballard
- 5. West Seattle Junction
- 6. Fremont

UV28 Permit the size of hub urban villages to vary according to local conditions, but limit their size so that most areas within the village are within a walkable distance of employment and service concentrations in the village.

residential urban village goal

A-1

UVG27 Promote the development of residential urban villages, which function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types and a mix of activities that support the residential population. Support densities in residential urban villages that support transit use.

residential urban village guideline

UV29 Designate as residential urban villages areas that are consistent with the following criteria:

- 1. The area presently supports, or can accommodate under current zoning, a concentration of residential development at a density of at least 8 units per acre, with a capacity to accommodate a total of at least 1,000 housing units within 2,000 feet of the village center in small to moderate scale structures.
- 2. The area includes one or more centers of activity that provide or could provide commercial and retail support services to the surrounding area, including at least 10 acres of commercial zoning within a radius of 2,000 feet.
- 3. The area is generally surrounded by single-family and/or lower-density multifamily areas.
- 4. The area is presently on the city's arterial network and is served by a transit route providing direct transit service to at least one urban center or hub village, with a peak-hour transit frequency of 15 minutes or less and 30-minute transit headways in the off-peak.
- 5. The area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.
- 6. The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.

UV30 Balance objectives for accommodating growth, supporting transit use and walking, maintaining compatibility with existing development conditions, maintaining affordable housing, and responding to market preferences for certain types of housing, through the density and scale of development permitted.

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UV31 Allow employment activity in residential urban villages to the extent that it does not conflict with the overall residential function and character of the village, provided that a different mix of uses may be established through an adopted neighborhood plan.

UV32 Designate the following residential urban villages as shown on Urban Village Figure 1:

1. Crown Hill
2. 23rd Avenue S @ S Jackson – Union
3. Madison-Miller
4. Wallingford
5. Eastlake
6. MLK@Holly Street
7. South Park
8. Upper Queen Anne
9. Roosevelt
10. Aurora-Licton
11. Green Lake
12. Rainier Beach
13. Morgan Junction
14. Admiral
15. North Beacon Hill
16. Greenwood/Phinney Ridge
17. Columbia City
18. Westwood/Highland Park

UV33 Permit the size of residential urban villages to vary according to local conditions, but consider it generally desirable that any location within the village be within easy walking distance of at least one center of activity and services.

UV34 Include among areas considered suitable for designation as residential urban villages those areas that possess the desired characteristics and infrastructure to support a moderately dense residential population and those areas that, while lacking infrastructure or other characteristics of a residential urban village, warrant public investment to address inadequacies in order to promote a transition to a higher density residential neighborhood.

A-2

residential village

general

UVG28 Support and maintain the positive qualities of areas outside of urban centers and villages.

residential

UV35 Provide that the area of the city outside urban centers and villages remain primarily as residential and commercial areas with allowable densities similar to existing conditions, or as industrial areas, or major institutions.

UV36 Protect single-family areas, both inside and outside of urban villages. Allow limited multifamily, commercial, and industrial uses outside of villages to support the surrounding area or to permit the existing character to remain.

UV37 Recognize neighborhood anchors designated in adopted neighborhood plans as important community resources that provide a transit and service focus for those areas outside of urban villages.

UV38 Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multifamily, commercial, and industrial areas outside of urban centers and villages and direct the greatest share of growth to the urban centers and villages.

UV39 Accommodate growth consistent with adopted master plans for designated major institutions located throughout the city.

urban village element

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urban village element

The urban village strategy directs Seattle's future growth primarily to areas designated as centers and villages. The greatest share of job growth will be accommodated in urban centers – areas that already function as high density, concentrated employment centers with the greatest access to the regional transit network. Growth in industrial sector jobs will continue to be accommodated primarily within the two manufacturing/industrial centers where this activity is already securely established. Job growth will also occur in hub urban villages, which are distributed throughout the city to promote additional employment concentrations in areas easily accessible to the surrounding residential population, thereby locating jobs and services near where people live.

The greatest share of residential growth will also be accommodated in urban centers, increasing opportunities for people to live close to work. The next most significant share of residential growth will be distributed among the various hub and residential urban villages throughout the city in amounts compatible with the existing development characteristics of individual areas.

Modest growth will also be dispersed, generally at low density, in various areas outside centers and villages.

B

Growth targets at the citywide level represent the city's share of King County's projected 20-year population and employment growth. The City plans its zoning and infrastructure to accommodate these targets citywide as well as for the individual urban centers and villages.

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Across the city, there are currently just under two jobs for every household. The 20-year growth targets this Plan anticipates will continue that ratio. Similar ratios apply throughout King County and the four-county region.

Within the city, jobs and households are not evenly distributed. For instance, the four contiguous urban centers (Downtown, Capitol Hill/First Hill, South Lake Union, and Uptown) contain almost one-fifth of the city's households and nearly one-half of the city's jobs – on less than 5 percent of the city's land. And among the city's urban centers, there are substantial differences in the distribution of jobs and housing. Downtown, for instance, has about ten times more jobs than housing units. This Plan's growth targets indicate that the expected growth in households will change the ratio between jobs and households in some urban centers to be somewhat closer to the citywide average over the next 20 years. However, the growth targets also show that the role these centers currently play as primarily job centers is likely to continue.

20-year targets of the growth of each urban center and urban village can be found in Urban Village Appendix A.

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- UVG29** Encourage growth in locations within the city that support more compact and less land-consuming, high quality urban living.
- UVG30** Concentrate a greater share of employment growth in locations convenient to the city's residential population to promote walking and transit use and reduce the length of work trips.
- UVG31** Plan for urban centers to receive the most substantial share of Seattle's growth consistent with their role in shaping the regional growth pattern.
- UVG32** Encourage growth in Seattle between 2004-2024, to be generally distributed across the city as shown in Figure 8.



Urban Village Figure 8
Targets for the General Distribution of Growth 2004-2024

Location	% of Citywide Residential Growth	% of Citywide Employment Growth
In urban centers	58% (27,450 households)	73% (61,120 jobs)
In manufacturing/ industrial centers	No housing target	14% (11,900 jobs)
In hub and residential urban villages	25% (11,880 households)	No targets for residential urban villages; Hub urban villages only: 5% (4,450 jobs)
Remainder of city	16% (7,670 households)	No specific target
Total	47,000 households	84,000 jobs

urban village element

UVG33 Plan for a distribution of growth to each urban village that accomplishes the goals of the urban village strategy, and recognizes local circumstances, community preferences as expressed in neighborhood plans, and the need for an equitable distribution of growth across the city.

UVG34 Achieve growth in urban centers, manufacturing/Industrial centers, hub urban villages and residential urban villages that is consistent with the 20-year residential and employment growth targets contained in Urban Village Appendix A.

UVG35 Achieve development within urban villages at a pace appropriate to current conditions in the area.

UVG36 Allow limited amounts of development in areas of the city outside urban centers and villages to maintain the general intensity of development that already characterizes these areas and to promote the targeted level of growth in village and center locations.

Policy

UV40 Use 20-year growth targets for urban villages as a tool for planning for the growth that may occur in each urban village. Use these targets as a guide for City plans for development and infrastructure provision. Recognize that the growth targets do not represent the maximum amount of growth that could occur in a village. Recognize also that the private sector builds most housing units and creates most jobs, and, therefore, the growth targets impose no obligation on the City to ensure that those numbers of households or jobs actually occur.

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- UV41** Base 20-year growth targets for each urban center, manufacturing/ industrial center and urban village contained in Urban Village Appendix A on:
1. Citywide targets for housing and job growth over 20 years from the County-wide Planning Policies
 2. The center's or village's role in regional growth management planning
 3. Accessibility to transit
 4. Existing zoning, including capacity for commercial and residential development
 5. Existing densities
 6. Current development conditions, recent development trends and plans for development by public or private sector developers, such as major institution plans
 7. Density goals for each type of center or village
 8. Plans for infrastructure and public amenities and services necessary to support additional growth
 9. The relationship of the center or village to the regional transportation network

- UV42** Promote the concentration of development within centers and villages over the 20 year timeframe of this plan, by:
1. Establishing 20-year growth targets that do not exceed 80 percent of zoned capacity for development, as calculated by the City
 2. Maintaining the 80 percent capacity margin in each center or village whenever zoning is modified

3. Making reasonable efforts to provide services, facilities, and incentives to accommodate the targeted growth.

UV43 Adjust growth targets at least every ten years to reflect state and county 20-year growth estimates and current information, or as neighborhood plans for the city's urban centers and villages are adopted or substantially revised.

UV44 In order to monitor the effects of the urban village strategy: collect data, review, and report on growth and change in urban centers, urban villages, and manufacturing/ industrial centers at least every 3 years. Include in these reports factors such as: progress on implementing neighborhood plan approval and adoption matrices; changes in the numbers of jobs and housing units; housing costs, including net loss or gain of low-income and very low-income housing units; housing types; crime rates; transportation systems and their use; business types; public facilities; services; and open space, to the extent information is practically available. Collect and report on similar data for typical areas outside villages for comparison. Broadly communicate the results of monitoring efforts.

UV45 Review situations where the rate of growth is significantly faster or slower than anticipated in the growth targets contained in Appendix UV-A or where other measures indicate significant changes in the center or village over an extended period of time. Evaluate the significance of the changes with center or village residents, business owners, and other community stakeholders in light of the expectations underlying the neighborhood plan for the area, the actual level of growth, progress toward neighborhood plan implementation, and the relative maturity (level of mixed-use development, the pedestrian environment, infrastructure, and public facilities) of the area as an urban center or village.



Establish by resolution, percentage threshold criteria to identify growth conditions over an extended period of time that are at variance with growth targets. Initiate a neighborhood review process when the established threshold criteria are exceeded, or when there are significant changes in the other growth monitoring measures. In the neighborhood review process, identify appropriate responses to significant growth or changes, including but not limited to:

- community-led activities;
- additional planning for, or re-prioritization of, City programs or infrastructure improvements;
- partially or entirely updating a neighborhood plan;
- amending growth targets; or
- working with other public agencies to address community goals.

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- UVG37** Provide safe and welcoming places for the people of Seattle to play, learn, contemplate, and build community. Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running.
- UVG38** Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide spaces for sports and recreation; and protect environmentally sensitive areas.
- UVG39** Enhance the urban village strategy through the provision of:
 1. Amenities in more densely populated areas
 2. Recreational opportunities for daytime populations in urban centers
 3. Mitigation of the impacts of large scale development
 4. Increased opportunities to walk regularly to open spaces by providing them close by
 5. Connections linking urban centers and villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas

urban village element

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urban village element

- 6. A network of connections to the regional open space system
- 7. Protected environmentally critical areas
- 8. Enhanced tree canopy and understory throughout the city

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- UV46** Strive to accomplish goals in Urban Village Appendix B for the amount, types, and distribution of open space.
- UV47** Designate and preserve important natural or ecological features in public ownership as greenspaces for low-intensity open space uses.
- UV48** Identify City-owned open spaces on the Future Land Use Map.
- UV49** Consider open space provisions identified in adopted neighborhood plans, including specific open space sites and features, in guiding the expansion of the open space network.
- UV50** Establish, through the combined systems of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound region.
- UV51** Provide unstructured open play space for children in or near residential neighborhoods.
- UV52** Guide development of shoreline public access and recreation as important elements in the city's open space network.

- UV53** Direct efforts to expand the open space network according to the following considerations:
- 1. Locations for new facilities:
 - a. Urban centers and villages targeted for largest share of residential growth; especially those existing high density residential areas presently not served according to the population-based or distribution goals for urban village open space;
 - b. Other urban village locations where an adopted subarea plan or recognized neighborhood plan includes open space recommendations consistent with these policies; and
 - c. Specific locations enumerated in the Parks functional plan outside urban centers or villages.
 - 2. Types of open space acquisitions and facility development:
 - a. Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;
 - b. Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban villages, high density and/or high pedestrian, bicycle, or transit use areas;
 - c. Open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas; and

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- d. Other types of open space within or adjacent to urban villages that is accessible from adjacent urban villages.

UV54 Promote sustainable management of public and private open spaces and landscaping including preserving or planting native and naturalized vegetation as appropriate to the landscape, removing invasive plants, protecting and enhancing wildlife habitat, and using an integrated pest management approach which favors natural over chemical pest management.

Public Utilities

UV55 Seek to provide public open space in conjunction with major public projects such as utility and transportation projects, with the amount of open space based on the size of the project, open space needs of the adjacent areas, and the opportunities provided by the particular project.

UV56 Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.

UV57 Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.

UV57.5 Create opportunities for people to experience the natural environment by including parks, forested areas, urban agriculture (P-Patches, farms, orchards and community gardens), and viewpoints among the priority uses to be considered for the City's surplus properties.

Delineation

Criteria

UV58 Seek, through cooperative efforts with adjacent jurisdictions, an equitable and balanced resolution to jurisdictional boundaries of the remaining unincorporated areas adjacent to the city's limits. Future annexations to Seattle and/or city boundary changes shall be based on the following:

1. The area has access or can easily be connected to areas already served by the City, allowing efficient delivery of services to the area;
2. The City can readily provide services to the area; and
3. The boundary changes or interjurisdictional agreements will result in a fair and equitable distribution of revenues, facilities development and maintenance and operating costs, and transfer of assets.

UV59 Designate as Potential Annexation Areas areas that include parcels currently owned by the City or small areas almost completely surrounded by land currently within Seattle's city limits. Areas meeting these conditions are designated as Potential Annexation Areas as shown in Urban Village Figure 9.



urban village element

- UV60** Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.

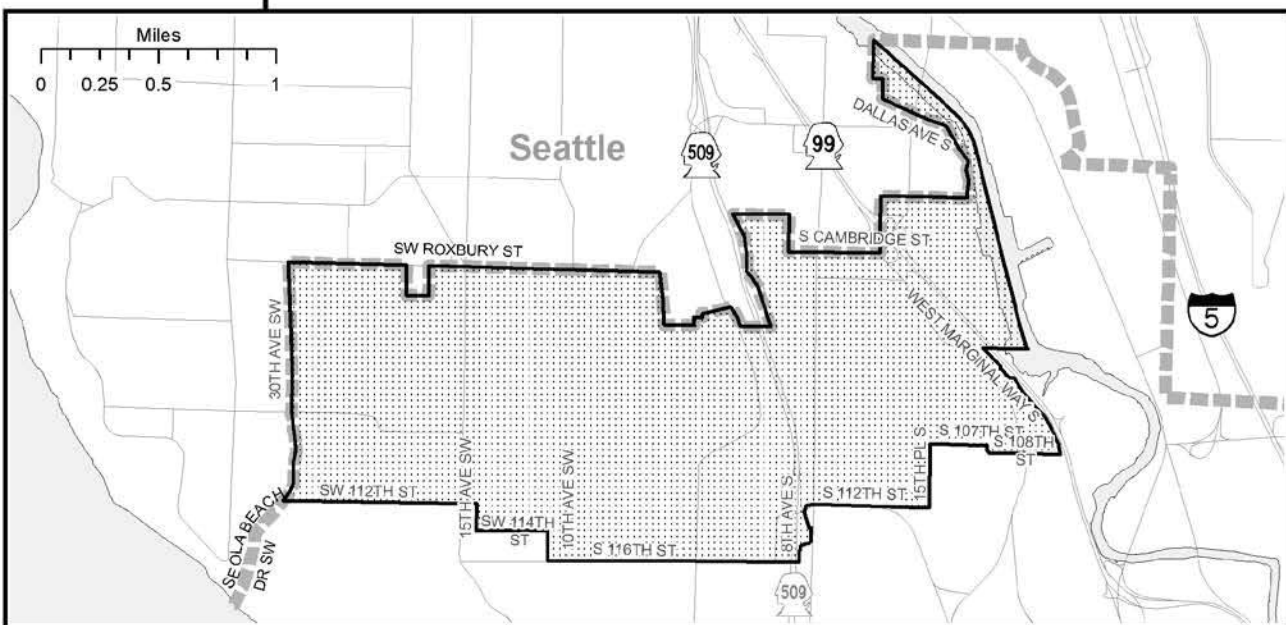
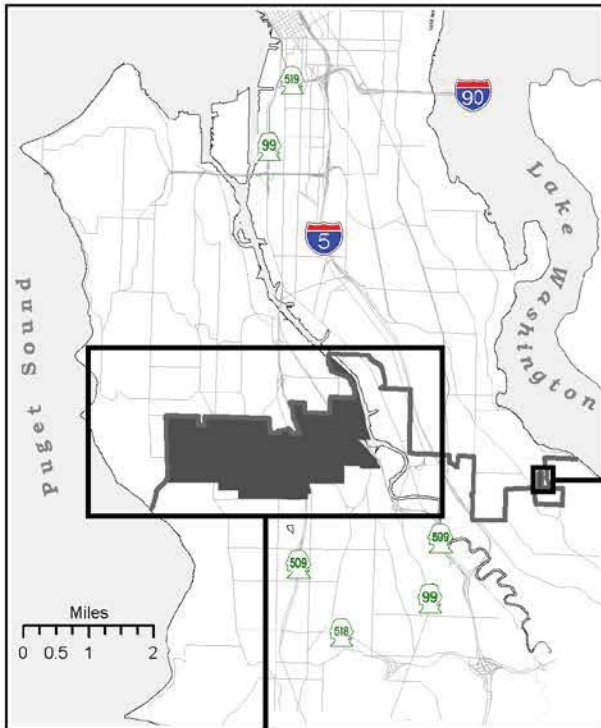
- UV61** Support annexations of unincorporated areas to surrounding jurisdictions by being involved in public participation efforts to determine local sentiment regarding annexations, participating in the development of interlocal agreements concerning final annexation plans with the goal of eventually eliminating any unincorporated island areas, and participating in the evaluation of any proposals to create new jurisdictions in these areas.

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Urban Village Figure 9 Potential Annexation Areas



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-  Potential Annexation Area
-  Seattle City Limit

urban village element

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Land Use Element

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Land Use Element

Introduction

discussion

The Land Use Element carries this Plan's urban village strategy forward to guide the development of Seattle's Land Use Code (Seattle Municipal Code Title 23). The Land Use Code regulates the development and continuing use of existing buildings and land. Seattle's land use regulations provide detailed rules that implement the general goals and policies contained in this element. The Land Use Element is not intended to guide City actions, such as the siting of public facilities or provision of City services, not related to the Seattle's Land Use Code.

This element contains three sections. The first section lays out citywide land use policies for those issues where the City's policy is the same or similar across more than one type of land use category. The second section discusses each general land use category, identifying the policies that differentiate the City's land use categories from each other. The third section discusses location-specific land use policies, including policies that react to the special characteristics of an area, such as a historic district or a shoreline.

A Citywide Land Use Policies

discussion

Citywide land use policies guide the development and interpretation of the City's land use regulations. Policies in this section generally apply across all of the City's zones, unless a difference is identified. Policies specific to a particular land use category, including differences from the citywide policies, are discussed in section B below.

goals

- LUG1** Provide for a development pattern consistent with the urban village strategy by designating areas within the city where various types of land use activities, building forms and intensities of development are appropriate.
- LUG2** Foster neighborhoods in which current and future residents and business owners will want to live, shop, work, and locate their businesses. Provide for a range of housing types and commercial and industrial spaces in order to accommodate a broad range of families and individuals, income groups, and businesses.
- LUG3** Encourage, through the City's land use regulations, development that protects the public's health and maintains environmental quality.

A-1 The Future Land Use Map & the Location of Zones

discussion

Seattle is divided into a number of zones that regulate the uses and development in each area. These zones implement the urban village strategy, and the current zoning is generally appropriate.

This plan organizes these zones into broad land use categories (single-family, multifamily, commercial/mixed-use, downtown, industrial, major institution, master planned community), and describes how those categories of land use are intended to function. The Future Land Use Map shows how those categories are distributed throughout the city.



The Future Land Use Map is a graphic representation of the future of Seattle. It displays where different types of development are planned to occur. The specific locations of zones are identified on the City's Official Land Use Map, which is part of the regulatory structure that implements this Plan. Most changes to the location of specific zones will not require amendments to the Future Land Use Map. Future Land Use Map amendments will generally only be considered for significant changes to the intended function of a large area.

As time goes on, it can be appropriate to reconsider the zoning in a particular area or on a particular site. Decisions about the appropriate zoning for an area are guided by criteria that the City uses to judge whether a zone is appropriate in a particular location. Procedures and criteria for rezones are contained within the City's Land Use Code. Some policies in this Plan refer to adopted neighborhood plans. Those plans are found in the Neighborhood Planning Element of this Plan.

(The Future Land Use Map can be found at the end of the Plan, after the appendices)

policies

LU1 Use the goals and policies included in this Plan to identify on the Future Land Use Map the general locations where broad categories of land uses are preferred. Use rezone criteria which implement the goals and policies of this Plan to identify on the City's Official Land Use Map where the specific zones are located.

LU2 Generally, Future Land Use Map amendments will be required only when significant changes to the intended function of a large area are proposed. Changes in the Land Use Code zone designation of land that does not significantly change the intended function of a large area generally will not require an amendment to the Future Land Use Map.

LU3 Establish rezone evaluation criteria and procedures to guide decisions about which

zone will provide the best match for the characteristics of an area and will most clearly further City goals.

LU4 Ensure that there will continue to be room for the growth targeted for an area when considering changes that could reduce the capacity for jobs or housing.

- LU5**
1. Consider, through neighborhood planning processes, recommendations for the revision of zoning to better reflect community preferences for the development of an area, provided that consistency between the zoning and this Plan is maintained. Consider relevant goals and policies in adopted neighborhood plans when evaluating a rezone proposal.
 2. Seek opportunities in rezones or changes in development regulations to incorporate incentive programs for development of housing that is affordable for the longest term practical.
 3. Consider development regulations that condition higher-density development on the provision of public benefits when such public benefits will help mitigate impacts of development attributable to increased development potential.

LU5.5 Seek opportunities to preserve active farms by employing mechanisms such as the transfer of development rights from regional farmland into the city.

LU6 In order to focus future growth, consistent with the urban village strategy, limit higher intensity zoning designations to urban centers, urban villages, and manufacturing/ industrial centers. Limit zoning with height limits that are significantly higher than those found in single-family areas to urban centers, urban villages, and manufacturing/ industrial centers and to those areas outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's



adopted master plan, or with the existing built character of the area. However, the City Council may permit greater heights on commercially-zoned sites in the Interbay area along and near W. Dravus Street between 15th Avenue W. and 20th Avenue W., through overlay zoning, zoning map amendment, or other implementing measures.

LU7 Establish building height limits consistent with the goals of the urban village strategy and the type and scale of development intended for each zone classification.

A-2 Uses

discussion

Seattle regulates the uses permitted in a land use category or zone so that adjacent uses and zones are appropriate neighbors. By defining the different uses that are permitted in an area, and the conditions under which they are permitted, Seattle's zoning creates different types of districts.

policies

LU8 Allow or prohibit uses in each zone based on the intended function of the zone and the impacts the uses can be expected to have on the zone and the surrounding area.

LU9 Treat as conditional uses those activities having potentially severe impacts either because of the character of the surrounding area, or because the cumulative impacts of more than one such activity would be incompatible with the other permitted uses in the area.

LU10 In order to ensure that a wide range of housing opportunities are available to Seattle's current and future residents, generally permit residential uses in all zones, except in industrial zones and some shoreline areas, where residential uses may conflict with the intended industrial or water-dependent use of the area.

LU11 In order to maintain the character of Seattle's neighborhoods and retain existing affordable housing, discourage the demolition of residences and displacement of residents, while supporting redevelopment that enhances its community and furthers the goals of this Plan.

LU12 Limit non-residential uses in residential zones to those that are necessary to the function of residential neighborhoods, are permitted under special circumstances, such as in historic structures, or are highly compatible with residential activity

LU13 Seek the redevelopment of legally established structures and uses that do not conform to current regulations so that they are more conforming to current standards over the long term. Encourage nonconformities to become more conforming to current standards. Allow nonconformities to continue and support the maintenance and enhancement of nonconforming uses and developments so they may exist as an asset to their neighborhoods and so the City's land use regulations do not impose excessive burdens on legally established private property, as long as they do not expand their nonconformity.



A-3

Public Facilities & Small Institutions

land use element

LU14 In recognition of the positive contribution many institutions and public facilities have made to the areas in which they are located, respecting community needs and providing necessary services, allow small institutions and public facilities that are determined to be compatible with the function, character and scale of the area in which they are located.

LU15 Development standards for small institutions and public facilities affecting building height, bulk, setbacks, open space, landscaping, and screening shall be similar to those required of other development, but should be allowed to vary somewhat because of the special structural requirements of some institutional and public facility uses. Establish criteria limiting variation, in order to achieve design compatibility with the scale and character of the surrounding area. Except for public schools and spires on religious institutions, do not permit small institutions or public facilities to vary from zoned height limits.

LU16 Permit or prohibit public facilities similar to those provided by the private sector in all zones according to the use regulations and development standard for the particular type of use. Public facility uses not similar to those permitted for the private sector shall be permitted or prohibited depending on the intended function of the area. Evaluate parking and transportation impacts and consider the relationship with surrounding uses in the design, siting, landscaping and screening of such facilities. Allow changes by the Council to development standards that cannot be met for reasons of public necessity.

LU17 Establish additional development standards for small institutions and public facilities in residential zones regarding light, glare, noise, odors, and parking and transportation.

parking for institutions & public facilities policies

LU18 Consider mitigating the negative impacts of traffic and parking by locating parking facilities to avoid traffic through residential streets, or establishing joint use of existing parking with adjacent uses.

LU19 Allow modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on the surrounding community, information contained in the transportation plan, access to public transportation and carpools, and other considerations of need and impact.

LU20 Allow small institutions and public facilities to not satisfy all parking demands they generate, if they demonstrate how they will reduce traffic impacts. Do not permit the creation of a serious safety problem or blighting influence on the surrounding neighborhood.

concentration of institutions & public facilities policies

LU21 In residential areas, avoid the concentration of institutions and public facilities if that concentration creates or further aggravates parking shortages, traffic congestion, and noise in or near residential areas.

LU22 Allow the continued use of non-conforming institutional facilities by allowing for expansion or structural changes, as long as such expansion does not increase the structure's non-conformity and is within the development standards of the zone.

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joint use or re-use of public schools policies

- LU23** In order to encourage future school use of public school buildings that are no longer used as schools allow non-residential uses not otherwise permitted in the area to locate in school buildings as long as specific criteria for each such re-use are met.

- LU24** Determine criteria for judging the acceptability of proposed uses of school buildings for each school, which may differ from school to school. Address through the criteria the effects of the uses on students, teachers and residents of the surrounding area, and traffic, parking and other land use impacts. Determine the specific criteria for each school through a process that ensures the participation of the Seattle School District, the City, and the neighborhood involved.

A-4 Telecommunications Facilities

policy

- LU25** Recognize the public benefits provided by radio and television broadcast utilities (major communications utilities), and provide opportunities for the location of these uses in Seattle in order to allow for continued and improved service to the public. However, due to their size and appearance, these utilities are incompatible with the character of residential areas, and they create adverse impacts beyond the immediate site. Therefore, allow these utilities only in locations where impacts can be mitigated, and in a manner that does not lead to an overall increase in new or expanded TV and radio towers.

radio frequency radiation policies

- LU26** In order to protect public health and safety, the City should adopt standards to limit exposure to radio frequency radiation. In the event that standards or guidelines more stringent than those in City codes are established by the federal government, the City should take steps to adopt those standards.

- LU27** Encourage the replacement of existing antennas with new antennas that result in lower levels of radio frequency radiation at ground level.

- LU28** Review the following activities for compliance with radio frequency radiation standards: the establishment of a new radio or television station transmitting from an existing utility, or any modification or replacement of existing radio or television antennas resulting in a significant increase in off-site radio frequency radiation.

land use element

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major communication utilities policies

- LU29** In order to protect the character and ensure the public safety of residential areas, do not permit new major communication utilities, such as radio and television transmission towers, in single-family, multifamily, or pedestrian-oriented commercial zones. Encourage the relocation of major communication utilities to nonresidential areas. Encourage co-location of major communication utilities in non-residential areas and the removal of existing single purpose major communications utilities in residential or pedestrian-oriented commercial areas. In these zones, expansion of existing towers or on-site replacement may be allowed only after review by the City Council.
- LU30** Require major communication utilities to be developed in such a manner as to minimize impacts on nearby areas. Setbacks, screening and landscaping shall be required in order to minimize visual impacts on adjacent properties, and to provide an appearance as compatible as possible with the uses permitted in the zone. Establish continuity with key elements of typical uses within the surrounding area; for example, in or adjacent to single-family areas, design elements such as peaked roofs, painted metal surfaces, and wooden fences, should be provided.

minor communication utilities policies

- LU31** Provide for the location of minor communication utilities and accessory communication devices that provide telephone and other communication functions, generally consistent with the following order of preference:

 1. industrial,
 2. downtown,
 3. general commercial,
 4. pedestrian-oriented commercial, and
 5. residential.
- LU32** Impacts on nearby areas caused by minor communication utilities and accessory communication devices regulated by the City shall be limited. Allow minor communication utilities when they are developed in such a manner as to minimize impacts on nearby areas. Consider the following criteria: visual impacts, including antenna type, size and color, proximity to schools, neighborhood compatibility, land use and other impacts.



A-5 General Development Standards

discussion

Development standards govern the density, bulk, height, open space, setbacks and lot coverage of development projects, and they shape Seattle's buildings and neighborhoods. Through the application of development standards, the intent of each zone classification is advanced. The City uses development standards to ensure that new development is consistent with the existing and planned character of a neighborhood and that physical and environmental constraints are accounted for.

policy

LU33 In order to enhance current investments in the city, provide flexibility to maintain and improve existing structures.

lot coverage policy

LU34 Limit the maximum amount of lot area covered by a structure to maintain compatibility with the scale and character of an area, to provide an adequate proportion of open area on a site relative to the area occupied by structures, and to provide occupants with sufficient access to light and air, as appropriate to the intended character and use of an area.

setbacks policy

LU35 Use setbacks in residential areas to provide for adequate light, air, and open space, to help ensure privacy, and to maintain compatibility with the existing development pattern. Setbacks should also be used to separate residential uses from more intensive residential, commercial and industrial uses.

open space & required yards policies

LU36 Outside of Urban Centers, use requirements for onsite open space or required yards to help ensure that new development maintains existing patterns of landscaped front yards, to encourage permeable surfaces and vegetation, and to mitigate the cumulative effects of development.

LU37 Explore setting limits on impervious surfaces or encouraging the use of other tools to increase storm water infiltration in appropriate areas.

screening & landscaping policy

LU38 Establish standards for screening and landscaping appropriate to each zone to minimize the impact of new development on the surrounding neighborhood, on the streetscape, on the natural environment and on areas with less intensive zoning.

trees policies

LU39 Preserve and enhance the City's physical and aesthetic character and environment by:

- Preventing untimely and indiscriminate removal or destruction of trees
- Providing incentives to property owners for tree retention
- Providing protection to large trees
- Providing special protection to exceptional trees that, because of their unique historical, ecological, or aesthetic value, constitute an important community resource

land use element

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- LU40** Use the following tools to protect trees, appropriate to the size, importance and location of a tree:
- Providing flexibility in development standards
 - Promoting tree retention through the design review process
 - Promoting site planning and horticultural practices that are consistent with the reasonable use of property
 - Educating the public and development community concerning the value of retaining trees
 - Restricting the removal of trees on undeveloped land prior to review of a specific development proposal

LU41 Because of the many benefits that street trees provide to both property owners and the general public, encourage the preservation or planting of street trees as development occurs, except in locations where it is not possible to meet City standards intended to preserve public safety and utility networks.

signs policies

LU42 Regulate signs to facilitate adequate identification of businesses, reduce visual clutter, protect the public interest, provide opportunities for communicating information of community interest, and enhance the city's appearance and safety. Adapt provisions to correspond with the character and scale intended for each area.

LU43 Allow flexibility in the height or overall area of signs on existing or new buildings that use a comprehensive design plan to create visual harmony between the sign, the building and the site where it is located.

noise policies

LU44 Establish maximum permitted noise levels to reduce health hazards and nuisance factors associated with noise generated by some uses. Set maximum permitted noise levels that take into account both the function of the area from which the noise emanates and the function of areas where the noise may be heard.

LU45 Require uses identified as major noise generators, due to the type of equipment used or the nature of the activity, to take additional measures to reduce noise so that they can meet permitted noise levels.

airborne emissions & odors policy

LU46 Regulate uses and activities that have operations that generate air emissions such as dust, smoke, solvent fumes or odors, in order to maintain and encourage successful commercial and industrial activities while protecting employees, clients, nearby residents, the general public and the natural environment from the impacts that odors and airborne pollutants may cause.

light & glare policy

LU47 Establish controls on the direction and maximum height of lighting, and the glare from reflective materials used on the exterior of structures. The intent of this policy is to provide for the illumination of structures, parking areas, recreation areas and outdoor storage areas, while limiting light and glare on surrounding uses, enhancing the urban character of the city, and encouraging energy conservation.



views policy

- LU48** Seek to preserve views through:
- land use regulations that address view impacts with height, bulk, scale, view corridor and design review provisions;
 - zoning policy that considers the effect of zone designations on views, with special emphasis on protection of views related to shoreline areas; and
 - application of adopted environmental policy to protect public views, including views of mountains, major bodies of water, designated landmarks and the Downtown skyline, in review of development projects.

A-6 Parking

discussion

At its most basic, a parking space provides storage for a car. Parking is either provided by the City on-street, or off-street in private or public property. Off-street parking, which in Seattle is generally provided by the private sector, is regulated through the City's Land Use Code. The quantity, design and location of parking closely relates to the general use of land and has a strong influence on the scale, shape and cost of development. As part of the public right-of-way, on-street parking competes with transportation modes for use of the street and is addressed in the Transportation element.

goals

- LUG4** Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.
- LUG5** Regulate the location of off-street parking and the size and location of curbcuts to reduce parking and vehicle traffic impacts on pedestrians and residential and commercial streetscapes, and to prevent obstacles to commerce and traffic flow.
- LUG6** Encourage the use of alternatives to single-occupant vehicles and the use of smaller, more energy efficient automobiles through the City's regulation of parking, including the amount of parking required, design of parking, location of parking, and access to parking.

land use element

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LUG7 Recognize the different ways that parking is used by residents, businesses, customers, and employees when determining parking regulations. Generally support short-term parking for customers of businesses and longer-term parking for residents, while discouraging longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.

parking quantity policies

LU49 Seek to further this Plan's goal of encouraging the use of public transit, carpools, walking, and bicycles as alternatives to the use of single-occupancy vehicles when setting parking requirements for both single-occupant vehicles and their alternatives. When setting new requirements for off-street parking, balance the goals of accommodating the parking demand generated by new development and avoiding on-street congestion of parked cars with the goals of lowering construction costs and discouraging single-occupant vehicles. Recognize differences in the likely auto use and ownership of the intended occupants of new development, such as low-income elderly or disabled residents, when setting parking requirements.

LU50 In urban centers and urban villages, consider removing minimum parking requirements and setting parking maximums in recognition of the increased pedestrian, bicycle and transit accessibility these areas already provide or have planned. Parking requirements for urban centers and villages should account for local conditions and planning objectives.

LU51 Establish requirements for bicycle parking in larger developments to encourage bicycle ownership and use in order to promote energy conservation, public health and reductions in traffic congestion.

parking development standards policies

LU52 In order to maintain an attractive street level environment, to facilitate pedestrian and vehicular traffic circulation, to minimize adverse impacts of parking on adjacent areas and structures, to sustain on-street parking, and, where appropriate, to maintain or create a continuity of street fronts, generally prohibit street level parking between buildings and the street, restrict the number and size of curbcuts, and require alley access to parking when a surfaced alley is accessible to the rear of a building, and not prevented by topography.

LU53 Permit shared and off-site parking facilities in order to encourage the efficient use of parking and to provide the flexibility to develop parking on a separate site. Ensure that such parking is compatible with the existing or desired character of the area and ensure that such parking is available for the duration of the use requiring the parking.

LU53.1 When designing parking facilities in City parks, strive to preserve parks open space, green space, trees and other mature vegetation; limit parking to discourage auto use and discourage the conversion of surface area to parking for private automobiles.

LU54 Prohibit single-use parking in areas where it would be incompatible with the intended function of the area.



A-7 Design Review

policy

- LU55** Employ a design review process to promote development that:
- Enhances the character of the city
 - Respects the surrounding neighborhood context, including historic resources
 - Enhances and protects the natural environment
 - Allows for diversity and creativity in building design and site planning
 - Furthers community design and development objectives
 - Allows desired intensities of development to be achieved

A-8 Planned Development

policy

LU56 Permit, through Council or administrative conditional use approval, planned developments on large sites that allow variations from established standards to promote quality design compatible with the character of the area, enhance and preserve natural features and functions, encourage the construction of affordable housing, allow for development and design flexibility, and protect and prevent harm in environmentally critical areas. Do not consider such developments as sole evidence of changed circumstances to justify future re-zones of the site or adjacent single-family zoned properties.

B Land Use Categories

discussion

The goals and policies in this section describe the different types of areas that the City seeks to create and enhance, in the context of existing environments and the urban village strategy. Each of the city's land use categories is intended to lead to a different collection of building types and uses. There are five broad categories of land use in Seattle: Single-Family, Multifamily, Commercial, Industrial and Downtown. Each of these land use categories plays a unique role in the city's residential and economic life, and provides for a different type of area.

B-1 Single Family Areas

goals

- LUG8** Preserve and protect low-density, single-family neighborhoods that provide opportunities for home-ownership, that are attractive to households with children and other residents, that provide residents with privacy and open spaces immediately accessible to residents, and where the amount of impervious surface can be limited.
- LUG9** Preserve the character of single-family residential areas and discourage the demolition of single-family residences and displacement of residents, in a way that encourages rehabilitation and provides housing opportunities throughout the city. The character of single-family areas includes use, development, and density characteristics.

land use element

A-B

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LUG10 Provide for different intensities of single-family areas to reflect differences in the existing and desired character of single-family areas across the city. Allow development that is generally consistent with the levels of infrastructure development and environmental conditions in each area. Include opportunities for low-cost subsidized housing in single-family areas.

policies

LU57 Designate as single-family residential areas, those areas that are predominantly developed with single-family structures and are large enough to maintain a low-density development pattern.

LU58 Use a range of single-family zones to:

- Maintain the current density and character of existing single-family areas;
- Protect areas of the lowest intensity of development that are currently in predominantly single-family residential use, or that have environmental or infrastructure constraints, such as environmentally critical areas; or
- Respond to neighborhood plan policies calling for opportunities for redevelopment or infill development that maintains the single-family character of an area, but allows for a greater range of residential housing types, such as carriage houses, tandem houses, or cottages.

LU59 Permit upzones of land designated single-family and meeting single-family rezone criteria, only when all of the following conditions are met:

- The land is within an urban center or urban village boundary.
- The rezone is provided for in an adopted neighborhood plan.
- The rezone is to a low-scale single-family, multifamily or mixed-use zone, compatible with single-family areas.
- The rezone procedures are followed.

LU60 Apply small lot single-family zones to single-family property meeting single-family rezone criteria only when all of the following conditions are met:

- The land is within an urban center or urban village boundary.
- The rezone is provided for in an adopted neighborhood plan.
- The rezone procedures are followed.

single-family residential use policies

LU61 Affirm and encourage residential use by one household as the principal use in single-family residential areas and the primary use permitted outright.

LU62 Limit the number and types of non-residential uses permitted in single-family residential areas to protect those areas from the negative impacts of incompatible uses.

LU63 In order to maintain single-family areas in residential use, prohibit parking lots or other uses accessory to permitted uses in abutting higher intensity zones from expanding into single-family residential areas.

LU64 In order to create attractive and affordable rental opportunities and provide greater flexibility for homeowners, permit accessory dwelling units in single-family zones, subject to regulations designed to limit impacts and protect neighborhood character.



LU65 Control the location, scale, access and development standards of institutions and facilities in single-family areas in order to reduce negative impacts such as noise, traffic and parking problems and protect Seattle's single-family housing stock through a conditional use or master planning process that considers:

1. Concentration of institutions of facilities
2. Bulk and siting
3. Traffic and parking
4. Demolition of residential structures
5. Height and scale

minimum lot size (density) policies

LU66 Use minimum lot size requirements to maintain a low-density residential environment while reflecting differences in development conditions and the densities and scale of housing in various single-family residential areas.

LU67 Permit exceptions to minimum lot size requirements to recognize building sites created in the public records under previous codes, to allow the consolidation of very small lots into larger lots, to adjust lot lines to permit more orderly development patterns, and to provide housing opportunity through the creation of additional buildable sites which are compatible with surrounding lots and do not result in the demolition of existing housing.

bulk & siting policies

LU68 Allow the development of detached single-family dwellings that are compatible with the existing pattern of development and the character of each single-family neighborhood.

LU69 Reflect the character of existing low-density development through the regulation of scale, siting, structure orientation, and setbacks.

height policy

LU70 Establish height limitations in single-family residential areas that establish predictable maximum heights, maintain a consistent height limit throughout the building envelope, maintain the scale relationship between a structure and its site, address varying topographic conditions, control view blockage and encourage pitched roofs.



B-2 Multifamily Residential Areas

land use element

goals

- LUG11 Encourage the development and retention of a diversity of multifamily housing types to meet the diverse needs of Seattle's present and future populations.
- LUG12 Promote a residential development pattern consistent with the urban village strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

policies

- LU71 Designate as multifamily residential areas, existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the urban village strategy.
- LU72 Maintain a variety of multifamily zoning classifications to permit development at low, moderate and high densities with a variety of scales and configurations appropriate to the specific conditions and development objectives of different areas within the city.
- LU73 Balance the objective to increase opportunities for new housing development to ensure adequate housing for Seattle's residents with the equally important objective of ensuring that new development is compatible with neighborhood character.
- LU74 Establish rezone evaluation criteria that consider: maintaining compatible scale, preserving views, enhancing the streetscape and pedestrian environment, and achieving an efficient use of the land without major disruption of the natural environment.

- LU75 Limit the multifamily zones to areas that do not meet the single-family zone criteria, except in circumstances where an adopted neighborhood plan indicates that a different zone is more appropriate.
- LU76 Provide flexibility in rezone criteria for rezoning multifamily residential areas to compatible neighborhood commercial zones, if approved in an adopted neighborhood plan.

multifamily residential use policies

- LU77 Establish multifamily residential use as the predominant use in multifamily areas, to preserve the character of multifamily residential areas and preserve development opportunities for multifamily use.
- LU78 Limit the number and type of non-residential uses permitted in multifamily residential areas to protect these areas from negative impacts of incompatible uses.
- LU79 Provide zoning classifications that permit limited amounts of commercial use in what are otherwise residential zones in order to either provide retail and service uses in close proximity to residents in the densest multifamily environment or to create transitions between commercial and multifamily areas.

density limits policy

- LU80 Provide for predictability about the allowed intensity of development with appropriate development standards and density limits for each zone to accommodate a range of housing types and achieve development that meets the policy intent for each zone.

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development standards policies

- LU81** Limit building heights to establish predictable maximum heights, maintain scale relationships with adjacent buildings, and limit view blockage. Allow for a variety of roof forms, and allow additional height to encourage pitched roofs, where appropriate.
- LU82** Determine the appropriate height for an area according to the policy intent for each multifamily classification.
- LU83** Limit bulk to ensure that buildings contribute to the desired pattern of development for the applicable multifamily zone, to maintain compatibility with the surrounding areas, and to encourage infill and single lot development where appropriate.
- LU84** Deleted (Ordinance 122610)
- LU85** Establish building setback requirements from property lines, as appropriate for the type and scale of multifamily development allowed in the zone. This is to help ensure access to light and air, to provide a sense of privacy, and to provide adequate transition between zones of different intensities.
- LU86** Provide for the recreational needs of residents with standards for amenity areas that may include private or shared open space, whether in the form of rooftop decks, balconies or ground-level spaces.
- LU87** Deleted (Ordinance 122610)

- LU88** Allow limited projections of specific architectural features, such as open balconies, decks and bay windows, over the required setbacks to add visual interest to buildings, provided such projections are at a specified distance from property lines and do not adversely affect neighboring lots.
- LU89** Allow exceptions to parking development standards to encourage and facilitate development of ground-related housing, avoid creating additional construction costs, and to buffer areas of low intensity development.

low density multifamily areas goals

- LUG13** Provide opportunities for infill development in areas already characterized by low-density multifamily development.
- LUG14** Create transitions in development intensity between single-family zones and more intensive multifamily or commercial areas.

low density multifamily areas policies

- LU90** Deleted (Ordinance 122610)
- LU91** Maintain compatibility with single-family development through limits on the permitted height and bulk of new development.

land use element

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land use element

LU92 Establish a range of low-density multifamily zones to accommodate a range of housing choices that

- Provide opportunities for multifamily infill development compatible with surrounding zones;
- Allow for densities and building types that encourage both new construction and the conversion of existing structures; and
- Provide for multifamily development where units have direct access to residential amenities, which may include ground-level open space, to increase opportunities for families with children.

LU93 Use low-density multifamily areas to provide for transitional densities between single-family neighborhoods and more intense commercial and residential uses.

LU94 In order to maintain a consistent and appealing character in low-density multifamily areas, adopt development standards that help ensure new development and converted structures contribute positively to the character of multifamily neighborhoods and are compatible with abutting single-family zoned areas in terms of scale, open space and setbacks, siting, and unit orientation.

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moderate density multifamily areas goal

LUG15 Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible on foot.

moderate density multifamily areas policies

LU95 Use moderate-density multifamily zones in multifamily areas to provide additional housing opportunities, by:

- Encouraging infill projects and conversions of existing buildings which are compatible with existing mixes of houses and small-to-moderate scale apartment buildings; or
- Providing for new residential development at moderate densities which can fill in vacant or underdeveloped sites in neighborhoods with existing moderate density residential structures.

LU96 Emphasize residential character in the development standards for moderate density multifamily zones and provide for a scale of development and building types that differs from those of single-family and low-density multifamily areas in order to accommodate increased residential densities.

LU97 Promote denser but still human-scaled multifamily neighborhoods by permitting building types that allow for multifamily walk-up apartments, with height limits and development standards that promote a strong relationship between individual dwellings and the ground level.

LU98 Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services.



LU99 Because low-income elderly and low-income disabled persons create lesser impacts than the general population, allow higher maximum density limits in moderate density multifamily zones for housing these populations to reduce costs and provide sufficient density to make the development of such housing feasible.

high density multifamily areas goal

LG16 Accommodate the greatest concentration of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

high density multifamily areas policies

LU100 Use a range of high-density multifamily zones in desirable pedestrian-oriented urban neighborhoods with access to regional transit, a broad range of services and amenities and access to employment to:

- Encourage housing development of a medium to large scale with heights greater than those in lowrise zones;
- Accommodate larger scale structures while maintaining the livability of these communities, including measures which minimize the appearance of bulk; or
- Allow high-density residential development in urban centers and hub urban villages.

LU101 Permit street level commercial uses serving the needs of the residential population in order to promote an active street environment and allow for greater access to services in high-density neighborhoods.

LU102 Use zoning incentives and other development-related tools to provide for, or preserve, public benefits. Public benefits or other features may include housing affordable to low- and moderate-income households, preservation of historic resources or provision of new public open space.



B-3 Mixed-Use Commercial Areas

land use element

goals

- LUG17 Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.
- LUG18 Support the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle's existing and future population.
- LUG19 Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.

policies

- LU103 Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.
- LU104 Consistent with the urban village strategy, prefer the development of compact concentrated commercial areas, or nodes, in which many businesses can be easily accessed by pedestrians, to the designation of diffuse, sprawling commercial areas along arterials, which often require driving from one business to another.
- LU105 Designate as mixed-use commercial areas, existing areas that provide locations for accommodating the employment, service, retail and housing needs of Seattle's existing and future population. Allow for a wide range in the character and function of individual areas consistent with the urban village strategy.

- LU106 Provide a range of commercial zone classifications, which provide different mixes and intensities of activity, varying scales of development, varying degrees of residential or commercial orientation, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas depending on their role in the urban village strategy and community goals as voiced in adopted neighborhood plans.
- LU107 Distinguish between pedestrian-oriented commercial zones which are compatible with and easily accessible to their surrounding neighborhoods, and general commercial zones which are intended to accommodate commercial uses dependent on automobile or truck access.

uses goal

- LUG20 Encourage diverse uses that contribute to the city's total employment base and provide the goods and services needed by the city's residents and businesses to locate and remain in the city's commercial areas.

uses policies

- LU108 Provide for a wide range of uses in commercial areas. Allow, prohibit or allow under specified conditions uses according to the intended pedestrian, automobile or residential orientation of the area, the area's role in the urban village strategy and the impacts the uses can be expected to have on the commercial area and surrounding areas.
- LU109 Consider limits on the size of specific uses in commercial areas when those limits would:
 - Help ensure that the scale of uses is compatible with the character and function of the commercial area;

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- Encourage uses likely to draw significant traffic to an area to locate where traffic impacts can best be handled;
- Promote compatible land use and transportation patterns; and
- Foster healthy commercial development.

LU110 Discourage establishment or expansion of uses identified as heavy traffic generators. Review proposals for such uses in order to control traffic impacts associated with such uses and ensure that the use is compatible with the character of the commercial area and its surroundings.

LU111 Regulate drive-in businesses and accessory drive-in facilities through development standards that vary according to the function of the commercial area in order to minimize traffic impacts and pedestrian-vehicle conflicts, avoid disruption of an area's business frontage, and improve the appearance of the commercial area.

outdoor activities policy

LU112 Prohibit or limit the location and size of outdoor uses and activities in specified commercial areas according to the function of the area and proximity to residentially zoned lots, in order to maintain and improve the continuity of the commercial street front, reduce the visual and noise impacts associated with such outdoor activities, and maintain compatibility with adjacent residential areas.

housing policies

LU113 Allow residential use in commercial areas to encourage housing in close proximity to shopping, services, and employment opportunities. Encourage residential uses in and near pedestrian-oriented commercial areas to provide housing close to employment and services.

LU114 Encourage residential development in mixed-use buildings to ensure healthy business districts that provide essential goods, services, and employment to the residents of Seattle.

LU115 Conserve commercially zoned land for commercial uses by limiting street-level residential uses in areas intended to function as concentrated commercial areas or nodes. Consider allowing street-level residential uses outside of those areas in order to reinforce the commercial nodes and accommodate fluctuating market conditions. When street-level residential uses are permitted, seek to provide privacy for ground floor tenants and visual interest along the street-front. Provide open space as part of residential development in commercial areas to ensure open space amenities are available to residents. Street level residential requirements should account for local conditions and planning objectives.

density limits policies

LU116 Seek to focus development in transit and pedestrian-friendly urban villages while maintaining compatibility between new development and the surrounding area through standards regulating the size and density of development.

LU117 Generally permit a greater intensity of development in pedestrian and transit supportive environments found in pedestrian-oriented commercial areas within urban villages than is permitted in general commercial areas or outside of urban villages.



LU118 Ensure a compatible scale and intensity of development and control such impacts as shadows, bulk, and traffic associated with high-rise development through density limits for development in commercial zones.

development standards policy

LU119 Manage the bulk of structures in commercial areas to maintain compatibility with the scale and character of commercial areas and their surroundings, to limit the impact on views, and to provide light, air, and open space amenities for occupants.

heights policies

LU120 Assign height limits to commercial areas independently of the commercial zone designations. Allow different areas within a zone to be assigned different height limits based on the appropriate height needed to:

- Further the urban village strategy's goals of focusing growth in urban villages;
 - Accommodate the desired functions and intensity of development;
 - Provide a compatible scale relationship with existing development; and
 - Address potential view blockage.
- Establish predictable maximum heights that respond to varying topographical conditions.

LU121 Allow limited exceptions to the height limit in order to accommodate ground-floor commercial uses or special rooftop features, to facilitate development of mixed-use structures, to enable structures to function appropriately, or to support innovative design which furthers the goals of this element or adopted neighborhood plans.

LU122 In order to allow flexibility to enable full use of a site for permitted development, and to maintain and encourage a contiguous commercial streetfront, generally do not require setbacks in commercial areas, except when development occurs on a lot adjacent to a residential zone.

parking policies

LU123 Set parking requirements to discourage underused parking facilities, which means tolerating occasional spillover parking, and allow minimum parking requirements to be eliminated, waived or reduced to promote the maintenance and development of commercial uses that encourage transit and pedestrian activity and provide a variety of services in commercial areas. Allow parking requirements to be reduced where parking demand is less because of the provision of an alternative transportation program. Such programs include the provision of carpool parking, vanpools, transit passes, or extra bicycle parking for employees. Consider setting maximum parking ratios for areas where excess parking could worsen traffic congestion and alternatives to automobile access are available.

LU124 Allow parking management provisions to be reviewed or established in selected commercial areas, which may include locally sensitive measures such as cooperative parking, shared parking, restricted access, or special measures to meet the parking requirements established in these policies such as carpools, vanpools, or transit pass subsidies.

LU125 Allow parking reductions when several businesses share customer parking to enable customers to park once and walk to numerous businesses, achieving greater parking efficiency.



LU126 Regulate the location of off-street parking facilities on a lot according to the function and characteristics of the commercial area, as indicated by its designation as either a pedestrian-oriented commercial area or a general commercial area.

LU127 Seek to limit impacts on pedestrian and traffic circulation and on surrounding areas when locating access to off-street parking. Generally encourage alley access to off-street parking, except when an alley is used for loading.

pedestrian-oriented commercial zones policies

LU128 Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions:

1. Strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services and livelihoods for the residents of the city;
2. Mixes of activity in commercial areas compatible with development in adjacent areas;
3. Appropriate transitions in the scale and intensity of development between areas;
4. Residential development that is both livable for residents and compatible with the desired commercial function of the area; and
5. An active, attractive, accessible pedestrian environment.

LU129 Apply pedestrian-oriented commercial zones both inside and outside of urban villages where residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.

LU130 Generally allow pedestrian-oriented commercial zones in urban villages to accommodate densities of development and mixes of uses that support pedestrian activity and transit use.

LU131 Provide use and development standards for pedestrian-oriented commercial zones, which promote environments conducive to walking and a mix of commercial and residential uses that further the goals for these zones.

LU132 Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street.

LU133 Establish special pedestrian districts that may vary to reflect different characteristics and conditions of pedestrian-oriented commercial zones in order to preserve or encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.

general commercial zones goal

LUG21 General commercial zones accommodate activities highly dependent on automobile and truck access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed-use development.



general commercial zones policy

LU134 Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity. In order to support more pedestrian-friendly environments within urban villages, encourage the conversion of general commercial areas within urban villages to pedestrian-oriented commercial zones.

uses policies

LU135 Accommodate in general commercial zones the broadest range of commercial activities allowed in commercial areas.

LU136 Recognize shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and, where appropriate, moderate scale residential and mixed-use structures as appropriate building types in general commercial zones.

LU137 In general commercial areas, limit or prohibit, as appropriate, housing and/or substantial amounts of office development in areas where:

1. The auto-oriented nature of the area or development is likely to encourage residents or office workers to commute using single-occupancy vehicles;
2. These uses could potentially conflict with the preferred commercial function of the area or with the activities in adjacent areas; or

3. The available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.

development standards policies

LU138 Allow residential and office densities that are similar to those permitted in comparable pedestrian-oriented commercial zones when projects in general commercial zones are built to the pedestrian-oriented commercial zones' standards.

LU139 Generally assign height limits to general commercial zones that are compatible with the height of existing commercial development or are necessary to accommodate the requirements of the commercial activities intended for these zones and not to encourage high-density development of such uses as housing and offices more appropriately located in pedestrian-oriented zones in urban villages.



B-4 Industrial Areas

goals

- LUG22** Provide opportunities for industrial activity to thrive in Seattle.
- LUG23** Accommodate the expansion of existing businesses within Seattle, thereby stabilizing the city's existing industrial areas. Promote opportunities for new businesses that are supportive of the goals for industrial areas.
- LUG24** Preserve industrial land for industrial uses and protect viable marine and rail-related industries from competing with non-industrial uses for scarce industrial land. Give special attention to preserving industrial land adjacent to rail or water-dependent transportation facilities.
- LUG25** Promote high-value-added economic development by supporting growth in the industrial and manufacturing employment base.
- LUG26** Give adequate attention to the needs of industrial activity while reducing major land use conflicts between industrial development and abutting residential or pedestrian-oriented commercial areas, and avoid placing unnecessary restrictions on manufacturing uses.
- LUG27** Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.
- LUG28** Prevent incompatible activities from locating in close proximity to each other.
- LUG29** Accommodate a mix of diverse, yet compatible, employment activities in Seattle's industrial areas.

policy

- LU140** Designate industrial areas where:
 1. The primary functions are industrial activity and industrial-related commercial functions.
 2. The basic infrastructure needed to support industrial uses already exists.
 3. Areas are large enough to allow the full range of industrial activities to function successfully.
 4. There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.

uses policies

- LU141** Consider manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, appropriate for industrial areas.
- LU142** Consider high value-added, living wage industrial activities to be a high priority.
- LU143** Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.
- LU144** Subject to regulations for nonconforming uses, allow existing businesses to expand, in order to stabilize existing industrial areas, and encourage the siting of new businesses which are supportive of the goals for industrial areas.
- LU145** Prohibit new residential uses in industrial zones, except for special types of dwellings that are related to the industrial area and that would not restrict or disrupt industrial activity.

land use element

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land use element

LU146 Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

LU147 Prohibit park and pool lots within 3,000 feet of a downtown zone in order to prevent the use of industrial land for commuter parking for downtown workers.

LU147.1 IG zones are most appropriately located in the designated manufacturing/industrial centers, where impacts from the types of industrial uses these zones permit are less likely to affect residential or commercial uses. Outside of manufacturing/industrial centers, IG zones may be appropriate along waterways in order to provide land for maritime uses.

LU147.2 Industrial zones are generally not appropriate within urban centers or urban villages, since these are places where the City encourages concentrations of residential uses. However, in locations where a center or village abuts a manufacturing/industrial center, the IC zone within the center or village may provide an appropriate transition to help separate residential uses from heavier industrial activities.

development standards policies

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Density

LU148 Limit the density of development through a floor area ratio (FAR) to ensure a level of activity compatible with industrial activity. The FAR is also intended to ensure that new development can be accommodated without major redevelopment of transportation and utility systems, and without creating other substantial negative impacts.

LU149 Restrict the density or floor area of commercial uses not directly related to industrial activity to preserve industrial shorelines

for industrial marine activity and to preserve access to major rail corridors. Vary the restrictions by industrial zone.

Landscaping & Street Standards

LU150 Recognize the special working character of industrial areas by keeping landscaping and street standards to a minimum to allow as much flexibility as possible for industrial development except along selected arterials and where there is a specific need to mitigate impacts of new development.

LU151 On sites that are highly visible to the public because of their location on selected major arterials, require new development to provide street trees and landscape screening in order to promote a positive impression of the city's industrial areas. Streets appropriate for this special treatment are:

1. Streets that provide major routes through the city and/or serve as principal entrances to downtown;
2. Streets that provide the principal circulation route within an industrial area; and
3. Streets where right-of-way conditions will permit required landscaping without conflicting with industrial activity.

Shoreline View Corridor

LU152 Allow certain additional view corridor standards to be applied outside of the shoreline district to preserve views of the water obtained through view corridors required in the shoreline district. Apply these standards to developments located on a waterfront lot (between the water and the nearest public road) adjacent to, but outside, the shoreline district. Do not apply these standards to areas along the Duwamish Waterway because they would not achieve the intended increase in visual access due to the generally flat terrain of the area and



the substantially greater distances between arterials and the boundaries of the shoreline district.

Parking and Loading

LU153 Set parking and loading requirements for various uses to provide adequate parking and loading facilities to: support business activity, promote air quality, encourage efficient use of the land in industrial areas, accommodate loading needs, discourage under-used parking facilities, and maintain adequate traffic safety and circulation, while furthering the intent of industrial business attraction and expansion. Allow some on-street loading and occasional spillover parking. Provide for waivers and reductions from the established requirements to encourage the use of small sites and landmarks, and the reuse of existing structures.

LU154 Maintain minimum and maximum standards for curbcuts and street driveways in order to balance the need to provide adequate maneuvering and loading areas with the goal of maintaining some on-street parking and safe pedestrian access.

Noise

LU155 Permit noise levels that would not be allowed in other parts of the city in industrial areas, except for buffer areas, in recognition of the special nature of industrial activities and the restrictions on residential uses that are in place in industrial areas.

general industrial zones policies

LU156 Use the General Industrial zones to promote the full range of industrial activities and related support uses. Distinguish among general industrial zones based on the density permitted for commercial uses not related to industrial activity. Include among the General Industrial zones:

- Zones that protect marine and rail-related industrial areas from an inappropriate level of unrelated commercial uses and

limit those unrelated uses through density or size limits lower than that allowed for industrial uses; and

- Zones that allow a broader range of uses, where the industrial function of the area is less established, and where additional commercial activity could improve employment opportunities and the physical condition of the area.

LU157 Include under the General Industrial designation those areas most suited to industrial activity, where the separation from residential and pedestrian-oriented commercial areas is sufficient to mitigate the impacts associated with industrial uses.

LU158 Seek to protect industrial activity by differentiating among General Industrial zones according to permitted densities for commercial uses not directly related to industrial activity and by limiting the size of certain permitted uses.

Uses

LU159 Require conditional use review for certain uses to ensure compatibility with the primary industrial function of the zone. Require mitigation of any impacts on industrial activity, the immediate surroundings, and the environment in general. Because of the nature of industrial uses, classify certain non-industrial uses as conditional uses in order to protect public safety and welfare on non-industrial sites.

LU160 Prohibit certain uses to preserve land for industrial activity or to minimize conflicts that may occur between the use and industrial activity because the use attracts large numbers of people to the area for non-industrial purposes, or because the use would be incompatible with typical industrial area impacts (noise, truck movement, etc.).



industrial buffers policies

- LU161 Provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.
- LU162 Permit within Industrial Buffers the widest possible range of manufacturing uses and related industrial and commercial activities, while ensuring compatibility with the activity and physical character of abutting, less intensive zones. Include development standards or performance standards to protect the livability of adjacent areas. Apply these standards only where existing conditions do not adequately separate industrial activity from less intensive zones.
- LU163 Apply special height provisions on the edge of Industrial Buffers to ensure visual compatibility and a transition in scale between industrial areas and less intensive abutting zones. Do not apply the height limit where streets provide an adequate separation based upon street width, traffic, noise and topography. Apply a lower height limit for a greater depth of the zone where the zone is located across from a single-family or lowrise multifamily residential zone.
- LU164 Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones, to ensure consistency with adopted neighborhood plans, or to evaluate certain uses that could have significant impacts on other nearby uses.

Screening, Landscaping & Setback Requirements

- LU165 Apply standards for screening, landscaped areas, curbs and sidewalks, setbacks, and street trees to improve the appearance of, or obscure, outdoor activity, to maintain continuity along a street front, to enhance the environment and safety of the buffer area and to maintain compatibility with adjacent areas.

- LU166 Employ setback requirements for lots across the street from a residentially zoned lot to maintain a compatible scale of development along opposing industrial and residential streets. Do not apply increased setback requirements where an industrial lot is adequately separated from a residentially zoned lot by an unusually wide public right-of-way.
- LU167 Require special measures to address the visual impacts of outdoor and auto-related activities to ensure compatibility between these uses and less intensive zones.

industrial commercial zones policies

- LU168 Use the Industrial Commercial zones to promote a wide mix of employment activities, including industrial and commercial activities, such as light manufacturing and research and development.
- LU169 Limit development density in Industrial Commercial zones to reflect transportation and other infrastructure constraints, while taking into account other features of an area. Employ development standards designed to create an environment attractive to business, while recognizing the economic constraints facing new development.

Uses

- LU170 Maintain use provisions in the Industrial Commercial zones to ensure that land is available for a wide range of employment activities and that areas will exist to accommodate the needs of developing new businesses.
- LU171 Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones; and to ensure safety and compatibility with other uses within the zone.



LU172 Incorporate performance standards in the Industrial Commercial zones to create high quality environments that can attract new employers to the area and to protect abutting, less intensive areas from hazards, nuisances and objectionable impacts associated with permitted activities.

Height

LU173 Apply a range of maximum building height limits for all uses in Industrial Commercial zones to protect the special amenities that attract new technology industrial development, such as views of water, shoreline access, and the scale and character of neighboring development, so that these amenities will continue to be enjoyed, both within the zone and from the surrounding area. Assign height limits independently of the zoning designation to provide flexibility in zoning specific areas. Allow different areas within a zone to be assigned different height limits according to the rezone criteria.

Development Standards

LU174 Include development standards in the Industrial Commercial zones designed to create an attractive environment for new industry and ensure compatibility with surrounding development without inhibiting more traditional industrial activity or the expansion of smaller firms already located in the area. Generally require screening, landscaping and setback standards in the Industrial Commercial zone similar to those found in the pedestrian-oriented commercial areas to promote an attractive setting for new industries.

B-5 Downtown Areas

discussion

Goals and policies guiding development in the Downtown area can be found as part of the Downtown Urban Center Neighborhood Plan, located in the Neighborhood Planning Element.

goal

LUG30 Promote Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promote the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry.

policies

LU175 Designate as Downtown, those areas that are intended to accommodate the densest mixed-use, residential, office and retail development.

LU176 Recognize the division of downtown into areas with one of the following primary land use functions:

- Office,
- Retail,
- Mixed-use commercial,
- Mixed-use residential, and
- Harborfront.

LU177 Use a range of downtown land use zones to support the existing character and desired environment of different areas downtown.

land use element

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C

Location-Specific Land Use Policies

discussion

The basic zoning categories described in Section B, are augmented here by policies that respond to specific characteristics of an area. For example, historic districts are governed by a basic zoning category as well as regulations that respond to the unique historic characteristics of an area. This section provides the policy foundation to guide how the City adjusts its regulations to respond to unique environments, particularly those created by major institutions, historic districts and landmarks, arts and cultural districts, environmentally critical areas and shorelines.

goal

LUG31 Provide flexibility in, or supplement, standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, airport height districts, historic landmark and special review districts, major institutions, arts and cultural districts, subarea plan districts, areas around high-capacity transit stations, and other appropriate locations.

policies

LU178 Promote the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities.

LU179 Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a sub-area of the city, subject to the limitations on establishing greater density in single-family areas. Overlays may be established through neighborhood planning.

LU179.5 In order to address the unique opportunities that large site redevelopment presents in dense areas of the city and to provide predictability to the City, community and potential developer, establish a Master Planned Community designation on the Future Land Use Map. Locations appropriate for that designation must be:

- large, multi-block sites located in urban centers
- subject to unified ownership control

Establish a zone in the Land Use Code also to be named Master Planned Community. Locations appropriate to be rezoned on the Official Land Use Map as Master Planned Community are those that are designated on the Future Land Use Map as Master Planned Community.

Specific standards for development within a proposed Master Planned Community should be established by the City Council when a rezone to the Master Planned Community zone occurs, and are expected to vary based on the location of the Master Planned Community. However, all applications of a Master Planned Community zone should result in development that provides:

- a mixture of uses
- appropriate urban density
- cohesive urban design throughout the development
- a higher level of environmental sustainability, affordable housing, and publicly accessible open space than is typically provided through conventional lot-by-lot development.

land use element

C



C-1 Major Institutions

discussion

Hospitals and higher educational facilities play an important role in Seattle. Institutions containing these facilities provide needed health and educational services to the citizens of Seattle and the region. They also contribute to employment opportunities and to the overall diversification of the city's economy. However, when located in or adjacent to residential and pedestrian-oriented commercial areas, the activities and facilities of major institutions can have negative impacts such as traffic generation, loss of housing, displacement and incompatible physical development. These policies provide a foundation for the City's approach to balancing the growth of these institutions with the need to maintain the livability of the surrounding neighborhoods.

goals

- LUG32** Maximize the public benefits of major institutions, including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.
- LUG33** Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.
- LUG34** Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.
- LUG35** Promote the integration of institutional development with the function and character

of surrounding communities in the overall planning for urban centers.

policies

- LU180** Designate the campuses of large hospitals, colleges and universities as Major Institutions to recognize that a separate public process is used to define appropriate uses in these areas.
- LU181** Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones.
- LU182** Establish Major Institution Overlays (MIO) to permit appropriate institutional development within boundaries while minimizing the adverse impacts associated with development and geographic expansion. Balance the public benefits of growth and change for major institutions with the need to maintain the livability and vitality of adjacent neighborhoods. Where appropriate, establish MIO boundaries so that they contribute to the compatibility between major institution areas and less intensive zones.
- LU183** Allow modifications to the underlying zone provisions in order to allow major institutions to thrive while ensuring that impacts of development on the surrounding neighborhood are satisfactorily mitigated.
- LU184** Allow all functionally integrated major institution uses within each overlay district, provided the development standards of the underlying zone are met. Permit development standards specifically tailored for the major institution and its surrounding area

land use element

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within the overlay district through a master plan process.

LU185 Allow modification of use restrictions and parking requirements of the underlying zoning by the overlay to accommodate the changing needs of major institutions, provide flexibility for development and encourage a high-quality environment. Allow modification of the development standards and other requirements of the underlying zoning by an adopted master plan.

LU186 Discourage the expansion of established major institution boundaries.

LU187 Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.

LU188 Encourage Advisory Committee participation throughout the process of revision, amendment and refinement of the master plan proposal.

LU189 Require preparation of either a master plan or a revision to the appropriate existing master plan when a major development is proposed that is part of a major institution, and does not conform with the of the underlying zoning and is not included in an existing master plan.

LU190 Provide procedures for considering the establishment of new major institutions.

LU191 Locate new institutions in areas where such activities are compatible with the surrounding land uses and where the impacts

associated with existing and future development can be appropriately mitigated.

uses policy

LU192 Define all uses that are functionally integrated with, or substantively related to, the central mission of the major institution or that primarily and directly serve the users of the institution as major institution uses and permit these uses in the Major Institution Overlay district, subject to the provisions of this policy, and in accordance with the development standards of the underlying zoning classifications or adopted master plan.

development standards policies

LU193 Apply the development standards of the underlying zoning classification for height, density, bulk, setbacks, coverage and landscaping for institutions to all major institution development, except for specific standards altered by a master plan.

LU194 The need for appropriate transition shall be a primary consideration in determining setbacks.

parking standards policies

LU195 Establish minimum parking requirements in MIO districts to meet the needs of the major institution and minimize parking demand in the adjacent areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single occupancy vehicles (SOV).



- LU196** Allow short-term or long-term parking space provisions to be modified as part of a Transportation Management Program (TMP).
- LU197** Allow an increase to the number of permitted spaces only when an increase is necessary to reduce parking demand on streets in surrounding areas and is compatible with goals to minimize traffic congestion in the area.
- LU198** Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives seek to reduce the number of SOVs used by employees and students to reach the campus at peak times.

residential structures policy

- LU199** Encourage the preservation of housing within major institution overlay districts and the surrounding areas. Discourage conversion or demolition of housing within a major institution campus, and allow such action only when necessary for expansion of the institution. Prohibit demolition of structures with non-institutional residential uses for the development of any parking lot or parking structure which could provide non-required parking or be used to reduce a deficit of required parking spaces. Prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition of structures with residential uses or change of these structures to non-residential uses.

master plan policies

- LU200** Require a master plan for each Major Institution proposing development which could affect the livability of adjacent neighborhoods or has the potential for significant adverse impacts on the surrounding areas.

Use the master plan to facilitate a comprehensive review of benefits and impacts of the Major Institution development.

- LU201** Use the master plan to:
 1. Give clear guidelines and development standards on which the major institutions can rely for long-term planning and development;
 2. Provide the neighborhood advance notice of the development plans of the major institution;
 3. Allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and
 4. Provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth.
- LU202** The master plan should establish or modify boundaries; provide physical development standards for the overlay district; define the development program for the specified time-period; and describe a transportation management program.
- LU203** Require City Council review and adoption of the master plan following a cooperative planning process to develop the master plan by the Major Institution, the surrounding community and the City.
- LU204** In considering rezones, the objective shall be to achieve a better relationship between residential, commercial or industrial uses



and the Major Institution uses, and to reduce or eliminate major land use conflicts in the area.

not included in the district guidelines, the standards of the existing designation shall continue to apply.

C-2 Historic Districts & Landmarks

C-3 Environmentally Critical Areas

land use element

policies

goals

- LU205 Encourage the preservation, restoration and reuse of designated historic districts and landmarks.
- LU206 Allow for the designation of areas as landmark and special review districts, and of structures, sites, and objects as City of Seattle landmarks, to protect, enhance, and perpetuate the individual historical or architectural identity of the area, structure, site, or object. Recognize that landmark designations help protect significant historic resources and qualities that distinguish these resources, and encourage stability, rehabilitation, restoration and planned development.
- LU207 Allow development standards and design review processes to be adopted specifically for a designated landmark or special review district, including guidelines that may specify design-related features allowed, encouraged, limited, or excluded from the district. Allow adopted guidelines to modify, exempt, or supersede the standards of the underlying zone, although for elements

- LUG36 Protect the ecological functions and values of wetlands, and fish and wildlife habitat conservation areas; prevent erosion from development on steep slopes; and protect the public health, safety and welfare in landslide-prone, liquefaction-prone and flood-prone areas.
- LUG37 Permit landowners to develop land in a manner that is reasonable in light of the environmental constraints present.
- LUG38 Avoid development that causes injury to persons, property, public resources or the environment.

policies

- LU208 Strictly regulate development in critical areas to protect the public health, safety, and welfare on development sites and neighboring properties.
- LU209 Limit impacts to environmentally critical areas and buffers by directing activities away from these areas through restrictions on the design and siting of structures and on grading and other land disturbing activity.
- LU210 Permit modification of development standards in environmentally critical areas to help protect those areas and to allow reasonable development.
- LU211 When reviewing a rezone proposed for an area located in or adjacent to a critical area,

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consider the effect of the rezone on the critical area, and recognize that lower intensity zones are generally more appropriate in critical areas than higher intensity zones.

landslide-prone areas policies

LU212 Seek to protect landslide-prone hillsides, including steep slopes, against future damage due to instability created or exacerbated by development, including protecting against damage to public facilities. Take into account the relative risk to life or property when reviewing development proposals for landslide-prone areas.

LU213 Identify landslide-prone areas through identification of geologic, hydrologic and topographic factors that contribute to landslides.

LU214 Before permitting development on a landslide-prone hillside, ensure that engineering solutions are designed to prevent slides both during high-stress periods and in the event of poor maintenance of the hillside.

Require, as appropriate, that special engineering considerations be integrated into a structure's design to provide an acceptable level of risk. Design permanent facilities for a 100-year life expectancy. Account for a one-in-100 year event for seismic activity when designing a development.

steep slopes policies

LU215 Regulate development on steep slopes to control erosion, water runoff, siltation of streams, lakes, Puget Sound and the City's stormwater facilities.

LU216 Limit disturbance of the slope and maintain and enhance existing vegetative cover in order to control erosion, water runoff, and siltation of streams, lakes, Puget Sound, and the City's stormwater facilities.

liquefaction-prone areas policy

LU217 Identify areas subject to liquefaction during earthquakes. Require that new development in those areas is designed and built to limit property damage and eliminate injury and loss of life during earthquakes.

abandoned solid waste landfills policies

LU218 Regulate development on sites of abandoned solid waste landfills to minimize the risks of ground subsidence, earthquake induced ground shaking, and methane gas build up.

LU219 Regulate development on sites within 1,000 feet of abandoned solid waste landfills to minimize the risk of methane gas build up.

wetlands policies

LU220 Seek a net gain in wetland function by enhancing and restoring wetland function across the city.

LU221 Strictly regulate development to minimize construction and post-construction impacts in and near wetlands in order to protect the remaining unique and valuable wetland resources left in Seattle.

LU222 Support efforts to restore wetlands to their original state and natural function.

LU223 Seek no net loss of wetland acreage, and require no net loss of wetland values or functions across the city, including, but not limited to flood control, water quantity and quality, fish and wildlife habitat, and quality of life and educational benefits. In limited circumstances, allow a wetland's functions to be replaced either on or off-site.



land use element

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LU224 Near wetlands, protect vegetation in its existing condition unless augmenting or replanting can be shown to better protect the wetland's functions.

fish & wildlife habitat conservation areas policies

LU225 Regulate development in and near designated fish and wildlife habitat conservation areas in order to protect the remaining native wildlife species and significant fish populations, especially salmonids.

LU226 Whenever possible, maintain in their natural or native state those areas that contain the natural vegetative cover and physical space necessary to serve as valuable habitat, in order to:

- protect large contiguous wildlife habitat areas;
- maintain wildlife corridors that connect functions;
- conserve soil and ground conditions that support native vegetation;
- prevent siltation and high water temperatures in downstream habitat;
- dampen fluctuations in surface water flow which are typically problematic in urbanized areas; and
- maintain groundwater recharge flow to support stream flows during drier seasons.

LU227 Regulate development within riparian corridors to protect the natural functions and values of streams, creeks and lakes from the potential negative effects of urban development.

LU228 Establish development standards to:

- prevent the degradation of water quality,
- prevent erosion and siltation, and
- protect fish and wildlife habitat.

LU229 Establish buffer areas adjacent to the water body on each development site that is located within a riparian corridor. Strictly limit development within buffer areas, and leave vegetation in its natural condition unless new plantings will enhance the functions of the buffer.

flood-prone areas policy

LU230 Regulate development in flood-prone areas in order to protect the public health and



safety, and to prevent damage to private property caused by hazardous flooding conditions.

C-4 Shorelines

discussion

In conformance with the goals of the State Shoreline Management Act, the Seattle Shoreline Master Program accommodates a variety of functions and activities unique to shoreline areas, especially water-dependent businesses and shoreline recreation activities, and protects and enhances public access, natural areas, and views of the water. Management of Seattle's shorelines is guided by the Area Objectives for Seattle's shorelines as established in these policies, and the purpose of the shoreline environments, the shoreline environment designations and the use regulations and development standards established in the Land Use Code. All these elements combined constitute the Seattle Shoreline Master Program.

shoreline use goals

- LUG39** Establish shoreline uses that result in long-term over short-term benefit.
- LUG40** Plan for and encourage the integration and location of compatible uses within segments of the shoreline.
- LUG41** Locate all non-water dependent uses up-land to optimize shoreline use and access.
- LUG42** Provide a management system that will plan for and permit all reasonable and appropriate use through a system of priorities.

LUG43 Protect those areas of shoreline that are geologically dangerous or fragile, or biologically fragile.

shoreline use policies

LU231 Permit only those uses or conditions that retain use options for future generations unless identified benefits clearly outweigh the physical, social and/or economic loss to future generations since competition between uses for shoreline does not generally occur at one moment, but over a period of time. Water dependent uses generally shall have priority. Preference will be given in the following order:

1. Protection and enhancement of natural areas or systems: those identified as containing or having unique geological, ecological or biological significance.
2. Water-dependent uses: all uses that cannot exist in any other location and are dependent on the water by reason of the intrinsic nature of their operations. However, because of their historic role and legal recognition by the City, floating home moorage are designated as a water dependent use. Such designation does not imply support for increase of floating home moorage. The intent of this policy is to recognize the existing floating home community in Lake Union and Portage Bay, while protecting natural areas, preserving public access to the shoreline, and preventing the displacement of water-dependent commercial and manufacturing uses by floating homes. Areas with substantial concentrations of existing floating homes shall be given a designation that preserves residential uses.

land use element

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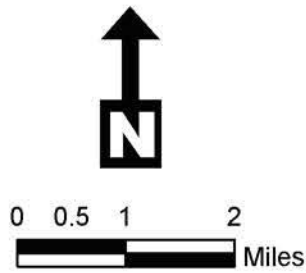


Land Use Figure 1 Seattle Shorelines



Shorelines

-  Statewide Significance
-  Other Shoreline Areas



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3. Non-water dependent uses: those uses that do not need a waterfront location to operate.

LU232 Define in the Land Use Code all appropriate shoreline uses, and provide site development performance standards and other appropriate criteria indicating minimal acceptable standards to be achieved. Uses shall be preferred in the following order:

1. On waterfront lots:
 - a. Protection and Enhancement. Uses that provide for protection and enhancement of natural areas or systems.
 - b. Water-dependent uses. Uses that are dependent on the water by the intrinsic nature of their operation.
 - c. Water-related uses. Uses that are not intrinsically dependent on a waterfront location but whose operation cannot occur economically without use of the water adjacent to the site.
 - d. Non-water-dependent uses with regulated public access. Uses that are neither water-dependent nor water-related because they do not use the water, although a waterfront location may increase their profitability. Such uses provide a public benefit because they provide an opportunity for substantial numbers of the people to enjoy the shorelines of the City.
 - e. Non water-dependent uses without regulated public access.

2. On upland lots: Preferred uses are those that complement uses on adjacent waterfront lots.

3. The preference for natural areas shall be accomplished by prohibiting uses that would disrupt natural areas or by

providing enhancement of such areas where necessary.

4. Preferred uses will vary according to the purpose of the environment:

- a. If the purpose of the environment is to encourage water-dependent and water-related uses, these uses shall be preferred by prohibiting and/or restricting non water-dependent uses on waterfront lots.
- b. If the purpose of the environment is to provide public access, providing public access shall be preferred by permitting non water-dependent uses and requiring public access.

5. The determination that a shoreline area is suitable for a particular water-dependent use shall be made by comparing the area's physical characteristics and existing land use patterns to the rezone requirements of water-dependent uses.

LU233 Identify those areas of shorelines that are geologically or biologically dangerous or fragile and regulate development to prevent damage to property or organisms and the general public.

LU234 Encourage the development of support industries and services on upland lots by permitting a wider range of uses and more flexible development standards than waterfront lots, and avoiding potential incompatibility with water-dependent uses on waterfront lots.

shoreline access goals

LUG44 Provide for the optimum amount of public access—both physical and visual—to the shorelines of Seattle.



LUG45 Preserve and enhance views of the shoreline and water from upland areas where appropriate.

shoreline access policies

LU235 Increase opportunities for substantial numbers of people to enjoy the shorelines, by permitting non-water-dependent uses providing public access to locate in water-front areas less suited for water-dependent uses, and by requiring public access on public property.

LU236 Promote public enjoyment of the shorelines through public access standards by requiring improvements that are safe, well designed, and offer adequate access to the water.

LU237 Except for single-family residences, maintain standards and criteria for public access and private use of publicly owned or controlled shorelines to achieve the following:

1. Provide linkages between shoreline public facilities via trails, paths, etc., to connect with terminal boating and other recreational facilities.
2. Indicate by use of signs and graphics all publicly owned or controlled shoreline.
3. If appropriate, offer bonuses for the provision of public access in private property.
4. Require public agencies such as the City, Port of Seattle, and King County Metro, etc., to provide public access opportunities at new shorelines facilities and encourage these agencies to provide similar opportunities in existing facilities.
5. Provide standards and criteria for view and visual access from upland and shoreline areas.
6. Give priority to the operating requirements of the water-dependent and

water-related uses over preservation of views in those environments where water-dependent uses are encouraged.

7. Limit off-premise signs and regulate other signs to enhance and protect views.

LU238 Waterways in Lake Union and Portage Bay are for public navigation access and commerce and, in general, the City shall not request that the designation be removed from waterways. The City may request that waterways be vacated only when the city reclaims the area as street right of way or for public park purposes. The City may request that the dry land portion of a waterway be redesignated for the additional purpose of providing permanent public access improvements.

transportation goals

LUG46 Develop a transportation network that supports and enhances use of and access to the shorelines

LUG47 Relocate or demolish transportation facilities that are functionally or aesthetically disruptive to the shoreline, such as the aerial portion of the Alaskan Way Viaduct on the Central Waterfront between King Street and Union Street.

transportation policies

LU239 Encourage the transport of materials and cargo via modes having the least environmental impact.

LU240 Encourage the maintenance and future development of inter-modal commuter ferry services, complementary to other public transportation systems, from both intracity locations and regional activity centers.



LU241

1. Streets, highways, freeways and railroads should be located away from the shoreline in order to maximize the area of waterfront lots and minimize the area of upland lots. Streets, highways, freeways and railroads not needed for access to shoreline lots shall be discouraged in the Shoreline District. A replacement for the State Route 99 Viaduct (only for seawall reconstruction and either a tunnel with a surface roadway or a surface roadway) may be located in the Shoreline District because it represents a critical link in the transportation network.
2. To facilitate expeditious construction in an environmentally and fiscally responsible manner, standards for major state and regional transportation projects should be considered that will allow flexibility in construction staging, utility relocation, and construction-related mitigation and uses, provided that the projects result in no net loss of ecological function.
3. Prohibit aerial transportation structures over 35 feet high, such as bridges and viaducts, on the Central Waterfront in the Shoreline Environments between King Street and Union Street, except for aerial pedestrian walkways associated with Colman Dock, in order to facilitate the revitalization of downtown's waterfront, provide opportunities for public access to the Central Waterfront shoreline, and preserve views of Elliott Bay and the land forms beyond.

LU242 The primary purpose of waterways in Lake Union and Portage Bay is to facilitate navigation and commerce by providing navigational access to adjacent properties, access to the land for the loading and unloading of watercraft, and temporary moorage.

The importance of waterways in providing public access from dry land to the water is also recognized.

LU243 Public access shall be the preferred use for recaptured rights-of-way. Public rights-of-way may be used or developed for uses other than public access, provided that such uses are determined by the City to be in the public interest, and that public access of substantial quality and at least comparable to the right-of-way is provided.

LU244 Shorelines street ends are a valuable resource for public use and access. Public or private use or development of street ends shall be designed to enhance rather than reduce public access.

LU245 Provide public transportation convenient to the shoreline.

conservation goals

LUG48 Preserve, protect and restore areas such as those necessary for the support of wild and aquatic life or those identified as having geological or biological significance.

LUG49 Insure that all future uses will preserve and protect environmental systems, including wild and aquatic life.

LUG50 Insure continuing scientific study of Seattle shoreline ecosystems.

conservation policies

LU246 Protect the natural environment through use and development standards governing shoreline activities including best management practices.

LU247 Areas identified as special wildlife or fisheries habitat should be developed only if no reasonable alternative locations exist and then only if the project is designed to minimize and mitigate habitat damage.



land use element

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LU248 Require that all commercial, industrial or other high activity uses provide means for treating natural or artificial urban run-off to acceptable standards. Developments with industrial and commercial uses that use or process substances potentially harmful to public health and/or aquatic life shall provide means to prevent, to the extent possible, point and non-point discharge of the harmful substances.

LU249 Dredging and disposal of dredge materials shall be conducted in a manner that minimizes short and long-term environmental damage.

LU250 Permit landfill on submerged land that does not create dry land where necessary for a water-dependent or water-related use, for the replacement of the State Route 99 Viaduct (only for seawall reconstruction and either a tunnel with a surface roadway or a surface roadway), for the installation of a bridge or utility line, or for wildlife or fisheries habitat mitigation or enhancement. Permit landfill that creates dry land only where necessary for the operation of a water-dependent or water-related use, for the replacement of the State Route 99 Viaduct (only for seawall reconstruction and either a tunnel with a surface roadway or a surface roadway), to repair pocket erosion, or for wildlife habitat mitigation or enhancement. Large amounts of dry land may be created in Lake Union only if specifically approved by the Council for a public park purpose.

LU251 Identify those areas that have potential for restoration to "natural" conditions, develop standards for the conditions in those areas, and provide incentives for achieving such standards.

LU252 Support programs that inform the public about shoreline conservation practices, and identify methods by which public and private shoreline owners or community groups may encourage wild, aquatic and botanical life, and require such methods when appropriate.

LU253 Support the study of the shoreline systems that will provide a continuously updated baseline against which to judge the impact of any action.

economic development goals

LUG51 Encourage economic activity and development of water-dependent uses by supporting the retention and expansion of existing water-dependent businesses and planning for the creation of new developments in areas now dedicated to such use.

LUG52 Allow a multi-use concept of development, provided that the major use is water-dependent and that it provides public access to the shoreline yet maintains the economic viability of the use.

economic development policies

LU254 Concentrate industrial and commercial shoreline uses by supporting the retention and expansion of existing water-dependent businesses, and planning for the creation of new developments in areas now dedicated to such use.

LU255 Identify and designate appropriate land adjacent to deep water for uses that require such condition, such as industry or commerce.

LU256 Provide incentives for public amenities on private property.



LU257 Citywide objectives for different types of water-dependent businesses and industries:

1. Cargo Handling Facilities:

- a. Reserve space in deep water areas with adequate backup space to permit the Port of Seattle and other marine industries to remain competitive with other ports.
- b. Work with the Port of Seattle to develop a long-range harbor plan in order to provide predictability for property owners and private industry in the Duwamish and Elliott Bay.

2. Tug & Barge Facilities: Retain Seattle's role as the Gateway to Alaska and maintain space for Puget Sound and Pacific trade.

3. Shipbuilding, Boat Building & Repairs: Maintain a critical mass of facilities in Seattle in order to meet the needs of the diverse fleets that visit or have a home port in Seattle, including fishing, transport, recreation and military vessels.

4. Moorage: Meet the long-term and transient needs of all of Seattle's ships and boats including fishing, transport, recreation and military. Locate long-term moorage in sheltered areas close to services, and short-term moorage in more open areas. Support the efficient use of Fishermen's Terminal, the Shilshole Marina and other public moorage facilities. Reduce the displacement of commercial moorage by recreational moorage by encouraging the full use of submerged lands for recreational moorage in areas less suited for commercial moorage. Require large recreational marinas to provide some commercial transient moorage as part of their facilities.

5. Recreational Boating: Maintain Seattle's unofficial status as a "boating capital." Allow a variety of boating facilities from launching ramps for small "car top" boats to major marinas. Provide long-term recreational moorage for residents and sufficient short-term moorage close to cultural and recreational centers for visitors.

6. Passenger Terminals: Maintain and expand the opportunity for residents and visitors for convenient travel by ship to local and distant ports. Encourage more passenger-only ferries and cruise ships on the Central Waterfront.

7. Fishing Industry: Maintain a critical mass of support services including boat building and repair, moorage, fish processors, and supply houses to permit Seattle fishermen to continue to service and have a home-port for their vessels in Seattle waters. Recognize the importance of the local fishing industry in supplying local markets and restaurants. Recognize the economic contribution of distant water fisheries to Seattle's maritime and general economy.

recreation goals

- LUG53** Manage publicly owned shorelines that are suitable for public recreation to optimize their potential.
- LUG54** Increase the amount of shorelines dedicated to public recreation and open space.
- LUG55** Identify, protect and reserve for public use and/or enjoyment those areas containing special shoreline qualities that cannot be easily duplicated.

recreation policies

- LU258** Allow for increased opportunity for the public to enjoy water-dependent recreation



land use element

including boating, fishing, swimming, diving and enjoyment of views.

LU259 Designate as suited for water-dependent recreation areas having natural beaches, large amounts of submerged land for moorage or sheltered waters and the absence of heavy ship traffic and incompatible heavy industry.

LU260 Provide for recreational boating facilities including terminals, moorage and service facilities on publicly-owned land and encourage the provision of such facilities on private property, if the environmental impact is acceptable.

LU261 Increase publicly-owned shorelines, giving priority to those areas that lack recreational facilities.

LU262 Explore alternative means (other than acquisition) to provide public recreation at the shoreline and on the water.

LU263 Use submerged lands for underwater parks when feasible.

history, culture, restoration & enhancement goals

LUG56 Appropriately designate sites and areas of shoreline having historic or cultural significance.

LUG57 Support and encourage the restoration of those areas or conditions of the shoreline now unsuitable for private or public use, consistent with economic and environmental goals.

LUG58 Upgrade and/or beautify the public shoreline.

history, culture, restoration & enhancement policies

LU264 Support and encourage the restoration, preservation and maintenance of areas of

the shoreline having significant historical or cultural significance, and a program for shoreline restoration and beautification.

LU265 Consider protection of individual sites or aspects of areas identified as being of historical significance through landmark designation.

process goal

LUG59 Continue shoreline planning by periodically updating the inventory, goals, policies and regulations to respond to changing attitudes and conditions in Seattle's shorelines.

process policy

LU266 Conduct periodic assessments of the performance of and the need for change in the Shoreline Master Program.

area objectives for seattle's shorelines goals

LUG60 Recognize the unique opportunities in different areas of our shorelines to accommodate different types of water-dependent businesses and shoreline recreation, and to protect and enhance natural areas and views of the water.

LUG61 Restore Lower Duwamish Watershed habitat while maintaining the urban industrial nature of the area, its neighborhoods and the importance of sustaining a healthy and diverse working waterfront and marine ecology.

LG62 Strengthen the vitality of a functioning ecosystem within the Lower Duwamish Watershed by integrating projects into their surrounding environments, by supporting a diversity of habitats, and by strengthening connections between habitats throughout the Watershed.

area objectives for seattle's shorelines policies

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LU267 The Lower Duwamish Watershed Habitat Restoration Plan (December, 1996, as may be amended from time to time) should be considered by agencies when conducting planning or permitting activities within the watershed.

LU268 It is the intent of the Area Objectives to indicate which of the Shoreline Areas Goals and Policies are to be met on each specific section of shoreline. The Management System for Appropriate Uses as required by the Shoreline Management Act shall consist of the Area Objectives for the diverse areas of Seattle's shorelines, the purposes of the shoreline environments, the shoreline environment designations, and the use regulations and development standards of the Land Use Code.

LU269 The area objectives for Seattle Shorelines illustrated in Land Use Figure 1 are as follows:

1. Area Objectives For Shorelines Of Statewide Significance

a. Puget Sound (Residential/Recreational Areas)

(The Puget Sound area includes all of the shorelines on Puget Sound within the City limits, except the Shilshole area, Elliott Bay, the Harborfront and the Duwamish Waterways.)

- Protect the fragile ecology of the natural beaches and fish migration routes.
- Encourage and enhance shoreline recreational activities, particularly in developed parks.

- Provide for quality public access to the shoreline.
- Preserve and enhance views of the water.
- Protect areas developed for residential use in a manner consistent with the Single-family and Multi-family Residential Area Policies.

b. Elliott Bay

(The Elliott Bay area is all shoreline area from 24th Avenue West to SW Atlantic Street, except the Harborfront, Harbor Island and the Duwamish Waterways.)

- Reserve waterfront lots for major port terminals, large water-dependent and water-related manufacturing and industrial facilities, and major water-dependent recreational developments.
- Choose shoreline environments that are appropriate for recreational and industrial uses based on water depth, amount of dry land, topography, and truck and rail access.
- Protect and enhance migratory fish routes and feeding areas.

c. Harborfront (Central Waterfront)

(The Harborfront area is the shoreline area from Bay Street on the north to S. Jackson Street on the south.)



- Encourage economically viable marine uses to meet the needs of waterborne commerce.
- Facilitate the revitalization of downtown's waterfront.
- Provide opportunities for public access and recreational enjoyment of the shoreline.
- Preserve and enhance elements of historic and cultural significance.
- Preserve views of Elliott Bay and the land forms beyond.

d. The Duwamish

(The Duwamish area includes the Duwamish river from the south city limits north to South Massachusetts on the east side and Southwest Bronson Street on the west side, and including Harbor Island and the East and West Duwamish Waterways.)

- Preserve the statewide interest by encouraging industrial and port uses in this area, where such uses are already concentrated, while also protecting migratory fish routes.
- Protect Kellogg Island as an important natural resource for fish and wildlife habitat and the opportunity for the public to view those resources.
- Work with appropriate government agencies and shoreline users to reduce the input of pollutants, restore contaminated areas and regulate disposal of dredge spoils.

- Increase public access and recreational opportunities through the Duwamish Public Access Plan.

e. The Shilshole Area

(The Shilshole area is the shoreline area from NW 80th Street on the north, to the Chittenden Locks.)

- Retain the strong, water-dependent recreational character of the area. Water-dependent recreational uses and their supporting services are the preferred uses for this area.
- Permit non-water-dependent commercial uses when providing access to the water, protecting views and not usurping land usable for future water-dependent recreational uses.
- On waterfront lots, new residential uses may be permitted when adjacent to existing residences. Protect the fish migration routes.

f. Lake Washington and Union Bay

(The Lake Washington area is the shoreline area on Lake Washington from the north to south city limits, including Union Bay, to the Montlake Bridge.)

- Preserve the resources of natural areas and fish migration, feeding areas and spawning areas.
- Provide quality public access to the shoreline by encouraging



and enhancing shoreline recreational activities, particularly in developed parks.

- Preserve and enhance views of the water.
- Protect developed residential and commercial areas in a manner consistent with adopted land use policies.

Union Bay:

- Protect fragile natural environments.
- Provide opportunities for the public to enjoy the natural environment.

2. Area Objectives For Other Shoreline Areas

a. The Ship Canal

(The Ship Canal area includes the Lake Washington Ship Canal from the Chittenden Locks to the Fremont Bridge.)

- Retain and encourage the important role that the Ship Canal plays in state, regional and local fisheries by reserving the Ship Canal primarily for water-dependent and water-related uses. Non-water-dependent uses shall be restricted, prohibited or allowed only on a limited basis by the selection of shoreline environments that favor water-dependent uses.
- Encourage the development of non-water-dependent commer-

cial, institutional and manufacturing uses on those areas of the Fremont Cut that do not have water access.

b. Lake Union and Portage Bay

(The Lake Union area is all of Lake Union from the Fremont Bridge to the Montlake Bridge, and all of Portage Bay, from the I-5 Bridge to the Montlake Bridge.)

- Maintain and encourage a diversity of uses around Lake Union and Portage Bay by designating different areas of the shoreline with different shoreline environments.
- Retain the working character of Lake Union by reserving those areas of the lake's shorelines that are suitable for water-dependent uses for the use of marine businesses. Prohibit new residential uses on industrial shorelines.
- Allow a greater mix of uses, including non-water-dependent uses providing public access, in those areas that are not being preserved for water-dependent uses.
- Preserve the existing floating home community.
- Provide a maximum amount of public access in locations that do not conflict with water-dependent manufacturing uses.
- Provide for some open water and protect views of the Lake and Bay in all environments in Lake Union and Portage Bay.



- Restore and enhance and Lake's natural environment.

c. Green Lake

(The Green Lake area includes the lake, the park and its 200 foot-wide shoreline.)

- Encourage and enhance the shoreline recreational activities and opportunities in the area as a unique urban park.
- Explore restoration options for improving water quality, reducing algae and other plant growth, and enhancing sports fishing.

height in the shoreline district policy

LU270 The 35-foot height limit of the Shoreline Management Act shall be the standard for maximum height in the Seattle Shoreline District. Exceptions in the development standards of a shoreline environment may be made consistent with the Act and with the underlying zoning where:

- a. a greater height will not obstruct views of a substantial number of residences and the public interest will be served; and
- b. greater height is necessary for bridges or the operational needs of water dependent or water-related uses or manufacturing uses; or
- c. greater height is necessary to allow for the replacement of the State Route 99

Viaduct (only for seawall reconstruction and either a tunnel with a surface roadway or a surface roadway); or

- d. a reduced height is warranted because of the underlying residential zone; or
- e. a reduced height is warranted because public views or the views of a substantial number of residences could be blocked.

C-5 Cultural Overlay Districts

LU271 Encourage the creation of cultural districts to support arts and cultural uses and the economic benefits they provide. Use the creation of cultural districts as a tool to carry out neighborhood plan recommendations and other city plans that promote arts and cultural uses.

LU272 Allow regulations and incentives to be adopted specifically for designated cultural districts. Allow adopted guidelines or regulations to modify, exempt, or supersede the standards of the underlying zone to encourage arts and cultural uses.

C-6 Transit Communities

Discussion

Reliable, frequent transit service provides a meaningful opportunity to cultivate livable, equitable, and connected "transit communities" across Seattle. The City can leverage local and regional transit investments by aligning and coordinating land use policies and public investment to foster the development of strong residential and business communities oriented around transit.



Transit communities are complete, compact, connected places that offer a sustainable lifestyle, generally within a ten-minute walk of reliable, frequent transit. Not all transit communities will be the same, and the policies anticipate different categories of transit communities that vary in scale and intensity of use. However, all transit communities will include the following characteristics:

- **Complete:** A variety of people will live, work in, and/or visit each transit community, depending on its category. The transportation infrastructure makes it easy and safe for pedestrians and bicyclists to travel to and within the area. Residents, workers, and visitors are able to obtain a variety of goods and services within transit communities, again varying by category.
- **Compact:** Transit communities are designed so that a large number of people and activities are located close to transit service, creating a critical mass of people and activity that encourages safe streets and public spaces, and provides services for the surrounding neighborhood.
- **Connected:** Transit communities are internally accessible and are connected to other transit communities by reliable, frequent transit service. People have increased mobility choices without need for a car.

While transit communities range in scale and intensity of use, on the whole they tend to be more compact and connected than the surrounding area. The goal is that people who live, work, or attend school in a transit community enjoy enhanced livability in the form of diverse housing types; car-free access to goods, services, and jobs; a comfortable, safe, and connected system for walking and bicycling; high quality open space; and distinctive neighborhood culture and diversity. These components of livability create vibrant, walkable, sustainable communities.

Transit communities provide environmental, economic, and social benefits to individuals and to the greater community, including healthy lifestyle choices, lower transportation costs, reduced greenhouse gas emissions, and easy access to housing options, services, and jobs. In addition to informing priorities for City spending and land use planning, the transit

communities policies can also support citywide goals for social equity and carbon neutrality.

Transit communities follow the core values and principles that guide this Plan. Since the adoption of this Plan and its urban village strategy in 1994, the region's investment in transit has grown to include commuter rail, light rail, streetcar, and bus rapid transit in addition to the bus and ferry systems that pre-dated the Plan.

By using "walkshed" methodology, the transit community policies provide a planning framework that focuses precisely on areas located near frequent transit service. This helps implement the urban village strategy, as well as other state and regional growth management goals. A walkshed is the distance that the average person is able to walk in ten minutes, which is about one-half mile. It is not mapped "as the crow flies", but using the existing street network. It also takes walking effort into account, since people will walk farther on level ground than on a steep slope, as well as the existence of barriers such as ravines or freeways. The boundary of a walkshed may be extended based on community input to include generators of pedestrian activity, such as a large employer or institution, business district, or light rail stations, which is nearby but does not meet the ten-minute walk criterion.

The urban village strategy will continue to be the central organizing principle for planning and distributing growth, and for setting priorities for infrastructure investments and land use planning efforts. Transit communities will not replace urban villages, and transit communities will be located within urban villages and centers. However, they will not be located within Manufacturing and Industrial Centers, which are intended to be industrial job centers, and which by the nature of industrial land uses are neither complete nor compact.

Once designated, a transit community would be considered as an area where growth is expected. Transit communities must be located inside an urban center or village or, in some cases, may straddle the boundary of an urban center or village. Location of a transit community partly within an urban center or



village may serve as the basis for expanding or refining the boundaries of the urban center or village.

Through a planning process for establishing transit communities, the City would involve neighborhood stakeholders and seek their recommendations for refinements of transit community boundaries, designation of the transit community category, potential zoning and design guidelines changes, and investment needs and priorities.

Another part of the planning process for establishing transit communities is to identify the improvements that are needed to support the creation or enhancement of complete, compact, and connected communities. These needs would be given priority when City investment decisions are made. For example, a transit community would be considered a high priority for sidewalk improvements that make it easier to access frequent transit service. In addition, social equity factors in transit communities, including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates, could be considered in setting public investment priorities. For example, in considering applications for Housing Levy funding for low-income housing projects, locations within transit communities could be given higher priority.

Transit community designations will ultimately be adopted as part of the Future Land Use Map in the Comprehensive Plan.

transit communities goals

- LUG63 Create transit communities that are complete, compact, connected places within easy walking distance of reliable, frequent transit that provides service to multiple destinations.
- LUG64 Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.
- LUG65 Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit

communities, in order to implement the urban village strategy.

- LUG66 To take advantage of high concentrations of jobs and residents, prioritize investments and infrastructure improvements in transit communities, as part of the urban village strategy.
- LUG67 Provide opportunities for residents of transit communities to lower their cost of living by providing safe and convenient walking or transit access to employment, education, and goods and services to meet their daily needs.
- LUG68 Seek to provide equitable access to frequent and reliable transit service, and to preserve opportunities for a broad cross-section of socio-economic groups, ethnicities, and household types to live and work in transit communities. Encourage targeted use of incentive zoning and other tools and resources to curb potential displacement from transit communities of low-income, special needs, immigrant, and refugee populations, as well as culturally significant institutions or businesses, due to price increases and development associated with new transit facilities and increased investment.

transit communities policies

- LU273 Identify potential transit communities by determining the following types of transit nodes that are located within Urban Villages and Urban Centers other than Manufacturing and Industrial Centers, where multiple destinations are easily and directly accessible via frequent and reliable transit service:
 - 1) Light rail stations;
 - 2) Places where two corridors that currently provide frequent transit service intersect, as shown in either red, orange, or yellow on the Frequent Transit Network map (Figure 4-1 in the Seattle Transit



Master Plan), as updated to show actual 2012 frequent transit service levels;

3) Existing multimodal hubs and transportation centers shown in Figure 5-5 in the Seattle Transit Master Plan.

LU274 Once potential transit communities are identified according to LU270, apply the following two factors to determine whether these areas should be designated as transit communities. These factors will be weighted to recognize differences in the scale of the facilities that generate pedestrian trips and the magnitude of expected population and employment growth.

1) Existing land uses that generate pedestrian demand, which could include major employers such as hospitals and large office buildings; colleges and universities; community facilities such as libraries, parks, and community centers; retail and service uses; multifamily housing; and tourist and entertainment attractions such as the Pike Place Market and sports stadiums.

2) Population and employment forecasts. Forecasts of the amount and location of future jobs and housing units provide estimates of future pedestrian demand.

LU275 For areas that meet the transit community criteria in Policies LU270 and LU271, create proposed transit community boundaries that are generally within a ten-minute walkshed of the nodes described in LU 270. A walkshed is the distance that the average person is able to walk in ten minutes (about one-half mile), using the existing street network, taking into account walking effort and the existence of barriers such as ravines or freeways. A walkshed may include community-identified generators of pedestrian activity that are nearby but do not meet the ten-minute walk criterion.

LU276 Designate categories of transit communities that describe the different levels of activity, scale and type of development, and other characteristics, as a tool to support current and future planning efforts.

LU277 Identify stakeholders in proposed transit communities, including neighborhood, business, community, and nonprofit organizations, and involve them in refining the boundaries of the transit community, designating the transit community category, planning potential zoning and design guideline changes, and identifying investment needs and priorities. Involve existing organizations, councils, and networks where possible, especially in urban villages and urban centers.

LU278 If any area identified as a potential transit community in LU273 extends beyond an urban center or urban village boundary, consider revising the boundary to encompass the transit community area.

LU279 Appropriately prioritize and focus city investments in transit communities to provide affordable housing, transportation improvements, additional open space, and other needs that support complete, compact, and connected transit communities. Consider social equity factors including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates in the prioritization process.



Transportation Element

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Transportation Element

A

Building Urban Villages: Land Use & Transportation

discussion

The development pattern described in the Urban Village Element of this Plan will shape the city's transportation facilities. In particular, transportation facility design will reflect the intended pedestrian nature of the urban centers and villages and the desire to connect these places with transit service. Because Seattle is a fully built city with a mature street system, the City uses a full range of non-single occupant vehicle transportation facilities to support the desired redevelopment pattern within Urban Villages. These facilities can help create the mixed-use, walkable, transit and bike-friendly centers that this Plan envisions. However, the City recognizes that auto and service access to property will remain important for accommodating growth in centers and villages.

Outside of urban centers and villages, the City will also look for appropriate transportation designs that align transportation facilities and services with adjacent land uses.

This Element contains references to the Transportation Strategic Plan (TSP), which is the functional plan developed to implement these policies.

The TSP:

- Establishes the Seattle Department of Transportation's (SDOT) near- and long-term work program.
- Defines the strategies, projects and programs to accomplish Comprehensive Plan goals and policies for transportation.
- Provides a central resource for planning tools and transportation-related data to use in developing future projects and programs.
- Outlines SDOT's financial plan, and describes the projects, programs and services that will be implemented through SDOT's budget over the next 20 years.

- Defines the process for determining funding priorities and leveraging project investments to meet multiple goals for SDOT and the community.
- Defines SDOT's performance goals.

The Comprehensive Plan will guide updates to the TSP.

goal

- TG1 Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.

policies

- T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.
- T2 Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.
- T3 Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services, and encourage other agencies to do the same.
- T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/ industrial centers while reducing reliance on single occupancy vehicles.
- T5 Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages.

transportation element

A

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B

Make the Best Use of the Streets We Have to Move People & Goods

discussion

The City has a limited amount of street space, and is unlikely to expand this space significantly. To make the best use of existing rights-of-way for moving people and goods, the City must allocate street space carefully among competing uses to further the City's growth management and transportation goals. The Complete Streets principles set out in Ordinance 122386 promote safe and convenient access and travel for all users — pedestrians, bicyclists, transit riders, and people of all abilities, as well as freight and motor vehicle drivers.

As guided below by this Plan, the Transportation Strategic Plan (TSP) will include detailed maps and descriptions of Seattle's street classifications. Street classifications define how a street should function to support movement of people, goods and services versus access to property. Street classifications provide the basis for determining how individual streets should be used and operated. The TSP also designates street types to further define streets by relating them to the adjacent land uses and their function for pedestrians, bicyclists, transit and freight. Street types enhance the citywide street classifications with more site-specific design guidance that balances the functional classification, adjacent land uses, and competing travel needs.

- TG5 Preserve and maintain the boulevard network as both a travel and open space system.
- TG6 Promote efficient freight and goods movement.
- TG7 Protect neighborhood streets from through traffic.

policies

- T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan.
- T7 Designate, in the Transportation Strategic Plan, a traffic network that defines Interstate Freeways, Regional, Principal, Minor and Collector Arterial streets, Commercial and Residential Access streets and Alleys as follows:
 - **Interstate Freeways:** roadways that provide the highest capacity and least impeded traffic flow for longer vehicle trips.
 - **Regional Arterials:** roadways that provide for intra-regional travel and carry traffic through the city or serve important traffic generators, such as regional shopping centers, a major university, or sports stadia.
 - **Principal Arterials:** roadways that are intended to serve as the primary routes for moving traffic through the city connecting urban centers and urban villages to one another, or to the regional transportation network.

transportation element

B

goals

- TG2 Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.
- TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system.
- TG4 Promote adequate capacity on the street system for transit and other designated uses.

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- **Minor Arterials:** roadways that distribute traffic from principal arterials to collector arterials and access streets.
- **Collector Arterials:** roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.
- **Commercial Access Streets:** roadways that directly serve commercial and industrial land uses and provide localized traffic circulation.
- **Residential Access Streets:** roadways that provide access to neighborhood land uses and access to higher level traffic streets.
- **Alleys:** travelways that provide access to the rear of residences and businesses that are not intended for the movement of through trips. Where a continuous alley network exists, it is the preferred corridor for utility facilities.

T8 Pursue strategies to reduce and help prevent road damage from heavy vehicles.

T9 Designate, in the Transportation Strategic Plan, a transit network to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street.

T10 Designate, in the Transportation Strategic Plan, a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access. Designate as follows:

- **Major Truck Streets:** an arterial street that accommodates significant freight movement through the city, and connects to major freight traffic generators.

T11 Designate, in the Transportation Strategic Plan, a bicycle classification network to accommodate bicycle trips through the City and to major destinations. Designate as follows:

- **Urban Trails:** a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods, as shown on Figure 1.
- **Streets:** an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections.

T12 Designate, in the Transportation Strategic Plan, a network of boulevards that provides for circulation and access in a manner that enhances the appreciation or use of adjacent major parklands and vistas and preserves the historic character of the boulevards.

T13 Designate, in the Transportation Strategic Plan, a Street Type overlay to define street use and design features that support adjacent land uses, generally, as follows:

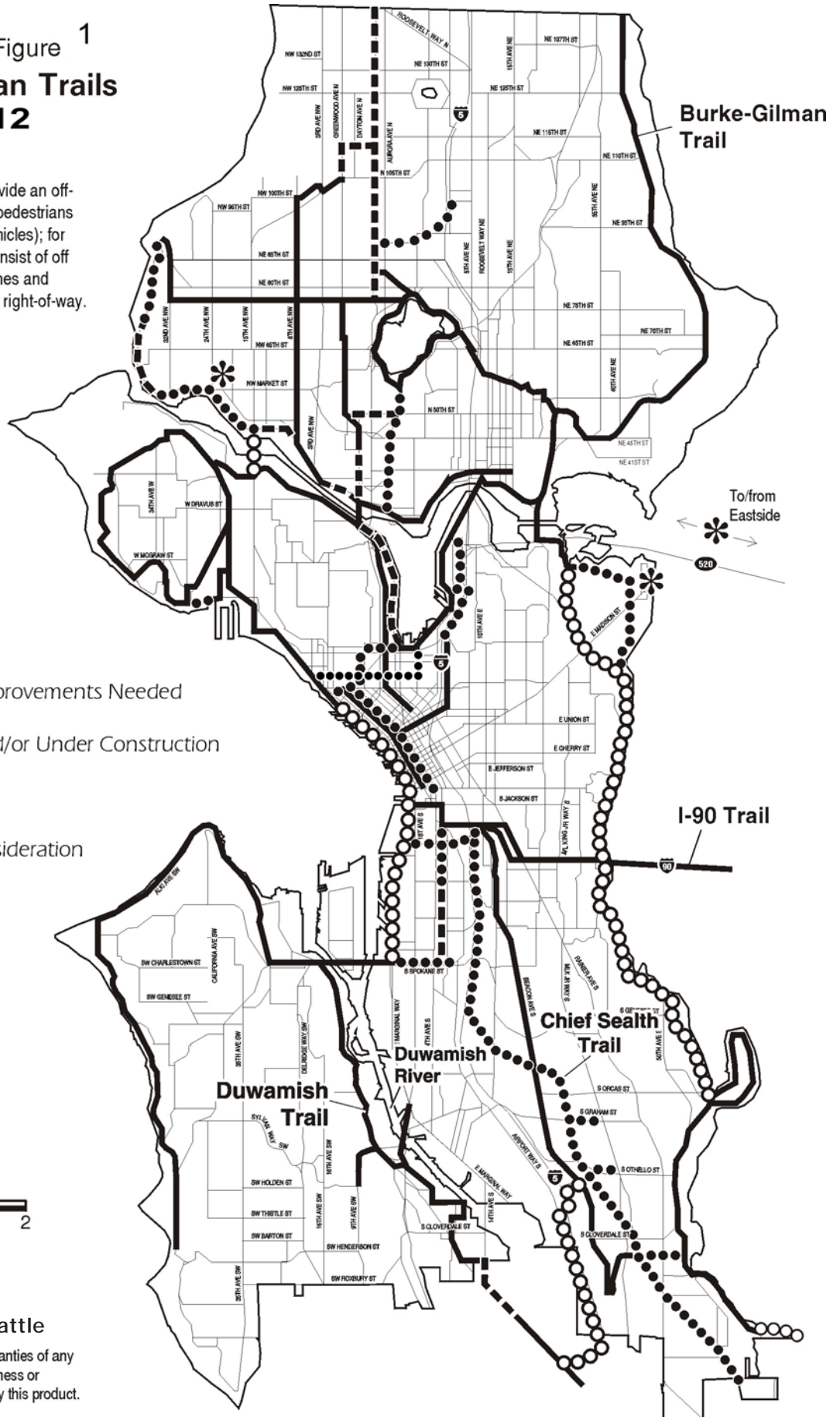
- **Main Street:** Main activity center in urban villages for pedestrians and transit. This Street Type encourages and supports pedestrian and bicycle activity as well as transit. Streets in this type may include high capacity transit stops and are distinguished by compact, mixed land uses, and high densities.



Transportation Figure 1 Seattle Urban Trails System 2012

Note: All "urban trails" provide an off-road path or sidewalk for pedestrians (separated from motor vehicles); for bicyclists, "urban trails" consist of off road trails, special bike lanes and signed routes in the street right-of-way.

- Existing
- Existing/Improvements Needed
- Funded and/or Under Construction
- Planned
- Under Consideration



transportation element

B

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- **Mixed Use Street:** Streets within neighborhood commercial areas of the city. This Street Type supports all modes with an emphasis on pedestrian access.
- **Regional Connector Street:** Provide connections between regional centers along principal arterials. This Street Type supports all modes but is primarily designed to provide citywide and regional access for transit, cars and truck trips and may support high and intermediate capacity transit service.
- **Commercial Connector Street:** Provide connections between commercial areas as well as local access within urban villages along minor arterials streets. This Street Type supports all modes with an emphasis on local access.
- **Local Connector Street:** This Street Type supports pedestrian access along Collector Arterials to and from key pedestrian generators and destinations (e.g. schools, community centers, transit stops). May also be non-arterial streets that provide direct connection to high capacity transit stops.
- **Industrial Access Street:** This Street Type supports freight access to manufacturing and industrial land uses.
- **Green Street:** This Street Type on certain downtown streets provides exceptional pedestrian environments and may include wider sidewalks, street trees, landscaping, and appropriate street furniture emphasizing pedestrian movement.

- **Neighborhood Green Street:** May be on any non-arterial street adjacent to residential and commercial land uses. This Street Type supports all modes with an emphasis on pedestrian amenities, street trees and landscaping.

T14 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.

T15 Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network improve isolated connections to regional roadways, or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support freeway expansion for the sole purpose of increasing general traffic capacity.

T16 Recognize the important function of alleys in the transportation network. Consider alleys, especially continuous alleys, a valuable resource for access to abutting properties to load/unload, locate utilities, and dispose of waste.



C

Increasing Transportation Choices

discussion

To reduce car use, the City will employ land use policies and parking strategies that encourage increased use of transit, walking, biking, and carpooling. To be effective, the City must provide for transportation alternatives and educate people on transportation choices that are responsive to the specific needs of Urban Centers as well as other residential and employment areas. These kinds of tools enable the City to better manage, or control, the need to travel by car. Transportation alternatives to the single occupant-vehicle (SOV) need to address cost, convenience, and travel time. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

goals

- TG8** Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- TG9** Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.
- TG10** Accommodate all new trips in downtown with non-SOV modes.
- TG11** Strive to achieve the following mode choice goals for use of travel modes through the City's land use strategies and transportation programs:

Mode Choice Goals for Work Trips to Seattle & its Urban Centers

Proportion of work trips made using Non-SOV Modes

Urban Center	2000*	2010 Goal	2020 Goal
Downtown	56%	62%	70%
First Hill/Capitol Hill	31%	37%	50%
Uptown/Queen Anne	33%	37%	50%
South Lake Union	30%	37%	50%
University District	56%	62%	70%
Northgate	26%	30%	40%
Seattle	39%	42%	45%

* 2000 mode choice numbers are from the U.S. Census for the year 2000 journey to work data by place of employment.

Mode Choice Goals for Residents of Seattle & its Urban Centers

Proportion of all trips made using Non-SOV Modes

Urban Center	2000*	2010 Goal	2020 Goal
Downtown	77%	80%	85%
First Hill/Capitol Hill	69%	75%	80%
Uptown/Queen Anne	64%	70%	75%
South Lake Union	65%	70%	75%
University District	60%	65%	70%
Northgate	50%	55%	60%
Seattle	53%	55%	60%

* 2000 mode choice numbers are preliminary estimates from the Puget Sound Regional Council Regional Travel Demand Model (2004 preliminary model update) for Home-Based Work and Home-Based Non-Work Trips.



C-1 Increasing Transportation Choices: Making Transit a Real Choice

policies

- T17 Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions.
- T18 Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment, and increase awareness of the range of travel choices available.
- T19 Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.

discussion

Providing convenient and accessible transit service can help reduce reliance on single-occupant vehicles, slow the increase in environmental degradation associated with their use, and increase mobility without building new streets and highways. Street rights-of-way are limited and as streets get more congested, transit provides an efficient way to move large numbers of people around the city and the region and support growth in urban centers and villages. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of transit serving Seattle.

goals

- TG12 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.
- TG13 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- TG14 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

policies

- T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.

transportation element

C-1

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- T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.
- T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.
- T23 Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.
- T24 Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.
- T24.5 Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.
- T25 Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located.
- T26 Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include:
- At the terminus for a major, regional transit system;

- Opportunities exist for "shared parking" (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and
- Areas where alternatives to automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.

T27 Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.

- T28
1. Support efficient use of ferries to move passengers and goods to, from, and within Seattle. Explore route, funding and governance options for waterborne transit service, especially those that serve pedestrians.
 2. In order to limit the expansion of automobile traffic by ferry, encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.

T29 For water-borne travel across Puget Sound, encourage the expansion of passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by foot, bicycle and transit) trips rather than ferry travel with automobiles.



C-2 **Increasing Transportation Choices: Bicycling & Walking**

discussion

Walking and bicycling can be practical alternatives to driving, especially for short trips. They can also contribute greatly to neighborhood quality and vitality, and help achieve City transportation, environmental, open space, and public health goals. Pedestrian and bicycle improvements to streets, intersections, sidewalks, and other facilities can improve access and safety. Such facilities are particularly important for children, senior citizens, and people with disabilities.

goals

- TG15 Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.
- TG16 Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling.

policies

- T30 Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.
- T30.5 Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.
- T31 Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian

and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, and especially for persons with disabilities and special needs.

- T32 Recognize that stairways located within Seattle's public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the City. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.
- T33 Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:
 - a. access to recommended school walking routes;
 - b. access to transit, public facilities, social services and community centers;
 - c. access within and between urban villages for people with disabilities and special needs;
 - d. areas with a history of pedestrian / motor vehicle crashes and other safety problems; and
 - e. areas with high levels of growth.

The Pedestrian Master Plan should identify a method for assessing and implementing pedestrian safety and access improvements in high growth areas.
- T34 Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.

transportation element

C-2

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transportation element

- T35 Develop, apply and report on walking and bicycling transportation performance measures in the Transportation Strategic Plan to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs.
- T35.5 Provide facilities for non-motorized modes of travel that keep pace with development in the City.
- T36 Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle and motorist rights and responsibilities.

C-3 **Increasing Transportation Choices: Managing the Parking Supply**

discussion

Long- or short-term parking is part of every car trip, and parking, especially when free, is a key factor in the mode choice for a trip. The availability and price of parking influences people's housing and transportation choices about where to live and how to travel to work, shop, and conduct personal business. The City's challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. This section establishes goals and policies primarily for on-street parking. Off-street parking goals and policies can be found in the Land Use Element, parking section.

goals

- TG17 Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.

- TG18 Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

policies

- T37 Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations to help meet urban center mode split goals.
- T38 Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.
- T39 Restrict on-street parking when necessary to address safety, operational or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles and motor vehicles; access to local businesses; control of parking spillover into residential areas; and truck access and loading.
- T40 In commercial districts prioritize curb space in following order:
 1. transit stops and layover,
 2. passenger and commercial vehicle loading,
 3. short-term parking (time limit signs and paid parking);
 4. parking for shared vehicles; and
 5. vehicular capacity.

C-3

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- T41 In residential districts, prioritize curb space in the following order:
 1. transit stops and layover;
 2. passenger and commercial vehicle loading;
 3. parking for local residents and for shared vehicles; and
 4. vehicular capacity.
- T42 During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.
- T43 Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.
- T44 Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.
- T45 Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.
- T46 Coordinate Seattle's parking policies with regional parking policies to preserve Seattle's competitive position in the region.

D

**Promoting the Economy:
Moving Goods & Services**

discussion

The transport of goods and services is critical to Seattle's and the region's economic development. As a major port city, Seattle's businesses and industries rely on rail, water, and truck transport. These policies, and those in the Economic Development and the Neighborhood Planning elements, support existing businesses and industries, and promote Seattle as a place for economic expansion. Major truck streets are an important part of the freight mobility network and are described in Section B – Make the Best Use of the Streets We Have to Move People and Goods, in this element. The Transportation Strategic Plan has more detailed strategies and street classifications that further support freight mobility in the City of Seattle.

goals

- TG19 Preserve and improve mobility and access for the transport of goods and services.
- TG20 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

policies

- T47 Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects and regulations that may impact freight movement. Participate and advocate Seattle's interests in regional and state forums.

transportation element

D



transportation element

E

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T48 Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.

T49 Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.

T50 Promote an intermodal freight transportation strategy, including rail, truck, air and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.

T51 Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets and bridges.

E Improving the Environment

discussion

The development pattern promoted by the urban village strategy is supported by transportation policies that encourage walking, biking, and transit. Streets that support travel by all modes and that are well designed and maintained and that include landscaping and street trees contribute to a healthy urban environment. Over-reliance on motor vehicles degrades environmental quality in the form of deteriorating air quality, increasing water pollution through street and stormwater runoff, and causing higher levels of noise pollution. Excessive reliance on motor vehicles also negatively affects the quality of life in the city by increasing congestion and travel time.

goals

- TG21** Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality.
- TG22** Reduce or mitigate air, water, and noise pollution from motor vehicles.
- TG23** Promote energy-efficient transportation.

policies

- T52** Design and operate streets to promote healthy urban environments while keeping safety, accessibility and aesthetics in balance.
- T53** Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.



- T54 Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.
- T55 Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction.
- T56 Continue to work to reduce fuel use and promote the use of alternative fuels.

F Connecting to the Region

discussion

Seattle is a regional destination and is also the focus of a number of major regional transportation facilities. Much of the rest of the Comprehensive Plan Transportation Element considers transportation within the city limits. This section provides guidance for regional projects that affect Seattle and for Seattle's participation in regional planning and funding efforts.

goal

TG24 Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies and priorities.

policies

- T57 Support regional pricing and parking strategies that contribute to transportation demand management objectives and to economic development.
- T58 Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.
- T59 Support completion of the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region. Maintain the HOV system for its intended purpose of promoting non-SOV travel.
- T60 Expansion of freeway capacity should be limited primarily to accommodate

transportation element

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non-SOV users. Spot expansion of capacity to improve safety or remove operational constraints may be appropriate in specific locations.

T61 Support a strong regional ferry system that maximizes the movement of people, freight and goods.

G

Conserving Transportation Resources: Operating & Maintaining the Transportation System

discussion

Successful operation and maintenance of the transportation system promotes safety, efficiency, infrastructure preservation, and a high quality environment. Maintenance costs consume 75 to 80% of the Seattle Department of Transportation's annual operating budget. This investment represents a significant and recurring commitment to the conservation of our city's transportation facilities, as dollars spent on maintenance today help ensure that more dollars are not needed for premature replacement later. Effective maintenance of the transportation system means the City will have to plan for future maintenance activity and must also address the significant backlog of unmet maintenance needs that currently exists. The policies below guide transportation system operating and maintenance decisions of the City.

goals

- TG25 Promote the safe and efficient operation of Seattle's transportation system.
- TG26 Preserve and renew Seattle's transportation system.

policies

- T62 In operating the transportation system, balance the following priorities: safety, mobility, accessibility, infrastructure preservation and citizen satisfaction.
- T63 Maintain the transportation system to keep it operating safely and to maximize its useful life.
- T64 Repair transportation facilities before replacement is warranted. Replace failed facilities when replacement is more cost-effective than continuing to repair.



H Measuring Levels of Service

discussion

The Growth Management Act requires that the Comprehensive Plan include level-of-service (LOS) standards for all locally-owned arterials and transit routes to judge the performance of the system. The LOS standards identify minimally acceptable travel conditions on arterials and the transit network. The City has decided to use a system-wide method as a basis to assess the performance of the transportation system. Because buses are the primary form of transit service in the City and buses operate in the same traffic stream as cars, the City has chosen to use the same technique to measure the operation of both forms of travel.

The City's facilities currently comply with the standards in Policies T65 and T66 below.

goal

TG27 Use level-of-service standards, as required by the Growth Management Act, as a gauge to judge the performance of the arterial and transit system.

policies

T65 Define arterial level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Figure 2. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS. To judge the performance of the arterial system, compare the calculated LOS for each screenline with the LOS standard for that screenline shown in Transportation Figure 3.

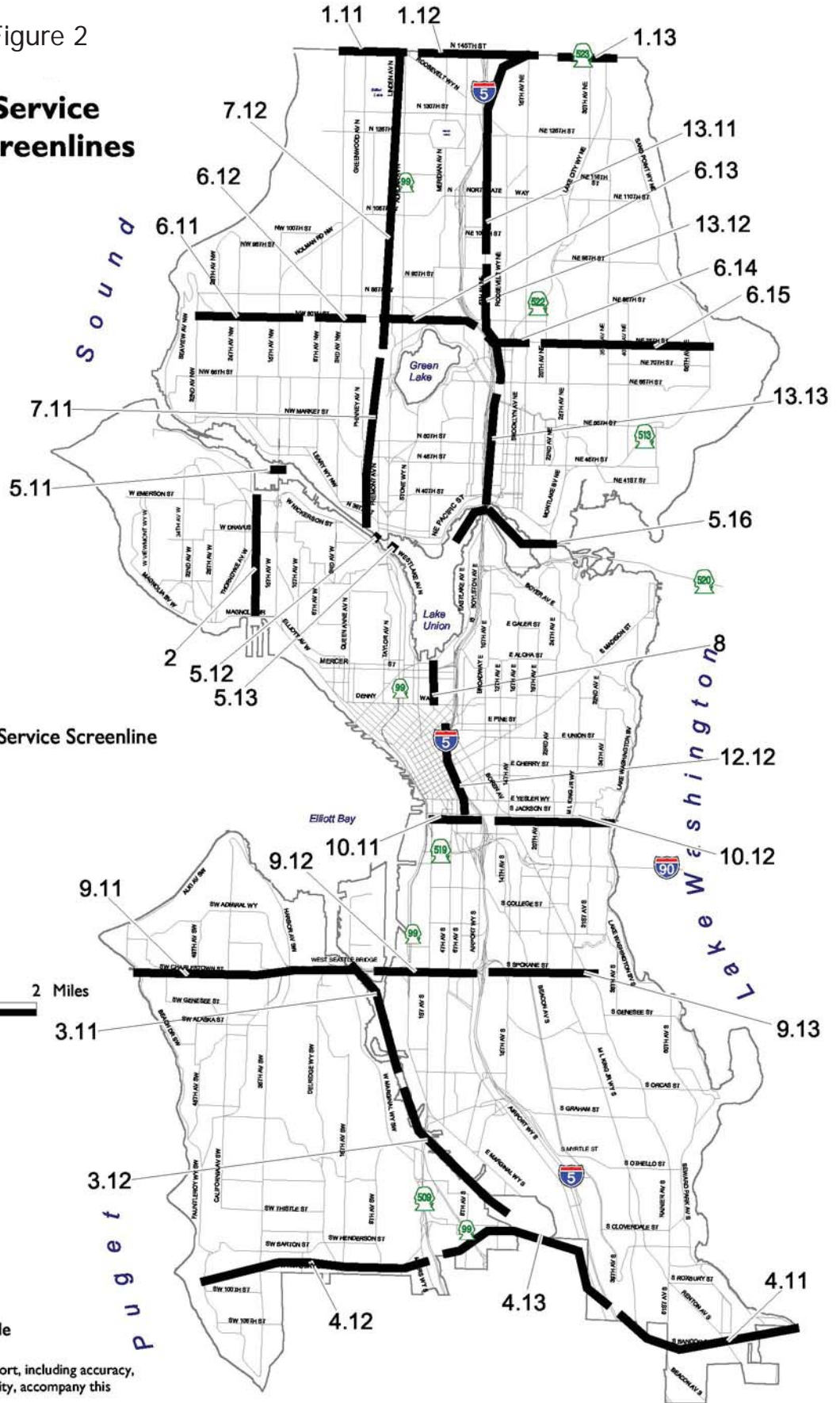
T66 Define transit level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screen lines, each of which encompasses one or more arterials, on some of which transit operates, as shown in Transportation Figure 2. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS. To judge the performance of the transit system, compare the calculated LOS for each screenline with the LOS standard for that screenline shown in Transportation Figure 3.

T67 When the calculated LOS for a screenline approaches the LOS standard for that screenline, first pursue strategies to reduce vehicular travel demand across the screenline before increasing the operating capacity across the screenline.



Transportation Figure 2

Level of Service (LOS) Screenlines



Level of Service Screenline

Arterial



0 1 2 Miles

2004 City of Seattle

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Transportation Figure 3
Level-of-Service (LOS) Standards

Level-of-Service Screenline Number	Screenline Location Segment	LOS Standard	Direction	2020 V/C Ratios Comp. Plan
1.11	North City Limit 3 rd Ave. NW to Aurora Ave. N	1.20	NB	0.96
			SB	0.61
1.12	North City Limit Meridian Ave. N to 15 th Ave. NE	1.20	NB	0.83
			SB	0.43
1.13	North City Limit 30 th Ave. NE to Lake City Way NE	1.20	NB	0.93
			SB	0.58
2	Magnolia	1.00	EB	0.51
			WB	0.64
3.11	Duwamish River West Seattle Fwy. & Spokane St.	1.20	EB	0.55
			WB	0.86
3.12	Duwamish River 1 st Ave. S & 16 th Ave. S	1.20	NB	0.51
			SB	0.75
4.11	South City Limit Martin Luther King Jr Way to Rainier Ave. S	1.00	NB	0.46
			SB	0.61
4.12	South City Limit Marine Dr. SW to Meyers Way S	1.00	NB	0.33
			SB	0.39
4.13	South City Limit SR 99 to Airport Way S	1.00	NB	0.41
			SB	0.49
5.11	Ship Canal Ballard Bridge	1.20	NB	1.20
			SB	0.81
5.12	Ship Canal Fremont Bridge	1.20	NB	1.07
			SB	0.73
5.13	Ship Canal Aurora Bridge	1.20	NB	0.90
			SB	0.78
5.16	Ship Canal University & Montlake Bridges	1.20	NB	1.10
			SB	1.07
6.11	South of NW 80 th St. Seaview Ave. NW to 15 th Ave. NW	1.00	NB	0.47
			SB	0.32
6.12	South of N(W) 80 th St. 8 th Ave. NW to Greenwood Ave. N	1.00	NB	0.56
			SB	0.33
6.13	South of N(E) 80 th St. Linden Ave. N to 1 st Ave. NE	1.00	NB	0.46
			SB	0.36
6.14	South of NE 80 th St. 5 th Ave. NE to 15 th Ave. NE	1.00	NB	0.76
			SB	0.48

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Transportation Figure 3 (continued)

Level-of-Service Screenline Number	Screenline Location Segment	LOS Standard	Direction	2020 V/C Ratios Comp. Plan
6.15	South of NE 80 th St. 20 th Ave. NE to Sand Point Way NE	1.00	NB	0.55
			SB	0.38
7.11	West of Aurora Ave Fremont Pl. N to N 65 th St.	1.00	NB	0.52
			SB	0.71
9.11	South of Spokane St. Beach Dr. SW to W Marginal Way SW	1.00	NB	0.45
			SB	0.59
9.12	South of Spokane St. E Marginal Way S to Airport Way S	1.00	NB	0.52
			SB	0.63
9.13	South of Spokane St. 15 th Ave. S to Rainier Ave. S	1.00	NB	0.58
			SB	0.64
10.11	South of S Jackson St. Alaskan Way S to 4 th Ave. S	1.00	NB	0.70
			SB	0.69
10.12	South of S Jackson St. 12 th Ave. S to Lakeside Ave. S	1.00	NB	0.52
			SB	0.66
12.12	East of CBD	1.20	EB	0.61
			WB	0.74
13.11	East of I-5 NE Northgate Way to NE 145 th St.	1.00	EB	0.76
			WB	0.63
13.12	East of I-5 NE 65 th St. to NE 80 th St.	1.00	EB	0.46
			WB	0.48
13.13	East of I-5 NE Pacific St. to NE Ravenna Blvd.	1.00	EB	0.64
			WB	0.77

transportation element



I Financing the Transportation System

discussion

Without funding, the goals identified in this Element would be difficult to achieve. This section identifies goals and policies related to providing and prioritizing funds for transportation projects, programs and services. It also identifies the types of multi-year investment plans to be developed as part of the Transportation Strategic Plan process.

goals

- TG28 Recognize and promote the urban village strategy when making transportation investments.
- TG29 Work towards transportation funding levels adequate to maintain and improve the transportation system.

policies

- T68 Make strategic transportation investment decisions that are consistent with other policies in this Plan, with the Transportation Strategic Plan, and with funding opportunities that promote the city's transportation investment priorities. These investment decisions will also be made with consideration to future operating and maintenance costs associated with improvements
- T69 Support regional and local transit resource allocations, as well as efforts to increase overall transit funding that are consistent with the City's urban village strategy and the regions' urban center policies.
- T70 Pursue strategies to finance repair of road damage from heavy vehicles in a way that is equitable for Seattle's taxpayers.

T71 Fund projects, programs and services with a combination of local and non-local funds, including:

- contributions from other entities that benefit from an investment, such as property owners nearby an investment;
- grants and other investments from local, regional, state, and federal funding sources;
- contributions from the region for investments that serve regionally-designated urban centers and regional facilities.

T72 Consider new funding sources that are flexible, equitable and sustainable, including:

- growth- and development-related revenues, including impact fees, where appropriate and where consistent with economic development policies;
- user-based taxes and fees, including a commercial parking tax; and
- other locally generated revenues.

T73 Support regional, state and federal initiatives to increase transportation funding. Work to encourage new and existing funding sources that recognize Seattle's needs and priorities.



T74 Consistent with the other policies in this Plan and the Transportation Strategic Plan:

- Prepare a six-year CIP that includes projects that are fully or partially funded;
- As part of the Transportation Strategic Plan, prepare an intermediate-range list of projects for which the City plans to actively pursue funds over the next approximately 8 to 10 years, and
- Maintain a long-range working list of potential projects and known needs.

T75 If the level of transportation funding anticipated in the six-year financial analysis, below (Figure 4), falls short, the Department of Finance and the Seattle Department of Transportation will:

- Identify and evaluate possible additional funding resources; and/or
- Identify and evaluate alternative land use and transportation scenarios, including assumptions about levels and distribution of population and employment, densities, types and mixes of land use, and transportation facilities and services, and assess their affects on transportation funding needs.

The City may then revise the Comprehensive Plan as warranted to ensure that level-of-service standards will be met.

Transportation Figure 4
Estimated Future Transportation Revenue

Source	Estimated Revenue in millions 2004-2009
Gas tax	\$70 to \$70
Grants & Loans	\$405 to \$450
General Fund & Cumulative Reserve Fund	\$205 to \$230
Total	\$680 to \$750

Transportation Figure 5
Estimated Future Transportation Expenditures

Category	Estimated Expenditures in millions 2004-2009
Operations & Maintenance	\$291 to \$321
Major Maintenance & Safety	\$192 to \$212
Mobility & Enhancements	\$197 to \$217
Total	\$680 to \$750

Based on the revenue and expenditure estimates shown in Transportation Figures 4 and 5, the City expects to have sufficient resources to fund the expenditure needs shown.



Housing Element

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Housing Element

A

Accommodating Growth & Maintaining Affordability

discussion

Housing affordability is influenced in part by regional and local land use policies, development regulations and permit processes.

This Plan accommodates Seattle's portion of expected regional housing demand, in part created by expected employment growth in Seattle. Because Seattle's housing market is influenced by the regional housing market, Seattle and other jurisdictions in the region need to plan cooperatively.

This Plan provides for sufficient unused residential development capacity to allow the market to develop housing to meet expected demand, thus reducing upward pressure on average housing prices and rents. The Plan encourages residential developers to develop in Seattle by holding down regulatory components of housing costs, and controlling the cost of developing new housing.

goals

- HG1 Accommodate 47,000 additional households over the 20 years covered by this Plan.
- HG2 Maintain housing affordability over the life of this Plan.
- HG3 Achieve greater predictability in project approval timelines, achievable densities and mitigation costs.

policies

- H1 Coordinate the City's growth management planning with other jurisdictions in the region in order to provide adequate regional development capacity to accommodate expected residential growth and anticipated demand for different types of housing.

- H2 Maintain sufficient zoned development capacity to accommodate Seattle's projected share of King County household growth over the next 20 years as described in the Urban Village Element.
- H3 Take a leadership role in regional efforts to increase affordable housing preservation and production in order to ensure a balanced regional commitment to affordable housing, while also maintaining the City's commitment to affordable housing.
- H4 Continue to permit residential development in all land use zones, but generally limit residential development in industrial zones and certain shoreline overlay zones; continue to encourage residential uses in mixed-use development in downtown and neighborhood commercial zones.
- H5 Provide for lower off-street parking requirements in locations where car ownership rates are low for resident populations, to help reduce housing costs and increase affordability.
- H6 In order to control the effects of regulatory processes on housing price, strive to minimize the time taken to process land use and building permits, subject to the need to review projects in accordance with applicable regulations. Continue to give priority in the plan review process to permits for very low-income housing.
- H7 Periodically assess the effects of City policies and regulations on housing development costs and overall housing affordability, considering the balance between housing affordability and other objectives such as environmental quality, urban design quality, maintenance of neighborhood character and protection of public health, safety and welfare.



- H8** Consider providing incentives that encourage public agencies, private property owners and developers to build housing that helps fulfill City policy objectives. Examples of development incentives include height and density bonuses, minimum densities and transferable development rights. Consider programs that make maximum use of City resources such as bridge loans, credit enhancement, and tax exemptions.
- H9** Promote housing preservation, development and affordability in coordination with the Seattle Transit Plan, particularly in proximity to light rail stations and other transit hubs. Coordinate housing, land use, human services, urban design, infrastructure and environmental strategies to support pedestrian-friendly communities that are well-served by public transit.
- H9.5** When using federal, state, local, and private resources to preserve, rehabilitate or redevelop properties for affordable housing, consider access to transit service and estimated household transportation costs.

B**Encouraging Housing Diversity & Quality****discussion**

The demographic make-up of households in both King County and the City of Seattle is changing. The average age of city residents is increasing, and fewer households have children. Household size has continued to shrink, though more slowly in the 1990's than in previous decades. At the same time, single-family houses, the preferred housing type of many households, have become increasingly expensive and, because of a finite land supply, constitute a declining share of the county's housing stock. Policies in this section address both the development of new housing and the adaptation of existing housing to meet the needs and preferences of the current and expected residents of the city. Despite trends, the City wants to encourage home ownership opportunities in order to promote a sense of community, encourage investment in housing, and to minimize displacement of low-income residents due to gentrification of neighborhoods. The City also has an interest in safeguarding the condition and quality of the housing stock and in maintaining attractive and livable neighborhoods.

Seattle's zoning and development regulations are intended to allow development of housing that will satisfy varied consumer preferences. Many consumers have a strong preference for single-family homes. To some extent, this preference can be met by ground-related units that may be more affordable than detached houses. Ground-related housing types include townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units and single-family homes. These housing types provide yards or play areas immediately adjacent to homes, which are important to families with children. See the Land Use Element for the City's policy regarding accessory housing.



Moderate- and high-density multifamily apartments are needed to help accommodate expected housing demand over the next 20 years. This kind of residential development is often more affordable than ground-related housing due to the frequently smaller size of the units. This Plan accommodates the majority of residential growth in moderate- and high-density multifamily developments in urban centers and urban villages. As residential growth occurs, it will continue to be important to include affordable housing units in the mix of largely market-rate development.

goals

- HG4 Achieve a mix of housing types that are attractive and affordable to a diversity of ages, incomes, household types, household sizes, and cultural backgrounds.
- HG5 Promote households with children and attract a greater share of the county's families with children.
- HG6 Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.
- HG7 Accommodate a variety of housing types that are attractive and affordable to potential home buyers.
- HG8 Strive to increase the rate of owner-occupancy of housing over time.
- HG9 Consider new ground-related housing such as townhouses and cottage housing as part of the City's strategy for creating home ownership opportunities.
- HG10 Ensure that housing is safe and habitable.
- HG11 Strive for freedom of choice of housing type and neighborhood for all, regardless of race, color, age, gender, marital status, parental status, sexual orientation, political ideology, creed, religion, ancestry, national

origin or the presence of any sensory, mental or physical disability.

- HG11.5 Implement strategies and programs to help ensure a range of housing opportunities affordable to those who work in Seattle.

policies

- H10 Reflect anticipated consumer preferences and housing demand of different sub-markets in the mix of housing types and densities permitted under the City's Land Use Code. Encourage a range of housing types including, but not limited to: single-family housing; ground-related housing to provide an affordable alternative to single-family ownership; and moderate- and high-density multifamily apartments, which are needed to accommodate most of the growth over the 20-year life of this Plan.
- H11 Strive to make the environment, amenities and housing attributes in urban villages attractive to all income groups, ages and households types.
- H12 Provide affordable housing tools to preserve existing single-family character, while also contributing to the provision of affordable housing.
- H13 Accommodate and encourage, where appropriate, the development of ground-related housing in the city that is attractive and affordable to households with children.
- H14 Strive to have each hub urban village and residential urban village include some ground-related housing capacity.
- H15 Allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and skilled nursing care facilities. Strive to increase opportunities for seniors to live in accessible housing with services nearby.

housing element

B

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H16 Encourage greater ethnic and economic integration of neighborhoods in the city in a manner that does not promote the displacement of existing low-income residents from their communities. Strive to allocate housing subsidy resources in a manner that increases opportunities for low-income households, including ethnic minorities, to choose among neighborhoods throughout the city.

H17 Encourage the Seattle Housing Authority (SHA) to seek federal, state and private resources to continue preserving, rehabilitating or redeveloping its properties in a manner that best serves the needs of Seattle's low-income population, addresses social and economic impacts on surrounding neighborhoods, and results in no net loss of housing affordable to households earning up to 30 percent of area median income.

H18 Promote methods of more efficiently using or adapting the city's housing stock to enable changing households to remain in the same home or neighborhood for many years. Strategies may include sharing homes, allowing attached and detached accessory units in single-family zones, encouraging housing designs that are easily augmented to accommodate children ("grow houses"), or other methods considered through neighborhood planning.

H19 Allow the use of modular housing, conforming to the standards of the State of Washington building and energy codes, and manufactured housing, built to standards established by the federal Department of Housing and Urban Development. Modular and manufactured houses shall be permitted on individual lots in any land use zone where residential uses are permitted.

H20 Promote and foster, where appropriate, innovative and non-traditional housing types such as co-housing, live/work housing and attached and detached accessory dwelling units, as alternative means of accommodating residential growth and providing affordable housing options.

H21 Allow higher residential development densities in moderate density multifamily zones for housing limited to occupancy by low-income elderly and disabled households, because of the lower traffic and parking impacts this type of housing generates.

H22 Work with financial institutions and the Washington State Housing Finance Commission, and others to overcome barriers in the real estate finance process that inhibit the development of affordable single-family houses and condominium projects.

H23 Encourage employers located within the city to develop employer-assisted housing programs.

H24 Encourage safe and healthy housing free of known hazardous conditions. Require that renter-occupied housing be maintained and operated according to minimum standards established in the Seattle Housing and Building Maintenance Code and other applicable codes. Actively encourage compliance with the codes and seek to inspect on a regular basis multifamily rental structures most likely to have code violations.



C Providing Housing Affordable to Low-Income Households

discussion

Safe, habitable and affordable housing is a fundamental human need. According to the 2000 U.S. Census, about 32 percent of the city's households pay more than 30 percent of their income for housing. In order to meet existing and future housing needs, the City can use a variety of methods, including: new construction of low-income housing, rehabilitation of existing low-income housing, conversion of existing non-residential structures, home-sharing, subsidizing low-income units in market-rate buildings and rent subsidy vouchers that eligible households could use to rent housing in the open market. A range of housing types may be produced, including larger apartment buildings, smaller garden apartment structures, single-room occupancy hotels, townhouses, duplexes and single-family houses. Housing may be provided by the public sector (the Seattle Housing Authority and public development authorities), non-profit housing development organizations and social service agencies, private property owners and developers and through other mechanisms such as land trusts and limited-equity cooperatives. Specific strategies and programs for the production and preservation of low-income housing are developed and implemented through the City of Seattle's Consolidated Plan and other programmatic plans.

Income levels referred to in this Housing Element are defined as follows: (1) a "low-income household" is any household earning up to 80 percent of the area median income, as defined by the federal Department of Housing and Urban Development; (2) a "very low-income household" is any household earning up to 50 percent of the area median income; and (3) an "extremely low-income household" is any household earning up to 30 percent of the area median income." "Assisted housing" generally means owner-occupied or rental housing that is subject to restrictions on rent or sales prices as a result of one or more project-based governmental subsidies.

goals

- HG12** Reduce the number of low-income households in need of housing assistance.
- HG13** Provide new low-income housing through market-rate housing production and assisted housing programs.
- HG14** Preserve existing low-income housing, particularly in urban centers and urban villages where most redevelopment pressure will occur.
- HG15** Disperse housing opportunities for low-income households throughout the city and throughout King County.
- HG16** Achieve a distribution of household incomes in urban centers and urban villages similar to the distribution of incomes found citywide.
- HG17** Encourage safe, habitable and affordable housing for existing residents of distressed areas through such means as rehabilitation and adequate maintenance of privately-owned rental housing, increased home ownership opportunities, and community revitalization and development efforts.

policies

- H25** Support programs that provide financial assistance to low-income homeowners and owners of low-income rental properties to maintain their properties in adequate condition. For instance, allocate weatherization resources to achieve energy cost savings for low-income households in owner- and renter-occupied units.

housing element





housing element

- H26 Encourage the development of housing in ways that protect the natural environment, including environmentally critical areas, and that promote energy conservation.
- H27 Encourage the adaptive reuse of existing buildings for residential use. Recognize the challenges faced in reusing older buildings and consider, when revising technical codes, ways to make adaptive reuse more economically feasible.
- H28 Seek opportunities to combine housing preservation and development efforts with historic preservation by either preserving residential structures of historic value or rehabilitating and reusing vacant landmark structures and vacant structures in landmark and/or special review districts for housing. Consider landmark preservation as a factor in evaluating low-income housing project proposals for funding.
- H29 Encourage the replacement of occupied housing that is demolished or converted to non-residential use.

C-1

Encouraging Housing Affordable to Low-Income Households

policies

C-1

- H30 Address the city's share of affordable housing needs resulting from expected county-wide household growth, consistent with the countywide affordable housing policies, by planning for:
 - a. at least 20 percent of expected housing growth to be affordable to households earning up to 50 percent of median income (estimated 9,400 affordable units).

- b. at least 17 percent of expected housing growth to be affordable to households earning between 51 percent and 80 percent of median income (estimated 7,990 affordable units).
- c. At least 27 percent of expected housing growth to be affordable to households earning between 81 percent and 120 percent of median income (estimated 12,690 units).

Both new housing and existing housing that is acquired, rehabilitated or preserved for long-term low-income and affordable occupancy count toward meeting this policy.

H31 Promote the continued production and preservation of low-income housing through incentive zoning mechanisms, which include density and height bonuses and the transfer of development rights. Consider expanding the use of incentive zoning for affordable housing in neighborhoods outside downtown, particularly in urban centers.

H32 Encourage the preservation of existing low-income housing by: using housing programs and funds to preserve existing housing that is susceptible to redevelopment or gentrification; encouraging acquisition of housing by nonprofit organizations, land trusts or tenants, thereby protecting housing from upward pressure on prices and rents; inspecting renter-occupied housing for compliance with the Seattle Housing and Building Maintenance Code; and making available funds for emergency, code-related repair.

H33 Give special consideration to actions that can help maintain the affordability of housing occupied by artists in areas that are recognized as established artist communities, such as Pioneer Square.



- H34** Encourage affordable housing citywide.
- a. Plan for at least one-quarter of the housing stock in the city to be affordable to households with incomes up to 50 percent of the area median income, regardless of whether this housing is publicly assisted or available in the private market.
 - b. Encourage the use of public subsidy funds for the production or preservation of low-income housing in urban centers and urban villages.
 - c. Encourage the production of housing affordable to households of all incomes, with particular emphasis on households with incomes up to 50 percent of the area median income in centers and villages with high land values and/or relatively little existing rental housing affordable to households in that income range.
 - d. Encourage all neighborhoods and urban villages to participate in the City's commitment to affordable housing, whether through neighborhood planning, station area planning, or other local planning and development activities.

C-2 Publicly Subsidized Low-Income Housing

policies

- H35** Strive to make some resources available to all household types (such as families and single-person households) in need of affordable housing options through the mix of housing programs in the city; however, emphasize assisting households most in need due to very low-incomes or to special needs that the housing market is unable to serve. Direct affordable housing funds administered by the City to serve households with incomes up to 80 percent of the area median income, consistent with local, state and federal law and program requirements.
- H36** Promote a broader geographical distribution of subsidized rental housing by generally funding projects in areas with less subsidized rental housing and generally restricting funding for projects in neighborhoods outside of downtown where there are high concentrations of subsidized rental housing.
- a. The specific rules implementing this policy and the conditions for allowing exceptions for particular projects are established by the City Council in the HUD Consolidated Plan and other City policies. The HUD Consolidated Plan may also include additional geographic-specific restrictions on, or exceptions for, subsidized rental housing in order to further housing goals as defined in this Comprehensive Plan or neighborhood plan.
 - b. Encourage developers of projects funded with resources not administered by the City of Seattle and the providers of those resources to follow the City's policies for the geographic distribution of subsidized rental housing.

housing element

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H37 Require sponsors of City-funded subsidized rental housing projects and encourage sponsors of non-City-funded subsidized rental housing projects to use the City's good neighbor guidelines. This should encourage cooperative problem solving as early as possible in the process of developing subsidized rental housing, in order to identify and, where appropriate, respond to neighborhood concerns.

H38 Allocate public funds administered by the City to develop and preserve affordable rental housing for low-income, very low-income and extremely low-income households in conformity with applicable income limits in City ordinances that govern the use of each fund source.

H39 Seek to promote home ownership in the city in a variety of housing types by:

- a. Using a portion of local discretionary housing subsidy resources to provide home ownership opportunities to low-income households, in conformity with applicable income limits in City ordinances that govern the use of each fund source.
- b. Consider alternative approaches to increase the development of affordable home ownership housing, including but not limited to greater use of land trusts and limited equity cooperatives.

H40 Strive over time for a permanent subsidized rental housing stock with unit types and sizes that reflect the housing needs of the city's low-income households.

H41 Provide affordable housing for low-income families with children, recognizing that family housing requires greater subsidies due to larger household size, the need for play areas for children, and separation of parking and access roads from play areas.

H42 Encourage and support the development of affordable housing for low-income households in all parts of the city, including areas of high land cost where greater subsidies may be needed.

H43 Allow use of public funds to provide subsidized low-income housing units in otherwise market-rate housing developments in order to better integrate low-income households into the community.

H44 Allocate resources for financial assistance to eligible tenants with incomes up to 50 percent of median income who are displaced from existing low-income housing because of redevelopment, substantial rehabilitation, change-of-use or termination of long-term, low-income rent restrictions in order to help offset the cost of relocating to another unit consistent with applicable state laws.

H45 Pursue a comprehensive approach of prevention, transition and stabilization services to decrease potential homelessness, stop recurring homelessness and promote long-term self-sufficiency.

- a. Encourage efforts to expand the supply of extremely low-income, permanent housing to meet the needs of those for whom the cost of housing is a chief cause of homelessness.
- b. Strive to develop a continuum of housing opportunities, ranging from emergency shelters to transitional housing to permanent housing, in order to assist homeless households regain and maintain stable, permanent housing.
- c. Strategically invest in emergency and transitional housing for specific homeless populations.



- H46** In recognition of the fact that for certain people housing support services can mean the difference between housing stability and homelessness, coordinate housing planning and funding, where appropriate, with the following types of housing support services:
- Services that respond to emergency needs of the homeless (such as emergency shelters).
 - Services that assist clients to secure housing (such as rent and security deposit assistance, housing relocation assistance).
 - Services that help clients to maintain permanent housing (such as landlord/tenant counseling, chore services, in-home health care, outpatient mental health treatment, employment counseling and placement assistance).
- H47** Work in partnership among various levels of government and with other public agencies to address homeless and low-income housing needs that transcend jurisdictional boundaries.
- a. Work with the federal and state governments to increase public support for housing.
 - b. Work with the Seattle Housing Authority to address the low-income housing needs of Seattle residents.

- c. Work with other jurisdictions in King County to pursue production of assisted low-income housing throughout the region and an equitable distribution of the cost of providing housing and human services to very-low-income households, including the regional problem of homelessness. Pursue the development of new funding sources, including a regional housing levy or other sources of funding for low-income housing and related supportive services that may be used throughout the region.
- d. Continue providing local resources (such as levies, bond issues and the City's general fund) to meet housing needs, leveraging funds from other sources where appropriate.
- e. Continue to lobby the state government to enact tax incentives and to increase housing funds to encourage the preservation of existing low-income housing.

H48 Strive to leverage federal, state and private resources with local public funds, where these resources help achieve the goals of Seattle's Comprehensive Plan.

H49 Among its other purposes, the City's Consolidated Plan shall serve as an ongoing, annually updated, coordinated compilation of information for the public regarding housing policies, strategies, programs and resource allocation. Housing portions of the Consolidated Plan constitute a functional plan to implement housing-related goals and policies in this Comprehensive Plan.



Capital Facilities Element

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Capital Facilities Element

A Capital Facilities Policies

discussion

This section does not apply to transportation or utilities capital facilities. Please see the Transportation or Utilities Elements of this Plan for policies related to those facilities. Various agencies, such as the Seattle Department of Parks and Recreation, the Seattle Center and the Seattle Public School District, prepare functional plans to guide development of specific facilities for carrying out their respective missions.

goals

- CFG1 Provide capital facilities that will serve the most pressing needs of the greatest number of Seattle citizens, and that will enable the City to deliver services efficiently to its constituents.
- CFG2 Preserve the physical integrity of the City's valuable capital assets and gradually reduce the major maintenance backlog.
- CFG3 Make capital investments consistent with the vision of the Comprehensive Plan, including the urban village strategy.
- CFG4 Site and design capital facilities so that they will be considered assets to the communities in which they are located.
- CFG5 Provide capital facilities that will keep Seattle attractive to families with children.
- CFG6 Encourage grass-root involvement in identifying desired capital projects for individual neighborhoods.
- CFG7 Encourage community input to the siting of public facilities.

- CFG8 Incorporate sustainability principles and practices including protection of historic resources, into the design, rehabilitation, and construction of City buildings and other types of capital facilities.
- CFG9 Encourage the protection of City-owned historic facilities when planning for alteration or maintenance of these facilities.

strategic capital investment policies

- CF1 Plan capital investments strategically, in part by striving to give priority to areas experiencing or expecting the highest levels of residential and employment growth when making discretionary investments for new facilities. The City will use fiscal notes and policy analysis to assist in making informed capital investment choices to achieve the City's long-term goals.
- CF2 Assess policy and fiscal implications of potential major new and expanded capital facilities, as part of the City's process for making capital investment choices. The assessment should apply standard criteria, including the consideration of issues such as a capital project's consistency with the Comprehensive Plan and neighborhood plans, and its effects on Seattle's quality of life, the environment, social equity, and economic opportunity.
- CF3 Emphasize the maintenance of existing facilities as a way to make efficient use of limited financial and physical resources.



capital facilities element

CF4 Use maintenance plans for capital facilities and a funding allocation plan for such maintenance, and revise these plans from time to time. In general, the City should not acquire or construct major new capital facilities unless the appropriation for the maintenance of existing facilities is consistent with the Strategic Capital Agenda.

CF5 Provide fiscal impact analyses of major capital projects considered for funding. Such analyses should include, but not be limited to, one-time capital costs, life-cycle operating and maintenance costs, revenues from the project, and costs of not doing the project.

CF6 Make major project specific capital decisions by the Mayor and the Council through the adoption of the City's operating and capital budgets, and the six-year Capital Improvement Program (CIP).

CF7 The City will consider capital improvements identified in neighborhood plans, in light of other facility commitments and the availability of funding and will consider voter-approved funding sources.

CF8 Explore tools that encourage sufficient capital facilities and amenities to meet baseline goals for neighborhoods and to address needs resulting from growth.

CF10 Seek to locate capital facilities where they are accessible to a majority of their expected users by walking, bicycling, car-pooling, and/or public transit.

CF11 Consider the recommendations from neighborhood plans in siting new or expanded facilities. The needs of facility users will also be considered in making these decisions.

CF12 Encourage quality development by requiring major City-funded capital improvement projects or projects proposed on City property located within the City of Seattle to be subject to a design review process of the Seattle Design Commission.

relations with other public entities policies

CF13 Work with other public and non-profit entities toward coordinated capital investment planning, including coordinated debt financing strategies, to achieve the goals of Seattle's Comprehensive Plan.

CF14 Work with other public and non-profit entities to include urban village location as a major criterion for selecting sites for new or expanded community-based facilities or public amenities.

CF15 Work with the School District to encourage siting, renovation, and expansion of school facilities in areas that are best equipped to accommodate growth.

CF16 Work with other public or non-profit agencies to identify and pursue new co-location and joint-use opportunities for the community's use of public facilities for programs, services, and community meetings.

A

facility siting policies

CF9 Encourage the location of new community-based capital facilities, such as schools, libraries, neighborhood service centers, parks and playgrounds, community centers, clinics and human services facilities, in urban village areas. The City will consider providing capital facilities or amenities in urban villages as an incentive to attract both public and private investments to an area.



regional funding policies

CF17 The City will work with other jurisdictions in King, Snohomish, and Pierce Counties to explore regional funding strategies for capital facilities, particularly for those that serve or benefit citizens throughout the region.

sustainable design & construction policies

CF18 Assess the sustainability of choices in developing capital projects, including finance, planning, design, construction, management, renovation, maintenance and decommissioning.

CF19 Consider environmental health in capital facilities development, including efficient use of energy, water, and materials; waste reduction; protection of environmental quality; and ecologically sensitive site selection and development.

CF20 Strive to ensure beneficial indoor environmental quality to increase the health, welfare and productivity of occupants in renovations and new construction of City-owned facilities and promote designs that enhance beneficial indoor environmental quality in private construction.

CF21 Consider social health effects in capital facilities development, including protection of worker health, improved indoor environmental quality, protection of historic resources, and access to alternative transportation modes (e.g. public transit, bicycling, walking, etc.) and social services.

CF22 Consider economic health in capital facilities development, including purchase of products and services from locally owned businesses and support for local manufacture of sustainable products.

CF23 Consider life-cycle cost analysis as a method to better understand the relative costs and benefits of City buildings and capital facilities.

CF24 Encourage the public and private-sector use of third-party sustainable building rating and certification systems, such as the Master Builder Association's BuiltGreen system and the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) system.

capital facilities element

A

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capital facilities element

B

Inventory of Existing Public Capital Facilities

discussion

The inventory of public capital facilities is contained in Appendix A to this element of the Plan, and for utilities (including water and drainage and wastewater) and transportation, in the appendices to those elements of the Plan. This inventory is provided both at a citywide level and for each of the Urban Centers.

C

Forecast of Future Needs for Capital Facilities

discussion

This section does not apply to transportation capital facilities; please see that element of the Plan for pertinent discussion.

Seattle is a highly urbanized area with a fully developed citywide network of the types of capital facilities necessary to accommodate growth. New households that are projected to locate in Seattle could occupy existing dwellings or new buildings. New buildings can be constructed in Seattle, and be served by the existing network of streets, water and sewer lines, drainage facilities and electrical grid. In addition, new residents can be served by existing and funded police, fire and school facilities. Forecasted future needs for police and fire protection and schools both for the six and twenty-year timeframes are listed in Appendix A to this element of the Plan. Forecasted future needs for water, drainage and wastewater, City Light and solid waste facilities are discussed in Appendix A of the Utilities Element. The capital programs to meet these forecasted six-year needs are included in the City's most recently adopted **Capital Improvement Program (CIP)**.

The City currently provides a good citywide system of libraries, parks and recreation facilities which are available and accessible for use by all the City's residents. An inventory of these facilities is also contained in Appendix B to this element. While additions to these facilities would enhance the City's quality of life, such additions are not necessary to accommodate new households.

The City also provides other facilities, such as general government buildings, Seattle Center and Public Health facilities that are of a citywide or regional benefit. While upgrading or replacement of some of these facilities may be funded over the next six years, such improvements are not necessitated by projected growth.

B-C



Source materials for the capital facilities and utilities analysis may be found in documents from the Fire, Police, Seattle City Light, Seattle Public Utilities, Seattle Transportation, Executive Services and Parks and Recreation Departments and the Seattle School District. Facility inventories and capital facility needs for each urban village are shown in the Capital Facilities Appendix.

D

Proposed New or Expanded Capital Facilities

discussion

Projects or programs identifying the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years are listed in the "New or Expanded Capital Facilities" appendix of the City's most recently adopted CIP. Project descriptions and a six-year financing plan for each project or program are in the departmental sections in the body of the CIP. These projects are incorporated herein. Consistent with the overall plan, emergencies, other unanticipated events or opportunities, and voter approvals of ballot measures, may result in some departure from the adopted CIP. Other potential capital improvements that the City may fund over the next six years are found in Appendix D to this element. Additional information for transportation facilities is found in that element.

capital facilities element



E Six-Year Finance Plan

F Consistency & Coordination

discussion

discussion

Projects or programs, with descriptions of the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years, are listed in the “New or Expanded Capital Facilities” appendix of the most recently adopted CIP. These projects and programs are incorporated herein, along with the six-year financing plan for each of them found in the departmental sections of the CIP. These allocations may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. This six-year finance plan shows full funding for all improvements to existing facilities and for new or expanded facilities the City expects to need to serve the projected population through the six-year period covered by the CIP. Additionally, the CIP contains funding for major maintenance and for other improvements that will both maintain and enhance the City’s existing facilities. Additional information for transportation finance is found in the Transportation element of this Plan.

As part of the City’s CIP process, the City considers whether probable funding will be sufficient to meet the currently identified needs for new or expanded city capital facilities to accommodate planned growth. Should anticipated funding not materialize, or should new needs be identified for which no funding is determined to be probable, the City will reassess the land use element of this Plan to ensure that it is coordinated, and consistent, with this element, and in particular with the six-year finance plan. A review for coordination and consistency between this Element and the Land Use Element will be part of the City’s annual budget review and Comprehensive Plan amendment processes.

capital facilities element

E-F



G Siting Process for Essential Public Facilities

discussion

The Growth Management Act provides that no comprehensive plan or development regulation may preclude the siting of an essential public facility. Accordingly this Plan and the City's Land Use Code permit the establishment of public uses, consistent with applicable development regulations.

The City will approve a specific list of essential public facilities by type, and facilities on the list will thereafter be subject to the siting process referred to in paragraph three below. (The City's list is currently located in the Land Use Code.) In developing the list the City will consider: state and county lists of essential public facilities; and the extent to which the facility type has historically been difficult to site in the City of Seattle, based upon such factors as the availability of land, access to transportation, compatibility with neighboring uses, and impact upon the physical environment.

The City's siting process for essential public facilities on the City's specific list should contain the following components:

- a. **Interjurisdictional Analysis:** A review to determine the extent to which an interjurisdictional approach may be appropriate, including a consideration of possible alternative sites for the facility in other jurisdictions and an analysis of the extent to which the proposed facility is of a county-wide, regional or state-wide nature, and whether uniformity among jurisdictions should be considered.
- b. **Financial Analysis:** A review to determine if the financial impact upon the City of Seattle can be reduced or avoided by intergovernmental agreement.

- c. **Special Purpose Districts:** When the public facility is being proposed by a special purpose district, the City should consider the facility in the context of the district's overall plan and the extent to which the plan and facility are consistent with this Comprehensive Plan.
- d. **Measures to Facilitate Siting:** The factors that make a particular facility difficult to site (e.g., see paragraph 2 above) should be considered when a facility is proposed, and measures should be taken to facilitate siting of the facility in light of those factors.





Utilities Element

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Utilities Element

<div style="background-color: #c6e0b4; padding: 5px;">A</div> <div style="background-color: #c6e0b4; padding: 5px;">Introduction</div>	<div style="background-color: #c6e0b4; padding: 5px;">B</div> <div style="background-color: #c6e0b4; padding: 5px;">Goals</div>
<div style="background-color: #d9d9d9; padding: 5px;">discussion</div> <p>Seattle City Light provides electricity throughout the city and beyond the city boundaries. Seattle Public Utilities provides domestic water, drainage and solid waste services within the city limits. In addition, it provides water service directly, or through other purveyors, to much of King County. Seattle is served by, among others, the following investor-owned utilities: Puget Sound Energy, US WEST Communications, and; Viacom Cablevision, TCI Cablevision and Summit Cablevision, and Seattle Steam.</p> <p>City utilities are overseen by the Mayor and the City Council. The Council establishes operational guidelines and requirements for City utilities through various resolutions and ordinances. Investor-owned utilities, on the other hand, are regulated by various public entities. The natural gas and telephone utilities are regulated by the Washington Utilities and Transportation Commission, while the cellular telephone communication companies are licensed by the Federal Communications Commission. Franchise agreements with the City shape the operation of the cable communication companies and Seattle Steam.</p> <p>In addition to the policies in this element, additional policies relating to technology and telecommunication services may be found in the Economic Development element of this Plan. Seattle City Light and Seattle Public Utilities prepare functional plans for the energy, water supply, drainage and solid waste activities they control.</p>	<div style="background-color: #d9d9d9; padding: 5px;">goals</div> <ul style="list-style-type: none"> <li data-bbox="841 436 1448 613"> UG1 Provide reliable service at lowest cost consistent with the City's aims of environmental stewardship, social equity, economic development, and the protection of public health. <li data-bbox="841 659 1448 726"> UG2 Maintain the service reliability of the City's utility infrastructure. <li data-bbox="841 772 1448 840"> UG3 Maximize the efficient use of resources by utility customers. <li data-bbox="841 886 1448 987"> UG4 Minimize the cost and public inconvenience of road and right-of-way trenching activities. <li data-bbox="841 1033 1448 1100"> UG5 Operate City utilities consistent with regional growth plans. <li data-bbox="841 1146 1448 1247"> UG6 Achieve universal access to state-of-the-art technology and telecommunication services.

utilities element

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C Utility Policies

utility service discussion

State law generally requires utilities to serve all customers requesting service. The following policies address utility service and recovery of the costs of meeting new growth.

utility service policies

- U1** Continue to provide service to existing and new customers in all areas of the city, consistent with the legal obligation of City utilities to provide service.
- U2** Consider financial mechanisms to recover from new growth, the costs of new City utility facilities and, where appropriate, new utility resources necessitated by such service.

utility infrastructure discussion

Adequate utility service relies on sound facilities. The following policies address the reliability and maintenance of the City's utility infrastructure.

utility infrastructure policies

- U3** Maintain the reliability of the City's utility infrastructure as the first priority for utility capital expenditures.
- U4** Continue to provide for critical maintenance of and remedying existing deficiencies in City utility capital facilities.

utility capital expenditure planning discussion

City utilities plan their own capital expenditures. The following policies address coordination and the inclusion of recurring costs in utility capital expenditure planning.

utility capital expenditure planning policies

- U5** Coordinate City utility capital expenditure planning with capital investment planning by other City departments.
- U6** Consider the operation and maintenance costs of new City utility facilities in developing such facilities.

environmental stewardship discussion

Environmental sensitivity in developing new resources and the efficient use of services by utility customers are key elements of the City's commitment to environmental stewardship. The following policies address the implementation of these elements by City utilities.

environmental stewardship policies

- U7** Promote environmental stewardship in meeting City utility service needs and the efficient use of water and energy resources by utility customers through education, technical assistance and financial incentives.
- U8** Use cost-effective demand-side management to meet City utility resource needs and support such practices by wholesale customers of City utilities.

utilities element

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U9 Consider short-term and long-term external environmental impacts and costs in the acquisition of new resources.

U10 In meeting the demand for electric power, strive for no net increase in City contributions to greenhouse gas emissions by relying first on energy efficiency, second on renewable resources, and, when fossil fuel use is necessary, taking actions that offset the release of greenhouse gases such as planting trees or using alternative fuel vehicles.

U11 Encourage waste reduction and cost-effective reuse and recycling by residents, businesses and City employees through education, incentives and increased availability of recycling options.

U12 Pursue the long-term goal of diverting 100% of the city's solid waste from disposal by maximizing recycling, reducing consumption, preventing food waste, and promoting products that are made to be reused, repaired or recycled back into nature or the marketplace.

U12.5 Encourage residents to reduce food waste as a strategy to decrease utility expenses as well as to reduce fertilizer and pesticide use and greenhouse gas emissions.

U13 Work regionally to improve programs and management strategies designed to prevent and reduce contamination of street runoff and storm water from all sources.

U14 Provide information to businesses and the community about the importance and methods of controlling the release of contaminants into storm drains.

U15 Strive to correct instances of combined sewer overflows by prioritizing remedial action according to the frequency and volume of the overflows and the sensitivity of the locations where the overflows occur.

U16 Work cooperatively with King County to identify and expeditiously address combined sewer overflows for which the County maintains responsibility.

U17 Coordinate with state and federal agencies to reduce illegal discharges into water by both permitted and non-permitted sources.

utility facility siting & design discussion

Public input in facility siting and design is a critical part of the business of City utilities. The following policies address siting and design of utility facilities in the city.

utility facility siting & design policies

U18 Work with neighborhood and community representatives in siting utility facilities.

U19 Continue to subject all above-grade City utility capital improvement projects to review by the Seattle Design Commission.

U20 Consider opportunities for incorporating accessible open space in the siting and design of City utility facilities.

utility relationships discussion

Coordination of activities among utilities operating in the city can result in additional public benefits. The following policies address road and right-of-way maintenance and the operation of non-City utilities in Seattle.

utility relationships policies

U21 Provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrade activities.

U22 Promote the City's goals of environmental stewardship, social equity, economic development, and the protection of public health in the operation of non-City utilities providing service in Seattle.

utilities element





utilities element

D Inventory of Existing Public Infrastructure

discussion

The inventory of public infrastructure that is required by the Growth Management Act (GMA) is contained in Appendix A to this element of the Plan.

E Forecast of Future Infrastructure Needs

discussion

Seattle is a highly urbanized area with a fully developed infrastructure network throughout the City. New buildings can be constructed in Seattle, and be served by the existing network of streets, water and sewer lines, drainage facilities and electrical grid. Forecasted future needs for the City owned utilities: water, drainage and wastewater, City Light and solid waste are discussed in Appendix A to this element of the Plan. The capital programs to meet these forecasted six-year needs are included in the City's most recently adopted Capital Improvement Program (CIP).

F Proposed New or Expanded Capital Facilities

discussion

Projects or programs identifying the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years, are listed in the City's most recently adopted CIP. Project descriptions and a six-year financing plan for each project or program are in the departmental sections in the body of the CIP. These projects are incorporated here. Emergencies, other unanticipated events or opportunities, and voter approvals of ballot measures, may result in some departure from the adopted CIP; however, in such circumstances, the City shall favor decisions that are consistent with the Comprehensive Plan.

G Six-Year Finance Plan

discussion

Projects or programs identifying the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years, are listed in the City's most recently adopted CIP. Project descriptions and a six-year financing plan for each project or program are in the departmental sections in the body of the CIP. These projects are incorporated herein. These allocations may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. The six-year finance plan shows full funding for all improvements to existing basic facilities and for new or expanded basic facilities the City expects to need to serve the existing and projected population through 2002. Additionally, the CIP contains substantial funding for major maintenance of the City's existing facilities.

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Neighborhood Planning Element

neighborhood planning element

A

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A Introduction

discussion

Neighborhood planning is a way to tailor the comprehensive plan and implement it in areas with urban villages or centers and adopted growth targets. It is also a means by which members of any Seattle community may participate in planning for the future of their area within the context of the City's Comprehensive Plan.

The two phases of neighborhood planning discussed in this element are the planning process and subsequent plan implementation.

In early 2000, the City concluded a five-year neighborhood planning process. The City took three actions in response to each plan produced in this process. From each plan a set of neighborhood specific goals and policies were adopted into the Comprehensive Plan. These goals and policies constitute the "adopted" neighborhood plans. The City also approved by resolution a work-plan matrix indicating the intent of the City concerning the implementation of specific recommendations from each neighborhood plan. Finally, the City recognized by resolution that each plan, as submitted to the City, constitutes the continuing vision and desires of the community. The recognized neighborhood plans, however, have not been adopted as City policy.

goals

- NG1** Recognize neighborhood planning and implementation as critical tools for refining and turning into a reality the vision of the Comprehensive Plan.
- NG2** Give all community members the opportunity to participate in shaping the future of their neighborhoods.

- NG3** Develop neighborhood plans for all areas of the city expected to take significant amounts of growth. Such a plan should reflect the neighborhood's history, character, current conditions, needs, values, vision and goals. Permit other areas interested in developing neighborhood plans to undertake neighborhood planning. In areas not expected to take significant amounts of growth encourage limited scopes of work that focus on specific issues or concerns, rather than broad multi-focused planning processes.
- NG4** Define clearly the role that adopted neighborhood plan goals and policies, neighborhood plan work-plan matrices, and recognized neighborhood plans play in the City's decision-making and resource allocation.
- NG5** Foster collaborative relationships between citizens and the City.
- NG6** Build strong, effective strategies for developing and implementing neighborhood plans
- NG7** Help to realize the intent of neighborhood plans for areas that will accommodate the bulk of the city's growth
 1. through adoption into the Comprehensive Plan of Neighborhood Plan goals and policies,
 2. by striving to implement the work plan matrix adopted with each plan, and
 3. by recognizing each community's desires, reflected in its proposed neighborhood plan document.



policies

- N1 The policies in this element are intended to guide neighborhood planning for areas that are designated through the Comprehensive Plan to accommodate significant proportions of Seattle's growth, as well as other areas.
- N2 Maintain consistency between neighborhood plans and the Comprehensive Plan. In the event of an inconsistency between the comprehensive plan and a proposed neighborhood plan, consider either amendments to the comprehensive plan which are consistent with its core values, or amendments to the neighborhood plan.
- N3 Either community organizations or the City may initiate neighborhood plans with City support, to the extent provided in the City's annual budget.
- N4 Neighborhood Plans for Areas with an Urban Village, Urban Center, or Manufacturing/Industrial Center:
 - A. Each neighborhood plan for areas with an urban village or center must address the following topics: land use, transportation, housing, capital facilities and utilities. Those undertaking a neighborhood plan may conclude that the Comprehensive Plan adequately expresses the vision and goals of the neighborhood for any of these topics. When this occurs, the neighborhood plan need only provide that the corresponding Comprehensive Plan element constitutes the policy for the neighborhood plan. In addition, the development of a neighborhood plan could include other elements or neighborhood specific policy recommendations important to the neighborhood (i.e. Cultural Resources, Environment, etc.)

- B. Each neighborhood plan containing urban village or center must:
 1. identify the boundaries of the urban village or center in conformance with the description of urban villages and centers in this plan
 2. describe growth targets for the affected center or village; and
 3. prepare transportation, capital facilities and utilities inventories and analyses for the designated urban village or center.
- N5 Adopt into the Comprehensive Plan portions of any neighborhood or subarea plan that the City Council determines should be incorporated into the Comprehensive Plan and that are consistent with this plan.
- N6 Require that the following be taken into consideration in establishing future planning area boundaries:
 1. Areas defined by a strong historical, cultural, geographic, or business relationships.
 2. Natural or built barriers (e.g., I-5, major topography change).
 3. Manageable size of area, manageable complexity of issues for resources available.
 4. Generally agreed upon neighborhood boundaries.
 5. The Urban Village Strategy.
 6. The appropriateness of the area for the issues being addressed in the plan.



- N7 Establish basic guidelines for creating and updating neighborhood plans that ensure an inclusive, collaborative and effective approach. Provide guidelines for things such as how to develop public participation processes, make plans with realistic expectations, and monitor implementation of the plans over time.
- N8 Neighborhood planning processes and plans may vary, reflecting the different characteristics, interests and perspectives of community members, while meeting basic guidelines for neighborhood planning.
- N9 Encourage collaborative neighborhood planning that involves simultaneous consideration of City and neighborhood goals and strategies, and includes representatives for both the City and neighborhoods working together.

neighborhood plan implementation policies

- N10 Establish a firm and clear relationship between the City's budgeting processes and adopted neighborhood plans and, using the biennial budget, demonstrate how the urban village strategy is being carried out.
- N11 Assess as part of the City's budget process, neighborhood plan implementation needs and resources, taking into consideration the results of implementation activities for each area and public input into the budget process.
- N12 Use adopted neighborhood plan goals and policies and the City's neighborhood plan work plan matrices to help balance between competing goals in City decision making and the allocation of budget resources.

- N13 Consider recommendations from neighborhood plans in the context of Seattle as a whole. Incorporate such requests into City prioritization processes, as appropriate, for capital expenditures and other decision making recognizing the City's legal, administrative and fiscal constraints.
- N14 When allocating resources to implement neighborhood plans, at a minimum consider the following factors:
 - Where the greatest degree of change is occurring;
 - Where growth has exceeded current infrastructure capacities;
 - Where there is a deficit in meeting service levels called for by the Comprehensive Plan or the expectation of other City policies or agency plans;
 - Where there is an urban center or urban village designation;
 - Where the neighborhood plan goals and policies or work plan matrix have specific prioritized plan recommendations endorsed by the City;
 - Where resources would help spur growth in urban centers or urban villages;
 - Where there are opportunities to leverage other resources, or partnerships;
 - Where the resource would address priorities of more than one neighborhood; and
 - Where the impact of a single, large activity generator will have detrimental effects on the infrastructure capacities of the neighborhood.



neighborhood plans: Admiral

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N15 In implementing neighborhood plans, work with neighborhood groups to refine and prioritize recommendations in light of changing circumstances and consistent with the adopted goals and policies of each neighborhood plan.

N16 Permit the addition of new strategies, including regulatory changes, through the neighborhood plan implementation process when existing tools are inadequate to meet implementation needs.

N17 Support and encourage the incorporation of cultural elements, such as public art and historic resources, in the implementation of neighborhood plans. In future planning efforts, include a broad range of creative skills to improve the value of the neighborhood projects.

N18 Monitor progress toward implementing Council adopted neighborhood plans and communicate results to City officials, neighborhood planning participants and interested citizens.

N19 Support neighborhood plan stewardship with the goal of promoting continued cooperation between the City and local neighborhoods in implementing adopted neighborhood plan goals and policies, carrying out neighborhood plan work plan activities and implementing this Comprehensive Plan.

These efforts should be directed toward not only accomplishing specific projects, but also toward fostering the ability of neighborhoods to inspire people with the energy, interest and ability to work collaboratively with the City in implementing neighborhood plans.

B Adopted Neighborhood Plans

B-1 Admiral

land use goals

A-G1 Land use within the residential urban village that conforms to Admiral's vision of a neighborhood with a pedestrian oriented small town atmosphere.

A-G2 The Admiral neighborhood is predominately a single-family housing community.

land use policies

A-P1 Encourage development that conforms with the neighborhood's existing character and scale, and further promotes a pedestrian-friendly environment.

A-P2 Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning outside the urban village on properties meeting the locational criteria for single-family zones.

A-P3 Seek to ensure community involvement in land use code changes.

A-P4 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Admiral Residential Urban Village.

transportation goals

A-G3 A residential urban village with an adequate parking supply to serve customers, residents and employees.

A-G4 People walk, bicycle or ride buses when traveling inside the Admiral neighborhood.



transportation policies

- A-P5 Future developments and significant remodels should seek to provide adequate parking.
- A-P6A Strive to attain adequate levels of parking that serves the urban village and adjacent transitional areas, and to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.
- A-P6B Work with the community in addressing parking issues.
- A-P7 Seek to anticipate and address future parking needs.
- A-P8 Strive to eliminate local traffic safety hazards, and discourage cut-through traffic on residential streets.
- A-P9 Seek to ensure that streets are clean and attractive, are calmed, and have sufficient capacity and a high level of service.
- A-P10 Seek to improve pedestrian and vehicular traffic safety and convenience.
- A-P11 Seek to anticipate and address future traffic circulation needs.
- A-P12 Seek to improve water-based commuting connections from West Seattle to downtown.
- A-P13 Seek to assure that transit routing, scheduling and transfer points meet neighborhood needs.
- A-P14 Seek to provide good access to and from West Seattle.

- A-P15 Work with the Admiral neighborhood to minimize loss and damage from landslides and land erosion.
- A-P16 Seek to improve facilities for bicycles, skateboards and pedestrians.
- A-P17 Seek to increase community awareness of emerging transportation technologies.

housing policy

- A-P18 Seek to ensure that public-assisted housing is well integrated within the Admiral neighborhood by seeking to keep it dispersed, small-scale and aesthetically integrated, in keeping with Admiral's small town image.

human services goal

- A-G5 A neighborhood with adequate community, educational, recreational, safety and social services to serve its residents.

human services policies

- A-P19 Support local efforts to improve the safety of the Admiral neighborhood.
- A-P20 Seek to provide adequate fire and police service for the planning area.

capital facilities policies

- A-P21 Seek to ensure neighborhood involvement, through the involvement of community organizations, in the identifying and siting of publicly-sponsored capital projects, including those that impact the natural environment.

neighborhood plans: Admiral

B-1

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<p>A-P22 Strive for excellent coordination between City departments, and between the City and the County, especially on projects that impact the natural environment.</p>	<p>cultural resources policy</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">neighborhood plans: Admiral</p>
<p>utilities goals</p>	<p>A-P29 Encourage public art that reflects the heritage and lifestyle of the Admiral neighborhood.</p>	
<p>A-G6 The neighborhood is well served with infrastructure and capital improvements.</p>	<p>parks & open space goal</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">neighborhood plans: Admiral</p>
<p>A-G7 Pollution levels have been reduced in the Admiral Neighborhood.</p>	<p>A-G9 Open spaces, parks and playgrounds in the Admiral planning area have been preserved and maintained.</p>	
<p>utilities policies</p>	<p>parks & open space policies</p>	
<p>A-P23 Seek to ensure the adequacy of neighborhood's utilities to meet on-going growth.</p>	<p>A-P30 Work with existing neighborhood groups to seek to ensure that programming of park facilities reflects the needs of the neighborhood.</p>	
<p>A-P24 Seek to provide levels of lighting for streets and sidewalks that enhance safety.</p>	<p>A-P31 Seek to provide open space within the Admiral neighborhood to serve the community's needs and to protect critical areas and natural habitat.</p>	
<p>A-P25 Seek to clean up noise and air pollution, and litter and graffiti.</p>	<p>A-P32 Seek to preserve the integrity of the Olmsted design at Hiawatha Park.</p>	
<p>economic development policies</p>	<p>A-P33 Seek to preserve and extend the neighborhood's tree canopy.</p>	
<p>A-P26 Seek to encourage retail services desired by the community.</p>	<p>A-P34 Seek to provide convenient pedestrian access to Admiral's parks, playgrounds and open space.</p>	
<p>A-P27 Seek to advocate for the health and diversity of merchants located in the Admiral business district.</p>	<p>community character goals</p>	
<p>community building goal</p>	<p>B-1</p>	
<p>A-G8 The City and the Admiral neighborhood continue to collaborate in planning efforts.</p>	<p>A-G10 A Residential Urban Village with a vibrant and attractive character.</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">January 2005</p>
<p>community building policy</p>	<p>A-G11 A high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and from filling local needs.</p>	
<p>A-P28 Seek to promote community-building opportunities for Admiral neighborhood residents.</p>	<p>A-G12 A neighborhood with high expectations and standards for public services, building and landscaping.</p>	



community character policies

- A-P35 Support neighborhood involvement in land use decisions, especially in decisions related to variances and conditional uses.
- A-P36 Seek to ensure that the designs of private development and public spaces support each other to enhance and reinforce Admiral's identity.

B-2 Aurora-Licton

designation of the Aurora-Licton residential urban village goal

- AL-G1 An Aurora-Licton Residential Urban Village which is a vibrant residential community, with a core of multi-family housing, pedestrian-oriented neighborhood retail shops and services, and open space clustered immediately east of Aurora Avenue North. The core area should be fully accessible to residents east and west of Aurora Avenue.

designation of the Aurora-Licton residential urban village policies

- AL-P1 Maintain the current balance of residential and commercial areas within the urban village boundaries. Consider future zoning changes that would reduce conflicts between adjacent areas; promote the development of a neighborhood-serving and pedestrian-oriented commercial core and promote transitions between single-family areas and commercial areas.
- AL-P2 Protect the character and integrity of Aurora-Licton's single family areas within the boundaries of the Aurora-Licton urban village.
- AL-P3 Encourage development to enhance the neighborhood's visual character through use of tools such as City-wide and Aurora-Licton neighborhood-specific design guidelines, including Aurora Avenue specific guidelines.
- AL-P4 Encourage the development of enhanced transit connections to the village core, the Northgate transit hub, and the Northgate high capacity transit station.



community center goals

- AL-G2** A developed center for community activities, recreation and environmental education making strategic use of existing public facilities within the core of the urban village.
- AL-G3** Reduced localized and upstream flooding, and enhance runoff water quality with a well designed drainage system, including Licton Creek, that is in harmony with wild-life use and habitat, and that is incorporated into other recreational activities and site uses.
- AL-G4** Excellent educational facilities and programs for students and families within the urban village.

community center policies

- AL-P5** Seek to provide a range of active and passive recreation and community activities within the heart of Aurora-Licton. Encourage multiple uses of public facilities within the Aurora-Licton community, including the Wilson-Pacific school.
- AL-P6** Encourage the continued presence of public school classroom facilities in the Aurora-Licton Residential Urban Village.
- AL-P7** Explore opportunities to partner with other public agencies, including the Seattle Public School District, to provide for community use of public facilities.
- AL-P8** Strive to enhance the drainage system through such activities as daylighting of Licton Springs Creek.
- AL-P9** As modifications to waterways are designed, seek to balance enhanced drainage capacity, natural habitat, historic character and environmental significance.

- AL-P10** Strive to develop a central repository for community planning documents, information about the area's history and community resource information at a permanent location near the core of the urban village. Such a space should be open and accessible to the public during regular hours.
- AL-P11** Encourage community environmental education at sites such as the Wilson-Pacific site, Pilling's Pond and Licton Springs Park.

Aurora-Licton neighborhood commercial centers goal

- AL-G5** One or more vibrant, safe, and attractive mixed-use commercial area that provides the immediate neighborhood with convenient access to retail goods and services, and that minimizes impacts, such as parking, traffic, crime and noise to adjacent residential areas.

Aurora-Licton neighborhood commercial centers policies

- AL-P12** Encourage neighborhood-oriented retail stores and services in the urban village that are attractive and accessible to the surrounding community. Recognize the importance of and support existing businesses in the community.
- AI-P13** Encourage the development of pedestrian-friendly pathways which will enhance and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.



AURORA-LICTON SPRINGS Residential Urban Village



 VILLAGE BOUNDARY
 EDGE OF PAVEMENT



AL-P14 Encourage new pedestrian-oriented commercial activity to locate near pedestrian crossings, transit facilities and along pedestrian routes. New development should provide safe and attractive pedestrian access.

AL-P15 Encourage the location and development of off-street parking underground or behind buildings.

Aurora Avenue North goals

AL-G6 Safe and convenient crossings of Aurora Avenue North that logically link transit stops and retail nodes. Safe and accessible pedestrian routes along Aurora Avenue North and adjacent side streets leading to the crossings.

AL-G7 A transformed Aurora Avenue North that is an aesthetically attractive regional highway and commercial corridor that acts as a gateway to the Aurora-Licton Residential Urban Village and to other communities, and that is safe for pedestrians, motorists, business operators, and employees.

Aurora Avenue North policies

AL-P16 Encourage provision of safe and attractive passage for pedestrians along Aurora Avenue North and safe means for pedestrians to cross Aurora Avenue North at locations that connect transit stops, retail nodes and pedestrian routes, including relocated, enhanced and/or additional crosswalks. Discourage the development of new pedestrian underpasses. If additional underpasses are proposed for Aurora, they should be designed to minimize public safety problems.

AI-P17 Identify means of enhancing the visual character of Aurora Avenue North including streetscape improvements which beautify and enhance functionality. Seek to maintain the important cultural, historic and visual landmarks while also encouraging redevelopment of deteriorated areas near Aurora Avenue North.

neighborhood connections goal

AL-G8 A comprehensive network is established, of safe and attractive pedestrian and bicycle connections to transit, between commercial and residential areas, and between the urban village and nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit Station.

neighborhood connections policies

AL-P18 Work with the community toward providing safe and attractive pedestrian and bicycle access, including sidewalks, on all streets throughout the urban village, providing connections to destinations such as the future Northgate Sound Transit Station, Northgate Mall, the future Northgate library, the Greenwood Library, Green Lake Park, and Bitter Lake Community Center.

AL-P19 Seek to incorporate bicycle improvements into plans for Key Pedestrian Streets in the Aurora-Licton Residential Urban Village.

AL-P20 Strive to develop improvements to Stone Avenue in order to create a neighborhood corridor that encourages safe pedestrian, bicycle, transit and auto use, and supports the neighborhood, retail activities, and the existing businesses along this street.

neighborhood plans: Aurora-Licton

B-2

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AL-P21 Encourage enhanced transit service between downtown Seattle and the Aurora-Liction Urban Village. Seek to coordinate improvements to transit service with crosswalks and pedestrian, bicycle and transit shuttle routes.

AL-P22 Consider the development of local transit shuttle service within the urban village, and to nearby destinations, such as Northgate.

AL-P23 Seek to enhance and preserve alleys as safe, efficient local access corridors throughout the Aurora-Liction Planning Area. With the community seek to enhance alleys as safe pedestrian corridors to the extent consistent with city-wide policies. Work to develop minimum standards for alley construction, lighting, drainage and maintenance.

parks & recreation goal

AL-G9 Excellent active and passive recreation opportunities are accessible to all residents in the planning area.

parks & recreation policies

AL-P24 Work to develop new open space and recreation opportunities in areas that are currently not well-served by park facilities.

AL-P25 Seek opportunities to enhance the usability and accessibility of existing parks and open space areas in the Aurora-Liction Planning Area.

AL-P26 Seek to incorporate opportunities for community environmental education at public open spaces.

arts & library services goal

AL-G10 Excellent access to information, arts, cultural activities and library services in the Aurora-Liction neighborhood.

arts & library services policies

AI-P27 Promote the creation and display of public art, especially art that reflects the historical and cultural aspects of the surrounding environment.

AL-P28 Encourage the creation of areas for local artists to work and areas for the public display of art.

AL-P29 Provide enhanced library access and services to Aurora-Liction residents. Explore shared use opportunities with existing local educational facilities.

public safety goal

AL-G11 A neighborhood where all people feel safe from the threat of injury and criminal activity.

public safety policies

AL-P30 Strive to reduce the fear of crime and the potential for criminal activity through such design tools as lighting, fencing, building and landscaping.

AL-P31 Explore the development of programs to reduce public health hazards resulting from criminal activity.

general traffic management & pedestrian access policies

AL-P32 Work with residents, property and business owners and surrounding neighborhoods toward the development of strategies to reduce congestion and enhance traffic safety.

AL-P33 Seek to minimize impacts of public vehicles on neighborhood streets through tools such as designating primary routes and traffic patterns, developing parking management systems, and providing special signalization.



regional transportation goal

AL-G13 Excellent multi-modal transportation services for the neighborhood, connecting to downtown Seattle, other neighborhoods and regional destinations, with minimal negative impacts to residential areas.

regional transportation policies

AL-P34 Work with the State and transit providers to develop connections between the Northgate Transit Center, proposed Sound Transit light rail system, and the Aurora-Licton Urban Village.

AL-P35 Strive to prevent regional traffic from adversely impacting residential and neighborhood-oriented commercial areas.

B-3

Ballard/Interbay Northend Manufacturing & Industrial Center (BINMIC)

economic development policies

- BI-P1** Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
- BI-P2** Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
- BI-P3** Retain existing businesses within the BINMIC and promote their expansion.
- BI-P4** Attract new businesses to the BINMIC.
- BI-P5** Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.
- BI-P6** Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.
- BI-P7** Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
- BI-P8** Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.

neighborhood plans: BINMIC

B-3

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neighborhood plans: BINMIC

- BI-P9** Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
- BI-P10** Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
- BI-P11** Support efforts to provide an educated and skilled labor work force for BINMIC businesses.
- BI-P12** Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.
- BI-P13** Within BINMIC, support environmental cleanup levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.

freight mobility & transportation goals

- BI-G1** Strive to improve industrial traffic flow to and through the BINMIC.
- BI-G2** Facilitate truck mobility.
- BI-G3** Work in conjunction with King County/ Metro to promote increased transit to and through the BINMIC, and transit Ridership to BINMIC businesses.
- BI-G4** Strive to maintain and enhance intermodal (barge, ship, rail and truck) connections.
- BI-G5** Strive to maintain and promote rail service to and through the BINMIC.
- BI-G6** Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.

- BI-G7** Encourage clear directional signage to and from the BINMIC to regional highways.
- BI-G8** Maintain major truck routes to and within the BINMIC in good condition.
- BI-G9** Improve key intersections to and within the BINMIC.
- BI-G10** In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.
- BI-G11** Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: 1. the operational requirements of adjacent property owners and users, as determined by the City; and 2. the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.

freight mobility & transportation policies

- BI-P14** Where practical and appropriate separate mainline rail traffic from surface street traffic by designing and constructing bridges to improve safety for motorized and non-motorized transportation.
- BI-P15** Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations.



BI-P16 Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.

BI-P17 Support separation of mainline rail traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorized and non-motorized transportation.

maritime & fishing industry policies

BI-P18 Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.

BI-P19 Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.

BI-P20 Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.

BI-P21 Strive to retain shorelines for water dependent uses by enforcing waterfront and shoreline regulations in industrial areas.

BI-P22 Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.

BI-P23 Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.

BI-P24 Support the Seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

public services, utilities, & infrastructure policies

BI-P25 Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.

BI-P26 Strive to provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.

BI-P27 Provide excellent customer service in City departments for industrial businesses.

BI-P28 Strive to develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.

BI-P29 Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.



B-4

Broadview - Bitter Lake - Haller Lake

public involvement goal

BL-G1 A community where residents, businesses, community organizations, and property owners are involved throughout the implementation of the neighborhood plan.

utilities goal

BL-G2 Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods are well-maintained and adequate to serve the current and future population.

utilities policies

BL-P1 Integrate the area's formal and informal drainage and storm water systems with the appropriate basin or citywide system.

BL-P2 Use environmentally sensitive solutions to resolve drainage and wastewater challenges, such as by encouraging groundwater infiltration where paved surfaces predominate.

BL-P3 Create system-wide drainage infrastructure that enables the construction of "complete streets" along arterials, while also linking individual green stormwater infrastructure improvements.

BL-P4 Design sustainable drainage solutions that provide for adequate sidewalks on both sides of streets and planned bicycle facilities.

BL-P5 Plan, provide and maintain adequate utility services in collaboration with the community.

transportation goals

BL-G3 A community where neighbors are able to comfortably walk and bicycle from resi-

dential areas to Aurora Avenue, other area business districts, schools, parks, churches, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle facilities.

BL-G4 An attractive and functional streetscape on Aurora Avenue that includes safe sidewalks and crossings, facilities encouraging reliable transit, freight mobility, safe auto access, landscaping and drainage.

BL-G5 Develop a comprehensive and safe network of "complete streets" (multi-modal) that supports access and mobility for residents and business customers and employees.

BL-G6 Efficient vehicular movement through north/south and east/west transportation corridors.

BL-G7 A neighborhood in which regional traffic does not have a serious impact on local streets.

BL-G8 Transit systems that provide convenient and fast local and regional transportation, connecting the urban village and surrounding residential areas to the rest of the city and region.

BL-G9 Aurora Avenue is designed to serve the communities and development along it as well as local and regional transportation needs.

BL-G10 Aurora Avenue will be a high capacity transit (e.g. bus rapid transit) corridor.

transportation policies

BL-P6 Involve local community organizations, schools, property and business owners, residents, and other interested parties in the design of safe and efficient auto, bus, freight, bike and pedestrian access in neighborhoods and to local businesses, schools and other public facilities.

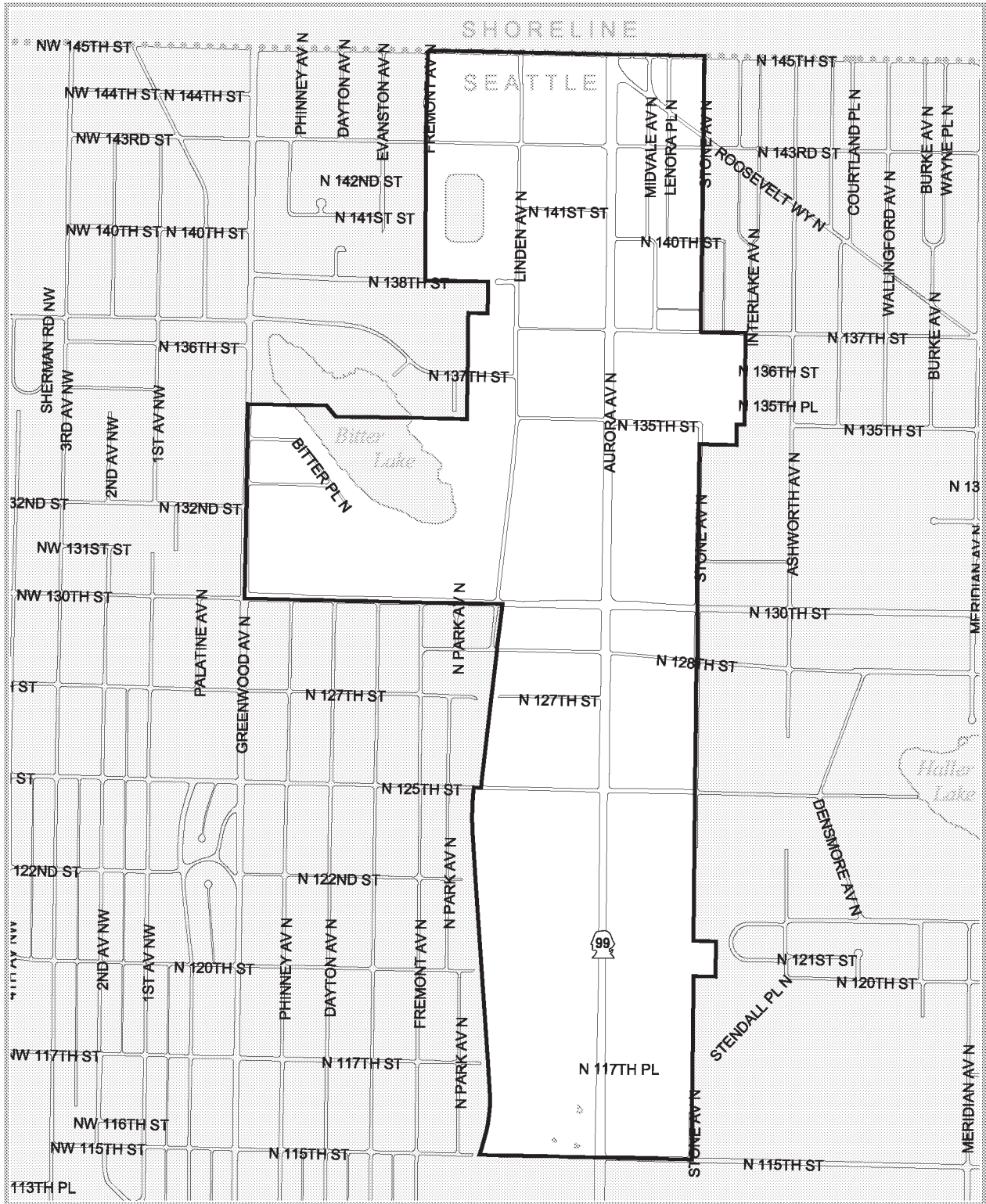
neighborhood plans: Bitter Lake

B-4

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BITTER LAKE VILLAGE Hub Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT



- BL-P7** Develop funding sources to design, construct, and maintain a network of “complete streets” that provide accessible pedestrian walkways, including sidewalks along arterial streets.
- BL-P8** Develop funding sources to design, construct and maintain pedestrian pathways that will link residents to the “complete streets” network and other community focal points, including schools and transit stops.
- BL-P9** Work with the State, King County Metro, and the community to fund the design and construction of Aurora Avenue improvements to provide sidewalks and pedestrian crossings, frequent and fast transit, and adequate drainage.
- BL-P10** Develop funding sources for the design and construction of the network of bicycle facilities recommended in the Bicycle Master Plan that will connect Broadview, Bitter Lake, and Haller Lake residential neighborhoods with community destinations as well as regional trails and other nearby urban villages.
- BL-P11** Use design and traffic circulation strategies that keep residential streets free from excessive traffic volumes and speed.
- BL-P12** Improve the capacity of Aurora Avenue to support access by transit, pedestrians, bicycles and automobiles, while maintaining freight mobility.
- BL-P13** Design future circulation improvements along other arterials in the area to balance vehicular, pedestrian and bicycle circulation.
- BL-P14** Encourage future vehicular circulation improvements along other arterials in the area that balance pedestrian and bicycle circulation.
- BL-P15** Work with transit providers to provide safe, accessible and convenient transit stops.

land use & housing goals

- BL-G11** A community where new development is environmentally friendly, supports pedestrians, contains a wide range of housing types and income levels and accommodates businesses offering a diverse selection of products and services.
- BL-G12** A hierarchy of vibrant commercial centers: regional (Aurora Avenue); urban village (Linden Avenue); and neighborhood (Greenwood Avenue nodes).
- BL-G13** Create a vibrant mixed-use “town center” along Linden Avenue that supports a greater range of neighborhood-serving shops and services, and high quality dense residential housing serving a wide range of income levels.

land use & housing policies

- BL-P16** Plan for Broadview-Bitter Lake-Haller Lake’s growing age, household, and ethnic diversity so that a range of affordable housing types are made available to a variety of residents including individuals, couples, and families of varying ages within the urban village.
- BL-P17** Plan and design commercial developments, parks and schools to be walkable places using such methods as interior sidewalks linking building entrances to each other and to adjacent sidewalks, pedestrian-scale lighting, limiting the size of buildings to create block-sized patterns of development, and orienting development toward public streets.
- BL-P18** Strengthen Aurora Avenue as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.



neighborhood plans: Bitter Lake

B-4

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- BL-P19 Use economic development strategies to organize, attract and assist neighborhood-serving businesses to Broadview-Bitter Lake-Haller Lake.
- BL-P20 Support business and residential growth in the Greenwood Avenue business nodes at North 125th and between North 143rd and North 145th to enhance the vitality of these smaller neighborhood centers.
- BL-P21 Take steps toward developing Stone Avenue North into a green corridor, planted with trees and landscaping, to provide a transition between commercial uses and the Haller Lake residential area.
- BL-P22 Preserve existing open space and study the creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.
- BL-P23 Use the permitting and environmental review process to minimize or mitigate the impacts of commercial and higher density residential uses on nearby single family residential areas.
- BL-P24 Encourage design and site planning of single-family and multi-family housing that fits with the surrounding neighborhoods.
- BL-P25 Develop and use neighborhood design guidelines to help establish an urban design vision for Linden Avenue, to guide multi-family and commercial development that enhances the pedestrian environment, and to ensure appropriate transitions between single-family neighborhoods and denser commercial areas.
- BL-P26 Develop regulations, incentives and educational materials to minimize lot clearing and ensure creative site designs that retain mature trees.

recreation goal

- BL-G14 A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.

recreation policies

- BL-P27 Reinforce and expand parks and open spaces through partnerships and other strategic efforts.
- BL-P28 Coordinate future capital improvements so that Linden Avenue North becomes a greener corridor with a neighborhood "village center" focal point and opportunities for recreation.
- BL-P29 Enhance the "neighborhood feel" of Linden Avenue North area by creating more gathering places for community members to meet.
- BL-P30 Increase public access to public water bodies.
- BL-P31 Include the Seattle School District, community organizations, property owners, residents, and parents of school children in planning to provide attractive public facilities in the Broadview, Bitter Lake and Haller Lake neighborhoods.
- BL-P32 Continue to offer excellent public services at neighborhood City facilities.

public safety goal

- BL-G15 A community where residents feel safe and the community works with safety officers to reduce crime.

public safety policies

- BL-P33 Increase the visibility of law enforcement efforts and maintain an adequate presence of officers within the city and community.



BL-P34 Include community organizations, property and business owners, residents, and other interested parties in identifying high crime areas and targeting appropriate City and community resources.

BL-P35 Provide community safety programs, such as block watch and emergency preparedness, and implement additional crime prevention measures, such as increased lighting of public spaces.

natural environment goal

BL-G16 A community where government agencies, community and environmental organizations, property and business owners, residents, and other interested parties work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect habitat for fish, birds, and other wildlife.

natural environment policies

BL-P36 Use the design process and environmental review to identify ways to mitigate environmental impacts resulting from activities at City facilities, as appropriate.

BL-P37 Create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.

BL-P38 Include the community, property owners and other public agencies in identifying tools to improve air and water quality, reduce noise pollution and remediate environmental impacts of current and past activities, as appropriate.

community development goal

BL-G17 Support a resilient community rich in different ages, incomes and household types.

community development policies

BL-P39 Create a unified name and identity for the Broadview-Bitter Lake-Haller Lake area, reflecting its history, to nurture neighborhood pride and motivate various groups to come together as one community.

BL-P40 Create more opportunities for people to come together where they can meet and get to know their immediate (within a block or so) neighbors.

urban agriculture goals

BL-G18 Stores, restaurant, and schools that provide healthy food choices.

BL-G19 An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources.

urban agriculture policies

BL-P41 Expand access to locally grown food, by attracting farmers' markets and a wider range of grocery stores.

BL-P42 Create opportunities for the community to learn how to establish and maintain urban agriculture practices in the neighborhood through projects such as P-Patches and community gardens, as well as on private property.

neighborhood plans: Bitter Lake

B-4

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B-5 Capitol Hill

cluding single-family and dense multifamily, and vibrant commercial districts.

land use & urban design policies

community character goal

CH-G1 A neighborhood, with distinct residential areas, active business districts, accessible transportation services, and strong institutions, which is diverse and densely populated.

CH-P5 Encourage the preservation of the neighborhood's architectural quality, historic character, and pedestrian scale.

CH-P6 Support integration of transit-oriented development with local transportation and open space improvements.

community character policies

CH-P1 Encourage the development of the North Anchor District as Capitol Hill's premier art, culture, civic, and business hub with a centerpiece being a new mixed-use civic and residential complex at the Keystone site located at the north end of Broadway at 10th Avenue and Roy Street. If the Library Board selects the Keystone site as the new location for the Susan Henry Library, take actions to facilitate the location of the library, including, if appropriate, rezoning.

CH-P7 Strive to enhance the neighborhood's lively, unique pedestrian-oriented commercial corridors.

CH-P8 Enhance and protect the character of the diverse residential districts.

CH-P9 Zoning and design guidelines should ensure that new development complements the existing architectural fabric of the neighborhood.

CH-P2 Encourage the revitalization of the South Anchor District through coordination of the development of a Sound Transit station, the Lincoln Reservoir Park project , and a revised master plan for Seattle Central Community College.

CH-P10 Support and encourage the relocation of the Susan Henry Library through zoning and other tools that would be appropriate.

housing goal

CH-P3 Support and preserve the neighborhood's three main commercial corridors -Broadway, 15th Avenue E., and E. Olive Way.

CH-G3 A community with a full range of housing types from single family homes to multi-family contributing to a diverse, densely populated neighborhood.

housing policies

CH-P4 Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices affordable to a broad spectrum of the entire community.

CH-P11 Seek tools to retain and increase housing affordable to households with incomes at and below the median income.

CH-P12 Strive to preserve and provide a variety of housing types, including some single-family and other small-scale dwellings.

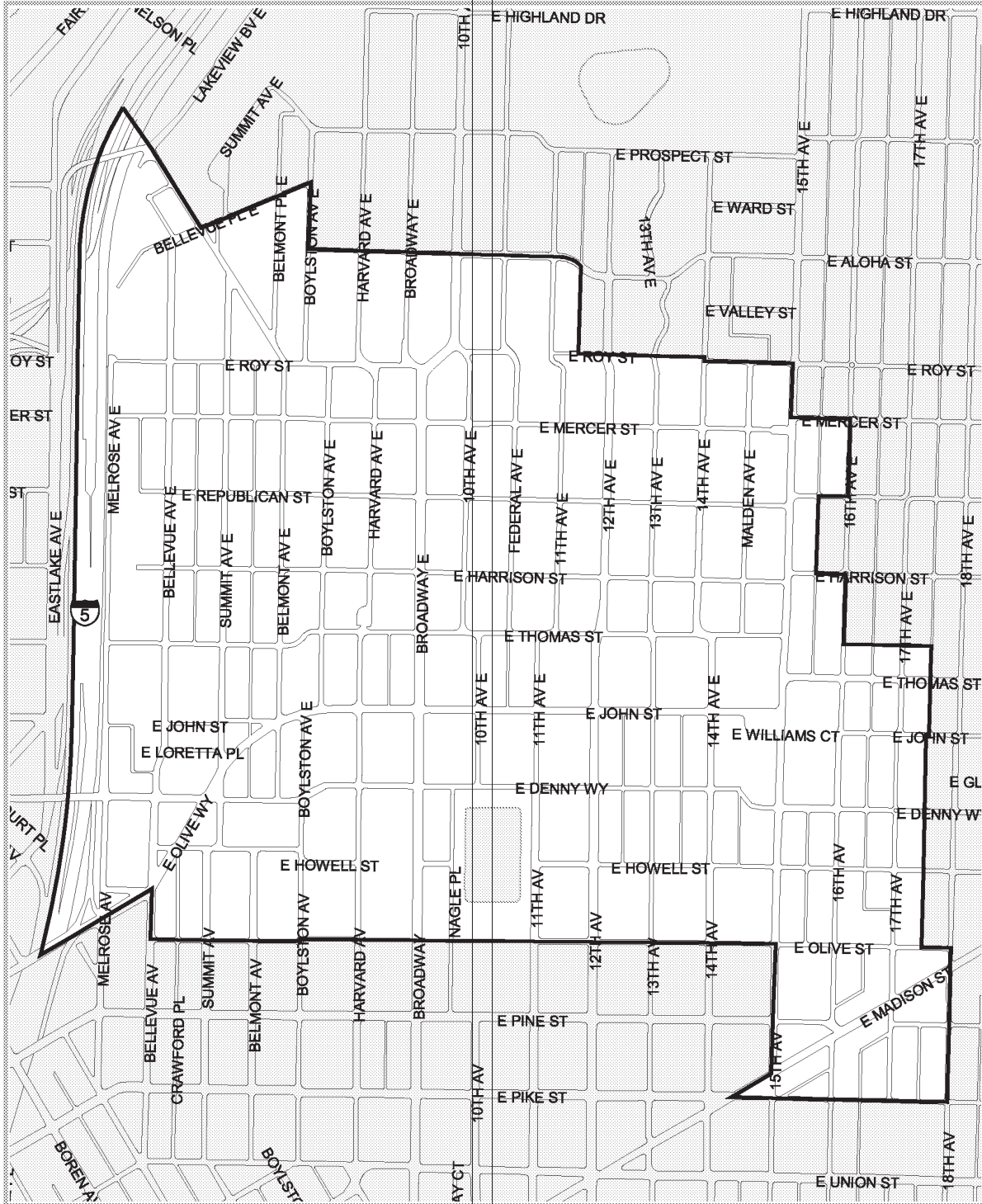
land use & urban design goal

CH-G2 An enhanced neighborhood with diverse land uses, a mixture of housing types in-

CH-P13 Encourage a range of home ownership options for households with a broad spectrum of incomes.



CAPITOL HILL Urban Center Village



VILLAGE BOUNDARY
 EDGE OF PAVEMENT

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neighborhood plans: Capitol Hill

CH-P14 Encourage the preservation of existing housing structures and the maintenance of properties.

CH-P15 Encourage the development of high quality new housing that blends with historic housing.

human development goal

CH-G4 A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

human development policies

CH-P16 Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.

CH-P17 Seek to improve communication between people, organizations, and communities dealing with human needs and human development issues.

CH-P18 Seek a comprehensive approach to address social issues and human needs within the neighborhood.

public space & arts goal

B-5

CH-G5 A neighborhood that provides amenities (quality parks/open space/arts) to serve its dense population.

public space & arts policies

CH-P19 Seek opportunities for the development of new parks and open spaces to adequately serve all Capitol Hill residents, including children, youth, and seniors.

CH-P20 Encourage the development of open spaces complementary to commercial corridors and Sound Transit Stations.

CH-P21 Strive to maintain and enhance environmental quality in the neighborhood's public spaces.

CH-P22 Promote safety and a civil environment in the neighborhood's public spaces.

CH-P23 Support arts and cultural activities as an integral part of community life.

CH-P24 Support neighborhood cultural institutions, including the Cornish College of the Arts, the Susan Henry Library, and Seattle Central Community College.

transportation goal

CH-G6 A pedestrian-oriented neighborhood with a balanced transportation environment which emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents, and students.

transportation policies

CH-P25 Support construction of light rail transit services through Capitol Hill with transit stations.

CH-P26 Support a variety of transportation modes that provide alternatives to using a car.

CH-P27 Encourage traffic calming measures in residential neighborhoods.

CH-P28 Discourage commuter and employee parking in the neighborhood.

CH-P29 Strive to improve parking management to better serve the needs of businesses and residents.

CH-P30 Work with transit providers to improve transit service and speed within the neighborhood and connections to other neighborhoods.



B-6 Central Area

overall Central Area community identity & character and land use goals

- CA-G1 The Central Area is a community proud of its culture, heritage, and diversity of people and places. This richness derives from the fact that this neighborhood has always been a place of welcome and it has been, and continues to be the center of the African American community.
- CA-G2 The Central Area is a community that provides inclusive opportunities for everyone to participate in community projects.

overall Central Area community identity & character and land use policies

- CA-P1 Strengthen a unique identity for the Central Area that celebrates its culture, heritage and diversity; enhance the sense of community; and increase the feeling of pride among Central Area residents, business owners, employees, and visitors through excellent physical and social environments.
- CA-P2 Recognize the historical importance and significance of the Central Area's existing housing stock, institutional buildings (old schools, etc.), and commercial structures as community resources. Incorporate their elements into building design and possible designation of historic and cultural resources.
- CA-P3 Seek opportunities for community-based public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of the Central Area.
- CA-P4 Create opportunities for public spaces, public art, and gateways that engage and express the Central Area's unique heritage and identity.

- CA-P5 Identify activities and spaces for people with diverse cultures, ages and background to meet, share, learn and strengthen community ties.
- CA-P6 Create an appealing environment that enhances the historic character while providing opportunities for existing and new development to grow, and serve the emerging needs of the diverse community.
- CA-P7 Create a vibrant commercial district, encouraging dense urban development in the commercial areas and encouraging housing supportive of the community through land use tools, such as rezones, design guidelines and incentives.
- CA-P8 Support existing and new Central Area community programs and expand on existing partnerships so these programs prioritize services to those who consider the Central Area to be central to their identity such as the African American community .
- CA-P9 Support a network of community based organizations that can coordinate diverse volunteers to implement community building programs and projects that serve to anchor the cultural diversity of the Central Area.

transportation & infrastructure goals

- CA-G3 A community where residents, workers, students and visitors can choose from a variety of comfortable and convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated.
- CA-G4 The neighborhood has an efficient and effective network of transit including linkages to the proposed East Link light rail station that supports land use goals and adequately serves the community.
- CA-G5 A community that is served by well-maintained infrastructure including the most up

neighborhood plans: Central Area

B-6

January | 2005 (2014)



to date communication technology such as fiber optic telecommunication infrastructure.

transportation & infrastructure policies

CA-P10 Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety.

CA-P11 Support a multimodal transportation network that connects community destinations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places and that links the Central Area to other neighborhoods.

CA-P12 Consider traffic calming measures on Central Area arterial streets.

CA-P13 Work with institutions/businesses to develop creative solutions for minimizing single occupant auto usage by employees and students.

CA-P14 Maintain and improve pedestrian infrastructure including sidewalks, stairways, pedestrian underpasses, and planting strips and medians on arterial streets to enhance pedestrian safety, mobility and access.

CA-P15 Consider improvements to unimproved rights of way such as street ends or alleys to foster pedestrian access and mobility.

CA-P16 Coordinate transportation and infrastructure project planning with adjacent neighborhoods if they are affected by these projects.

CA-P17 Facilitate convenient transit access to local and regional employment centers for Central Area residents.

CA-P18 Encourage shared parking at business nodes in order to meet parking demand while minimizing the size of surface parking lots and maximizing space for other uses.

CA-P19 Encourage coordination of construction work within the street right of way in order to maximize the public benefit and minimize the disruption of the street surface.

CA-P20 Improve road safety through public education, targeted enforcement, and engineering measures.

CA-P21 Develop a multi-modal access plan for proposed and future high capacity transit stations (Bus Rapid Transit, Light Rail) that serve or are near to the Central Area.

CA-P22 Create safe pedestrian and bicycle access to bus and light rail service and to the business districts.

CA-P23 Encourage King County Metro to provide effective bus service through the neighborhood to the light rail stations and surrounding community facilities.

CA-P24 Improve the visual quality of the neighborhoods by encouraging undergrounding of utilities including service lines for all new construction and remodel projects and minimizing the impact of new telecommunication facilities such as towers.

housing goal

CA-G6 The Central Area is a stable community that provides a range of housing types and affordable options to support the socio-demographic diversity of this neighborhood.

housing policies

CA-P25 Advocate for more flexible options for mortgage financing, and strive to remove barriers to home-ownership and renovation loans for local residents.

CA-P26 Support sweat-equity housing programs.

CA-P27 Support housing services that encourage age integration.



CA-P28 Ameliorate the potential impacts of gentrification and displacement of existing residents through a variety of affordable housing programs including preserving existing multi-family affordable housing and producing new affordable housing.

CA-P29 Maintain and create affordable housing to keep a range of housing prices and unit sizes including affordable family-sized units with amenities for families, and a balance of rental and owner-occupied housing.

CA-P30 Assist low-income, senior and disabled renters and homeowners by encouraging supportive services that will allow them to continue to live in the neighborhood.

CA-P31 Encourage affordable housing in close proximity or with easy access to community assets and amenities.

CA-P32 Target affordable housing investments near investments in high- frequency transit to reduce the transportation costs of low-income households.

CA-P33 Leverage publicly owned properties to produce affordable housing.

CA-P34 Provide development incentives to multi-family housing developers for provision of affordable housing units within market rate housing projects.

economic development goals

CA-G7 The Central Area is a culturally and ethnically diverse and economically strong community. Its business districts provide the goods and services needed for the multi-cultural community who live, work, worship and shop there.

CA-G8 The Central Area has vibrant commercial districts with diverse economic opportunities for area residents, including career-path family-wage jobs for its residents.

CA-G9 The Central Area has strong entrepreneurship that creates jobs and grows the local economy for the benefit of its residents.

CA-G10 This neighborhood is, and feels, safe and inviting for people and businesses.

economic development policies

CA-P35 Support efforts to encourage existing and new minority and locally owned businesses in the Central Area to grow and expand.

CA-P36 Support implementation of coordinated long-term strategies to improve commercial districts including support for existing or expanding small businesses and ethnically based businesses in order to maintain the multi- cultural character.

CA-P37 Support strong, culturally inclusive business associations that support the vitality of business districts serving the entire community.

CA-P38 Support vibrant, diverse and distinct commercial districts that provide a range of goods and services for the entire community.

CA-P39 Support projects that increase affordable, culturally appropriate and healthy food.

CA-P40 Create strong linkages to tie job and vocational training, apprenticeship programs and jobs to members of the community in need of such services, especially youth.

CA-P41 Build strong partnerships and support projects that provide opportunities for local jobs for Central Area residents and pathways to living wage jobs in the region's employment centers.

CA-P42 Strive to develop healthy workplaces where employees are treated with respect, and have a voice in decisions that impact their jobs, lives and community.

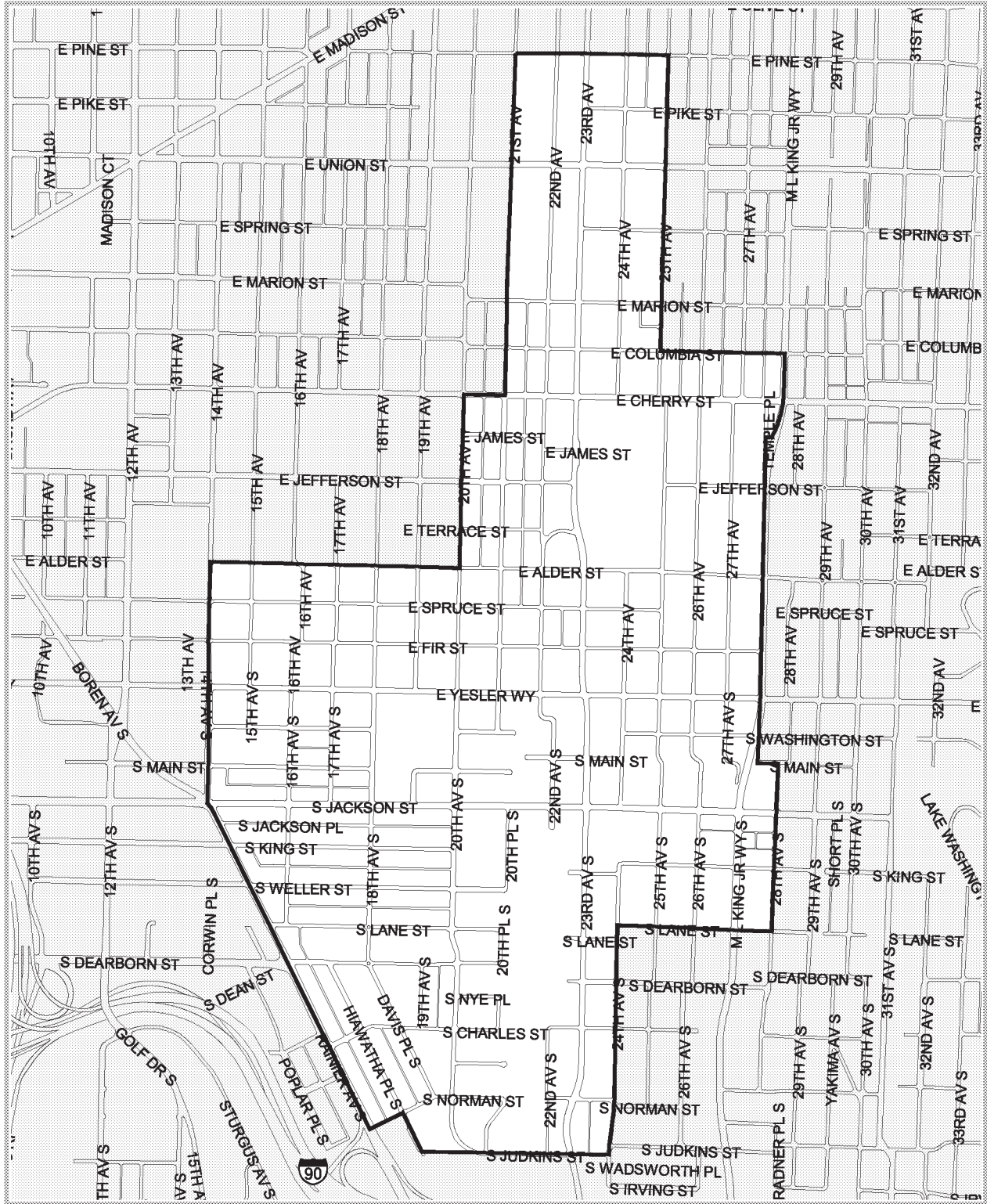
neighborhood planning element

B-6

January | 2005



23RD AVENUE S @ S JACKSON-UNION Residential Urban Village

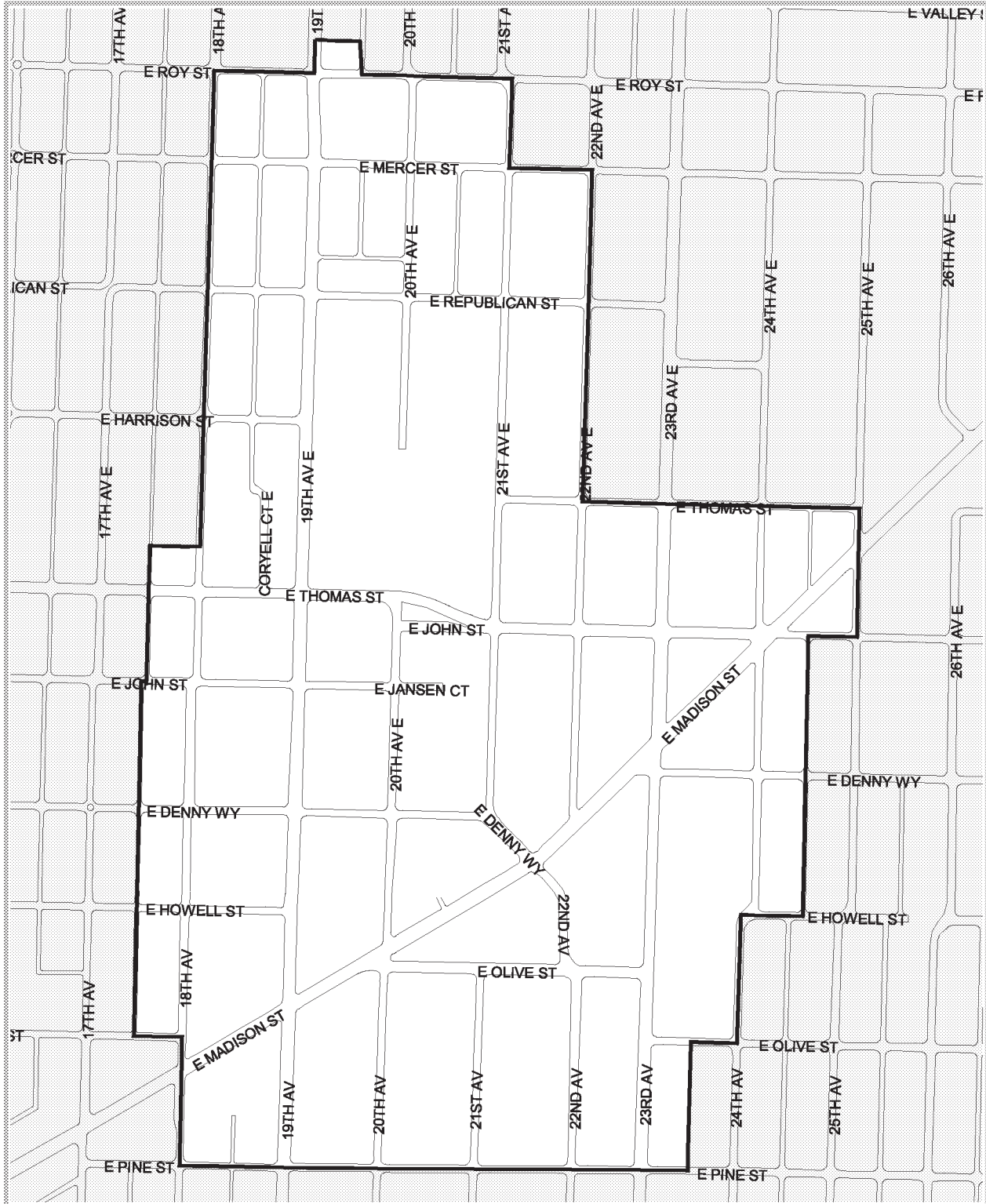


0 500 1000 Feet

 VILLAGE BOUNDARY
 EDGE OF PAVEMENT



MADISON-MILLER Residential Urban Village



neighborhood plans: Central Area

B-6

January | 2005 (2013)



- CA-P43 Provide opportunities and support to facilitate start-up small businesses.
- CA-P44 Encourage partnerships among businesses to create a safe and active commercial district.
- CA-P45 Seek opportunities to strengthen partnerships between the community and the Seattle Police Department.
- CA-P46 Support crime prevention programs that create partnerships between the broad diversity of the community, the businesses and the City to decrease crime and to address underlying conditions that may encourage crime.
- CA-P47 Support efforts to improve the appearance and cleanliness of business districts.

human service and community building goals

- CA-G11 The Central Area is a connected and caring community that nurtures and supports all its members especially the children, youth and the elderly, and provides programs and services needed by its diverse community.
- CA-G12 The Central Area has strong schools with excellent programs and strong enrollment with no achievement gap, providing opportunities for all students to succeed and have bright futures.
- CA-G13 The Central Area is a neighborhood in which the community, community-based organizations, service organizations, education/training institutions and the City work together to create pathways to meaningful employment for all its youth.
- CA-G14 To support cultural diversity, there is improved access to education and employment training opportunities for all, especially for its diverse youth.

- CA-G15 All Central Area youth are empowered and have strong leadership skills.
- CA-G16 The Central Area has strong organizations and local leaders who work to anchor the cultural diversity of this neighborhood.

human service and community building policies

- CA-P48 Encourage local institutions, community-based organizations, and other agencies to provide life-long learning opportunities needed by the Central Area's diverse community.
- CA-P49 Provide all Central Area youth with required skills and experience needed for future careers. Maximize the capability of local institutions and program providers such as Seattle Vocational Institute to serve such needs.
- CA-P50 In the Central Area, support the growth of jobs for teenagers, especially those most in need of a path to a successful future.
- CA-P51 Provide the Central Area youth with cultural education and recreational opportunities that embrace its diversity.
- CA-P52 Enhance community pride through multicultural activities such as community festivals, youth mentoring and other youth programs.
- CA-P53 Support innovative and effective youth services.
- CA-P54 Encourage Central Area youth to actively engage in community activities and develop leadership skills, especially those most in need of such support.
- CA-P55 Provide seniors with needed resources and assistance and opportunities to engage with the community.



CA-P56 Provide supportive services for the immigrant/ refugee and African American communities.

CA-P57 Support programs and organizations that nurture local leadership within the Central Area.

parks and open space goal

CA-G17 A community with functional, well maintained and connected parks, open space, and recreational facilities to serve the Central Area's diverse population.

parks and open space policies

CA-P58 Facilitate community involvement such that park facilities, improvements and programming better reflect the needs of the neighborhood.

CA-P59 Seek opportunities within the commercial districts to create open spaces for community gathering.

CA-P60 Seek opportunities for public open space on unused or unimproved properties.

CA-P61 Promote greening and beautification of the neighborhood through local citizen participation.

CA-P62 Work with community members, organizations, schools and institutions to provide park stewardship.

23rd avenue corridor goals

CA-G18 The three community nodes along 23 rd Ave at Jackson, Union and Cherry are each distinct with a different niche, but together they exhibit or demonstrate the shared identity of the Central Area. These community nodes together serve the diversity of cultures in the Central Area and continue to be home to those businesses and institutions that are central to the African American community:

- 23rd and Jackson - The largest of the three community nodes with larger scaled mixed use developments. It is the community's center for general goods and services including education, arts, places of worship and gathering, parks, a library, housing, social services and places to shop for daily household needs. It is a local and regional destination that draws a broad mix of people.

- 23rd and Union - A medium sized community-serving node with mixed use developments. This node has locally owned businesses and institutions and continues to serve as the center of the African American community. It is a neighborhood scale destination that builds on existing assets and draws customers from the larger neighborhood.

- 23rd and Cherry - This is a smaller scaled community-serving node with finer grained mixed use developments. This node has an abundance of community assets including parks/ open space, Garfield High School and Community Center, teen center, arts programs, and small businesses, in particular ethnic restaurants, that create a unique identity for this node. It draws a broad mix of people, especially youth.

23rd avenue corridor policies

CA-P63 Encourage new pedestrian-friendly mixed-use development and increased housing density in and around the 23 rd Avenue and Jackson Street commercial area. Include small and large businesses, opportunities for startup businesses, and affordable housing while preserving existing gathering spaces.

CA-P64 Support additional retail, restaurants, services, and office space at 23 rd and Yesler to increase activity on the sidewalks.



CA-P65 Encourage new pedestrian-friendly mixed-use development at 23rd and Union that includes neighborhood serving shops and services, opportunities for startup businesses, affordable housing and live/work housing while respecting the small scale and historic character of this node.

CA-P66 Preserve small-scale neighborhood character, immigrant and refugee owned businesses while providing a greater variety of shops and services at 23rd and Cherry and an activated street frontage.

CA-P67 Improve access and connectivity to community assets at 23rd and Cherry and activate space around Garfield High School, Garfield Community Center, and Medgar Evers Pool.

Madison-Miller goals

CA-G19 A vibrant, revitalized pedestrian-oriented commercial district on East Madison from 16th to 24th Avenues that serves both local and destination shoppers with a variety of shops and services.

CA-G20 A vibrant, revitalized pedestrian-oriented commercial node at Madison St. between 19th Avenue and 23rd Avenue that principally serves local residents.

CA-G21 A destination/entertainment center at 23 rd and Madison serving as the Central Area's northern commercial anchor.

Madison-Miller policies

CA-P68 Encourage increased housing density at 23rd and Madison. As one tool for implementing this policy, consider the Residential Small Lot zone to be appropriate for single family areas south of E. Madison St. within the Madison-Miller Residential Urban Village.

- A. The portion of East Madison Street within the Madison-Miller Residential Urban Village is designated a principal commercial street.

CA-P69 Seek entertainment facilities (e.g. entertainment complex), destination retail, convention and conference facilities and other like businesses at 23rd and Madison.

CA-P70 Adopt themes and identity elements for Madison/Miller and incorporate into streetscape concepts, transportation improvements, community-based projects, and new development proposals, including concepts such as:

- The area's African-American Heritage;
- Madison After Dark;
- Community Diversity;
- The Physical and Natural Environment; and
- The area's Transportation History.

CA-P71 Explore the potential for an incentive-based East Madison "economic opportunity area."

12th avenue goal

CA-G22 A thriving mixed-use residential and commercial area with a "main street" including services and retail that is attractive and useful to neighborhood residents and students, and public spaces that foster a sense of community, near the intersection of several diverse neighborhoods and major economic and institutional centers.

12th avenue policies

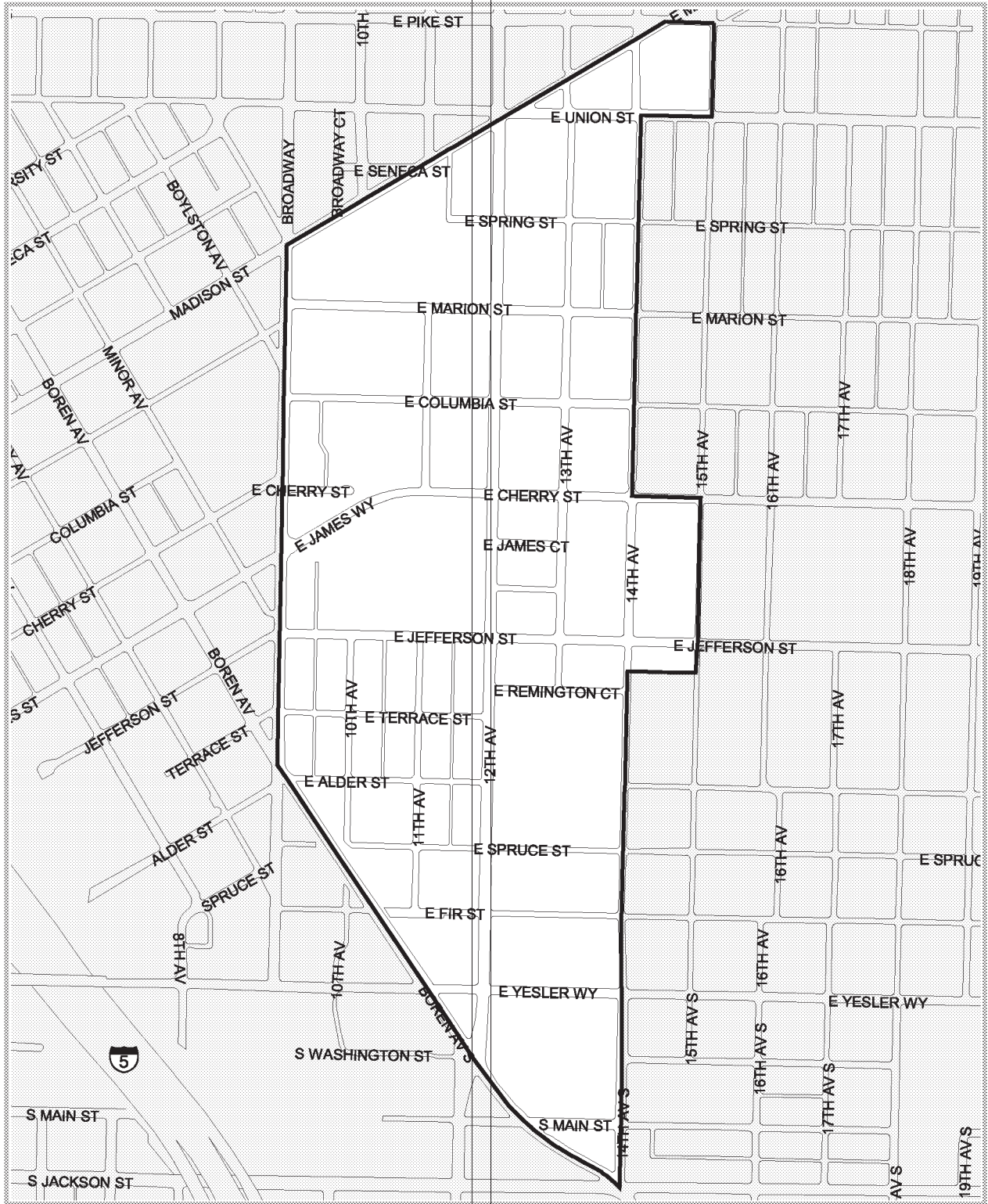
CA-P72 Encourage increased housing density where appropriate, such as on 12th Avenue and on Yesler Way, and in mid-rise zoned areas.

CA-P73 Facilitate the redevelopment of City-owned land, emphasizing mixed use where that type of development will contribute to the desired community character.

CA-P74 Seek services and retail that builds on the neighborhood's proximity to Seattle University.



12TH AVENUE Urban Center Village



0 500 1000 Feet

 VILLAGE BOUNDARY
 EDGE OF PAVEMENT



B-7 Columbia City

transportation goals

- CC-G1 A community with a safe, effective, and attractive transportation system that provides residents multi-modal access to employment opportunities within the region.
- CC-G2 A community served by a light rail transit system which also is a catalyst for transit-oriented housing and commercial development within the station area.
- CC-G3 A community with transportation infrastructure necessary to ensure public safety, efficient access to services, and general quality of life.

transportation policies

- CC-P1 Strive to make the Columbia City area safe and efficient for bicycles and pedestrians.
- CC-P2 Seek to improve east-west transit service that allows access to multiple employment centers and educational services.
- CC-P3 Maximize community benefits through the management of parking around the light rail station.
- CC-P4 Seek to replace and rehabilitate non-functional elements of the transportation system.
- CC-P5 Improve pedestrian safety and convenience along Rainier Avenue S. and Martin Luther King Jr. Way S.
- CC-P6 Strive to make bus stops and transfer points safe, visible, comfortable, and efficient through the use of design techniques and by providing rider information.

CC-P7 Maximize economic development and revitalization through appropriately designed station area development.

CC-P8 Strive to maintain efficient goods mobility along Martin Luther King Jr. Way S.

economic development goals

- CC-G4 A community with healthy businesses and healthy employment levels.
- CC-G5 A community with retail and service businesses that serve community needs, particularly pedestrian-oriented commercial development.
- CC-G6 A neighborhood that promotes entrepreneurship within the community.

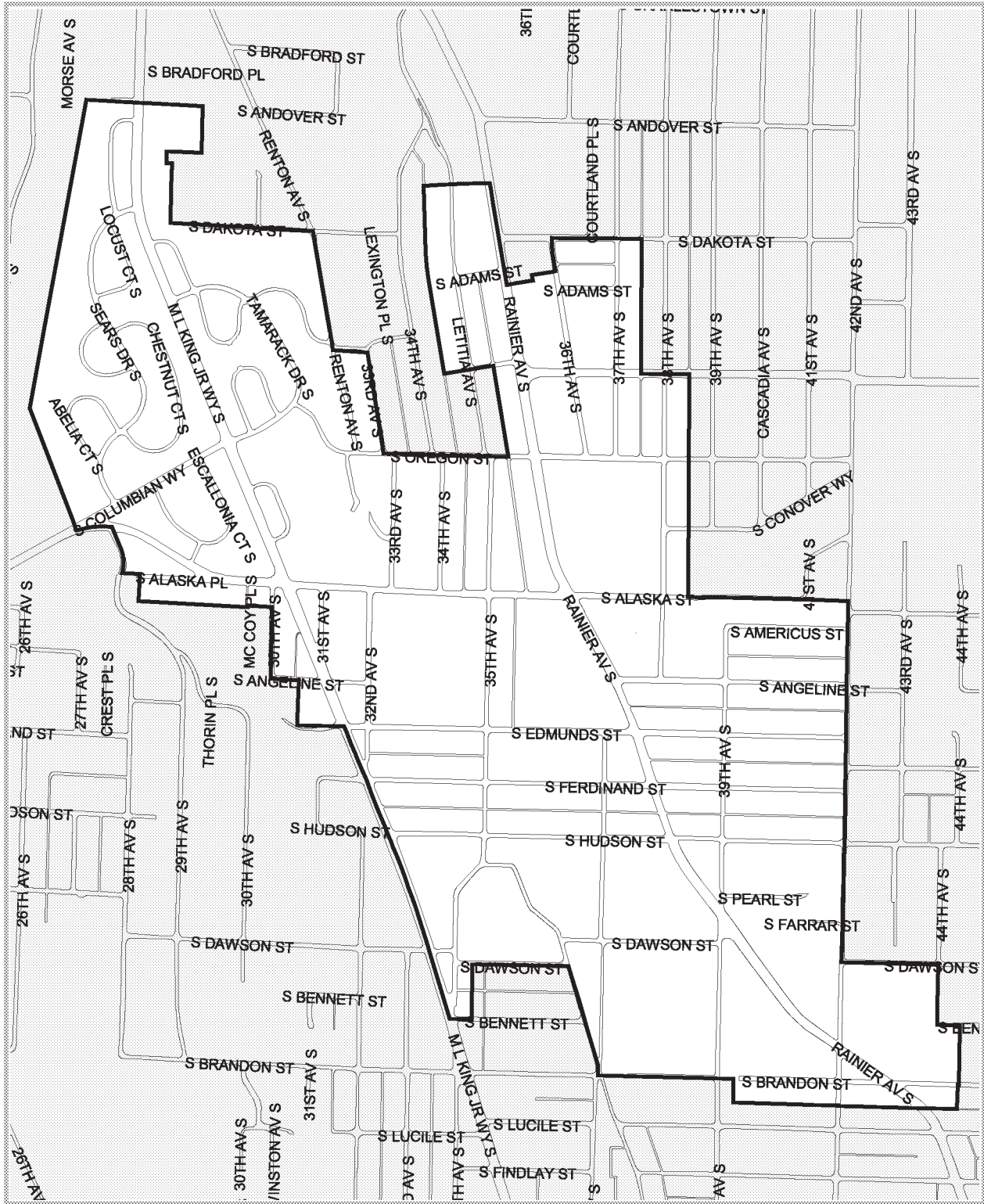
economic development policies

- CC-P9 Encourage mixed-use and pedestrian-scale development within the Columbia City and Hillman City business districts.
- CC-P10 Strive to retain and build upon the unique pedestrian-friendly qualities of the Columbia City, Hillman City, and Genesee business districts.
- CC-P11 Support opportunities for business incubators and local business ownership within the community.
- CC-P12 Assist residents in gaining access to employment services, information technology, and centers of employment.
- CC-P13 Encourage the development of businesses that will increase the number of local jobs for professional, technical, and managerial positions, and that provide for the potential for career advancement.

B-7



COLUMBIA CITY Residential Urban Village



— VILLAGE BOUNDARY
 - - - EDGE OF PAVEMENT



housing goals

- CC-G7 A community with healthy and attractive single-family residential areas.
- CC-G8 A community with a variety of available housing options for a mix of income levels and household sizes.
- CC-G9 A community that provides opportunities for owner-occupied housing for community residents.

housing policies

- CC-P14 Encourage the preservation of affordable housing resources through the rehabilitation of older existing homes.
- CC-P15 Strive to maintain existing neighborhood scale and character and promote transit-oriented development, where appropriate.
- CC-P16 Support opportunities for home-ownership in the vicinity of Columbia City.
- CC-P17 Strive to provide the required infrastructure to support increases in housing density.
- CC-P18 Maximize light rail related investments to ensure the development of quality housing with appropriate community amenities.
- CC-P19 Support the use of public/private partnerships to develop quality affordable housing.
- CC-P20 Encourage housing as part of mixed-use development projects, including live/work spaces, within the business districts; consider rezoning appropriate areas within the urban village to NC/R designations.
- CC-P21 Support incentives for new housing development near high capacity transit facilities.

cultural & human resources goals

- CC-G10 A community with adequate open space for the residential population.

- CC-G11 A community with a library that serves community needs.
- CC-G12 A community where social service needs are addressed in an efficient and non-invasive manner.

cultural & human resources policies

- CC-P22 Use the P-Patch program as a means of increasing open space and neighborhood amenities.
- CC-P23 Promote the incorporation of public art into the development of public and community facilities.
- CC-P24 Provide library services that meet the needs of the Columbia City/Hillman City/Genesee community.
- CC-P25 Seek to involve the Columbia City/Hillman City/Genesee community in planning efforts for the siting and use of essential community and public facilities in the neighborhood.

public safety/image goals

- CC-G13 A neighborhood with strong community-based policing efforts.
- CC-G14 A neighborhood with property and human rights protection for all residents.
- CC-G15 A neighborhood with an attractive physical appearance and a positive image.

public safety/image policies

- CC-P26 Support police service that meets the needs of a growing population and reflects changing crime statistics.
- CC-P27 Seek housing incentives for police officers to live within the community.
- CC-P28 Strive to promote positive media portrayals of the surrounding area.



CC-P29 Develop strategies to address street litter and graffiti within the commercial centers.

CC-P30 Strive to improve security lighting near schools, parks, public facilities, parking lots, and in alleys.

CC-P31 Support the continued availability of home improvement and business facade improvement funds, while strictly enforcing exterior maintenance codes.

CC-P32 Promote a Crime Prevention Through Environmental Design (CPTED) program in the neighborhood.

B-8 Crown Hill/Ballard

economic development goal

CH/B-G1 A defined, vital, accessible mixed use core with residential and commercial activity in the Ballard Hub Urban Village and Crown Hill Residential Urban Village.

economic development policies

CH/B-P1 Employ economic development strategies that build on Ballard's history and welcome the variety of traditions represented in the area's population and businesses to create a family-friendly neighborhood that offers the best of Seattle living.

CH/B-P2 Improve the attractiveness of the business areas in the Ballard Hub Urban Village and the Crown Hill Residential Urban Village to businesses, residents and shoppers through creation of pleasant streetscapes and public spaces.

CH/B-P3 Strive to create a mix of locally-owned, unique businesses and regional and national retailers.

CH/B-P4 Encourage tourists visiting the Ballard Locks to patronize businesses in the neighborhood.

residential development goals

CH/B-G2 A community with housing types that range from single family to moderate density multifamily.

CH/B-G3 A civic complex in the core of the Ballard Hub Urban Village that incorporates moderate density housing as well as public open space and other public and private services.

residential development policies

CH/B-P5 Accommodate the majority of new housing units and increases in density in the central areas of the Ballard and Crown Hill urban villages.

CH/B-P6 Maintain the physical character of the single family-zoned areas in the Crown Hill/Ballard plan area.

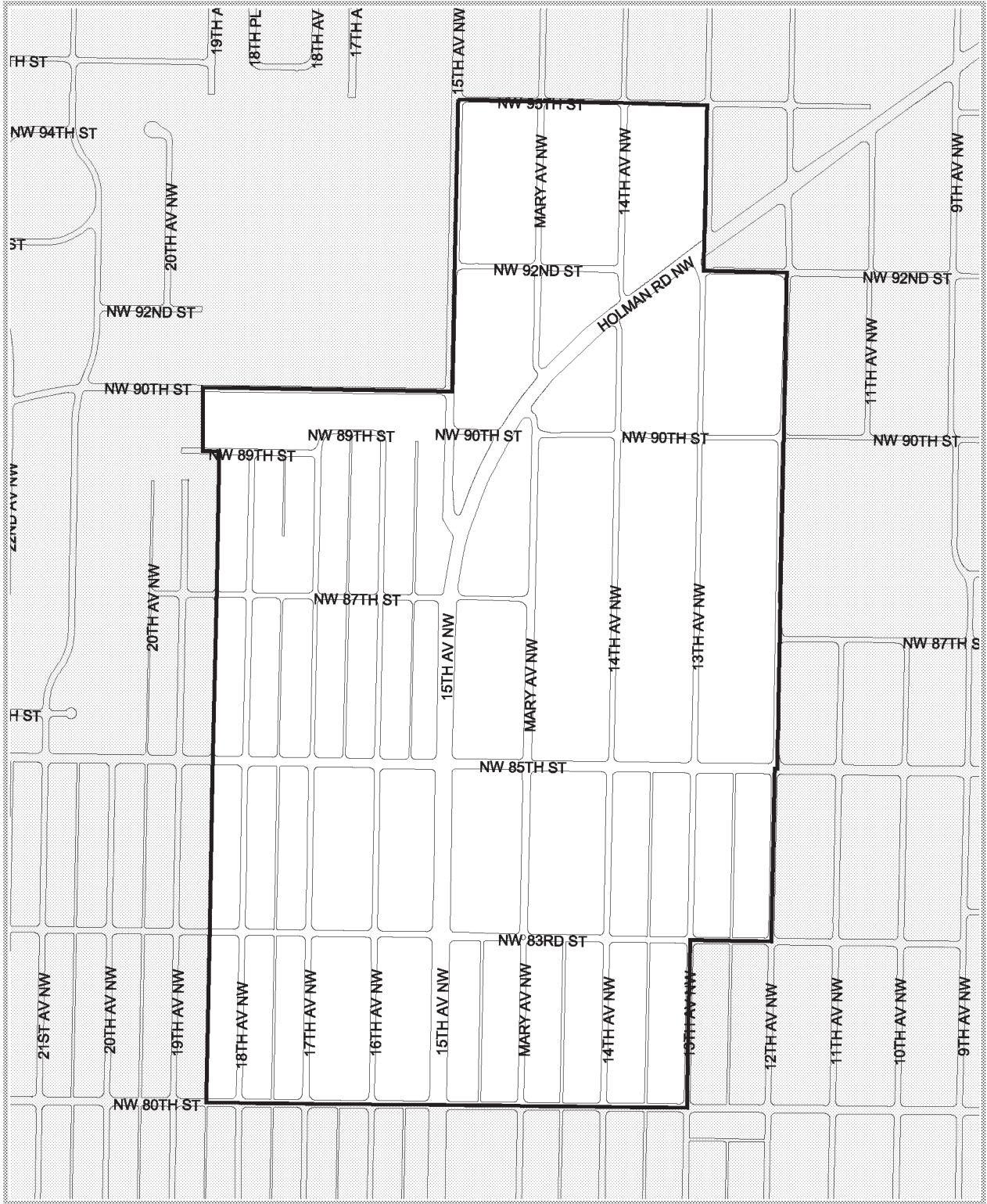
CH/B-P6.5
In the Crown Hill Residential Urban Village, single family-zoned portions of split-zoned lots having an existing multifamily use may be rezoned to an abutting multifamily-zoning designation. This policy is intended to guide future rezone decisions and to lead to amendment of the Land Use Code by changing limits on the zones to which single-family areas may be rezoned within the Crown Hill Residential Urban Village, as prescribed by SMC 23.34.010.B.2.

transportation goal

CH/B-G4 A transportation system that supports residential, commercial and civic activity in the core of the Ballard and Crown Hill urban villages, and encourages people



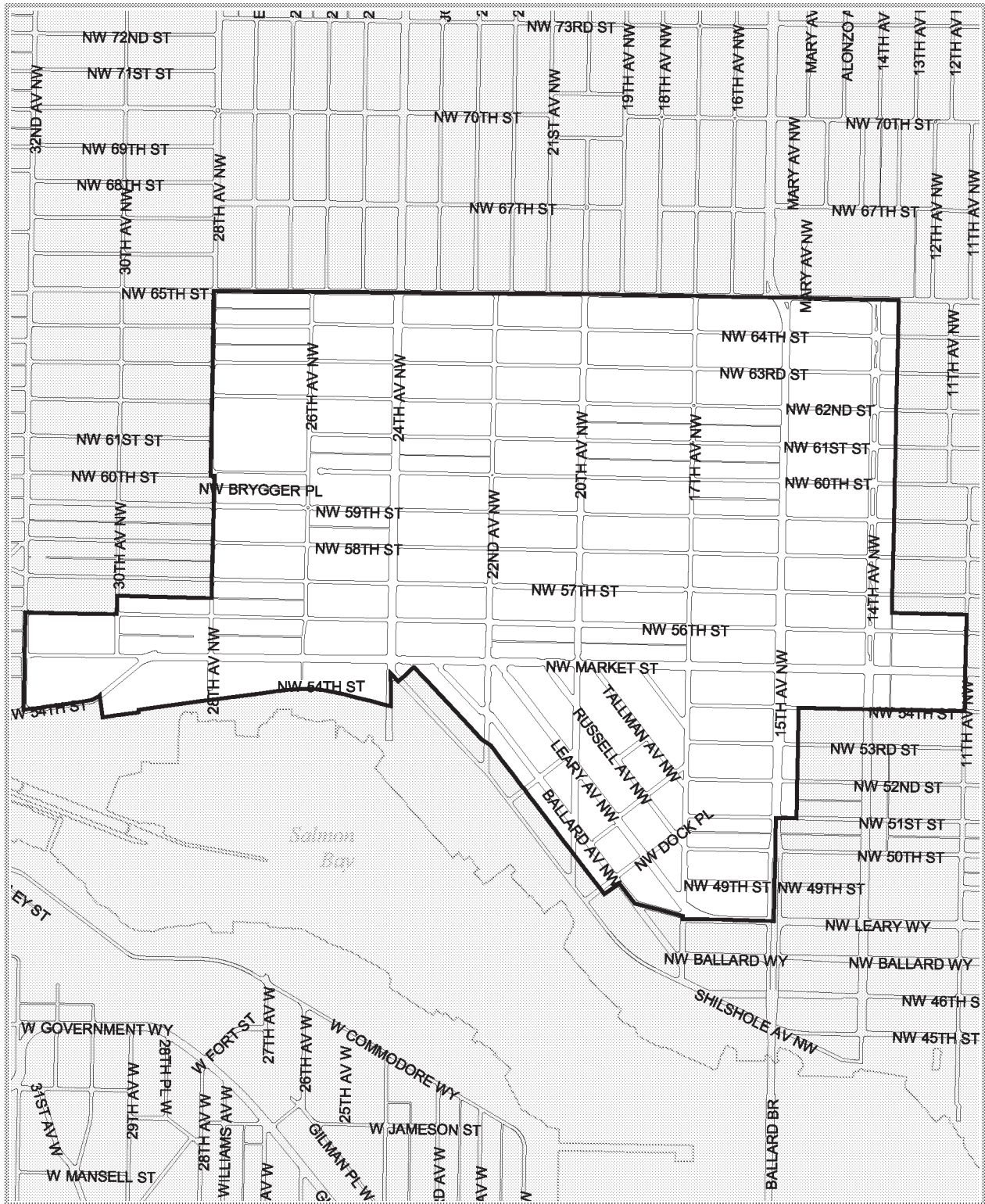
CROWN HILL Residential Urban Village



-  VILLAGE BOUNDARY
-  EDGE OF PAVEMENT



BALLARD Hub Urban Village



0 500 1000 Feet

— VILLAGE BOUNDARY
--- EDGE OF PAVEMENT

neighborhood plans: Crown Hill/Ballard

B-8

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to use transit and non-motorized transportation modes.

transportation policies

CH/B-P7 Improve mobility for people using all modes of transportation to, within and around the Ballard Hub Urban Village to increase retail, commercial and civic activity. Improve mobility for people using all modes of transportation to, within, and around the Crown Hill Urban Village to serve the residents and businesses there.

CH/B-P8 Emphasize accessibility by transit, bicycle and pedestrians in the downtown Ballard area.

CH/B-P9 Preserve the function of 15th Avenue NW as a principal arterial and a major truck street, but strive to overcome the street as a barrier that isolates the neighborhood areas to the east and west from each other and to improve its contribution to the visual character of Crown Hill and Ballard.

CH/B-P10 Strive to improve the pedestrian environment along NW Market Street while retaining its function as a principal arterial.

CH/B-P11 Take advantage of present and future economic, cultural and open space developments to enhance the bicycle and pedestrian network.

CH/B-P12 Work with the Regional Transit Authority and King County/Metro to ensure that Ballard residents and businesses are served by the Regional Transit Authority and King County/Metro systems.

recreation & open space goal

CH/B-G5 A neighborhood with open space, parks and recreation sites connected by a network of "green links," that offer a full range of active and passive recreational opportunities to area residents and visitors, throughout Crown Hill/Ballard.

recreation & open space policies

CH/B-P13 Increase the range of recreation opportunities and types of open space available in the neighborhood. Encourage the development of new facilities, including, but not limited to passive parks, tennis courts, basketball courts, ballfields, play areas, marine and shoreline parks, pedestrian-friendly walkways, trails (including the Burke-Gilman), and gateways.

CH/B-P14 Enhance existing open space and recreation sites and facilities throughout Crown/Hill Ballard.

CH/B-P15 Create opportunities for people to experience the natural environment through the preservation of publicly-owned forested areas, encouraging community gardening (P-patches), and tree planting on private property and in the public right-of-way, and creating access to views and waterways.

arts & culture goal

CH/B-G7 A rich, diverse and accessible cultural life that serves as the basis for neighborhood identity and helps build a livable community.

arts & culture policies

CH/B-P16 Promote Ballard as a hub of arts, culture and entertainment.

CH/B-P17 Engage in cultural activities that promote community revitalization and historic preservation.

CH/B-P18 Encourage the development of indoor and outdoor facilities in which cultural activities can take place.

CH/B-P19 Address the lack of affordable live/work spaces for artists and others in Seattle through promoting the adaptive reuse of



historic buildings in the Ballard Landmark District and other nearby areas as appropriate.

CH/B-P20 Seek to attract industrial uses that could have a symbiotic relationship with the local arts community, including but not limited to, glass blowing facilities, welding and metalwork shops, facilities that recycle materials into usable objects, woodworking facilities, or large-scale ceramics.

CH/B-P21 Define and promote Crown Hill/Ballard's identity by establishing a series of welcoming gateways, such as landscaped areas or artworks, at key entry points to the neighborhood.

human services goal

CH/B-G7 A caring community that nurtures and supports all its members, particularly the most vulnerable, including children, youth and the elderly.

human services policy

CH/B-P22 Create a strong network with multiple access points that link neighborhood organizations and service providers to fully utilize resources and to improve the awareness and use of services among those that need them in Crown Hill/Ballard.

capital facilities & utilities goals & policy

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express vision of the Crown Hill/Ballard neighborhood.

B-9 Delridge

parks & open space goal

D-G1 A Delridge community that is integrated with the natural environment, where open space and natural areas are preserved, interconnected, well maintained, and safe - for wildlife, and residents including children.

parks & open space policies

D-P1 Seek to create a comprehensive open space network in Delridge that integrates the residential and business environments with natural areas for public access and wildlife habitat.

D-P2 Seek to protect from development: natural open space areas, wetlands, drainage corridors, and woodlands that contain prime wildlife habitat along the Longfellow Creek, Puget Creek, and Duwamish River drainage corridors and valley hillsides.

D-P3 Strive to create a comprehensive system of trails for recreational hikers, walkers, and joggers, linking residential areas to parks and community facilities, schools, business nodes, and transit systems.

D-P4 Work with community groups and neighborhood stakeholders to provide stewardship of the natural environment using appropriate city resources in partnership with community organizations, schools, and others.

land use goals

D-G2 A series of mixed use activity nodes or centers along Delridge Way clustering commercial, business, entertainment, community uses, and public facilities.

neighborhood plans: Delridge

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D-G3 The mixed-use neighborhood anchors provide services to residents in compact areas accessible from walkways, park trails, bikeways, transit routes, and local residential streets.

land use policies

D-P5 Seek to create special identities for unique districts or places, particularly the neighborhood anchors along Delridge Way, using distinctive and unique gateways, pedestrian amenities, streetscape, and other furnishings and designs.

D-P6 Strengthen the local Delridge business community by participating in public/private ventures to provide public benefits as appropriate to meet Delridge's long range goals.

D-P7 Seek to develop a pedestrian oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Seek to calm traffic on Delridge Way through the neighborhood anchors.

D-P8 Seek to enhance pedestrian improvements and commercial services in the neighborhood anchor at Delridge and Andover. This anchor should serve as a major local employment center, while facilitating the flow of traffic through the node and onto the West Seattle bridge.

D-P9 Seek to improve the "community campus" neighborhood anchor at Delridge and Genesee. This anchor should provide educational, recreational, cultural and social opportunities (and potentially increased housing) to the neighborhood, by preserving and redeveloping the Old Cooper School and by coordinating, expanding and improving programs between the local agencies.

D-P10 Seek to improve the neighborhood anchor at Delridge and Brandon, through means including the continuation of the neighborhood commercial zone in the vicinity, along Delridge Way south to SW Juneau Street. This anchor should provide neighborhood-oriented retail and personal services and neighborhood-based city services (such as a Neighborhood Service Center and Library) for the nearby neighborhoods and existing neighborhood businesses.

D-P11 To support the vision of the neighborhood anchor designated at Delridge and Brandon, LDT zoning is appropriate, along both sides of SW Brandon Street between 23rd Avenue SW and 26th Avenue SW; and along both sides of SW Findlay Street between 23rd Avenue SW and 26th Avenue SW.

D-P12 Seek to improve the neighborhood anchor at Delridge and Sylvan/Orchard Ways, which will provide goods, services, entertainment, and transit services to the West Seattle area.

transportation goals

D-G4 A transportation system that provides convenient access for local travel within the neighborhood, and access to principal employment, shopping and entertainment activities in the surrounding area.

D-G5 A community that provides safe, convenient, and efficient bikeway access to local and regional destinations.

transportation policies

D-P13 Encourage high quality bus service with effective and efficient transfer opportunities, and facilities that provide adequate safety and security.



- D-P14 Seek to use park-and-ride lots for multiple purposes such as serving as off-peak period recreational trailheads.
- D-P15 Strive for high quality roadway maintenance to ensure safe and efficient travel for pedestrians and vehicles.

housing goals

- D-G6 A community with a range of household types, family sizes and incomes –including seniors and families with children.
- D-G7 A community that preserves and enhances the residential character of single family neighborhoods within the Delridge community while providing a range of housing types to fit the diversity of Delridge households.

housing policies

- D-P16 Seek to use regulatory tools or other means to preserve open space and natural features while increasing the variety of housing types available to the community
- D-P17 Encourage the rehabilitation of substandard housing.

community & culture goals

- D-G8 A diverse community of neighborhoods with people from many cultures, long-time residents and newcomers, young and old, people who own and rent homes and who work in a variety of jobs. A community where all people feel safe and welcome, have the opportunity to participate in their community and express what is most important to them, and which meets its residents' social, economic, and recreational needs.

community & culture policies

- D-P18 Seek to provide opportunities for multi-cultural sharing, education, understanding, and celebration through community participation and appreciation efforts, and through the provision of public meeting facilities.
- D-P19 Seek to inventory and promote neighborhood-based emergency preparation plans.
- D-P20 Strive to build strong partnerships with local crime prevention efforts.
- D-P21 Seek to involve the whole community to make services available to the broadest cross section of the community by developing programs that address the needs of individuals and families.
- D-P22 Seek to develop cultural programs (such as art, music and theater), and support community programs. Seek to provide public facilities that support the cultural programs.

plan stewardship goal

- D-G9 A community fully involved in efforts to implement the neighborhood plan, and to maximize the efficient use of available resources.

plan stewardship policies

- D-P23 Promote partnerships with projects that can leverage City efforts toward the implementation of the Delridge neighborhood plan.
- D-P24 Support community-based efforts to implement and steward the plan.

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economic development policies

- D-P25 Seek to create greater employment and shopping opportunities within the Delridge neighborhood.
- D-P26 Seek to participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts that support community residents in need of employment.
- D-P27 Encourage local business development opportunities, particularly for small businesses that may be owned by or employ Delridge residents.

B-10 Downtown Neighborhood Plan

Downtown Urban Center

discussion

The following Goals are intended to further define the direction for downtown growth, investment, and development.

pre-eminent regional center goal

DT-G1 Maintain downtown Seattle as the most important of the region's urban centers - a compactly developed area supporting a diversity of uses meeting the employment, residential, shopping, culture, service and entertainment needs of the broadest range of the region's population.

economic development goal

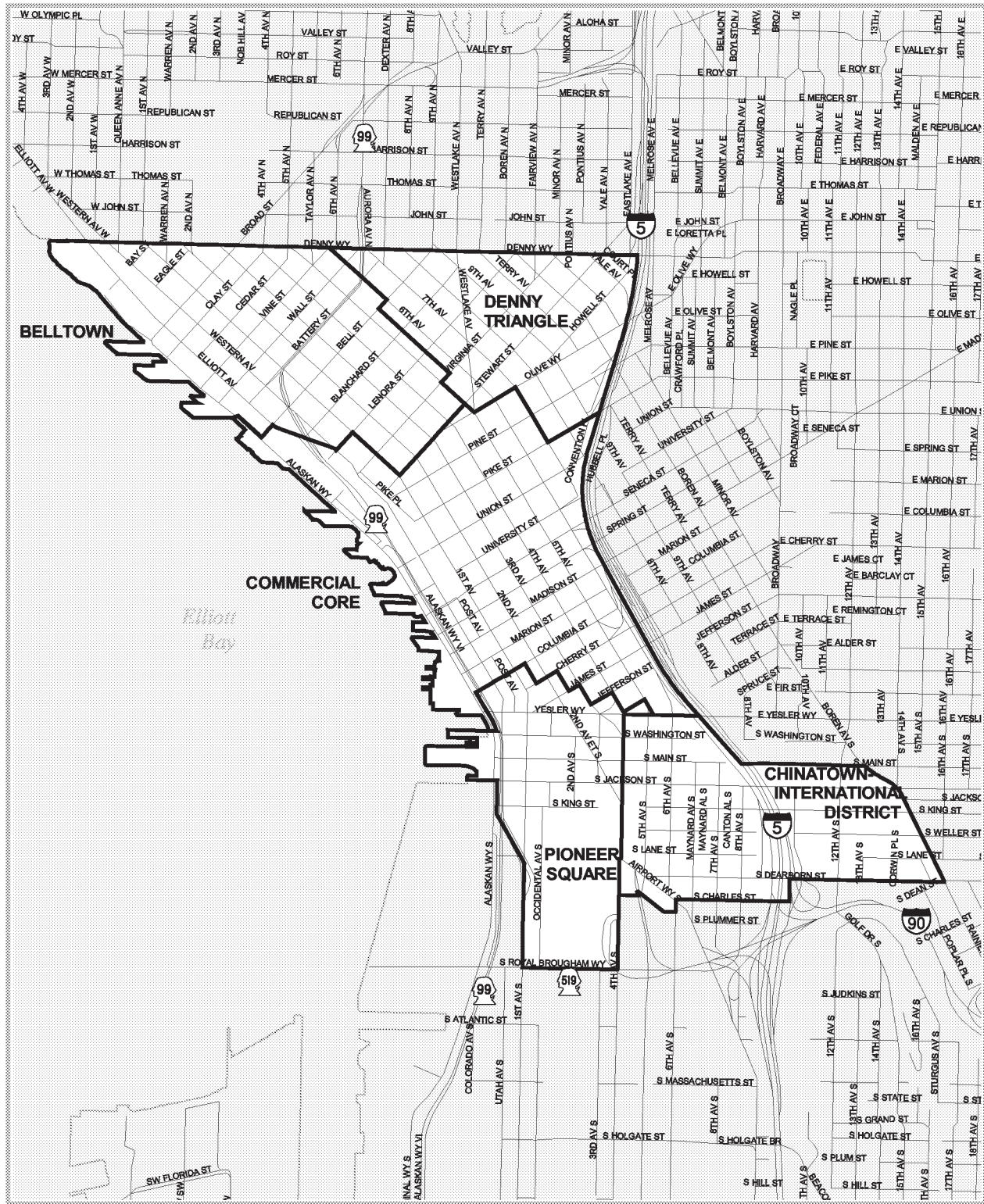
DT-G2 Encourage economic development activities consistent with the Comprehensive Plan to attract and retain businesses and to expand employment and training opportunities for Seattle area residents.

culture & entertainment goal

ST-G3 Strive to reinforce downtown as a center of cultural and entertainment activities to foster the arts in the City, attract people to the area, create livable neighborhoods, and make downtown an enjoyable place to be shared by all. Encourage facilities for artists to live and work in downtown.



DOWNTOWN Urban Center



VILLAGE BOUNDARY

neighborhood plans: Downtown

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urban form goal

- DT-G4 Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the downtown physical environment by:
1. enhancing the relationship of downtown to its spectacular setting of water, hills and mountains;
 2. preserving important public views;
 3. ensuring light and air at street level and in public parks;
 4. establishing a high quality pedestrian oriented street environment;
 5. reinforcing the vitality and special character of downtown's many parts;
 6. creating new downtown parks and open spaces at strategic locations;
 7. preserving downtown's important historic buildings to provide a tangible link to the past;
 8. adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.

and the Chinatown/International District. Seek to accommodate the largest share of downtown employment growth in these combined districts. Concentrations of office use should occur:

1. where such concentrations already exist;
2. where existing infrastructure is adequate or can be made adequate;
3. where the existing and planned transportation system has the capacity to handle increased demand;
4. where healthy concentrations of other desirable uses such as retail and housing will not be displaced; and
5. where such concentrations are consistent with neighborhood development objectives.

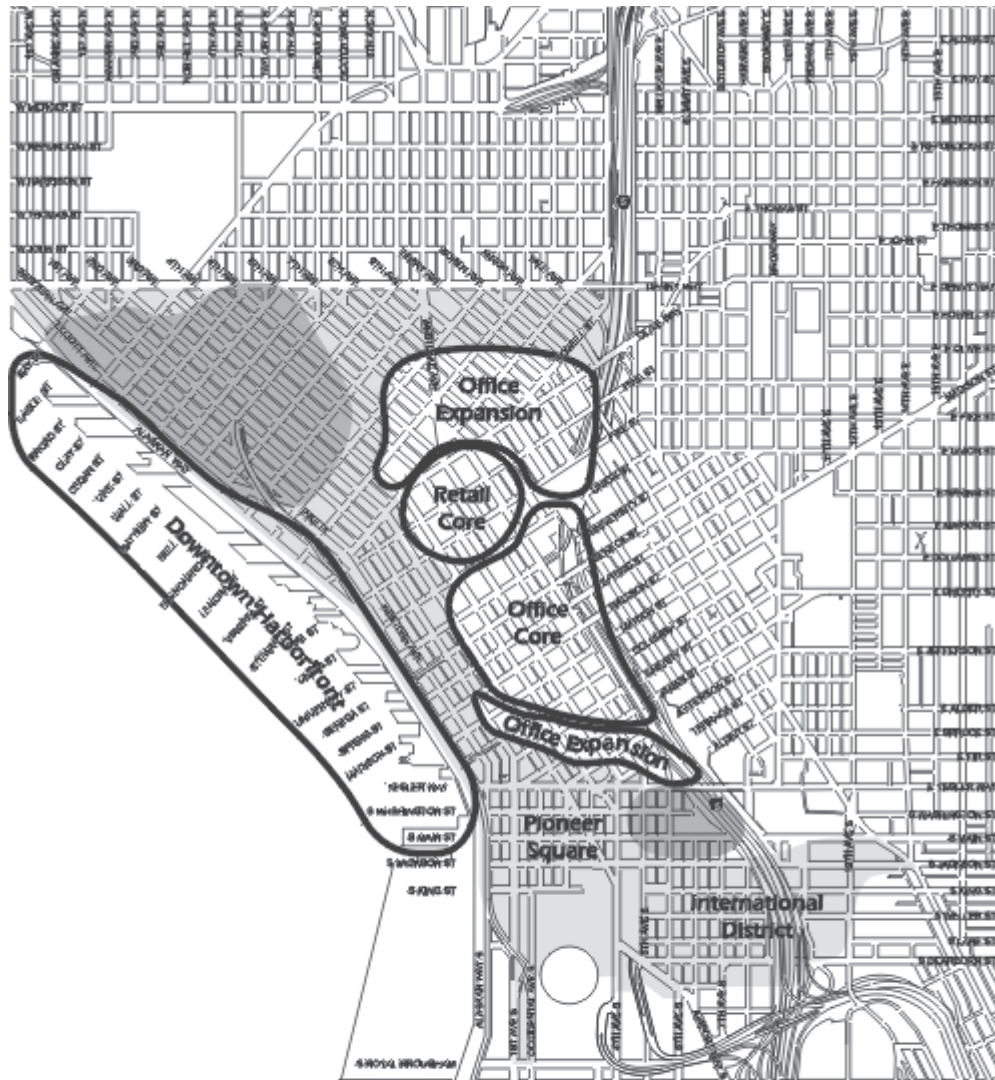
retail concentration goal

DT-G6 Reinforce the concentrated shopping function of the retail core; preserve the general form and scale of the area; and protect the area from high-density uses that conflict with the primary retail function. Other concentrations of retail activity should be encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

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office concentration goal

DT-G5 Seek to accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in a compactly developed core area bound by the government center, I-5, the retail core and the lower intensity areas along First Avenue. Generally maintain areas adjacent to the office core for additional concentrations of office development, along with a mix of other uses, to accommodate office expansion and provide a transition with less intensive development in adjacent areas like Pioneer Square



Goal E: Office and Commercial Concentration
Goal G: Residential and Mixed Use Areas
Goal H: Shoreline

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residential & commercial mixed use areas goal

DT-G7 Encourage a mix of housing, employment and related support activities in a crescent bounding the office and retail cores. Within this crescent, foster areas that are predominantly residential in character, including the Chinatown/International District and Belltown. Encourage housing as the primary use in these area and limit the type and scale of non-residential uses allowed to ensure that such development is compatible with a residential neighborhood.

Use the adopted policies of neighborhood plans for the five downtown urban villages for further guidance in defining the appropriate mix of activities to accommodate downtown growth targets for employment and housing, and to meet neighborhood development objectives, including identifying areas which are to be predominantly residential in character.

shoreline goal

DT-G8 Encourage revitalization of the Harborfront in order to strengthen maritime activities, maintain historic characteristics, and enhance opportunities for public access, consistent with the shorelines goals and policies established in the Comprehensive Plan Land Use Element.

transportation goal

DT-G9 Support transportation improvements that complement and reinforce desired land use patterns. Strive to accommodate growth in peak hour travel primarily by transit, and encourage transit and pedestrian travel as the primary means of internal circulation. Discourage vehicular traffic passing through downtown on surface streets with a destination elsewhere. Recognize the importance of the automobile as a means of access to downtown for non-work trips.

housing goal

DT-G10 Seek to significantly expand housing opportunities in downtown Seattle for people of all income levels with the objectives of:

1. accommodating household growth;
2. at a minimum, maintaining the existing number of occupied low income units; and
3. developing a significant supply of affordable housing opportunities in balance with the market resulting from the growth in downtown employment. Allow housing in all areas of the Downtown Urban Center except over water and in industrial areas, where residential use conflicts with the primary function of these areas. Target public resources and private development incentives, such as density regulations and development standards that encourage housing, to promote the amount and type of housing development necessary to achieve downtown neighborhood housing goals. Address, in part, the impact of high-density commercial development on the downtown housing supply by allowing increased development density through voluntary agreements to produce and/or preserve housing through cash contributions, floor area bonuses or the transfer of development rights.

child care & human services goal

DT-G11 Seek to address the increased demand for child care services generated by increased employment growth downtown and support the provision of adequate human services to meet the needs of downtown residents and workers.



public safety goal

DT-G12 Promote public safety by encouraging conditions that contribute to a safe and friendly urban environment including: maintaining streets and open spaces as active, well designed public places; supporting twenty-four hour activity in a manner that minimizes conflicts among different uses; accommodating a mix of people from all income, age, and social groups; and providing for needed human services within the limits of a neighborhood's capacity to support them.

neighborhoods goal

DT-G13 Five neighborhoods comprise the Downtown Urban Center for planning and growth monitoring purposes: Belltown, the Denny Triangle, the Commercial Core, Pioneer Square and Chinatown/International District. Recognize and seek to enhance the varied character of these neighborhoods and other distinctive areas within downtown. Use the adopted policies of neighborhood plans to help define desirable characteristics for these neighborhoods.

land use regulation policies

DT-LUP1 Recognize and enhance the urban center designation and varied character of downtown neighborhoods and provide direction for growth and change by dividing downtown into areas that are intended to serve primary land use functions. Classify areas of downtown according to one of the following primary functional designations:

- Office
- Retail
- Mixed Use Commercial
- Mixed Use Residential
- Harborfront
- Industrial

In addition, maintain consistency between these designations and the function and purpose of special districts as established by the City Council.

DT-LUP2 Allow a wide range of uses downtown, consistent with the goals to maintain downtown's regional importance, create a strong residential community, improve the physical environment and add activity and diversity to the areas of varied character. Restrict or prohibit uses that are not compatible with the desired character and function of specific areas.

DT-LUP3 Recognize the diversity of downtown's many parts and the different development objectives for these areas by varying regulation of uses, development density and physical form among land use district classifications, including the following:

- Downtown Office Core-1 (DOC-1).
- Downtown Office Core-2 (DOC-2).
- Downtown Retail Core (DRC).
- Downtown Mixed Commercial (DMC).
- Downtown Mixed Residential (DMR).
- Pike Market Mixed (PMM).
- Pioneer Square Mixed (PSM).
- International District Mixed (IDM).
- International District Residential (IDR).
- Downtown Harborfront-1 (DH-1).
- Downtown Harborfront-2 (DH-2).

Base the appropriate classification for an area on the district's intended function and other locational criteria.

DT-LUP4 Use downtown land use district classifications to specify the intended function of an area and guide future development and change. Recognize certain areas characterized by a specific activity and intensity of development, such as the office and retail cores, and consider the factors critical to the success of that activity, such as access to transportation, topographic conditions, or the presence of a particular amenity.



Where it is desirable to protect or promote a specific function, encourage uses at an appropriate intensity that are related to or compatible with that function, and restrict or discourage conflicting uses.

Recognize the following desired functions for the different land use districts:

DOWNTOWN OFFICE CORE-1 (DOC-1)

Area of most concentrated office activity. The DOC-1 land use district is intended to:

- allow the highest density of commercial development downtown, with development standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public areas;
- accommodate a large share of downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and
- accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.

DOWNTOWN OFFICE CORE-2 (DOC-2)

Areas adjacent to the office core appropriate for office expansion and where a transition in density to mixed-use areas is desirable. The DOC-2 land use district is intended to:

- accommodate major office development to reduce pressures for such development in the retail core and adjacent mixed use and residential areas; and

- accommodate a mix of other activities, in addition to primary office use, to add diversity, particularly beyond the hours of the normal working day, while providing for scale and density transitions to adjacent areas.

DOWNTOWN RETAIL CORE (DRC)

Area containing the major department stores and having the greatest concentration of downtown's retail activity. The DRC land use district is intended to:

- provide the principal center of shopping for both the downtown and the region;
- allow uses other than retail with the general intent that they augment but do not detract from this primary function, and promote housing in the area to complement its principal retail function; and
- maintain an active and pleasant street level environment through development standards specifically tailored to the unique function and character of this area.

DOWNTOWN MIXED COMMERCIAL (DMC)

Areas adjacent to the office core, office expansion areas and retail core that provide a transition in the level of activity and scale of development. Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:

- permit office and commercial use, but at lower densities than in the office areas;
- encourage housing and other uses generating activity without substantially contributing to peak hour traffic; and



- promote development diversity and compatibility with adjacent areas through a range of height limits.

DOWNTOWN MIXED RESIDENTIAL (DMR)

Areas outside special review districts identified for development of a predominantly residential community in conformance with the Downtown Urban Center Goals. The DMR land use district is intended to:

- maintain areas primarily for residential use;
- allow non-residential uses with the general intent that they reinforce and do not detract from the primary function of the area;
- promote diversity and harmony with existing development and allow a variety of housing forms through multiple height, mix of use and density classifications;
- control tower development and promote a pleasant street level environment conducive to a high-density residential neighborhood.

Within the DMR area, one of the following two mixed-use designations applies to achieve subarea objectives.

- A. Downtown Mixed Residential/Residential (DMR/R). The DMR/R designation is more appropriate to areas predominantly residential in character or containing large amounts of underutilized land allowing for a sufficient concentration of new housing to establish a predominantly residential character. While non-residential uses may be present, they should be of modest scale, likely to change in the future, or neighborhood serving in character.

- Downtown Mixed Residential/Commercial (DMR/C). The DMR/C designation is more appropriate to those areas containing housing or having the potential for concentrations of housing, but where, because larger scale commercial development exists and is likely to remain, limited commercial development accommodating modest employment growth is appropriate as part of the overall mix of uses.

PIONEER SQUARE MIXED & SPECIAL REVIEW DISTRICT (PSM)

Area within the Pioneer Square Preservation District. The PSM designation and the Pioneer Square Preservation District regulations are intended to:

- recognize the historic nature of the area and allow flexibility and discretion in controls, regulations and guidelines for both present conditions and those that may develop in the future; and
- encourage mixed use development compatible in use and scale with existing development in Pioneer Square.

Allow districts of varying height within the PSM area to achieve different development objectives, including maintaining a development scale compatible with existing conditions in the historic core, providing incentives for housing through higher height limits for residential use in appropriate areas on the edge of the core, and providing an appropriate transition in scale between the core and adjacent, more intensive downtown zones.



INTERNATIONAL DISTRICT MIXED & SPECIAL REVIEW DISTRICT (IDM)

Areas of the International Special Review District identified for mixed-use development. The intent of the IDM land use district is to:

- recognize and promote the area's unique social, mix of use and urban design character through the IDM designation and the regulations of the International Special Review District;
- encourage a wide range of uses, housing above the street level, and the rehabilitation of existing buildings; and
- allow flexibility and discretion in controls, regulations, and guidelines through the IDM designation and Special Review District regulations, both for present conditions and those that may develop in the future.

Allow districts of varying height to achieve objectives related to the desired scale of development and mix of activity, including maintaining a development scale compatible with existing conditions in the district core, providing incentives for housing through higher height limits for residential use in appropriate areas, providing a compatible scale relationship with development in adjacent areas, and providing flexibility to balance development objectives through limited increases in height allowed under the Planned Community Development Process.

INTERNATIONAL DISTRICT RESIDENTIAL & SPECIAL REVIEW DISTRICT (IDR)

Areas of the International Special Review District identified for development as a predominantly residential neighborhood in conformance with the Downtown Urban Center Goals. The IDR land use district is intended to:

- maintain areas primarily for residential use;
- allow other uses compatible with housing, with the general intent that they reinforce and do not detract from the primary residential function of the area; and
- recognize and promote the area's unique social and urban design character through the IDR designation and the regulations of the International Special Review District.

DOWNTOWN HARBORFRONT-1 & SHORELINE ENVIRONMENT (DH-1)

Waterfront lots and adjacent harbor areas within the Urban Harborfront Shoreline Environment established in the Seattle Shorelines Master Program. The DH-1 land use district, in conjunction with the Seattle Shorelines Master Program, is intended to:

- encourage economically viable marine uses to meet the needs of waterborne commerce;
- facilitate the revitalization of downtown's waterfront;
- provide opportunities for public access and recreational enjoyment of the shoreline;
- preserve and enhance elements of historic and cultural significance;
- preserve views of Elliott Bay and the land forms beyond;



- promote the preservation and rehabilitation of groupings of piers having an identifiable historic maritime character within the Historic Character Area; and
- allow flexibility in appropriate development standards as an incentive to include a significant water dependent use on waterfront lots to encourage the retention and development of water dependent uses in the downtown harborfront consistent with the Seattle Shoreline Master Program.

DOWNTOWN HARBORFRONT-2 (DH-2)

Areas partially within a shoreline environment where development potential offers the opportunity to enhance public access to and enjoyment of the waterfront. The DH-2 land use district is intended to:

- allow a mix of uses to facilitate the objectives of public access, enjoyment and recreation;
- include use and bulk regulations to carry out shorelines goals and preserve views of the water as appropriate for areas partially within a shorelines environment,
- favor a diversity of uses and buildings of small scale; and
- address public open space as a priority in this area through incentives for open space integrated with other public access improvements.

PIKE MARKET MIXED (PMM)

The intent of the PMM land use district is to:

- recognize and preserve the unique character, scale and function of the Market and its surroundings; and
- allow development of a compatible mixes of uses.

DT-LUP5 Apply district designations, as appropriate, to create or reinforce areas with distinctive functions and to provide desirable transitions between areas with different functions and levels of activity. Use the following locational criteria to guide establishing the district boundaries that define areas according to intended function:

1. **Scale and Character of Development.** The appropriate district designation should: reinforce special areas such as Pioneer Square, the International District and the retail core that are distinguished by a consistent scale and character of development. Employ development standards that respect established patterns, both in physical scale and in nature of activity; or provide direction for the scale and character of future development to create the desired physical environment in some parts of downtown where it is appropriate to accommodate significant change.
2. **Transportation and Infrastructure Capacity.** Consider locations where the existing and planned transportation network can support additional trips generated by new development as most appropriate for district designations that accommodate significant employment growth. The location of I-5, the transit tunnel and station locations define those areas of downtown with the greatest accessibility.
3. **Relationship to Surrounding Activity.** Consider relationships among major areas as a major factor in establishing land use district boundaries, including both well defined edges, such as I-5 or significant topographic changes, that clearly distinguish one area from another, as well as more subtle transitions resulting from a gradual change in use or development intensity.



DT-LUP6 Use overlay and district regulations to further specific goals and objectives for areas of downtown where guidance is needed to protect and promote special qualities. Recognize sensitive environmental, physical, historical or cultural qualities of these areas by coordinating land use district classifications with overlays as appropriate.

DT-LUP7 Allow flexibility in the application of regulations and standards for major development on large sites or areas of downtown through the planned community development procedure. Limit the application of this procedure to proposals for major development that would substantially change the character of an area or for which design flexibility provides for significant public benefit, with special attention to public benefits identified in adopted neighborhood plans. Provide for consideration of the public benefit and the imposition of conditions that would mitigate negative impacts prior to approval of any planned community development.

DT-LUP8 Generally limit the density of uses that generate employment through a floor area ratio (FAR), and the density of residential uses generally through the combination of height and bulk regulations.

Apply a base and maximum limit on permitted density, as expressed by a floor area ratio (FAR), in areas able to accommodate more intensive development provided that impacts associated with the added density are addressed. Reflect in the base FAR limit the density of employment that the City will accommodate without additional mitigation measures.

Reflect in the maximum FAR limit the additional density above the base that may be allowed through bonuses or TDR, or both, as appropriate for the zone or district, if appropriate measures are taken to mitigate specified impacts.

Consider density incentives to encourage development on smaller lots to add diversity to the scale of development in high density office core areas.

Floor Area Limit Exemptions. Allow exemptions from floor area ratio limits to recognize the lower impacts of certain uses and encourage certain uses that generate minimal peak period commute trips, support pedestrian activity and transit use, and contribute to the overall diversity of activity downtown, increasing its attractiveness as a place to live, work, and recreate.

DT-LUP9 Allow additional floor area above the base densities, and consider adding greater height where appropriate, up to maximum limits, in specified downtown areas where it is desirable to accommodate growth, through bonuses and transfer of development rights. In determining conditions for bonus floor area, consider measures to mitigate impacts of higher density development on the downtown environment, including such resources as affordable housing, public open space, child care, human services, and pedestrian circulation.

Allow transfer of development potential from one site to another in certain circumstances, consistent with policy LU 11. When transferable, development potential is referred to for convenience as "transferable development rights," or "TDRs," but such terms do not mean that there is any legal right vested in the owner of TDRs to use or transfer them. The conditions and limitations on the transfer or use of TDRs may be modified from time to time as the City may find appropriate to implement the policies of the Comprehensive Plan in light of experience and changing conditions.

Allow transfer of development rights from eligible sending sites to project sites in combination with the use of bonuses. Consider allowing TDRs to be used for all floor area above the base FAR under some conditions.



Recognize different impacts associated with density increases achieved through different options for increasing floor area.

Priorities for granting floor area increases

Consider allowing greater use of incentives for open space and other neighborhood amenities in mixed use residential areas where floor area incentive programs apply to respond to the greater impact of growth on these public resources in high density residential environments.

DT-LUP10 Allow voluntary agreements to earn floor area increases above the base density in certain downtown zones. Consider allowing such options as:

1. providing low-income housing,
 2. providing child care facilities
 3. making payments to the City to fund such facilities,
 4. providing certain amenity features, combined with the use of options 1 and 2 or with the use of TDRs, or both.
- Consider allowing bonus floor area for certain amenity features, such as open space, on or near the development site that directly benefit both the public and the project by serving the increased employment population and improving conditions in the immediate environment to support the increased density allowed.

Some facilities and amenity features that may be eligible for bonuses are identified under the following Policies:

1. Policy HO 3: Housing Bonus Program
2. Policy OS 5: Open Space Bonus Amenity Features
3. Policy HS 1: Child Care Bonus

- If bonus cash contributions are provided, they should be used to address impacts associated with increased density downtown, such as impacts on housing resources and child care.

Amount of Benefits for Floor Area Increases. The nature and quantity of housing and child care facilities or contributions for such facilities under voluntary agreements, in relation to the additional floor area allowed, should generally reflect a portion of what is necessary to mitigate the impacts of increased development and the cost to provide these facilities. Facilities provided for bonuses are not expected to fully mitigate such impacts.

Additional types of facilities or amenity features may be added to address future needs, and existing types of facilities or features may no longer be eligible for bonuses, based on changing assessments of impacts, needs, capacity, and public priorities.

Special Criteria. Because of their complexity and the need to adapt them to special circumstances, subject certain bonus features to special criteria and review by the Director of DPD. Include among bonus features subject to special criteria urban plazas, transit station access, and public atriums.

DT-LUP11 Provide incentives to maintain variations in building scale, create public open space, and preserve buildings and uses that are scarce public benefit resources through allowing transfer of development rights. Consistent with priorities for use of development incentives, limit the sites that may transfer development rights. Among sites eligible to transfer development rights, consider including:



1. housing with a minimum amount of residential floor area occupied by units affordable to households with incomes at or below 50 percent of median income;
2. Seattle landmarks in downtown areas not subject to special review district or historical district provisions;
3. Seattle landmarks and other historic properties within the Pioneer Square Preservation District and the International Special Review District;
4. publicly available open space meeting minimum size and other standards; and
5. sites on the same block as the receiving site in high density areas where it is desirable to retain varied building scale.

Limitations on Sending and Receiving Site Locations. Limit sending and receiving sites so as to promote development that is consistent with the development objectives of different land use districts and to promote other goals and policies of this Plan. The proportion of floor area that may be gained through TDRs from particular sources may be limited. Limit sites eligible to transfer TDRs to those that provide limited downtown resources of public benefit, such as low-income housing, designated landmark structures or historic structures in historic districts, and open space, except where TDRs are allowed to be sent to nearby lots in areas where a variable scale of development is desired.

DT-LUP12 Engage in a joint pilot program with King County to further regional growth management goals by providing incentives to protect and maintain rural character and direct residential growth to urban centers through the transfer of development credits from certified rural properties to sites in specified downtown areas. After an initial

period, evaluate the performance of the program and the availability of continued funding from King County, and determine whether to continue, modify, or terminate the program.

urban design policies

DT-UDP1 Encourage the preservation, restoration and re-use of individual historic buildings and groupings of buildings threatened by development pressure through development regulations and incentives.

DT-UDP2 Consider designating as Seattle Landmarks additional downtown buildings and groups of buildings that impart a strong sense of character and place through a combination of historic importance and significance in terms of architectural, cultural and/or social interest.

DT-UDP3 Provide the following development incentives to increase the attractiveness of preserving landmark structures and encourage adaptive reuse of historic resources:

Seattle Landmarks Transfer of Development Rights. Allow the transfer of development rights from designated Seattle Landmarks located in downtown areas where these resources are most threatened by development pressure. Subject transfers from designated Seattle Landmarks to limits, including limits on sending and receiving sites implementing Policy LU 11: Transfer of Development Rights, and to other appropriate conditions to promote the rehabilitation and public enjoyment of designated landmark features.

Incentives. Provisions for allowing floor area above the base should not create incentives for the demolition of designated landmark structures.



Floor Area Allowance. Within downtown mixed-use residential zones where the floor area of existing structures may exceed the density limits for non-residential use, provide an economic incentive for the use and rehabilitation of designated Seattle Landmarks by allowing the total existing floor area of a landmark structure committed to long term preservation to be occupied by permitted non-residential uses, regardless of FAR limits and without use of bonuses or TDR. Allow this incentive under the conditions that there is no reduction in the amount of floor area occupied by residential use prior to rehabilitation nor any increase in the floor area in non-residential use beyond the total floor area of the structure prior to rehabilitation. Consider limiting this incentive to lots not benefiting from other incentives, such as TDR transfers.

- DT-UDP4 Regulate the height of new development generally to:
1. accommodate desired densities of uses and communicate the intensity and character of development in different parts of downtown;
 2. protect the light, air and human scale qualities of the street environment, particularly in areas of distinctive physical and/or historic character; and
 3. provide transition to the edges of downtown to complement the physical form, features and landmarks of the areas surrounding downtown.

DT-UDP5 Prescribe for all areas of downtown specific height limits that reflect topographic conditions and a strong relation to the street pattern and the overall urban form of downtown and adjacent areas. Use the

following criteria in determining appropriate height limits and provisions for limited additions or exceptions:

1. **Transition.** Generally taper height limits from an apex in the office core toward the perimeter of downtown, to provide transitions to the waterfront and neighborhoods adjacent to downtown.
2. **Existing Character.** Through height limits, recognize and enhance the existing scale and unique character of areas within downtown including the retail core, office core, the Pike Place Market, Belltown, the waterfront, Pioneer Square and the Chinatown/International District.
3. **Development Regulations.** Coordinate development regulations with height limits.
4. **Boundaries.** Coordinate height limits and land use district boundaries.
5. **Height Above Specified Limits.** Increased height beyond the limits specified for downtown zones may be considered only when the public purpose served by the additional height justifies higher buildings, and the height increase is generally consistent with the criteria above.

DT-UDP6 Employ development standards that guide the form and arrangement of large buildings to reduce shadow and wind impacts at the street level, promote a human scale, and maintain a strong physical relationship with the pedestrian environment. In areas where consistency of building form is important to maintaining an identifiable character and function, regulate building bulk to integrate new and existing development.



Limit the bulk of tall buildings in residential areas to provide for light, air and views at street level and reduce the perceived scale of the buildings.

Vary development standards to reduce impacts of large-scale buildings by district consistent with the desired scale and development pattern in the area.

DT-UDP7 Consider allowing under appropriate conditions the transfer of unused development rights between nearby sites, regardless of the use on the sending site, to encourage a diversity of building scale within office and retail districts, subject to limits on sending and receiving sites and on the amounts of square feet that may be used on receiving sites. See Policy LU 11: Transfer of Development Rights.

DT-UDP8 Designate as view corridors street segments providing street level views of important natural features, which may include views to Elliott Bay, West Seattle, Mount Rainier and the Olympic Mountains. Protect view corridors through regulations controlling actions within the public right-of-way, as well as through reasonable development standards for abutting property, consistent with Policy UD 9: View Corridor Setbacks. Consider impacts on designated view corridors in the evaluations of street vacations and encroachments.

DT-UDP9 Require setbacks on specified segments of designated view corridors where there is potential for maintaining a scope of view wider than the street right-of-way from uphill areas as redevelopment occurs. On sites abutting these street segments, require setbacks of the upper portions of buildings to allow for a wider view corridor than would occur if development extended to the street property line. Adjust the height and depth of these setbacks in relation to topography to balance multiple objectives of providing a pedestrian-oriented building base integrated with the

established development pattern, maintaining a wide scope of view, and minimizing impacts on the development potential of abutting properties where setbacks are required.

DT-UDP10 As appropriate for each land use district and type of street environment desired, maintain a strong relationship between buildings and the sidewalk environment through specific street level development standards. The standards are intended to:

1. make streets enjoyable and pleasant places to be;
2. provide visual interest for pedestrians;
3. provide a comfortable sense of enclosure along the street;
4. integrate individual buildings within the streetscape;
5. bring the activity occurring within buildings into direct contact with the street environment;
6. provide strong edges to clearly define public open spaces; and
7. ensure adequate conditions to support higher density development occurring on abutting properties.

Address through street level development standards the major components of the streetscape. Consider regulating or requiring features including:

1. street walls,
2. facade transparency,
3. blank wall limitations,
4. overhead weather protection,
5. street landscaping, and
6. screening of parking.



Coordinate street level development standards with the Pedestrian Street Classification System, established by Policy T 10: Street Classification System. Vary standards according to the classification of the street to reflect the predominant character of the area and the street's relative importance to pedestrian circulation.

Where appropriate, allow flexibility necessary to accommodate desirable public amenities by exempting street frontages occupied by public open space meeting the criteria for bonused open space amenities from street level development standards that might otherwise be in conflict.

DT-UDP11 Regulate uses at street level in certain areas in order to generate pedestrian interest and activity in conformance with policies for the pedestrian environment. Promote street level uses to reinforce existing retail concentrations, enhance main pedestrian links between areas, and generate new pedestrian activity where appropriate to meet area objectives without diluting existing concentrations of retail activity.

Promote active and accessible uses at the street level of new development where it is important to maintain the continuity of retail activity.

Consider measures to promote street level space of adequate size and sufficient flexibility to accommodate a variety of retail and service activities. Encourage incorporation, as appropriate, of street level uses as part of open space public amenity features provided for a floor area bonus to promote activity and increase public use of these spaces.

To encourage active and accessible street level uses throughout downtown, consider appropriate exemptions of these uses from floor area limits.

DT-UDP12 Regulate signs to:

1. allow adequate identification of businesses and allow businesses to advertise their products;
2. add interest to the street level environment;
3. protect public safety;
4. reduce visual clutter, and
5. enhance the appearance and safety of the downtown area.

Generally discourage signs not oriented to persons at street level. Limit signs on roofs and the upper floors of buildings, intended primarily to be seen from a distance.

Continue the present policy of restricting the issuance of permits for new billboards, including that existing billboards may be maintained and repaired, but not expanded or structurally altered.

Subject signage within the Pioneer Square Preservation District, International Special Review District and the Pike Place Market Historical District to the regulations and approval of the appropriate boards or commissions.

DT-UDP13 Further promote the urban design and development objectives of these policies through the City's design review process to ensure that downtown development is orderly, predictable, and aesthetically pleasing.



open space policies

DT-OSP1 Expand downtown open space as a comprehensive network to:

1. promote an orderly, visually pleasing and active environment for workers, residents and visitors;
2. reinforce desired land use patterns;
3. provide links among areas within and surrounding downtown; and
4. improve pedestrian circulation.

Expand the open space system through:

1. development of new parks and/or other open space
2. adaptation of streets not critical to vehicular circulation to increase right-of way use for pedestrian circulation;
3. incorporation of open space, as appropriate, in major public projects;
4. a system of incentives to promote development of public open space as part of new downtown projects through bonuses for private development of public open space and/or transfer of development rights from sites providing public open space;
5. encouragement of amenities to enliven open spaces.

DT-OSP2 Support the addition of major new public open spaces to the downtown open space network to meet the needs of downtown's growing employment and residential populations. Promote new open space development consistent with the Comprehensive Plan's open space goals and adopted policies of downtown neigh-

borhood plans. Open space projects to be considered for potential development in the future include the following:

1. **Harborfront Open Space.** To improve public access and enjoyment of the shoreline, and to better integrate east/west pedestrian connections between the Harborfront promenade and the rest of downtown by developing open space where appropriate opportunities exist along the waterfront.
2. **Westlake Circle.** To provide a formal downtown terminus of Westlake Avenue and complement the special character desired for this potential boulevard; and to better integrate the retail core with the Denny Triangle neighborhood, by locating public open space in the area bounded by Stewart Street, Olive Way, and Fifth and Sixth Avenues.
3. **International District Community Gardens.** To perpetuate the existing use of the Community Gardens on the Chinatown/International District hilltop by providing public access and supporting the completion of property acquisition for the gardens.

DT-OSP3 Consider major public projects, such as the City Hall and convention center, as opportunities for adding significant public open space downtown. Consider including public open space in these projects when it is consistent with their function and integrate new open space with surrounding parks and public spaces, as appropriate. Any redevelopment of the existing Convention Place transit station site should include a public open space component.



DT-OSP4 Accommodate active and passive pedestrian space on portions of existing street rights-of-way designated as Green Streets in accordance with the Pedestrian Classification Policy (Policy T10) and maps adopted by ordinance. Classify the various street segments comprising a Green Street according to desired vehicle circulation characteristics. In residential areas, generally develop Green Streets to reinforce neighborhood character. Encourage neighborhood commercial activities at appropriate locations along Green Streets to enliven the space with outdoor cafes, stalls and displays to the extent consistent with the basic transportation use of the right-of-way. In office and mixed use areas, improve Green Streets to provide a focus for new development and add open space for the enjoyment of workers, residents, and shoppers. Encourage interesting street level uses and pedestrian amenities to enliven the Green Street space and lend a special identity to the surrounding area.

Establish procedures to address some issues related to the development of green streets, such as development of general design standards, approval mechanisms, and maintenance agreements to coordinate Green Street implementation with adjacent private development. Establish a design process to guide development of specific design plans for each Green Street.

DT-OSP5 Open Space Amenity Features. In zones with a base and maximum FAR, consider allowing increases in density above the base FAR to encourage development of public open space to meet the open space needs of higher density development and help achieve downtown open space goals. Consider, when appropriate, including conditions requiring dedication of such space in perpetuity. Coordinate the various incentives for providing open space to promote an equitable distribution of open space resources among downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for downtown in the Comprehensive Plan. Include the following as possible options for providing open space features to gain additional floor area:

1. **On-site Public Open Space.** Allow additional floor area for a variety of outdoor and interior features provided on a project site for public use. Such amenities should be highly visible and easily accessible to the public from the street; be of appropriate design and adequate size to function as useable space; be enlivened by uses and other features, including public art, that attract activity; and be designed and sited to respond to the surrounding context and maximize public use.
2. **Off-site Public Open Space.** Consider allowing office developers to provide required open space as public open space not located on their project sites to gain floor area above the base FAR. In addition to features similar to the on-site public amenities described above, other off-site features could include:

Green Street Improvement. Encourage private participation in the development of designated Green Streets as new projects are built by allowing increases



in floor area above the base FAR for cash contributions or construction of green street improvements in accordance with Green Street plans.

DT-OSP6 Consider allowing the transfer of development rights from sites identified as desirable and appropriate locations for public open space. Include as conditions of the transfer that the sending site or open-space portion of the site be improved for public use as open space and dedicated in perpetuity to that use. Coordinate the various incentives for providing open space, including open space TDR, to promote an equitable distribution of open space resources among downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for downtown in the Comprehensive Plan.

DT-OSP7 Generally require major residential and office developments in downtown to provide open space and/or recreation space adequate to meet the needs of project occupants and to offset the demands that high density developments place on existing open space resources. As appropriate, provide incentives to encourage project developers to meet this requirement by providing open space accessible to the public, either on the project site or at a nearby location.

Consider extending open space requirements to other uses upon finding that these uses generate demands for open space.

economic development policies

DT-EP1 Promote development consistent with this plan. Consider the impact on economic development in the planning of major public projects and consider public actions to facilitate private development. Where possible, encourage private sector cooperation in implementing actions such as training and employment for target population groups.

DT-EP2 Seek to expand employment, training and placement opportunities for Seattle residents with the objectives of:

1. expanding opportunities to target employment population;
2. providing a mechanism for the coordination and funding of training and referral programs; and
3. encouraging public/private partnerships in employment and training.

housing policies

DT-HP1 Address the desired balance of housing affordable to the full range of household income levels through a collaborative effort between the City and downtown neighborhoods. Seek to achieve the Downtown Urban Center housing growth target and goals for the number and affordability of downtown housing units in the adopted policies of the downtown neighborhood plans.

Balance adopted neighborhood plan goals to achieve overall housing goals for downtown. Consider these goals as the City develops and implements housing programs and as City funds and other public resources are distributed. Promote the maintenance and preservation of housing affordable to low- and low-moderate income households.



DT-HP2 To strive to achieve an adequate balance in employment and housing activity and to meet downtown housing goals, promote public and private actions for developing a significant supply of affordable downtown housing to help meet demand generated by downtown employment growth.

Public/Private Partnerships. Work with downtown neighborhoods, businesses, and public and non-profit organizations to meet downtown housing goals, especially with regard to implementing programs to develop and maintain affordable downtown housing units.

Light Rail Station Area Development. Review all light rail station area development plans to identify opportunities for high-density transportation efficient housing in these areas and to address potential impacts on existing housing resources.

DT-HP3 Address the demand for housing generated by downtown growth that is not being met by the private market, and help offset the pressure of downtown growth on existing affordable housing resources, through provisions to encourage the development of affordable housing, especially for households with incomes between 0 percent and 80 percent of the median income for the region. To this end, within downtown office, retail, mixed use commercial, and mixed use residential areas with established base and maximum density limits, generally allow bonus floor area conditioned upon a voluntary agreement for the provision of lower income housing or a payment to a fund for that purpose. To further downtown housing goals, limit housing developed through the bonus program to areas permitting housing within the boundaries of the Downtown Urban Center, except that additional areas may be included if such an expansion of the program would

be consistent with the goals of both the Downtown Urban Center Plan and the adopted policies of other relevant neighborhood plans. Density bonuses shall not be granted for any housing developed within the Pike Market Mixed zone, where other mechanisms are available to achieve the housing objectives of this land use district.

Require that housing provided for density bonuses serve a range of lower-income households, particularly those with incomes below 80 percent of median income, based on the estimated additional needs resulting from new commercial or residential development. Take into account, in determining the amount of housing to be provided, the value of the increased development potential in relation to the cost to the developer, and the extent to which use of bonus floor area is desirable in light of the City's planning goals. Review bonus provisions for housing periodically to consider changes in impacts on housing need, land prices, housing production costs, progress towards planning goals, and other factors.

DT-HP4 Promote the integration of downtown residents of different income levels by encouraging new development that includes units affordable to households with a range of incomes, including low-income residents. Seek through the administration of funds available for new low-income housing to encourage projects with units affordable to households with a range of incomes, and consider additional incentives for promoting this type of development.



DT-HP5 Pursue the following strategies for maintaining existing downtown housing resources:

Housing Transfer of Development Rights (TDR). Allow the transfer of unused development rights from structures providing at least a minimum amount of low-income housing, which may be mixed with low-moderate income housing and/or other uses, to sites located elsewhere in the downtown to provide an incentive for maintaining this housing resource. Condition the use of this mechanism to address issues such as the use of subsidies or tax benefits that may reduce or eliminate the need for preservation incentives, required rehabilitation and compliance with housing and building codes, and the length of time the housing is to be maintained at specified affordability levels.

Preservation of Project-Based Section 8 Housing. Seek to promote preservation of federally-assisted housing units in downtown Seattle that are at risk of conversion to market rate rentals or other uses.

Minimum Housing Maintenance. To prevent the deterioration and abandonment of sound downtown housing units, consider and evaluate alternatives for a minimum maintenance program including incentives to discourage the neglect of sound housing.

Publicly Supported Housing Programs. Aggressively seek funds and target programs as appropriate to rehabilitate existing structures, construct new low and low-moderate income units and provide rent subsidies. Review annually public housing resources and the findings of the housing monitoring program and programs targeted to the most cost-effective actions to achieve goals for the number of low-income units to be provided by the Year 2014.

DT-HP6 When proposed major projects funded by government agencies have an impact on low-income housing, consider, when appropriate, measures to mitigate that impact.

DT-HP7 In addition to providing for housing, pursue strategies to enhance the livability of downtown for existing residents and to provide a high quality neighborhood environment to attract future residents, including encouraging, as appropriate, the location of public school facilities within or easily accessible to downtown.

human services policies

DT-HS1 Address the demand for child care services generated by downtown employment growth by including in the conditions for achieving bonus floor area the provision of child care facilities on project sites, or payment to a fund for providing child care facilities at appropriate locations within downtown.

Child care facilities provided as part of the conditions for bonus floor area must serve a percentage of lower-income families on a free or reduced fee basis, in order to address the needs of lower-paid employees in downtown buildings.

Portions of public open space provided for a floor area bonus may be restricted to satisfy requirements for outdoor space associated with child care centers.



DT-HSP2 Support human services to meet the needs of downtown workers and residents through direct public action and consider incentives to encourage developers to include these uses in new private development.

Seek to maintain and expand human services for the downtown low-income population through public actions and the encouragement of private participation, recognizing the relationship between low income housing needs and human services. Promote collaboration between the City and the community to address human services issues.

To enhance the mix of activity within downtown and accommodate human service needs, encourage private development to include provision for human services, including such uses as shelter housing, by, for example, exempting appropriate human service uses from chargeable floor area and by providing assistance for specific projects.

DT-HSP3 Maintain a Downtown Human Services Fund to provide services to meet the needs of low-income residents and workers.

DT-HSP4 Strive to maintain the provision of human services for low income downtown residents and workers as a high priority for the use of federal and state funds received by the City for health and human services programs.

DT-HSP5 Consider the needs of target populations in locating human service facilities throughout downtown. Administer funds available for human services to insure coordination of housing and human services needs of the downtown low income population. Seek to avoid over concentration of human service facilities in any one area of downtown and encourage the location of needed facilities in areas lacking such facilities.

transportation policies

DT-TP1 Recognize the critical role that high capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through downtown. Seek to improve the system, through actions by the City, with Sound Transit and King County Metro Transit, and other transit agencies that:

1. provide capacity to meet forecast transit growth;
2. reduce travel time by transit;
3. reduce transit rider crowding on sidewalks;
4. reduce diesel bus noise and odor; and
5. provide an attractive and pleasant street environment for the pedestrian and transit rider.

DT-TP2 Improve and expand the street level elements of the regional transit system to provide the primary mode of vehicular travel among downtown activities. Integrate the system with the transit tunnel, the pedestrian circulation network, peripheral parking facilities and other modes of travel to downtown including the ferry system, intercity bus and intercity rail.

Base Circulation System. Promote a base circulation system including modifications to existing service and additional downtown routes to improve access within downtown and between downtown and adjacent neighborhoods. In considering improvements to the base circulation system, examine the potential for using the monorail, waterfront streetcar, shuttles, and regional bus service to enhance the base circulation system and improve local service.



Long Range System and Incentives Agreement. Seek a long range program of transit circulation improvements, together with an incentives agreement defining the appropriate mechanisms for increasing service to be developed among the King County Department of Transportation Transit Division, Sound Transit and the City.

DT-TP3 Strive to retain a ride-free zone and consider possible future expansion based on transit demand, finances, and operational conditions.

DT-TP4 Promote the efficiency of the regional highway system and major arterials within downtown for vehicular access and circulation. Discourage through traffic within downtown's residential and shopping areas as well as those surrounding downtown. Facilitate the smooth flow of peak-hour traffic on downtown streets providing access to the regional highway network.

Support projects intended to improve access to and local circulation within downtown, taking into account other downtown goals and policies.

DT-TP5 Promote pedestrian circulation as the principal method of movement for trips within downtown. Improve the street level environment as the primary component of the pedestrian network. Strive to make the pedestrian network accessible to the elderly and disabled.

Continue to support a comprehensive program of public improvements to streets and sidewalks in coordination with the transportation, open space, land use and urban design policies. Consider the following pedestrian circulation improvement projects:

1. **Downtown Transit Corridor (Streets above the Transit Tunnel).** Surface pedestrian improvements to improve

access to transit stations as part of planning for transit station area development.

2. **Spot Improvements.** A program of location-specific pedestrian improvements at major bus stops and high volume pedestrian locations.
3. **Green Streets.** Design and development of designated green streets in downtown neighborhoods for added passive and active pedestrian space in accordance with the adopted policies of neighborhood plans, the Green Street policies, and these policies.
4. **Belltown Boulevard.** Development of a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through Belltown as an extension of the Downtown Transit Corridor.
5. **Westlake Boulevard.** Development of a landscaped boulevard with widened sidewalks along Westlake Avenue between Olive Way and Denny Way, consistent with the Belltown, Denny Triangle and Commercial Core neighborhood plans. Coordinate potential extension to South Lake Union with neighborhood planning for that area.
6. **Waterfront Linkages.** Improvements to east-west pedestrian connections and access through downtown and between downtown and the waterfront, including additional hill-climb opportunities as part of both public and private projects.
7. **Linkages across I-5.** Look for opportunities to re-establish connections between Downtown and adjacent areas by enlarging existing crossings, creating crossings under, or constructing lids over I-5 that can also provide



opportunities for development or open space.

DT-TP6 Seek to accommodate increased pedestrian volumes resulting from more intensive development, improve pedestrian circulation, and enhance the downtown pedestrian environment, by considering conditioning certain development on, or requiring new development to provide, the following features:

1. **Sidewalk Widening.** Minimum sidewalk width requirements in high volume pedestrian areas. Consider requiring the street level of buildings to be set back from the street property line, in order to provide pedestrian space to accommodate additional pedestrian trips and transit activity associated with higher density development, and to enable properties in such areas to benefit reciprocally from the pedestrian traffic and transit activity. Vary the sidewalk width requirements according to the transportation function and anticipated volume of pedestrian traffic of the street, as indicated by the street classification system established in Policy T10.

2. **Overhead Weather Protection.** Overhead weather protection covering portions of the sidewalk along active, high volume pedestrian streets in order to enhance pedestrian comfort and to enable properties to gain reciprocal benefits from encouraging pedestrian activity. Overhead weather protection may include nonstructural features like canopies, awnings and marquees or structural features like building overhangs and arcades.

DT-TP7 To encourage improvements that enhance pedestrian circulation and increase pedestrian comfort, consider floor area bonuses

for the following features provided in specified locations:

1. **Hillclimb Assist.** To assist pedestrian movement up and down steeply sloping sites between parallel avenues by providing pedestrian corridors that incorporate mechanical features such as elevators or escalators.
2. **Shopping Corridor.** To enhance pedestrian circulation and promote the concentration of shopping activity in the retail core and adjacent areas where pedestrian volumes are highest by providing through-block passages lined with shops connecting parallel avenues.
3. **Transit Station Access.** To integrate the pedestrian network with the transit tunnel system and to minimize sidewalk conflicts in office and retail areas on sites near transit stations by improving access to the system.

Base approval of the bonus on special evaluation criteria to ensure that the location and design of the transit station access is well integrated with the transit system and street level pedestrian network. Bonus eligibility of particular features may be discontinued if the City finds that the need for additional such features has declined in relation to other downtown priorities.

DT-TP8 Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level.

DT-TP9 Encourage and enhance bicycle access to and within downtown. Allow bicycles to use all downtown streets. Establish routes or corridors to connect downtown with the citywide network of bicycle routes. Provide bicycle storage facilities in major new public and private development. Within bicycle



corridors, study specific improvements, including signing or actions to increase bicycle safety.

Explore opportunities to create dedicated bicycle facilities on streets within downtown.

DT-TP10 Classify downtown's streets according to the desired functional relationships of the various uses of the right-of-way. Through this classification system, integrate multiple vehicular and pedestrian needs, minimize modal conflicts, reflect and seek to do the following: reinforce adjacent land use, and provide a basis for physical changes and improvements. Use this system as a guide to identify and prioritize capital improvements and operating changes.

Classify downtown streets under categories addressing three primary functions:

1. traffic function,
2. transit function, and
3. pedestrian function.

Traffic Classification. Classify downtown streets according to the arterial street classifications of the Seattle Comprehensive Transportation Program (SCTP). The primary intent of this system is to promote vehicular use of streets that is consistent with Policy T4: Vehicular Access and Circulation Improvements.

Transit Classification. Classify downtown streets according to the transit street classifications of the SCTP. Use these classifications to coordinate improvements to the street right-of-way and abutting development so that high volumes of buses occur on streets with adequate sidewalk space for waiting riders.

Pedestrian Classification. Establish pedestrian classifications for all downtown streets. The primary intent of this classification system is to coordinate improve-

ments to the street right-of-way and abutting development to comfortably and safely accommodate anticipated pedestrian volumes and reinforce desired conditions for pedestrian circulation consistent with the Urban Design policies. Designate each downtown street according to the following categories and functions:

- **Class I:** High volume pedestrian activity street providing a major link in downtown pedestrian circulation.
- **Class II:** Moderate pedestrian activity street providing a secondary link in the pedestrian circulation system.
- **Green Street:** Link in pedestrian circulation system and element of open space bonus system.

DT-TP11 Limit the size and location of curb cuts providing vehicular access to abutting property in order to minimize conflicts with other uses of the street right-of-way, particularly pedestrian and transit activity. Use the Street Classification System to guide the number, size and location of curb cuts. Place the greatest emphasis for minimizing curb cuts on Class I Pedestrian Streets and Principal Transit Streets because of their importance to downtown pedestrian circulation, with access from alleys and Class II Pedestrian Streets generally preferred. Generally, discourage access from Green Streets, with curb cut controls evaluated on a case by case basis during the planning of individual Green Streets. Standards for the location and size of curb cuts may be modified to accommodate steep slopes or other special conditions, taking into consideration pedestrian safety and the smooth flow of traffic.



DT-TP12 Through a variety of actions, seek to provide an adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools and bicycles as alternatives to commuting by auto. In this balancing, generally maintain tighter restrictions on parking serving low-occupancy auto commuters who add to peak period traffic congestion, while allowing more flexibility for parking associated with trips for non-peak activities, such as shopping.

DT-TP13 Maintain maximum parking requirements to restrict the supply of available long-term parking and to encourage use of alternatives to commuting by auto. Favor short-term parking to meet shopper and visitor needs over long-term parking. Exempt residential use from parking requirements within downtown where residents can walk or have convenient transit access to work and services, in order to promote affordable housing and reduce auto dependency.

DT-TP14 Exempt floor area occupied by short term parking from the calculation of permitted floor area to recognize the difference in impacts between short term parking and other kinds of uses and to provide an incentive for projects to include short term parking to meet shopper and visitor parking needs. Short term parking means parking that is marketed, priced or operated in a manner that encourages its use as parking for shoppers and other non-commuters.

DT-TP15 Generally require new development to provide off-street loading spaces to accommodate building service and delivery needs without disrupting traffic and street level pedestrian activity.

DT-TP16 To ensure consistency with overall land use and transportation policies for downtown, limit development of parking as the principal use on a lot, as described below:

1. **Short Term Parking Garages.** To facilitate shopping and access to personal services, allow short term parking garages in all areas except residential districts and the waterfront west of Alaskan Way, unless specified otherwise pursuant to adopted neighborhood plan policies.
2. **Long Term Parking Garages.** In determining to what extent to allow garages for long-term parking, consider the following potential impacts: congestion; negative impacts on adjacent pedestrian and land use activities; encouragement of travel in single occupant vehicles; and conflicts with transportation management programs established to reduce such travel.
3. **Permanent Surface Parking Lots.** Prohibit permanent surface parking lots in most areas to avoid disruption of the pedestrian environment at street-level, maintain the level of activity and intensity of development desired downtown, and discourage single occupant vehicle travel. Identify areas where the impacts associated with permanent surface parking lots may be mitigated and consider permitting them in such areas, subject to mitigating conditions.
4. **Interim Surface Parking Lots.** Where permanent surface parking lots are prohibited, consider allowing interim surface parking lots for a restricted time period when the property would otherwise be unused pending redevelopment, in office, retail, and mixed commercial areas, excluding Special Review Districts.



- 5. **Principal Use Parking Garages.**
To support residential development, consider allowing principal use parking garages in residential districts where such facilities are compatible with the desired neighborhood character.

DT-TP17 Consider use of a downtown parking fund to facilitate the construction of parking facilities supporting downtown land use and transportation policies and recognized neighborhood plans, at locations consistent with the policies of this plan. Potential fund sources include contributions in lieu of constructing required accessory parking on site, revenues from existing and future public parking facilities, property or business assessment districts formed to construct downtown parking, and proceeds from the sale of revenue bonds or other bonds for parking construction.

Downtown Neighborhood (Urban Center Village) Goals & Policies:

Belltown

housing goals

- B-G1 A neighborhood where growth provides a varied housing stock and a wide range of affordability.
- B-G2 A neighborhood with tools to preserve its housing stock and prevent displacement of low and low-moderate income residents.

housing policies

- B-P1 Seek to assist nonprofit developers to develop new affordable housing in the neighborhood.
- B-P2 Seek to preserve the existing neighborhood scale and character by developing tools that both encourage the retention of existing buildings and encourage the creation of a variety of new small scale buildings.
- B-P3 Develop methods to integrate and stabilize the current population, respect neighborhood character and serve as a catalyst for the rest of the planning objective.
- B-P4 Support the neighborhood's identified goals for housing affordability.
- B-P5 Support projects that will increase artist housing.
- B-P6 Strive to increase the amount of housing production achieved through the Bonus and Transfer of Development Rights Program.
- B-P7 Strive to preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized units.

neighborhood plans: Downtown

B-10

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neighborhood plans: Downtwon

B-P8 Improve and use a variety a tools to create and preserve affordable housing, such as increased funding and regulatory mechanisms (e.g., the land use code affordable housing requirement, and Transfer of Development Rights (TDR) and Bonus programs).

B-P9 Develop tools for owners of existing affordable rental housing to make property improvements at low cost, in order to minimize increases in rents.

B-P10 Strive to maintain the affordability of existing federally subsidized housing.

B-P11 Strive to establish and maintain ongoing monitoring of housing affordability as the market changes over time.

B-P12 Promote voluntary first-right-of-refusal agreements between local property owners and tenants, through means such as developing programs to assist non-profit agencies to identify willing property owners.

B-P13 Research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

land use goals

B-G3 A neighborhood with a vibrant streetscape.

B-G4 A neighborhood with a mixed use character with an emphasis on residential and small business activity.

B-G5 A Belltown with neighborhood design guidelines and design review.

land use policies

B-P14 Promote pedestrian activity through such methods as eliminating "dead spots" of street level activity.

B-P15 Provide opportunities for artists and start-up businesses through techniques such as live/work space and the temporary use of vacant "transitional" buildings.

B-P16 Promote human scaled architecture, particularly ground level retail uses.

B-P17 Increase neighborhood involvement in design review and development review.

B-P18 Strive to preserve and enhance the intended residential character of Belltown by limiting the amount of off-site commercial advertising in the neighborhood.

B-P19 Maintain designated view corridors.

B-P20 Develop public/private investment strategies for a healthy business climate that attracts and supports the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents and to attract visitors for a healthy business climate.

B-P21 Promote opportunities for small businesses to find affordable sites within Belltown.

transportation goal

B-G6 A circulation system that enables people to live, work, shop, and play in Belltown and all of Downtown without a car.

transportation policies

B-P21 Accommodate vehicular access, egress and parking that support residences, businesses, institutions and destinations within Belltown.

B-P22 Manage routing and growth of vehicular traffic to minimize use of Belltown as a through-corridor and to mitigate neighborhood impacts.

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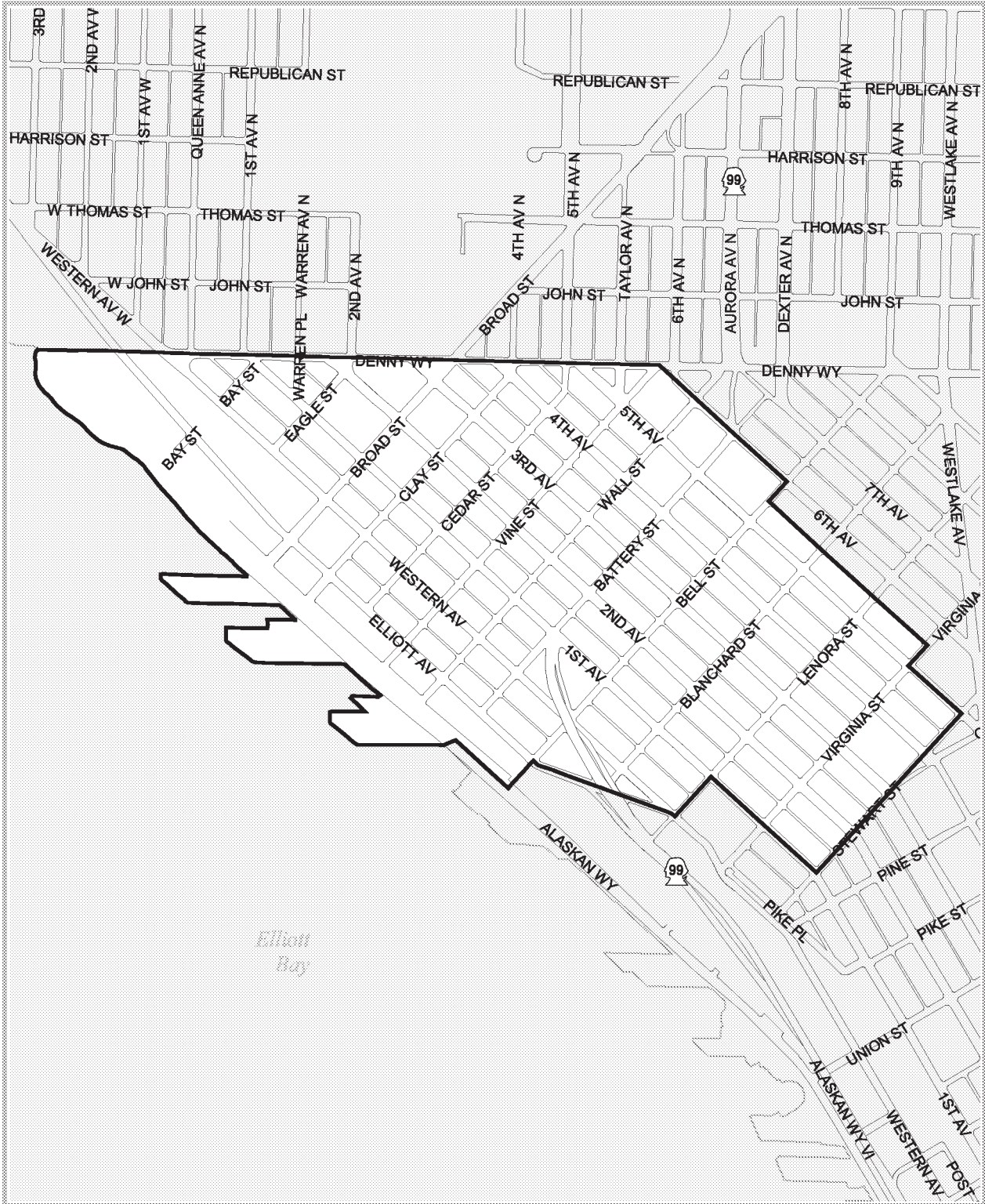


<p>pedestrian environment goals</p> <p>B-G7 A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at-grade access.</p> <p>B-G8 A neighborhood with a sense of seamless transition between public and private space, and a sense of ownership of public spaces.</p>	<p>parking policy</p> <p>B-P27 Strive to establish and maintain adequate levels of parking in the neighborhood for residents and the customers of businesses while enhancing street level activities and aesthetics.</p>	<p>neighborhood plans: Downtown</p>
<p>pedestrian environment policy</p> <p>B-P23 Encourage citizens to view streets as front porches, alleys as back doors, and parks (both public and private) as yards and gardens.</p>	<p>alleys goal</p> <p>B-G11 A neighborhood with alleys that are viable pedestrian and bicycle routes and business access points, and maintain their function for service access.</p>	
<p>transit goal</p> <p>B-G9 A neighborhood served by an efficient and easy-to-use transit system.</p>	<p>alleys policies</p> <p>B-P28 Promote well used, safe and clean alleys.</p> <p>B-P29 Promote the use and sense of ownership of alleys through the consideration of tools such as naming alleys and allowing the numbering of business and residences whose entries face alleys.</p>	<p>neighborhood plans: Downtown</p>
<p>transit policies</p> <p>B-P24 Explore methods to consolidate transit service into major corridors within the neighborhood.</p> <p>B-P25 Seek to develop well designed and managed multi-modal hubs in the neighborhood.</p> <p>B-P26 Seek to improve transit access to other neighborhoods, especially to Capitol Hill and the University District.</p>	<p>green streets goals</p> <p>B-G12 A neighborhood with well designed and constructed green street improvements on designated green streets.</p> <p>B-G13 A neighborhood with well designed streetscapes that enhance the character and function of Belltown's streets and avenues.</p>	
<p>parking goal</p> <p>B-G10 A neighborhood with sufficient parking to meet the needs of Belltown residents and the customers of businesses, and where the provision of adequate parking does not encourage people to choose car trips over other modes.</p>	<p>green streets policy</p> <p>B-P30 Encourage the use of the Belltown Streetscape Guidebook and Green Street Guidelines when designing street and sidewalk improvements.</p>	



neighborhood plans: Downtown

BELLTOWN Urban Center Village



 VILLAGE BOUNDARY
 EDGE OF PAVEMENT

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community enrichment & social services goals

- B-G14** A thriving, integrated community that takes a stewardship role in the community.
- B-G15** A neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.

community enrichment & social services policy

- B-P31** Encourage increased communication between social service providers and the community at large.

public safety and neighborly regulations goal

- B-G16** A neighborhood where it is safe to live, work and play.

public safety and neighborly regulations policies

- B-P32** Strive to increase participation in the Belltown Crime Prevention Council and Block Watch Programs through outreach.
- B-P33** Promote awareness of Crime Prevention Through Environmental Design (CPTED) techniques.
- B-P34** Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity.

Chinatown/ International District

cultural & economic vitality goal

- ID-G1** Thriving businesses, organizations, and cultural institutions.

cultural & economic vitality policies

- ID-P1** Support marketing activities that promote neighborhood businesses, events and cultural opportunities.
- ID-P2** Work with the Chinatown/International District community to develop business improvement strategies to encourage greater customer patronage to individual businesses.
- ID-P3** Encourage new business development and location within the neighborhood.
- ID-P4** Emphasize night-time activity to tap into a new market for businesses.
- ID-P5** Support development of a multi-purpose community recreation center with space for community programs and associations.
- ID-P6** Improve utility infrastructure, when appropriate, to support community needs.

housing diversity & affordability goal

- ID-G2** A neighborhood with diverse and affordable housing.

housing diversity & affordability policies

- ID-P7** Seek to diversify housing stock to include more moderate income and family housing.
- ID-P8** Seek additional affordable housing strategies to preserve existing low-income units and households.
- ID-P9** Explore resources and strategies for upgrading existing sub-standard and vacant buildings.

neighborhood plans: Downtown

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safe & dynamic public spaces goal

ID-G3 Create safe and dynamic public spaces.

safe & dynamic public spaces policies

ID-P10 Support specific programming to deliberately activate the parks, especially Kobe Park.

ID-P11 Look for ways to incorporate design elements for crime prevention throughout the neighborhood, especially in parks, parking facilities and alleyways.

ID-P12 Increase pedestrian safety by adding additional stop signs and crosswalk striping, where appropriate.

ID-P13 Build on partnerships which can work together to provide additional pedestrian amenities such as pedestrian street lighting, street trees, street furniture and informational kiosks that enhance the pedestrian environment.

ID-P14 Target Jackson Street, Dearborn Street and 5th Avenue for pedestrian improvements.

accessibility goal

ID-G4 An accessible neighborhood, with access within and to the neighborhood, for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes and walking.

accessibility policies

ID-P15 Seek to reduce auto congestion at key intersections.

ID-P16 Work with Metro and Sound Transit to find ways to maximize service to residents, customers and employees in the neighborhood.

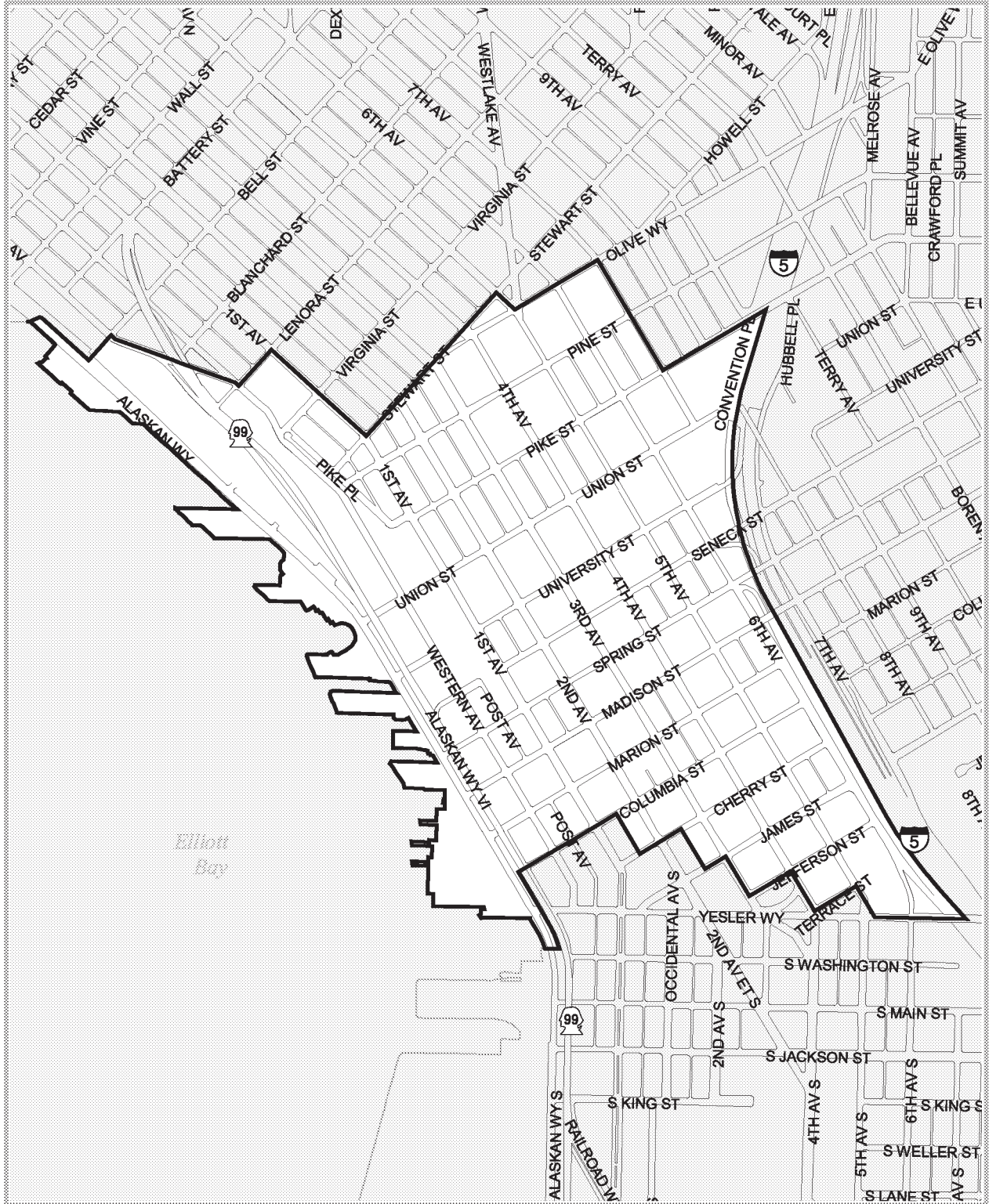
ID-P17 Improve bicycle route markings and related bicycle facilities, including bicycle racks within the neighborhood.

ID-P18 Increase short term parking opportunities within the neighborhood.



neighborhood plans: Downtown

COMMERCIAL CORE Urban Center Village



Elliott Bay



 VILLAGE BOUNDARY
 EDGE OF PAVEMENT

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Commercial Core

goals

- COM-G1 Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.
- COM-G2 Promote a unique neighborhood identity for the Commercial Core.

policies

- COM-P1 Explore revising public benefit bonuses and incentive programs regulated by the Land Use Code to stimulate desirable development and support neighborhood goals.
- COM-P2 Encourage variety in architectural character and building scale.
- COM-P3 Strive to maintain the neighborhood's historic, cultural and visual resources.
- COM-P4 Seek to provide housing affordable to households with a range of income levels.
- COM-P5 Guide development and capital projects throughout the entire Downtown area through development of a unified urban design strategy that provides a vision for new public facilities, waterfront connections, pedestrian environments, transit linkages and open space.
- COM-P6 Strive to take advantage of opportunities to develop new public open space and encourage development of a system of connected green spaces and open public areas.
- COM-P7 Use Green Streets and open space as a means to improve urban design character and provide amenities that support growth.

- COM-P8 Seek to improve the cleanliness and safety of streets and public spaces.
- COM-P9 Seek to improve the pedestrian qualities of streets and public spaces.
- COM-P10 Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.
- COM-P11 Work with transit providers to promote convenient transit and public access to and through the Commercial Core.
- COM-P12 Seek opportunities to improve mobility throughout the Commercial Core.
- COM-P13 Seek to increase coordination among downtown human services providers.

neighborhood plans: Downtown

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Denny Triangle

housing goal

DEN-G1 A diverse residential neighborhood with an even distribution of income levels.

housing policies

DEN-P1 Seek an even distribution of household income levels.

DEN-P2 Explore the use of bonuses, zoning, TDRs and City investment to encourage housing throughout the Denny Triangle Neighborhood.

DEN-P3 Maintain a supply of low-income units in the Denny Triangle neighborhood throughout the life of the plan.

land use goal

DEN-G2 A mixed-use neighborhood that combines commercial office space, retail sales and services, social and public services, and a residential population.

land use policies

DEN-P4 Consider a variety of land use tools, including increased height limits and floor area ratios, design review processes, bonuses for public benefit features and exempting housing and retail space from floor area ratio to stimulate both residential and commercial development.

DEN-P5 Encourage a mix of low, moderate and market rate affordable housing throughout the neighborhood, incorporated into projects that mix commercial and residential development within the same projects.

DEN-P6 Support creation of "residential enclaves" of predominantly residential development along key green street couplets at 9th and Terry Avenues and Bell and Blanchard Streets identifiable as residential neighborhoods by small parks, improved streetscapes, retail functions and transportation improvements that support neighborhood residents and employees alike.

urban form goal

DEN-G3 A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere.

urban form policies

DEN-P7 Encourage the development of gateway markers at major entryways to the neighborhood along Denny Way.

DEN-P8 Encourage redevelopment of small triangular parcels as neighborhood gateways.

DEN-P9 Encourage the creation of new open spaces, including at Westlake Circle and at the Olive/Howell wedge.

DEN-P10 Encourage the creation of open space as part of new public projects.

DEN-P11 Support redevelopment of Westlake Boulevard as a boulevard.

DEN-P12 Designate and support the development of green streets in the neighborhood.

DEN-P13 Strive to accomplish goals for open space as defined for urban center villages, such as:

- One acre of Village Open Space per 1,000 households;
- All locations in the village must be within approximately 1/8 mile of Village Open Space;



DENNY TRIANGLE Urban Center Village



— VILLAGE BOUNDARY
--- EDGE OF PAVEMENT

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- Dedicated open space must be at least 10,000 square feet in size, publicly accessible and usable for recreation and social activities;
- There should be at least one usable open space of at least one acre in size where the existing and target households total 2,500 or more;
- One indoor, multiple use recreation facility
- One dedicated community garden for each 2,500 households in the Village, with at least one dedicated garden site.

transportation goal

- DEN-G4 Reduce external transportation impacts while improving internal access and circulation.

transportation policies

- DEN-P14 Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions.
- DEN-P15 Use partnerships with transit providers to improve the basic transit route structure, system access and connectivity to better serve the neighborhood.
- DEN-P16 Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.
- DEN-P17 Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.
- DEN-P18 Consider development of traffic improvement plans to lessen the impact of regional automobile traffic on the Denny Triangle neighborhood.

Pioneer Square

open space goal

- PS-G1 A community with a strong quality of life including public art and cleanliness.

open space policies

- PS-P1 Encourage the inclusion of an artist in the design of publicly funded projects.
- PS-P2 Improve gardening, cleaning and maintenance of public spaces within Pioneer Square through the coordination of city departments and private or non-profit cleaning companies.
- PS-P3 Recognize the importance of Occidental Corridor as the "center" of the neighborhood.
- PS-P4 Strive to improve park areas within Pioneer Square through grant funding and technical assistance.
- PS-P5 Reclaim Pioneer Square alleys for positive uses through improved cleanliness and safety programs.

public safety goal

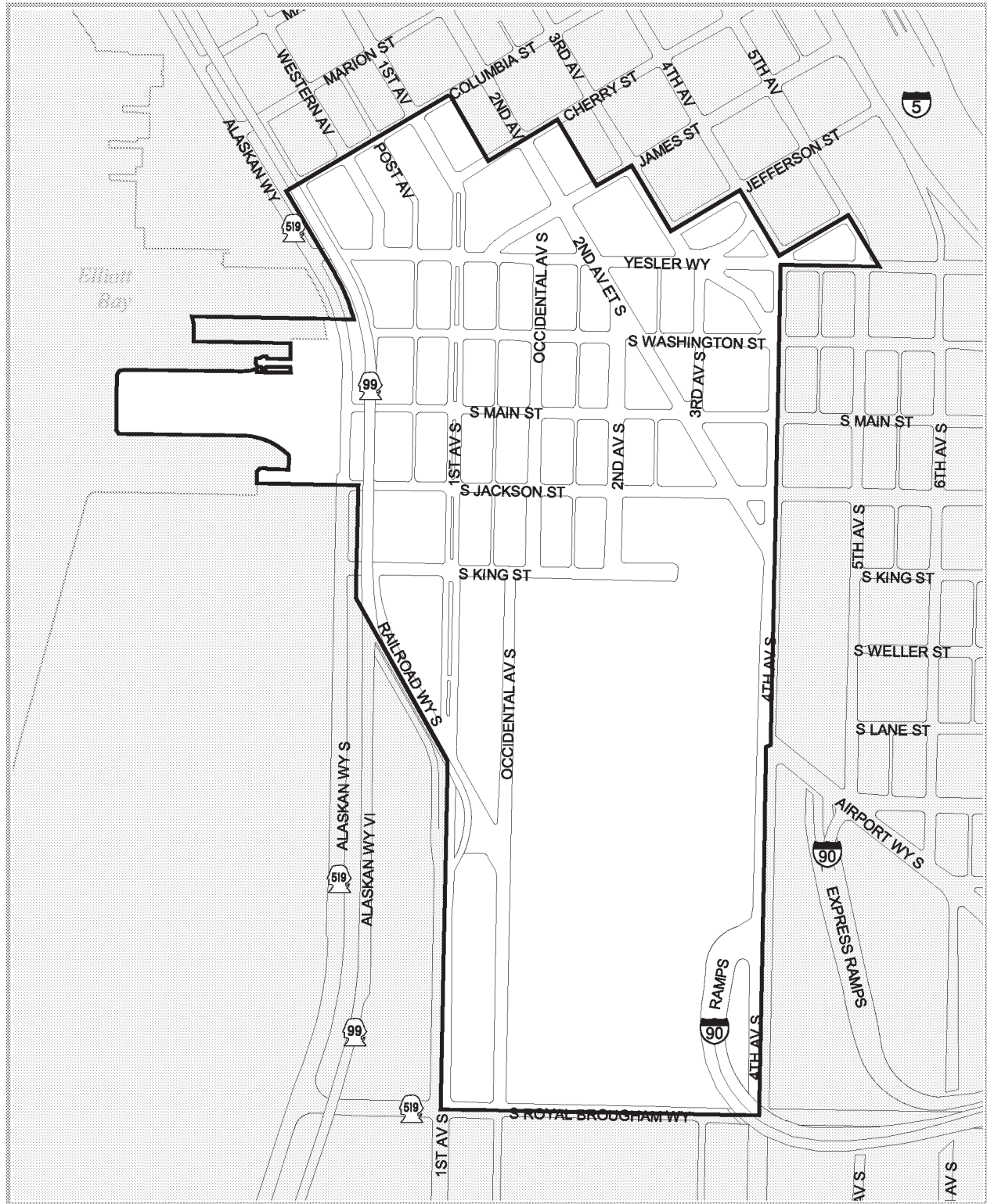
- PS-G2 A community that invites pedestrian and tourist activity through a high level of civil behavior and cleanliness.

public safety policies

- PS-P6 Raise and maintain a high level of public behavior and civility standards through police enforcement and participation by neighborhood groups.



PIONEER SQUARE Urban Center Village



0 500 1000 Feet

— VILLAGE BOUNDARY
— EDGE OF PAVEMENT



neighborhood plans: Downtown

PS-P7 Continue to support Good Neighbor Agreements between existing social service providers and the neighborhood.

housing goal

PS-G3 A diverse community with a significant residential population.

housing policies

PS-P8 Encourage housing development through both new construction and renovation of existing structures.

PS-P9 Encourage the retention and development of artist live/work space.

PS-P10 Encourage the development of incentive packages for housing construction and rehabilitation.

PS-P11 Encourage the development of housing opportunities for a mix of incomes.

PS-P12 Encourage concurrent development of businesses necessary to support residents in new housing developments.

economic development goal

PS-G4 A diverse and unique community with an eclectic mix of businesses and major community facilities.

economic development policies

PS-P13 Recognize the Qwest Field North Lot development as a business anchor in the neighborhood.

PS-P14 Encourage coordination between development projects, neighborhood enterprise and the local labor pool - especially low-income and shelter residents.

PS-P15 Strive to maintain local access to Pioneer Square during major events.

PS-P16 Support neighborhood efforts to develop business support and communication system.

transportation & utilities goal

PS-G5 A community with an efficient transportation system that provides efficient access to sites inside and outside neighborhood boundaries.

transportation & utilities policies

PS-P17 Coordinate with other responsible agencies to develop access opportunities to the neighborhood through transit and pedestrian methods.

PS-P18 Strive to improve infrastructure to accommodate increased pedestrian and traffic uses.

PS-P19 Strengthen coordination of alley improvements among city department and involved neighborhood groups.

PS-P20 Encourage the development of a community-parking program in order to provide access for residents, especially during events.

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B-11 Eastlake

community design goals

- EL-G1** A residential lakefront community primarily defined by low to moderate residential density, pedestrian-scale mixed-use development, neighborhood services, Lake Union maritime uses and compatible architectural styles.
- EL-G2** A safe and interesting streetscape with pedestrian activity, a strengthened commercial identity and residential community, and reduced conflicts between residential and commercial uses along Eastlake Avenue E.
- EL-G3** A neighborhood that values and preserves its traditional diversity and scale of development, and that respects its ecology and environment.
- EL-G4** A community with pedestrian activity, and attractive close-in and distant views along streetscapes, alleys and shorelines.
- EL-G5** A community where the residential growth is consistent with Eastlake's character, size, scale, infrastructure and public services, and occurs in locations appropriate for residential uses.

community design policies

- EL-P1** Encourage the consolidation of commercial and residential uses on Eastlake Avenue East into districts or nodes that would: strengthen the identity of each area; reduce the potential for conflicts between land uses; increase residential development along parts of Eastlake Avenue East; increase the development of neighborhood-serving businesses at street level; and direct vehicle access and parking to alleys and side streets.

- EL-P2** Identify, preserve, enhance and create a variety of attractive and interesting views from and of public spaces.
- EL-P3** Anticipate and minimize, through zoning regulations and/or design review guidelines, to be prepared for the Eastlake area, the potential for impacts on residential uses from the close proximity, orientation, or incongruent scale of commercial development, including the loss of privacy, sunlight or air, or increased noise, artificial light or glare.
- EL-P4** Seek opportunities to conserve Eastlake's older structures as defining elements of Eastlake's architectural and historic character and as a resource for affordable housing and commercial spaces.
- EL-P5** Through design review, promote interaction between the community, developer, designers, and decision-makers to help ensure buildings contribute to and enhance Eastlake's character.
- EL-P6** Explore the development of live/work units in areas that allow commercial development.
- EL-P7** Buildings are an important part of Eastlake's views and residential and commercial streetscapes, and their designs should reflect the neighborhood's lowrise, finely textured scale, comparatively small development sites, and the individuality of its architectural expressions.
- EL-P8** Pedestrian connections between buildings should occur at the street level. Avoid skybridges on public property and rights-of-way in Eastlake; when connections across such public land and rights-of-way are necessary, pursue below grade connections to buildings that do not detract from activity at the street level, the streetscape and public views.

neighborhood plans: Eastlake

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neighborhood plans: Eastlake

- EL-P9 Promote interesting, safe, and diverse pedestrian connections that are compatible with and sensitively designed for abutting land uses.
- EL-P10 Strive to preserve, restore and maintain Eastlake's historic cobblestone streets.
- EL-P11 Enhance Lynn Street between Eastlake and Boylston Avenues East as a gateway to the Eastlake neighborhood, a view corridor, and an important pedestrian connection without expanding its existing street or right-of-way width.
- EL-P12 Use and development of Eastlake's shoreline properties should strengthen and enhance the neighborhood's existing maritime uses, recreational uses, habitat and floating home community through the future use and development of Eastlake's shoreline properties.
- EL-P13 Maintain, enhance, and nurture the Seward School as a public school, historic landmark, and focus of community identity and social, civic and recreational activities.
- EL-P14 In the Eastlake Residential Urban Village, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply.

B-11 open space goals

- EL-G6 A neighborhood that cherishes and preserves its urban ecological health.
- EL-G7 An open space network providing a variety of experiences that promotes community, ecology, learning and stewardship, and that serves Eastlake and the larger region for current and future generations.

open space policies

- EL-P15 Encourage Eastlake residents, businesses and public facilities to plant native vegetation on public and private properties.
- EL-P16 Encourage the use of landscaping, berms and other natural sound absorption techniques to reduce noise and create an aesthetically pleasing environment or wildlife habitat.
- EL-P17 Provide open space for wildlife and plant habitat, pedestrian connections, and passive and active recreation. For individual open space sites, identify the primary purpose from among these four purposes, plan for compatible uses and discourage incompatible uses.
- EL-P18 Strive to create an attractive, identifiable gateway ("North Gateway") to Eastlake and the adjoining neighborhoods that provides open space, art and community identity.

transportation goals

- EL-G8 A neighborhood where seniors, children and people with disabilities can stroll and cross streets safely, where bicyclists are safe, buses are frequent and bus stops convenient, where truck access is good and where though traffic, freeway noise and pollution are controlled.

transportation policies

- EL-P19 Strive to improve pedestrian facilities including street crossings, sidewalks and other walkways, especially along Eastlake Avenue.
- EL-P20 Strive to establish additional pedestrian connections where they do not now exist, such as under or over Interstate-5 or along the shoreline.



- EL-P21 Strive to enhance Fairview Avenue East north of E. Newton St. through traffic calming and other pedestrian safety improvements.
- EL-P22 Strive to reduce freeway-related noise, air and water pollution.
- EL-P23 Support the neighborhood's visibility and identity from Interstate-5 through such means as landscaping and signage.
- EL-P24 Seek to implement the City's Urban Trail system within this neighborhood by completing pedestrian connections.

main street goal

- EL-G9 A neighborhood where residents and employees also shop and dine, that attracts and retains quality retail and services businesses, that is lively and busy during the day and evening and that has a clean and vital Main Street that adds to the sense of community.

main street policies

- EL-P25 Seek to attract new businesses and customers.
- EL-P26 Pursue traffic, parking and local and express transit service improvements. King County/Metro busses that use Eastlake Ave E. should include at least two stops within the Eastlake neighborhood.
- EL-P27 Seek to provide more planted medians for those parts of Eastlake Avenue in which businesses and abutting property owners support them.

diversity goal

- EL-G9 A neighborhood in which neighbors know and help one another, value diversity, welcome people of any race, age, family makeup and economic status, maintain a close relationship with businesses and schools and in which community is a reality.

diversity policies

- EL-P28 Promote diversity among Eastlake's residents and strengthen their relationship with Eastlake's public school.
- EL-P29 Build ties between Eastlake's business and residential communities.

affordable housing goal

- EL-G10 A neighborhood including all socioeconomic groups with some housing units affordable to people with low incomes.

affordable housing policy

- EL-P30 Seek to expand housing opportunities in Eastlake for those with incomes under 80 percent, and especially for those under 50 percent, of the citywide median income.



B-12 First Hill

community character goals

- FH-G1** A community with a culturally and economically diverse residential population, that is also a major employment center, home to many of the region's state-of-the-art medical centers and related facilities.
- FH-G2** An active, pedestrian-friendly Urban Center Village that integrates residential, commercial, and institutional uses, and maintains strong connections to surrounding neighborhoods and the Urban Center.

community character policies

- FH-P1** Encourage mixed-use development in the Madison Street district to create more of a visual and functional center to the neighborhood and strengthen the relationship between the residential and commercial areas in First Hill.
- FH-P2** [Policy deleted by ordinance 122313.]
- FH-P3** Seek opportunities to provide additional community facilities to serve the existing diverse population and the new residents and employees projected to move into the neighborhood within the next fifteen years.
- FH-P4** Encourage the implementation of public safety measures to provide a safe environment for residents, employees, and patrons.
- FH-P5** Encourage major institutions and public projects to work to preserve, maintain, and enhance the important qualities of the neighborhood plan, i.e. open space, housing, and pedestrian environment.

economic development goal

- FH-G3** A thriving business district which serves the needs of residents, employees, and visitors to First Hill.

economic development policy

- FH-P6** Encourage longer hours of operation and an increased variety of businesses in First Hill.

housing goals

- FH-G4** A neighborhood which provides a variety of housing opportunities that are compatible with other neighborhood goals, and maintains the economic mix of First Hill residents.

housing policies

- FH-P7** Encourage new housing development on underutilized sites.
- FH-P8** Explore joint housing development opportunities with the private sector, major institutions, and other public agencies.
- FH-P9** Encourage the retention and preservation of existing housing.
- FH-P10** Support a neighborhood infrastructure of attractive amenities and public facilities. that attracts the development of new housing and preserves existing housing.
- FH-P11** Support the development of a strong commercial district that also serves the needs of the residential areas.

public safety goal

- FH-G5** A safe community for residents, employees, visitors, and shoppers.

neighborhood plans: First Hill

B-12

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public safety policies

- FH-P12 Encourage a 24-hour activity climate and increased street activity throughout the neighborhood as a crime deterrent by promoting eyes-on-the-street surveillance.
- FH-P13 Support community-based organizations and encourage partnerships with law enforcement agencies to make the neighborhood more safe and secure.
- FH-P14 Encourage the use of crime prevention through environmental design techniques for buildings, streets, and parks to minimize the ability for crime to take place.

human needs & development goals

- FH-G6 A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

human needs & development policies

- FH-P15 Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.
- FH-P16 Seek to improve communication between people, organizations and communities dealing with human needs and development issues.
- FH-P17 Seek to address human support needs in the neighborhood.
- FH-P18 Seek a comprehensive approach in addressing the human needs and problems of persons within the neighborhood.

parks, open space, & community facilities goals

- FH-G7 A neighborhood with safe, accessible, and well-maintained parks, open space, and community facilities that meet the current and future needs of a growing community.

parks, open space, & community facilities policies

- FH-P19 Seek new opportunities for the creation of useable and safe parks and open space.

transportation goals

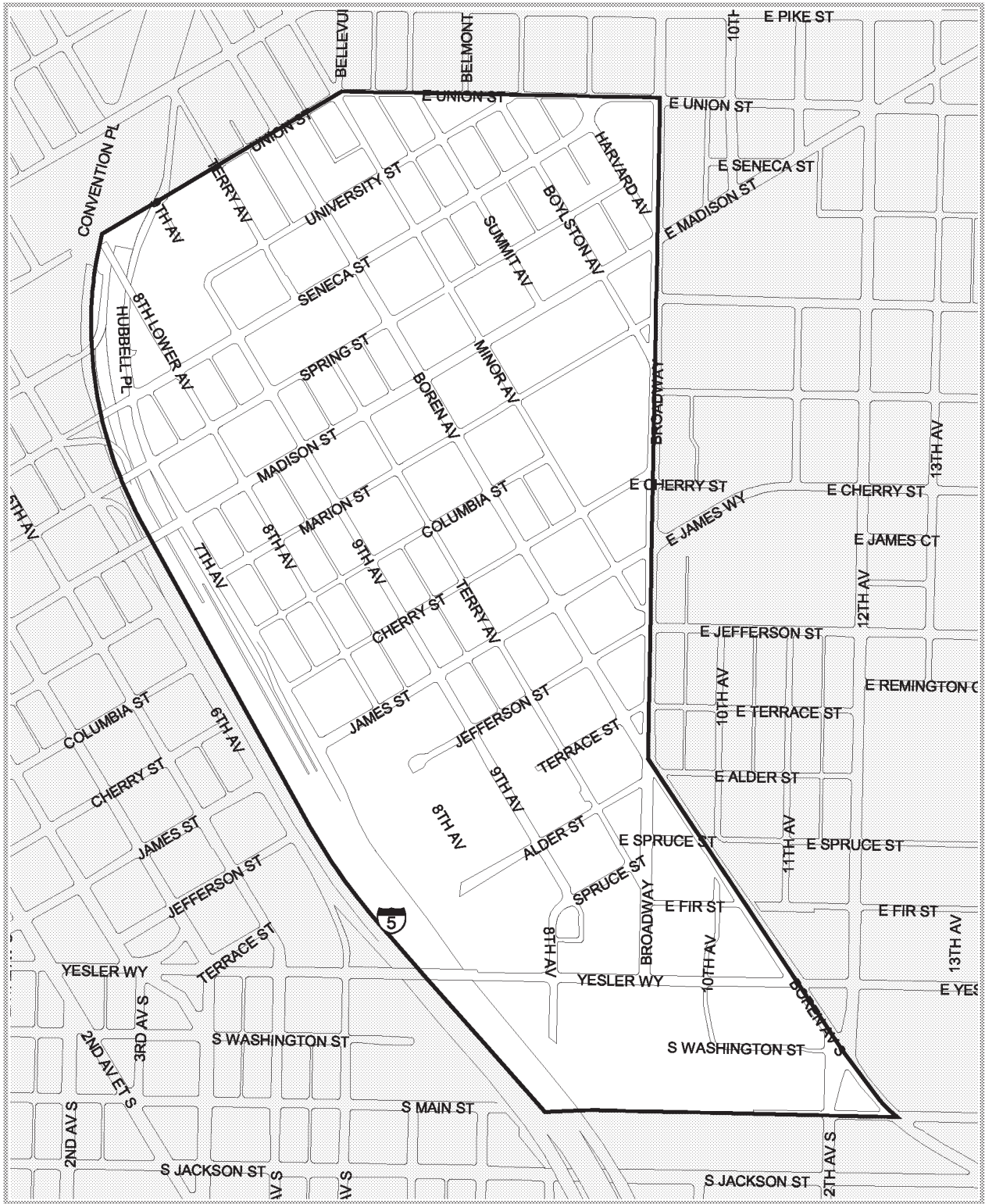
- FH-G8 A neighborhood which provides for the safe and efficient local- and through-traffic circulation of automobiles, transit, bicycles, and pedestrians.

transportation policies

- FH-P20 Seek to resolve transportation and parking problems associated with being both a major medical employment center and a residential urban center village and improve the environment for pedestrians.



FIRST HILL Urban Center Village



0 500 1000 Feet

— VILLAGE BOUNDARY
— EDGE OF PAVEMENT



B-13 Fremont

community character goals

- F-G1 A neighborhood with unique character and opportunities that make Fremont the "Center of the Universe."
- F-G2 A neighborhood with rich and varied urban streetscapes.
- F-G3 A neighborhood with a cohesive sense of community woven together by neighborhoods on both sides of Aurora Avenue N. south of Woodland Park.
- F-G4 A neighborhood that encourages the retention of important scenic view opportunities throughout the neighborhood.

community character policies

- F-P1 Encourage unique recreational and aesthetic amenities within the Urban Village.
- F-P2 Recognize Fremont's core retail area (downtown Fremont) and shoreline (Lake Union and the Ship Canal) as important local urban amenities.
- F-P3 Encourage the development of public art, cultural amenities, and unique design treatments consistent with Fremont's character for the enjoyment and enrichment of users.
- F-P4 Strive to provide street amenities that will create an attractive urban environment and that recognize the importance of both vehicular and pedestrian uses.
- F-P5 Coordinate street improvements with other neighborhoods, where appropriate, to ensure a consistent approach.

- F-P6 Recognize the importance of commercial activities and adjacent residential neighborhoods and, seek to balance and accommodate the needs of both on Fremont's streets.
- F-P7 Develop methods to link the communities on both sides of Aurora Avenue N. to create a more cohesive and high quality urban environment.
- F-P8 Strive to provide linkages that will enhance the livability of the Fremont neighborhood and encourage exchange between east and west, including the development of common open space.
- F-P9 Seek opportunities for improved vehicle access across/under Aurora Avenue N.
- F-P10 Strive to protect public view corridors and scenic opportunities throughout Fremont.
- F-P11 Explore ways to support incubator businesses in the City.
- F-P12 Consider capital improvements and infrastructure to be important for the Leary Way, upper Fremont Avenue North, and Stone Way business areas, as well as for the Fremont Hub Urban Village, because these areas provide goods and services to the Fremont Urban village and their adjoining residential areas, and are accessible by walking, bicycling, car-pooling, or public transit.
- F-P13 In the area where the Wallingford Urban Village and the Fremont Planning Area overlap (the area bounded by Stone Way on the east, N. 45th Street on the North, Aurora Ave. N. on the West, and N. 40th Street on the South) maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.

neighborhood plans: Fremont

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housing goals		F-P24	Encourage high density housing to locate in mixed-use areas and in close proximity to transit corridors.
F-G5	A neighborhood that is a desirable and an affordable community in which to live.	transportation: planning for the future goal	
F-G6	A neighborhood with a mix of housing affordability and types that enhance Fremont's unique character.	F-G8	A neighborhood with an efficient, safe, and community-compatible transportation system.
F-G7	A neighborhood with a stable residential population.	transportation: specific identified transportation systems issues goals	
housing policies		F-G9	A neighborhood with efficient connections to Aurora Avenue N.
F-P14	Make use of existing tools in striving to assure that the impacts of new growth are mitigated.	F-G10	A Stone Way Corridor which balances the needs of industrial access and general traffic capacity with bicycle and pedestrian safety.
F-P15	Encourage programs and land use code regulations that support a mix of housing types and a range of affordability.	transportation: specific identified transportation systems issues policies	
F-P16	Encourage the development of housing in commercial areas.	F-P25	Seek to develop efficient and safe connections between all sections of Fremont and Aurora Avenue N.
F-P17	Increase opportunities for home ownership.	F-P26	Seek to reduce or eliminate the use of local residential streets for access to Aurora Avenue N.
F-P18	Develop incentives for families to locate in the Fremont community.	F-P27	Seek to improve safety and convenience for pedestrians and bicyclists crossing Aurora Avenue N.
F-P19	Encourage the development of housing for senior citizens.	F-P28	Strive to improve safety, access and circulation for local vehicular traffic, pedestrians and bicycles.
F-P20	Seek to maintain existing, and encourage new, affordable rental housing.	F-P29	Strive to improve access to waterfront industrial areas.
F-P21	Encourage neighborhood design quality, creativity, and character consistent with Fremont neighborhood design guidelines.		
F-P22	Encourage attractive, pedestrian-oriented streetscapes through design guidelines, zoning refinements, and streetscape improvements.		
F-P23	Support the creation of public art at key sites in the community.		

neighborhood plans: Fremont

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neighborhood plans: Fremont

B-13

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transportation: transit service & transportation modes goals

- F-G11 A neighborhood served by a high level of public transportation that is responsive to community needs.
- F-G12 A neighborhood that encourages the use of modes of transportation other than the single-occupant automobile.
- F-G13 A neighborhood with active programs, such as car sharing, that reduce residents' reliance on ownership and operation of personal autos.

transportation: transit service & transportation modes policies

- F-P30 Seek to improve the convenience of transit access and transit connections in and around Fremont.
- F-P31 Strive to maximize Fremont access to planned citywide and regional transit services (e.g., Monorail, Sound Transit, water taxi, etc.)
- F-P32 Seek to establish safe and convenient pedestrian circulation to, from, and within the downtown Fremont commercial area.
- F-P33 Improve safety and convenience of bicycle travel within and through the Fremont neighborhood.

transportation: downtown Fremont access & circulation goal

- F-G14 A "downtown" Fremont with excellent circulation and accessibility.

transportation: downtown Fremont access & circulation policy

- F-P34 Seek to improve downtown Fremont streets and traffic control systems to ensure efficient circulation and accessibility.

transportation: arterial corridor pedestrian improvement goal

- F-G15 A neighborhood with convenient and safe pedestrian access along and across arterials.

transportation: arterial corridor pedestrian improvement policy

- F-P35 Provide appropriate pedestrian crossings on arterials.

transportation: bicycle improvements goal

- F-G16 A neighborhood with convenient and safe options for bicycle travel within and through the Fremont neighborhood.

transportation: bicycle improvements policies

- F-P36 Strive to improve connections among the main bicycle routes and trails passing through and serving Fremont.
- F-P37 Encourage street improvements for bicycle safety and convenience where needed.

transportation: traffic management/ calming & spot improvement goal

- F-G17 A neighborhood that is safe for local travel and with minimal cut-through traffic on residential streets.

transportation: traffic management/ calming & spot improvement policy

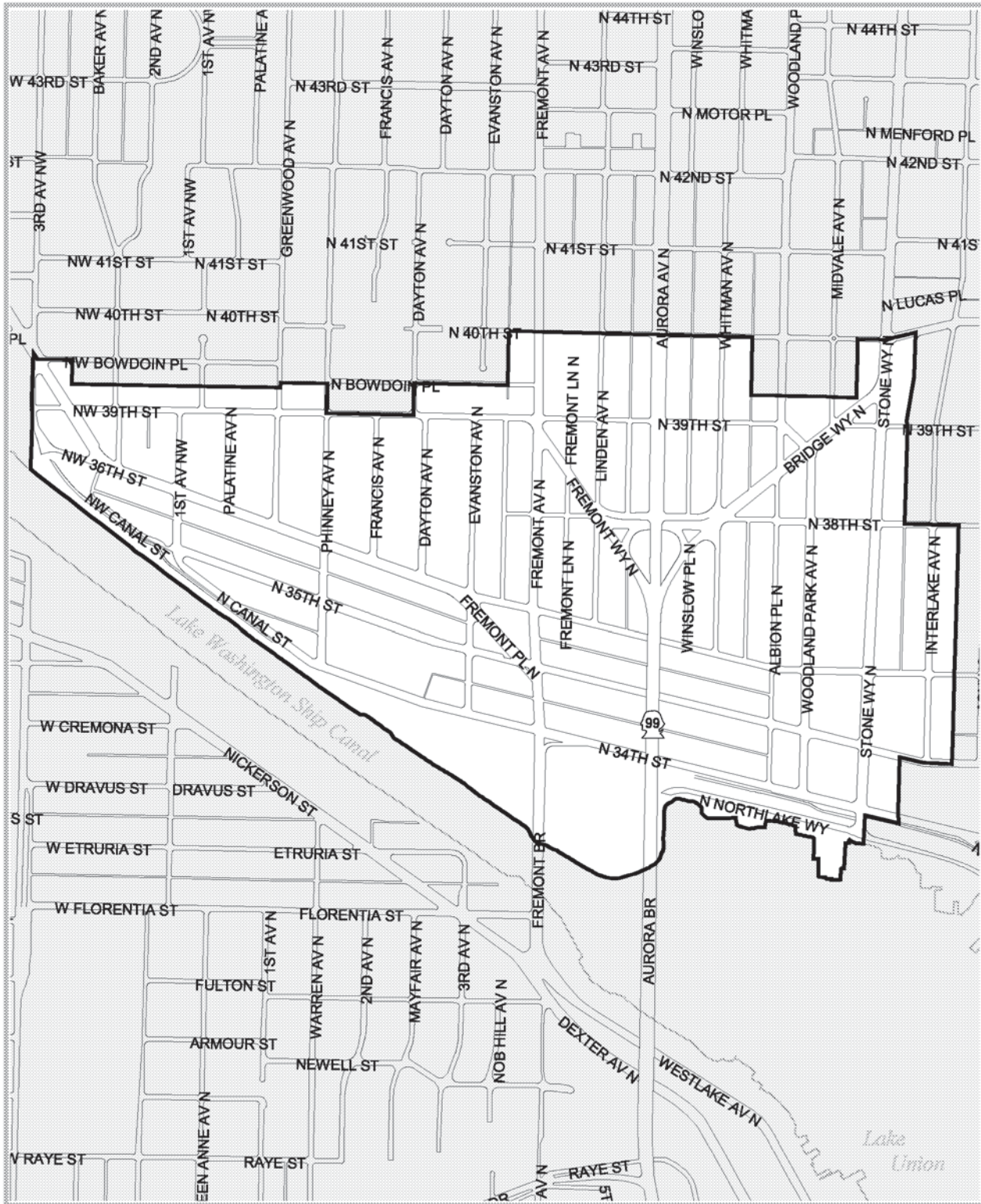
- F-P38 Seek to provide local safety improvements and traffic calming measures.

Fremont arts goals

- F-G18 A neighborhood that promotes its cultural and historic identity through the arts.
- F-G19 A neighborhood with community arts and cultural facilities and opportunities.



FREMONT Hub Urban Village



0 500 1000 Feet

- VILLAGE BOUNDARY
- EDGE OF PAVEMENT

neighborhood plans: Fremont

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F-G20 A neighborhood that supports the existing infrastructure of arts organizations to promote and fund public art.

F-G21 A neighborhood with public access to art.

F-G22 A neighborhood that encourages employment and small business development in conjunction with the arts.

F-P42 Strive to ensure the inclusion of art in all public and private development.

F-P43 Seek to utilize available publicly owned properties for cultural resource uses such as art and performing arts.

Fremont arts policies

F-P39 Encourage support of the arts, artists and arts organizations.

F-P40 Encourage the dissemination of information for artists, businesses and residents regarding City of Seattle regulatory matters.

F-P41 Seek to promote awareness and recognition of Fremont public art.

F-P44 Seek to make public and non-profit use a priority for publicly owned properties.

F-P45 Strive to promote and fund public art and community arts groups.

Fremont arts: artist live/work housing goal

F-G23 A neighborhood with a supply of artist studios and artist live/work spaces.

Fremont arts: artist live/work housing policies

F-P46 Seek to preserve existing artist studio spaces in Fremont.

F-P47 Encourage the development of artist live/work housing.

B-14 Georgetown

seattle design district goal

G-G1 A healthy Georgetown area economy that capitalizes on the presence of the regionally significant design and gift centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical visibility of these industries.

seattle design district policies

G-P1 Encourage the development of a "design district" to capitalize on the economic vibrancy of the design and gift centers and the associated businesses.

G-P2 Encourage economic development efforts designed to market design- and gift-related trades.

Georgetown residential neighborhood anchor goal

G-G2 A residential community that recognizes, preserves and enhances Georgetown's residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character and buildings.

Georgetown residential neighborhood anchor policies

G-P3 Seek to retain Georgetown's residentially-zoned lands as a means of providing affordable homeownership opportunities.

G-P4 Seek to provide community facilities that meet a range of needs in the residential area of Georgetown.

G-P5 Promote opportunities for the reuse of historic structures and other significant buildings and seek to create linkages between historic preservation and economic revitalization.



- G-P6 Seek opportunities for creating recreational facilities that can serve both the local residential population and employees.
- G-P7 Recognize Georgetown's historic character and buildings and the presence of the design center when developing amenities and programs to reinforce Georgetown's image as a quality place to live, work, raise a family, and/or own a business.

safer Georgetown goal

- G-G3 A community that is safe and is perceived as safe for living, working, and doing business.

safer Georgetown policies

- G-P8 Emphasize crime prevention and community policing as public safety measures to help make Georgetown safe for residents, business owners, and employees.
- G-P9 Strive to raise public safety awareness in the business community and increase interaction between business people and the Seattle Police Department.
- G-P10 Seek ways to abate serious nuisance problems and develop strategies to address criminal activity.

promoting industry & family wage jobs goal

- G-G4 An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and ways for linking Georgetown residents to local jobs.

promoting industry & family wage jobs policies

- G-P11 Retain industrial-zoned land in Georgetown, while seeking out the potential to promote commercial and retail uses in commercial zones.

- G-P12 Promote the growth, development, and retention of industries and commerce that have the opportunity to flourish in Georgetown.
- G-P13 Balance the needs of water-dependent uses and natural/environmental habitat goals for the Duwamish Waterway.
- G-P14 Seek ways to develop, train, and connect the local workforce with Georgetown employers.

code enforcement & permit processing goal

- G-G5 A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.

code enforcement & permit processing policy

- G-P14 Strive to deliver efficient, timely, and responsive code enforcement and permit processing as a means of promoting economic vibrancy and residential quality of life in Georgetown.

economic development goal

- G-G6 A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

economic development policy

- G-P16 Work with the community to explore ways of marketing Georgetown's commercial zones for commercial use, to help preserve industrial zones for industrial use, and to help encourage shopping opportunities for local residents in the commercial zones.

neighborhood plans: Georgetown

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transportation facilities goal

G-G7 An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the non-motorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.

transportation facilities policies

G-P17 Strive to minimize traffic congestion within the Georgetown neighborhood.

G-P18 Work with other jurisdictions, such as King County and the City of Tukwila, to promote regional freight mobility for the Georgetown neighborhood and the Greater Duwamish Manufacturing/Industrial Center.

G-P19 Address traffic safety concerns for both pedestrians and vehicles in Georgetown through means that could include improvements to roads and sidewalks.

G-P20 Promote opportunities for non-motorized transportation in the Georgetown neighborhood.

G-P21 Work with Sound Transit, King County Metro Transit, and the residential and business communities to provide convenient and efficient transit mobility throughout Georgetown.

the environment goals

G-G8 A community sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry

G-G9 A community that reduces environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.

the environment policies

G-P22 Promote awareness among Georgetown residents, employees, business owners, and property owners of environmental quality issues such as air, soil, and ground-water pollution.

G-P23 Work with other jurisdictions to protect the environmental quality of the Duwamish watershed.

G-P24 Seek ways to monitor the environmental impacts of the King County International Airport in the Georgetown community, while recognizing its economic significance.



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Greater Duwamish Manufacturing/Industrial Center

neighborhood plans: Duwamish

jobs & economics goals

- GD-G1 The Duwamish Manufacturing/Industrial Center remains economically vital.
- GD-G2 Public infrastructure adequate to serve business operations in the Duwamish Manufacturing/Industrial Center is provided.
- GD-G3 Land in the Duwamish Manufacturing/Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities and commercial fishing activities.
- GD-G4 The City regulatory environment facilitates location and expansion of industrial businesses in the Duwamish Manufacturing/Industrial Center.

jobs & economics policies

- GD-P1 Recognize the significant contribution of the industries and businesses in the Duwamish Manufacturing/Industrial Center in terms of the jobs they create, and the export and tax revenues they generate.
- GD-P2 Strive to retain existing businesses and promote their viability and growth, with particular emphasis on small businesses.
- GD-P3 Encourage new industrial businesses that offer family-wage jobs to locate in the area.
- GD-P4 Encourage site assembly that will permit expansion or new development of industrial uses.

- GD-P5 Limit the location or expansion of non-industrial uses, including publicly sponsored non-industrial uses, in the Duwamish Manufacturing/Industrial Center.
- GD-P6 Strive to separate areas that emphasize industrial activities from those that attract the general public.
- GD-P7 Continue to promote timeliness, consistency, coordination and predictability in the permitting process.

land use goals

- GD-G5 Land in the Duwamish Manufacturing/Industrial Center is sufficient to allow an increase in the number of family-wage industrial jobs that can be filled by workers with diverse levels of education and experience.
- GD-G6 The Duwamish waterway continues as a working industrial waterfront that retains and expands in value as a vital resource providing family-wage jobs and trade revenue for the City, region and state.
- GD-G7 The City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish Manufacturing/Industrial Center when considering the siting of public uses there.

- GD-G8 The Duwamish Manufacturing/Industrial Center remains a Manufacturing/Industrial Center promoting the growth of industrial jobs and businesses and strictly limiting incompatible commercial and residential activities.

land use policies

- GD-P8 Strive to protect the limited and non-renewable regional resource of industrial, particularly waterfront industrial, land from encroachment by non-industrial uses.

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- GD-P9 Distinguish between the industrial zones in the Duwamish Manufacturing/Industrial Center by the amount and types of uses permitted in them.
- GD-P10 If industrial land south of South Park is annexed to the City, include much of it in the Duwamish Manufacturing/Industrial Center, with appropriate land use controls to encourage industrial uses and discourage non-industrial uses.
- GD-P11 Strive to maintain sufficient capacity in the shoreline areas for anticipated water-dependent industrial uses.
- GD-P12 Seek to preserve the Duwamish Waterway's ability to function as the City's gateway to the Pacific and to provide adequate nearby land for warehousing and distribution that serve the shipping industry.
- GD-P13 Especially along the waterway, discourage conversion of industrial land to non-industrial uses.
- GD-P14 Maintain shoreside freight access to and from the waterway.
- GD-P15 Strive to increase the trade revenues generated by Seattle's water-dependent industries.
- GD-P16 Consider a variety of strategies, including possible financial incentives, to retain and attract marine businesses.
- GD-P17 Encourage other jurisdictions to:
 1. avoid locating non-industrial uses in the Duwamish Manufacturing/Industrial Center;
 2. consolidate public facilities to minimize the amount of land consumed by the public sector; and
 3. pursue joint operations and co-location so that facilities can serve more than one jurisdiction.

- GD-P18 Encourage public agencies, including City agencies, to explore ways of making property available for private industrial uses when disposing of property in the Duwamish Manufacturing/Industrial Center.
- GD-P19 Prohibit certain commercial uses and regulate the location and size of other commercial uses in the Manufacturing/Industrial Center.
- GD-P20 Seek to integrate stadium and stadium-related uses into the Duwamish Manufacturing/Industrial Center by creating an overlay district limited to the area near the stadiums that discourages encroachment on nearby industrial uses, creates a pedestrian connection from the stadiums north to downtown, and creates a streetscape compatible with Pioneer Square.

transportation goals

- GD-G9 A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.
- GD-G10 The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes.
- GD-G12 The transportation network in the Duwamish Manufacturing/Industrial Center emphasizes the mobility of freight and goods.
- GD-G13 Rail service in the Duwamish Manufacturing/Industrial Center remains safe and efficient.
- GD-G14 Well-maintained streets and facilities serve all the properties in the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.

neighborhood plans: Duwamish

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GD-G15 Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.

GD-G16 The public transit system provides employee access to the Duwamish Manufacturing/Industrial Center while minimizing impacts on freight mobility.

transportation policies

GD-P21 Strive to enhance access throughout the Duwamish Manufacturing/Industrial Center by means such as signal coordination, roadway channelization, grade separation and pavement rehabilitation.

GD-P22 Encourage use of Airport Way as an alternate route for commute trips that might otherwise use 1st and 4th Avenues.

GD-P23 Strive to maintain the existing capacity on roadways and bridges and encourage use of under-used facilities.

GD-P24 Encourage maintenance of a connection across the Duwamish River that provides access to the South Park area while allowing the river to continue serving marine traffic.

GD-P25 Strive to maintain arterial/rail crossings until those crossings can be replaced with grade separations.

GD-P26 Recognize and strive to address the cumulative traffic effects that transportation and development projects in and near the Duwamish Manufacturing/Industrial Center can have on freight mobility.

GD-P27 Pursue opportunities and develop partnerships to provide grade separations between rail and auto/truck traffic along key east-west routes for enhanced speed and reliability while maintaining safety for both travel modes.

GD-P28 Encourage the design of bicycle and pedestrian facilities in the Duwamish Manufacturing/Industrial Center that minimize conflicts between motorized and non-motorized traffic and promote both traffic flow and safety.

GD-P29 Strive to maintain waterborne and roadway access to seaport facilities.

GD-P30 Strive to maintain access for air cargo to the King County International Airport.

GD-P31 Strive to facilitate east-west freight movement in the Duwamish Manufacturing/Industrial Center, particularly through the Royal Brougham, Spokane Street and Michigan Street corridors.

GD-P32 Strive to maintain efficient freight movement along designated truck routes in the Duwamish Manufacturing/Industrial Center.

GD-P33 Strive to maintain reasonable access to regional transportation facilities for goods distribution from all areas of the Duwamish Manufacturing/Industrial Center.

GD-P34 Recognize the importance of inter-modal connections for the movement of freight between the state highway system, rail yards, barge terminals, Port terminals, airports and warehouse/distribution centers.

GD-P35 Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/Industrial Center.

GD-P36 In setting priorities for roadway repairs in the Manufacturing/Industrial Center, consider the importance of those facilities to freight mobility.

GD-P37 Consider setting speed limits for trains high enough to limit the length of time trains block streets at grade crossings.



- GD-P38 Encourage railroad operations in which switching and signals enhance the speed and reliability for passenger and freight trains.
- GD-P39 Encourage a working relationship between the City and property and business owners in the area to identify possible funding sources for non-arterial road and drainage improvements.
- GD-P40 Encourage the efficient use of transit opportunities, including the E-3 busway, to expedite the movement of event patrons in and out of the Duwamish Manufacturing/Industrial Center.
- GD-P41 Encourage the management of event parking in ways that minimize the impacts on congestion in the Duwamish Manufacturing/Industrial Center.
- GD-P42 Strive to maintain parking that serves local businesses during special events.
- GD-P43 Strive to maintain sufficient rail spurs to accommodate existing and potential future business needs in the Duwamish Manufacturing/Industrial Center.
- GD-P44 Encourage employees in the Duwamish Manufacturing/Industrial Center to use public transit for commuting to work through means such as employer subsidized bus passes and enhanced transit service.
- GD-P45 Seek to minimize impacts on freight mobility in the design of new or expanded transit facilities in the Duwamish Manufacturing/Industrial Center.

utilities goal

- GD-G17 The network of utilities is sufficient to meet the needs of businesses in the area.

utilities policies

- GD-P46 Strive to maintain affordable rates for City-operated utilities serving the Duwamish Manufacturing/Industrial Center.
- GD-P47 Strive to provide stormwater facilities that help increase pavement durability.

environmental remediation goal

- GD-G18 Sufficient incentives exist in the industrial area so that the private sector can remedy environmental contamination and contribute to the expansion of the industrial job base.

public safety goals

- GD-G19 The community makes use of crime prevention resources in the Duwamish Manufacturing/Industrial Center and adjacent residential communities to control crime and increase the sense of security in the area.
- GD-G20 Public investments contribute to a sense of community identity and enhance public safety.

public safety policies

- GD-P48 Recognize crime prevention as a significant contributor to economic vitality in the Duwamish Manufacturing/Industrial Center and to the quality of life in the surrounding residential communities.
- GD-P49 Encourage the use of community policing techniques to increase personal safety.
- GD-P50 Consider techniques such as neighborhood identification and wayfinding signs to increase pride in the community and to facilitate navigation through the Duwamish Manufacturing/Industrial Center.



B-16 Green Lake

community character goals

- GL-G1** A vibrant residential urban village with pedestrian-friendly streetscapes that preserve and enhance the unique scale and character of the village.
- GL-G2** A neighborhood with a safe and attractive pedestrian and bicycle network of streets, districts and corridors.

community character policies

- GL-P1** Support zoning designations that will encourage new development to harmonize with the existing historical building, streetscapes and pedestrian-friendly character.
- GL-P2** Strive to create a vital and identifiable "main street" along Woodlawn Avenue.
- GL-P3** Encourage linkages between the lake and the commercial district through public open space, such as a public plaza.
- GL-P4** Strengthen and enhance the existing architectural character and scale of the urban village.
- GL-P5** Encourage a lively and thriving business core.
- GL-P6** Strive to create safe and attractive pedestrian network linkages to Green Lake, Sound Transit and other community resources.
- GL-P7** Encourage commercial facades that are distinctive and that enhance neighborhood character and the overall visual quality of the streetscape.

GL-P8 Seek to enhance the visual and pedestrian appeal of key streets radiating from the lake.

GL-P9 Encourage improvements that will provide a sense of entry/gateway into the Green Lake neighborhood.

transportation goal

GL-G3 A street system that safely and efficiently accommodates traffic volumes with sufficient capacity, speed.

transportation policies

GL-P10 New development should be designed to encourage the use of public transportation and discourage single-occupant vehicular use.

GL-P11 Encourage an integrated transportation and transit system with positive impacts on existing uses and long-term redevelopment opportunities.

parking goal

GL-G4 An urban village with an adequate parking supply for residents and businesses that does not detract from village character and does not create significant traffic impacts.

parking goal

GL-P12 Encourage the better use of existing parking and examine new and innovative parking options.

transit goal

GL-G5 A neighborhood with convenient, predictable and reliable transit service that provides access to surrounding activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.

neighborhood plans: Green Lake

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transit policies

- GL-P13 Encourage frequent and reliable transit service.
- GL-P14 Strive to improve local neighborhood transit and citywide transit connections to Green Lake.
- GL-P15 Consider alternative transit technology, including the use of smaller buses and vans, on low-ridership routes.

traffic calming goal

- GL-G6 A neighborhood with good auto access and safe streets that do not significantly encourage additional traffic, particularly in residential areas.

traffic calming policy

- GL-P16 Strive to minimize the impact of automobile and transit traffic on the neighborhood.

bicycle access goal

- GL-G7 A neighborhood with safe, efficient bicycle facilities.

bicycle access policies

- GL-P17 Improve bicycle safety and access to the neighborhood and regional system for both transportation and recreation purposes.
- GL-P18 Support the development of the bicycle/pedestrian corridor linkages that connect Green Lake to regional trail systems such as the Burke-Gilman Trail.
- GL-P19 Strive to provide facilities and other improvements for bicycles in the neighborhood.
- GL-P20 Promote cycling for short to medium-length trips and commutes to work.

pedestrian facilities goal

- GL-G8 A neighborhood with safe, accessible and enjoyable pedestrian facilities.

pedestrian facilities policies

- GL-P21 Provide improvements for good pedestrian access to Green Lake, with particular focus on persons with disabilities, including curb cuts for wheelchair users.
- GL-P22 Strive to ensure wheelchair accessibility to Green Lake Park.
- GL-P23 Strive to improve pedestrian access across both Aurora Ave. N. and Interstate 5.

housing goals

- GL-G9 An urban village with affordable housing opportunities.
- GL-G10 A neighborhood with housing for a range of income levels that is compatible with the existing single-family character of the neighborhood.

housing policies

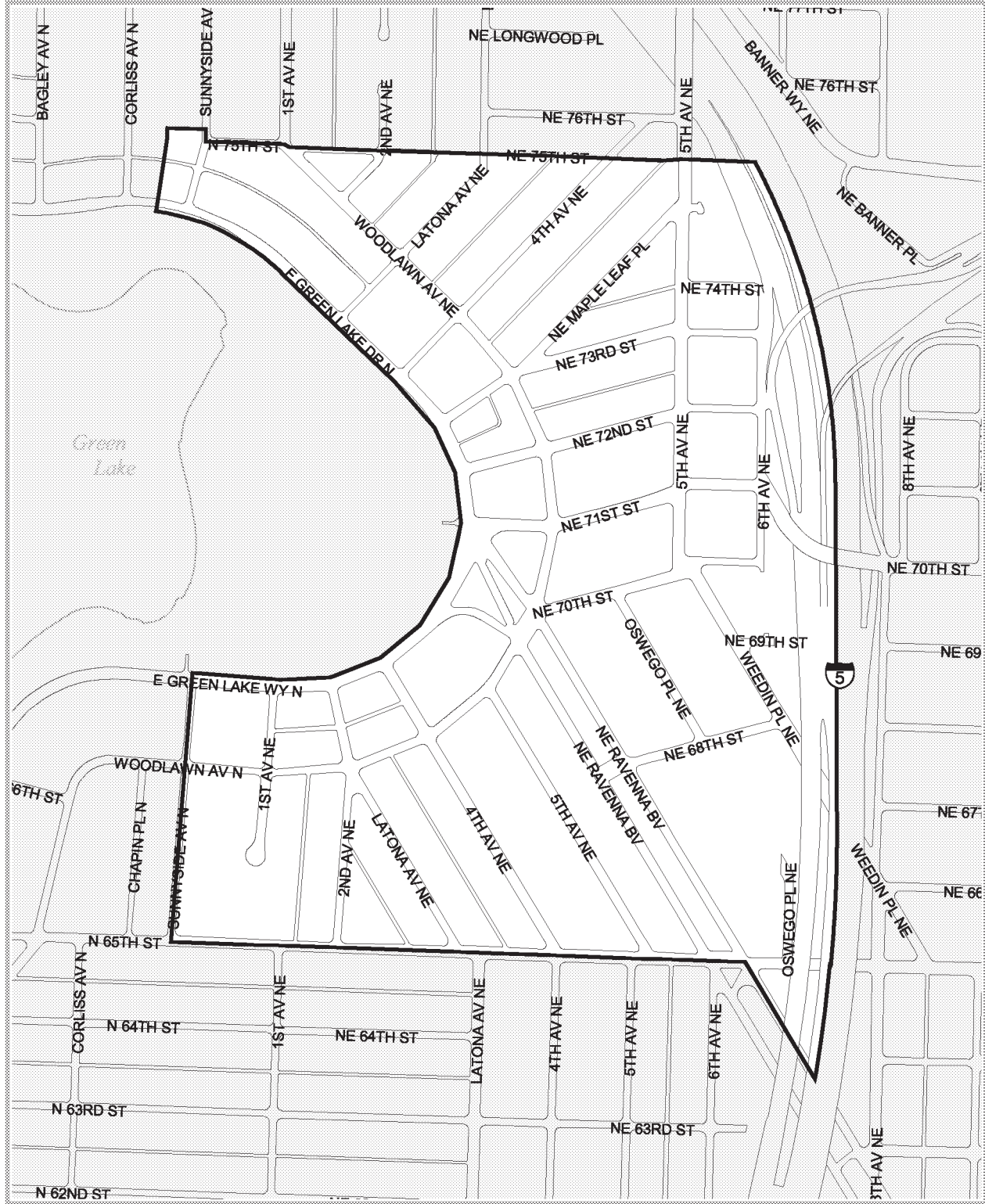
- GL-P24 Encourage development that is supportive of housing goals and mixed-use development.
- GL-P25 To support the vision of the Green Lake residential urban village and its housing goals and to accommodate growth targets, Midrise 60 zoning is appropriate in the area bounded by Interstate 5, 5th and 6th Avenues NE, NE Maple Leaf Place, and NE 70th Street.

land use goal

- GL-G11 A community with neighborhood design guidelines that continue and enhance the desired community character.



GREEN LAKE Residential Urban Village



neighborhood plans: Green Lake

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land use policies

- GL-P26 Seek to preserve scale and rhythm between structures, especially in areas bordering single-family homes.
- GL-P27 Seek to conserve noteworthy structures and their structural components.

human services goals

- GL-G12 An urban village with enhanced availability of human services.
- GL-G13 A neighborhood with a community center that provides meeting and arts facilities and social services for neighborhood residents.

human services policies

- GL-P28 Provide community facilities with social and recreation opportunities that match the diversity and demographics of the neighborhood, including the needs of teens and seniors.
- GL-P29 Encourage cooperative efforts with the school district to enhance community use of school properties.

parks & open space goal

- GL-G14 A neighborhood with green space and other recreation opportunities throughout the planning area that are equally accessible to all residents regardless of disability.

parks & open space policies

- GL-P30 Strive to increase the amount of open space in the neighborhood.
- GL-P31 Enhance the health and quality of vehicle and pedestrian corridors by adding trees and other vegetation.

- GL-P32 Support the creation of additional recreational activities and increased awareness of and accessibility to recreational resources.

habitat issues goals

- GL-G15 A neighborhood with an abundance of native habitat that supports native wildlife.
- GL-G16 A community with restored and protected natural drainage systems.

habitat issues policies

- GL-P33 Pursue open space and habitat improvements opportunities on public lands that provide multiple environmental benefits.
- GL-P34 Encourage public involvement, appreciation and stewardship of native habitats.
- GL-P35 Support increased environmental education and interpretation opportunities and public awareness of environmental issues.
- GL-P36 Support programs for water quality and watershed awareness.
- GL-P37 Recognize the natural drainage system as a centerpiece of environmental education, habitat restoration and revegetation activities.

economic development goal

- GL-G17 A neighborhood with a vital business community.

economic development policies

- GL-P38 Recognize the neighbor-friendly character and vitality in the neighborhood's four principal commercial areas.



GL-P39 Strive to attract and nurture a positive mix of independent, pedestrian-oriented businesses serving local needs.

GL-P40 Encourage businesses and new development to establish and maintain pedestrian gathering areas, such as green space, sculptures, and fountains.

B-17 Greenwood/Phinney Ridge

land use & community character goals

G/PR-G1 A vital Greenwood commercial area with a pedestrian-friendly streetscape.

G/PR-G2 A neighborhood with vital, pedestrian-friendly main streets that connect all the commercial areas.

G/PR-G3 A neighborhood with streets that are green, tree-lined, pedestrian and bicycle-friendly, and contribute to an integrated open space system.

G/PR-G4 A neighborhood with public viewsapes and view corridors available for public enjoyment.

G/PR-G5 A high-quality living environment with areas of higher densities concentrated where services are located.

G/PR-G6 A neighborhood that grows in a manner that is compatible with existing scale and character.

G/PR-G7 A neighborhood where the scale and character of historical or existing single-family areas have been maintained.

G/PR-G8 A neighborhood where public amenities and necessary infrastructure are focused to areas planned for growth.

G/PR-G9 A neighborhood with a strong sense of identity and history.

land use & community character policies

G/PR-P1 Encourage the conservation of original structures and facades that define Greenwood/Phinney's architectural and historic character.

neighborhood plans: Greenwood/Phinney

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neighborhood plans: Greenwood/Phinney

- G/PR-P2 Encourage integrated design guidelines that promote mixed use development similar to historic neighborhood development patterns as well as a high level of neighborhood design quality, creativity and character.
- G/PR-P3 Seek to strategically place public facilities near the Main Street along Greenwood Ave N and Phinney Ave N and N 85th Street.
- G/PR-P4 Encourage development in commercial and multi-family zones that is consistent and compatible with neighborhood scale and character.
- G/PR-P5 Encourage easy access by foot, bicycle and transit to the urban village and along the Main Street along Greenwood Ave N and Phinney Ave N and N 85th Street.
- G/PR-P6 Encourage the use of decorative paving, lighting, plantings and benches to encourage a vital and pedestrian friendly main street.
- G/PR-P7 Seek to provide infrastructure to support growth as and where growth occurs.
- G/PR-P8 Seek to provide a landscaped civic plaza around the Phinney Neighborhood Association building near the intersection of N 67th Street and Phinney Avenue N.
- G/PR-P9 Strive to preserve the existing public view corridors that characterize the openness of the neighborhood and seek to provide new view corridors where possible.

G/PR-P10 Consider capital improvements and infrastructure to be important for the commercial area along Greenwood/ Phinney Avenue N from the Woodland Park Zoo to N 105th street, as well as for the Greenwood/Phinney Ridge Residential Urban Village, because this area provides goods and services to the Greenwood/ Phinney Ridge Residential Urban Village and their adjoining residential areas, and is accessible by walking, bicycling, car-pooling, or public transit.

housing goal

G/PR-G10 A neighborhood with a varied housing stock and a wide range of affordability that serves a diverse population.

housing policies

- G/PR-P11 Support the development of Accessory Dwelling Units (ADUs) as a means to accommodate planned housing growth.
- G/PR-P12 Encourage the maintenance of existing viable housing stock for affordable housing.
- G/PR-P13 Support programs that allow existing owners and renters to stay in their homes.
- G/PR-P14 Support the development of smaller affordable housing units.

public safety goal

G/PR-G11 A neighborhood with a low crime rate, safe streets, no graffiti and lighting for safety.

public safety policies

- G/PR-P15 Strive to provide excellent police presence in the neighborhood.
- G/PR-P16 Encourage community involvement in programs and activities that promote public safety.

B-17



human needs & development goals

G/PR-G12 Vibrant arts organizations that are supported and strengthened by the community.

G/PR-G13 A neighborhood with well-maintained and strong human service facilities and programs.

human needs & development policy

G/PR-P17 Encourage community involvement in programs and activities that promote the arts.

parks, open space & community facilities goals

G/PR-G14 A neighborhood with active and vibrant neighborhood meeting places.

G/PR-G15 A neighborhood with an abundance of opportunities for active and passive recreation.

G/PR-G16 A full-service recreational facility that serves the Greenwood/Phinney Ridge urban village.

G/PR-G17 A neighborhood with a full service library.

parks, open space & community facilities policies

G/PR-P18 Strive to create and maintain active and vibrant community facilities, such as the Phinney Neighborhood Center and a new community center in Greenwood.

G/PR-P19 Provide a variety of opportunities for active and passive recreation in the neighborhood.

G/PR-P20 Seek accessibility and attractiveness at all community facilities

G/PR-P21 Encourage new development, both public and private, to provide trees and greenery, pedestrian amenities, and improved streetscapes as part of facility design.

G/PR-P22 Strive to create a variety of green spaces through landscaping with benches or other amenities which encourage people to linger, gather, and converse.

G/PR-P23 Encourage the co-location of compatible community programs and activities.

G/PR-P24 Consider vacant/undeveloped land and surplus city-owned properties, such as Seattle City Light right-of-way, within the neighborhood for recreational use and as green space.

G/PR-P25 Encourage a network of bikeways and walkways that are safe, clearly identifiable and attractive which connect neighborhoods to parks, neighborhoods to neighborhoods, and commercial areas to open space.

G/PR-P26 Explore mechanisms, including LIDs, as an option to fund comprehensive infrastructure improvements.

environment goals

G/PR-G18 A neighborhood that protects and improves ecological and environmental health and that supports environmental awareness.

G/PR-G19 Neighborhood streets with good storm drainage.

environment policies

G/PR-P27 Strive to increase infiltration of runoff by minimizing the use of impermeable surfaces.

G/PR-P28 Encourage the development of systems that both control runoff and improve water quality.

neighborhood plans: Greenwood/Phinney

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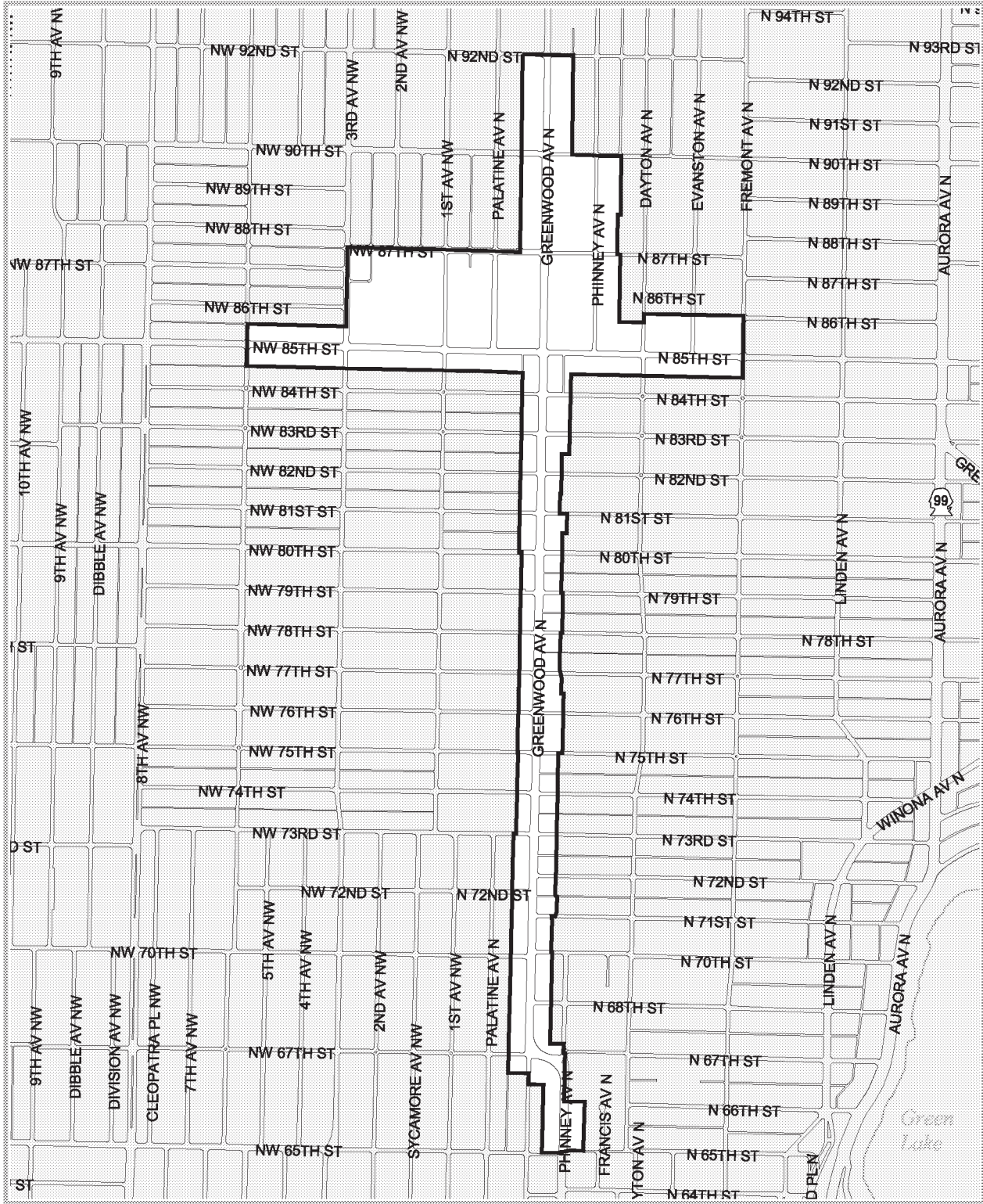
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GREENWOOD-PHINNEY RIDGE Residential Urban Village



neighborhood plans: Greenwood/Phinney



 VILLAGE BOUNDARY
 EDGE OF PAVEMENT



- G/PR-P29 Seek to mitigate storm overflow surges into Pipers Creek and other waterways.
- G/PR-P30 Strive to improve the ecological function of Pipers Creek.
- G/PR-P31 Promote environmental education and outreach in the neighborhood.

transportation goals

- G/PR-G20 A neighborhood with adequate off-street parking facilities throughout the commercial area.
- G/PR-G21 A neighborhood where heavily traveled streets are pedestrian friendly and attractively landscaped.
- G/PR-G22 A neighborhood with efficient and safe traffic flow and numerous safe pedestrian crossings.
- G/PR-G23 A neighborhood circulation system that minimizes vehicular traffic impacts on residential areas.
- G/PR-G24 A neighborhood with convenient, and frequent transit service that provides access to neighborhood commercial and activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.
- G/PR-G25 A neighborhood with a variety of available transportation modes.
- G/PR-G26 Neighborhood streets with adequate and safe public walkways.

transportation policies

- G/PR-P32 Strive to minimize the negative impacts of parking and vehicular access on residential streets.

- G/PR-P33 Strive to implement a street tree program with priority on the most visible locations such as along arterials and in commercial areas.

- G/PR-P34 Seek to extend the regional trail systems that link to the Burke-Gilman Trail.

- G/PR-P35 Strive to "green" N and NW 85th Street within the commercial area.

- G/PR-P36 Strive to ensure safe and convenient pedestrian access across and under Aurora Avenue N. to Green Lake Park.

- G/PR-P37 Seek transit operations that move traffic more efficiently, and have convenient pedestrian access to transit stops.

- G/PR-P38 Seek to coordinate traffic signals throughout the neighborhood and to improve traffic flow at 85th Street and Greenwood Avenue N.

- G/PR-P39 Encourage new development to be designed in ways that encourage the use of public transportation and discourage single-occupant vehicular use.

- G/PR-P40 Encourage additional transit opportunities, such as a shuttle service to link with other transit and shuttle routes, and tie in with the proposed Sound Transit light rail system.

- G/PR-P41 Look for opportunities to link existing and future public parking facilities with shuttle and bus systems as well as pedestrian walkways as an incentive to minimize local neighborhood car trips.

- G/PR-P42 Strive to provide improvements for pedestrians to cross busy streets at selected locations, with particular focus for persons with disabilities.



G/PR-P43 Encourage the participation of the community in the planning and prioritizing of transportation improvement projects such as walkways, traffic calming, bike and pedestrian trails, transit facilities and traffic signal timing, traffic capacity distributions and modifications and others.

G/PR-P44 Strive to provide public walkways on streets where they are needed and in areas prioritized by the neighborhood with an emphasis on the Main Streets along Greenwood Ave N and Phinney Ave N and N 85th Street.

B-18 Morgan Junction

community character goal

MJ-G1 An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

traffic & transportation goal

MJ-G2 A community that is conveniently accessible by transit and automobile, and where walking and biking are an integral part of the transportation system.

traffic & transportation policies

MJ-P1 Seek to develop design modifications for Fautleroy Way so that it is more integrated aesthetically.

MJ-P2 Enhance pedestrian access and vehicle and bicycle mobility throughout the neighborhood, with particular attention to the Fautleroy Way, the California Avenue SW, and the 35th Avenue SW corridors.

MJ-P3 Encourage pedestrian and bicycle linkages to other Seattle neighborhoods.

parks & open space goal

MJ-G3 A community with an appealing nature, with attractive landscaping and pleasant parks and gathering places where walking and biking are easy and enjoyable.

parks & open space policies

MJ-P4 Seek future open space opportunities and acquisitions to provide additional "breathing room" to the Morgan Junction neighborhood.



MJ-P5 Seek to keep unused and unimproved street rights-of-way and alleys in City ownership, eliminate encroachment on these areas, and identify them with clear public signage to encourage public use.

MJ-P6 Seek opportunities within the business district to provide additional open space and to create open space/plazas that serve as community gathering places.

MJ-P7 Encourage the creation of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.

MJ-P8 Seek opportunities to reclaim unneeded portions of public rights-of-way to develop open space and trails where appropriate and support the "Green Crescent" concept described in the Morgan Junction Neighborhood Plan.

MJ-P9 Seek opportunities to revegetate parks and open spaces with native plants and reintroduce native plant species to appropriate habitats.

MJ-P10 Support the development of distinctive neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.

MJ-P11 Seek to provide safe, green, and aesthetically pleasing arterial streets through the neighborhood with improvements focused on Fauntleroy Way SW and California Avenue SW.

business district goal

MJ-G4 A community with a vital commercial district which provides restaurants, stores and services to meet the needs of local residents.

business district policy

MJ-P12 Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.

housing & land use goal

MJ-G5 A community with strong single-family neighborhoods and compatible multi-family buildings offering a wide range of housing types for all people.

housing & land use policies

MJ-P13 Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones.

MJ-P14 Ensure that use and development regulations are the same for single-family zones within the Morgan Junction Urban Village, as those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area.

MJ-P15 The special Lowrise 3 (L3) and Lowrise 4 (L4) locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Morgan Junction Residential Urban Village

MJ-P16 Strive to achieve adequate levels of parking for new commercial, mixed-use and multi-family buildings and use other parking management techniques that minimize spillover parking into residential areas.

MJ-P17 Encourage parking standards for new multi-family development that reflect the ratio of vehicle ownership per multi-family dwelling unit in Morgan Junction.

neighborhood plans: Morgan Junction

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MJ-P18 Encourage parking standards for new development that reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Licensing data.

MJ-P19 Explore methods to discourage increasing height limits in the commercial and multi-family zones above the currently existing levels and encourage developers of new multifamily and commercial buildings to locate mechanical, heating, ventilation and air conditioning equipment within the envelope of the building structure.

MJ-P20 Support and promote existing programs and policies that help low and fixed income people, especially seniors, retain ownership of their homes.

MJ-P21 Encourage the preservation of well-managed low-income housing both inside and outside the urban village.

MJ-P22 Promote home ownership for people of diverse backgrounds and income levels, and encourage a wide range of building styles.

MJ-P23 As provided in city-wide Comprehensive Plan housing policy, and as implemented through the City's Consolidated Plan, consider the proximity of existing publicly-supported housing to the Morgan Junction Urban Village when considering the location of additional publicly supported housing.

community & culture goal

MJ-G6 A community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle.

community & culture policies

MJ-P24 Support the provision of public art throughout the business district and in new public spaces.

MJ-P25 Seek opportunities to develop public gathering spaces.

MJ-P26 Encourage human services providers to work closely with neighborhood organizations in coordinating programs that benefit consumers and the larger community.

MJ-P27 Strive to improve library services to better serve the Morgan Junction community.

MJ-P28 Support community activities for children, teens and families.

public safety goal

MJ-G7 A safe community with active crime prevention programs and a strong police presence.

public safety policies

MJ-P29 Use the new SW Police Precinct to improve public safety services in the Morgan Junction.

MJ-P30 Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of new open space sites, pedestrian trails and traffic improvements.

MJ-P31 Seek to improve communication between individuals, organizations, and communities dealing with safety issues.

MJ-P32 Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

capital facilities goal

MJ-G8 A neighborhood with public facilities that are assets to both the neighborhood and community activities.



capital facilities policies

- MJ-P33 Seek to involve the Morgan Junction community in planning efforts for the use of public facilities in the planning area.
- MJ-P34 Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- MJ-P35 Encourage the retention and re-use of public facilities within the Morgan Junction neighborhood that would serve long-term goals and needs of the community.

B-19 North Beacon Hill

land use & housing goal

- NBH-G1 A well-defined mixed-use residential neighborhood where the lives of Beacon Hill residents are enhanced, in part, through affordable and diverse housing options available throughout the neighborhood.
- NBH-G2 A vibrant mix of housing close to the light rail station.

land use & housing policies

- NBH-P1 Encourage sensitive transitions between development densities throughout the urban village; in particular between the Town Center and surrounding residential areas.
- NBH-P2 To enable any implementation of rezoning to be considered under Policy P1, that portion of Beacon Avenue South located within the boundaries of the North Beacon Hill Residential Urban Village is designated a principal commercial street.
- NBH-P3 Encourage a mix of unit prices and sizes through active use of incentives, direct City funding, and surplus property programs.
- NBH-P4 Encourage affordable, family-sized homes through incentives, direct City funding, and surplus property programs. In particular, strive to preserve, or when needed, replace affordable family-sized apartments.
- NBH-P5 Encourage a balance of affordable rental and homeownership housing through incentives, direct City funding, and surplus property programs.
- NBH-P6 Encourage the development of housing close to the light rail station.
- NBH-P7 Capture the opportunity created by light rail to support affordable housing devel-



opment close to the light rail station by including homes appropriate for different family sizes, so that residents are able to stay in the neighborhood, even as the housing market changes over time.

NBH-P8 Seek to maintain the character of low density multifamily areas in the northern portion of the urban village while providing opportunities for additional mixed-use residential development in the retail core in the southern portion of the urban village.

NBH-P9 Allow alternative housing types, such as cottage housing, in single-family zones to support affordable choices while preserving the single-family character.

NBH-P10 Support a continuing mix of small businesses and encourage new small businesses by providing technical assistance and access to financing.

town center goals

NBH-G3 A civic gathering space appropriate and flexible for the diversity of cultures living in the neighborhood.

NBH-G4 An urban village with a strong overall business district image and identity that is home to a variety of commercial services, including a grocery store and a mix of small, local and ethnic businesses.

NBH-G5 Higher-density development surrounds the light rail station and is responsive to the neighborhood context at a variety of scales, from single-family houses to multi-story buildings.

NBH-G6 A redevelopment of El Centro de la Raza that builds on the site's history and serves as a defining civic element of the Town Center.

NBH-G7 A Town Center urban form that transitions from denser development at the Town Center core to less dense and single-family

residential neighborhoods in a manner that is responsive to the context and character of the North Beacon Hill neighborhood

town center policies

NBH-P11 Retain local access to food, including a grocery store in the commercial core.

NBH-P12 Promote services that can serve neighborhood residents who commute by light rail, such as childcare, close to the station.

NBH-P13 Preserve and support the expansion of the role of El Centro as a cultural and service center, including current social services such as childcare and a food bank.

NBH-P14 Support a multicultural gathering venue.

NBH-P15 Support mixed-use development on the El Centro site through appropriate zoning or regulatory changes.

NBH-P16 Recognize the importance of the library as a focal point for a community with an ethnically diverse population, a significant number of whom are young, and its role as a symbol of pride and identity.

NBH-P17 Guide future development and potential re-zones so they contribute to an urban form and character at the Town Center that is responsive to the North Beacon Hill vision.

public safety goal

NBH-G8 North Beacon Hill is an active and safe neighborhood for a diversity of people, throughout the day and evening.

public safety policy

NBH-P18 Encourage additional eyes on the street over the course of the day and evening through community programs and festivals, the design of new developments and other means.



transportation: pedestrian improvements goal

NBH-G9 An urban village that is a pleasant place to walk with good access to alternative transportation, where lively, friendly and safe streetscapes encourage pedestrians and bicyclists, and where roadways are seen as public access for walkers, bicycles, and buses as well as cars.

transportation: pedestrian improvements policies

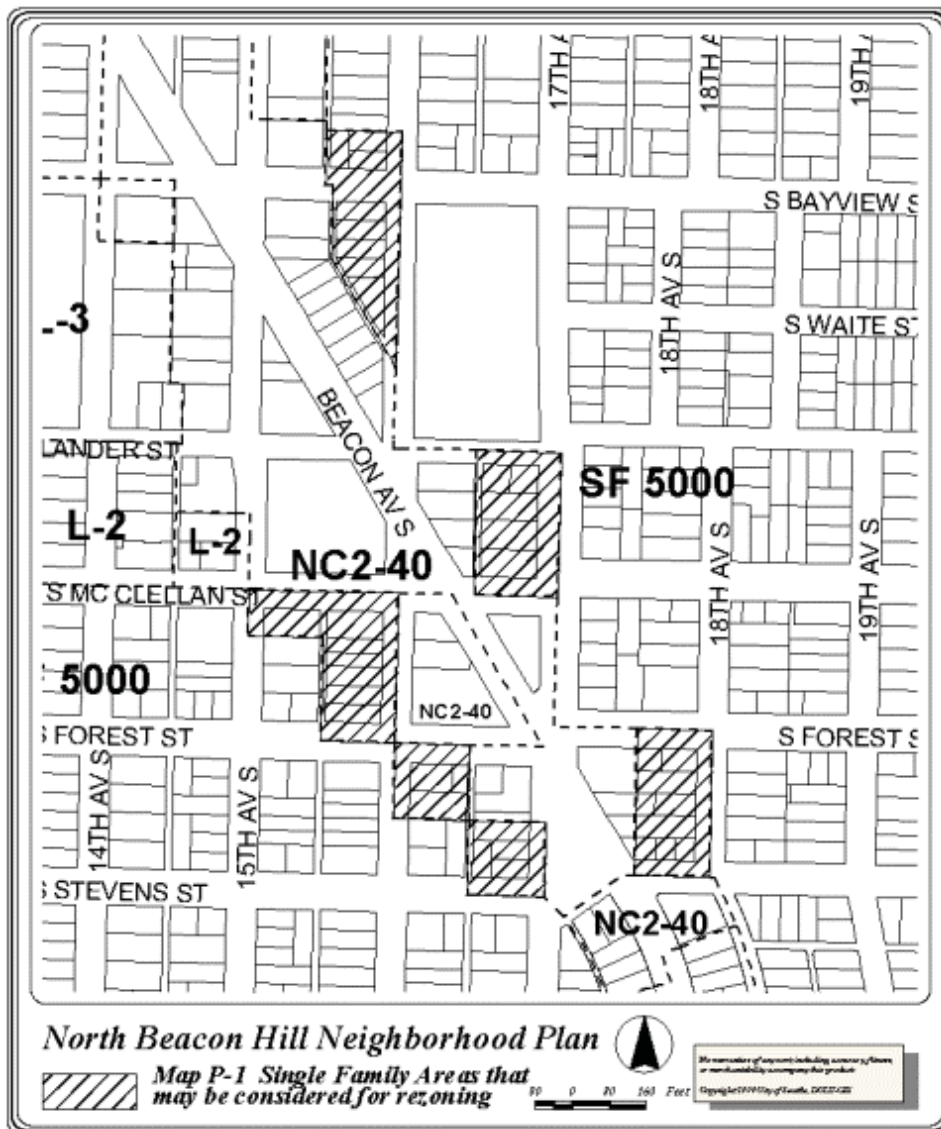
NBH-P19 Enhance pedestrian safety along key streets within the urban village and discourage projects that would hinder pedestrian access.

NBH-P20 Seek improvements, such as crosswalks, pedestrian-activated crossing signals, signage, curb bulbs or other devices that will improve pedestrian safety along Beacon Ave. S., that support increased access to shopping and transit.

NBH-P21 Provide for improved and safe pedestrian access to the North Beacon Hill Library through the design of surrounding streets and walkways.

transportation: transit service goals

NBH-G10 An urban village with transit service that serves the needs of the existing popula-





tion and also provides for improvements to serve the neighborhood's projected population growth.

NBH-G11 An urban village with an established neighborhood station and transit linkages to all other alternative transit modes available.

transportation: transit service policies

NBH-P22 Recognize the current high levels of transit ridership on North Beacon Hill and support improvements to transit systems to encourage continued transit ridership and less reliance on the automobile.

NBH-P23 Strive to improve transit connections within Beacon Hill and to and from other neighborhoods to create a seamless transportation network for the neighborhood.

NBH-P24 Support the effort by King County Metro Transit to improve the transit system in and around Beacon Hill.

transportation: traffic calming goals

NBH-G12 A residential urban village in which neighborhood traffic functions efficiently and safely and in which traffic calming devices that improve pedestrian safety are placed at strategic locations.

NBH-G13 Recognition of the link Beacon Avenue Boulevard provides through the entire neighborhood planning area.

transportation: traffic calming policies

NBH-P25 Recognize the existing residential character of many streets within the urban village and support mechanisms to protect these streets from increased traffic.

NBH-P26 Strive to implement neighborhood traffic - calming control devices and strategies that protect local residential streets from through - traffic, short-cutting, high

volumes, and high - speed traffic as growth occurs within the urban village.

NBH-P27 Recognize the unique topography and location of North Beacon Hill and its connections to major arterials, freeway access points, and sports- stadium destinations and seek ways to mitigate the resulting traffic impacts on residential street systems.

NBH-P28 Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north/south and east/west street grid and creates irregular intersections and difficulties for pedestrian crossings.

NBH-P29 Use the Pedestrian Master Plan, which recognizes the importance of Beacon Ave. S., to identify and prioritize pedestrian improvements.

NBH-P30 Use the Bicycle Master Plan, which recognizes the importance of Beacon Ave. S., to identify, prioritize and improve bicycle connections to Downtown, Jefferson Park and Rainier Valley.

NBH-P31 Encourage improvements on Beacon Avenue that enhance its functional use and physical appearance.

open space & urban design goals

NBH-G14 An urban village that provides open space amenities and utilizes design guidelines for future development that benefits the neighborhood and contributes to a livable environment.

NBH-G15 A range of well-maintained parks and community open spaces in the urban village core with programs that accommodate a diversity of uses and users.

open space & urban design policies

NBH-P32 Seek to create additional public open space amenities within the urban village through future public acquisition and en-



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**North Neighborhoods
(Lake City)**

getting around goal

NN-GA1 A comprehensive multi-use, neighborhoods-oriented transportation network integrates with regional and intra-city transportation systems and services.

getting around policies

- NN-P1** Reduce the impact of cut-through traffic in neighborhoods and use neighborhood input in selecting and designing mitigation measures.
- NN-P2** Strive to create safe pedestrian ways, especially for children walking between schools and transit stops on Lake City Way, NE 125th Street, and 15th Avenue Northeast.
- NN-P3** Improve access from residential neighborhoods to the Civic Core and the business district.
- NN-P4** Enhance opportunities for non-motorized travel in the planning area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.
- NN-P5** Require installation of curbs, gutters, and sidewalks as part of any new multi-family or commercial development in the planning area along both residential and arterial streets that meets threshold standards established in the City's Street Improvement Manual. Encourage the installation of sidewalks, curbs, gutters, and sidewalk lighting for any new or substantially renovated multi-family or commercial development in the planning area along both residential and arterial streets.

Lake City Way goal

courage the inclusion of public open space in private development.

NBH-P33 Recognize that public streets are part of the open space network within the urban village and strive to improve the physical character and quality of the key pedestrian streets.

NBH-P34 Consider the development of pedestrian and bicycle trails through publicly owned greenbelts throughout North Beacon Hill.

NBH-P35 Develop, through public programs and public/private partnerships, at key locations within the commercial core along Beacon Avenue, small civic open spaces, gateways, landscaped features and pedestrian streetscape amenities.

parks & recreation goal

NBH-G16 A neighborhood with parks that serve the needs of both regional and local users.

parks & recreation policies

- NBH-P36** Explore and support opportunities to increase usable open space in parks that serve the neighborhood, including at Jefferson Park.
- NBH-P37** Seek to create small pocket parks throughout the urban village, either through City acquisition or private development.
- NBH-P38** Continue to develop neighborhood-specific cultural programming and design elements in Seattle's parks.
- NBH-P39** Seek to preserve scenic views from parks located within the neighborhood.
- NBH-P40** Encourage opportunities for public art within the neighborhood's parks.

neighborhood plans: North Neighborhoods

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neighborhood plans: North Neighborhoods

NN-LCW1 Lake City Way has a pleasant, safe “boulevard” look and feel that accommodates both local and through traffic and transit as well as pedestrian use.

Lake City Way policies

NN-P6 Along Lake City Way, seek to retain on-street parking and existing driveway access. Where safety problems exist, seek to redesign driveway access.

NN-P7 Minimize the ‘dividing’ effect of Lake City Way on the business district and the community.

NN-P8 Establish a pedestrian-friendly atmosphere and ‘boulevard’ look and feel for Lake City Way.

NN-P9 In conjunction with maintenance or improvements to Lake City Way, seek to preserve, repair or re-establish adjacent riparian and wetland systems.

NN-P10 Using neighborhood input, develop bike routes through the planning area to eliminate the need for bicyclists to travel on Lake City Way.

civic core goal

NN-CC1 A cluster of public community facilities is conveniently located and serves the area’s projected population.

civic core policies

NN-P11 Consider co-location, consolidation and expansion of community facilities and property.

NN-P12 Provide walking and biking paths inside and to the Civic Core.

business, economic development goal

NN-BED1 New businesses and employers are attracted to the Lake City business

district and new private commercial investment is stimulated.

business, economic development policies

NN-P13 Provide infrastructure that will support current business and residential population as well as future growth.

NN-P14 Strive to “underground” utilities when sidewalk and street improvements are made within the planning area.

NN-P15 Support and encourage home-based businesses in residential areas while protecting the neighborhood character.

community networks goal

NN-CN1 Opportunities exist for effective civic involvement by individuals and organizations throughout the planning area.

community networks policies

NN-P16 Maintain the open and inviting character of community councils and the North District Council so persons and organizations of the planning area will feel encouraged toward civic participation.

NN-P17 Build on existing programs and resources, creating new programs or efforts only to fill gaps which existing programs and resources cannot provide.

public safety & crime prevention goal

NN-PSCP1 A perception and reality of security and safety exists throughout the planning area.

public safety & crime prevention policies

NN-P18 Support programs and facilities that effectively address the causes of crime and prevent crime and public safety problems.

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NN-P19 Use design standards to provide safe pedestrian and bicycle travel.

NN-P20 Use environmental design techniques and guidelines to reinforce crime prevention

NN-P21 Provide appropriate levels of police and fire protection to all places within the planning area.

NN-P22 Seek to identify and remedy known crime problems as they develop.

natural systems goal

NN-NS1 The area's watershed, green areas, and habitat corridors are preserved and improved.

natural systems policies

NN-P23 Strive to avoid the degradation of natural systems.

NN-P24 Strive to avoid land use actions that negatively affect sensitive ecosystems and natural systems. When avoidance is not possible, employ effective natural mitigation methods and try to find ways to take protective measures.

NN-P25 Encourage and support businesses and industries that employ sound environmental practices.

open spaces goal

NN-OS1 Parks, public recreation facilities and community areas are safe, clean, multi-use wherever possible, and responsive to local needs.

open spaces policies

NN-P26 Support the provision of usable open space at 1/2 mile intervals.

NN-P27 Act cooperatively with community councils, neighborhoods, appropriate City departments and the Seattle School District in the

development of joint-use or other types of cooperative agreements.

NN-P28 Foster mutual support and reciprocity by urging schools in the planning area to proactively seek partnership with neighborhood residents and community councils.

NN-P29 Encourage the development of transit-connection waiting areas and access routes that are safe, pleasant, and augment open space resources.

NN-P30 Encourage the inclusion of publicly accessible gathering areas or provide for such areas in a nearby location in developments of one block or larger size.

NN-P31 Encourage the inclusion of rooftop and/or common area courts devoted to green open space and/or children's play areas in multi-family developments of six or more family units.

NN-P32 Strive to make all parks and public gathering spaces ADA accessible.

hub urban village goal

NN-HUV1 A unique urban area fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

hub urban village policies

NN-P33 Support the use of regulatory tools, including zoning, that promote vibrant, pedestrian oriented development.

NN-P34 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Lake City Hub Urban Village.

NN-P35 New multi-family housing in commercial zones in the HUV will be mixed-use, with a non-residential use on the street level.

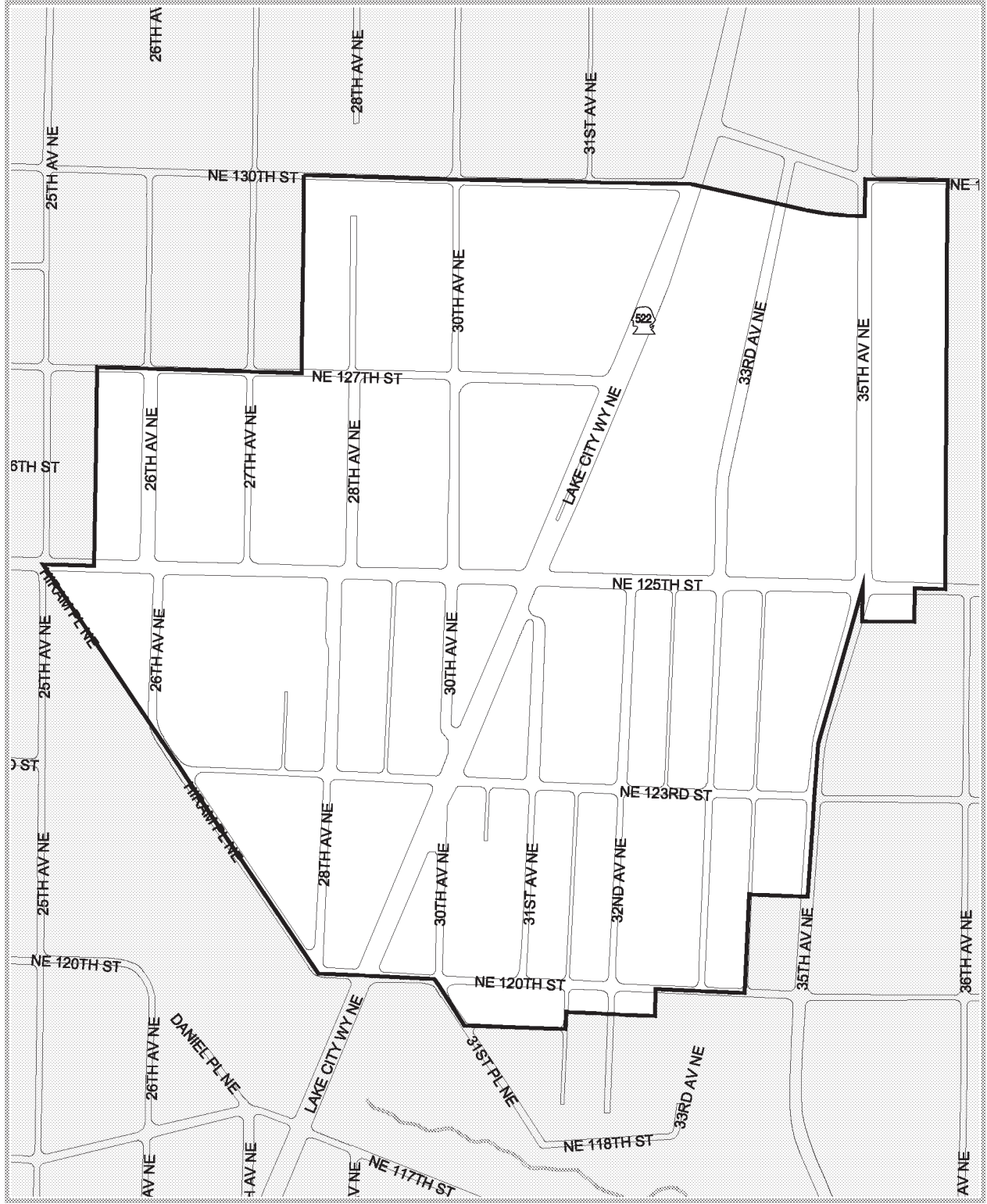
neighborhood plans: North Neighborhoods

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LAKE CITY Hub Urban Village



-  VILLAGE BOUNDARY
-  EDGE OF PAVEMENT



NN-P36 Encourage new development in the HUV to include adequate provision for the needs of pedestrians.

housing demand goal

NN-HD A mixture of high quality housing exists and the established residential areas are protected from encroachment by and impacts of other uses.

housing demand policies

NN-P37 Encourage development of non-single family parcels adjacent to single family zoning to provide transitions or buffers adequate to protect the single-family area from adverse impacts.

NN-P38 Encourage innovative and affordable housing types responsive to market demand and neighborhood desires, including live/work, studio, and in-home business.

NN-P39 This policy is to be considered in the review of future rezones in the area defined by 15th Ave NE on the west, NE 95th Street on the south, NE 145th Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would:

- increase the permitted density of residential or commercial use (except for rezones from C to NC zones);
- increase the permitted bulk or height of structures
- change a neighborhood commercial (NC) to a commercial (C) zone; or
- change a commercial to an industrial zone.

This policy shall not apply to rezones proposed in close proximity to a high capacity transit station outside of the urban village. Any rezone should be done in cooperation with the community.

human services goal

NN-HS1 Human services serve current and future populations.

human services policies

NN-P40 Seek to acquire land for capital facilities and other resources in anticipation of population growth, based on demographic projections.

NN-P41 Periodically assess the effectiveness of current services through means such as community reviews or performance audits.

design review goal

NN-DR1 Significant community influence over the quality, function and appearance of future development is accomplished through effective use of design review guidelines.

design review policies

NN-P42 Require design review for all multi-family and commercial development meeting Design Review Program thresholds, in the zones to which the Design Review Program applies, anywhere in the North Neighborhoods' planning area.

NN-P43 Seek to protect existing riparian and wetland areas and re-establish interrupted systems.

NN-P44 Seek to provide clear, safe separation of pedestrian and vehicular areas on all arterials and within the HUV.

NN-P45 Provide amenities along sidewalks which are attractive and safe.



B-21 North Rainier

town center goal

NR-G1 A Town Center that concentrates housing, commercial uses, services and living-wage employment opportunities; that is well served by transit and nonmotorized travel options; and that is well designed and attractive to pedestrians.

town center policies

NR-P1 Recognize the "Town Center" as the area where land use designations facilitate transit-oriented development to promote appropriate development around the light rail station.

NR-P2 Foster development of a shopping district comprised of businesses that provide products and services meeting the needs of community members from different cultural backgrounds.

NR-P3 Promote uses around transit facilities such as businesses open into the evening hours, and housing that provides "eyes on the street."

NR-P4 Encourage the construction of physical improvements and activity programming that are culturally relevant to people with disabilities throughout the Town Center.

NR-P5 Provide sufficient utility capacity within the Town Center to support the desired future density.

NR-P6 Within mixed-use zones in the Station Area Overlay District, define and consider minimum residential densities in new buildings in order to create the critical mass of people and activity for a Town Center.

housing goals

NR-G2 Housing in the neighborhood meets community needs for a range of household incomes and unit sizes, and makes a

compatible transition from higher-intensity mixed-use and multifamily residential to single-family areas.

NR-G3 Development within the Town Center prioritizes housing that serves households across a range of incomes.

housing policies

NR-P7 Seek to promote the highest intensity residential development in the proposed "Town Center," the focal point of mixed-use commercial and residential development.

NR-P8 Encourage additional multifamily or mixed-use development in the following areas: south of the Rainier/ MLK intersection within the urban village, and continue south toward Rainier Valley Square Shopping Center; and in vacant parcels located east to 23rd Ave. S. and west to 17th Ave. S. around the intersection of Massachusetts St. and Rainier Ave. S.

NR-P9 Seek to maintain single-family zoned areas within the urban village, but allow rezones to Residential Small Lot to encourage cluster housing developments and bungalow courts. Any single-family-zoned area within the urban village is appropriate for any of the small-lot single-family designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single-family land.

NR-P10 Include a portion of single-family area located between 24th Ave. S. and 25th Ave. S. north of S. McClellan St. within the urban village and within the Station Area Overlay District, and support a multifamily zoning designation for the area that would allow more compact residential development.

NR-P11 Seek partnerships with local social service providers, and continue to develop programs such as down payment assistance to develop affordable and attractive

neighborhood plans: North Rainier

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home-ownership opportunities in the North Rainier Valley.

NR-P12 Use design guidelines within the North Rainier Hub Urban Village so that higher-density development includes well- designed structures that respond to the desired future physical character and existing positive attributes of the surrounding natural environment and the neighborhood.

NR-P13 Encourage a mix of home prices and sizes through active use of incentives and funding.

economic development goals

NR-G4 A vibrant business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley.

NR-G5 The neighborhood retains sufficient zoning capacity to facilitate employment growth.

NR-G6 A local economic climate in which North Rainier's unique small businesses can remain economically viable, and have the opportunity to grow as the Town Center grows.

NR-G7 North Rainier Hub Urban Village is known as a "Green Hub" providing green jobs and training, and green development.

economic development policies

NR-P14 Seek to maintain the general commercial zoning that is outside the proposed Town Center in order to provide a land supply that promotes higher-wage manufacturing, distribution, and office and professional employment.

NR-P15 In fulfilling its role as the hub urban village for the Rainier Valley, North Rainier should include training programs and jobs for youth that prepare them for family-wage jobs in the area and region.

NR-P16 Strive to facilitate the vitality of existing retail and businesses that help meet the

neighborhood's employment goals and serve as destination businesses for customers from the Rainier Valley and beyond in addition to meeting the daily needs of residents.

NR-P17 Provide technical and financial support to small business that meet the needs of the ethnic and cultural businesses in the neighborhood.

NR-P18 Strengthen local business associations that include and support the presence and growth of businesses owned by immigrant and minority community members.

NR-P19 Support and expand the existing diverse mix of generally small-scale businesses.

NR-P20 Encourage the inclusion of affordable commercial space in new development.

NR-P21 Support training programs and jobs in North Rainier that capitalize on the green technology market in order to support the role of North Rainier as the hub urban village within the Rainier Valley.

NR-P22 Identify and promote opportunities for green infrastructure and development.

community life goals

NR-G8 North Rainier Valley's network of parks, recreational facilities, open spaces, and arts and culture programs are functioning and are well utilized.

NR-G9 Ethnic and cultural diversity is a continued presence in the businesses and community.

NR-G10 A community that supports and provides opportunities for neighborhood youth.

NR-G11 The transportation and housing needs of residents of North Rainier's community service facilities are met.

NR-G12 North Rainier is known as a safe and hospitable neighborhood through its residents'



increased awareness of community-based crime prevention programs.

community-based efforts, as well as through public investment.

community life policies

open space goal

- NR-P23** Enhance community pride through establishment of a multicultural community center, multicultural community festivals, mentoring, and programs that support positive and safe activities for youth.
- NR-P24** Promote the location of cultural community centers and services in the transit-accessible areas of the neighborhood.
- NR-P25** Support local agriculture and access to locally grown food through public mechanisms such as P-Patches and the Cultivating Communities program, as well as nonprofit and private mechanisms including farmers markets and on-site landscaping.
- NR-P26** Seek to meet the transit, access, and housing needs of users of North Rainier's community service facilities.
- NR-P27** Encourage housing and employment opportunities for people with special needs.
- NR-P28** Encourage community-based efforts for cross-cultural integration among the business owners as well as among the broader community.
- NR-P29** Seek ways to enhance North Rainier's built environment through actions such as neighborhood-wide clean-ups and "adopt-a-street" programs, rehabilitation and re-use of old or historic buildings, and through reclaiming public land for public use (i.e., street ends, planting strips, and City-owned vacant lots and buildings).
- NR-P30** Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.
- NR-P31** Seek to promote community improvement projects that can be acted upon through

- NR-G13** Cheasty Boulevard and Greenbelt has been reclaimed and developed in a manner consistent with the 1909 Olmsted Parks and Boulevards Plan.
- NR-G14** A "ring of green" surrounding the urban village with strong connections to the greenbelts, boulevards and parks, augmented with a hierarchy of open spaces.

open space policies

- NR-P32** Support partnerships with Parks, SDOT, DON, utilities, nonprofits and the community to enhance street-end stairs, and create safe trails where appropriate through the surrounding greenbelts.
- NR-P33** Design parks and open spaces and programming to accommodate users of diverse ages, interests and cultures.
- NR-P34** Consider using levy funds, general funds and partnerships with developers, to create a hierarchy of public and private open spaces that are publicly accessible and address the gaps identified in the Parks Gap Analysis.
- NR-P35** Seek to preserve environmentally sensitive hillsides, particularly those in the Cheasty Greenbelt, and seek to protect them from further residential development

transportation & transit service goals

- NR-G15** Good connections between the North Rainier Valley, Mount Baker, and the Beacon Hill that encourage use of the Link Light Rail station.
- NR-G16** Neighborhoods adjacent to Rainier Avenue S and MLK, Jr. Way have effective traffic circulation and have implemented traffic calming strategies/facilities.



NR-G17 A neighborhood served by a network of safe streets with amenities for pedestrians and bicyclists.

NR-G18 Rainier Ave. S. is a highly functioning multi-modal "complete street" that serves as the spine of the Rainier Valley and retains its existing vistas of Mount Rainier.

NR-G19 Continue to develop Martin Luther King Jr. Way S. as a "complete street," and part of the neighborhood's network of streets with amenities for pedestrians, bicyclists, and transit riders.

NR-G20 A transformed Rainier Avenue S. between S. Bayview St. and Martin Luther King Jr. Way S. that functions as a pedestrian-oriented main street.

transportation & transit service goals

NR-P36 Promote alternative transportation programs, such as bicycle commuting, local hiring, van pools, and transit ridership.

NR-P37 Create seamless pedestrian and bicycle links within the Town Center, and to the surrounding community facilities.

NR-P38 Prioritize development of universally accessible routes between the Town Center and locations such as Lighthouse for the Blind and Center Park.

NR-P39 Ensure that standards for new development projects will accommodate a vibrant pedestrian environment throughout the Town Center.

NR-P40 Enhance access throughout the Town Center for people of all ages and abilities.

NR-P41 Support actions that improve the pedestrian and transit functions along Rainier Avenue S. between S. Bayview St. and MLK Jr. Way S. so that the section becomes more of a local main street for the North Rainier neighborhood.

B-22 Northgate

goals

NG-G1 A place where people live, work, shop, plan and go to school—all within walking distance.

NG-G2 A thriving, vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods transformed from an underutilized, auto-oriented office/retail area.

land use & housing goals

NG-G3 The surrounding single-family neighborhoods are buffered from intense development in the core, but have ready access to the goods, services, and employment located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile (the core area is shown on Map G3).

NG-G4 The most intense and dense development activity is concentrated within the core.

NG-G5 Commercial activity outside the core is smaller in scale and allows for a mix of uses that serve the adjacent residential neighborhoods.

land use & housing policies

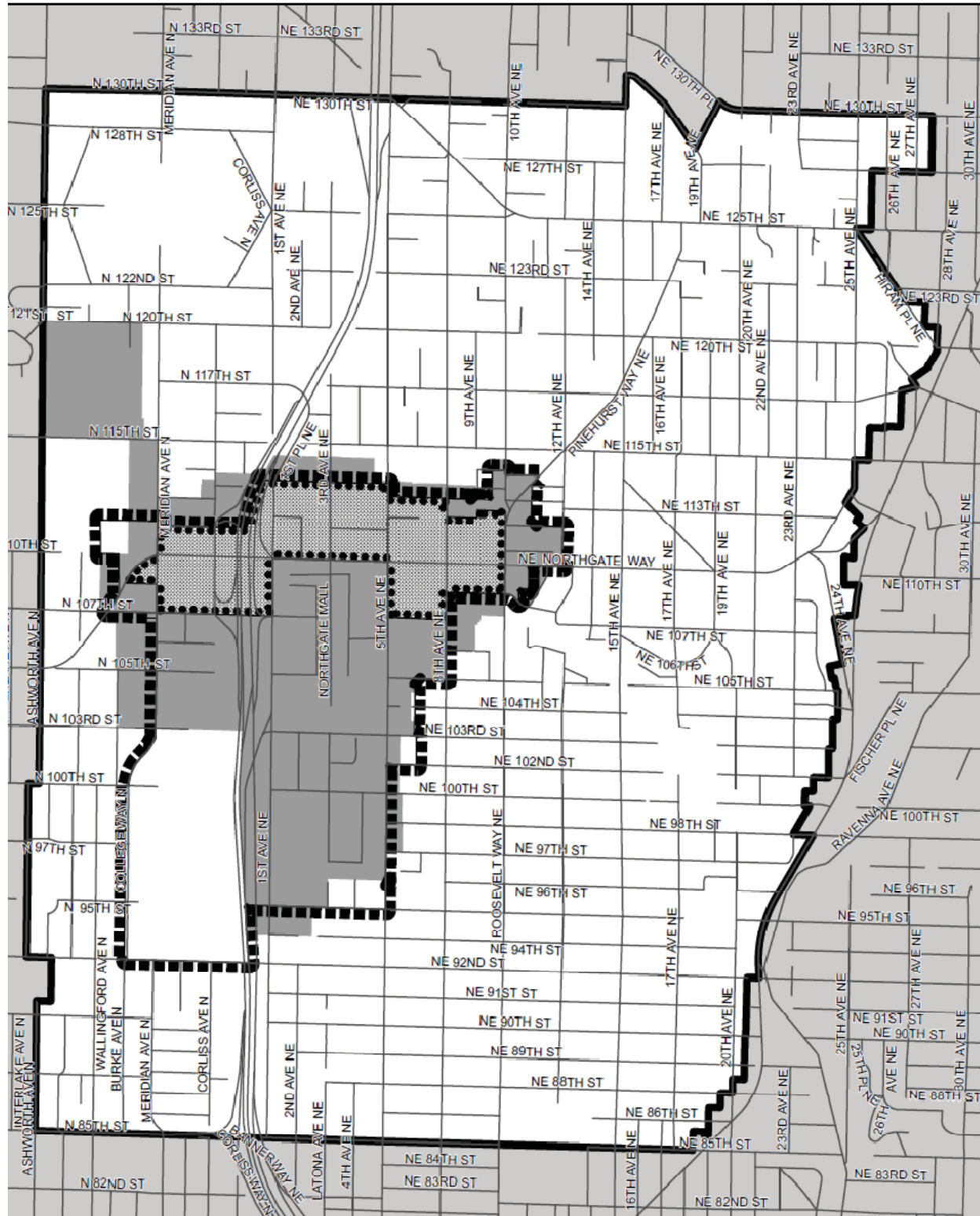
NG-P1 Encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.

NG-P2 Use land use regulation to cause new development to locate close to transit stops and provide good pedestrian and bicycle connections throughout the area so that



NORTHGATE

Map of the North Core Area within the Northgate Urban Center and Overlay District



Legend

- North core subarea
- Northgate core
- Northgate urban center
- Northgate overlay district

neighborhood plans: Northgate

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intra-area vehicular trips and locally generated traffic are reduced.

NG-P3 Use a Northgate Overlay District to address the special characteristics of development in the area.

NG-P4 Concentrate employment activity where the infrastructure and transportation system can best accommodate it.

NG-P5 Promote a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations.

NG-P6 Promote additional multifamily housing opportunities for households of all income levels to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.

NG-P7 Reduce conflicts between activities and promote a compatible relationship between different scales of development by maintaining a transition between zones where significantly different intensities of development are allowed.

NG-P8 Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family-zoning on properties meeting the locational criteria for single-family zones.

NG-P8.5 Support future potential rezones to higher intensity designations in the North Core Subarea. In considering such rezones, pay particular attention to the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.

transportation goals

NG-G6 An economically viable commercial core with improved alternative means of access, good vehicular and pedestrian circulation, and an enhanced, interesting environment that attracts customers, visitors, and employers.

NG-G7 Medium to high density residential and employment uses are concentrated within a 10-minute walk of the transit center, reducing the number and length of vehicle trips and making travel by foot and bicycle more attractive.

transportation policies

NG-P9 Promote the efficiency of the transportation system by accommodating more person trips rather than vehicle trips.

NG-P10 Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate Area.

NG-P11 Promote pedestrian circulation with an improved street level environment by striving to create pedestrian connections that are safe, interesting and pleasant.

NG-P12 Manage parking supply, location and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or high occupancy vehicle (HOV) usage, or detracting from the creation of an attractive pedestrian environment.

NG-P13 Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.



NG-P14 Seek to control impacts of a high capacity transit station on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.

open space goal

NG-G8 Quality open space exists in sufficient quantity and variety to meet the needs of workers, shoppers, students, and visitors, as well as recreational and natural spaces for the growing residential population.

open space policy

NG-P15 Promote a system of open spaces and pedestrian connections, to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

drainage policy

NG-P16 Promote reduction of potential runoff into Thornton Creek, and encourage restoration of the Creek to enhance aquatic habitat and absorb more runoff.

human services & community facilities policy

NG-P17 Encourage quality human services for all segments of the population.

financing goal

NG-P18 Explore and seek to develop a variety of strategies for financing implementation of these goals and policies.

B-23 Othello

land use & housing goals

O-G1 A neighborhood that offers a broad range of activities to serve the diverse needs of the community and to encourage neighborhood sustainability, including residential, commercial, retail, service, cultural, and open space uses.

O-G2 A neighborhood that supports the broad economic, cultural and family-size diversity of this neighborhood by keeping housing affordable with a balance of both single-family and multifamily housing for both renters and owners.

O-G3 The core Town Center, around the light rail station, is economically strong and serves the multicultural community who live, work and shop here.

O-G4 The Othello Residential Urban Village has parks, recreational facilities, and open spaces that are designed and programmed to accommodate users of diverse ages, interests and cultures, and that allow for informal interactions of people from different cultures.

land use & housing policies

O-P1 Encourage dense urban development in the Town Center in a manner that creates a vibrant and active commercial district supportive of the community, along with residential infill development to increase the housing supply.

O-P2 Maintain and augment affordable housing to keep a range of housing prices and unit sizes and a balance of rental and owner-occupied housing.

neighborhood plans: Othello

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- O-P3 Encourage well - designed multifamily development to contribute to the development of a mixed-use town center development.
- O-P4 Encourage development of housing available in a range of prices and sizes, including affordable family-sized homes with amenities for families.
- O-P5 Increase opportunities for affordable homeownership by working with lenders, and non-profit and for-profit developers.
- O-P6 Encourage the preservation of affordable housing resources through rehabilitation of existing single-family residences.
- O-P7 Encourage lenders to design mortgage programs, products , and educational materials that meet the needs of a diverse neighborhood.
- O-P8 Support low-income, senior and disabled renters and homeowners with supportive services that will allow them to continue to live in the neighborhood.
- O-P9 In partnership with local, state, and federal agencies, ensure the preservation of a supply of subsidized housing units in the neighborhood.
- O-P10 Encourage service providers and managers to provide security and decent physical condition for transitional housing to better integrate this housing into the surrounding neighborhood.
- O-P11 Encourage a range of affordable and market rate residential uses in mixed-use development that is within short walking distance of a light rail station.
- O-P12 Use the light rail station as a gateway with appropriate transitions to the Othello Residential Urban Village.

- O-P13 Promote development standards that accommodate a vibrant pedestrian environment throughout the Town Center.
- O-P14 Support a uniquely identifiable Town Center that is a destination for international food and cultural experiences.
- O-P15 Coordinate with other public and private agencies to plan, develop, operate and maintain park and recreational facilities.
- O-P16 Promote public safety in parks through partnerships with local organizations and law enforcement, defensible design, lighting, and landscaping.
- O-P17 Encourage the development of pocket parks throughout the neighborhood in unopened rights-of-way and other surplus public property.
- O-P18 Use the P-patch program as a means of increasing open space and neighborhood amenities.

economic development goals

- O-G5 Ethnic diversity of Othello merchants, a key asset of this neighborhood, is supported and maintained over the years.
- O-G6 The retail and commercial core of the Othello Residential Urban Village is an attractive and vibrant area for neighborhood residents and visitors.
- O-G7 Othello has vibrant commercial areas with diverse economic opportunities for area residents, including family-wage jobs and a variety of employment.
- O-G8 A continuum of opportunities for education, training, skills enhancement, and job placement that responds to the changing needs of the work place locally and regionally , and is readily available to neighborhood residents and workers.



OTHELLO Residential Urban Village



VILLAGE BOUNDARY
 EDGE OF PAVEMENT

neighborhood plans: Othello

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economic development policies

- O-P19 Support a vibrant and attractive multicultural Town Center in providing a range of goods for those who live, work and shop in the neighborhood.
- O-P20 Encourage retail and services that are destination businesses for customers from the Rainier Valley and beyond, as well as those that support the culturally specific daily needs of the community.
- O-P21 Promote retail, restaurant and entertainment uses that are pedestrian-oriented, that provide a high level of street activity, and that create a secure environment for people and businesses.
- O-P22 Strive to develop pedestrian amenities to link commercial areas, transportation facilities, residential areas and parks.
- O-P23 Support implementation of coordinated long-term strategies for commercial district improvement including support for existing or expanding small businesses and ethnically based businesses to maintain the multicultural character.
- O-P24 Develop strategies that keep commercial space affordable for small businesses, especially culturally based businesses.
- O-P25 Support family-wage jobs in the neighborhood.
- O-P26 Support innovative employment opportunities, including green businesses and training programs.
- O-P27 Support programs that help residents be successful in their jobs including training and apprenticeships.

transportation goals

- O-G9 The neighborhood has a safe and effective network of buses and trains that supports land use goals and adequately serves the community.
- O-G10 Improve circulation within the existing capacity of the arterial street system to provide cost-effective mobility and minimal neighborhood disruption.
- O-G11 There are safe and convenient pedestrian and bicycle transportation alternatives to and from residential areas, parks, schools, civic buildings, and commercial and employment areas.

transportation policies

- O-P28 Mitigate the impact of arterial traffic on pedestrian activity and promote the safety of pedestrians by providing pedestrian amenities along arterials.
- O-P29 Create safe pedestrian and bicycle access to light rail and bus service, and to the business district, especially from the east and west.
- O-P30 Encourage King County Metro to provide effective bus service through the neighborhood to the light rail station and surrounding community facilities.
- O-P31 Work with the community to identify measures for residential streets, such as traffic circles, on-street parking, and street trees to mitigate impacts from nearby arterials.
- O-P32 Design streets for pedestrian safety, especially at light rail crossings.
- O-P33 Provide nonmotorized connections to open spaces.



public safety goal

O-G12 This neighborhood is, and feels, safe for people and businesses -- from crime as well as from accidents while walking, biking and driving.

public safety policies

O-P34 Work in partnership with the community , Seattle Police Department, and other agencies to identify public safety "hot spots" and appropriate courses of remedial action such as Block Watch programs, security lighting, and the Holly Park Merchants Assoc. Business Watch.

O-P35 Encourage partnerships among businesses to create a safe and active commercial district.

O-P36 Create a secure environment for people to walk and gather.

O-P37 Create a secure environment for people and businesses.

O-P38 Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.

community building goals

O-G13 A tightly knit community where people know how, and want , to get involved in community activities.

O-G14 Othello offers positive and safe activities for youth, including apprentice programs, recreation opportunities and jobs specifically for teens.

O-G15 To support cultural diversity, there is improved access to education and employment training opportunities for all, including support specifically for immigrant and refugee families.

community building policies

O-P39 Encourage property and business owners to enhance and maintain the cleanliness and appearance of residential and commercial areas.

O-P40 Support culturally inclusive local business associations that support the vitality of a business district that serves the entire community.

O-P41 Support the growth of jobs for teenagers in the neighborhood.

O-P42 Encourage local institutions to meet the needs of the residents through opportunities for life-long learning in the neighborhood.

O-P43 Improve the availability of community facilities for local organizations in the Othello Residential Urban Village.

O-P44 Provide recreational and cultural programs and activities in parks and community centers that are relevant to the diverse population.

O-P45 Support the creation of a variety of open spaces for informal public gathering and recreation, including an open space in the Town Center that can be used for community functions such as a farmers' market and cultural celebrations.

O-P46 Enhance community pride through multicultural community festivals, youth mentoring and other youth programs.

O-P47 Support key cultural assets such as the Filipino Community Center, Lao Highland Community Center, and cultural media.

O-P48 Seek opportunities and partnerships to create a shared cultural center that could accommodate offices and gathering/performance space for various multicultural and interest groups.



B-24 Pike/Pine

community character goal

P/P-G1 A community with its own distinct identity comprised of a mix of uses including multi-family residential, small scale retail businesses, light manufacturing, auto row and local institutions.

community character policies

P/P-P1 Strengthen the neighborhood's existing mixed-use character and identity by encouraging additional affordable and market-rate housing, exploring ways of supporting and promoting the independent, locally owned businesses, seeking increased opportunities for art-related facilities and activities, and encouraging a pedestrian-oriented environment.

P/P-P2 Seek to preserve the architectural and historic character of the neighborhood by exploring conservation incentives or special district designations.

economic development goal

P/P-G2 A neighborhood of thriving and diverse businesses that support both lively day-time and night-time activities. A destination for retail, arts, and entertainment.

economic development policies

P/P-P3 Encourage the development of new tools that support and promote the independent, locally owned businesses in order to improve their economic vitality and plan their development while maintaining and enhancing the unique character of the neighborhood.

P/P-P4 Strive to maintain the unique character of the neighborhood by creating programs for business retention and recruitment

with a focus on supporting small, independent businesses.

P/P-P5 Collaborate with other organizations in the creation of an attractive, safe, clean, pedestrian friendly environment in which businesses thrive.

P/P-P6 Seek to preserve and encourage the mix of light manufacturing, wholesaling, high-tech, and auto-related businesses that co-exist with smaller retailers.

P/P-P7 Support the creation of a synergistic relationship between the business community and the broader neighborhood in order to promote the shared goals of maintaining the unique character of the neighborhood while improving its livability.

housing goal

P/P-G3 A neighborhood that welcomes increased residential densities, with additional affordable and market-rate housing, and proper infrastructure to support the densities.

housing policies

P/P-P8 Encourage diversity of housing while seeking to maintain existing low-income housing.

P/P-P9 Seek additional resources for the preservation of existing, affordable rental housing.

P/P-P10 Promote opportunities for owners of existing affordable rental housing to obtain financing to make property improvements without impacting rent levels.

P/P-P11 Promote the additional development of new or rehabilitated housing units, through tools such as code modifications, incentives, and providing flexibility during development review.

neighborhood plans: Pike/Pine

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P/P-P12 Promote the development of mixed-use structures in general commercial areas of the Pike/Pine neighborhood, especially compatible mixed uses such as artist live-work space.

P/P-P13 Work with non-profit housing organizations in identifying and implementing affordable housing projects.

human needs & development goal

P/P-G4 A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

human needs & development policies

P/P-P14 Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.

P/P-P15 Seek to improve communication between people, organizations and communities dealing with human needs and human development issues.

P/P-P16 Seek new tools to address human support needs in the neighborhood.

P/P-P17 Seek a comprehensive approach in addressing the human needs and problems of persons within the urban center and Citywide.

urban design goal

P/P-G5 A neighborhood with a distinct identity that provides a distinct and active pedestrian environment and a balance of basic amenities that serves a dense urban center village.

urban design policies

P/P-P18 Encourage the attraction and passage of pedestrians to and from downtown and adjacent neighborhoods by seeking to provide improved environments along key pedestrian streets.

P/P-P19 Seek to develop the 'core area' east of Broadway into an active pedestrian center with connections to adjoining neighborhoods.

P/P-P20 Strive to enhance awkward intersections where streets come together at odd angles for use as unique urban plazas and strive to improve pedestrian safety along Madison and elsewhere.

P/P-P21 Seek to enhance sidewalks and alleys to make a better overall environment for pedestrians as well as retail activities.

P/P-P22 Seek to enhance available open space and seek additional opportunities for pocket parks, community garden, children's play spaces, and other recreational activities.

P/P-P23 Strengthen the recognition of the West End as the major entry point into the neighborhood.

P/P-P24 Seek opportunities to enhance parking and traffic calming opportunities on primarily residential cross streets, along Pike and Pine.

transportation goal

P/P-G6 A neighborhood transportation network which facilitates movement of residents, workers, students, visitors, and goods with a particular emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.



transportation policies

- P/P-P25 Encourage the use of traffic calming measures to enhance pedestrian and bicycle travel, slow vehicular traffic, and direct through traffic away from non-arterial streets.
- P/P-P26 Support the designation of key pedestrian linkages as Green Streets.
- P/P-P27 Seek to provide safer and easier crossings for pedestrians throughout the neighborhood.
- P/P-P28 Promote the improvement of primary sidewalk systems and pedestrian connections.
- P/P-P29 Encourage the completion and expansion of the urban trails system in order to provide increased bicycle access to the Pike/Pine neighborhood.

transit goal

- P/P-P30 Seek to improve the speed, frequency and reliability of transit serving the Pike/Pine neighborhood.

transit policies

- P/P-P31 Strive to make transit convenient, understandable, and easy to use.
- P/P-P32 Encourage the development of additional transit options which serve the neighborhood.
- P/P-P33 Encourage good access to light rail systems from the Pike/Pine neighborhood.

parking policies

- P/P-P34 Encourage parking management and transportation demand management practices as a means to reduce parking in the neighborhood.
- P/P-P35 Encourage the use of residential parking zones in the neighborhood, including areas within the Neighborhood Commercial or Commercial zones and establish curb space priorities.
- P/P-P36 Discourage long-term commuter parking and park-and-ride lots in the neighborhood.
- P/P-P37 Promote the reduction of car ownership of residents to minimize parking demand.

freight mobility policy

- P/P-P38 Strive to provide adequate access to merchants and to major institutions for deliveries and freight movement.

arts & culture goals

- P/P-G7 A neighborhood that fosters the creation of arts and cultural activities and facilities in a community that brings together many diverse talents and interests.

arts & culture policies

- P/P-P39 Promote the establishment of a community-based arts organization that would function in an integrated role with other Pike/Pine organizations and those in surrounding neighborhoods.
- P/P-P40 Support and promote arts events and projects in the Pike/Pine neighborhood.

neighborhood plans: Pike/Pine

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B-25 Queen Anne

neighborhood plans: Queen Anne

goals

- QA-G1** Queen Anne is recognized for the uniqueness of its different neighborhoods, including the Urban Center, each with distinctive physical characteristics and a strong sense of community.
- QA-G2** Queen Anne has many single-family, multifamily, and mixed-use neighborhoods which preserve cultural and historic resources and which include affordable, subsidized, and special needs housing.
- QA-G3** The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood which enjoys a strong relationship with Seattle Center.
- QA-G4** Human service needs are addressed in the Queen Anne community.
- QA-G5** Queen Anne is a neighborhood which meets the parks and open space needs of its population by maintaining existing parks, identifying future needs, providing connections between parks and the community, and enhancing historic Queen Anne Boulevard.
- QA-G6** Queen Anne retains its unique natural environment while providing a safe urban Environment.
- QA-G7** Queen Anne recognizes the impacts that traffic congestion may have on the community's quality of life and strives to address traffic and transportation issues while improving the efficiency of the local and regional transportation system.
- QA-G8** Queen Anne is a community which encourages access to a wide range of transportation modes.

- QA-G9** Queen Anne is a neighborhood with a vibrant and sustainable business community and safe commercial districts.
- QA-G10** Queen Anne's businesses are accessible and meet the needs of the community.

policies

- QA-P1** Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne's community character with open space, street trees, and other vegetation.
- QA-P2** Preserve the character of Queen Anne's single-family and mixed-use neighborhoods.
- QA-P3** Seek to maintain and establish quality design in the Queen Anne area. Through neighborhood design guidelines and design review, consider unique or particular local design characteristics, and include consideration of signage, adjacent public ROWs, and historic boulevards.
- QA-P4** Recognize and promote Queen Anne's historic resources through such means as developing a Roy Street Conservation District, preserving and enhancing the historic Queen Anne Boulevard and providing information about and incentives to preserve residential structures.
- QA-P5** Encourage an attractive range of housing types and housing strategies to retain Queen Anne's eclectic residential character and to assure that housing is available to a diverse population.
- QA-P6** Create a unique urban identity in Queen Anne's Urban Center which includes an attractive multifamily residential neighborhood identified by its distinctive park-like character and surrounding mixed use areas.

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- QA-P7 Seek to establish high capacity transit/ multi-modal node(s) in the Urban Center which will be centrally-located and convenient to residents, businesses, and Seattle Center.
- QA-P8 Promote affordable locations for business in the Urban Center.
- QA-P9 Enhance the unique character of each business district.
- QA-P10 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Upper Queen Anne Residential Urban Village.
- QA-P11 Provide for an attractive and harmonious transition between different land uses, including commercial areas and single-family areas.
- QA-P12 Legal non-conforming uses exist in Queen Anne's single-family neighborhoods, and these shall be allowed to remain at their current intensity, as provided in the Land Use Code, to provide a compatible mix and balance of use types and housing densities.
- QA-P13 Accessory dwelling units (ADUs) in single-family zones, in the Queen Anne planning area, should continue to be limited to the principal residential structure, and consider requiring that they be subordinate in size and character in order to discourage the development of duplexes and other multi-family structures in these zones.
- QA-P14 Encourage Seattle Center to plan and implement development which will enhance the quality of life in the Queen Anne neighborhood.
- QA-P15 Seek ways to ensure that Seattle Center remains a vibrant and valuable community resource and a premier regional amenity.

- QA-P16 Encourage the development of a unique urban residential neighborhood in the Urban Center through such means as allowing Single-Purpose Residential buildings in designated portions of Neighborhood Commercial 3 (NC3) zones.
- QA-P17 Strive to develop a Queen Anne neighborhood facility in the Urban Center which will serve the needs of the community as a community and resource center.
- QA-P18 Promote methods of assuring that existing housing stock will enable changing households to remain in the same home or neighborhood for many years.
- QA-P19 Seek to maintain Queen Anne parks and open spaces and replace aging parks facilities used by the public, and seek to ensure no net loss of parks, park facilities, or open spaces while recognizing the need for a citywide balance in ongoing maintenance and investment.
- QA-P20 Accommodate a range of uses in parks to meet the needs and interests of the Queen Anne population.
- QA-P21 Strive to meet the open space and parks and recreation needs of the Queen Anne population, including the Urban Center.
- QA-P22 Strive to provide trails and non-motorized linkages throughout and around Queen Anne.
- QA-P23 Seek to provide abundant green spaces and streetscapes throughout Queen Anne.
- QA-P24 Preserve and encourage the enhancement and development of Historic Queen Anne Boulevard as a major park/recreation/pedestrian trail element.
- QA-P25 Seek to retain and enhance the habitat value of Queen Anne's open spaces and undeveloped public lands.

neighborhood plans: Queen Anne

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neighborhood plans: Queen Anne

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- QA-P26 Protect the ecological integrity of critical areas.
- QA-P27 Ensure appropriate drainage in Queen Anne's open spaces and critical areas.
- QA-P28 Ensure that public park lands are retained and maintained for public use.
- QA-P29 Strive to diversify transportation modes and emphasize non-SOV travel within the Queen Anne neighborhood.
- QA-P30 Seek to find solutions to Queen Anne's traffic congestion.
- QA-P31 Promote a human-scale and character within the heart of the Urban Center and strive to reduce industrial through traffic.
- QA-P32 Promote enhanced mobility and mobility options between Queen Anne and other neighborhoods, employment centers, and recreation centers.
- QA-P33 Transportation facilities and services should be consistent with and enhance Queen Anne's unique urban character.
- QA-P34 Strive to provide multi-modal linkages and access to and within Queen Anne and adjacent employment centers.
- QA-P35 Strive to provide high-capacity transit services, including light-rail, to the Urban Center.
- QA-P36 Strive to provide convenient and efficient transit linkages throughout Queen Anne with an emphasis on linking Upper Queen Anne and the Urban Center.
- QA-P37 Strive to provide improved facilities for transit.
- QA-P38 Strive to provide a system of bicycle facilities and routes within and around Queen Anne to encourage increasingly safe and convenient commuter and rec-

reational bicycle use as an alternative to motorized travel.

- QA-P39 Strive to provide convenient and safe bicycle and pedestrian access between Queen Anne and the Elliott Bay waterfront.
- QA-P40 Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.
- QA-P41 Seek to alleviate parking problems in the Queen Anne planning area.
- QA-P42 Strive to ensure adequate facilities, such as lighting, for safety in pedestrian and parking areas in Queen Anne's business districts.
- QA-P43 Strive to ensure that Queen Anne's commercial areas and business districts are safe from crime.
- QA-P44 Strive to find solutions to the parking needs of Queen Anne's business districts.
- QA-P45 Seek to fill identified market gaps in Queen Anne and support locally-owned businesses and other businesses that meet the needs of the local population.



UPPER QUEEN ANNE Residential Urban Village



— VILLAGE BOUNDARY
- - - EDGE OF PAVEMENT



B-26 Rainier Beach

land use goals

- RB-G1** A diverse and vibrant neighborhood composed of pedestrian-friendly, transit-connected business districts and affordable and attractive residential areas.
- RB-G2** For Rainier Beach, the “town center” is an interconnected and vibrant set of places where the community comes together. These places reflect the diverse cultures, histories, and traditions that collectively give Rainier Beach its identity.

land use policies

- RB-P1** Encourage the revitalization of the S. Henderson Street corridor as a safe and attractive conduit between the light rail station at Martin Luther King, Jr. Way S. and the commercial center along Rainier Avenue South.
- RB-P2** Seek to promote transit-oriented development around Rainier Beach’s light rail station at Martin Luther King, Jr. Way S. and South Henderson Street.
- RB-P3** Encourage mixed-use housing and commercial development in the “Beach Square” area bounded by S. Henderson Street to the north, Rainier Avenue South to the south and west, and Seward Park Avenue South to the east.
- RB-P4** Seek to preserve the character of Rainier Beach’s single family zoned areas. Encourage residential small lot opportunities within single-family areas within the designated residential urban village. In the area within the residential urban village

west of Martin Luther King Way S., permit consideration of rezones of single-family zoned land to mixed-use designations.

- RB-P5** Encourage the City to support rezones within the Rainier Beach Residential Urban Village for projects that:
 - A. meet the overall community vision,
 - B. promote redevelopment of underutilized and derelict sites, and
 - C. result in pedestrian-friendly, well-designed new buildings.

transportation & transit facilities goals

- RB-G3** A community with safe streets, pedestrian- and bicycle-friendly facilities, and an efficient, multi-modal transit system that supports access to shops, schools, services, places of worship, etc. that are necessary to lead a healthy lifestyle, and connects Rainier Beach residents and employees to other parts of the Rainier Valley and the region. A safe walking environment should be free from crime, and protected from motorists. It should also include amenities such as landscaping, street trees and public art that contribute to an enjoyable environment.
- RB-G4** Integrated transportation improvements that serve the community.

transportation & transit facilities policies

- RB-P6** Improve residential streets to best serve residential neighborhoods.
- RB-P7** Seek to promote non-motorized travel throughout Rainier Beach by providing facilities for pedestrians and bicyclists (as outlined in the Southeast Transportation Study, and Pedestrian and Bicycle Master Plans), particularly at the business nodes along the S. Henderson



Street corridor, near the light rail station, and around the "Beach Square" commercial core.

RB-P8 Explore a range of alternative transportation modes and solutions that would support the concepts of sustainability and environmental responsibility.

RB-P9 Seek to strengthen provisions for code enforcement of transportation related violations such as speeding, and parking violations.

RB-P10 Coordinate transportation improvements with other infrastructure and programmatic actions (such as public art, parks, or economic development) so that those improvements contribute positively to the neighborhood's identity.

housing goal

RB-G5 A community that meets the housing needs of its economically diverse and multicultural population and provides opportunities at all economic levels.

RB-G6 Retain and develop affordable (low and moderate income) housing, especially where such housing is accessible to transit.

housing policies

RB-P11 Encourage attractive multifamily development, affordable to the neighborhood's economically diverse population, particularly along Rainier Avenue South from South Holly Street to South Cloverdale Street, and as part of South Henderson Street revitalization efforts.

RB-P12 Seek to preserve the economic, racial/ethnic, and cultural diversity of Rainier Beach's population by providing affordable housing, including home-ownership opportunities, through capital funding and incentive programs (e.g. Multifamily Tax Exemption), and land use / zoning tools, including, where appropriate, rezones.

RB-P13 Seek to promote townhomes and mixed-use buildings as the preferred development pattern for meeting the housing growth target for the Rainier Beach residential urban village.

RB-P14 Address the causes of the perception of crime, the lack of personal safety, and the detraction from Rainier Beach's community character such as by cleaning up derelict residential properties.

RB-P15 Increase opportunities for home-occupation, and live-work development that allows ground floor business including small-scale retail and services in the station area and along S. Henderson St.

RB-P16 Encourage affordable family sized units through incentives, direct City funding, and reuse of publicly owned property.

capital facilities goals

RB-G7 A community with a variety of parks and open spaces, civic facilities, waterfront access, and a trail system that promotes the existing open space sites, and the enjoyment of new public spaces.

RB-G8 Connected parks and open space that serve the community.

RB-G9 Use the arts and public art, in particular, to engage and express Rainier Beach's cultural diversity.

capital facilities policies

RB-P17 Support the Rainier Beach Urban Farm and Wetland Project to convert the Parks Department's Atlantic Street Nursery into an urban farm and wetlands restoration project.

RB-P18 Seek to retain existing parks and recreation facilities, and strive to improve maintenance of these facilities.



- RB-P19** Recognize the importance of actively programming, strengthening connections to the community and maintaining the Rainier Beach Community Center and South Shore Middle School to help foster a civic core.
- RB-P20** Seek to promote the development of pedestrian trails that connect residential areas to the commercial core, and bring pedestrians from the Rainier View neighborhood down to the lower Rainier Beach valley.
- RB-P21** Improve connections to, and circulation within, public spaces (South Shore k-8, Rainier Beach Playfield, Rainier Beach High School and between Beer Sheva and Pritchard Beach).
- RB-P22** Seek to include art created by local artists, and that includes the input of ethnic and minority communities in exploring themes and locations, in public works construction projects in Rainier Beach.
- RB-P23** Seek to ensure coordination between City departments, private service providers and volunteers for the maintenance, cleaning, and general landscape upkeep of Rainier Beach's public streets and civic areas.

economic development goal

- RB-G10** A revitalized commercial business core that attracts the patronage of local and citywide residents and employees through an attractive, safe, and clean built environment.
- RB-G11** A strong local economy for Rainier Beach.
- RB-G12** Strong entrepreneurship that creates jobs and grows the local economy.

economic development policies

- RB-P24** Seek to promote "Beach Square" as Rainier Beach's hub of commercial retail activity.
- RB-P25** Support and expand the existing character and diverse mix of small-scale, minority

and immigrant-owned businesses nodes around Rainier Ave S and S Rose Street; Rainier Ave South and 56 th /57 th Ave. South; and the rail station.

- RB-26** Encourage partnerships among local housing providers, community development corporations, neighborhood and business organizations, and the City to assist with economic revitalization in Rainier Beach.
- RB-P27** As part of community development, seek to provide programs that equip individuals and families with the tools for achieving sustainable wealth creation; managing their money; making sound financial decisions; and building wealth.
- RB-P28** Consider strategies for employing youth when funding and implementing economic development programs.
- RB-P29** Encourage Sound Transit to develop its properties south of the rail station in ways that create permanent, well-paying jobs.
- RB-P30** Build on the asset of community diversity and consider the specific needs of minority and immigrant-owned businesses when undertaking economic development.
- RB-P31** Use streetscape improvements to enhance the character of the town center and support small, locally-owned businesses located there.

human development goal

- RB-G13** Strong schools with excellent programs and strong enrollment, that encourage and support the educational development of exceptional students.
- RB-G14** Education is integrated as an innovative and connected learning system into all levels of community life for all residents, resulting in the empowerment of the community and the promotion of lifelong learning.



- RB-G15 Strong institutions and activities that engage and support Rainier Beach youth.
- RB-G16 Ready access to healthy food.
- RB-G17 Community-based implementation of neighborhood plan recommendations and other community projects.
- RB-G18 Neighborhood spaces that support Rainier Beach's many cultures.
- RB-G19 Arts and public art, in particular, are used to engage and express Rainier Beach's cultural diversity.
- RB-G20 A positive identity for Rainier Beach based on its unique strengths.
- RB-G21 A safe Rainier Beach neighborhood.

human development policies

- RB-P32 Create strong partnerships between Seattle School District and the City of Seattle to support capital and programmatic improvements for schools in the Rainier Beach area.
- RB-P33 Integrate the concept of life-long learning including education and job-related activities into the programs provided by the schools and by the neighborhood's entire educational system.
- RB-P34 Seek to attract a community college facility that serves the Rainier Beach community in order to offer local college level studies and to establish connections to four-year colleges.
- RB-P35 Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.
- RB-P36 Seek to facilitate and improve the participation of parents and adults in the neighborhood schools by encouraging formation of active PTAs and by outreach to the non and limited English-speaking population of Rainier Beach.

- RB-P37 Encourage a community grass-roots approach to involve religious organizations and other influential organizations in community education issues.
- RB-P38 Work with existing community organizations and/or create new community organizations to implement plan update recommendations.
- RB-P39 Use public relations strategies to highlight Rainier Beach's community identity as a thriving and interconnected community with diverse households and supported by strong social and cultural institutions and services.
- RB-P40 Improve public safety when implementing any project or program within the community.
- RB-P41 Build and sustain a positive relationship between Seattle Police and the diverse cultures in Rainier Beach.

B-27 Roosevelt

land use goals

- R-LUG1 Foster development in a way that preserves single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses.
- R-LUG2 Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core.
- R-LUG3 Promote the design of private development and public facilities that protects and enhances public views and vistas.



land use policies

- R-LUP1 Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development.
- R-LUP2 Support the infill development of commercial zoned properties that are vacant or underutilized.
- R-LUP3 Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.

transportation goals

- R-TG1 Accommodate anticipated increases in transit, truck and automobile traffic on arterials.
- R-TG2 Balance the use of arterials for the movement of people and goods with parking needs.
- R-TG3 Minimize cut-through traffic on non-arterial streets.
- R-TG4 Respect the Olmsted legacy of Ravenna Boulevard as an element of the city's transportation and open space systems.
- R-TG5 Ensure that Roosevelt continues to be well integrated into the regional transportation infrastructure.

transportation policies

- R-TP1 Acknowledge that the existing built street environment must accommodate foreseeable traffic increases and provide interface with the light rail station.
- R-TP2 Promote sidewalk design on principal and minor arterials to encourage pedestrian use and improve pedestrian safety.

parking goals

- R-TG6 Promote the preservation of on-street parking for residents and their guests on minor arterials without bus routes and local access streets.
- R-TG7 Promote the efficient use of on-street parking on principal and minor arterials.

parking policies

- R-TP3 Promote the equitable distribution of parking on commercial and residential access streets to provide a safe flow of traffic relative to traffic volume and optimize the amount of on-street parking.
- R-TP4 Prioritize parking in commercial areas for business customers.

safety goal

- R-TG8 Street design and traffic control on principal and minor arterials should provide for pedestrian safety and promote a healthy walking environment.

safety policies

- R-TP5 Design traffic signals, crosswalks and sidewalks to improve pedestrian safety and encourage walking.
- R-TP6 Promote site planning that reduces conflicts between pedestrians and vehicles.

light rail goal

- R-TG9 Promote and support the integration of the Sound Transit Light Rail Station into the transportation network of the Roosevelt Urban Village.

light rail policies

- R-TP7 Promote a surface transit routing scheme that provides convenient, effective and frequent access to the light rail station.



neighborhood plans: Roosevelt

- R-TP8 Promote elements in the design of the light rail station that provide functional loading and unloading for vehicles, including surface transit.
- R-TP9 Promote improvements of pedestrian and bicycle facilities to ensure safe and convenient access to the light rail station.
- R-TP10 Protect on-street parking for residents and neighborhood commercial patrons from light rail users who commute to the station by automobile.

housing goals

- R-HG1 Protect and maintain the architectural heritage of Roosevelt's Craftsman, bungalow and Tudor style housing while embracing growth of well designed buildings of an appropriate scale.
- R-HG2 Create housing types that can provide housing opportunities for a wide range of residents and households with varying incomes and housing needs.
- R-HG3 Accommodate most of the expected residential growth by encouraging larger development in and around the Roosevelt Urban Village's light rail station and commercial core.

housing policies

- R-HP1 Promote the preservation and maintenance of existing single-family homes in single-family zones and control impacts to homes on the edge of the single-family zones.
- R-HP2 Encourage an appropriate fit of scale and architectural character in all new developments.
- R-HP3 Encourage extended families and families with children to reside in Roosevelt.
- R-HP4 Encourage housing options for people with disabilities, senior citizens, and those with low or moderate-income levels.

- R-HP5 Create housing opportunities that allow Roosevelt residents to stay in the neighborhood through various life stages.
- R-HP6 Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.

capitol facilities goals

- R-CFG1 As growth in the neighborhood occurs and density increases, provide public open spaces and indoor and outdoor community gathering places for neighborhood enjoyment.
- R-CFP2 Provide safe, well-maintained parks and open spaces with a variety of facilities that will promote positive activity.

capital facilities policies

- R-CFP1 Protect the value of Roosevelt's public spaces by controlling shadow impacts from surrounding development, enhancing and maintaining the landscape and facilities, and preserving public views from these spaces of the Olympic Mountains and Mount Rainier, the downtown Seattle skyline, and other City Landmarks.
- R-CFP2 Promote increased use of existing public open spaces.
- R-CFG3 Provide open space to support higher density residential development in appropriately zoned areas, including public plazas and other urban amenities in the commercial core and at the light rail station.
- R-CFP4 Consider redevelopment of under-used or decommissioned properties or facilities as a way to increase the amount of parks and recreation facilities and open space in the neighborhood.
- R-CFP5 Promote the design and programming of existing open spaces and facilities for alternative activities and shared uses.

B-27



R-CFP6 Provide trails and corridors that connect existing and new parks and open spaces, to create an open space network.

utilities goals

R-UG1 Maintain and enhance access for Roosevelt residents and businesses to the broadest range of utility systems available within Seattle.

R-UG2 Help achieve overall City goals to reduce the use of energy and the production of non-recyclable waste and to increase the reuse of storm water and the recycling of solid waste.

R-UG3 Reduce the visual impact of utilities in the Roosevelt neighborhood.

utilities policies

R-UP1 Promote Roosevelt as a neighborhood of high technology connectivity.

R-UP2 Strive to ensure that all residents and businesses have equal access to public and private utilities and programs that reduce cost and waste.

R-UP3 Encourage the participation by all Roosevelt residents and businesses in voluntary programs for yard waste reduction and recycling, rain water collection and reuse, solar connection to the City's electrical grid and other such programs as may be sponsored the City, private utilities or other public organizations.

R-UP4 Promote the use of sustainable building products and energy/water conserving fixtures in all new construction.

R-UP5 Encourage the screening of above ground utility facilities, such as electrical substations, with either landscaping or artistic treatments.

economic development goals

R-EDG1 Promote the health of the Roosevelt neighborhood commercial core and foster a strong, vibrant, pedestrian-oriented neighborhood business district.

R-EDG2 Take advantage of the location of the light rail station by promoting mixed-use development that includes both businesses and multifamily housing near the station to serve the diverse population of the Roosevelt neighborhood.

R-EDG4 Recognize that Roosevelt's cultural resources, including schools, institutions, traditions, historic resources, and creative people, are important contributors to our neighborhood economy, as well as to the city.

economic development policies

R-EDP1 Support retention and growth of existing businesses, industries, and small firms within the Roosevelt Urban Village, and actively seek to attract new businesses appropriate to the neighborhood context and infrastructure.

R-EDP2 Promote opportunities for business development related to users of the Roosevelt light rail station.

R-EDP3 Encourage development of live/work arrangements within traditional commercial and office spaces, as a way to encourage small business owners to live in the neighborhood.

R-EDP4 Strengthen ties with schools, institutions, arts and cultural entities, non-profits, and other organizations and recognize their contributions of economic diversity, living wage jobs and economic activity to the neighborhood.



human development goals

R-HDG1 Make Roosevelt a neighborhood that supports a variety of life styles and families of all sizes, where all can be involved in community and neighborhood life.

R-HDG2 Create an environment for sustainable living, accessible health care, education, and housing within the Roosevelt community.

human development policies

R-HDP1 Create opportunities that build connections through community service and volunteering.

R-HDP2 Promote respect and appreciation for diversity in the Roosevelt Neighborhood and compassion for those in the neighborhood who are disadvantaged.

R-HDP3 Promote public safety through active community involvement and good urban design.

R-HDP4 Foster a family-friendly environment and activities that promote cross-generational participation and that increase youths' attachment to the community.

R-HDP5 Support programs that provide assistance to disadvantaged individuals and families.

environment goals

R-EG1 Maintain a healthy natural environment as the Roosevelt neighborhood accommodates growth.

R-EG2 Maintain and enhance the legacy of environmental stewardship in the Roosevelt neighborhood.

environment policies

R-EP1 Protect and enhance the urban forest on public and private property to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil and provide habitat.

R-EP2 Discourage the use of chemical products on lawns and gardens and for household use and discourage impervious ground surfaces to help protect the quality of Seattle's water bodies.

R-EP2 Maintain and enhance environmental quality through the use of natural systems to reduce pollution and greenhouse gases in the air and to clean and control storm water runoff.

R-EP3 Promote conservation of resources and energy, and use of sustainable building products through education, design review and community action.

R-EP4 Strive to protect and retain exceptional trees and groups of trees that enhance Roosevelt's historical, cultural, environmental and aesthetic character.

R-EP5 Promote the use of environmentally friendly modes of transportation and other ways of reducing greenhouse gases, such as alternative heating systems and reduced use of gasoline-powered devices.

R-EP6 Promote site planning and building design that reduce energy use through natural lighting, natural ventilation and solar orientation.

R-EP7 Promote street and other outdoor lighting fixtures that reduce light pollution, such as through the use of hoods and downward orientation.



B-28 South Lake Union

neighborhood character goals

- SLU-G1** A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.
- SLU-G2** A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.
- SLU-G3** A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.
- SLU-G4** A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations.
- SLU-G5** A neighborhood that supports this and future generations by providing community-based historical, cultural, artistic and scientific learning and enrichment activities for children, residents, employees and visitors.

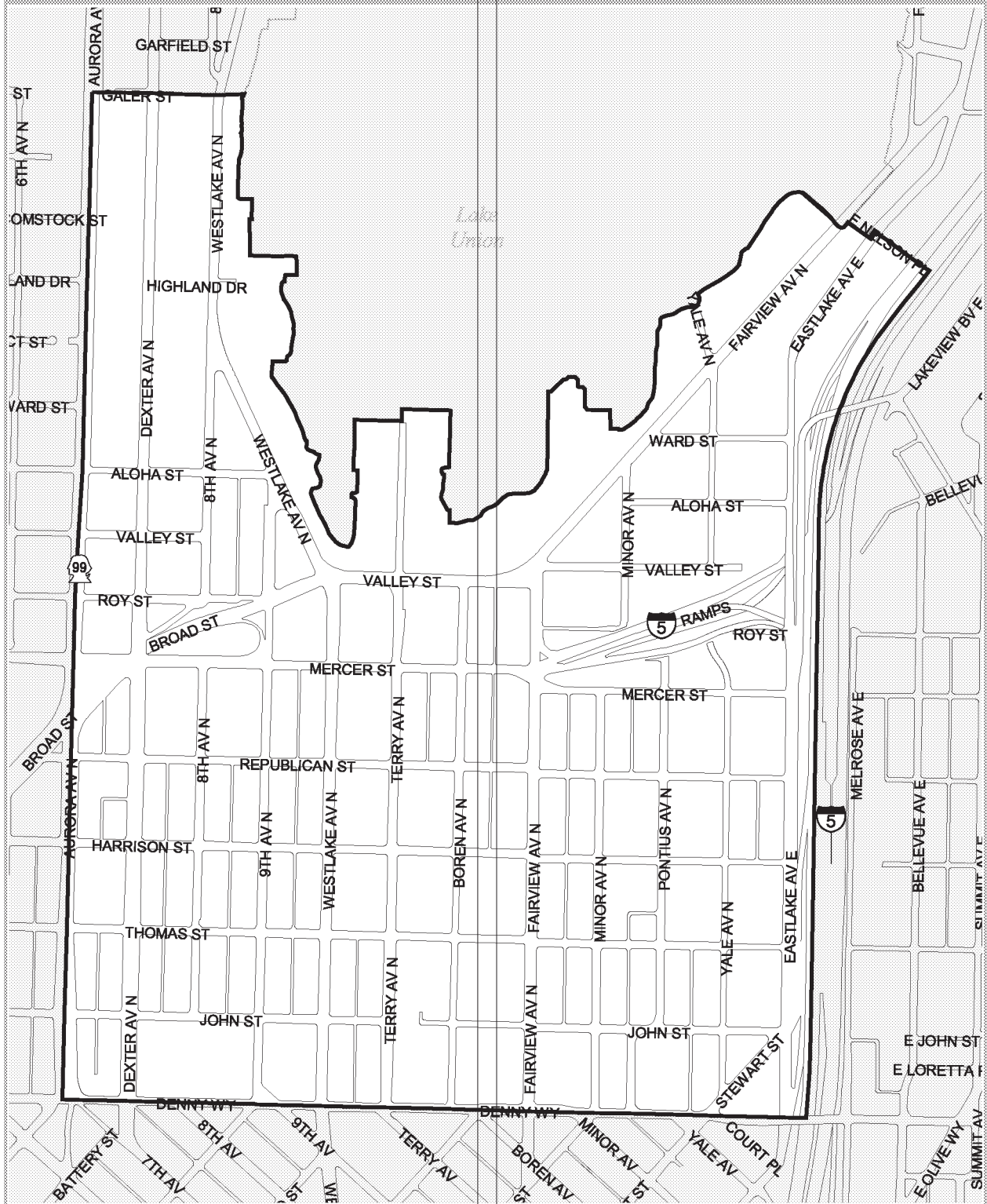
neighborhood character policies

- SLU-P1** Encourage the co-location of retail, community, arts and other pedestrian-oriented activities in key pedestrian nodes and corridors.
- SLU-P2** Promote diversity of building styles and support the diverse characters of neighborhood sub-areas.
- SLU-P3** Encourage public and private developers to consider existing neighborhood character

- SLU-P4** Work with the community to develop strategies to make the neighborhood safe for all community members.
- SLU-P5** Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.
- SLU-P6** Establish incentives to encourage preservation, reuse and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past and promote diversity of character and building types.
- SLU-P7** Support existing organizations that provide for an eclectic and livable community, including arts and culture, human services, maritime and educational organizations.
- SLU-P8** Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood.
- SLU-P9** Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building.
- SLU-P10** Foster a collaborative and creative community through interaction among community members and different types of organizations in the community, including those engaged in arts and culture, human services and education, as well as neighborhood businesses and organizations.
- SLU-P11** Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing and displaying art



SOUTH LAKE UNION Hub Urban Village



0 500 1000 Feet

 VILLAGE BOUNDARY
 EDGE OF PAVEMENT



- that meet the diverse needs of artists and arts organizations.
- SLU-P12 Provide for a livable community by encouraging artistic activities that create a positive street presence.
 - SLU-P13 Seek to incorporate the arts into the design of public projects and the use of public spaces.
 - SLU-P14 In order to support neighborhood families, encourage existing and new schools and childcare facilities in South Lake Union and adjacent neighborhoods.
 - SLU-P15 Recognize the heritage of the neighborhood and the rich diversity of neighborhood businesses and organizations as opportunities for learning.
 - SLU-P16 Encourage the development of higher education, apprenticeship and internship opportunities and adult learning offerings that build on the innovative climate of the community.

transportation goals

- SLU-G6 A livable, walkable community that is well served by transit and easy to get around by foot, bike or transit.
- SLU-G7 A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.
- SLU-G8 A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods.
- SLU-G9 A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.

transportation policies

- SLU-P17 Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets.

- SLU-P18 Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities.
- SLU-P19 Collaborate with businesses, developers, housing providers and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters.
- SLU-P20 Develop flexible off-street parking requirements that provide parking adequate to a building's occupants and encourage the use of transit, walking, bicycling and other non-automotive modes.
- SLU-P21 Encourage the efficient use of on-street parking for neighborhood businesses, residents and attractions through innovative parking management and pricing strategies.
- SLU-P22 Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.
- SLU-P23 Seek to provide improved access to and connections across Aurora Avenue North that result in a more integrated and efficient transportation system for multiple transportation modes.
- SLU-P24 Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.
- SLU-P25 Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.



parks & open space goal

SLU-G10 Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

parks & open space policies

- SLU-P26 Support South Lake Union Park as a local and regional waterfront attraction that celebrates the area's natural history and maritime heritage.
- SLU-P27 Support Cascade Playground and related facilities as a community resource and model for sustainable parks development.
- SLU-P28 Support Denny Park's historic character while identifying opportunities to encourage more use of the park.
- SLU-P29 Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations to support existing park and open space projects and to provide for new open spaces to support the growth of the neighborhood.
- SLU-P30 Encourage the acquisition and development of public or private spaces that provide for active play and recreation.
- SLU-P31 Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions.
- SLU-P32 Identify opportunities for alternatives to traditional open spaces, including green streets and recognition and use of Lake Union as recreation and open space.

housing goals

SLU-G11 A wide range of housing types is integrated into the community, accommodat-

ing households that are diverse in their composition and income.

SLU-G12 Housing in South Lake Union is affordable for and attractive to workers in South Lake Union, to enable people to live near their jobs.

housing policies

- SLU-P33 Provide incentives to encourage housing for people across a range of incomes in a variety of housing types, particularly in mixed-income buildings.
- SLU-P34 Encourage affordable housing units throughout the community through new construction and preservation of existing buildings.
- SLU-P35 Encourage both rental and ownership housing.
- SLU-P36 Promote housing, amenities, and services, including schools and childcare, community center, library programs and other public services that promote a healthy community and that will attract more families to move into the South Lake Union neighborhood.
- SLU-P37 Encourage employers to develop and participate in strategies that allow employees to live near their work.
- SLU-P38 Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood.
- SLU-P39 Identify locations within South Lake Union where housing could be particularly concentrated to create viable urban residential communities.
- SLU-P40 Promote the development of live-work housing, especially when designed to meet the special needs of groups like artists and their families.



sustainability goal

SLU-G13 A neighborhood that acts as a model for sustainable redevelopment.

sustainability policies

SLU-P41 Encourage low-impact development and activities that can control consumption of resources, improve public health and safety, and provide for multiple environmental benefits.

SLU-P42 Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.

SLU-P43 Provide for a stable and reliable supply of electrical power to South Lake Union, which has facilities with unique load and service requirements, such as high-technology and biotechnology research laboratories.

SLU-P44 Explore new sources of energy for heating and cooling, renewable energy, distributed co-generation, and energy conservation, at the building, block and neighborhood level.

SLU-P45 Encourage building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street level.

SLU-P46 Seek to increase tree coverage, reintroduce native plant species into the neighborhood and provide for additional wildlife habitat appropriate to the urban environment.

SP-G2 A community where neighbors are encouraged to know one another and join in making decisions about the future of the South Park community.

SP-G3 A community inviting to households with children, where people value children's safety and education.

SP-G4 A neighborhood where residents of all cultures, incomes and ages are welcome.

SP-G5 A "people place" at all times of the day.

policies

SP-P1 Collaborate with South Park residents, businesses and organizations in future planning efforts that impact South Park.

SP-P2 Encourage community-building opportunities for South Park's residents.

SP-P3 Encourage inter-jurisdictional partnerships that address issues in South Park that transcend jurisdictional boundaries.

land use goal

SP-G6 Maintain and enhance South Park's residential character.

land use policies

SP-P4 Seek to maintain industrial land for industrial and commercial uses.

SP-P5 Seek to maintain residential land for residential uses. Multifamily and split zoned lots, adjacent to commercial zoning along 14th Avenue South, may be rezoned to commercial zoning to provide increased space for parking that supports commercial uses.

B-29 South Park

goals

SP-G1 A great place to live and work.

transportation goal

SP-G7 A community where people feel safe and comfortable walking, riding a bicycle, using



neighborhood plans: South Park

January | 2005 (2012) (2013)



public transportation, or driving a vehicle and where streets are pleasant and public spaces are safe.

transportation policies

SP-P6 Seek to promote an active, attractive, accessible pedestrian environment.

SP-P7 Consider opportunities to increase accessibility within the neighborhood, including across Highway 99.

housing goal

SP-G8 The development of new, and the preservation of existing, single-family detached housing affordable to low-income households.

housing policies

SP-P8 Encourage the maintenance of existing housing.

SP-P9 Work in partnership among various levels of government to address low-income housing needs that transcend jurisdictional boundaries.

capital facilities goal

SP-G9 Public facilities that reflect South Park's residential character and role as the service center for surrounding areas.

capital facilities policies

SP-P10 Continue seeking grass-roots involvement in identifying and siting desired capital projects and public facilities.

SP-P11 Continue to provide for the maintenance of public facilities within South Park.

utilities policies

SP-P12 Continue seeking grass-roots involvement in siting utility facilities for South Park.

SP-P13 Seek to provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrading activities, to minimize the cost and public inconvenience of road and right-of-way trenching activities.

SP-P14 Seek to coordinate utility capital expenditure planning with capital investment planning by County departments, where appropriate.

environment goal

SP-G10 A community where residents and businesses practice responsible stewardship of the environment.

environment policies

SP-P15 Seek to include quality environmental practices in the execution of public works in South Park.

SP-P16 Support the efforts of local organizations that are working to create a healthier environment.

economic development policy

SP-P17 Seek training opportunities for South Park residents which will help them to compete for meaningful and productive employment, earn a living wage and meet the needs of business.

cultural resources policy

SP-P18 Encourage public art within South Park.

neighborhood plans: South Park



B-30

University Community Urban Center

goals

- UC-G1 Stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.
- UC-G2 Vibrant commercial districts serving local needs and offering regional specialties. (See Map on Figure 1 for locations of principal commercial districts.)
- UC-G3 An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle and automobile, and minimizes negative impacts to the community.
- UC-G4 A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances home ownership opportunities with rental unit supply.
- UC-G5 A community with a wide range of neighborhood recreation facilities and open space and which meets the Comprehensive Plan's open space goals.
- UC-G6 A community that builds a unique physical identity on its historical and architectural resources, attractive streets, university campus, and special features.
- UC-G7 An urban center that is home to the University of Washington; the region's foremost educational institution which is expanding to meet new challenges while enhancing the surrounding community.
- UC-G8 A community in which public education resources are readily available.

UC-G9 A community that is regionally recognized for its arts and cultural activities and that uses cultural activities as a community building asset.

UC-G10 An integrated social service delivery network that serves the entire community.

UC-G11 A community where people are and feel safe.

UC-G12 A community where the historic resources, natural elements, and other elements that add to the community's sense of history and unique character are conserved.

policies

- UC-P1 In pursuit of Comprehensive Plan Policy H12, encourage ground-related housing types in portions of the northern tier, and Ravenna areas of the community.
- UC-P2 Encourage high-quality development, up to 65 feet, or about five stories, south of NE 43rd Street, and from just east of Brooklyn to the west, to enhance this residential area with excellent proximity to the University and to LRT stations.
- UC-P3 Encourage a vibrant mixed-use residential neighborhood in the University Gardens Core area (between NE 50th Street, Brooklyn Avenue NE, NE 43rd Street, and 9th Avenue NE.)
- UC-P4 These goals and policies of the UCUC Neighborhood Plan are not intended to change the policy basis for consideration of rezones proposed after adoption of these goals and policies.
- UC-P5 Strengthen pedestrian-oriented retail on University Way through physical improvements to the street and sidewalk and encouraging private property owners to improve their properties.

B-30

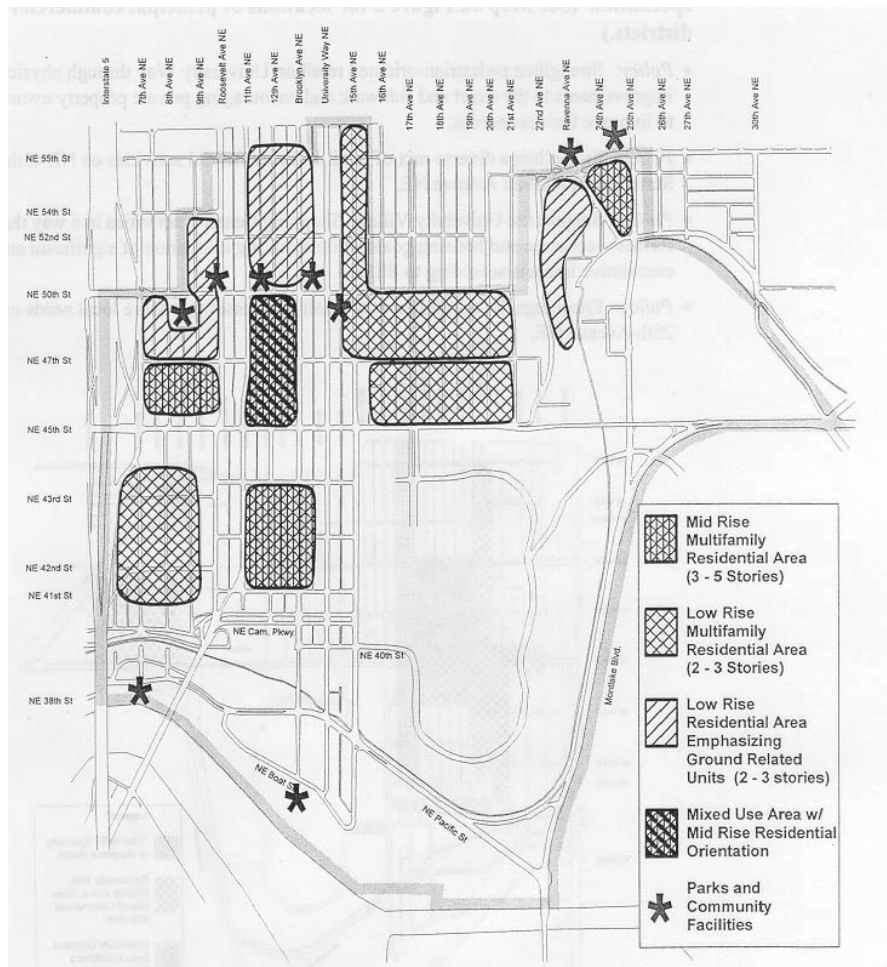


- UC-P6 Strengthen a diverse mix of retail and commercial activities on NE 45th Street and Roosevelt Avenue NE.
- UC-P7 Support the University Village Shopping Center's activities in a way that furthers economic and housing goals while requiring mitigation of significant and cumulative impacts according to SEPA.
- UC-P8 Encourage the development of retail businesses that serve local needs on 25th Avenue NE, and encourage the redevelopment of a diverse mix of housing and compatible retail, where appropriate, in adjacent areas.
- UC-P9 Involve the community and contiguous neighborhoods in the monitoring of traffic,

and the identification of actions needed to preserve the multi-modal capacity of the principal arterial streets, to accommodate projected growth and protect residential streets from the effects of through-traffic. Give priority to transit, bicycle and pedestrian modes for those networks identified in the Comprehensive Plan and where specific mode improvements are noted on the map in Figure 2.

- UC-P10 In pursuit of Comprehensive Plan Policies T42, T43, and T44, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in Figure 2.
- UC-P11 Take advantage of Sound Transit improvements to address local transportation needs and impacts and facilitate intermodal

Figure 1
Schematic Map of Residential Neighborhoods





UNIVERSITY COMMUNITY Urban Center





connections, such as bus and monorail, and surface traffic.

UC-P12 Work with King County Metro and Community Transit to create efficient bus circulation. Address bus layover impacts, bus routing, and transfer issues as well as street improvements to facilitate transit.

UC-P13 Explore local shuttle transportation options.

UC-P14 Carefully manage parking to provide needed accessibility while minimizing traffic and on-street parking impacts when considering on-street parking actions, off-street parking requirements for new development, and public parking develop-

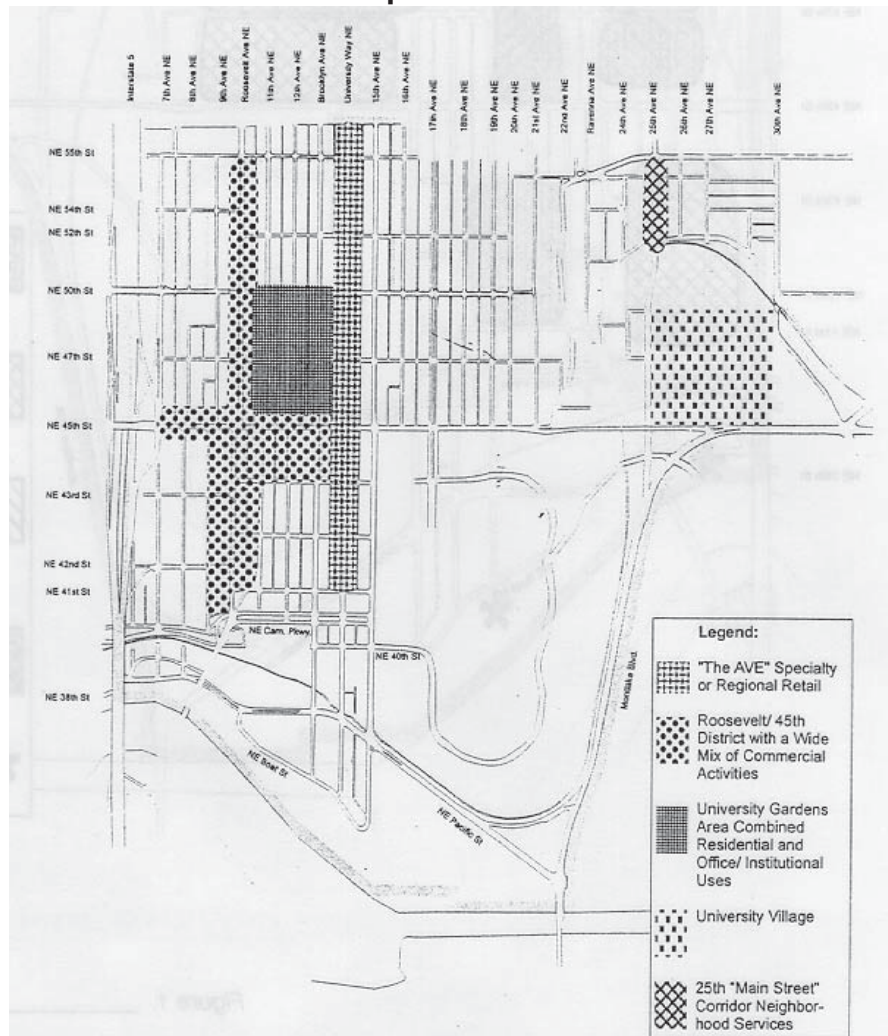
ment. Strongly discourage "park-and-ride" parking for commuters.

UC-P15 Employ a variety of housing types and development strategies to effectively provide for identified needs, including existing housing preservation, code enforcement, accessory units, new ground-related housing, and mixed-use mid-rise residential development.

UC-P16 Employ a variety of strategies to bring housing development to desired affordability levels, including development partnerships, zoning modifications, and subsidies.

UC-P17 In order to serve existing residents to the north and emerging residential neighbor-

Figure 2
Schematic Map of Commercial Areas





hoods, organize a services spine roughly along NE 50th Street. Include a wide variety of public, recreational, educational, community, and human services, plus churches, playfields, and other facilities. (See Figure 3.)

UC-P18 Employ a variety of strategies to increase open space, such as park acquisition through a major open space funding program, improvement of and better access to existing assets, and creation of small spaces with new development.

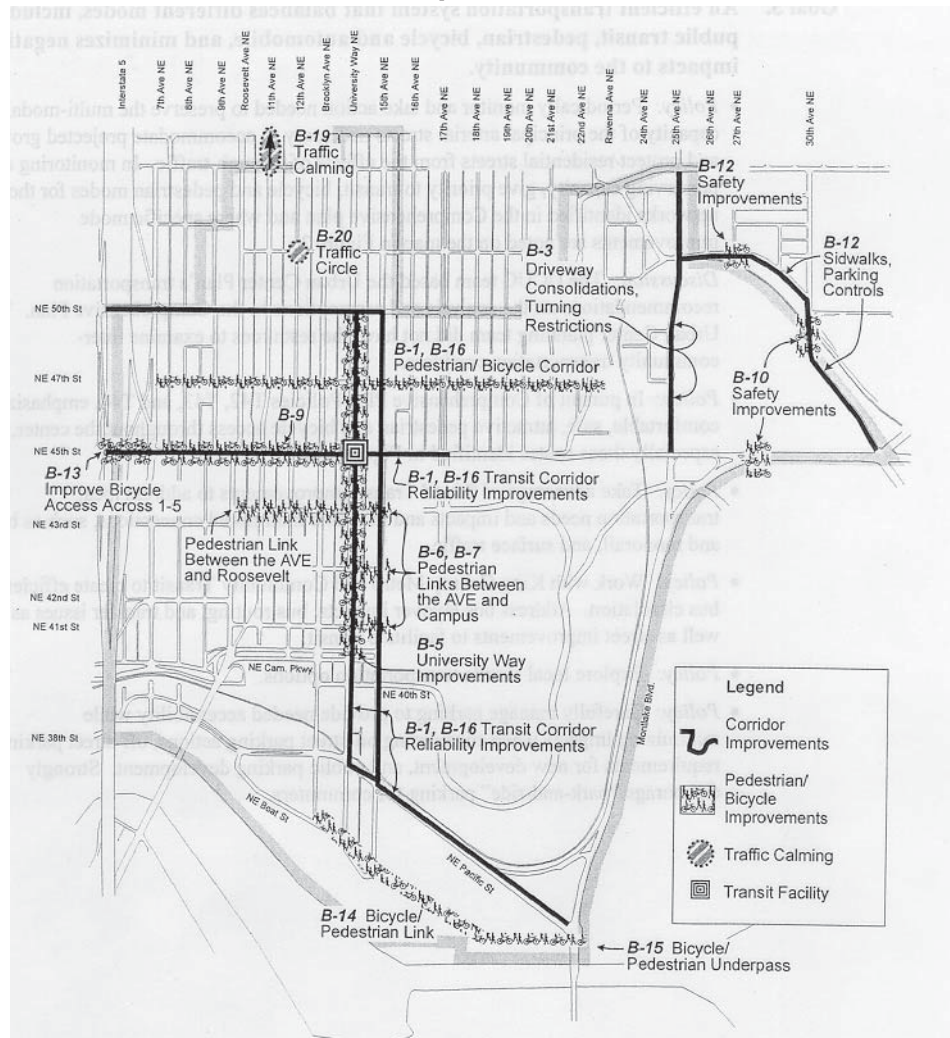
UC-P19 Encourage the establishment of a local open space fund that can be used to pur-

chase and improve small parcels when the opportunity arises.

UC-P20 Place highest emphasis on open space and recreation facilities projects that will benefit the greatest number of people in areas that are least well served.

UC-P21 In the Southwest Quadrant (the area generally south of NE 45th Street and west of Roosevelt Avenue NE), make convenient pedestrian connections to nearby parks and the waterfront and seek to develop a small shoreline park on the

Figure 3
Potential Transportation Activities





Lake Union shoreline at the south end of 7th Avenue NE.

UC-P22 In Lower Brooklyn (the area generally south of NE 43rd Street between Roosevelt Avenue NE and the UW campus), provide open space for the large population including residents, workers, and students and strengthen physical connections to the waterfront and campus. Encourage better physical integration between the campus and the community.

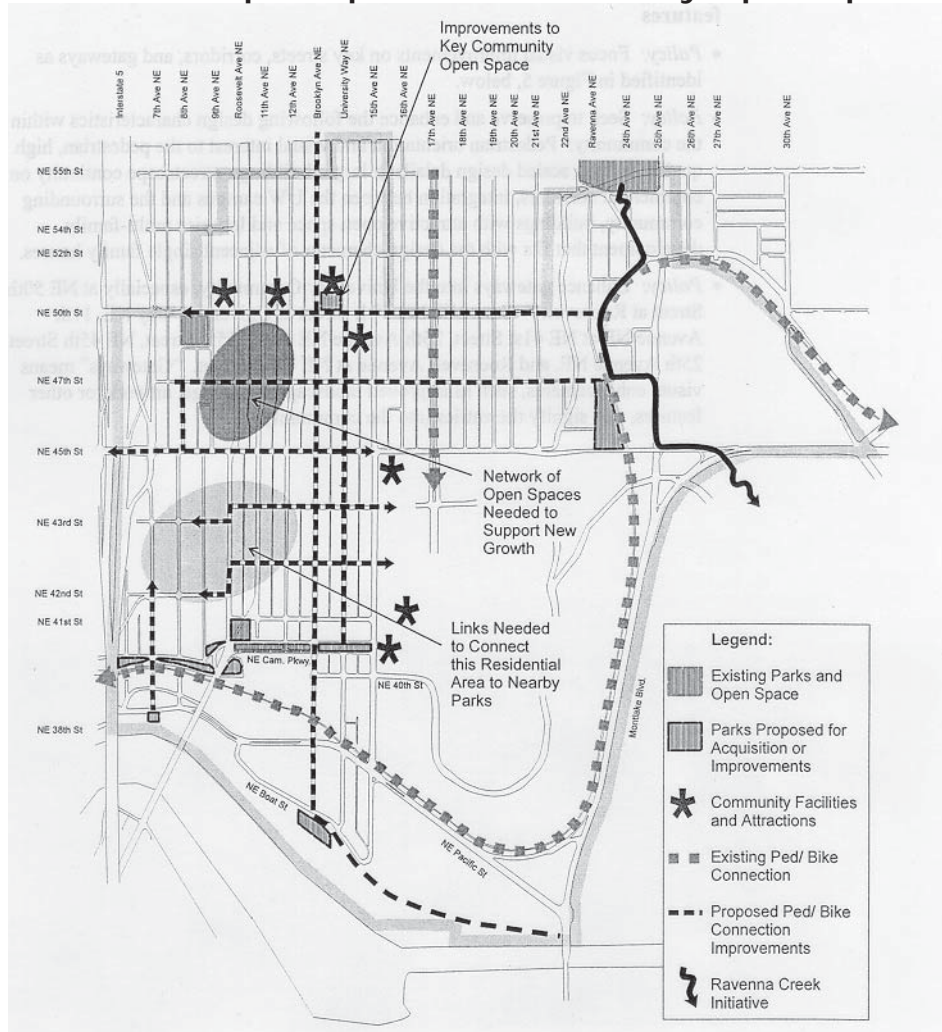
UC-P23 In the University Gardens Core (the area generally between NE 50th Street, Brooklyn Avenue NE, NE 43rd Street, and 9th Avenue NE), create a connected network of open

spaces integrated with development. Provide open space and recreation facilities for seniors.

UC-P24 In the Northern Tier (the low rise multi-family residential areas above NE 45th Street between 22nd Avenue NE and 15th Avenue NE and north of NE 50th Street and west of Brooklyn Avenue NE), seek to establish and enhance a central open space and community facility as part of the NE 50th Street Community Services Spine. (See policy UCUC 17 above).

UC-P25 In University Way-15th Avenue NE corridor between NE 55th Street and NE 41st Street, encourage the provision of more street-

Figure 4
Schematic Open Space & Community Open Space





neighborhood plans: University Community

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oriented public space through both public and private investment.

UC-P26 In the Ravenna Urban Village, seek to protect and enhance natural areas and features.

UC-P27 Focus visual improvements on key streets, corridors, and gateways as identified in Figure 4.

UC-P28 Seek to preserve and enhance the following design characteristics within the community: Pedestrian orientation and visual interest to the pedestrian, high quality, human-scaled design details in larger buildings, streetscape continuity on commercial corridors, integration between the UW campus and the surrounding community, buildings with attractive open space and low rise multi-family development that fits with the design character of adjacent single family houses.

UC-P29 Enhance gateways into the University Community, especially at NE 50th Street at Roosevelt Avenue NE, NE 50th Street at University Way NE, 11th Avenue NE at NE 41st Street, 25th Avenue NE at NE 55th Street, NE 45th Street at 25th Avenue NE, and Roosevelt Avenue at NE 42nd Street. "Gateways" means visual enhancements, such as improved landscaping, signage, artwork, or other features, that signify the entries into the community.

UC-P30 Accommodate new university growth in a way that benefits the surrounding community.

UC-P31 Work to connect and integrate the campus and the community visually and physically.

UC-P32 In pursuit of Comprehensive Plan Policy L130, ensure that the University Community plays an active role in the UW's Campus Master Plan on subjects of mutual interest.

UC-P33 Pursue opportunities to work with Seattle Public School District #1 in locating a public school in the community, capitalizing on the area's excellent accessibility and proximity to the University of Washington.

UC-P34 Work with Seattle Public School District #1 to ensure appropriate, equitable school resources are available in the community, including after-school activities and facilities.

UC-P35 Encourage the local coordination of arts and cultural activities, including museums, theaters, commercial activities, galleries, classes, performance halls, arts groups and informal performance groups, for the mutual enhancement of those efforts.

UC-P36 Provide the opportunity for local public involvement in City-sponsored art projects and the design of major public facilities.

UC-P37 Ensure that the full range of cultural activities and backgrounds is represented in publicly-funded arts.

UC-P38 Foster the coordinated efforts of local social service providers to identify and meet the specific service delivery needs in the urban center.

UC-P39 As called for in Comprehensive Plan Policies HD 44-53, encourage effective partnerships between service providers and integrate these efforts into other community improvement activities.

UC-P40 Place a high priority on controlling illegal activities on streets and in public spaces.

UC-P41 Encourage legitimate uses and a sense of ownership in parks and public spaces.

UC-P42 Support public safety through urban design.

UC-P43 Seek to conserve the special historic and cultural resources in the University



Community including significant structures on commercial corridors, registered landmarks, and significant public structures.

UC-P44 Identify and conserve areas of special design character, such as Greek Row and 17th Avenue NE boulevard.

capital facilities & utilities

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express vision of the University Community Urban Center.

B-31 Wallingford

urban villages goal

W-G1 A neighborhood with a vital commercial district serving the residential core.

urban villages policies

- W-P1 Protect the character and integrity of Wallingford's single family areas.
- W-P2 Discourage single purpose residential development in the key business district along 45th Avenue N and NE.
- W-P3 Allow for consideration of future downzones to encourage small lot or cottage development and affordable housing types or to respond to unanticipated development pressure.
- W-P4 Use Wallingford Neighborhood Design Guidelines for reviewing commercial and multi-family development to encourage design that is consistent with the neighborhood's character, while maintaining and promoting a vital business community.
- W-P5 Strive to create open space opportunities in underserved areas.

W-P6 Give significant attention to infrastructure within the urban village and for heavily used facilities serving the urban village.

W-P7 In as much as the Wallingford Residential Urban Village has substantially exceeded its household growth target, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Wallingford Residential Urban Village.

housing goal

W-G2 A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.

housing policies

- W-P8 Promote a high rate of homeownership within the Wallingford area.
- W-P9 Seek to make a wide variety of housing types available to meet the needs of diverse populations and families and explore options to provide affordable homes.
- W-P10 Encourage a wide range of public facilities and other amenities such as parks, open space, library and meeting rooms that encourage and promote neighborhood stability.
- W-P11 Encourage development of housing for a wide range of incomes.
- W-P12 Encourage retention of a wide range of age groups residing in Wallingford.
- W-P13 Allow development of home businesses that do not adversely affect the character of the residential community.
- W-P14 Encourage the development of Accessory Dwelling Units in the community as a housing affordability strategy.

neighborhood plans: Wallingford

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WALLINGFORD Residential Urban Village



 VILLAGE BOUNDARY
 EDGE OF PAVEMENT



<p>transportation goal</p>	<p>community building policies</p>	<p>neighborhood plans: Wallingford</p>
<p>W-G3 A neighborhood of pleasant and exciting streets that promote walking, transit use and interactions between neighbors.</p>	<p>W-P22 Encourage neighborhood based efforts to enhance a sense of community and individual empowerment and strengthen community organization.</p>	
<p>transportation policies</p> <p>W-P15 Strive to create an efficient street network for cars, trucks, pedestrians, buses and bicycles and to promote safety for all modes.</p> <p>W-P16 Strive to eliminate local safety hazards to pedestrians and traffic and to discourage cut-through traffic on residential streets.</p> <p>W-P17 Work to provide convenient access to, and network connectivity of, the transit system.</p> <p>W-P18 Seek to provide for commercial parking availability, and use of existing parking, and to eliminate spillover parking in residential areas.</p> <p>W-P19 Strive to create streets with sidewalks that are pleasant public places with safe and convenient street crossings and a balanced interaction between pedestrian, bicycle, car, bus and truck traffic.</p>	<p>W-P23 Work to provide excellent city-neighborhood collaboration and communication.</p> <p>W-P24 Promote volunteerism to help make best use of our most valuable resource — our knowledgeable and caring community members.</p>	
<p>business health goal</p>	<p>human services policies</p>	<p>neighborhood plans: Wallingford</p>
<p>W-G4 A neighborhood that maintains and promotes a vital business community.</p>	<p>W-P25 Encourage human services in Wallingford that are closely attuned to the neighborhood's internal needs yet recognize the needs of the larger community.</p>	
<p>business health policies</p> <p>W-P20 Encourage efficient utilization of existing parking opportunities along the business corridor.</p> <p>W-P21 Strive to maintain, promote and beautify a vital business community which is clean, safe and accessible.</p>	<p>W-P26 Encourage early communication and notification and meaningful participation by Wallingford residents in the siting of human service facilities.</p>	
<p>community building goal</p>	<p>special opportunities goal</p>	
<p>W-G5 A neighborhood that feels like "a small town in the big city."</p>	<p>W-G6 A neighborhood with public facilities that are assets to both the neighborhood and the service providers.</p>	<p>B-31</p>
	<p>special opportunities policies</p>	<p>January 2005 (2012) (2013)</p>
	<p>W-P27 Strive to involve and consider the Wallingford community in planning for the use of all public facilities in Wallingford.</p> <p>W-P28 Encourage agencies responsible for public facilities to maintain and rehabilitate existing public facilities as necessary to make them assets to the neighborhood and to preserve their historic value.</p> <p>W-P29 Consider acquisition of facilities owned by other public agencies, such as the Seattle School District, as they become available based on viability for long-term use.</p>	



South Wallingford goal

W-G7 A neighborhood south of N/NE 40th St. that reflects the residents' desire for a pedestrian-friendly neighborhood, with strong connections to the Wallingford Urban Village and to public spaces along the shoreline, while maintaining the viability of the existing marine-industrial and commercial activities.

South Wallingford policies

W-P30 Maintain the shoreline's marine industrial zoning in order to preserve the water-dependent use and the working waterfront character of the Wallingford shoreline.

W-P31 Provide opportunities for small, pedestrian-oriented businesses in South Wallingford while preserving the economic vitality of existing businesses and opportunities for their reasonable redevelopment.

W-P32 Pursue opportunities to provide public access between the residential community and the shoreline area.

W-P33 Strive to preserve existing views of Lake Union and Downtown Seattle from viewpoints and parks.

W-P34 Control impacts of regional traffic on South Wallingford's residential, commercial and recreational areas.

W-P35 Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

B-32 West Seattle Junction

community character goal

WSJ-G1 A small town community with its own distinct identity comprised of a strong single-family residential community and a vibrant mixed use business district serving the surrounding residential core.

community character policies

WSJ-P1 Seek to maintain and enhance a compact mixed-use commercial core, with small town character, located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street, by encouraging improved traffic flow, pedestrian safety and amenities, and architectural image.

WSJ-P2 Target city investments into areas where growth is expected to occur, especially within the village "core" located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street.

economic development within the commercial core goal

WSJ-G2 A vibrant center of shopping, dining, and cultural opportunities that supports both daytime and nighttime activity.

economic development within the commercial core policies

WSJ-P3 Encourage attractive, higher density mixed-use development within the commercial core at a height compatible with the neighborhood's small-town scale.

WSJ-P4 Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.



WSJ-P5 Seek to reinforce pedestrian orientation, enhance the architectural character of the area, and promote interaction between the community, property owners, and developers to encourage new buildings that contribute to and enhance the Junction's character.

WSJ-P6 Encourage a human scale design of buildings and public spaces to be accessible to pedestrians, safe, well lit, and clean.

WSJ-P7 Encourage efforts to maintain and preserve local "landmark" buildings within the business district.

Fauntleroy gateway into the junction goal

WSJ-G3 A community gateway near Fauntleroy Way and Oregon Street that reflects the character of the rest of the neighborhood, presents a positive image, and provides a safe and pleasant pedestrian environment, efficient traffic flow and a pleasant and positive aesthetic appearance.

Fauntleroy gateway into the junction policies

WSJ-P8 Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.

WSJ-P9 Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35th Ave SW to California Ave SW.

transportation goal

WSJ-G4 A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.

transportation policies

WSJ-P10 Enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood, with particular attention to the Junction commercial core, the Fauntleroy Way Corridor, the California Avenue SW Corridor, and the 35th Avenue SW Corridor.

WSJ-P11 Encourage pedestrian and bicycle linkages among the three West Seattle Junctions (Admiral, West Seattle, and Morgan) and to and form other Seattle neighborhoods via the Spokane Street corridor.

WSJ-P12 Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.

housing & land use goal

WSJ-G5 A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.

housing & land use policies

WSJ-P13 Maintain the character and integrity of the existing single-family areas.

WSJ-P14 Encourage programs that help low- and fixed-income people, especially seniors, retain ownership of their homes.

WSJ-P15 Encourage opportunities to provide affordable market-rate housing in the neighborhood for Junction workers.

parks & open space goals

WSJ-G6 A desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.

WSJ-G7 A neighborhood with a cohesive identity and aesthetics, which respects the urban forest and native habitat.



parks & open space policies

- WSJ-P16** Encourage the provision of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- WSJ-P17** Seek opportunities to reclaim unneeded portions of street right-of-way to develop open space and trails where appropriate and explore opportunities to support the "Open Space Lattice" concept.
- WSJ-P18** Explore opportunities within the business district to create community gathering places.
- WSJ-P19** Promote greening and beautification of the neighborhood through local citizen participation.
- WSJ-P20** Enhance the urban forest within existing parks and open space areas.
- WSJ-P21** Support the maintenance and restoration of native habitat and species in existing parks, open spaces, and street right-of-ways.

cultural arts goal

- WSJ-G8** A neighborhood community with a distinctive flavor in arts and culture, yet integrated into the overall arts and cultural community in West Seattle.

cultural arts policies

- WSJ-P22** Support the provision of public art throughout the Junction.
- WSJ-P23** Strive to integrate art into the business district and at new open space sites.
- WSJ-P24** Encourage multi-cultural outreach for and participation the arts throughout West Seattle.

human development & public safety goal

- WSJ-G9** A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing population.

human development & public safety policies

- WSJ-P25** Encourage human services providers to work closely with neighborhood organizations in developing programs that benefit clients and the larger community.
- WSJ-P26** Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.
- WSJ-P27** Promote the use of good environmental design to improve the safety of new open space sites, pedestrian trails and new development.

capital facilities goal

- WSJ-G10A** neighborhood with public facilities that are assets to both the neighborhood and the service providers.

capital facilities policies

- WSJ-P28** Seek to involve the Junction community in planning efforts for the use of the public facilities in the Planning Area.
- WSJ-P29** Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- WSJ-P30** Encourage the retention and re-use of public facilities within the Junction neighborhood that would serve long-term goals and needs of the community.

neighborhood plans: West Seattle Junction

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B-33 Westwood/Highland Park

community character goal

W/HP-G1 A diverse community with two distinct areas, Westwood and Highland Park, comprised of a mix of single and multi-family residential areas, significant public facilities, regional and local commercial businesses, and natural resource opportunities that together offer a variety of choices for its residents.

community character policies

W/HP-P1 Encourage and strengthen a community-wide network of safe and convenient connections that unite Westwood and Highland Park and link major open spaces, transit facilities, commercial areas, schools, and other community facilities.

W/HP-P2 Seek to reclaim and enhance a major natural resource, Longfellow Creek, as a central linkage promoting recreational, environmental, and historical themes.

W/HP-P3 Strive to preserve existing single-family areas and increase the attractiveness of multi-family residential areas that offer a range of attractive and safe housing choices affordable to a broad spectrum of the entire community.

W/HP-P4 Promote a system-wide and comprehensive transportation approach for West Seattle that strongly encourages safe, convenient, and efficient local improvements that serve the community.

W/HP-P5 Seek to strengthen the neighborhood's economic core, Westwood Town Center (a regional and local retail/service center) and the 16th Avenue Business District.

W/HP-P6 Encourage a civic center and recreational complex anchor that serves the entire community for the Denny/Sealth Recreation Area.

economic development goal

W/HP-G2 A vibrant center of shopping that serves and attracts local residents within both communities.

economic development policies

W/HP-P7 Seek to revitalize the Triangle Commercial Core (16th Avenue SW Business District and Westwood Town Center) through pedestrian amenities, parking management, transit enhancements to create an anchor business district that attracts and serves local residents.

W/HP-P8 Encourage programs that promote the local business community through collaborative marketing activities and neighborhood celebration events.

urban design & community anchors goal

W/HP-G3 A community that reflects the unique local character of the Westwood and Highland Park neighborhoods, with community anchors, a safe and pleasant pedestrian environment, and a positive aesthetic appearance.

urban design & community anchors policies

W/HP-P9 Encourage physical gateway improvements at key entry points and within the business districts that identify Seattle's Westwood and Highland Park neighborhoods.

W/HP-P10 Seek to create a sense of place along major streets that visually and functionally promotes the rights of pedestrians through decorative crosswalks, pavings, and landscaping at key intersections.

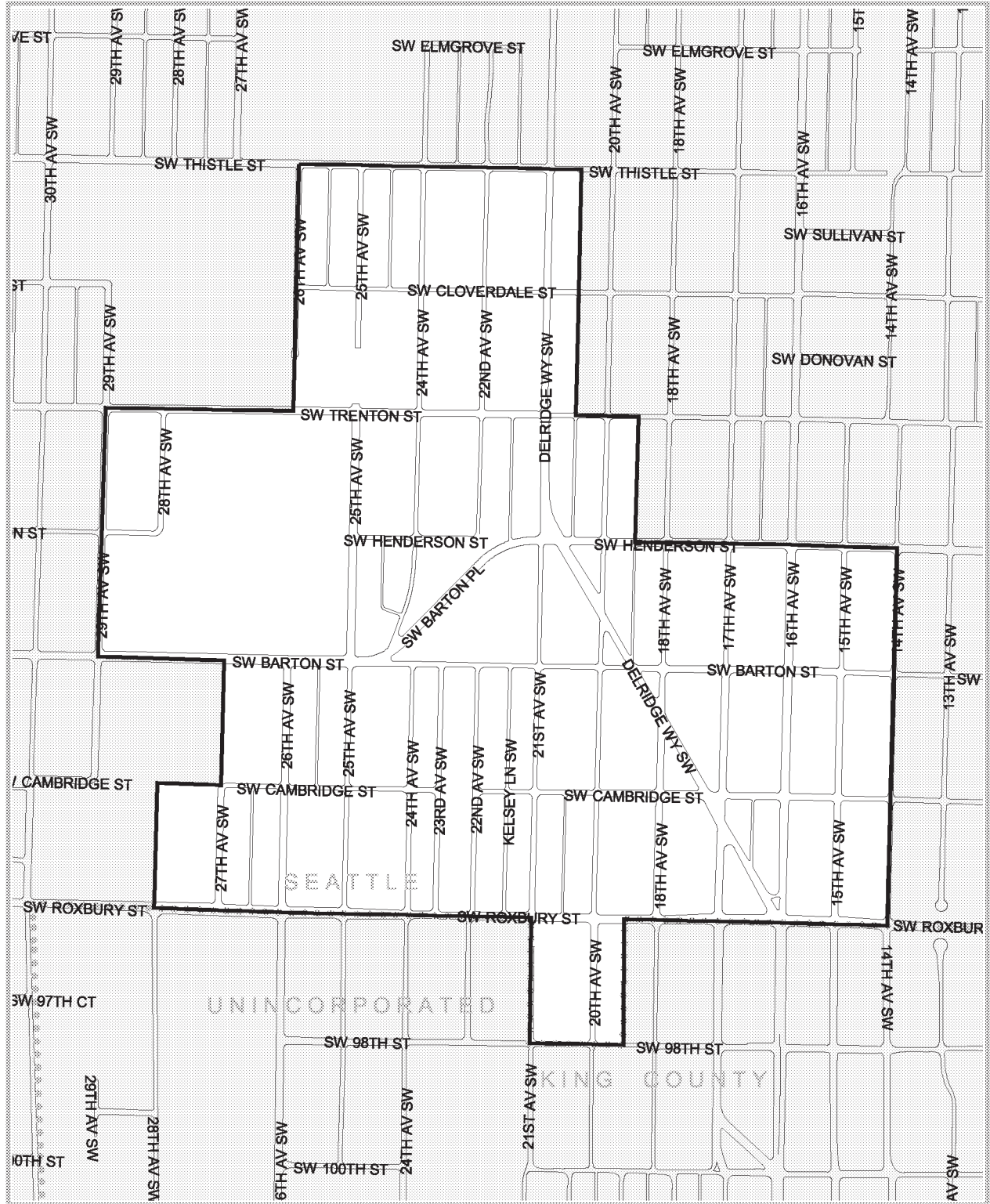
neighborhood plans: Westwood

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WESTWOOD-HIGHLAND PARK Residential Urban Village



0 500 1000 Feet

— VILLAGE BOUNDARY
--- EDGE OF PAVEMENT



neighborhood plans: Westwood

W/HP-P11 Promote a sense of community identity and pride through the use of public artwork, sculptures, and streetscape improvements along major arterials.

transportation & pedestrian systems goal

W/HP-G4 A neighborhood that facilitates movement of people and goods with a particular emphasis on increasing pedestrian safety and access, supporting the economic centers, and encouraging a full range of convenient transportation choices to residents.

transportation & pedestrian systems policies

W/HP-P12 Seek to enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood.

W/HP-P13 Encourage the coordination of transportation capital improvements across all of West Seattle.

W/HP-P14 Seek to improve arterial streets that promote pedestrian safety and mobility throughout the neighborhood.

W/HP-P15 Promote the safe and convenient operation of the Delridge Way SW corridor by seeking to improve traffic flow, intersection operation, transit accessibility, and pedestrian and bicycle facilities.

W/HP-P16 Seek to establish excellent east/west pedestrian linkages with pedestrian improvements along SW Trenton Street and SW Thistle Street.

W/HP-P17 Seek excellent internal east-west transit linkages within the neighborhood.

housing goal

W/HP-G5 A community with both single-family and multi-family residential areas and the amenities to support the diverse population.

housing policies

W/HP-P18 Seek to maintain the character and integrity of the existing single family areas.

W/HP-P19 Encourage new housing development that serves a range of income-levels.

W/HP-P20 Promote the attractiveness of higher density residential areas through the enhancement of basic infrastructure and amenities.

W/HP-P21 Encourage quality design in townhouses, cottage houses, and accessory dwelling units.

W/HP-P22 Promote mixed-use projects featuring quality housing opportunities within the Triangle Commercial Core.

W/HP-P23 Seek to ensure safe and well-maintained housing.

W/HP-P24 Support the Seattle Housing Authority and other non-profits in the development of high quality housing that serves the low-income.

W/HP-P25 Encourage new residential development through zoning tools such as Residential Small Lot Development, and incentives in multi-family zones and commercial zones.

parks & open space goal

W/HP-G6 A community with accessible and functional parks, open space, recreational facilities, and natural systems that are connected to serve Westwood and Highland Park's diverse population.

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parks & open space policies

W/HP-P26 Strive to reclaim and enhance the Longfellow Creek corridor by creating a comprehensive trail system that enhances public access and links the neighborhoods to the existing parks and other trail systems and other community attractions.

W/HP-P27 Encourage direct public access through observation points to Longfellow Creek and its environs that features the importance of natural systems and the neighborhood's geological history.

W/HP-P28 Seek to coordinate the Longfellow Creek Legacy Trail Project with the Delridge neighborhood's creek trail system to help achieve a coordinated community trail system.

W/HP-P29 Seek to acquire property for small parks and open space to serve the community.

W/HP-P30 Support community-wide recreational opportunities for the Denny/Sealth Recreation Area.

human development & public safety goal

W/HP-G7 A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing and diverse population.

human development & public safety policies

W/HP-P31 Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.

W/HP-P32 Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of parks, open spaces, pedestrian/bike trails, and traffic improvements.



Human Development Element

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Human Development Element

Vision Statement

The City of Seattle invests in people so that all families and individuals can meet their basic needs, share in our economic prosperity, and participate in building a safe, healthy, educated, just and caring community.

A

Building Supportive Relationships within Families, Neighborhoods & Communities

goals

- HDG1** Make Seattle a place where people are involved in community and neighborhood life; where they help each other and contribute to the vitality of the city.
- HDG2** Create a caring community that nurtures and supports children and families.

discussion

Healthy, sustainable and safe communities do not just happen — they are the product of people working together and investing time, energy and commitment. Children and youth are critical to the future of the City and region. The entire community should share in supporting their growth and development. City government has an important role to play, but institutions alone cannot create or sustain community. By their involvement in civic and neighborhood activities, people see the impact of their own actions, recognize the difference they make, and can become acquainted with the people around them. This reinforces the understanding that personal responsibility is crucial to the development of a vibrant, growing community. Government can support efforts by encouraging participation from all sectors of the community.

policies

- HD1** Work toward achieving a sense of belonging among all Seattle residents.
 - a. Promote opportunities that bring people together to help them build connections to each other, their peers, their neighbors and the greater community.
 - b. Enhance opportunities for intergenerational activities.
 - c. Strive to reach people in new ways to encourage broad participation in neighborhood and community activities and events.
- HD2** Promote volunteerism and community service.
 - a. Enhance people's access to information about opportunities to contribute their time, energy or resources.
 - b. Encourage young people of all ages to be involved in creating and participating in community service projects.
- HD3** Strengthen efforts to involve people in the planning and decision-making that affect their lives.
- HD4** Encourage other governments, schools, institutions and community based organizations to provide opportunities for people's participation in discussions that shape decisions about their neighborhoods and communities.

human development element

A

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human development element

- HD5 Encourage people to take responsibility for their lives and to nurture their families, children and circle of friends.
- HD6 Encourage people to be informed and involved, so they can make educated choices about their lives and assist in finding community solutions to issues and problems and responses to opportunities.
- HD7 Promote the investment by adults in the healthy development of the community's children and youth.
- HD8 Emphasize prevention and early intervention to reduce risks and strengthen resiliency of children and youth.
- HD9 Enhance opportunities that help children and youth gain skills and self-esteem, and foster a sense of hope and optimism about the future.
- HD10 Reinforce efforts that strengthen the ability of children, youth and families to help themselves and each other. Promote activities that help teach children and youth to act responsibly, and acknowledge young people's accomplishments.

B Food to Eat & a Roof Overhead

B

goal

- HDG3 Strive to alleviate the impacts of poverty, low income and conditions that make people, especially children and older adults, vulnerable.
- HDG3.5 Strive to provide access to healthy, affordable food to all households in the city.

discussion

Seattle's economic future and quality of life depend on the development of its people. There are people,

especially frail elders, individuals and families, who lack food or shelter, who are vulnerable, or face barriers to functioning independently. The community should help them flourish and participate fully in the life of the city. The City recognizes its role in making Seattle the kind of place people of all ages want to live and raise their families, and those who are most vulnerable will have access to assistance they need. The safety of such vulnerable populations may also need special attention before and after an emergency or disaster. Certain policies pertaining to low income and special needs housing and emergency shelters may be found in the Housing Element.

policies

- HD11 Encourage coordinated service delivery for food, housing, health care, and other basic necessities of life to promote long-term self-reliance for vulnerable populations.
- HD11.1 Guide the operation of safe and healthy transitional encampments to allow temporary shelter for those who are homeless.
- HD11.5 Coordinate service delivery plans for vulnerable populations in the event of an emergency or disaster.
- HD12 Strive to assist and enhance efforts that help older people meet their basic needs, maintain their independence as long as possible, and remain in their neighborhoods of choice.
- HD13 Encourage public and private efforts that support food banks and nutrition programs, especially to meet the nutritional needs of infants, children and the elderly, and other vulnerable populations.
- HD13.5 Seek to expand access to healthy food by encouraging better distribution and marketing of healthy options in a greater diversity of places and by addressing nutrition standards in City purchasing programs.



- HD13.6 Encourage local food production, processing, and distribution through the support of home and community gardens, farmers markets, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.
- HD13.7 Consider using City land, including parks and surplus property, to expand our capacity to grow, process, distribute, and access local foods.

C The Education & Job Skills to Lead an Independent Life

goals

- HDG4 Promote an excellent education system and opportunities for life-long learning for all Seattle residents.
- HDG4.5 Strengthen educational opportunities for all Seattle students.
- HDG5 Promote development of literacy and employability among Seattle residents.

discussion

The City of Seattle recognizes the importance of a well educated population and young people with the skills to pursue opportunities and careers of their choice. The City recognizes the need to work with other public agencies, nonprofit agencies, community groups and the business community to make quality education and opportunities for learning and training available to children, youth and adults. Certain policies pertaining to employment and training may be found in Section A. Labor Force Education, Development and Training in the Economic Development Element.

policies

- HD14 Encourage parent, volunteer, business and community support for education and their involvement in schools.
- HD15 Strive to support families so their children can be ready to learn as they enter school. Help coordinate service delivery to families and their children through school-linked programs and support services.
- HD16 Work with the Seattle Public Schools to create safe learning environments in and after school that promote academic and personal achievement for all children. Recognize that community-based learning through service projects has value both to the student and the community.
- HD17 Work with schools, libraries, community centers, agencies and organizations to link services into a seamless system that helps students stay in school, including co-location and joint use of facilities to make a broader variety of services available to students.
- HD18 Enhance opportunities for increased access to literacy development and English-as a Second Language (ESL) resources.
- HD19 Work with community colleges, universities and other institutions of higher learning to promote life-long learning opportunities for community members and encourage the broadest possible use of libraries, community centers, schools, and other existing facilities throughout the city, focusing on development of these resources in urban villages areas.

human development element





HD20 Work with schools and other educational institutions, community-based organizations, businesses and other governments to develop strong linkages between education and training programs and employability development resources.

D Effective Disease Prevention, Access to Health Care, Physical & Mental Fitness for Everyone

goal

HDG6 Create a healthy environment where all community members, including those currently struggling with homelessness, mental illness and chemical dependence, are able to aspire to and achieve a healthy life, are well nourished, and have access to affordable health care.

discussion

Health is a major determinant of quality of life and the ability to participate fully in the community. The City recognizes the importance of health care for all of Seattle's residents, particularly the poor and uninsured. Local efforts should help people who experience greater health risks and adverse conditions and should focus on primary prevention through effective policies. The City encourages the King County Board of Health to create and support policies with measurable outcomes based on the most current science, best practices and promising approaches to preventing acute and chronic disease. The City will regularly evaluate the effectiveness of Board of Health policy implementation based on indicators of the number of healthy years lived by people in Seattle. Certain policies pertaining to recreation may be found in Section E. Open Space Network of the Land Use Element; and policies pertaining to the environment may be found in the Land Use, Transportation and Capital Facilities Elements.

policies

- HD21** Encourage Seattle residents to adopt healthy and active lifestyles to improve their general health and well-being to increase their number of healthy years lived. Provide opportunities for people to participate in fitness and recreational activities and to enjoy available open space.
- HD22** Work toward the reduction of health risks and behaviors leading to chronic and infectious diseases and infant mortality, with particular emphasis on populations disproportionately affected by these conditions.
- HD22.5** Collaborate with community organizations and health providers to advocate at the State level for expanded access to health insurance and to expanded coverage for preventive care and long-term health.
- HD23** Work to reduce environmental threats and hazards to health in the workplace, at home and at play.
- Make use of the City's building and fire codes, food licensing and permit processes, and hazardous materials and smoking regulations for fire and life safety protection.
 - Collaborate through joint efforts among City agencies, such as fire, police, and construction and land use to address health and safety issues in a more efficient manner.
 - Prepare land use plans in ways that support development and design that promote physical activities, use safe materials, and protect water and air quality.



- HD24** Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, and addiction services.

 - a. Collaborate with community organizations and health providers to advocate for quality health care and broader accessibility to services.
 - b. Pursue co-location of programs and services, particularly in under-served areas and in urban village areas.
- HD24.5** Support increased access to preventive interventions at agencies that serve the homeless, mentally ill and chemically dependent populations. Pursue co-location of health services at these and other agencies serving those disproportionately affected by disease.
- HD25** Work with other jurisdictions, institutions, health care providers and community organizations to develop a strong continuum of community-based long-term care services.

E A Safe Haven from All Forms of Violence & Abuse

goals

- HDG7** Strive to reduce violence and fear of crime.
- HDG8** Help individuals, families, neighborhoods, and communities participate in addressing their safety concerns.
- HDG8.1** Promote the health and well-being of all women, children and families in Seattle by moving toward the elimination of unintended pregnancy.

HDG8.2 Achieve an increased sense of security and a decrease in the per capita incidence of crimes, as indicated by decreased homicides, aggravated assaults, residential burglaries, and auto theft; increased perception of police presence; and decreased perception of crime.

discussion

Public safety is an individual, family, and social responsibility — not just a job for the City and Seattle Police Department. It is more than enacting and enforcing laws. It goes beyond preventing crime. It includes human service efforts that prevent problems before they begin, and intervene early before problems become serious. The City recognizes that building safer communities requires the commitment of all of Seattle's residents, youth and adults alike. City government can act as a catalyst in this effort. It can help build partnerships and make connections between the individuals, agencies and other groups that work to address persistent community and neighborhood problems.

policies

- HD26** Encourage efforts that enhance strong family relationships and healthy child development and work in partnership with the state, King County and community agencies to prevent violence and injury, in areas such as child abuse, sexual assault, domestic violence, firearms injury, and violence associated with substance abuse.
- HD27** Encourage a policing strategy that works in partnership with the community to reduce crime through prevention, education and enforcement, and encourages communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.

human development element

E



human development element

F

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HD27.1 Promote the availability of comprehensive family planning services for all Seattle residents, regardless of income, age or background.

HD28 Strive to provide competent, professional and efficient City criminal justice services, including law enforcement, prosecution and adjudication. Seek to: find and hold accountable those who commit crimes; reduce recidivism; and achieve a fair and just system.

HD28.1 Encourage community support for family planning efforts such as making available age-appropriate comprehensive sexuality education and increasing awareness of the community impact associated with unintended pregnancy.

HD29 Work with neighborhood groups, community agencies and other levels of government to educate people about crime prevention, firearm safety, and organized neighborhood safety activities. Use the joint efforts of City agencies, such as fire, police and construction and land use, and community organizations to identify and address safety concerns.

HD30 Make public safety a consideration in design and management of public spaces to prevent crime and fear in public facilities and gathering places, streets and parking and shopping areas.

HD31 Enhance efforts that support informal monitoring, foster legitimate activities, and give people a sense of ownership and control over their neighborhood.

HD31.1 Work with the state, King County and community organizations to maintain and promote effective, state-of-the-art family planning strategies and programs.

HD32 Strengthen the linkage between public safety and human services to encourage lawful behavior, reduce vulnerabilities of street populations, and address family violence and sexual assault.

HD33 Strive to prevent youth crime and reduce youth violence and gang activity.

- a. Promote efforts that increase youths' attachment to the community, involvement in legitimate activities, commitment to and success in education and employment, and participation in the community.
- b. Support activities that are wholesome alternatives to crime and violence.
- c. Involve young people in discussions about community crime and prevention.
- d. Work with the Seattle School District to make schools safe for all youth.

HD34 Work with the state and King County to focus criminal justice efforts on preventing the most seriously threatening and predatory crimes and violent drug-related crimes.

HD35 Work with the state, King County and community organizations to connect local detention facilities with the health and human services systems.



HD36 Recognize the interdependence among the courts, jails, prosecutors and police and encourage better coordination of resources. Promote sharing of information for greater efficiency in the criminal justice system.

HD36.1 Periodically report on crime statistics and the public perception of safety to guide future decisions about programs and resource allocation that can help control crime and make Seattle residents feel safer in the city.

HD37 Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.

F **A Multi-Cultural City with Freedom from Discrimination**

goals

HDG9 Promote respect and appreciation for diversity, including economic, racial, cultural and individual differences.

HDG10 Provide equal opportunity and fair access to services.

discussion

Seattle benefits from a diverse citizenry. We can capitalize on the varied heritage, talents and perspectives of our members to build a stronger community. The City recognizes that every human being should have the opportunity to succeed, to contribute and to be treated with dignity.

policies

HD38 Encourage community efforts that work toward achieving a diversity of ages, incomes, household types and sizes, and cultural backgrounds throughout the city and region.

HD39 In addition to upholding federal, state and local laws against discrimination and bias crimes, work to promote human rights and mutual respect and to end intolerance and divisiveness. Reach out and bring people together in ways that build bridges between individuals and between groups.

HD40 Celebrate diversity through community activities and events that recognize different groups. Bring people together to experience and learn about ethnic and cultural traditions. Involve children, youth and adults of all ages in intergenerational activities to lend support to and learn from each other.

HD41 Work to improve access to City and community services and to remove obstacles that keep people from receiving the services they need.

a. Improve facility and program accessibility through implementation of the Americans with Disabilities Act.

b. Enhance opportunities for people with low incomes, disabilities, limited English-speaking ability, and other barriers to service to participate fully in community life and to access assistance.

HD42 Promote culturally responsive and relevant service delivery. Strive to ensure that City-funded agencies and services provide appropriate service.

human development element

F

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HD43 Provide opportunities for diverse representation of people and interests on City of Seattle boards, commissions, advisory committees, and in the neighborhood planning implementation.

G**Coordination & Joint Planning of Services****goal**

HDG11 Develop a more flexible, comprehensive, coordinated and efficient system of services that addresses whole needs of people, families and communities.

discussion

Through the use of its limited resources, the City has an important role to play in building efficient human service and public safety systems with easy access for people. The City of Seattle contracts with community based organizations and invests in them to help build capacity with the goal of assisting them in delivering the highest quality services possible to community residents.

Access, linkages, and quality assurance help make services work better for individuals, families and neighborhoods. Neighborhood-based service delivery helps integrate people into their communities. Co-location of services and other collaborative efforts can improve access. Specialized services may not be provided in a given neighborhood, so good information on service locations throughout the community and transportation are important. Certain policies pertaining to transportation may be found in Section G. Transit and Public Transportation of the Transportation Element.

policies

- HD44** Encourage cooperative planning, decision-making and funding for health and human service delivery throughout the region. Join with other public and private institutions in the region to strive for a stable and adequate funding base for services that support safe and healthy communities.
- HD45** Promote effective, efficient community-based and community-delivered services using a combination of public, private, community and personal resources.
- HD46** Strive to provide better and more coordinated information to people about the availability of services in the community and make use of available and new technologies to improve access to services and information.
- HD47** Encourage customer-focused services with feedback from those who use them and involvement of consumers in identifying needs and planning for service delivery.
- HD48** Encourage connections between services that coordinate, link and integrate public, private and community-based services. Facilitate collaboration of programs through the use of City funding.
- HD49** Encourage consideration of issues like transportation and the need for dependent care in planning for health, human services, employment and recreation programs.
- HD50** Encourage neighborhood organizations to address a broad range of human issues in a context of both neighborhood strengths and needs to identify solutions to service concerns and find ways to make service delivery more accessible and user-friendly.



HD51 Work to ensure equitable sharing and siting of facilities in ways that promote access and efficient use of community resources.

- a. Use siting policies and good neighbor guidelines to strive for distribution of services that considers the needs of consumers and the community and focuses growth in urban village areas.
- b. Encourage use of existing facilities and co-location of services, including joint use of schools and City and community facilities, to make services more available in urban village areas.

HD52 Collaborate with community organizations and other jurisdictions to advocate for strong health, human service and public safety systems, including services for which the City does not carry primary responsibility, such as mental health and substance abuse.

HD53 Seek effective ways to measure program performance and results, balancing accountability and efficiency with the need to encourage service innovation.

HD54 Consider the special needs of teens and young adults in planning and designing community facilities and programs; increase awareness of programs and activities available to teens and young adults, and directly seek information from this group on how programs and activities can be improved to better meet their needs.

HD55 Together with community partners, the City will establish and monitor key indicators of overall social and health conditions.





Cultural Resource Element

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Cultural Resource Element

A Community

discussion

Seattle is a city of communities. Some communities are defined as an identifiable place (neighborhoods) with particular physical conditions, tradition or history. Other communities are not geographically based, but rather are defined by people sharing a common identity, heritage or experience. Within a community, people learn about themselves and customs, and traditions are kept alive.

Communities provide a place for people to meet and share experiences. By exploring the culture, heritage and customs of other communities, people learn how they fit into the larger Seattle community and beyond. Celebrating the diversity of our communities encourages civil behavior among citizens. By teaching tolerance, fueling natural inquisitiveness, and expanding understanding, cultural resources contribute to conditions that make it possible for people from different backgrounds to live together with mutual respect.

celebrating diversity & strengthening a sense of belonging goals

- CRG1** A city that welcomes diversity; works to raise awareness and understanding of the city and its peoples; and nurtures the ethnic and cultural traditions of its diverse citizenry.
- CRG2** A city where the sense of community is strong, opportunities for people to interact with each other are many, and conditions that contribute to isolation and segregation are discouraged.

celebrating diversity & strengthening a sense of belonging policies

- CR1** Encourage and support communities in celebrating, preserving, and transmitting their traditions through cultural and heritage activities, the arts, education, publishing and reading, and public events.
- CR2** Involve neighborhoods in public projects, including publicly-sponsored art and cultural events, so that the projects reflect the values of, and have relevance and meaning to, the neighborhoods in which they are located. Encourage projects that are challenging and thought provoking, as well as beautiful, fun and entertaining.
- CR3** Use cultural resources to promote cross-cultural awareness and depict differing points of view in order to foster open and intentional exploration of the issues and conditions that tend to divide communities, so that actions can be taken to confront and overcome these conditions.

fostering a sense of place goals

- CRG3** A city that values, maintains and enhances the resources that establish the public realm, including schools, libraries, museums and other cultural facilities, streets and public rights-of-way, government facilities and public open spaces, and promotes the use of these places for public gathering and cultural expression.
- CRG4** A city that uses public projects and activities to help define Seattle's identity, especially civic spaces that provide residents and visitors with strong symbols of the city or neighborhood identity.



fostering a sense of place policies

CR4 Continue Seattle's long tradition of providing a rich variety of public open spaces, community gardens, and public facilities to provide residents with recreational and cultural opportunities, promote environmental stewardship and attract desirable economic development.

CR5 Capitalize on the potential that public projects have for serving as symbols of the city, and for expressing the identity and special character of the area where they are located by encouraging public art and excellent urban design and architecture that:

- respond to local climate conditions, respect the surrounding context, use local building and landscaping materials, emphasize conservation, and draw on the region's cultural heritage;
- communicate the purpose of the project and the identity, history and uniqueness of different places within the city;
- enhance accessibility; and
- integrate art into the design of the project.

CR6 Capitalize on opportunities for promoting community identity through the design of street space, preserving or encouraging, for example:

- street furnishings that reflect the ethnic heritage or architectural character of the surrounding neighborhood;
- artworks and markers commemorating important events or individuals;

- details that can reinforce community identity and authenticity such as light standards, street name markers, original granite curbing and cobblestone paving or types of street trees; or

- space for landscaping projects.

using cultural resources to implement the urban village strategy goal

CRG5 A city that regards the community-building potential of cultural resources as an integral part of its growth management strategy—the urban village strategy.

using cultural resources to implement the urban village strategy policies

CR7 Promote the development or expansion of cultural facilities, including libraries, schools, parks, performing arts and art exhibition facilities, museums, and community centers, in areas designated as urban villages and urban centers.

CR8 In general, use the hierarchy of urban village designations to guide the siting of different types of cultural facilities, directing those facilities that attract large numbers of people to urban centers, because these areas: function as major commercial centers and gathering places; have unparalleled regional access through the regional transit system; and will accommodate a substantial amount of the city's growth over the next 20 years. All types of urban villages are suitable for small cultural facilities. The scale of facilities should generally be compatible with the character of the neighborhood in which they are located.



CR9 Work with neighborhoods and agencies to identify resources of historic, architectural, cultural, artistic, or social significance, especially in urban centers and urban villages. Encourage neighborhood-based efforts to preserve these resources, and apply public resources where appropriate. Identify structures, sites and public views, in addition to those already recognized, that should be considered for protection measures.

CR10 Foster public life throughout the city by providing open spaces that are well-integrated into the neighborhoods they serve and function as “public living rooms” for informal gathering and recreation, especially in more densely populated urban centers and urban villages.

B Civic Identity

discussion

Each of us views Seattle from our own experiences and interests. While there is great value in celebrating the identities of the many different communities within the city, it is equally important to maintain a shared identity of Seattle. Identifying ourselves as one community enables us to pull together and support pursuits that benefit the city as a whole.

Some of what defines Seattle's identity is timeless — its spectacular setting amid mountains and water, the terrain and its marine climate. The special relationship between the people of Seattle and this environment has helped shape who we are, and instilled an awareness that our treatment of the environment has direct consequences on us and on future generations.

A large part of Seattle's special identity and civic pride is derived from its heritage. From the Native Americans who first established trading centers along the Duwamish to the continuing waves of newcomers from around the world, all have left their mark.

Over time, Seattle has acquired many features that people have come to identify with the city. Among these are its distinctive neighborhoods and public art, the Space Needle and Seattle Center, the Olmsted network of parks and boulevards, Pioneer Square and other historic neighborhoods, the Pike Place Public Market, the University of Washington, and the downtown skyline, distinguished by landmarks such as the Smith Tower.

cultural resource element

B

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Seattle's identity is also tied to its function as a commercial city, with origins as a frontier port and rail terminus exporting the region's resources. In the past, the city's somewhat isolated location lessened the impact of trends influencing other parts of the country, allowing more of its own identity to show through. More recently, Seattle's position as a gateway to the Pacific, global commercial center and transportation hub has dramatically increased exposure to and influence from the outside world.

Today, Seattle has a distinct and prominent place in the culture of the Puget Sound region. A vibrant arts community and a concentration of cultural institutions within Seattle have given the city a national reputation as a cultural center.

Seattle remains a work in progress. One of the few constant characteristics of this city is that it is always changing. So, in addition to the challenge of defining who we are, we also have the challenge of expressing what we want this city to become.

providing a sense of continuity & community through our historic legacy goals

CRG6 A city that celebrates and strives to protect its cultural legacy and heritage, to preserve and protect historic neighborhoods and to preserve, restore and re-use its built resources of cultural, heritage, architectural, or social significance in order to maintain its unique sense of place and adapt to change gracefully.

CRG7 A city that preserves the integrity of the cultural resources under City control, including public art and archaeological and historic resources, and fosters in the community a sense of personal responsibility and stewardship for all cultural resources.

providing a sense of continuity & community through our historic legacy policies

- CR11** Identify and protect landmarks and historic districts that define Seattle's identity and represent its history, and strive to reduce barriers to preservation. As appropriate, offer incentives for rehabilitating and adapting historic buildings for new uses.
- CR12** Preserve and enhance the City Archives as a unique cultural resource for documenting the human experience in Seattle.
- CR13** Promote partnerships among cultural heritage agencies in City government — e.g., the City Archives, Seattle Public Library, Urban Conservation — and community organizations to develop interpretative and educational programming about Seattle's heritage.
- CR14** Increase awareness of the community's heritage by promoting cultural preservation programs or activities, and by encouraging public participation in documenting Seattle's history, especially the participation of the elderly who provide the most direct connection with the past.
- CR15** Identify and work with others to explore ways to preserve Seattle's archaeological resources. Initiate and support efforts to educate Seattle citizens about these resources.
- CR16** Set an example by maintaining a high standard for the care of City-owned cultural resources to encourage owners of properties having value as cultural resources to do the same.



defining & advancing Seattle's place in the region & the world goals

- CRG8 A city that continually builds on the strengths of its cultural resources to advance as an international cultural center.
- CRG9 A city that maintains its place as the cultural center of the region, while participating as a partner in the region's network of cultural infrastructure — universities and educational institutions, libraries, arts and heritage organizations and facilities, and creative individuals and supporters — to sustain this infrastructure and provide greater access for all.

defining & advancing Seattle's place in the region & the world policies

- CR17 Promote partnerships among the City and other public and private entities in the region to:
 - provide mutual support for the preservation, maintenance and development of regional cultural facilities where people experience world-class cultural events; and
 - make these resources visible, accessible and integrated with the community.
- CR18 Encourage other jurisdictions in the region to help Seattle sustain and enhance the cultural facilities located in Seattle that serve the region as a whole.
- CR19 Recognize that the city's Major Institutions (universities and hospitals) represent cultural resources for the neighborhoods in which they are located, the region and beyond, and work with these institutions as they develop plans for the future to encourage greater public access and enjoyment of these resources.

- CR20 Because of their central location and historic role as the region's meeting places, and the added benefits that come from having a recognized district of related activities, continue to support the concentration of regional cultural facilities in downtown Seattle and Seattle Center.
- CR21 Promote artistic exploration and exchange worldwide through many avenues, including Seattle Sister Cities Program, and through cultural partnerships with Africa, the Asian Pacific Rim, Latin America, Mexico and other countries represented in Seattle's population.
- CR22 Develop portions of the surplus Naval Station Puget Sound at Sand Point into a multi-purpose regional facility to support the arts and cultural activity.

developing the economy goal

- CRG10 A city that utilizes its wealth of cultural resources to promote employment, small business development, trade, and tourism and to attract businesses to the Pacific Northwest.

developing the economy policies

- CR23 Document and increase public awareness of the tremendous contributions that cultural resources make to the city's fiscal well being.
- CR24 Foster an urban environment and cultural activities that are true to the values and needs of the city's citizens, because a city that promotes its own identity will, in the long run, sustain its attractiveness to visitors without compromising its integrity.

cultural resource element

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- CR25 Recognize the economic value of Seattle's cultural resources in attracting tourism; re-invest a share of the revenue derived from tourism to sustain and expand cultural resources.
- CR26 Promote collaboration among the business community and organizations involved in cultural resources to make cultural experiences accessible to the widest possible public.

C Learning

discussion

Cultural resources influence what and how we learn. Participation in creative processes as part of learning teaches people to adapt to change. This is especially important for young people who will need to be flexible to face the challenges of an increasingly complex and rapidly changing world.

Business leaders understand that today's international marketplace demands workers whose education develops their critical thinking, problem-solving abilities, creativity and interpersonal skills — all attributes cultivated by the arts. In Creative America, the President's Committee on the Arts and the Humanities states: "Educators observe that students develop creative thinking through the arts and transfer that capacity to other subjects. Studies also show that when the arts are a strong component of the school environment, drop-out rates and absenteeism decline."

Seattle has many sources of cultural activity — spanning areas as diverse as grunge music, film, folk dancing, cutting edge theater, opera, and hand-blown glass art. These resources provide personal enrichment and enjoyment, and unique learning opportunities that may also ignite the spark of interest that defines a life's work for many citizens.

increasing access & opportunities for learning goals

- CRG11 A city that is a laboratory for life-long learning, where people of all ages are afforded opportunities to continually enrich their lives.
- CRG12 A city where cultural resources are learning tools that can help individuals achieve both self-fulfillment and a productive place in the community.



increasing access & opportunities for learning policies

- CR27** Encourage informal opportunities for learning and enjoyment through creative ways of presenting cultural resources to the public, such as poetry and graphic art on transit, presentations at major public events, the treatment of information on public flyers and billing statements, and library resources and programming.
- CR28** Take advantage of the opportunities that facilities attracting large numbers of people present for teaching about the community and its history.
- CR29** Work in partnership with artists, arts organizations, ethnic, cultural, musical and community associations, and education institutions to foster opportunities for life-long cultural exploration for all citizens.
- CR30** Encourage schools to make their facilities available to Seattle's neighborhoods for cultural programs, and community services, meetings and gatherings.

establishing a strong foundation: focus on youth goal

- CRG13** A city where children are exposed to cultural resources, educated about Seattle's history and various cultures, and have opportunities to explore their own talents and creativity.

establishing a strong foundation: focus on youth policies

- CR31** Encourage programs for students to develop their creativity and arts skills as part of their development as confident, well-rounded individuals, both for their lifelong enjoyment and to prepare them for careers in the creative arts or to apply their creative abilities in other professions and pursuits.
- CR32** Encourage public art projects that involve youth in design and implementation.
- CR33** Support cultural programs, especially for at-risk youth, both in schools and in settings outside school, that involve artists and scholars in partnership with cultural organizations and institutions.
- CR34** Create opportunities for Seattle students to be exposed to many cultures in a variety of venues throughout the city, so that their education may be well-rounded.

cultural resource element





D Creative Expression

discussion

Each of us has the need to establish our own identity and express who we are. Although individuals must take the initiative to discover and pursue those things that add meaning to their lives, their success depends on an environment that encourages people to engage in these pursuits. Seattle will be a safer, more dynamic community if individuals have access to positive outlets for self-expression. Teenagers and young adults are one group that can especially benefit from these outlets because this is a critical time of life when such experiences will influence the type of adults they will become.

Free expression is the basis of our democratic tradition, and a healthy cultural life is vital to a democratic society. The raising of differing opinions, the coming together for the free exchange of ideas, and finding ways to express new ideas and challenge old ones are all aspects of the democratic process sustained by our cultural resources.

encouraging individual expression & participation in community life goals

CRG14 A city that integrates arts and cultural activities into the day-to-day experiences of city and community life and in which cultural resources for individual self-expression are widely accessible.

CRG15 A city that values and supports the full array of arts, artists and arts organizations, including, but not limited to, written, visual, musical, traditional and performing arts, for their ability to entertain, inspire, challenge and add dimension and enjoyment to the lives of Seattle citizens.

encouraging individual expression & participation in community life policies

CR35 Promote partnerships among the City and other public and private entities in the region to:

- continue to refine and articulate roles of City, County and State government as supporters and promoters of cultural expression;
- simplify and coordinate funding processes; and
- promote the development of strong arts and heritage organizations that provide cultural programming.

CR36 Encourage support for cultural resources through individual and corporate philanthropy; show how contributions will benefit both donor and recipient. Publicly recognize and celebrate gift giving of all types and levels.

CR37 Increase opportunities for non-professionals and young people to participate in a variety of public events, festivals and projects, because amateur activity enlivens community life and cultivates deeper appreciation and involvement in cultural activities.

CR38 Reduce barriers to the involvement of people with disabilities in cultural activities.

CR39 Develop a better understanding of how the city's different arts' communities function. Assess the needs of these communities to better recognize and act on opportunities to support them.



- CR40** Increase opportunities for artists to apply their skills and creativity in the delivery of public services, in the planning and design of capital improvements or in the design and delivery of public information.

- CR41** Facilitate volunteer public arts projects, such as community murals, by identifying locations where art is desirable, can be accommodated safely, and will be enjoyed by many people.

- CR42** Encourage performances and events in non-traditional settings, such as neighborhood parks, community centers, schools, transit stations, housing projects and public areas in private development, to reach new audiences and increase access for people who otherwise would be unable to attend.



Environment Element

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Environment Element

A Introduction

discussion

Environmental stewardship is a core value of this Plan, and it plays an integral role in guiding how the City accommodates growth and provides services. There are many ways the City can protect and improve the environment while acting in its roles as a large employer, builder, land owner and regulator. For example, the City can lead by its own behavior in delivering services, operating its facilities and managing its land in an environmentally sustainable manner.

When environmental goals compete with other City goals, such as those related to economic development, the City is committed to giving just consideration to the environmental goals to protect the functions that natural systems can perform and to prevent harmful effects on human health. The City will continue to engage the community about ways in which the City can give consideration to the "precautionary principle," which generally provides:

"Where threats of serious or irreversible harm to people or nature exist, anticipatory action will be taken to prevent damages to human and environmental health, even when full scientific certainty about cause and effect is not available, with the intent of safeguarding the quality of life of current and future generations."

This element of the Plan contains broad environmental goals and policies. Some of the Plan's other elements include goals and policies addressing how environmental values specifically relate to the topics covered in those elements. For instance, the Land Use Element includes policies governing development near environmentally critical areas such as wetlands and stream corridors, and the Transportation Element addresses possible environmental impacts and improvements associated with transportation choices.

goal

EG1 Protect and improve the quality and function of the city's air, land, and water resources because of their relationship to human health, wildlife and the region's natural heritage.

policy

E1 Explore ways for City actions and decisions to have positive effects on the natural environment and human health, and to avoid or offset potential negative effects, including those caused by private projects permitted by the City.

**B****Relationship to Economic Development****C****Natural Systems Approach****goal**

- EG2 Maintain a healthy natural environment as central to Seattle's economic development and as a competitive advantage in attracting and retaining family-wage jobs and workers.

goal

- EG3 Use natural systems to maintain and enhance environmental quality by having them perform such functions as cleaning air and water, and controlling storm water runoff.

policies

- E2 Incorporate the improvement of the natural environment into the City's planning efforts and capital development projects. For instance, plan for transportation systems that control impacts on air quality and climate-change, as well as on water pollution and the consumption of fossil fuels.
- E3 Promote sustainable management of public and private open spaces and landscaping, such as by preserving or planting native and naturalized vegetation, removing invasive plants, engaging the community in long-term maintenance activities, and using integrated pest management.
- E4 Strive to protect and retain certain trees and groups of trees that enhance Seattle's historical, cultural, environmental and aesthetic character.
- E5 Maintain the health of natural habitats on private property through a combination of education, incentives and development standards that recognize and promote sound practices by private land owners.
- E6 Create partnerships with organizations in the private sector and engage the community to protect and enhance Seattle's urban ecosystems and habitat.
- E7 Control the impacts of noise, odor, and light, litter, graffiti, junk cars, trash, and refuse in order to protect human health and the livability of the urban environment.

policies

- E8 In order to reduce the financial investment in built infrastructure while controlling the environmental impacts that infrastructure can cause, explore opportunities to restore or productively use the functions that a healthy ecosystem can provide in conjunction with, or as a substitute for, built infrastructure.
- E8.1 Where there would be measurable benefits to people or wildlife, place priority on solving drainage problems, such as flooding and frequent reliance on the combined sewer overflow system, with natural drainage system approaches and by restoring watershed elements such as forest, wetlands, and natural channels.
- E9 Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest's abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, and increase property values.
- E10 Strive to increase the amount of permeable surface and vegetative cover in the city in order to mitigate the heat island effect of developed areas, control storm water flows and reduce pollution.



D Aquatic Areas

goals

- EG4 Recognize and enhance the value of Seattle's aquatic areas, including Puget Sound, the lakes, creeks, rivers, and the associated shorelines for their contributions to the quality of life in Seattle.
- EG5 Pursue the long-term health of Seattle's creeks, shorelines and other water bodies by taking actions that address flooding, water quality, habitat and barriers to fish passage.
- EG6 Strive to minimize the number and extent of combined sewer overflow events occurring annually in the City.

policies

- E11 Identify long-term goals and develop plans or strategies for improving the environmental quality of each of the city's aquatic areas, including a long-term plan to restore and sustain Seattle's creeks. Consider in these plans or strategies the use of incentives, regulations and other opportunities for action to restore and sustain the long-term health of Seattle's creeks and shorelines.
- E12 Take steps to improve water quality and the health of the city's aquatic areas, such as by eliminating the use of chemicals that have negative impacts on aquatic or human health, especially on City-owned property or rights-of-way.
- E12.5 Promote the reduction of the amount of pesticides, herbicides, and artificial fertilizers used for urban agriculture within the city.
- E13 Strive to achieve flows in creeks that will support a variety of aquatic life and that will control flooding and property damage caused by unregulated flows.

E14 Promote both public and private opportunities to improve water quality and help store aquatic habitat in the city's creeks, lakes, rivers and marine waters and their shorelines, so that these habitats are healthy for native wildlife and people.

E Climate Change

discussion

Climate change is a global challenge. The impacts of greenhouse gases, no matter where they are emitted, affect us all. Seattle City government can reduce emissions by coordinating land use with existing and planned transportation systems to reduce car trips and facilitate other transportation choices, by supporting energy conservation and low carbon energy sources, by reducing waste generating, by promoting public education, and by reducing emissions from City government operations.

Seattle is a regional employment center and, as such, is a locus for the generation of greenhouse gas emissions from industry and traffic that are the shared responsibility of the region, state, and nation. By monitoring and responding to emissions within Seattle's geographic boundaries, Seattle can contribute to regional reduction in greenhouse gases. Some efforts to reduce emissions will be opportunities for innovations that support local jobs.

This Comprehensive Plan addresses the period between 2004 and 2024. Studies prepared by national and international organizations indicate that developed countries must reduce greenhouse gases as much as 80 percent in carbon dioxide equivalents (CO₂e) below 1990 levels by 2050 in order to achieve climate stabilization.

With the City's long-standing commitment to environmental stewardship and as home to the nation's first carbon neutral electric utility, Seattle is well positioned to be a leader in emissions reduction. Building on this history of stewardship and leadership, in



2011 the City Council adopted carbon neutrality by 2050 as the City's climate goal.

Meeting targets for reductions in greenhouse gas emissions will require community support and action, political leadership and innovation. Without such leadership and innovation, there is a risk that the City may not continue to make necessary progress in meeting these goals. Seattle can, and should, be in the forefront of developing new economic opportunities in industrial sectors that can positively affect greenhouse gas reduction.

The Urban Village Strategy is a powerful tool for helping to achieve the City's climate goals. Since the transportation sector is the largest single source of greenhouse gas emissions, the Urban Village Strategy's focus on concentrating new housing and jobs near one another and near frequent transit service will reduce reliance on cars and lower the number of vehicle miles driven. This Comprehensive Plan's approach for the City to take a large proportion of the region's growth will also help to reduce the number of long-distance commute trips made and lower per capita emissions across the region.

While concerted efforts to reduce greenhouse gas emissions are critical, historic emissions remain and will continue to affect the global climate. Therefore, in addition to doing its part to reduce the effects of climate change, the City must also prepare for and adapt to the effects of climate change.

E-F

goal

- EG7 Reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and become carbon neutral by 2050.
- EG7.3 Seattle will act as a regional and national leader by becoming carbon neutral.
- EG7.5 Prepare for and adapt to the likely effects of climate change through the development, ongoing assessment, and implementation of the Climate Action Plan.

Sector	2020 Targets (% reduction compared to 2008)	2030 Targets (% reduction compared to 2008)
Transportation		
Passenger	14% reduction in vehicle miles traveled (VMT) 35% reduction in GHG emissions per mile of Seattle vehicles	20% reduction in VMT 75% reduction in GHG emissions per mile of Seattle vehicles
Freight	25% reduction in GHG emissions per mile of Seattle vehicles	50% reduction in GHG emissions per mile of Seattle vehicles
Buildings		
Residential	8% reduction in energy use	20% reduction in energy use
Commercial	5% reduction in energy use	10% reduction in energy use
Both	15% reduction in tons of carbon dioxide equivalent (CO ₂ e) per billion BTU for residential and commercial buildings combined	25% reduction in tons of CO ₂ e per billion BTU for residential and commercial buildings combined
Waste		
	Increase diversion rate to 69%	Increase diversion rate to over 70%
	50% reduction in methane emissions commitment per ton of waste disposed	50% reduction in methane emissions commitment per ton of waste disposed
TOTAL GHG EMISSION REDUCTION		
	30% reduction in emissions by 2020	58% reduction in emissions by 2030
	87% reduction in emissions by 2050 (% reduction compared to 2008)	

policy

- E15 Work with private and public sector partners to achieve the goal of reducing climate-changing greenhouse gas emissions.
- E15.1 Build infrastructure and provide services for pedestrians, bicycles, electric vehicles and transit to facilitate movement around the city by means other than fossil-fueled automobiles.



- E15.2 Consider innovative measures that would encourage and facilitate use of alternatives to single-occupant vehicles, such as parking maximums for new development, parking taxes or fees.
- E15.3 Continue to recognize the value of planning for transportation facilities at the same time as for the location, type and density of future housing and jobs as a way to reduce the need for future residents and workers to travel by automobile.
- E15.4 Work to reduce greenhouse gas emissions through energy efficiency and low-carbon energy sources in buildings.
- E15.5 For itself and the general public, the City should anticipate the effects of climate change and make plans for adapting to those effects.
- E15.6 Establish energy efficiency standards for new buildings, consistent with applicable law, and encourage existing buildings to also achieve those standards.
- E15.7 Reduce emissions associated with solid waste by reducing the amount of waste generated and by operating efficient collection and disposal systems.
- E15.8 Encourage local food production as a way to decrease the environmental and climate impacts of the food production and distribution systems.

F City Operations

goal

EG8 Continuously improve the City's environmental performance in its roles as a large employer, builder and maintainer of capital facilities, land owner and regulator to not

only improve the natural environment but also to set an example for others' behavior.

EG9 Reduce fossil-fuel consumption in constructing new and renovating existing City-owned buildings to one-half the U.S. average for each building type.

policies

E16 In the operations of City government, strive to reduce the use of resources and toxics, prevent pollution, reuse existing resources such as historic structures, control waste, and protect natural areas and biodiversity. Repairs of City-owned buildings should employ green building practices.

E17 To improve the City's environmental performance, set targets, use innovative approaches, encourage employees, and coordinate with other government entities.

E18 Collect data and regularly report on the sustainability measures and numeric goals in this plan to inform and enable citizens and decision-makers to consider alternative policies or programs, where outcomes differ from what was intended. Conduct an inventory of greenhouse gas emissions in Seattle at least every three years. Use data, public input, and approaches developed by other public agencies and private organizations that address sustainability. Consider combining this monitoring activity with the one described in the Urban Village Element of this Plan.

G Source Control

goal

EG10 Reduce consumption of fossil fuels in all new City government buildings in the following increments (percent reduction from 2007 U.S. average for each building type):

environment element





60% in 2010;
70% in 2015;
80% in 2020;
90% in 2025; and
Carbon Neutral by 2030 (meaning new buildings will use no fossil fuel or greenhouse gas-emitting energy to operate).

- EG11 Make waste reduction, pollution prevention and recycling integral parts of how City government and others in the city conduct their daily business.

policies

- E19 Reduce consumption of resources and promote conservation of energy, water and material resources among all sectors of the community, including City government.
- E20 Consider long-term environmental costs, in City planning, purchasing and operating decisions. For instance, look at all of the environmental impacts caused by materials from their production to disposal.
- E21 Seek to meet greenhouse gas emission goals EG7 - EG10.

H Seattle's Trees

discussion

The existence of tree canopy and significant trees in the city are important to retaining the livability of the City as growth occurs.

The significance of trees is reflected not only in the policies in this Environment Element, but also in the significant number of policies distributed throughout this Plan. The reader may want to see the following related policies: UVG40, LU39, LU40, LU41, LU53.1, LU151, LU165, T13, U10, A-P33, BL-P13, BL-P18, BL-P27, CH/B-P15, ID-P13, GL-P31, G/PR-G3 A, G/PR-P21, G/PR-P33, QA-P1, R-EP1, R-EP4, SLU-P46, and

CR6. Also see the discussion in the Transportation Element, in section E, "Improving the Environment."

policies

- E21 Strive to protect and retain certain trees and groups of trees that enhance Seattle's historical, cultural, environmental and aesthetic character.
- E22 Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest's abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, provide food, and increase property values.
- E23 Achieve no net loss of tree canopy coverage, and strive to increase tree canopy coverage to 40 percent, to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat island effect of developed areas.
- E24 Update the tree canopy inventory in the Urban Forest Management Plan at least every 10 years to measure progress toward the goal of increased canopy coverage.



Urban Village Appendix

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Urban Village Element Appendix

A Urban Village Appendix A

Growth Targets for Urban Centers, Center Villages, Manufacturing/Industrial Centers, Hub Urban Villages, & Residential Urban Villages

Center or Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/ Acre)	Growth Target (HH Growth)	2024 Density (Est.)	Existing (2002)	Existing Density (Jobs/ Acre)	Growth Target (Job Growth)	2024 Density (Est.)
Urban Centers & Center Villages									
Downtown Urban Center Total	952	15,700	16	10,000	27	156,960	165	29,015	195
Belltown	220	8,640	39	4,700	61	19,760	90	4,000	108
Chinatown/International District	171	1,910	11	1,000	17	5,080	30	2,000	41
Commercial Core	276	3,070	11	300	13	103,790	376	10,000	412
Denny Triangle	143	1,290	9	3,000	30	18,020	126	9,515	193
Pioneer Square ¹	142	790	6	1,000	12	10,310	73	3,500	97
First Hill/Capitol Hill Center Total	916	22,520	25	3,500	28	37,940	41	4,600	46
12 th Ave.	160	1,450	9	700	13	4,040	25	700	30
Capitol Hill	397	12,250	31	1,000	33	7,300	18	900	21
First Hill	228	6,020	26	1,200	32	22,020	97	2,000	105
Pike/Pine	131	2,800	21	600	26	4,580	35	1,000	43
Northgate Urban Center Total	411	3,490	8	2,500	15	11,030	27	4,220	37
South Lake Union Urban Center Total	340	1,210	4	8,000	27	19,690	58	16,000	105
University Community Urban Center Total²	758	6,850	9	2,450	12	32,360	43	6,140	51
Ravenna	123	1,400	11	450	15	1,960	16	500	20
University District Northwest	287	5,230	18	2,000	25	6,170	21	2,640	31
Uptown Queen Anne Urban Center Total	297	4,580	15	1,000	19	15,570	52	1,150	56

urban village appendix

Center or Village	Land Area in Acres	Households (HH)				Employment (Jobs)			
		Existing (2004)	Existing Density (HH/Acre)	Growth Target (HH Growth)	2024 Density (Est.)	Existing (2002)	Existing Density (Jobs/Acre)	Growth Target (Job Growth)	2024 Density (Est.)
Manufacturing/Industrial Centers									
Ballard- Interbay-Northend (BINMIC)	941	N/A	N/A	N/A	N/A	15,320	16	2,150	19
Duwamish	4,961	N/A	N/A	N/A	N/A	64,500	13	9,750	15
Hub Urban Villages									
Ballard	425	5,010	12	1,000	14	4,780	11	750	13
Bitter Lake Village	359	2,010	6	800	8	4,010	11	750	13
Fremont	215	2,170	10	500	12	6,430	30	800	34
Lake City	142	1,920	13	900	20	1,510	11	650	15
North Rainier	453	1,590	4	900	5	4,670	10	750	12
W. Seattle Junction	226	2,280	10	700	13	2,670	12	750	15
Residential Urban Villages									
23 rd Ave. @ S Jackson-Union	515	3,730	7	650	9	N/A	N/A	N/A	N/A
Admiral District	98	1,000	10	200	12	N/A	N/A	N/A	N/A
Aurora-Licton	327	2,740	8	500	10	N/A	N/A	N/A	N/A
Columbia City	313	1,750	6	800	8	N/A	N/A	N/A	N/A
Crown Hill	173	1,110	6	250	8	N/A	N/A	N/A	N/A
Eastlake	200	2,760	14	250	15	N/A	N/A	N/A	N/A
Green Lake	109	1,520	14	250	16	N/A	N/A	N/A	N/A
Greenwood/Phinney Ridge	94	1,500	16	400	20	N/A	N/A	N/A	N/A
Madison-Miller	145	1,930	13	500	17	N/A	N/A	N/A	N/A
MLK@Holly Street	375	2,080	6	590	7	N/A	N/A	N/A	N/A
Morgan Junction	114	1,090	10	200	11	N/A	N/A	N/A	N/A
North Beacon Hill	131	1,170	9	490	13	N/A	N/A	N/A	N/A
Rainier Beach	250	1,370	5	600	8	N/A	N/A	N/A	N/A
Roosevelt	158	1,260	8	250	10	N/A	N/A	N/A	N/A
South Park	263	1,030	4	250	5	N/A	N/A	N/A	N/A
Upper Queen Anne	53	1,446	27	200	31	N/A	N/A	N/A	N/A
Wallingford	257	2,520	10	400	12	N/A	N/A	N/A	N/A
Westwood-Highland Park	276	2,015	7	400	9	N/A	N/A	N/A	N/A
Seattle Total	53,535	268,000	5	47,000	6	480,000	9	84,000	11

1. The Pioneer Square growth targets assume that the north football stadium parking lot and vacant floor area in existing structures are available to accommodate a substantial share of household and employment growth.
2. The University of Washington campus is part of the University Community Urban Center, but is not a distinct urban village. These numbers includes jobs and housing on the University of Washington campus not reflected in Ravenna and the University District Northwest figures.

B Urban Village Appendix B

Citywide Open Space & Recreation Facility Goals

City Open Space	Goal	Area
Breathing Room Open Space	1 Acre per 100 residents	Citywide
Usable Open Space	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
Recreation Facilities	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and athletic fields are contained in the Parks Comprehensive Plan	Citywide, except as modified by Village Open Space and Recreation Goals

Urban Village Open Space & Recreation Facility Goals

Goal	Urban Center Villages	Hub Urban Villages	Residential Urban Villages
Urban Village Open Space Population-based Goals	One acre of Village Open Space per 1,000 households and one acre of Village Open Space per 10,000 jobs in each urban center, or in the four contiguous urban centers that comprise the center city, considered as a whole.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
Urban Village Open Space Distribution Goals	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre. For low density areas: all locations within 1/4 mile of any qualifying Village Open Space.
Qualifying Criteria for Village Open Space	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
Village Commons, Recreation Facility and Community Garden Goals	At least one usable open space of at least one acre in size (Village Commons) where the existing and target households total 2,500 or more. (Amended 11/96). One indoor, multiple-use recreation facility serving each Urban Center. One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons). One facility for indoor public assembly. Same as for Urban Center Villages.	At least one usable open space, of at least one acre in size (Village Commons), where overall residential density is ten households per gross acre or more. One facility for indoor public assembly in Villages with greater than 2,000 households. Same as for Urban Center and Hub Villages.



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Land Use Appendix

A Summary of Existing Land Use, Population & Employment Characteristics

This section describes the existing arrangement and concentration of uses and activities such as housing, businesses, parks, and industries.

land uses

Seattle encompasses approximately 53,500 acres or about 84 square miles. Land Use Figure A-1 illustrates how the city's land area is distributed among different types of uses. About 40 percent of the city is occupied by residential uses, primarily in single-

family development. Street rights-of-way take up the next largest amount of land – over 26 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 9 percent, while parks and other open spaces account for over 10 percent.

Land Use Figure A-2 depicts how these various activities are distributed within the city.

land use appendix

Land Use Figure A-1
AMOUNT OF LAND AREA BY LAND USE BY DISTRICTS
 (In Acres)

District	Single-Family	Multi-family	Mixed-Use/Commercial	Industrial	Major Institutions, Public Facilities & Utilities	Parks & Open Space*	Water **	ROW ***	Vacant & Un-known	Total
Ballard	1,558	224	200	116	121	144	2	1,023	113	3,501
Capitol Hill	683	204	144	10	75	528	7	674	125	2,450
Central	724	201	106	22	119	131	0	643	109	2,055
Downtown	1	51	365	59	46	38	0	498	68	1,126
Duwamish	1,396	170	389	1,217	1,176	441	10	2,212	803	7,814
Lake Union	493	193	135	40	48	234	256	684	59	2,142
North	1,851	162	289	16	176	270	8	841	137	3,750
Northeast	2,426	265	223	26	774	631	14	1,389	159	5,907
Northwest	2,643	319	321	43	243	493	36	1,502	204	5,804
Queen Anne	1,443	290	313	129	453	866	1	1,312	267	5,074
Southeast	2,003	164	137	37	162	597	0	986	230	4,316
West Seattle	3,673	391	226	365	810	1,141	15	2,345	614	9,580
Citywide Totals	18,893 (35%)	2,631 (5%)	2,850 (5%)	2,077 (4%)	4,203 (8%)	5,514 (10%)	349 (1%)	14,108 (26%)	2,888 (5%)	53,519

Sources: King County Assessors Files, 2003; Seattle Department of Planning and Development GIS, 2003

* Includes City-owned and other public parks and open space, private golf courses, and cemeteries.

** Includes lakes and reservoirs

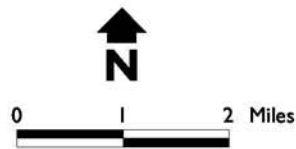
*** Platted Streets and Sidewalks

Land Use Figure A-2 Generalized* Existing Land Use

- Generalized Existing Land Use**
-  Single Family
 -  Multi-Family
 -  Commercial/Mixed Use
 -  Industrial
 -  Major Institution and Public Facilities/Utilities
 -  Parks/Open Space/Cemeteries
 -  Vacant

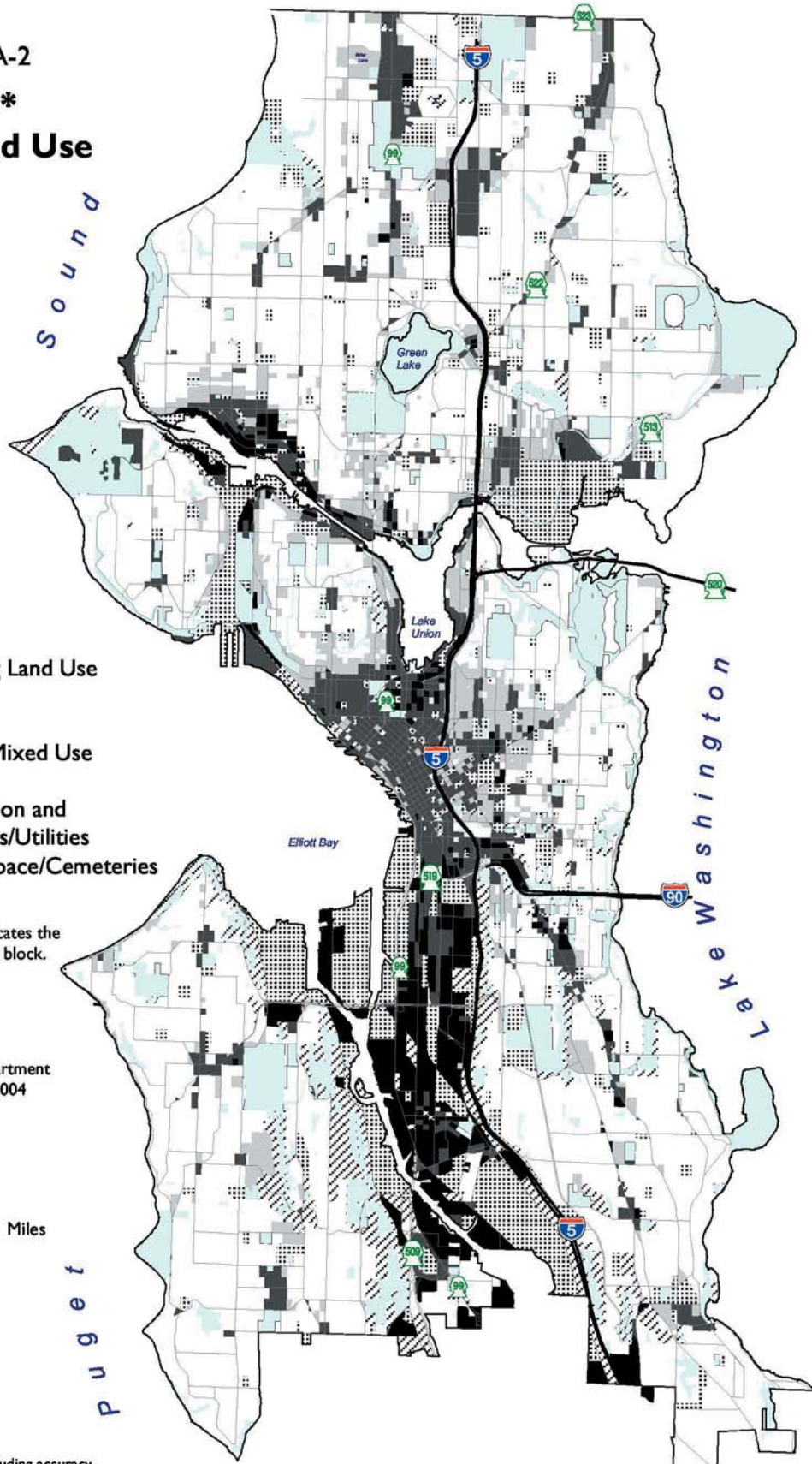
* Generalized land use indicates the majority use for the census block.

Source: King County Department of Assessments, 2004



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With the exception of Downtown Seattle, the Ballard-Interbay and Duwamish industrial areas and their surrounding neighborhoods, Seattle is predominantly covered by single-family houses and street right-of-way. Most multifamily residences are concentrated in core areas such as First Hill/Capitol Hill and the University District. Jobs are located primarily in commercial and industrial areas such as Downtown, Duwamish, First Hill, Northgate and the University District.

in attached buildings, such as townhouses, and consequently over-counts the number of units Seattle would classify as single-family. Detached single-family homes occupy 35 percent of the city's total land area.

Slightly less than half of the city's households live in some type of multifamily or mixed-use development concentrated on 10 percent of the city's land area. These multifamily dwellings are in buildings of varying sizes, including small buildings of two to four units (duplexes, triplexes and fourplexes), medium-sized buildings (apartment buildings and condominiums with 5 to 19 units), and large buildings (apartment buildings and condominiums with 20 units or more). Citywide, small multifamily buildings of two to four units account for 8 percent of Seattle's housing, medium-sized buildings account for 16 percent of the city's units, and 24 percent of Seattle's dwelling units are in large buildings.

residential uses: housing types

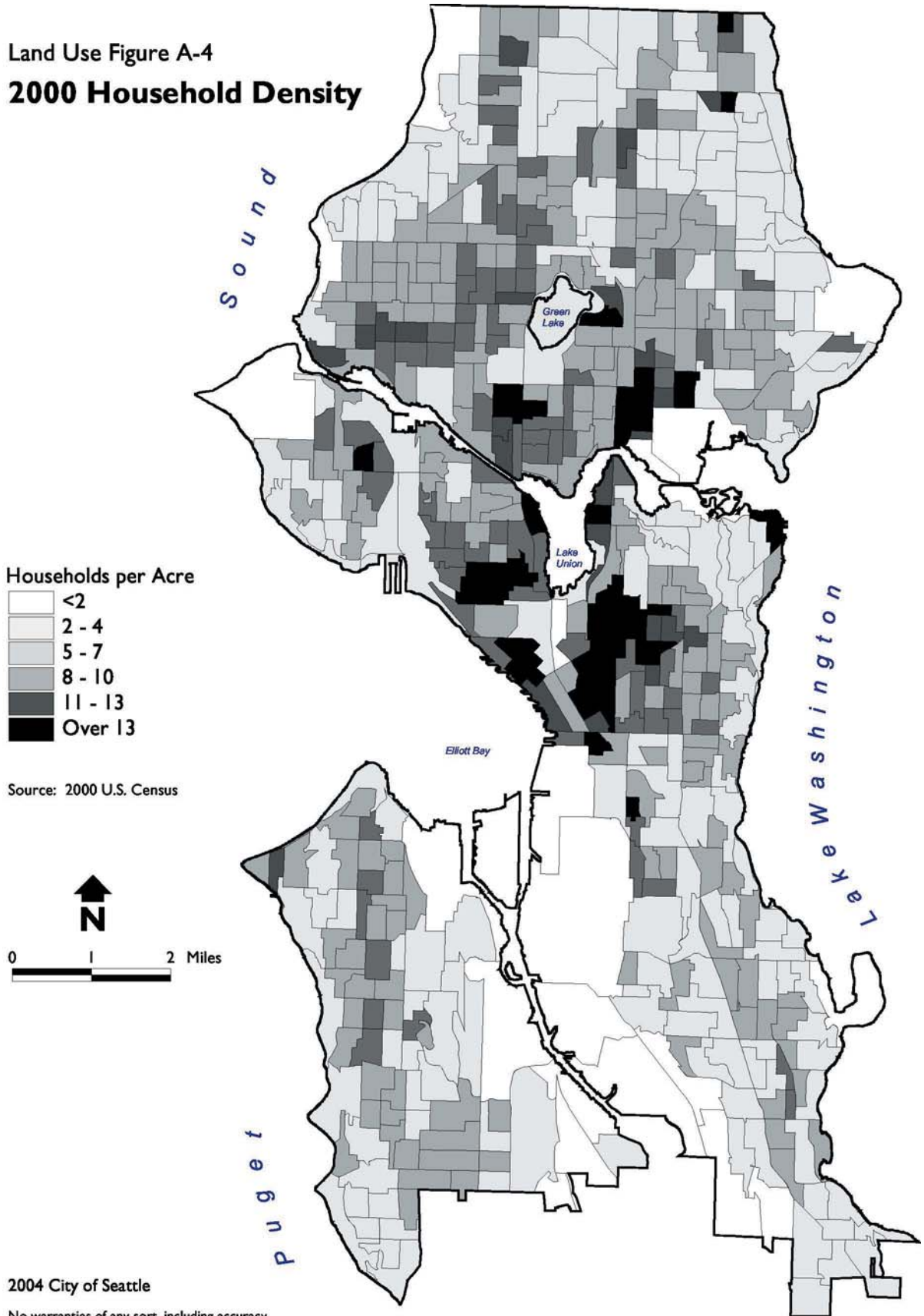
Slightly more than half of the city's households are living in single-family houses, according to the 2000 United States Census (Land Use Figure A-3). Most of these dwellings are located in areas devoted exclusively to low-density development. The Census figure includes both detached single-family housing units, and the 2 percent of Seattle's housing that is

Land Use Figure A-3
Number of Units by Housing Type by District
 (In Dwelling Units)

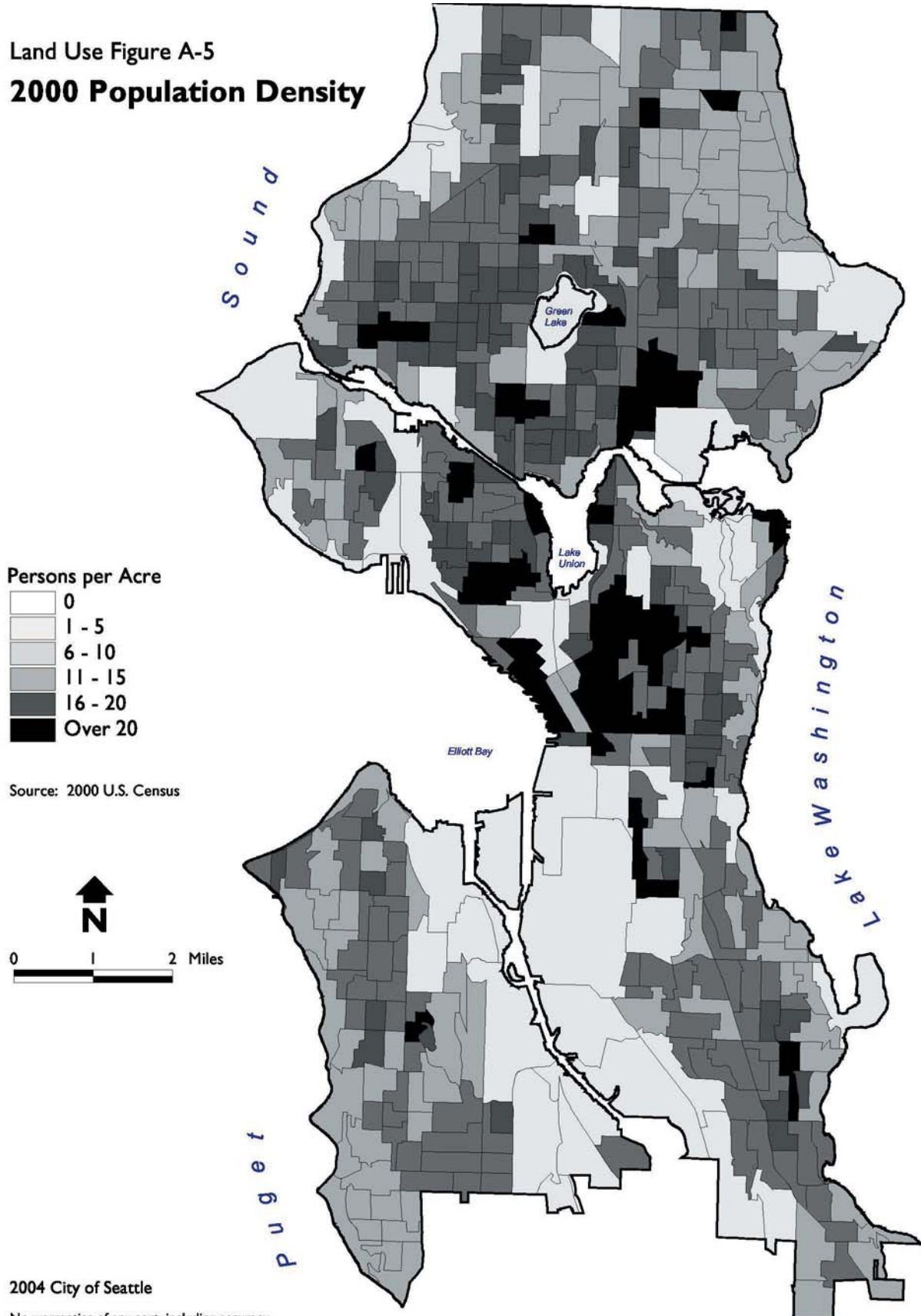
District	Single-Family	Duplex	Triplex/ Fourplex	5 to 9 unit Building	10 to 19 unit Building	20 to 49 unit Building	50 or more units	Mobile Home	Other	Total Units
Ballard	13,330	1,240	1,463	2,197	1,381	1,197	556	20	238	21,622
Capitol Hill	5,441	475	993	1,952	4,409	7,467	5,862	12	6	26,617
Central	6,936	1,006	997	1,174	1,279	1,611	1,150	28	0	14,181
Downtown	177	45	142	240	717	2,849	11,039	7	24	15,240
Duwamish	10,262	813	591	591	978	864	600	68	8	14,775
Lake Union	5,972	982	1,071	2,667	2,156	1,760	393	29	215	15,281
North	10,508	220	454	858	1,352	2,170	2,961	43	10	18,576
Northeast	17,875	881	1,296	1,794	2,162	3,528	1,917	55	38	29,546
Northwest	18,190	1,125	1,485	2,111	2,744	3,160	2,376	225	8	31,424
Queen Anne	11,946	1,087	1,601	2,763	3,721	5,638	2,606	8	194	29,564
Southeast	13,208	553	399	575	730	841	812	49	39	17,206
West Seattle	26,247	1,423	1,732	2,137	2,339	3,151	1,666	37	0	38,732
Citywide Totals	140,092	9,850	12,260	19,059	23,968	34,236	31,938	581	780	272,764
	51%	4%	4%	7%	9%	13%	12%	0%	0%	

Source: 2000 US Census

Land Use Figure A-4 2000 Household Density



Land Use Figure A-5 2000 Population Density



residential uses: housing & population density

Land Use Figure A-4 shows the distribution of household density in the city expressed as the number of households per gross acre. (Gross acre includes nonresidential uses such as street rights-of-way and parks.) Areas with the highest density of households (HH) are located north of the I-90 freeway. Portions of First Hill/Capitol Hill contain the highest density of households – in some areas well over 40 HH/gross acre. Other areas with high-density residential neighborhoods include Uptown and Belltown. The next densest areas include the Chinatown/International District, the University Community, Fremont, Ballard, and Eastlake. Areas of more moderate housing unit density (8-10 HH per gross acre) include Aurora-Licton Springs, Green Lake, the Central District, Beacon Hill, and the West Seattle Junction. A population density map (Land Use Figure A-5) is another way of presenting information about where

people live. This figure shows a concentration of residents similar to that of the household density map. In addition, it shows isolated areas where significant concentrations of people occur, such as the Highpoint and Sandpoint communities.

commercial & industrial uses: employment activity

Seattle is a regional employment center providing a wide variety of jobs. Based on data from the Puget Sound Regional Council (PSRC) and the King County Assessor's office, in 2002 Seattle contained about 502,500 jobs in businesses occupying about 4,900 commercial and industrial acres, or 9 percent of the total city land area. Land Use Figure A-6 shows the distribution of these jobs according to standard classifications by district.

Land Use Figure A-6
2002 Employment by Districts

District	C&R*	Manuf.	WTCU**	Retail	FIRES***	Educ	Gov.	Total
Ballard	1,550	2,996	1,092	3,440	4,787	465	363	14,693
Capitol Hill	280	371	490	4,934	28,726	965	5,755	41,521
Central	625	671	620	1,389	10,344	501	528	14,678
Downtown	2,243	5,456	17,382	19,233	86,227	0	28,963	159,504
Duwamish	6,065	18,759	17,822	10,776	11,467	561	11,512	76,962
Lake Union	1,162	1,912	2,359	3,639	13,008	203	827	23,110
North	917	322	504	5,183	7,527	1,452	343	16,248
Northeast	496	708	616	6,397	11,545	24,160	1,383	45,305
Northwest	2,202	522	842	5,455	8,488	388	1,241	19,138
Queen Anne	2,710	4,581	6,464	5,167	16,196	2,511	2,264	39,893
Southeast	292	1,329	213	1,436	4,056	834	508	8,668
West Seattle	2,139	2,161	4,574	3,070	5,966	1,349	262	19,521
Total for City	20,681	39,788	52,978	70,119	208,337	33,389	53,949	479,241

Source: Puget Sound Regional Council, 2004;

*C&R = Construction and Resources

**W.T.C.U. = Wholesale, Transportation, Communications, and Utilities

***F.I.R.E.S. = Finance, Insurance, Real Estate and Services

The change over the last 20 years in the number of jobs in each employment sector is shown in Land Use Figure A-7. Between 1980 and 2000, the number of jobs in Seattle increased by almost 40 percent, (153,735 new jobs). Service jobs accounted for the biggest increases, while manufacturing jobs have decreased by more than 20 percent over 20 years.

**commercial & industrial uses:
employment densities**

Land Use Figure A-8 illustrates the distribution of employment density as number of jobs per gross acre. Areas with the highest job densities (greater than 50 jobs/gross acre) include Downtown, First Hill, the University of Washington, South Lake Union, and Uptown communities. Areas with moderately high employment densities (26 to 50 jobs/gross acre) are the University District, Eastlake, Fremont and Queen Anne areas. Predominantly residential areas of the city have employment densities as low as 1 to 15 jobs per acre.

**commercial & industrial uses:
major employment concentrations**

Employment activity is much more concentrated than housing. Most of the jobs in the city are located in the areas described below. These areas are unique because they attract people daily from all over the city and region.

Downtown. Downtown Seattle, with over 165,000 jobs at an average density of about 175 jobs per gross acre, supports the largest concentration of jobs in the Pacific Northwest. In the Commercial Core, job densities average 400 jobs per acre. Just over one-third of all jobs in the city are located downtown.

First Hill/Capitol Hill. A specialized concentration of medical facilities has developed on First Hill east of downtown, lending the area the nickname "Pill Hill." With Swedish Hospital Medical Center, Virginia Mason Medical Center, Harborview Medical Center and related support facilities, this area has one of the greatest employment concentrations in the city,

Land Use Figure A-7
Distribution of Jobs by Employment Sector

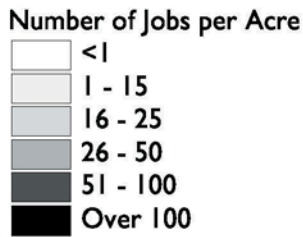
Employment Sector	1980	% Share	1990	% Share	2000	% Share	% Change
Manufacturing	50,536	13%	47,839	10%	39,926	7%	-21%
WTCU*	60,326	16%	69,258	15%	68,065	13%	13%
Retail	61,218	16%	64,813	14%	80,743	15%	32%
FIRES**	137,358	36%	204,277	43%	256,558	48%	87%
Gov./Ed.	77,246	20%	83,615	18%	91,179	17%	18%
Total	386,684		469,802		536,471		39%

Sources: Puget Sound Regional Council, 2003 Sub-County (Small Area) Forecasts of Population and Employment, Central Puget Sound Region, February 2004

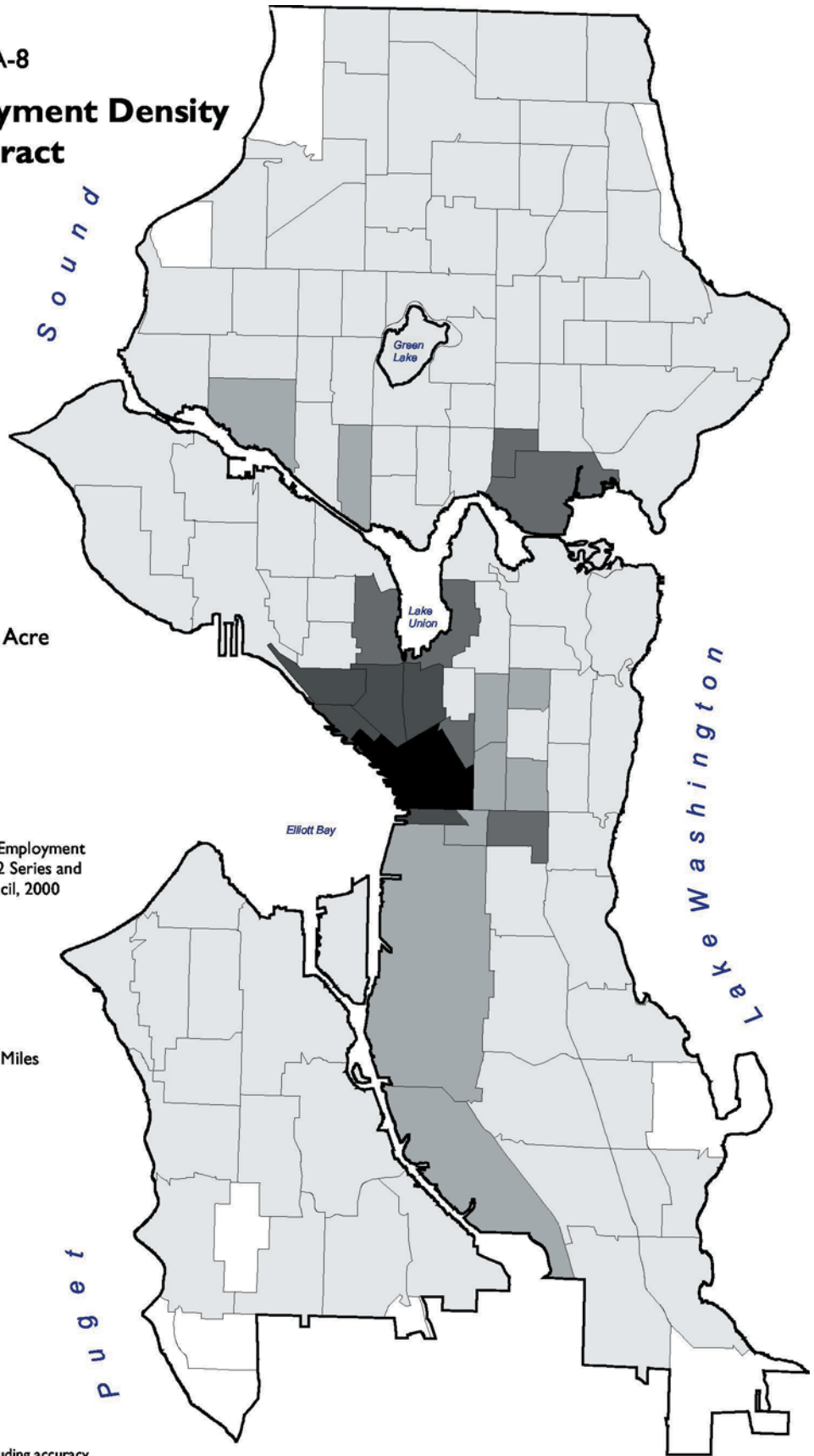
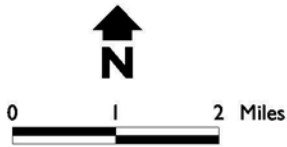
*WTCU=Wholesale, Transportation, Communications, and Utilities

**FIRES = Finance, Insurance, Real Estate and Services

Land Use Figure A-8
**2000 Employment Density
 by Census Tract**



Source: Washington State Employment Security Department ES-202 Series and Puget Sound Regional Council, 2000



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with over 21,000 jobs at an average employment density of about 96 jobs per acre. Capitol Hill, Pike/Pine, and 12th Avenue to the north and east of First Hill, are home to colleges and universities, as well as thriving retail districts. Combined, these other portions of the First Hill/Capitol Hill Urban Center contain another 16,000 jobs, at an average 24 jobs per acre.

University Community. The University Community, with over 34,000 jobs contains a large amount of employment associated with both the University of Washington, the largest single employer in the city, and service and retail businesses, such as Safeco Insurance and University Village. Employment density in the University District is about 45 jobs per acre.

Northgate. In addition to Northgate Mall, the city's principal regional shopping facility outside of downtown, several major employers are clustered in the Northgate area, including Northwest Hospital, North Seattle Community College, and a relatively large concentration of service jobs. This area has a total employment of about 11,500 jobs, at a density of about 28 jobs per acre.

Uptown. Another substantial concentration of employment located immediately north of downtown is the area around Seattle Center between Denny Way and the base of Queen Anne Hill. Providing backup office and service activity for downtown, as well as other retail and service uses, the area accommodates over 16,000 jobs at a job density of approximately 55 jobs per acre.

South Lake Union. The area that has seen the fastest employment growth over the last ten years is South Lake Union, between Denny Way and Lake Union, just north of Downtown. A growing home to a number of services industries, South Lake Union has historically provided a location for manufacturing and wholesale businesses. South Lake Union contains approximately 21,000 jobs at a density of 62 jobs per acre.

Major Institutions. A number of major institutions located throughout the city also provide significant concentrations of employment for the whole region, such as the University of Washington. Others are smaller concentrations of employment in otherwise low-density areas, such as the Veterans Administration Medical Center and Seattle Pacific University.

Neighborhood Commercial. Seattle's neighborhood business areas provide locations for services needed by the surrounding low- to moderate-residential populations, such as food from restaurants or grocery stores; entertainment; professional, personal or business services. These neighborhood businesses are dispersed and the range of services they provide varies throughout the city. They generally are in locations with fair accessibility to both the transportation network and concentrations of people.

A number of the city's larger, more-established neighborhood commercial areas also provide concentrations of employment. Ballard, Fremont and West Seattle Junction are all areas with between 3,000 and 6,000 jobs and employment densities averaging in the 10 to 20 jobs per acre range. Other commercial areas with notable job concentrations include Lake City, the Aurora strip between N 115th and N 145th streets, and the area around Rainier Avenue and Interstate 90. The employment populations of these areas range between 3,000 and 4,000, with average job densities of between 8 and 12 jobs per acre.

Industrial Areas. Citywide, industrial uses are concentrated in the Duwamish Valley, and BINMIC (the Ballard-Interbay-Northend Manufacturing/Industrial Center), which includes Interbay, and the shoreline area between Ballard and Fremont. Some manufacturing and industrial activity also occurs around the shores of Lake Union and along Rainier Avenue S., near Interstate 90. Two of these areas, BINMIC and the Duwamish, are major areas of employment. BINMIC has roughly 15,000 jobs, while the Duwamish accounts for over 65,000. Combined, they contain roughly 17 percent of the city's total employment population. Given the land-intensive nature of employment activities in these areas, the job densities are comparatively low, seldom exceeding 15 jobs per acre.



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Transportation Appendix

A

Inventory of Existing Facilities & Services

limited access facilities, arterials & streets

There are approximately 54,000 acres of land in the city, nearly 14,000 of which (about 26 percent) are used for street rights of way. Seattle's street network in 2004 consists of 1,534 miles of arterials, including some that are designated state routes, and 2,412 miles of non arterials (see Transportation Figure A-1). In the arterial system there are 620 miles of principal arterials, 566 miles of minor arterials, and 348 miles of collector arterials. High-occupancy vehicle (HOV) lanes exist on some arterials and limited access facilities as shown in Transportation Figure A-3. There are 975 signalized intersections, 4,596 non signalized arterial intersections and 7,029 non arterial intersections. Transportation Figures A-2a-c show the locations of traffic and pedestrian crossing signals in Seattle. The "state signals" are managed by the Washington State Department of Transportation and are located mostly at freeway on- and off-ramps.

traffic volumes

Transportation Figure A-4 shows the 2002 average weekday traffic volumes on Seattle's arterials and freeways. To analyze trends, traffic counts are taken annually on arterials and freeways along screenlines at or near the city limits, and are added together to estimate the traffic volume entering and exiting the city daily. Transportation Figure A-5 shows the trend in average weekday traffic at the city limit screenlines; the volume has increased from 758,000 in 1980 to 1,190,800 in 2003 — a 64 percent increase over 23 years. During the same period, Seattle's population increased by 9.3 percent. However, between 1995 and 2002 approximately 51,000 new jobs were added within the city, a 12 percent increase.

Transportation Figure A-6 similarly shows the trend in average weekday traffic crossing an imaginary cordon around downtown Seattle, bounded by Lenora Street, I-5, Royal Brougham Way, and Alaskan Way. The volumes include traffic getting on and off the ferries. From 1980 to 2003, downtown cordon traffic grew 22 percent, from 371,000 to 475,980.

transit

Public transit in Seattle is provided by three agencies. Metro provides bus, trolley and streetcar services that cover most of King County. Community Transit and Sound Transit operate express bus services to Seattle from King, Snohomish and Pierce Counties. As of 2002, Metro serves a population of nearly 2 million over a 2,128 square-mile service area. It operates approximately 1300 vehicles on about 188 routes representing 7,050 route miles with annual ridership of over 75 million. Transportation Figure A-7 shows Metro's 2004 transit routes in Seattle.

Metro currently operates a 1.3-mile long tunnel under Third Avenue and Pine Street from the International District to 9th Avenue and Pine Street. The tunnel has five stations, and connects to Interstate 90 at the south end and to the Interstate 5 express lanes at the north end. Dual powered buses operate through the tunnel; diesel power is used on streets and highways, while electric power is used in the tunnel. In addition to dual powered buses, the tunnel will be used as part of Sound Transits Link light rail line through downtown. Renovation of the tunnel for use by both buses and trains is scheduled for completion by 2009.

Metro has about 56 miles of two way overhead electric trolley wire in Seattle used by approximately 146 trolley buses. Trolleys produce no tailpipe emissions and are considerably quieter than diesel buses.

All buses operating in downtown Seattle are free to riders from 6 a.m. to 7 p.m. The ride-free zone boundaries are Battery Street, Sixth Avenue, I-5, Jackson Street, and the waterfront. The ride-free zone significantly reduces the need to use cars for short trips around downtown. The Waterfront Streetcar system includes three streetcars, nine stations, and more than two miles of rail. The tracks and overhead wire run along Alaskan Way and South Main Street from Myrtle Edwards Park to the International District.

Sound Transit is the regional transit authority for the Puget Sound area (which includes portions of King, Snohomish and Pierce Counties.) Sound Transit was created in 1996 by voters within its boundary, and is implementing the first phase of its "Sound Move" regional transit plan. The Sound Move plan includes: operation of a 14-mile light rail system (called "Link") between SeaTac and downtown Seattle, with possible extension to Northgate; peak period commuter rail services (called "Sounder") along existing rail lines between downtown Seattle, Tacoma and Everett; and regional bus services.

As of 2004, Sound Transit provides regional express bus services between suburban areas within its three-county service area, downtown Seattle, West Seattle, and the University District. Sounder commuter rail provides rail service between Tacoma and Seattle and between Everett and Seattle. Besides the King Street Station, where the Tacoma and Everett services reach downtown Seattle, there are two provisional Sounder stations identified in Seattle in the Georgetown and Ballard communities.

By 2009 there will be at least 11 Link light rail stations in Seattle: in the Rainier Valley at Henderson Street (Rainier Beach area), Othello Street (Holly Park area), Edmunds Street (Columbia City area), and McClellan Street (Mount Baker area); Beacon Avenue and Lander Street (Beacon Hill area), and through downtown using the existing downtown tunnel stations. Stations planned but deferred for future operation include Graham Street, and Royal

Brougham. Currently, planning for extension of Link north of downtown to Northgate is under study. In 2004, Sound Transit identified a preferred route for North Link. The preferred North Link route will stretch north of the Downtown Seattle Transit Tunnel with stations at Madison Street (First Hill area), Nagle Place (Capitol Hill area), Husky Stadium and Brooklyn at NE 43rd Street (University District), NE 65th Street (Roosevelt Neighborhood) and Northgate. It is anticipated that by 2030 this line will have a daily ridership in excess of 150,000 passengers.

In 2002, Seattle Voters approved a measure to fund construction of a monorail linking Ballard, Downtown, and West Seattle. Construction of the 14-mile line is scheduled to begin in 2005 with partial opening planned for 2007 and full operation in 2009. Planning for the 2nd of potentially 5 lines by the Seattle Monorail Project began in 2003. Currently, the City of Seattle operates a monorail on a mile of elevated guideway between Westlake Mall in downtown Seattle and the Seattle Center. The monorail carried about 2.1 million riders in 2003. The Seattle Monorail will close in the fall of 2005 to make way for construction of the Seattle Monorail Projects' Green Line.

Metro and WSDOT operate 15 park and ride lots in Seattle with approximately 2,280 parking spaces, as shown in Transportation Figures A-9 and A-10. There is also a Metro transit center just south of the Northgate Mall. The park-and-ride lots may be used by commuters, free of charge, to meet a carpool, vanpool or bus. Metro provides wheelchair accessible buses and other special transportation services for persons unable to use regular bus service. For example, low income King County residents 65 years or older and people with disabilities are eligible for reduced cost taxi trips. Other Metro programs and services include custom buses, special event service, the U-Pass program with the University of Washington, bikes on buses, vanpools, and a ridematch service.

bicycles & pedestrians

Bicycles are classified as “vehicles” in the Seattle Traffic Code and have the right to use all streets in the city except where explicitly prohibited. Transportation Figure A-11 shows the three categories of bike facilities, and the miles of each. Bicycle racks are provided in neighborhood commercial areas and downtown, and some work places provide secure, weather protected bike parking, showers, and lockers. As of 2000, the City has installed over 1900 bike racks across the city. Seattle’s Land Use Code requires that many new developments include bike parking where parking is built for cars.

Metro first installed bike racks on buses in 1979 to carry bicyclists across the SR-520 Bridge. Metro has since installed bike racks on their entire fleet of buses. Metro also has bike racks and lockers at some of its Seattle park-and-ride lots and at the Northgate Transit Center. The Washington State Ferry Colman Dock in downtown Seattle has bicycle racks for 10 to 15 bikes, while the Fauntleroy dock has none. All ferries provide simple tie-downs for bicycle transport, although the passenger-only ferries can carry only five bikes.

Of the City’s 479 miles of arterials (in 1995), about 306 miles had sidewalks or asphalt walkways on both sides of the street, and 140 miles had a sidewalk or walkway on one side of the street; about 33 miles of arterials do not have sidewalks or asphalt walkways on either side of the street. “School walk boundaries” define areas where school bus service is not provided and students generally walk to school. In 1995, there were 20 miles of arterials in elementary school walk boundaries without sidewalks on either side of the street; and there were 362 miles of Seattle residential streets (non-arterials) lacking sidewalks within the school walk boundaries.

parking

On-street parking occurs in the public right-of-way and is therefore regulated by the City through the creation of no-parking and special-use parking zones, time-of-day restrictions, parking duration limits, pay stations/meters, and residential parking zones. In 2004, the City started converting most single-space parking meters to parking pay station kiosks. All pay stations will be installed at the rate of \$1.50 per hour. As electric meters are reprogrammed, the parking meter rate will increase to \$1.50 per hour. Because existing mechanical meters cannot be reprogrammed, they will remain at \$1.00 or \$0.60 per hour and will be phased out as pay stations are installed.

Residential parking zones (RPZ’s) are designed to protect Seattle’s residential neighborhoods from parking impacts and congestion from major employment and/or retail centers. In an RPZ, on-street parking is generally restricted to one or two hours, except for residents and guests who display special RPZ decals. Existing RPZ’s are in the following communities: Montlake, Squire Park, West Seattle-Fauntleroy, Capitol Hill, Wallingford, University District, First Hill, Eastlake, Magnolia, North Queen Anne, North Capitol Hill, Uptown (Seattle Center), Central District (Garfield High School), Belmont/Harvard, Mount Baker (Franklin high school), North Beacon Hill, Licton Springs (North Seattle Community College), Cowen Park/Roosevelt, Ravenna Bryant

Off-street parking facilities are usually privately-owned and operated. The City regulates the location and size of garages and lots through the Land Use Code and facilities with paid parking pay a licensing fee. Transportation Figure A-12 shows inventory data for off-street parking in three Seattle areas: the Central Business District, Uptown/South Lake Union, First Hill and the University District.

Carpools receive preferential parking treatment through City programs, allocation of on-street parking spaces, and Land Use Code requirements for carpool parking in new developments.

rail

Passenger Rail: Amtrak operates trains over 900 miles of Burlington Northern tracks in the state and provides service to 16 cities. The Empire Builder provides daily service from Seattle to Spokane and on to Chicago; the Cascades operates twice a day to/from Portland, and daily to/from Vancouver, B.C. The Coast Starlight runs daily connecting Seattle to Portland, Oakland and on to Los Angeles

Freight: Burlington Northern Santa Fe (BNSF) owns and operates a mainline dual-track from Portland to Seattle. Union Pacific owns and operates a single mainline track with two-way train operations between Tacoma and Seattle. BNSF owns and operates tracks that extend north from downtown Seattle to Snohomish County and then east to Spokane. A connecting spur, operated by the Ballard Terminal Rail Company, serves the Ballard and the western ship canal area. BNSF trains range up to 5,500 feet in length; Union Pacific trains are up to 7,700 feet long.

Rail-line capacity depends on train length, operating speeds, the number of switch crossover points, and whether the line has one- or two-way traffic. Current train speed limits in the City are 10, 20, or 40 mph depending on the segment.

There are three truck-to-train intermodal terminals serving the Duwamish Industrial area: Burlington Northern Santa Fe operates the Seattle International Gateway yard north of S. Hanford Street, Union Pacific operates the Seattle Yard north of the Georgetown neighborhood, and the Port of Seattle operates an intermodal facility at Terminal 18. North of downtown Seattle is BNSF's Interbay rail yard.

air transportation

There are three commercial aircraft landing facilities in the greater Seattle metropolitan area: Seattle-Tacoma International Airport (Sea-Tac), operated by the Port of Seattle and located in the City of SeaTac; the Lake Union seaplane base in Seattle; and the Lake Washington seaplane base near Kenmore. Sea-Tac's facilities include two instrument runways, 76 loading gates, one main and two satellite terminals, and 4.5 miles of intra-airport roads. Sea-Tac accommodates over 38 airlines, including 13 international passenger carriers and 18 all-cargo carriers. In 2003 there were 354,770 aircraft operations at Sea-Tac.

The majority of general aviation flights take off and land either at King County International Airport (Boeing Field) or at one of the 11 active privately-operated helistops and heliports around the city. Boeing Field has one 10,000-foot runway with an instrument landing system and one 3,700-foot runway. The number of flight operations at Boeing Field was 363,838 in 2000.

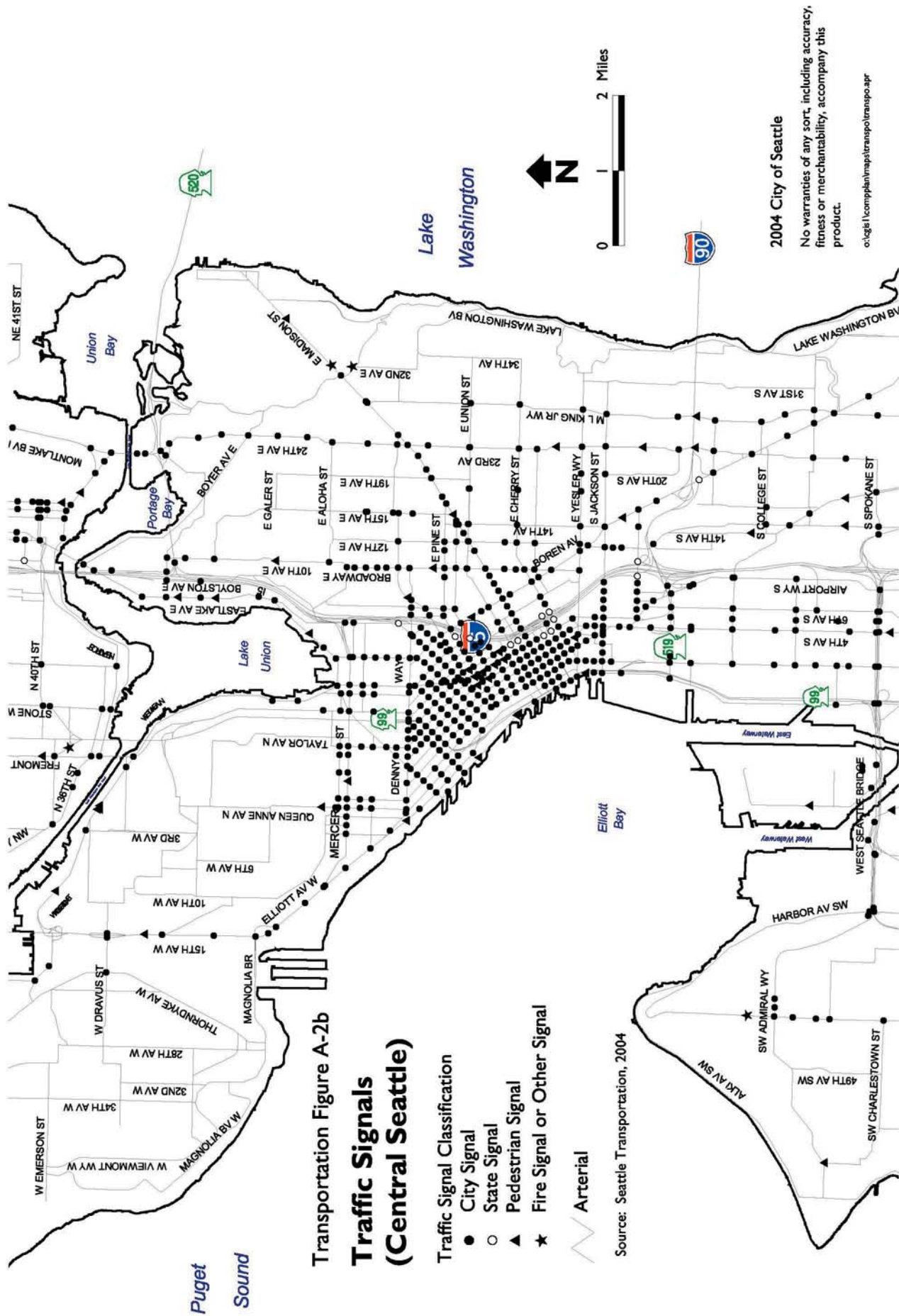
water transportation

The Washington State Ferry (WSF) system operates two terminals in Seattle - Colman Dock in downtown Seattle, and the Fautleroy terminal in West Seattle. Passenger-and-vehicle service is provided on two ferry routes from Colman Dock - to Bainbridge Island and to Bremerton. Passenger-and-vehicle ferries link Fautleroy with Vashon Island and Southworth.

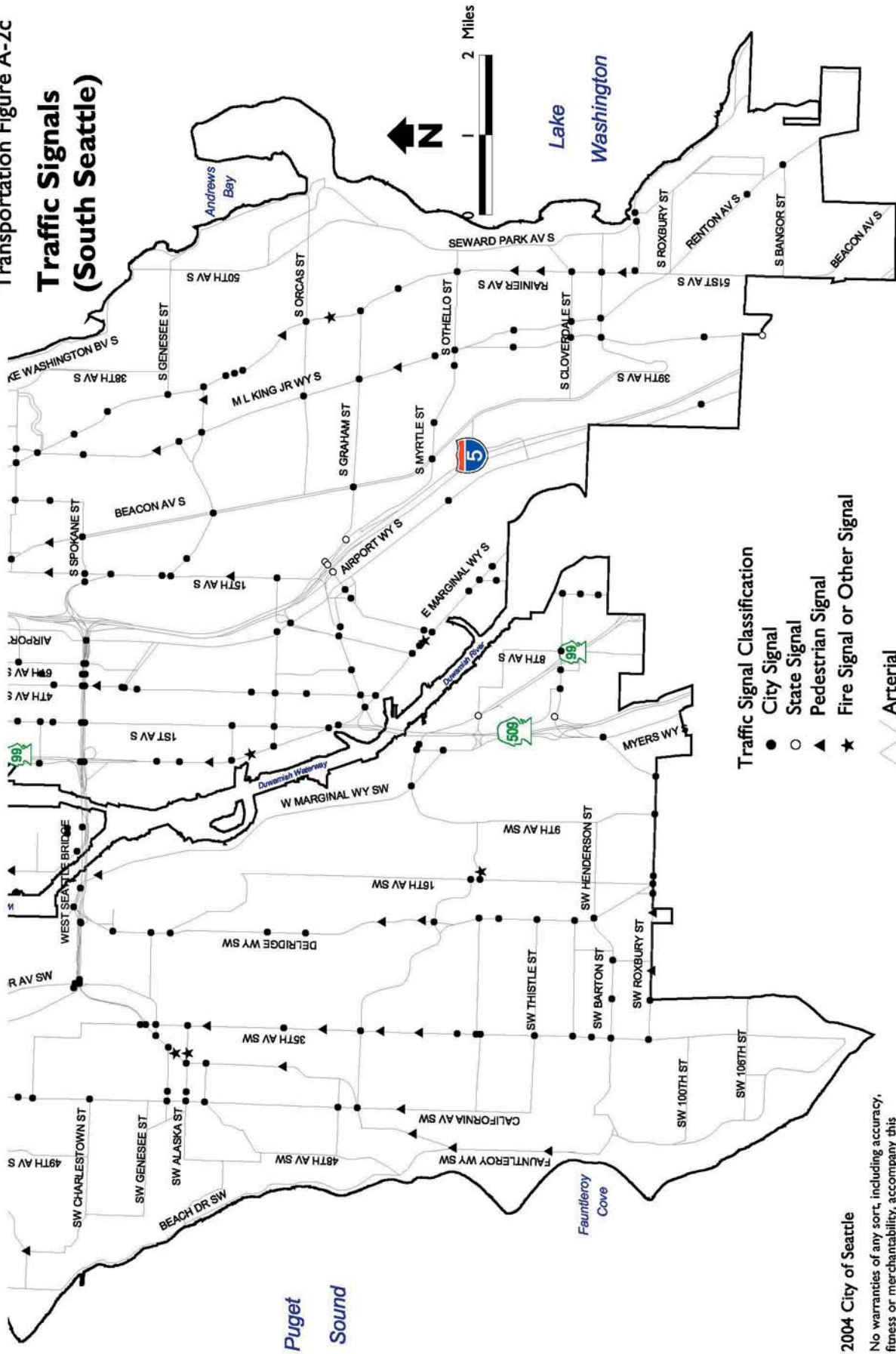
The Victoria Clipper operates between one to four round trips daily, depending on the season, between Seattle and Victoria on passenger-only catamarans.

other intermodal facilities

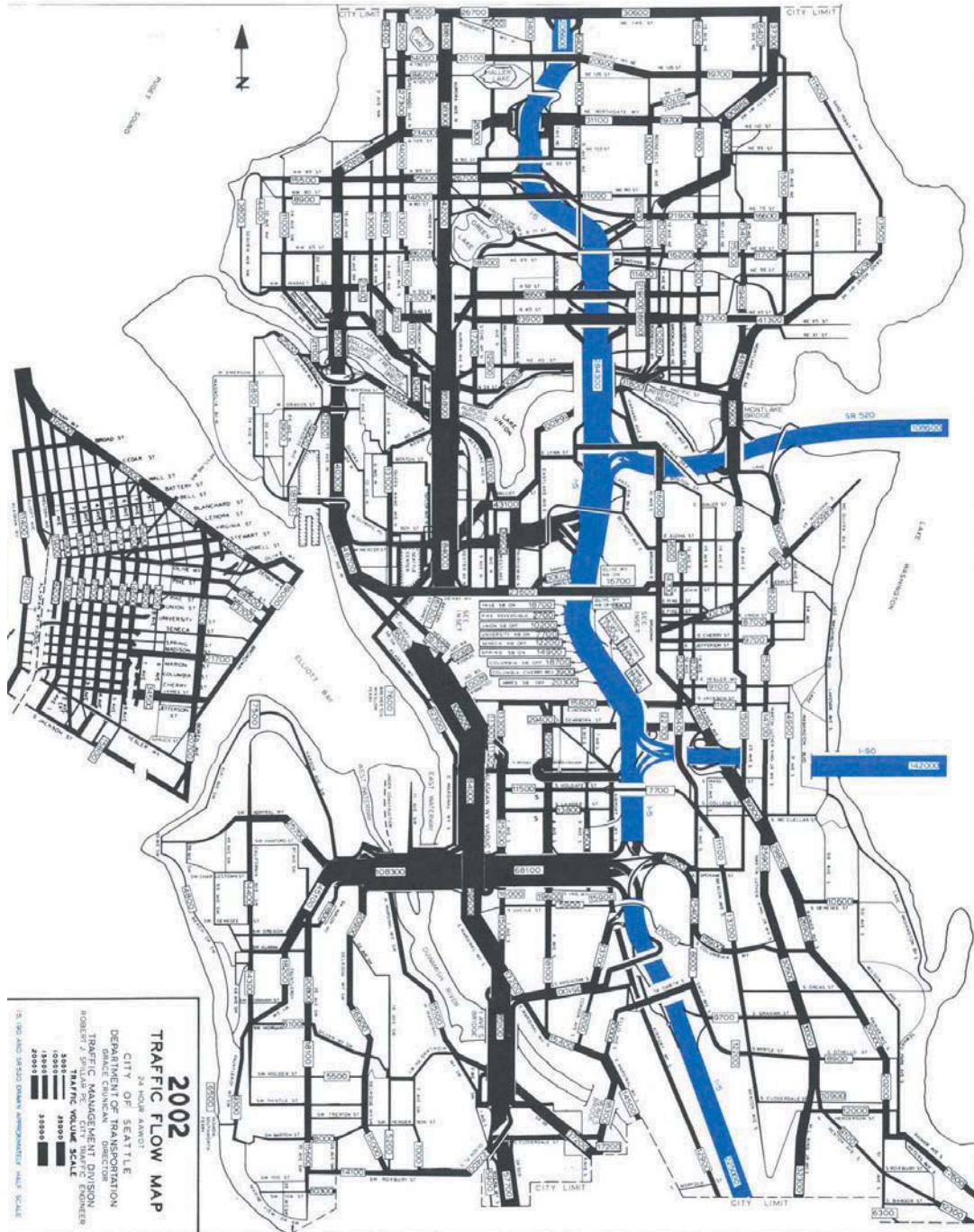
The Port of Seattle operates and supports marine, rail, and air intermodal facilities. Port of Seattle facilities include 25 commercial marine terminals, three container terminals with 23 container cranes, a warehouse complex and distribution center, and a deep-draft grain terminal. Services are offered by about 100 steamship operators and agents; about 30 tug and barge operators; about 100 truck and warehouse operators; and Burlington Northern Santa Fe and Union Pacific railroads, operating intermodal yards. Transportation Figure A-13 shows the Port of Seattle facilities located in Seattle.



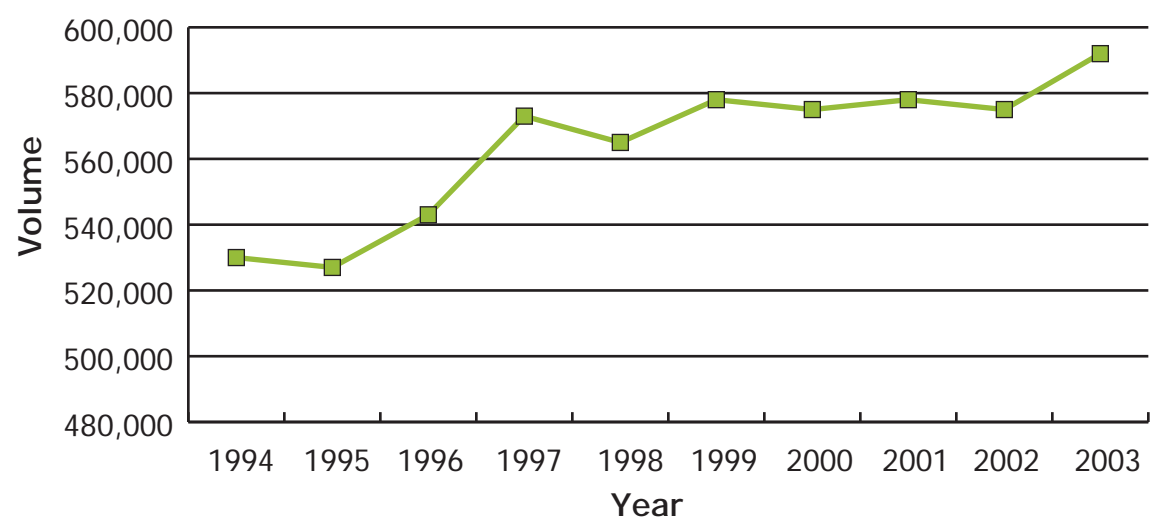
Transportation Figure A-2c
**Traffic Signals
 (South Seattle)**



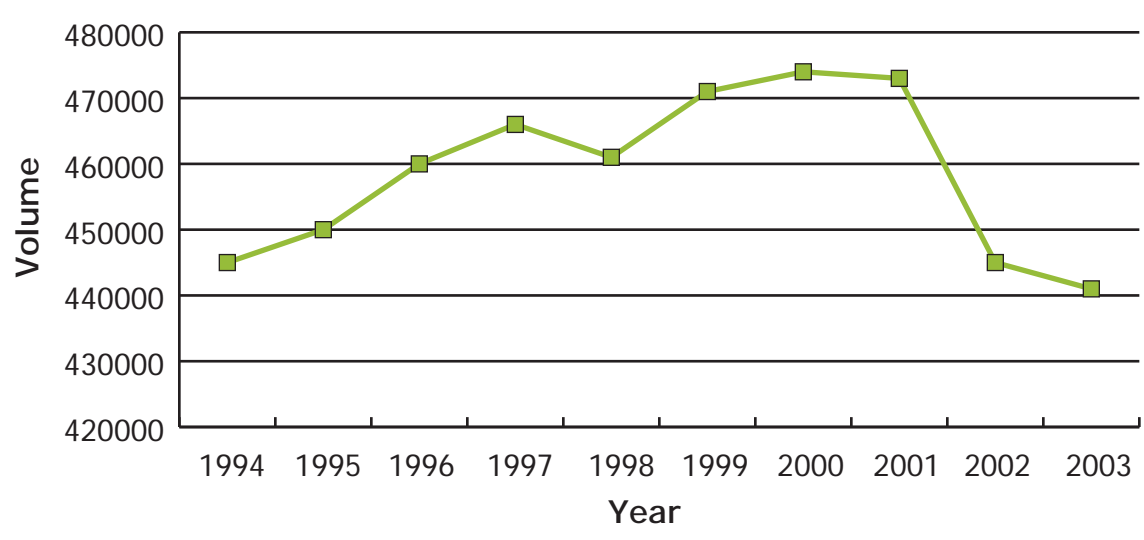
Transportation Figure A-4
2002 Traffic Flow Map – Average Weekday Daily Traffic




Transportation Figure A-5
Average Weekday Traffic at City Limit Screenlines
1993 - 2003



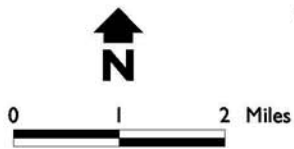
Transportation Figure A-6
Average Weekday Traffic at Downtown Cordon
1993 - 2003



Transportation Figure A-7 Metro Bus Routes

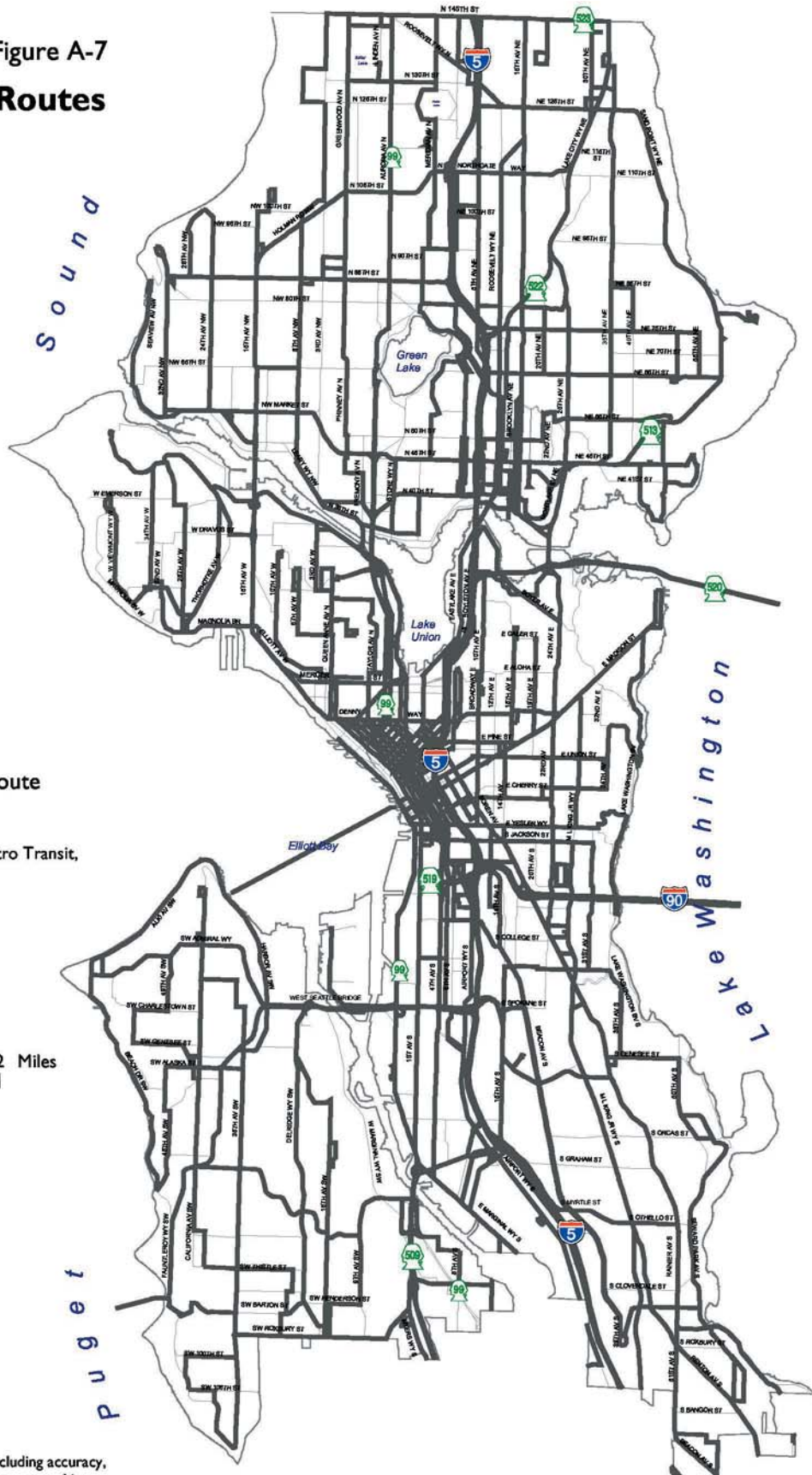
 Metro Bus Route Arterial

Source: King County Metro Transit, 2003

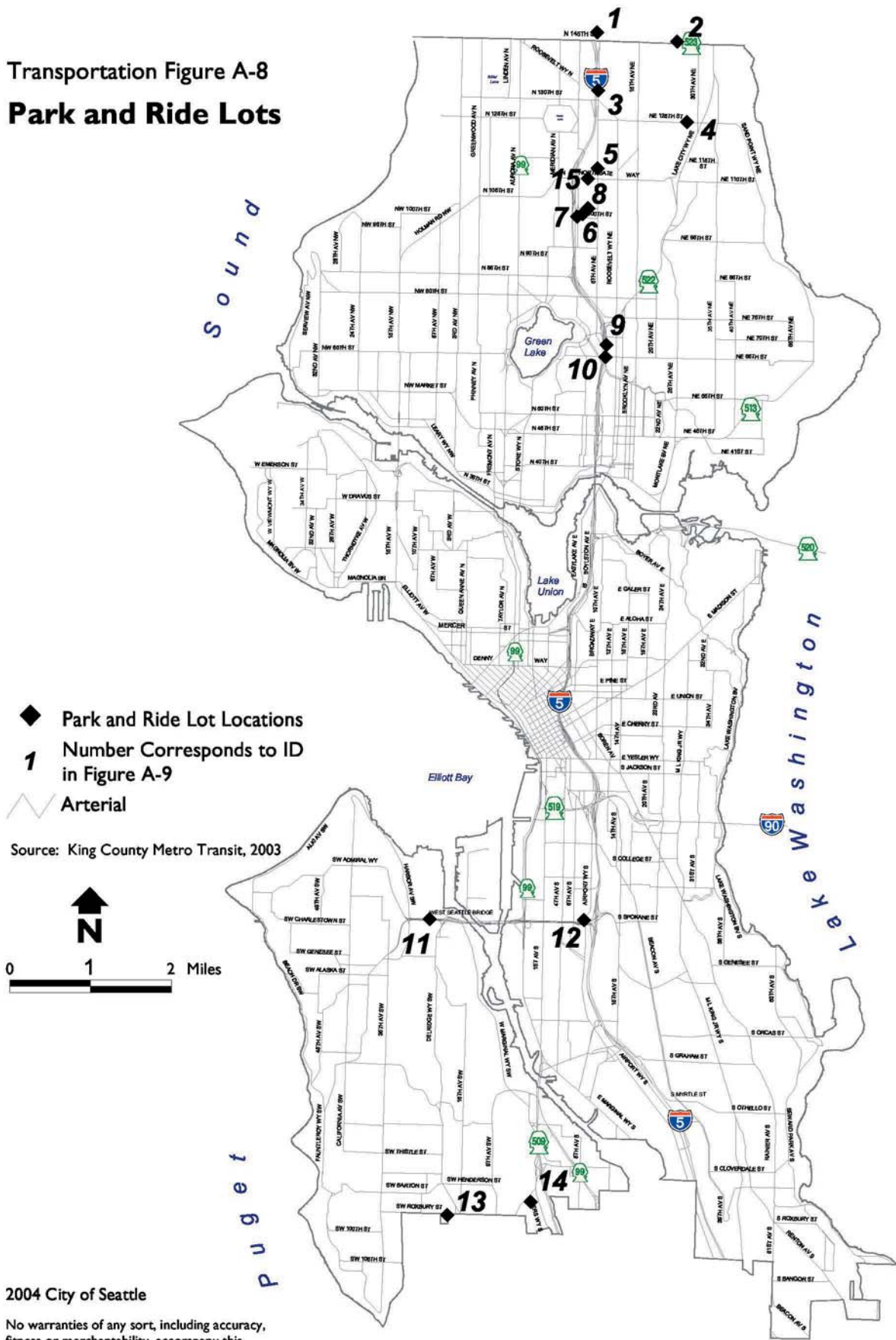


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Transportation Figure A-8 Park and Ride Lots



Transportation Figure A-9
Park & Ride Lot Inventory

ID	Park & Ride Location	Address	Number of Parking Stalls (1999)
1	North Jackson Park	14711 5 th Ave. NE	68
2	Shoreline United Methodist Church	NE 145 th St./25 th Ave. NE	20
3	5 th Ave. NE/NE 133 rd St.	5 th Ave. NE/NE 133 rd St.	46
4	Our Savior Lutheran Church	NE 125 th /27 th Ave. NE	21
5	Northgate	11203 5 th Ave. NE	401
6	Northgate Transit Center	10200 1 st Ave. NE	296
7	North Seattle	10001 1 st Ave. NE	141
8	Northgate TC Extension	3 rd Ave. NE & NE 103 rd St.	412
8	Northgate TC Extension Carpool	3 rd Ave. NE & NE 103 rd St.	75
9	Calvary Temple Church	6810 8 th Ave. NE	75
10	I-5/NE 65 th St.	6601 8 th Ave. NE	446
11	Southwest Spokane St.	26 th Ave. SW & SW Spokane St.	62
12	Airport Way/Spokane St.	Airport Way/Spokane St.	25
13	Holy Family Church	SW Roxbury/20 th SW	36
14	Olson Way/Myers	9000 Olson Pl. SW	100
15	Northgate North Garage	300 NE Northgate Way	63

Source: Metro King County, December 2003. (Second Quarter Statistics)

Transportation Figure A-10
Bicycle Facilities, 2004

Routes	Miles
Bicycle Paths (Multi-use) - Total	28
Duwamish River (Duwamish Head to Michigan St.)	4.0
Harbor Island/West Seattle Bridge	1.0
Interstate 90 Path	3.5
Waterfront/Elliott Bay/Interbay	4.0
Burke Gilman Trail	14.5
South Lake Union	1.0
Bicycle Lanes - Total	22
Alki	2.5
Green Lake	4.0
Ravenna	1.0
Interstate 90 Extension (Dearborn)	1.0
Dexter/7 th	2.2
Alaskan Way	2.0
Gilman/Government Way	1.6
Martin Luther King Way	0.8
Bicycle Routes (Signed) - Total	90
Alki	15.5
Duwamish (City limit to Michigan St.)	3.4
Sea-Tac Route	13.0
Lake Washington Boulevard	19.7
Magnolia Loop	7.5
Ravenna	2.5
8 th Ave. NW (Burke Gilman Trail to 3 rd Ave. NW)	5.5
Sand Point Way (Burke Gilman Trail By-pass Route)	10.0
Lake Union Route	2.0
Ballard/Seaview Route	4.5

Source: Seattle Department of Transportation, 2004.

Definitions:

Bicycle Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

Bicycle Lane: A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

Bicycle Route: A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

Transportation Figure A-11
2002 Off-Street Parking Inventory

Seattle Area	Total Stalls (2002)	Annual % Supply Change (1996-2002)	Average Occupancy Rate	Annual % Change in Average Occupancy Rate 1996-2002	Average Two Hour Rate	Average Daily Rate	Average Monthly Rate	Annual % Change in Average Daily Rate 1996-2002
Central Business District	58,538	+1.6%	63.2%	-3.9%	\$7.20	\$14.52	\$200.29	6.7%
Lower Queen Anne/South Lake Union	17,644	+0.7%	46.8%	-3.5%	\$4.51	\$6.52	\$106.03	1.0%
First Hill	10,800	+0.7%	76.2%	0.0%	\$3.60	\$12.37	\$91.71	11.4%
University District	5,134	N/A	63.8%	N/A	\$3.35	\$7.15	\$74.37	N/A

N/A = Not Available

Source: Parking Inventory for the Central Puget Sound Region, PUGET SOUND REGIONAL COUNCIL / JANUARY 2002. For copy of report, go to <http://www.psrc.org/datapubs/pubs/parking2002.htm>

Note that the PSRC collected University District data for the first time in 2002.

B

Land Use Assumptions Used in Estimating Travel

To estimate future travel levels, assumptions were made for a variety of factors related to future population, employment, and transportation facilities. These include the number and geographic distribution of both households and employment in Seattle and the region, characteristics of households and jobs (e.g., number of residents per household, household income), and the transportation network (e.g., streets, transit routes). Then, a computer model was used to predict the total number of person-trips between various zones, the number of trips that would use various modes (e.g., car, bus, bike, walk), and the resulting vehicle traffic volumes on various streets throughout the city.

existing conditions

In 2000, the census counted 563,374 people living in Seattle; 2004 state estimates place the number at about 572,600. But Seattle's daytime population is much larger than the number of people who live in the city. A conservative 2000 estimate that takes employment into account but does not consider other reasons people come to, or leave, Seattle during the daytime—such as attending college classes, shopping, business travel, entertainment, tourism, and medical care—would number at least 717,465 in 2000. This estimate is based on the following data from the 2000 census:

- 563,374 people lived in Seattle in 2000
- 59,000 Seattle residents worked outside the city
- approximately 220,000 people commuted to Seattle from other places for work

Seattle covers about 54,000 acres of land. Most areas of the city are of predominantly one type of land use (e.g., residential, commercial, or industrial). About 40 percent of the city's land area is occupied by residential uses. In 1990, there were a total of about 249,000 housing units in the city. Estimates in 2003 place the total number of housing units in the city at about 269,069. The area north of the ship canal has more of its land area occupied by housing than mid-Seattle (south of the ship canal to I-90) or south Seattle (south of I-90).

Street rights-of-way take up the next largest amount of land, almost 26 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 13 percent of the land area. Parks occupy nine percent; cemeteries, reservoirs, and other uses occupy six percent; and six percent of the land is vacant.

regional land use assumptions

The Puget Sound Regional Council (PSRC) conducts regional planning for the four-county (Snohomish, King, Pierce, and Kitsap) central Puget Sound region. The PSRC's Vision 2020 Growth Strategy and Transportation Plan presents a vision and array of strategies designed to achieve goals of growth management, transportation demand management, and improved transportation investment decisions. The PSRC provides population and employment forecasts for the region, focusing future population and employment growth into urban centers.

Seattle land use assumptions

Within Seattle, the upper limits of the growth targets in the adopted Plan for population, households, and employment were used to estimate future travel. These targets call for an additional 47,000 households and 67,200 jobs over the 20-year life of this plan. This growth was allocated within the city as follows:

2004-2024 Growth Distribution

	Household Growth	Employment Growth
Urban centers	28,300 (60%)	67,200 (80%)
Hub urban villages	4,800 (10%)	4,200 (5%)
Residential villages	7,000 (15%)	4,200 (5%)
Areas outside centers and villages	7,000 (15%)	
Manufacturing/ industrial centers	—	8,400 (10%)
TOTAL	47,000 (100%)	84,000 (100%)

N/A = Not Available
 Source: Parking Inventory for the Central Puget Sound Region, PUGET SOUND REGIONAL COUNCIL / JANUARY 2002. For copy of report, go to <http://www.psrc.org/datapubs/pubs/parking2002.htm>
 Note that the PSRC collected University District data for the first time in 2002.

Traffic Forecasts

Region-wide and city-limit traffic volume forecasts for the Comprehensive Plan are as follows:

Total vehicle-miles-of-travel (VMT) for the region (per day):

1998 estimate:	76 million
2020 forecasts:	106 million (+39%)

Traffic volume at north city limit (vehicles per day):

1998 estimate:	361,000
2020 forecasts:	413,000 (+14%)

Traffic volume at south city limit (vehicles per day):

1998 estimate:	482,000
2020 forecasts:	546,000 (+13%)

Traffic volume at east city limit (SR 520 and I-90) (vehicles per day):

1998 estimate:	259,300
2020 forecasts:	284,000 (+10%)

Regional transit trips as a percent of total motorized trips:

1998 estimate:	3 percent
2020 forecasts:	6 percent

To analyze the transportation effects of the Comprehensive Plan goals and policies on the City's arterial streets in urban centers and in urban village areas, traffic conditions were analyzed for a system of 42 screenlines, shown in Transportation Figure A-13. These screenlines functionally cover the entire City, including urban centers and areas identified for future designation as urban villages. The Comprehensive Plan's level-of-service (LOS) system uses a similar screenline system, with 30 of the same screenlines. Twelve screenlines were added for this traffic forecast analysis to supplement the data in urban centers.

Traffic volumes were forecasted for arterial streets for the year 2020. These forecasted volumes were totaled for all arterials crossing a particular screenline, and this screenline volume was compared to the sum of the “planning capacities” for the arterials crossing the screenline, yielding a ratio of volume-to-capacity (v/c) for each direction of traffic for each screenline.

The screenline methodology was used both for the Comprehensive Plan’s level-of-service system to judge the performance of the arterial system, and for the traffic forecast analysis described in this Appendix. This system was selected because it steps back from the micro-level focus of traditional intersection LOS analysis, and recognizes explicitly the broader geographic impacts of development and travel patterns. The system recognizes that no single intersection or arterial operates in isolation. Motorists have choices, and they select particular routes based on a wide variety of factors. If traffic congestion on one arterial increases, it may not make sense to expand the capacity of that arterial. The City, instead, may want to shift traffic to a nearby under-used arterial, or to expand capacity on a different nearby arterial, or to implement measures to reduce travel demand — or a combination of these strategies. Accordingly, this analytic methodology focuses on a “traffic-shed,” an area where arterials among which drivers logically can choose are organized for functional analysis.

Transportation Figure A-14 lists, for each screenline, the forecasted year 2020. (This Figure supplements the more limited information provided in Transportation Figure 3 in Section E. of the Comprehensive Plan Transportation Element.)

As can be seen in Transportation Figure A-14, the forecasted screenline v/c ratios for the year 2020 under the Comprehensive Plan range from 0.32 to 1.2. With one exception, each screenline that serves as a level-of-service (LOS) screenline, the forecasted year 2020 v/c ratio is below the LOS standard established for that screenline. By analyzing the forecasted year 2020 v/c ratios at screenlines in or near urban centers, one can evaluate the effects of the Comprehensive Plan goals and policies on the transportation systems in the urban centers.

Downtown: Screenlines 10.11, 12.12, A1, A2, and A3 pass through or along the edge of the Downtown Urban Center, some encompassing north-south avenues, and some encompassing east-west streets. For all five of these screenlines, the year 2020 v/c ratios under the Comprehensive Plan are below 1.0. This means that for screenlines 10.11 and 12.12, the year 2020 v/c ratios are also below the established LOS standards of 1.0 for screenline 10.11 and 1.2 for screenline 12.12.

Seattle Center: For the Seattle Center Urban Center, screenline A4 is an east-west screenline while screenline A5 is drawn north-south through the Urban Center. For both of these screenlines, the year 2020 v/c ratios are well below 1.0.

First Hill/Capitol Hill: Screenlines A6, A7, and A8 are drawn through the First Hill/ Capitol Hill Urban Center. Screenline 12.12, on the east edge of the Downtown Urban Center, is on the west edge of the First Hill/Capitol Hill Urban Center. For all four of these screenlines, the year 2020 v/c ratios under the Comprehensive Plan are well below 1.0.

¹ As with the region-wide and city-limit traffic volume forecasts described earlier in this Appendix, the v/c ratios in Transportation Figure A-14 are based on the output of the PSRC Regional Transportation model. The traffic volume values produced from the model for this analysis differ slightly from values produced in earlier updates to the Comprehensive because of updates to the model, including a revised zone structure and revised employment estimates.

University District: For the University District Urban Center, screenlines 5.16 and 13.13 cover the south and west boundaries of the Urban Center, while screenline A9 passes east-west through the Center and screenline A10 is drawn north-south through the Center. The year 2020 v/c ratios under the comprehensive Plan for all four of these screenlines are below 1.0. The forecasted year 2020 v/c ratios for screenline 5.16 are nearly 1.0, compared to the LOS standard of 1.2. These high v/c ratios reflect traffic congestion around the University District, much of which is due to through traffic.




Northgate: For the Northgate Urban Center, screenline A11 is drawn east-west through the Center, while screenline A12 passes north-south through the Center. The year 2020 v/c ratios for both of these screenlines are well below 1.0.

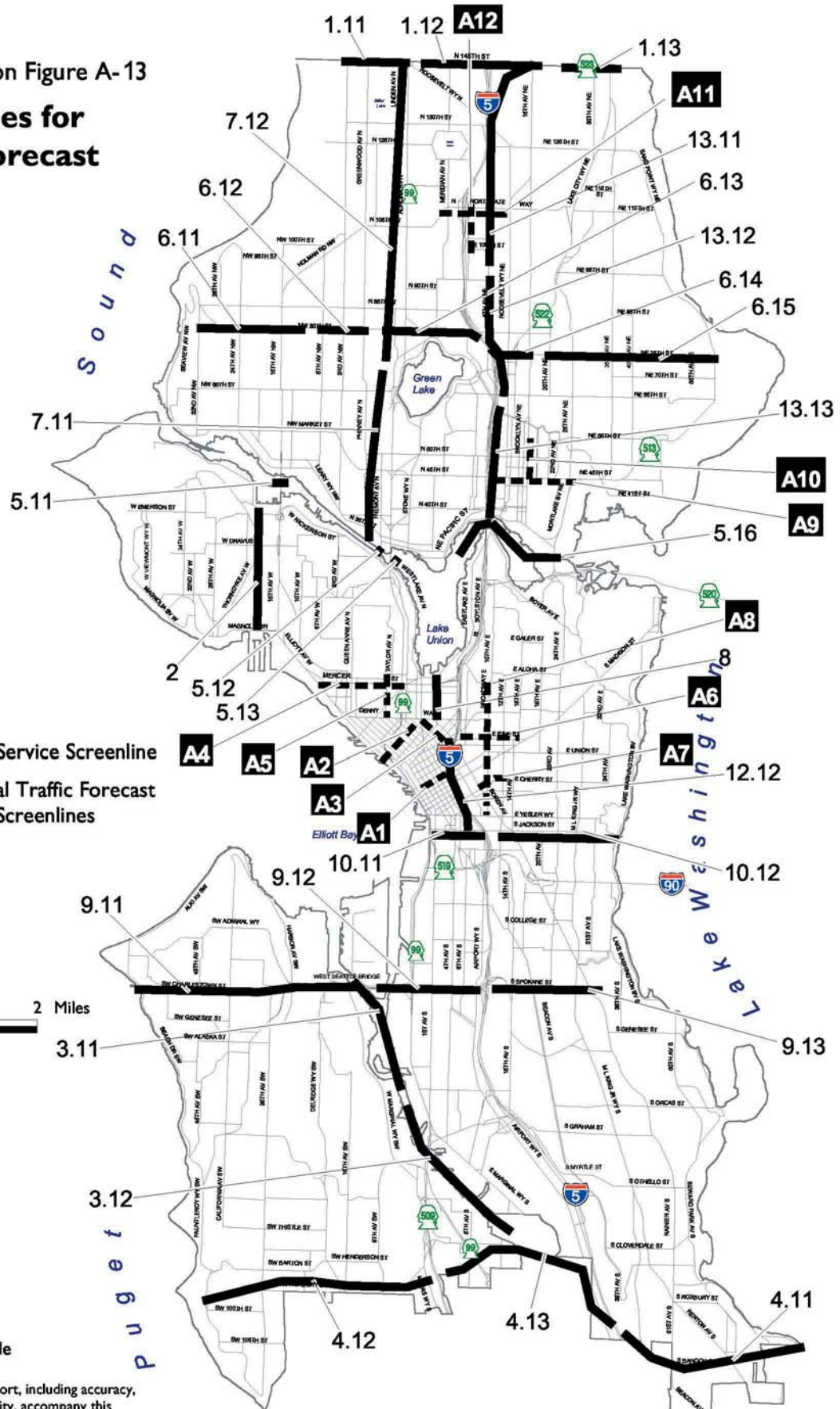
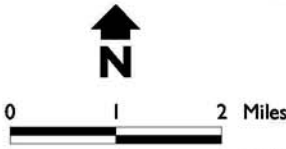
South Lake Union: For the South Lake Union Urban Center, Screenline 8 is drawn in a north-south, south of Lake Union. The year 2020 v/c ratio for this screenline is below 1.2 LOS standard.

The Comprehensive Plan includes policies to improve transit service and related transit capital facilities, as well as to improve non-motorized transportation facilities, to afford ways for people to avoid the traffic congestion inherent in dense urban centers and urban village areas. In this way, people may avoid the congestion reflected in higher v/c ratios across some screenlines.

As this analysis of transportation impacts demonstrates, the forecasted year 2020 screenline volume-to-capacity ratios under the Comprehensive Plan do not exceed the established LOS standards for any screenlines. With the exception of Screenline 5.16 for the Ballard Bridge, the forecasted year 2020 v/c ratios are within acceptable ranges. The 2020 v/c ratio forecast for Screenline 5.16 is 1.2 and the standard for that screen line is also 1.2. As provided in Comprehensive Plan Policy T69, when the calculated v/c ratio for a screenline approaches the LOS standard for that screenline, the City will pursue strategies to reduce vehicular travel demand across the screenline and/or increase the operating capacity across the screenline.

Transportation Figure A-13 Screenlines for Traffic Forecast Analysis

-  Level of Service Screenline
-  Additional Traffic Forecast Analysis Screenlines
-  Arterial



2004 City of Seattle

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Transportation Figure A-14
Level of Service:
Screenline Volume-to-Capacity Ratios

Level-of-Service Screenline No.	Screenline Location	Segment	LOS Standard	Direction	2020 V/C Ratios
1.11	North City Limit	3 rd Ave. NW to Aurora Ave. N	1.20	NB	0.96
				SB	0.61
1.12	North City Limit	Meridian Ave. N to 15 th Ave. NE	1.20	NB	0.83
				SB	0.43
1.13	North City Limit	30 th Ave. NE to Lake City Way NE	1.20	NB	0.93
				SB	0.58
2	Magnolia		1.00	EB	0.51
				WB	0.64
3.11	Duwamish River	West Seattle Fwy. & Spokane St.	1.20	EB	0.55
				WB	0.86
3.12	Duwamish River	1 st Ave. S & 16 th Ave. S	1.20	NB	0.51
				SB	0.75
4.11	South City Limit	MLK Jr. Way to Rainier Ave. S	1.00	NB	0.46
				SB	0.61
4.12	South City Limit	Marine Dr. SW to Meyers Way S	1.00	NB	0.33
				SB	0.39
4.13	South City Limit	SR 99 to Airport Way S	1.00	NB	0.41
				SB	0.49
5.11	Ship Canal	Ballard Bridge	1.20	NB	1.20
				SB	0.81
5.12	Ship Canal	Fremont Bridge	1.20	NB	1.07
				SB	0.73
5.13	Ship Canal	Aurora Bridge	1.20	NB	0.90
				SB	0.78
5.16	Ship Canal	University & Montlake Bridges	1.20	NB	1.10
				SB	1.07
6.11	South of NW 80 th St.	Seaview Ave. NW to 15 th Ave. NW	1.00	NB	0.47
				SB	0.32
6.12	South of N(W) 80 th St.	8 th Ave. NW to Greenwood Ave. N	1.00	NB	0.56
				SB	0.33
6.13	South of N(E) 80 th St.	Linden Ave. N to 1 st Ave. NE	1.00	NB	0.46
				SB	0.36
6.14	South of NE 80 th St.	5 th Ave. NE to 15 th Ave. NE	1.00	NB	0.76
				SB	0.48

Transportation Figure A-14 (continued)
Level of Service:
Screenline Volume-to-Capacity Ratios

Level-of-Service Screenline No.	Screenline Location	Segment	LOS Standard	Direction	2020 V/C Ratios
6.15	South of NE 80 th St.	20 th Ave. NE to Sand Point Way NE	1.00	NB	0.55
				SB	0.38
7.11	West of Aurora Ave.	Fremont Pl N to N 65 th St.	1.00	EB	0.52
				WB	0.71
7.12	West of Aurora Ave.	N 80 th St. to N 145 th St.	1.00	EB	0.46
				WB	0.56
8	South of Lake Union		1.20	EB	0.96
				WB	1.06
9.11	South of Spokane St.	Beach Dr. SW to W Marginal Way SW	1.00	NB	0.45
				SB	0.59
9.12	South of Spokane St.	E Marginal Way S to Airport Way S	1.00	NB	0.52
				SB	0.63
9.13	South of Spokane St.	15 th Ave. S to Rainier Ave. S	1.00	NB	0.58
				SB	0.64
10.11	South of S Jackson St.	Alaskan Way S to 4 th Ave. S	1.00	NB	0.70
				SB	0.69
10.12	South of S Jackson St.	12 th Ave. S to Lakeside Ave. S	1.00	NB	0.52
				SB	0.66
12.12	East of CBD		1.20	EB	0.61
				WB	0.74
13.11	East of I-5	NE Northgate Way to NE 145 th St.	1.00	EB	0.76
				WB	0.63
13.12	East of I-5	NE 65 th St. to NE 80 th St.	1.00	EB	0.46
				WB	0.48
13.13	East of I-5	NE Pacific St. to NE Ravenna Blvd.	1.00	EB	0.64
				WB	0.77

Transportation Figure A-15
Traffic Forecast:
Screenline Volume-to-Capacity Ratios

Traffic forecast Analysis Screenline No.	Screenline Location	Segment	Direction	2020 V/C Ratios
A1	North of Seneca St.	1 st Ave. to 6 th Ave.	NB	0.86
			SB	1.06
A2	North of Blanchard	Elliott Ave. to Westlake Ave.	NB	0.56
			SB	0.62
A3	East of 9 th St.	Lenora St. to Pike St.	EB	0.42
			WB	0.42
A4	South of Mercer	Elliott Ave. W to Aurora Ave. N	NB	0.47
			SB	0.51
A5	East of 5 th Ave. N	Denny Way to Valley St.	EB	0.47
			WB	0.59
A6	North of Pine St.	Melrose Ave. to 15 th Ave.	NB	0.48
			SB	0.56
A7	North of James St.- E Cherry St.	Boren Ave. to 14 th Ave.	NB	0.61
			SB	0.77
A8	West of Broadway	Yesler Way to E Roy St.	EB	0.60
			WB	0.55
A9	South of NE 45 th St.	7 th Ave. NE to Montlake Blvd. NE	NB	0.75
			SB	0.51
A10	East of 15 th Ave. NE	NE 45 th St. to NE 52 nd St.	EB	0.64
			WB	0.91
A11	South of Northgate Way N 110 th St.	N Northgate Way to Roosevelt Way NE	NB	0.61
			SB	0.35
A12	East of 1 st Ave. NE	NE 100 th St. to NE Northgate Way	EB	0.70
			WB	0.43

D

Intergovernmental Coordination Efforts

This section describes the City's intergovernmental coordination efforts during the development of the Comprehensive Plan, and potential impacts of the plan on the transportation systems of adjacent jurisdictions.

Puget Sound Regional Council

Seattle is an active member of the Puget Sound Regional Council (PSRC), which is charged with certifying that local transportation plans are consistent with regional plans and goals. The City supports PSRC's Vision 2020, a transportation/land use plan that describes linking high density residential and employment centers throughout the region by high capacity transit and promoting a multi modal transportation system. Vision 2020's goals are carried forward by this Comprehensive Plan.

The PSRC provides population, employment, and transportation data to Seattle and other jurisdictions coordination is established via this centralized information resource.

In addition, the PSRC is charged with allocating certain federal funds. Seattle has participated in establishing the criteria and selection process to determine how funds will be distributed among transportation projects.

impacts on adjacent jurisdictions

Four jurisdictions are adjacent to the City of Seattle: the City of Shoreline, King County, and the City of Lake Forest Park along Seattle's north boundary, and the City of Tukwila and King County along Seattle's south boundary. In consultation with adjacent jurisdictions, several major arterials that lie within these jurisdictions near the Seattle border were selected for analysis. For each arterial, the existing p.m. peak hour traffic volume and forecasted year 2020 traffic volume were compared to the "planning capacity" of the arterial, yielding a volume-to-capacity (v/c) ratio. The results of this analysis are shown in Transportation Figure A-15.

For all but two of the arterials shown in Transportation Figure A-16, the p.m. peak hour v/c ratio is below 1.0, indicating that there is remaining traffic capacity currently and forecasted for the future. The exceptions are Bothell Way NE just north of NE 145th St., where the existing v/c is estimated to be .90 and the forecasted year 2020 v/c is estimated to be 1.08, and Greenwood Ave. N at 145th St. where existing outbound v/c is .5 and the forecasted year 2020 is 1.03.

These traffic volume and v/c figures reflect not only growth under Seattle's Comprehensive Plan, but also growth in the adjacent jurisdictions and throughout the central Puget Sound region. Much of the traffic on these arterials is through-traffic, with neither an origin nor a destination near the arterial.

In addition to the City of Seattle's analysis of transportation impacts on adjacent jurisdictions, as described in this section, Seattle continues to work with the adjacent jurisdictions to coordinate traffic operations and to minimize cross-boundary impacts.

Transportation Figure A-16
Adjacent Jurisdiction Arterials:
P.M. Peak Hour Capacities, Volumes & v/c Ratios

A. Major arterials just north of Seattle/King County-Shoreline-Lake Forest Park Border (145th St.)

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
Greenwood Ave. N	760	380	0.50	760	410	0.54	760	780	1.03	760	380	0.50
Westminster Way N	2,600	1,590	0.61	2,600	660	0.25	2,600	2,190	0.84	2,600	700	0.27
Aurora Ave. N	3,060	1,790	0.58	3,060	890	0.29	3,060	2,200	0.72	3,060	1,080	0.35
Meridian Ave. N	1,030	750	0.73	1,030	210	0.20	2,160	1,015	0.47	2,160	260	0.12
5 th Ave. NE	760	550	0.72	760	230	0.30	2,160	740	0.34	2,160	200	0.09
15 th Ave. NE	2,160	1,380	0.64	2,160	240	0.11	2,160	1,920	0.89	2,160	260	0.12
25 th Ave. NE	740	450	0.61	740	200	0.27	740	570	0.77	740	220	0.30
Bothell Way NE	2,450	2,510	0.90	2,450	1,150	0.47	2,450	2,640	1.08	2,450	1,250	0.51

B. Major arterials just south of Seattle/King County Border

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
SW 106 th St.	1,030	200	0.19	1,030	520	0.50	1,030	290	0.28	1,030	860	0.83
26 th Ave. SW	760	90	0.12	760	300	0.39	760	200	0.26	760	620	0.82
16 th Ave. SW	2,160	1,010	0.47	2,160	740	0.34	2,160	1,280	0.53	2,160	930	0.43
4 th Ave. SW	760	310	0.41	760	350	0.46	760	320	0.42	760	250	0.33
Myers Way S	1,320	700	0.53	1,320	170	0.13	1,320	660	0.50	1,320	50	0.04
8 th Ave. S	760	260	0.34	760	100	0.13	760	360	0.47	760	80	0.11
Military Rd. S	2,600	600	0.23	2,600	380	0.15	1,930	770	0.40	1,930	320	0.17
14 th Ave. S	2,600	1,260	0.48	2,600	540	0.21	2,600	1,340	0.52	2,600	590	0.23
Beacon Ave. S	760	430	0.57	760	150	0.20	760	490	0.64	760	210	0.28
Renton Ave. S	1,930	280	0.15	1,930	140	0.07	1,930	400	0.21	1,930	120	0.06
Rainier Ave. S	2,160	990	0.46	2,160	200	0.09	2,160	1,220	0.56	2,160	310	0.14

C. Major arterials just south of Seattle/Tukwila Border

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
E Marginal Way S	1,800	1,320	0.73	1,800	680	0.38	1,800	1,760	0.98	1,800	640	0.52
Airport Way S	2,200	1,400	0.64	2,200	380	0.17	2,200	1,520	0.69	2,200	410	0.19
Martin Luther King Jr Way S	2,700	1,360	0.50	2,700	950	0.35	2,700	1,790	0.66	2,700	1370	0.51
51 st Ave. S	1,980	430	0.22	1,980	150	0.08	1,980	480	0.24	1,980	210	0.11

Notes:

1. Outbound and inbound directions relative to Seattle.
2. Capacities for King County, Shoreline, Lake Forest Park, and Tukwila are from PSRC and Seattle traffic models.
3. All volumes are from Seattle traffic model-Forecast Years 1998 (existing) and 2020.
4. v/c Ratio = volume divided by capacity.
5. 5th Ave. NE location north of I-5 on-ramp.
6. Volumes rounded to the nearest ten.

Sources: City of Seattle Traffic Model; Puget Sound Regional Council (PSRC) Traffic model.

E State Highways in Seattle: Inventory, Projects & Impacts

state highways

The City of Seattle cooperates with the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council to plan improvements to state transportation facilities and services and to ensure that the City's plans are consistent with the State Transportation Plan and the Metropolitan Transportation Plan – Destination 2030. This section describes the state highways within the city, level-of-service standards on state highways, and impacts of the Comprehensive Plan and Regional growth plans on state highways. Other state transportation facilities are described in preceding sections of this chapter.

inventory

There are ten state highways within Seattle city limits. They are shown in Transportation Figure A-1, and include: I-5, I-90, SR 99, SR 509, SR 513, SR 519, SR 520, SR 522, SR 523, and SR 900. I-5, I-90, SR 509, and SR 520 are limited access freeways. SR 99, while not classified as a limited access facility, functions as such through most of the segment between South Spokane Street and Winona Avenue North (near Green Lake), as well as south of the intersection of First Avenue South and East Marginal Way South.

Transportation Figure A-16 summarizes general information on state highways in Seattle, as provided by WSDOT. Traffic volumes for the year 2002 and projected volumes for the year 2020 are shown in Transportation Figure A-17. The 2002 volumes were compiled from traffic counts collected by WSDOT (freeways) and Seattle Transportation (non-free-ways.) The 2020 projections were developed using the City of Seattle traffic forecasting model with regional population and employment forecasts.

The following are designated as “Highways of State-wide Significance” (HSS): I-5, I-90, SR 99, SR 509, SR 519, SR 520, and SR 522. Highways of statewide significance include, at a minimum, interstate highways and other principal arterials that are needed to connect major communities in the state. The state legislation designating HSS directs the State Transportation Commission to give higher priority for correcting identified deficiencies on highways of statewide significance. Non-HSS facilities in Seattle are SR 513, SR 523, and SR 900. These highways are monitored by the Puget Sound Regional Council for regional planning purposes.

level-of-service standards for highways of statewide significance

WSDOT is responsible for setting level-of-service standards on highways of statewide significance, while local jurisdictions work with the Puget Sound Regional Council to establish level-of-service standards on other state highways.

WSDOT uses an Annual Average Daily Traffic to one hour capacity ratio (AADT/C) to determine the severity of congestion over a 24 hour period. Index values under this system range from 1 (little to no congestion) to 24 (theoretically, congestion over the entire 24 hour day). This congestion indicator enables the comparison of each highway's daily volume of traffic to a one-hour capacity.

The Washington State Transportation Commission adopted this congestion index measure and established thresholds to identify “congested” highways at the index values of 10 for urban highways and 6 for rural highways. When compared to traditional peak hour measures, these thresholds approximate LOS D operation in urban areas and LOS C operation in rural areas. Highways above these thresholds are identified as deficient.

WSDOT recognizes that achieving the preferred level of service for urban areas may require solutions other than increasing capacity in all locations. Mitigation can include providing alternatives, e.g., light rail or commuter rail parallel to I-5.

level-of-service standards for regionally significant highways (non-HSS)

The Puget Sound regional Council is responsible for setting levels of standards for non-HSS highways. PSRC has adopted a three-tiered LOS standard that is designed to meet the needs of the Puget Sound region. These standards are as follows:

- Tier 1 (LOS E-mitigated) is applied to all of the designated urban centers as well as a three mile buffer around the most heavily traveled freeways (I-5, I-90, I-405, SR 167, and SR 520)
- Tier 2 (LOS D) is applied to the “outer” urban area outside the three mile buffer area and connecting the principal Urban Growth Area to the smaller Urban Growth Areas.
- Tier 3 (LOS C) is applied to rural highway routes that would not fit into the Tier 2 category.

In addition, non-HSS are incorporated into the City's level-of-service standards for arterial streets. The non-HSS are included in screenlines with other arterial streets.

impacts on state highways

The impacts of Seattle's Comprehensive Plan on state highways are not independent of impacts from the region's transportation and land use plans. Without growth in housing and employment in Seattle, traffic volumes on state highways would still increase due to growth in other parts of the region. Transportation Figure A-18 shows the allocation of year 2024 daily trips on each of the state highways within Seattle comparing trips with origins and destinations in Seattle compared with the rest of the region. Close to 50 percent of the trips on SR 99, SR 513, SR 519, and SR 522 within the city limits have both their origin and destination within the city limits. Only two state highways – I-90 and SR 509 – have more than 10 percent of their trips with neither an origin nor destination in Seattle.

Transportation Figure A-17 summarizes 2002 and projected 2020 traffic volumes and volume-to-capacity (V/C) ratios on selected segments of state highways*. The use of V/C to indicate impacts is consistent with the methodology for measuring level-of-service standards on the City's arterial street system. In the case of arterial level-of-service standards, the City estimates V/C ratios across screenlines.

state highway improvements

The City of Seattle will continue to coordinate with WSDOT for consistency between our plans and projects. Transportation Figure A-19 shows the Financially Constrained 20-Year Mobility Strategies from the 2002 to 2023 State Highway System Plan. In addition, the City of Seattle is participating in the planning and project development process for improvements to the SR 520 corridor across Lake Washington, and for addressing the Alaskan Way Viaduct portion of SR 99.

Transportation Figure A-17
State Highway Inventory

Route Designation	Enter City (Arm)	Leave City (Arm)	Length	Federal Functional Class	HSS or Non-HSS	Access Class	Posted Speed	# Lanes
I-5	158.24	174.64	16.40	Urban Interstate	HSS	Full limited access	60	6 to 8
I-5 Reversible Lanes	0.00	7.14	7.14	Urban Interstate	HSS	Full limited access	60	1 to 4
I-90	0.00	3.14	3.14	Urban Interstate	HSS	Full limited access	60	4 to 8
I-90 Reversible Lanes	0.00	3.09	3.09	Urban Interstate	HSS	Full limited access	60	2
SR 99	21.22	36.75	15.53	Urban Principal Arterial	HSS	Class 4 - 1 st Ave. S. bridge to Spokane St. Class 1 - Spokane St. to Thomas St. Class 3 - Thomas St. to N 85 th Class 4 - N. 85 th to N 145 th	30 to 50	4 to 7
SR 509	33.50	35.17	1.67	U1	HSS	Full limited access	45 to 55	4 to 5
SR 513	0.00	3.35	3.35	Urban Other Principal Arterial	Non-HSS	Full limited access @ SR 520 I/C Class 2 - SR 520 to NE 44 th Class 3 - NE 44 th to Magnuson Pk.	30 to 40	4 to 6
SR 519	0.00	1.14	1.14	U1	HSS	Class 5	30 to 40	4 to 6
SR 520	0.00	3.07	3.07	U1	HSS	Full limited access	40 to 50	4
SR 522	0.00	4.22	4.22	U1	HSS	Full limited access @ I-5 I/C Class 4 for remainder	30 to 35	2 to 5
SR 523	0.00	2.45	2.45	U1	Non-HSS	Full limited access @ I-5 I/C Class 4 for remainder	35	4
SR 900	0.90	1.05	0.15	U1	Non-HSS	Class 3	50	4

*This data does not include HOV lanes. Data sources are the Washington State Department of Transportation, the Puget Sound Regional Council Traffic Model, and the City of Seattle Department of Transportation.

Transportation Figure A-18
State Highway Traffic Volumes – 2002

State Highway	Location	Direction	AADT Volume	AWDT Volume	PM Peak Hour		AADT/ Capacity	AWDT/ Capacity
					Volume	V/C		
I-5	Boeing Access Rd. - Swift Ave. S	NB	105,284	108,540	6,890	0.73	11.20	11.55
		SB	111,812	115,270	8,800	0.94	11.89	12.26
I-5	Corson - Columbia Way S/West Seattle Bridge	NB	119,950	123,660	8,190	0.87	12.76	13.16
		SB	124,626	128,480	9,360	1.00	13.26	13.67
I-5	I-90 - James St.	NB	139,282	143,590	10,100	0.74	10.24	10.56
		SB	138,351	142,630	10,710	0.88	11.34	11.69
I-5	Lakeview Blvd. E - SR 520	NB	148,672	153,270	13,090	0.88	10.05	10.36
		SB	137,692	141,950	7,540	0.84	15.30	15.77
I-5	SR 520 - NE 50 th St.	NB	138,438	142,720	13,630	0.95	9.61	9.91
		SB	134,791	138,960	7,430	1.03	18.72	19.30
I-5	NE 65 th St. - SR 522	NB	121,357	125,110	12,040	1.00	10.11	10.43
		SB	114,363	117,900	6,100	0.85	15.88	16.38
I-5	NE 130 th St. - NE 145 th St.	NB	102,393	105,560	9,150	1.02	11.38	11.73
		SB	101,947	105,100	6,120	0.68	11.33	11.68
I-90	I-5 - Rainier Ave. S	EB	56,866	62,490	6,190	0.61	5.58	6.13
		WB	54,054	59,400	5,490	0.83	8.19	9.00
I-90	Rainier Ave. S - Lake Washington	EB	71,562	78,640	7,300	0.81	7.95	8.74
		WB	71,035	78,060	5,460	1.01	13.15	14.46
SR 99	14 th Ave. S - S Cloverdale St.	NB	18,775	21,580	1,690	0.56	6.26	7.19
		SB	15,016	17,260	1,470	0.49	5.01	5.75
SR 99	14 th Ave. S - S Cloverdale St.	NB	18,775	21,580	1,690	0.56	6.26	7.19
		SB	15,016	17,260	1,470	0.49	5.01	5.75
SR 99	W Marginal Way S - S Michigan St. (1 st Ave. S Br.)	NB	38,767	44,560	2,880	0.48	6.46	7.43
		SB	35,044	40,280	4,450	0.74	5.84	6.71
SR 99	E Marginal Way - West Seattle Bridge	NB	23,777	27,330	2,530	0.94	8.81	10.12
		SB	21,976	25,260	2,500	0.93	8.14	9.36
SR 99	1 st Ave. S Ramps - Seneca/Spring	NB	48,851	56,150	5,100	0.94	9.05	10.40
		SB	46,006	52,880	5,200	0.96	8.52	9.79
SR 99	Roy St. - Bridge Way N (Aurora Bridge)	NB	35,199	38,680	4,050	0.79	6.90	7.58
		SB	37,965	41,720	3,460	0.68	7.44	8.18
SR 99	Winona Ave. N - N 80 th St.	NB	18,355	20,170	2,100	0.78	6.80	7.47
		SB	19,265	21,170	1,500	0.56	7.14	7.84
SR 99	Roosevelt Way N - N 145 th St.	NB	17,536	19,270	1,860	0.94	8.86	9.73
		SB	18,236	20,040	1,350	0.68	9.21	10.12
SR 99	S 112 th St. - S Cloverdale St.	NB	16,617	19,100	1,460	0.41	4.62	5.31
		SB	14,999	17,240	1,690	0.47	4.17	4.79

Transportation Figure A-18 (continued)
State Highway Traffic Volumes – 2002

State Highway	Location	Direction	AADT Volume	AWDT Volume	P.M. Peak Hour		AADT/ Capacity	AWDT/ Capacity
					Volume	V/C		
SR 513	SR 520 Ramps - NE Pacific St. (Montlake Br.)	NB	28,336	30,800	2,440	1.11	14.00	14.00
		SB	27,361	29,740	2,220	1.01	13.52	13.52
SR 513	Montlake Blvd. NE - Union Bay Pl. NE	EB	17,949	19,510	1,730	0.72	8.13	8.13
		WB	20,102	21,850	1,470	0.61	9.10	9.10
SR 522	Roosevelt Way NE - 12 th Ave. NE	NB	14,025	14,920	1,640	1.03	9.33	9.33
		SB	13,987	15,370	720	0.36	7.69	7.69
SR 522	NE 137 th St. - NE 145 th St.	NB	17,108	18,200	1,790	0.81	8.27	8.27
		SB	17,973	19,750	1,280	0.58	8.98	8.98
SR 523	5 th Ave. NE - 15 th Ave. NE	EB	14,973	16,100	1,320	0.73	8.94	8.94
		WB	14,006	15,060	950	0.53	8.37	8.37
SR 520	I-5-Montlake Blvd.	EB	45,955	50,500	3,420	0.95	14.03	14.03
		WB	50,168	55,130	4,000	1.11	15.31	15.31
SR 520	Montlake Blvd.- Lake Washington	EB	52,352	57,530	3,950	1.04	15.14	15.14
		WB	50,778	55,800	2,930	0.77	14.68	14.68
SR 519	1 st Ave. S - 4 th Ave. S	EB	9,728	10,690	880	0.40	4.86	4.86
		WB	9,537	10,480	940	0.43	4.76	4.76

Transportation Figure A-18 (continued)
State Highway Traffic Volumes – 2020

State Highway	Location	Direction	AADT Volume	AWDT Volume	P.M. Peak Hour		AADT/ Capacity	AWDT/ Capacity
					Volume	V/C		
I-5	Boeing Access Rd. - Swift Ave. S	NB	113,781	117,300	6,090	0.65	12.10	12.48
		SB	109,251	112,630	9,300	0.99	11.62	11.98
I-5	Corson - Columbia Way S/West Seattle Bridge	NB	136,110	140,320	7,920	0.84	14.48	14.93
		SB	141,329	145,700	10,010	1.06	15.04	15.50
I-5	I-90 - James St.	NB	161,554	166,550	11,110	0.82	11.88	12.25
		SB	163,280	168,330	13,290	1.09	13.38	13.80
I-5	Lakeview Blvd. E - SR 520	NB	173,213	178,570	16,490	1.11	11.70	12.07
		SB	168,547	173,760	9,520	1.06	18.73	19.31
I-5	SR 520 - NE 50 th St.	NB	171,380	176,680	15,600	1.08	11.90	12.27
		SB	169,090	174,320	8,970	1.25	23.48	24.21
I-5	NE 65 th St. - SR 522	NB	153,483	158,230	14,120	1.18	12.79	13.19
		SB	147,780	152,350	7,350	1.02	20.52	21.16
I-5	NE 130 th St. - NE 145 th St.	NB	137,342	141,590	11,070	1.23	15.26	15.73
		SB	134,772	138,940	6,850	0.76	14.97	15.44
I-90	I-5 - Rainier Ave. S	EB	48,185	52,950	8,500	0.83	4.72	5.19
		WB	38,648	42,470	6,500	0.98	5.86	6.43
I-90	Rainier Ave. S - Lake Washington	EB	69,797	76,700	9,240	1.03	7.76	8.52
		WB	69,251	76,100	7,070	1.31	12.82	14.09
SR 99	14 th Ave. S - S Cloverdale St.	NB	22,168	25,480	2,030	0.68	7.39	8.49
		SB	21,393	24,590	1,910	0.64	7.13	8.20
SR 99	W Marginal Way S-S Michigan St. (1 st Ave. S Br.)	NB	48,459	55,700	3,320	0.55	8.08	9.28
		SB	46,684	53,660	5,910	0.99	7.78	8.94
SR 99	E Marginal Way - West Seattle Bridge	NB	32,338	37,170	2,640	0.98	11.98	13.77
		SB	30,963	35,590	3,120	1.16	11.47	13.18
SR 99	1 st Ave. S Ramps - Seneca/Spring	NB	51,304	58,970	4,400	0.81	9.50	10.92
		SB	48,946	56,260	5,240	0.97	9.06	10.42
SR 99	Roy St. - Bridge Way N (Aurora Bridge)	NB	37,801	41,540	5,390	1.06	7.41	8.15
		SB	38,493	42,300	4,460	0.87	7.55	8.29
SR 99	Winona Ave. N - N 80 th St.	NB	24,980	27,450	2,300	0.85	9.25	10.17
		SB	23,724	26,070	1,840	0.68	8.79	9.66
SR 99	Roosevelt Way N - N 145 th St.	NB	25,234	27,730	2,670	1.35	12.74	14.01
		SB	25,571	28,100	1,680	0.85	12.91	14.19
SR 99	S 112 th St. - S Cloverdale St.	NB	32,329	37,160	1,960	0.54	8.98	10.32
		SB	29,824	34,280	2,340	0.65	8.28	9.52

Transportation Figure A-18 (continued)
State Highway Traffic Volumes – 2020

State Highway	Location	Direction	AADT Volume	AWDT Volume	P.M. Peak Hour		AADT/ Capacity	AWDT/ Capacity
					Volume	V/C		
SR 513	SR 520 Ramps - NE Pacific St. (Montlake Br.)	NB	24,684	26,830	2,870	1.30	11.22	12.20
		SB	24,573	26,710	3,380	1.54	11.17	12.14
SR 513	Montlake Blvd. NE - Union Bay Pl. NE	EB	18,216	19,800	2,040	0.85	7.59	8.25
		WB	18,216	19,800	1,450	0.60	7.59	8.25
SR 522	Roosevelt Way NE - 12 th Ave. NE	NB	14,194	15,100	1,680	1.05	8.87	9.44
		SB	20,475	22,500	920	0.46	10.24	11.25
SR 522	NE 137 th St. - NE 145 th St.	NB	19,176	20,400	2,250	1.02	8.72	9.27
		SB	18,655	20,500	1,250	0.57	8.48	9.32
SR 523	5 th Ave. NE - 15 th Ave. NE	EB	18,414	19,800	1,400	0.78	10.23	11.00
		WB	18,693	20,100	920	0.51	10.39	11.17
SR 520	I-5-Montlake Blvd.	EB	51,051	56,100	5,430	1.01	9.45	10.39
		WB	55,829	61,350	5,470	1.01	10.34	11.36
SR 520	Montlake Blvd. - Lake Washington	EB	58,804	64,620	6,780	1.26	10.89	11.97
		WB	60,333	66,300	6,090	1.13	11.17	12.28
SR 519	1 st Ave. S - 4 th Ave. S	EB	20,157	22,150	1,830	0.83	9.16	10.07
		WB	12,103	13,300	1,500	0.68	5.50	6.05

Transportation Figure A-19
Origins & Destinations of Trips on State Highways Within Seattle - Comp Plan Year 2024

	Seattle to Seattle (internal)	Seattle to Region	Region to Seattle	Region to Region (external)
PM Peak Hour				
I-5 @ Ship Canal Bridge	29%	37%	19%	15%
I-90 w/o Rainier Ave. S	10%	44%	26%	20%
SR 99 @ Viaduct	42%	52%	2%	4%
SR 509 n/o Cloverdale Int.	7%	57%	24%	12%
SR 513 n/o Montlake Br.	36%	38%	26%	0%
SR 519/Royal Brough. Way	32%	39%	7%	22%
SR 520 w/o Montlake Br.	13%	44%	34%	9%
SR 522 btwn. 15 th /20 th Ave. NE	58%	29%	9%	4%
SR 523 btwn. 5 th /15 th Ave. NE	13%	43%	35%	9%
Daily				
I-5 @ Ship Canal Bridge	32%	22%	21%	25%
I-90 w/o Rainier Ave. S	5%	41%	41%	13%
SR 99 @ Viaduct	46%	26%	26%	2%
SR 509 n/o Cloverdale Int.	5%	45%	43%	7%
SR 513 n/o Montlake Br.	36%	32%	32%	0%
SR 519/Royal Brough.Way	53%	15%	26%	6%
SR 520 w/o Montlake Br.	18%	36%	39%	7%
SR 522 btwn. 15 th /20 th Ave. NE	64%	16%	17%	3%
SR 523 btwn. 5 th /15 th Ave. NE	13%	41%	39%	7%

Source: City Of Seattle Traffic Model

**Transportation Figure A-20
WSDOT State Highway Project List**

Region	CTY	SR	NHS	Section Length	Improvement Program	Location	Description of Improvement	Est. Cost 1997\$		Accuracy	Financially Constrained
								Low	High		
Northwest	King	5	Y	0.45	Mobility	Airport/ Industrial Way Interchange Vicinity	HOV direct access to Industrial Way and the E-3 Busway.	\$44.77 M	\$60.57 M	Planning	yes
Northwest	King	5	Y	1.40	Mobility	E. Denny Way to SR 520	NFS - modify Mercer St. I/C and reversible lane for weave from SR 520 to Mercer St.	\$133.4 M	\$180.48 M	Planning	yes
Northwest	King	5	Y	0.00	Mobility	NE 50 th St. I/C	HOV Direct Access Ramps at NE 50 th St.	\$24.96 M	\$33.78 M	Planning	yes
Northwest	King	5	Y	0.00	Mobility	SR 523 (NE 145 th St.) I/C Vicinity	HOV Direct Access Ramps at SR 523/145 th	\$8.78 M	\$11.88 M	Planning	yes
Northwest	King	99	Y	3.05	Mobility	SR 509 I/C to Spokane St.	[New parallel 1st Ave. southbound bridge, rehab existing bridge] NFS - HOV lanes, partial access control, signal coordination? Regional rail system.	\$1.41 M	\$1.91 M	Scoping	yes
Northwest	King	99	Y	3.05	Mobility	1 st Ave. S to Denny Way.	Study w/ city of Seattle for seismic retrofit of existing facility or removal of existing facility & construction of new roadway	\$850,000	\$1.10 M	Planning	yes
Northwest	King	99	Y	1.94	Mobility	N. 105 th St. to N 145 th St. (Seattle - NCL)	Study with city of Seattle - Widen to 6/7 lanes for HOV w/ transit & pedestrian improvements. Aggressive access management. Signal coordination. Regional Bus service	\$16.01 M	\$21.67 M	Planning	yes
Northwest	King	509	Y	3.99	Mobility	S 136 th St. to 1 st Ave. S	NFS - widen to 6 lanes w/ HOV	\$44.25 M	\$59.87 M	Planning	yes
Northwest	King	520	Y	12.83	Mobility	Seattle to Redmond	Needs further study	\$5,100 M	\$6,900 M	Planning	Yes
Northwest	King	522	Y	11.10	Mobility	I-5 to 1-405	SR 522 Transportation Demand Management (TDM) Project	\$2.64 M	\$3.58 M	Planning	yes



Housing Appendix

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Housing Appendix

Housing Figures

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Housing Appendix

Overview

The appendix to the housing element presents information and analysis to aid policy decisions related to housing. The 2005-2008 Consolidated Plan also serves as a resource for housing data, objectives, strategies and policies.

A Seattle's Existing Housing Needs

Housing costs that exceed 30 percent of a household's income are "unaffordable," per definition by HUD. Over half of Seattle's low-income households (those with incomes up to 80 percent of median family income (MFI)) pay more than they can afford for housing costs. The percentage increased from 52 percent in 1990 to 57 percent in 2000. The proportion of low-income households with worst case housing needs (those paying over 50 percent of their household income for housing costs) increased from 23 percent to 28 percent between 1990 and 2000. The 28 percent of low-income households with worst-case housing needs in 2000 is comprised of 19 percent renters and 9 percent homeowners, and totals almost 32,000 households according to 2000 Census data. These households are at high risk of becoming homeless or having to move out of Seattle for housing-affordability reasons.

renter households with housing needs

Housing Figure A-1 shows Seattle renter households with worst-case housing needs, broken down by household type and income. Extremely low-income households are those making up to 30 percent of the median family income. Very low-income households make between 31 percent and 50 percent of the median family income, and low-moderate-income households are those making between 51 percent and 80 percent of the median family income. Singles living alone or with other unrelated indi-

viduals account for the majority of all low-income households in Seattle. Over 60 percent of extremely low-income singles living alone or with other unrelated individuals pay more than 50 percent of their monthly income for rent and utilities. This particular population group ranks first, both in absolute numbers (10,102) and percent (61 percent) with worst-case housing needs. Among small family households (2-4 related persons, including couples without children), 58 percent or 2,935 of those with extremely low-incomes pay over 50 percent of their monthly income for rent and utilities. Another 695 extremely low-income families of 5 or more related persons have worst-case housing needs (57 percent of total number of households of this type). Seniors with extremely- and very-low-incomes have the next highest proportion paying over 50 percent of monthly income for rental housing costs: 36 percent or 2,527 among seniors with extremely low-income seniors and 27 percent or 960 of very low-income seniors.

Housing Figures A-2a through A-2d show total numbers of low-income renter households and, of those, how many pay more than 30 percent and 50 percent of their household income for rent and utilities in 1990 compared to 2000. Housing cost burden trends for low-income renters improved between 1990 and 2000 for certain household types, particularly small families with or without children with incomes 0-50 percent MFI and large families with incomes 31-50 percent MFI.

For low-income 2-4 person families, the number of those paying more than they can afford for rent and utilities decreased by 7 percent in the past decade. For large families with 5 or more persons, 8 percent fewer were paying more than 30 percent of their income for housing costs and 12 percent more were paying more than 50 percent of their income for housing costs in 2000 compared to 1990. The total number of low-income family households who rent housing in Seattle declined 1 percent during that same time.

Housing Figure A-1
Seattle Renter Households by Type & Income:
Ranked by Percent Paying Over ½ of Monthly Household Income for Rent & Utilities

Household Type	Household Income (% MFI)	Total Renter Households	Number Paying Over ½ of Income for Housing	Percent Paying Over ½ of Income for Housing
Singles/unrelated*	0-30%	16,560	10,102	61.0%
Small related**	0-30%	5,060	2,935	58.0%
Large related***	0-30%	1,224	695	56.8%
Senior****	0-30%	6,999	2,527	36.1%
Senior	31-50%	3,583	960	26.8%
Singles/unrelated	31-50%	11,600	2,656	22.9%
Small related	31-50%	4,620	748	16.2%
Senior	51-80%	2,935	475	16.2%
Large related	31-50%	935	115	12.3%
Senior	Above 80%	3,630	276	7.6%
Small related	51-80%	6,255	231	3.7%
Large related	51-80%	1,060	30	2.8%
Singles/unrelated	51-80%	20,095	563	2.8%
Small related	Above 80%	13,929	56	0.4%
Singles/unrelated	Above 80%	33,238	33	0.1%
Large related	Above 80%	1,499	0	0.0%
TOTAL	All Income Levels	133,222	22,402	16.8%

* Singles/unrelated = predominantly singles living alone, but also includes singles sharing housing with other persons of no relation

** Small family = 2 to 4 person households, including married couples or other family without children (except seniors)

*** Large family = 5 or more person households

**** Senior = 1 to 2 person households

Source: 2000 Census, HUD Special Tabulation Data

The decline in the total number of low-income senior renters was steeper, at 14 percent. The number of those who pay more than 30 percent of their income for housing costs dropped 18 percent, but the number with severe housing cost burdens (greater than 50 percent of income) increased 1 percent between 1990 and 2000.

Singles living either alone or with others are the only type of low-income renter household to increase in Seattle in the 1990's. Overall, the number of households of this type increased 19 percent. As shown on Housing Figure A-2a, the number paying more than they can afford for rental housing costs increased 15 percent, which is proportionally less than the net gain of total households comprised of a single person or a group of single persons. The level of need among households of this type is still great, however, with over 13,000 low-income households comprised of single individuals who rent apartments or houses in Seattle paying more than half of their income for housing costs in 2000.

Housing Figure A-2a
Renter Households: Total Households & Cost Burden (1990 vs. 2000)
Low-Income Single & Unrelated Individuals

Measure	1990	2000	% Change
Total households	40,700	48,255	19%
Cost burden > 30% of household income	24,714	28,448	15%
Cost burden > 50% of household income	11,431	13,321	17%

Housing Figure A-2b
Renter Households:
Total Households & Cost Burden
(1990 vs. 2000)
Low-Income Small Family

Measure	1990	2000	% Change
Total households	16,119	15,935	-1%
Cost burden > 30% of household income	9,625	8,984	-7%
Cost burden > 50% of household income	4243	3,914	-8%

Housing Figure A-2c
Renter Households:
Total Households & Cost Burden
(1990 vs. 2000)
Low-Income Large Family

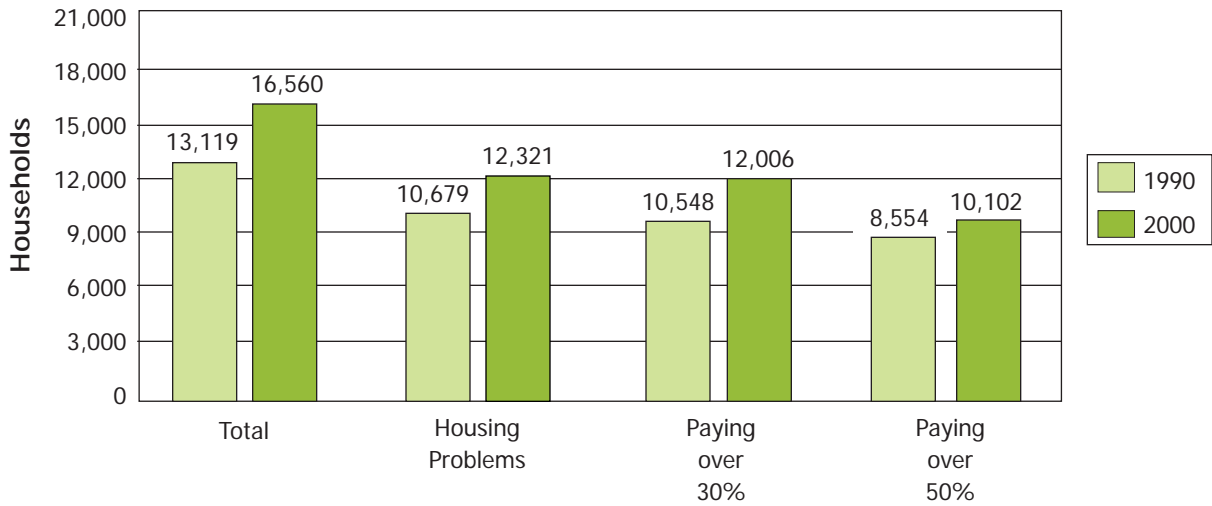
Measure	1990	2000	% Change
Total households	3,238	3,219	-1%
Cost burden > 30% of household income	1,725	1,584	-8%
Cost burden > 50% of household income	748	840	12%

Housing Figure A-2d
Renter Households:
Total Households & Cost Burden (1990 vs. 2000) Low-Income Senior

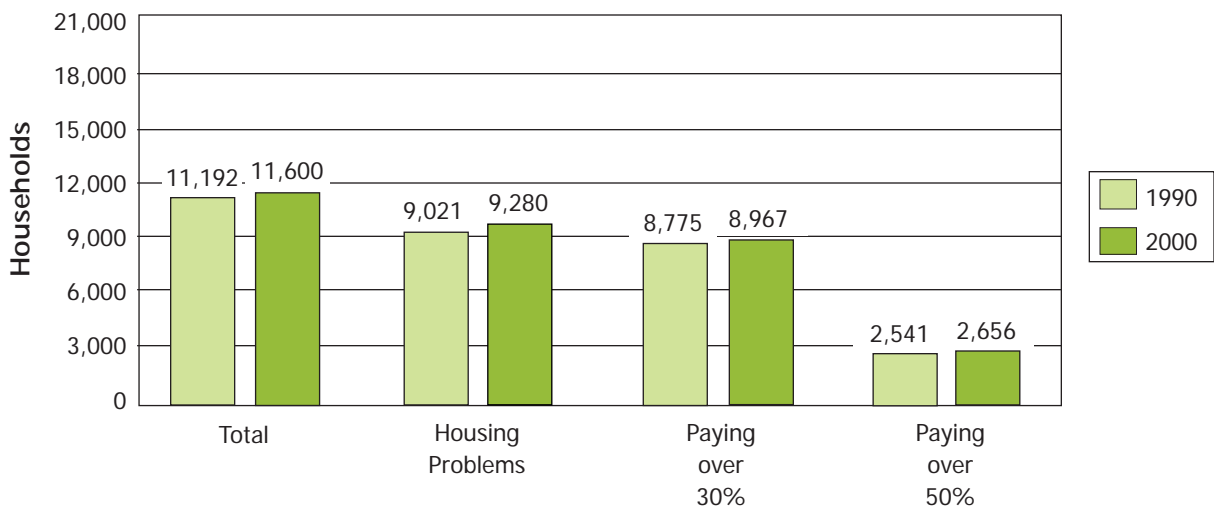
Measure	1990	2000	% Change
Total households	15,639	13,517	-14%
Cost burden > 30% of household income	9,420	7,730	-18%
Cost burden > 50% of household income	3935	3,962	-1%

Housing Figures A-3 through A-6 provide additional trend data for renter households in Seattle, both by income level and household type.

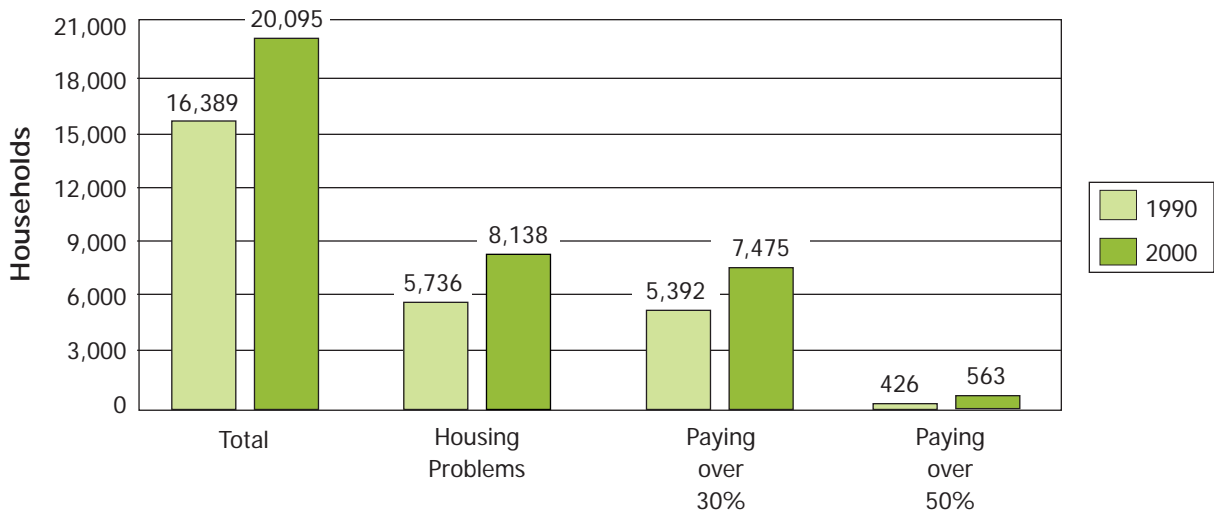
Housing Figure A-3a
Single & Unrelated Individual Renter Households (0-30% MFI)



Housing Figure A-3b
Single & Unrelated Individual Renter Households (31-50% MFI)

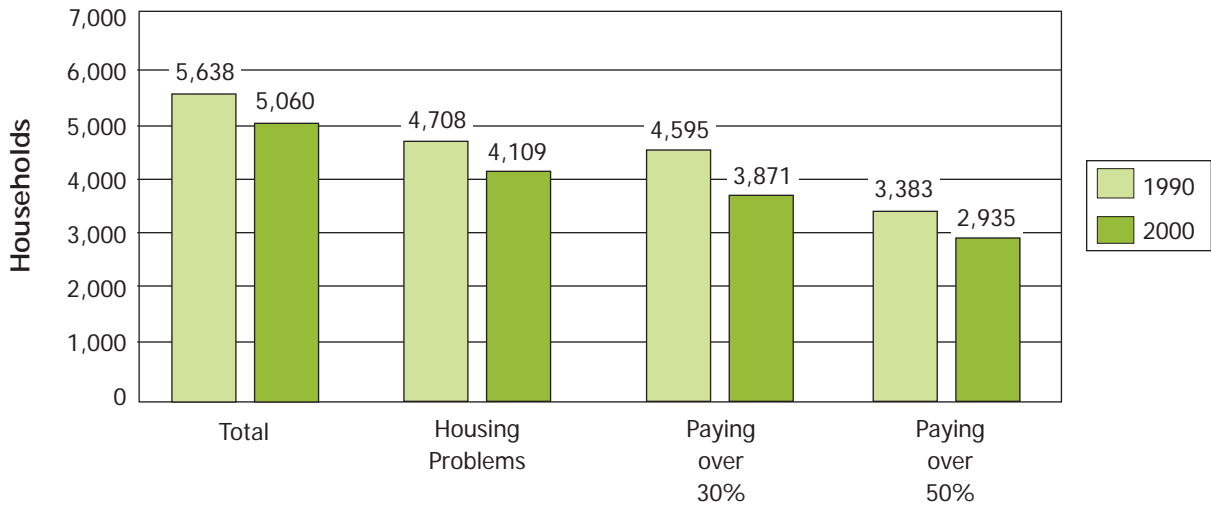


Housing Figure A-3c
Single & Unrelated Individual Renter Households (51-80% MFI)

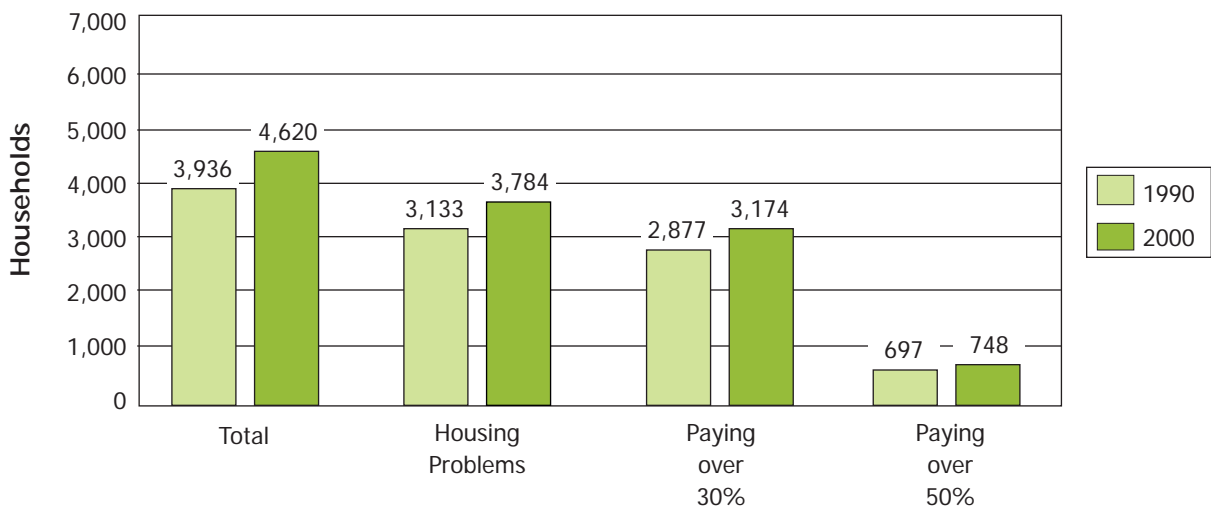


Note: Households with housing problems include households paying over 30% of their income for housing, households living in overcrowded conditions, and households living in units lacking complete kitchen or plumbing facilities

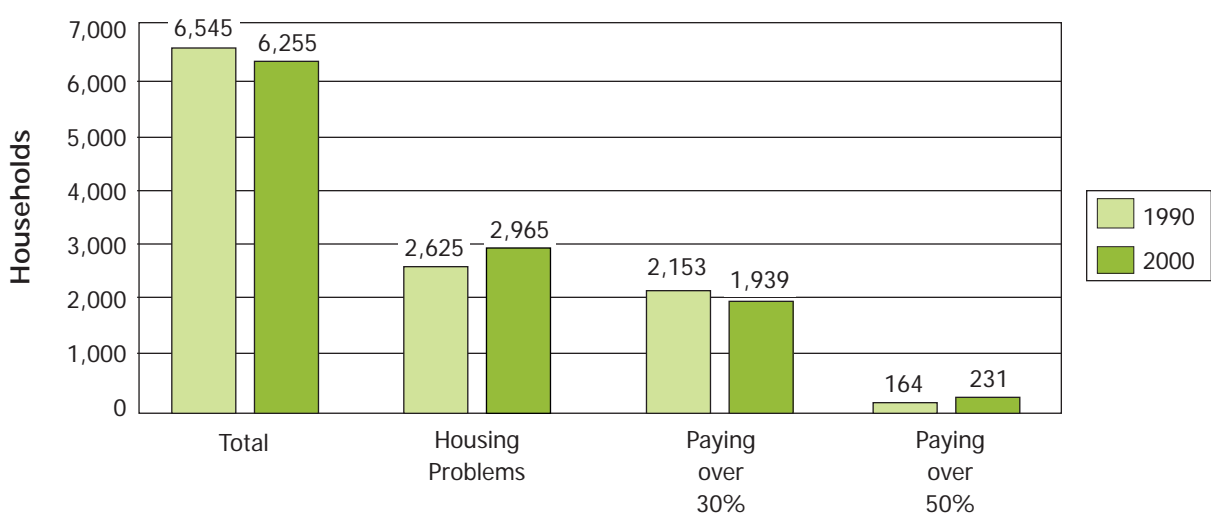
Housing Figure A-4a
Small Related Renter Households (0-30% MFI)



Housing Figure A-4b
Small Related Renter Households (31-50% MFI)

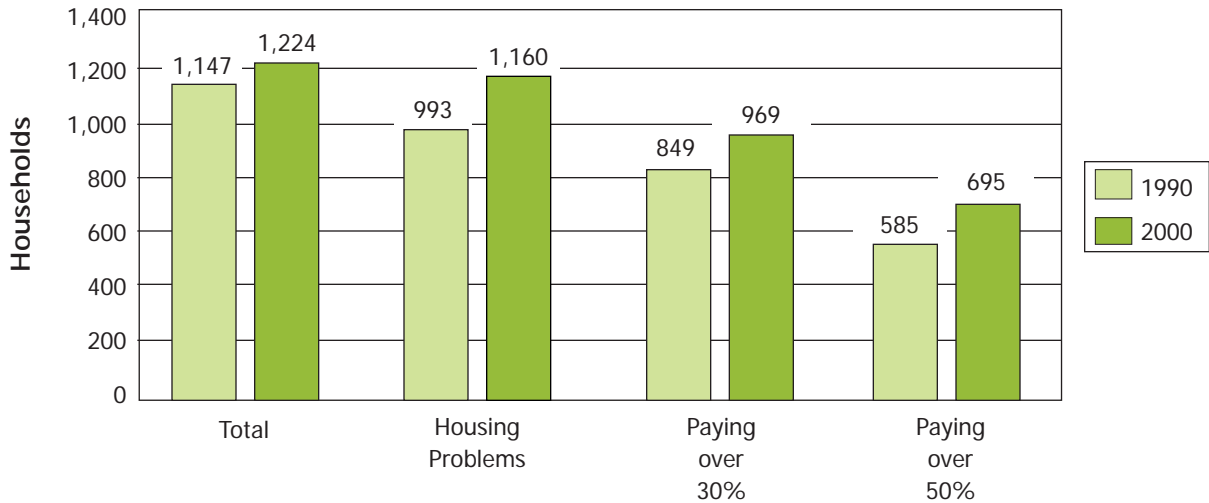


Housing Figure A-4c
Small Related Renter Households (51-80% MFI)

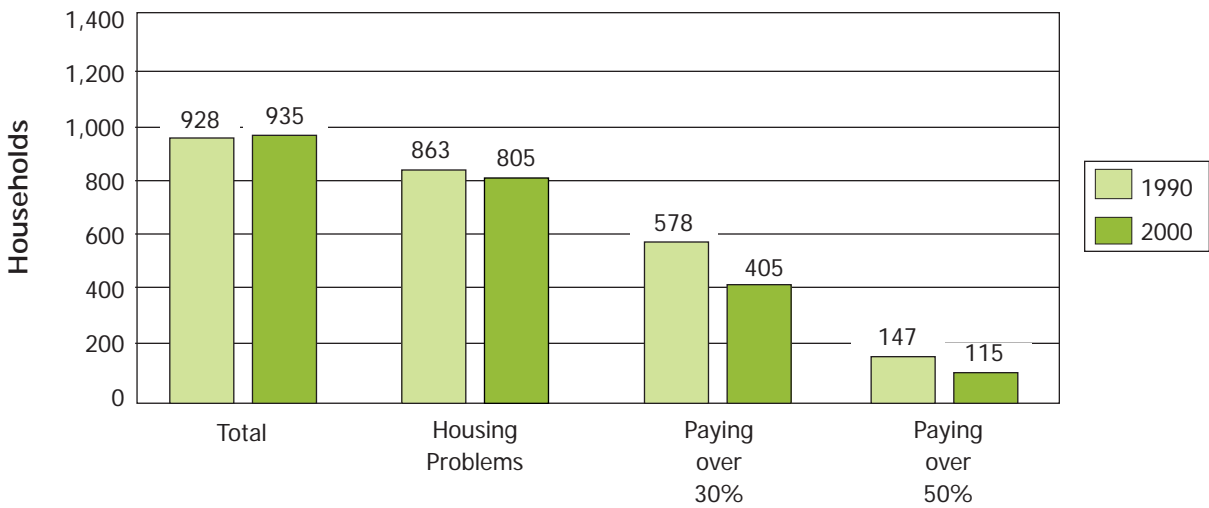


Note: Small households include 2 to 4 person households, including married couples or other family without children (except seniors)

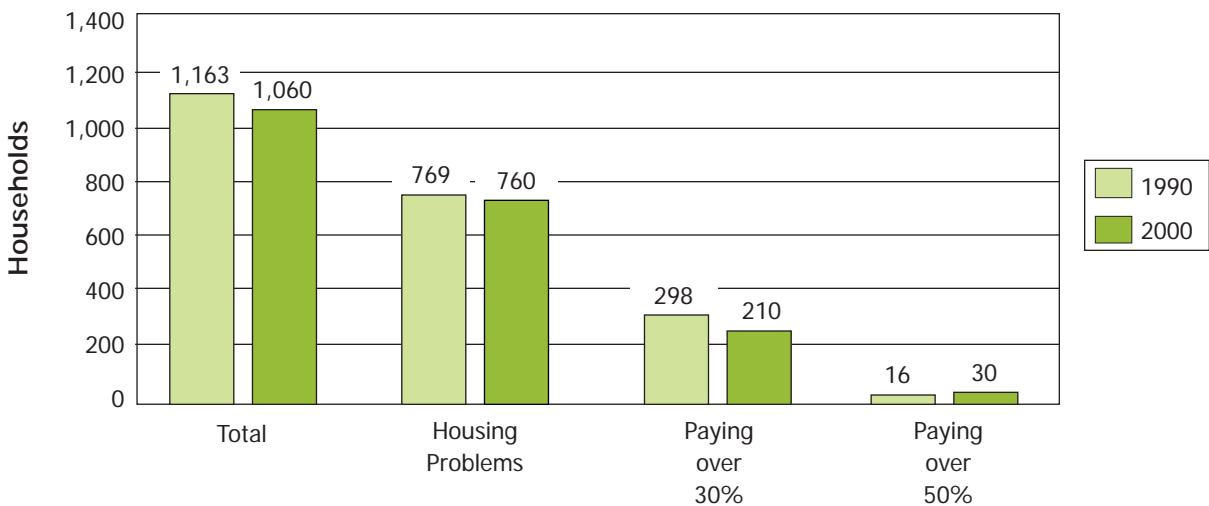
Housing Figure A-5a
Large Related Renter Households (0-30% MFI)



Housing Figure A-5b
Large Related Renter Households (31-50% MFI)

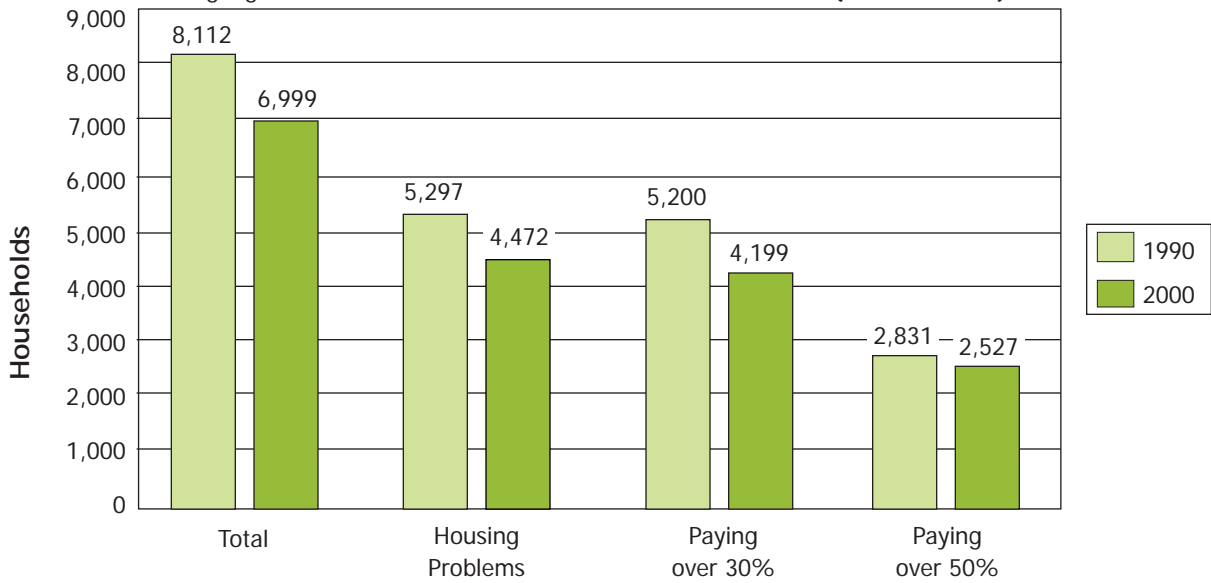


Housing Figure A-5c
Large Related Renter Households (51-80% MFI)

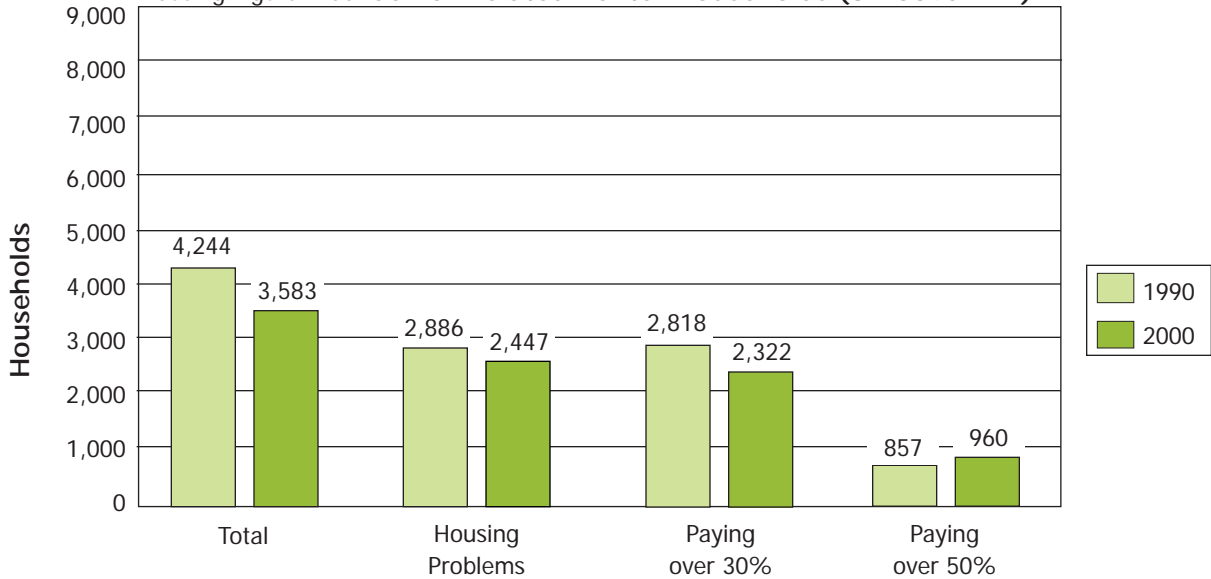


Note: Large households include 5 or more persons.

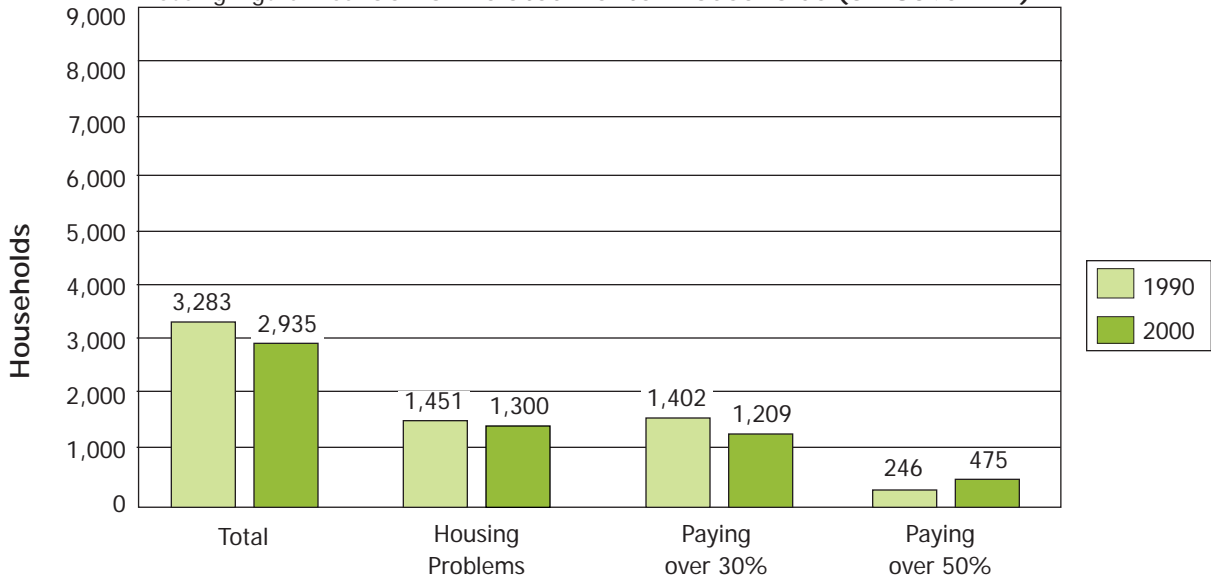
Housing Figure A-6a: Senior Related Renter Households (0-30% MFI)



Housing Figure A-6b: Senior Related Renter Households (31-50% MFI)



Housing Figure A-6c: Senior Related Renter Households (51-80% MFI)



homeowner households with housing needs

Housing Figure A-7 shows Seattle households who own their homes and have worst-case housing needs, broken down by household type and income. Extremely low-income families and singles who own their homes are most likely to be severely burdened by their housing costs. Among households with incomes up to 30 percent of MFI, 74 percent of small families (including couples without children), 70 percent of singles and unrelated individuals, and 68 percent of large families pay more than half of their

income for mortgage, taxes, insurance and utilities. Among the 3,854 extremely low-income senior households who own their homes, 1757 pay over half of their income for housing costs. High home prices and rising tax costs are impacting owner households with incomes above 30 percent of MFI as well.

Housing Figure A-7

Seattle Homeowner Households by Type & Income: Ranked by Percent Paying Over ½ of Monthly Household Income for Mortgage, Taxes, Insurance & Utilities

Household Type	Household Income (% MFI)	Total Owner Households	Number Paying Over ½ of Income for Housing Costs	Percent Paying Over ½ of Income for Housing Costs
Small family**	0-30%	1,164	860	73.9%
Singles/unrelated*	0-30%	1,895	1,334	70.4%
Large family***	0-30%	284	194	68.3%
Singles/unrelated	31-50%	1,605	844	52.6%
Large family	31-50%	510	260	51.0%
Small family	31-50%	1,620	755	46.6%
Senior****	0-30%	3,854	1,757	45.6%
Singles/unrelated	51-80%	4,199	1,146	27.3%
Small family	51-80%	4,649	948	20.4%
Senior	31-50%	4,620	901	19.5%
Large family	51-80%	1,300	150	11.5%
Senior	51-80%	6,568	709	10.8%
Singles/unrelated	Above 80%	25,585	819	3.2%
Senior	Above 80%	15,954	431	2.7%
Small family	Above 80%	45,610	821	1.8%
Large family	Above 80%	5,750	58	1.0%
TOTAL	All Income Levels	125,167	11,987	9.6%

* Singles/unrelated = predominantly singles living alone, but also includes singles sharing housing with other persons of no relation

** Small family = 2 to 4 person households, including married couples or other family without children (except seniors)

*** Large family = 5 or more person households

**** Senior = 1 to 2 person households

Source: 2000 Census, HUD Special Tabulation Data

Housing cost burden for low-income (0-80 percent of MFI) homeowners has worsened dramatically since 1990. The total number of low-income seniors who own their homes decreased 21 percent between 1990 and 2000, but the number of senior households who are paying more than they can afford for mortgage, taxes, insurance and utilities increased 45 percent. The number of low-income senior homeowners who pay over half of their income for housing costs increased 78 percent. See Housing Figure A-8a for more detail.

Housing Figure A-8a

Low-Income Senior Homeowners: Total Households & Cost Burden (1990 vs. 2000)

Measure	1990	2000	% Change
Total households	19,153	15,042	-21%
Cost burden > 30% of household income	4,135	6,043	45%
Cost burden > 50% of household income	1,897	3,367	78%

Data also shows rapidly escalating housing costs for other low-income homeowners as well. The total number of low-income non-senior households who own their homes increased 14 percent between 1990 and 2000, but the number of those who are paying more than they can afford for mortgage, taxes, insurance and utilities increased 46 percent. The number of low-income households (excluding seniors) who pay over half of their income for homeownership-related housing costs increased 89 percent between 1990 and 2000. See Housing Figure A-8b for more detail.

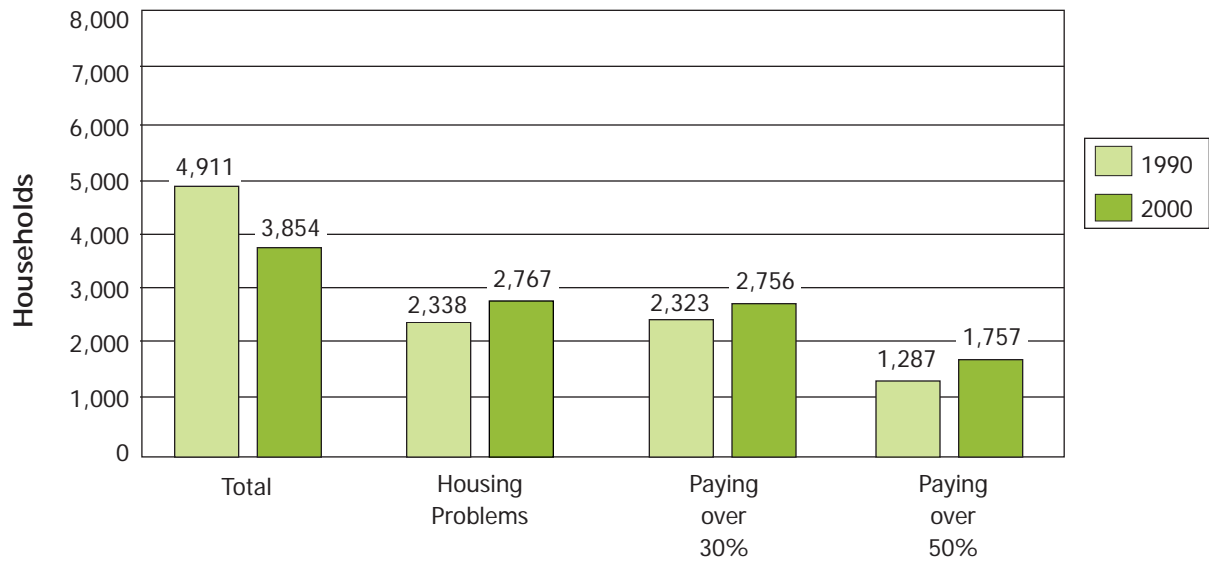
Housing Figure A-8b

All Other Low-Income Homeowners: Total Households & Cost Burden (1990 vs. 2000)

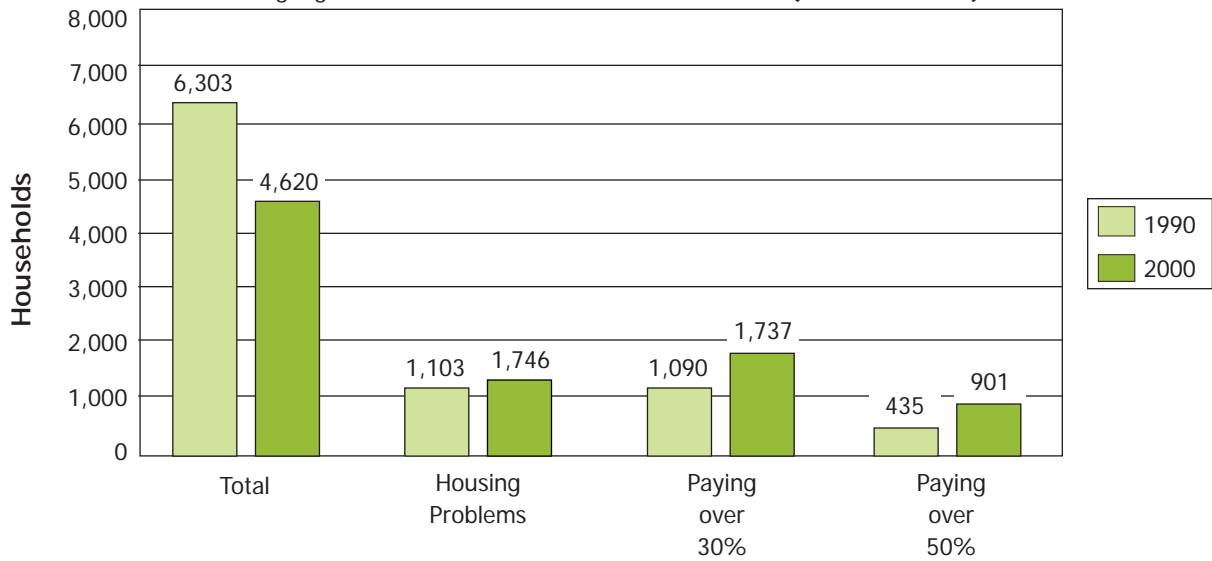
Measure	1990	2000	% Change
Total households	15,049	16,775	14%
Cost burden > 30% of household income	7,904	11,538	46%
Cost burden > 50% of household income	3,440	6,491	89%

Housing Figures A-9 and A-10 illustrate the negative trends for low-income homeowners in terms of rapid escalation of housing costs in the 1990's. (The 1990 data includes cost burden statistics for senior homeowners, but not for other specific types of homeowner households.) This trend has continued to accelerate since 2000, in spite of a recessionary economic environment.

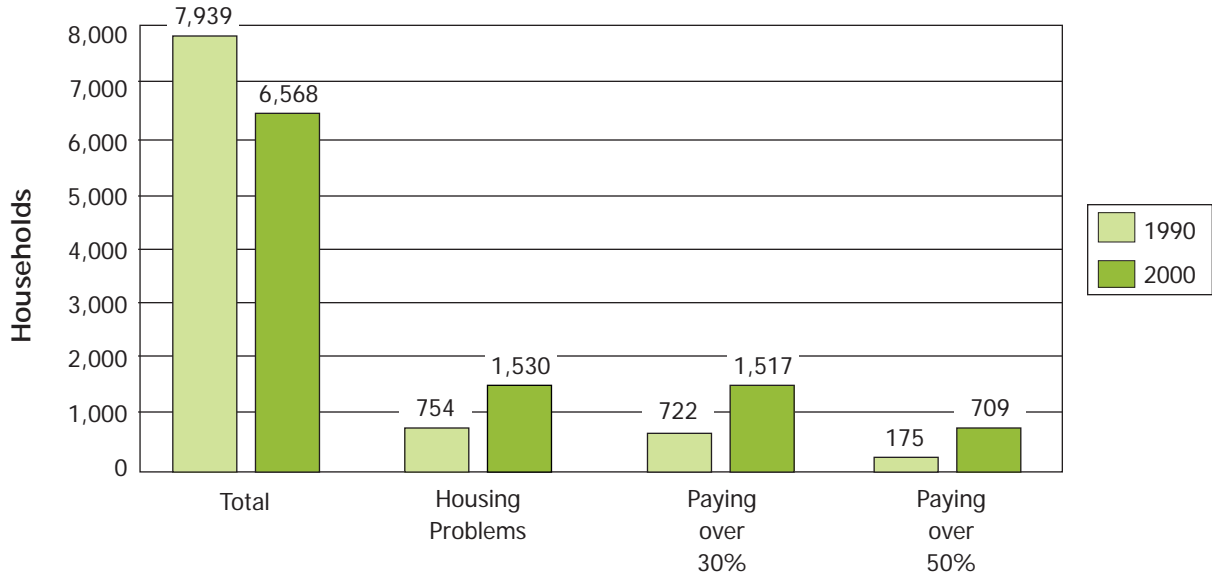
Housing Figure A-9a: Senior Owner Households (0-30% MFI)



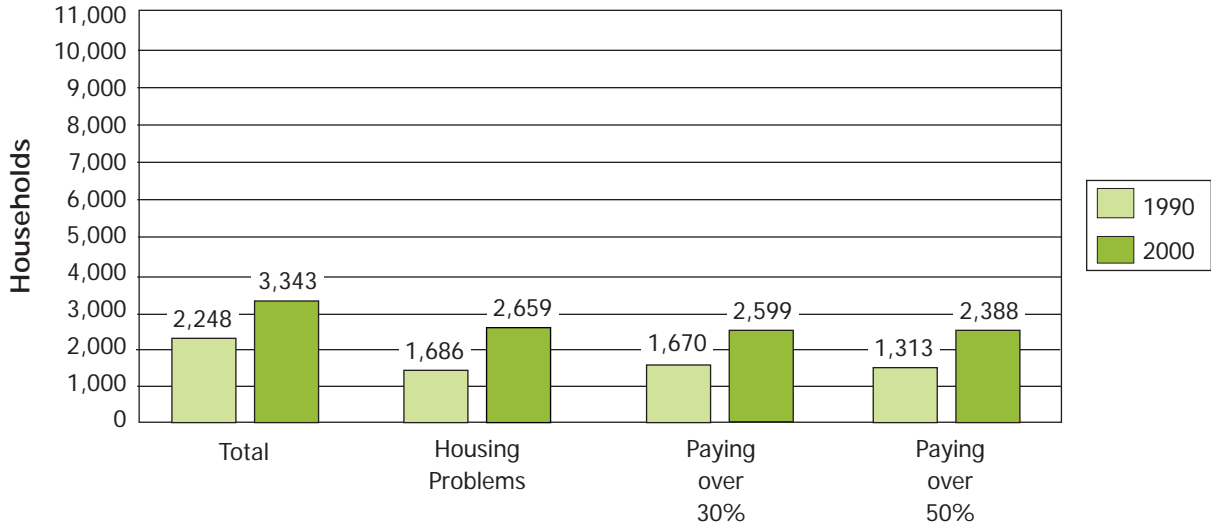
Housing Figure A-9b: Senior Owner Households (31-50% MFI)



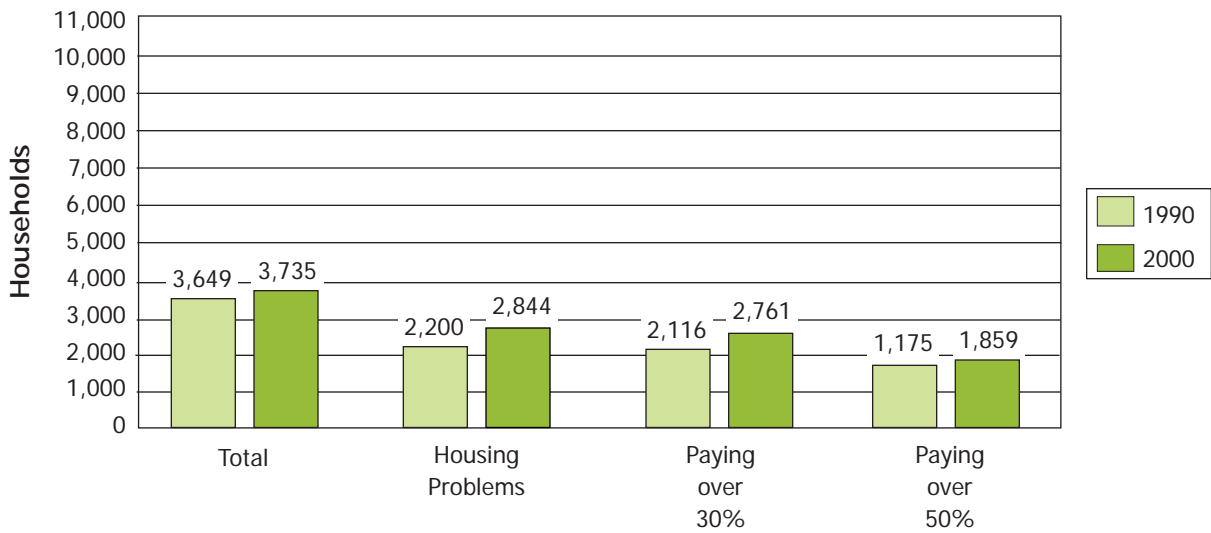
Housing Figure A-9c: Senior Owner Households (51-80% MFI)



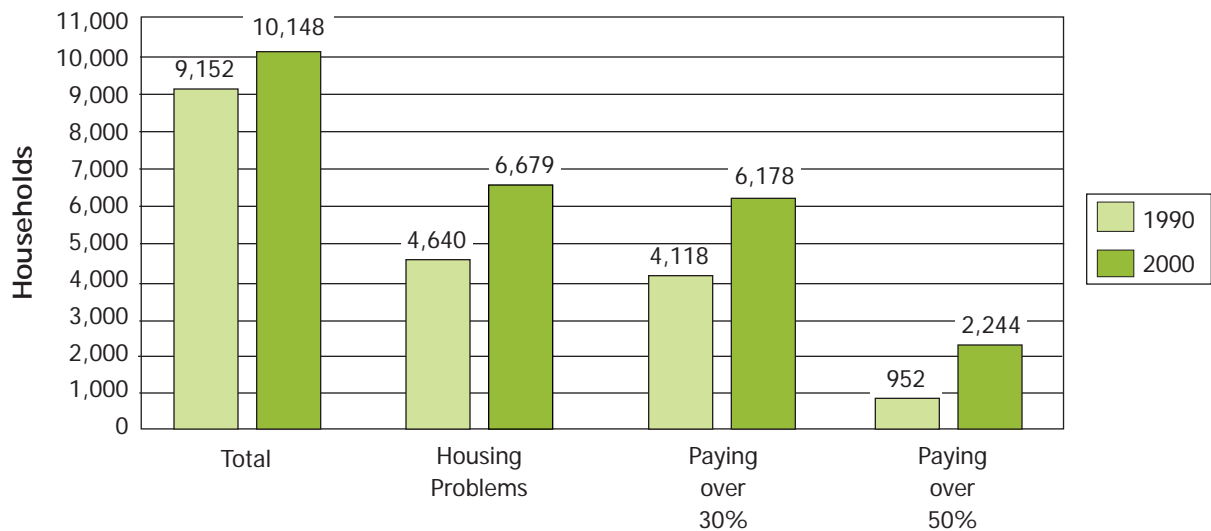
Housing Figure A-10a: **All Other Owner Households (0-30% MFI)**



Housing Figure A-10b: **All Other Owner Households (31-50% MFI)**



Housing Figure A-10c: **All Other Owner Households (51-80% MFI)**



homeless & special needs populations

An estimated 8,000 homeless men, women and children are on the streets or in shelters or emergency housing in King County on any given night. The majority of these individuals are located within the City of Seattle. A one-night count of homeless individuals conducted in Seattle in October 2003 identified 1,899 people actually living on the streets. In addition, 4,617 individuals in 3,126 households were staying in shelters and transitional housing. Most of these individuals are between the ages of 25 and 59. Approximately 56 percent are persons of color. Ninety-eight percent of these individuals report either having no source of income or extremely low-income (0-30 percent MFI) through SSI, unemployment insurance, or state general assistance.

The one-night count data may underestimate the level of need in the region. For example, DESC, which operates the largest shelter in Seattle and prioritizes its shelter capacity for individuals with chronic and severe conditions such as mental illness, provided shelter services to more than 10,000 unduplicated persons in 2003 and general services to more than 11,000. In 2002, the local Seattle-King County Health Care for the Homeless Network (HCHN) provided care to over 22,000 unduplicated homeless people and those at high risk of recurring homelessness, including 2,396 unduplicated single adults in downtown shelters.

A significant proportion of homeless individuals in the Seattle area meet the definition of "chronic homelessness" (homeless for a year or longer or have had four or more episodes of homelessness in the past three years, and are disabled). Of single adults served by HCHN during 2002, 43 percent had been homeless for at least one year. In addition, 42 percent of the homeless single adults counted in October 2003 reported having at least one disabling condition (28 percent reported mental illness, 32 percent reported alcohol or substance abuse, 14 percent reported co-occurring disorders, 10 percent reported physical disabilities, and 3 percent reported HIV/AIDS). HCHN estimates that, based on 2002 service data, at least 4,973 men and women in the downtown Seattle area meet the definition of chronic homelessness.

Additional data underscores the nature and extent of the disabilities with which these populations struggle:

- **Mental illness:** Sixteen percent (4,322) of the individuals receiving services from the publicly funded mental health Regional Support Network were homeless at some point during 2002. More than 30 percent (1,222) of the individuals served at King County's behavioral health crisis triage center during 2002 reported being currently homeless.
- **Chemical dependency:** An estimated 28,650 low-income adults in King County are chemically dependent and in need of treatment in any given year. Between 12,000 and 18,750 of these individuals are both mentally ill and chemically dependent, yet fewer than 10 percent receive the services they require to promote stabilization and recovery. Data from HCHN indicates that 22 percent of their clients need chemical dependency treatment. In 2003, King County documented over 2,000 adults in Seattle seeking services due to mental illness and/or chemical dependency. In addition, there are 350 people with chronic mental illness living in boarding homes in Seattle who need permanent supportive housing.
- **HIV/AIDS:** More than 2,000 individuals are currently living with HIV/AIDS in King County, with an additional 6,000 to 9,000 persons estimated to be infected with HIV. Housing services are requested by 50 percent of the total AIDS population and actual housing units are among 33 percent of those living with AIDS.
- **Chronic & acute medical conditions:** Chronically homeless people in Seattle suffer from chronic and acute medical conditions at rates far higher than the general population. Hypertension, diabetes, hepatitis, sexually transmitted diseases, skin conditions, trauma and tuberculosis are common conditions.

Research shows that the provision of housing by itself, or the delivery of intensive supportive services in isolation from housing, are both insufficient to promote stability over time for most individuals struggling with homelessness, mental illness, and co-occurring disorders such as substance abuse disorders, developmental disabilities, and HIV/AIDS or other chronic health problems. Provision of supportive housing, combined with appropriate treatment and support, is critical.

B Who are We Planning For?

The number of people living in Seattle grew over nine percent during the 1990's, averaging 0.009 percent annually, but the pace of growth appears to have slowed since to average 0.005 percent annually. The Comprehensive Plan anticipates population growth to average about 0.008 between 2000 and 2020.

Seattle's population, like the nation's, is becoming older and more diverse in terms of race and Hispanic ethnicity. Birth rates are low in Seattle; on average women in Seattle have 1.23 children compared to 2.0 for the U.S. overall. Conversely, life expectancy continues to rise. As a consequence, natural increase accounted for one-third of Seattle's growth between 1990 and 2000. But birth rates cannot go much lower than they are now. On the contrary, because of Seattle's appeal to international migrant's future birth rates are likely to increase rather than decline further. On average immigrants have higher birth rates than people born in the U.S. and immigrants accounted for 17 percent of Seattle residents in 2000.

Since Seattle households continue to increase in number faster than the population the average number of people per household persists in its downward slide. Down from 2.70 in 1960, Seattle households averaged 2.08 people in 2000—the third lowest of all U.S. cities with populations of at least 100,000 and down from 2.70 in 1960.

Because individuals shape our households, changes in the population have translated into a more diverse mix of household types in Seattle. Low birth and death rates; an increasing share of people born abroad and changes in their origin; changes in the numbers and ages of people migrating into and out of Seattle; and the aging of residents already here have all had a role in the mix of households now in place.

Since 1980, the biggest change in the makeup of Seattle households was the growth of nonfamily households; one-person living alone and unrelated people living together grew by 40,000 (see Figure A-11). At the same time households comprised of a married couple with at least one child decreased by over 5,000. In percentage terms, nonfamily households nearly doubled between 1980 and 2000 and family households with a child who lived without a parent increased 17 percent.

In 2000 the largest share of Seattle households—41 percent—were one-person living alone, 20 percent were a married couple without children; 15 percent were two or more unrelated persons living together;

13 percent were a married couple with at least one child; 6 percent were one-parent households with at least one child and another five percent of households were another type of family without a child (see Housing Figure A-12). Less than one in five Seattle households included a child.

Between 2000 and 2020 the largest change in the number of households among these types is an increase of about 22,000 one-person households; next largest, an increase in married couples without children of nearly 14,000; and a 5,000 household increase in families with children that do not include a parent of the child.

Housing Figure A-11
Seattle Households by Household Type, 1960-2020

Household Type		1960*	1970*	1980	1990	2000	2010	2020	Percent Change 2000-2010	Percent Change 2010-2020
Family	Married couple without child	59,040	63,310	56,073	53,070	50,931	56,783	64,782	11.49	27.20
	Married couple with child	65,106	49,140	32,430	31,776	33,717	36,846	37,566	9.28	11.42
	Parent with child & without spouse	7,648	10,916	15,063	15,853	16,366	14,798	14,934	-9.58	-8.75
	Other family without child	10,722	9,934	10,557	12,270	12,386	15,398	17,538	24.32	41.60
Non-family	One person living alone			83,799	94,179	105,542	113,239	127,369	7.29	20.68
	Two or more persons without child			20,558	28,672	38,857	38,928	41,124	0.18	5.84
	Two or more persons with child			1,078	882	700	218	227	-68.87	-67.56
Total		200,577	206,092	219,469	236,702	258,499	276,211	303,540	6.85	17.42
Persons per Household		1960	1970	1980	1990	2000	2010	2020		
Average Household Size		2.70	2.48	2.14	2.09	2.08	2.08	2.05		
Change Since Last Decade (%)			-8.15	-13.71	-2.34		-0.48	-1.30		

*Refers to own child of the head of the household rather than any child in the household.

Sources: 1960 - 2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning & Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.

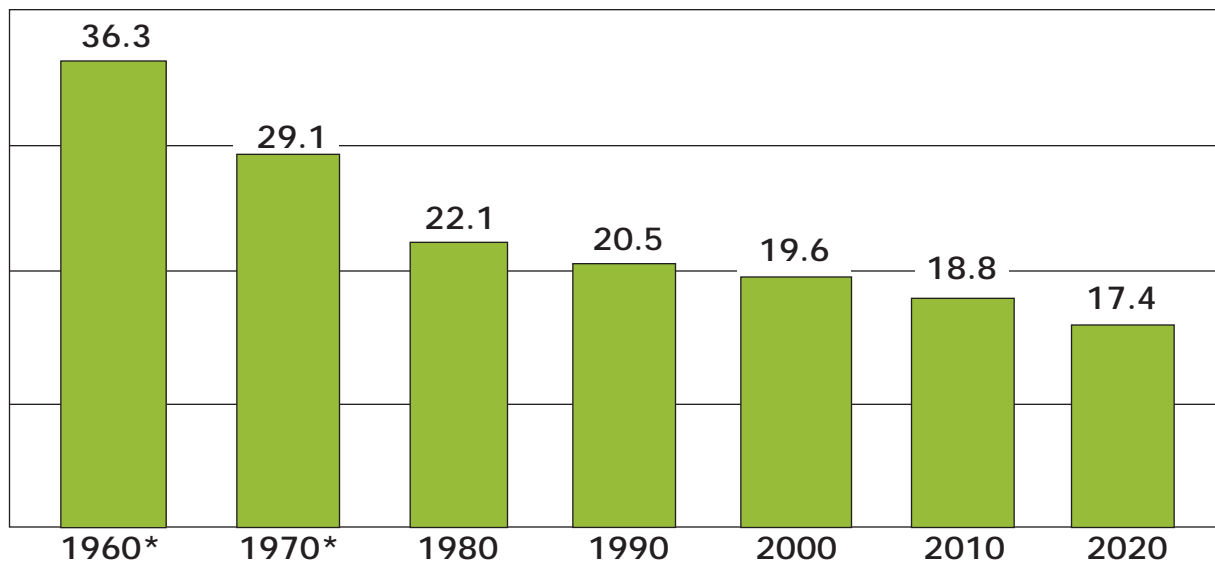
Housing Figure A-12
 Percent of Seattle Households by Type, 1960-2020

Household Type		1960*	1970*	1980	1990	2000	2010	2020
Family								
	Married couple without child	29.4	30.7	25.5	22.4	19.7	20.6	21.3
	Married couple with child	32.5	23.8	14.8	13.4	13.0	13.3	12.4
	Parent with child & without spouse	3.8	5.3	6.9	6.7	6.3	5.4	4.9
	Other family without child	5.3	4.8	4.8	5.2	4.8	5.6	5.8
Non-family		28.9	35.3					
	One person living alone			38.2	39.8	40.8	41.0	41.9
	Two or more persons without child			9.4	12.1	15.0	14.1	13.5
	Two or more persons with child			0.5	0.4	0.3	0.1	0.1
Total		100.0	100.0	100.0	100.0	100.0	100.0	100.0

*Refers to own child of the head of the household rather than any child in the household.

Sources: 1960 - 2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning & Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.

Housing Figure A-13
 Seattle Households with Children, 1960-2020 (percent)



Sources: 1960-2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning and Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.

Housing Figure A-14
Seattle Population by Age, 1960-2020

Age	1960	1970	1980	1990	2000	2010	2020
0 to 4	51,946	34,994	24,235	29,269	26,215	27,971	30,706
5 to 14	99,850	83,903	50,707	43,899	47,884	45,065	48,917
15 to 24	66,712	95,813	89,268	74,005	80,662	91,117	87,394
25 to 34	66,277	67,315	106,595	112,098	122,282	113,155	131,782
35 to 44	76,922	50,655	49,028	93,285	95,077	84,585	79,968
45 to 64	128,583	128,499	97,839	85,303	123,447	156,925	155,499
65 to 84	63,146	63,554	68,120	69,129	56,736	60,387	92,291
85 & +	3,651	6,098	8,054	9,271	11,071	14,910	15,233
Total	557,087	530,831	493,846	516,259	563,374	594,116	641,790

Age	2000-2010 Change		2000-2020 Change	
	(number)	(percent)	(number)	(percent)
0 to 4	2,735	-10.4	4,491	17.1
5 to 14	3,852	-8.0	1,033	2.2
15 to 24	-3,723	4.6	6,732	8.3
25 to 34	18,627	-15.2	9,500	7.8
35 to 44	-4,617	4.9	-15,109	-15.9
45 to 64	-1,426	1.2	32,052	26.0
65 to 84	31,904	-56.2	35,555	62.7
85 & +	322	-2.9	4,162	37.6
Total	47,674	-8.5	78,416	13.9

Sources: 1960 - 2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning & Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.

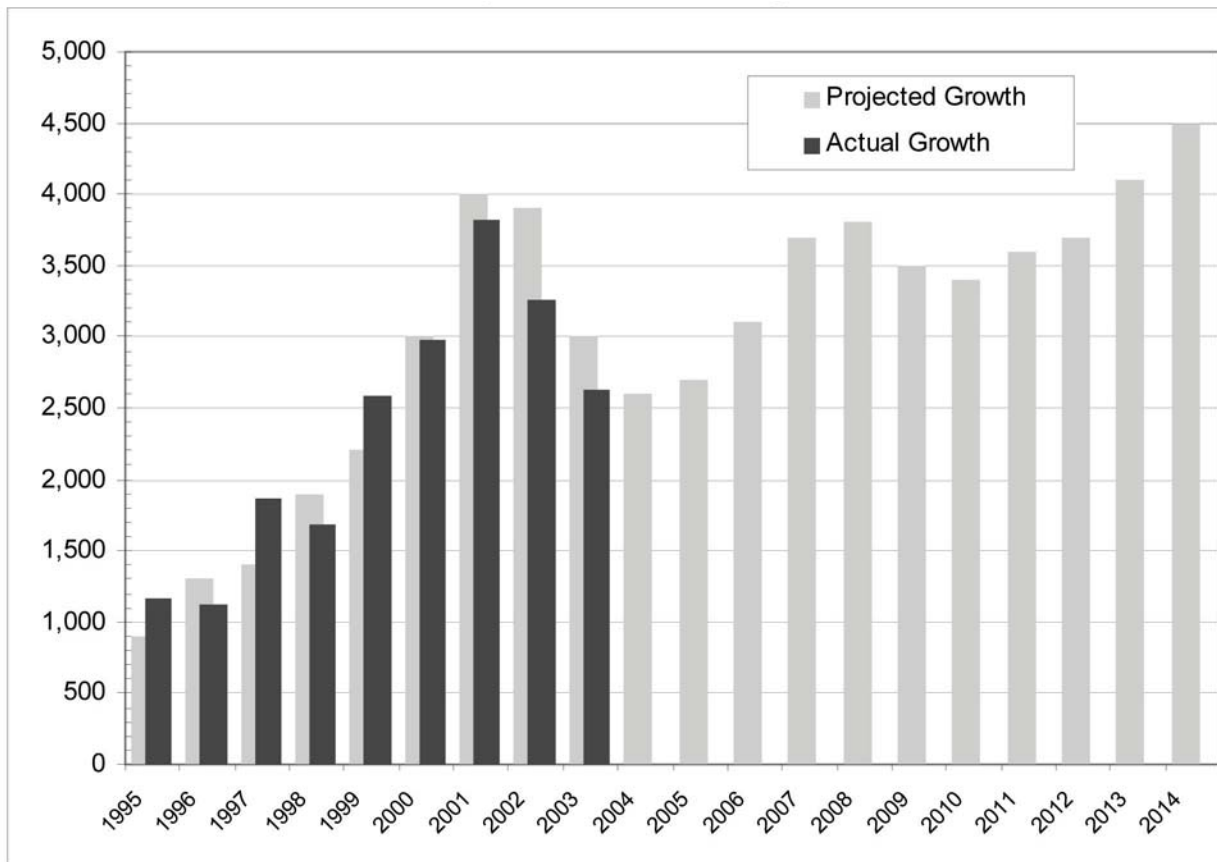
C Housing Growth & Capacity for Development

residential development trends

Residential development trends in Seattle over the last forty years have generally followed cyclical expansions and contractions in employment growth in the region. Significant increases in housing occurred in the early 1990's and between 1999 and 2002. These housing booms were followed by slowdowns in housing construction starting in 1992 and 2003.

Since the adoption of the Comprehensive Plan in 1994, Seattle has averaged a net addition of 2,300 residential units a year, according to City permit records. Development activity was strongest between 1999 and 2002, with a peak of 3,800 net new units completed in 2001. After very strong housing growth between 1999 and 2002, development of new housing has dropped as a result of a weak economy and a related slow-down of immigration into the state and city. In January of 2000, there were active permits for an additional 7,000 units including units under construction. In April of 2004, that number had dropped to 4,500.

Housing Figure A-15
Seattle Household Growth



Most new housing development in Seattle is in multifamily development in Multifamily, Commercial, and Downtown zones. Thirteen percent of units built in Seattle since 1994 have been built in single-family zones, an average of 300 units a year. Just over one-third of development has occurred in multifamily zones, 28 percent of development in commercial areas outside of downtown and downtown Seattle accommodating 23 percent of all housing units built since 1994.

The Comprehensive Plan estimates a net increase of 47,000 households in Seattle between 2004 and 2024.

capacity for additional residential development

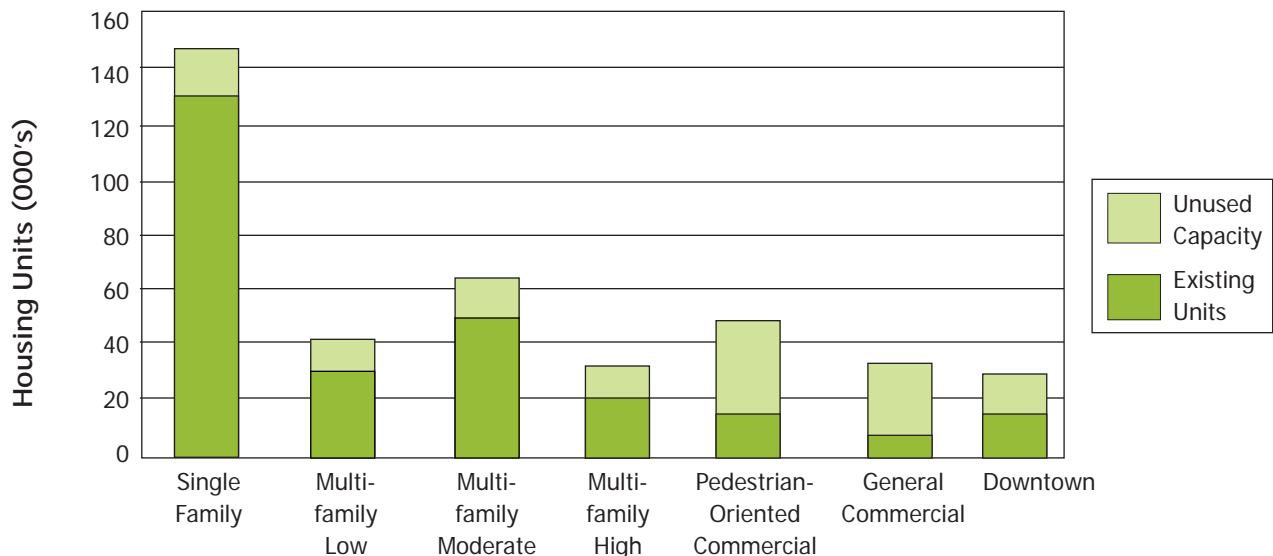
As of 2004, Seattle has an estimated unused zoned residential development capacity of 116,000 new housing units, or two-and-a-half times the amount of housing estimated to locate in Seattle over the next 20 years (see Housing Figures A-16 and A-17.) At the time the capacity figure was developed, Seattle had 268,000 housing units, so the total housing stock would be 384,000 housing units if all this capacity were used.

Housing Figure A-16
City of Seattle Residential Development Capacity, 2004

Land Use Zones	Existing Residential Units	Unused Residential Development Capacity (Units)	Percent Share
Single-Family	132,300	11,200	10%
Multifamily Low Density	29,600	10,700	9%
Multifamily Moderate Density	48,500	14,300	12%
Multifamily High Density	20,400	9,300	8%
Pedestrian-Oriented Commercial	16,400	28,400	24%
General Commercial	5,600	26,800	23%
Downtown	13,700	15,300	13%
Total*	268,000	116,000	100%

* Includes some existing units in industrial and major institution areas, which do not have unused residential capacity.
Source: Seattle Department of Planning and Development, 2004

Housing Figure A-17
Seattle Residential Development Capacity, 2004



Residential development capacity includes vacant land in residential zones, underutilized sites in residential zones, and some of the vacant and underutilized sites in commercial zones. Underutilized sites are sites where the existing developed density is low compared to the allowed developed density, or where the value of the improvements on the site is low compared to the value of the land.

D

Strategies for Meeting Housing Needs

The City of Seattle's Office of Housing (OH) has four priorities for increasing housing opportunities:

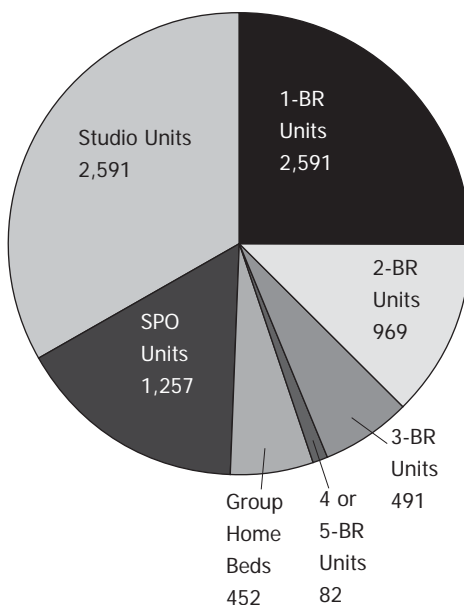
- Investing in production and preservation of affordable housing;
- Providing housing linked with supportive services for people who are homeless or have special needs;
- Increasing homeownership opportunities; and
- Promoting housing production and preservation that supports neighborhood revitalization and other community development efforts.

OH and the City's nonprofit partners make leveraging of the City's 7-year, \$86 million Housing Levy and other City housing funds a top priority. For every \$1 of City funding for affordable rental housing, over \$3 is leveraged from other public and private capital sources, increasing the amount of affordable housing that can be provided in Seattle.

affordable rental housing

Over the past two decades, the City of Seattle has provided funding for affordable housing serving low-income families, seniors, low-wage working people and people with disabilities. The City-funded portfolio of below-market-rent apartments has grown to 7,793 housing units in 238 development projects. This housing includes a range of apartment sizes in small and large developments dispersed throughout the city.

Housing Figure A-18
City-Funded Rental Housing Portfolio, by Unit Size (12/31/03)



This affordable housing is a significant asset for Seattle. Nearly half of the housing units are reserved for extremely low-income households with incomes up to 30 percent of the region's median household income (\$16,350 for an individual or \$21,050 for a family of three in 2004). These housing units are often combined with supportive services to assist residents to live independently or transition out of homelessness. Much of the balance of OH's housing portfolio is workforce housing serving individuals and families with incomes up to 50 or 60 percent of the median income (up to \$32,700 for an individual or \$42,050 for a family of three). For lower-income residents, paying an affordable rent frees up resources for other important needs such as food, medical expenses, clothing, transportation, and education.

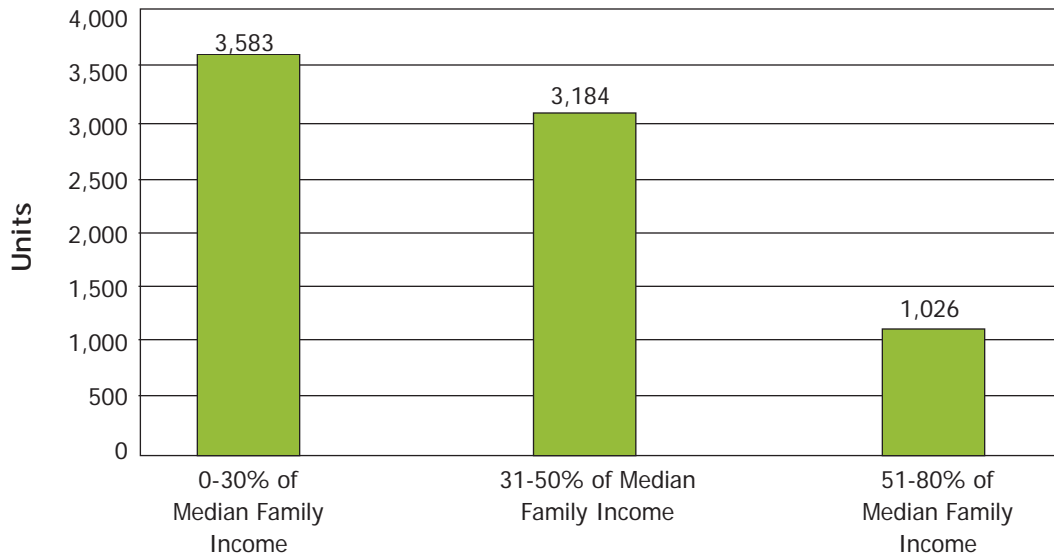
The City plays a monitoring and oversight role to ensure that the units remain affordable and continue to serve the intended residents as time goes by, and that the buildings themselves remain in good physical condition and are financially viable. This ongoing asset management of the projects ensures that Seattle-funded developments continue to operate well into the future.

service-enriched housing

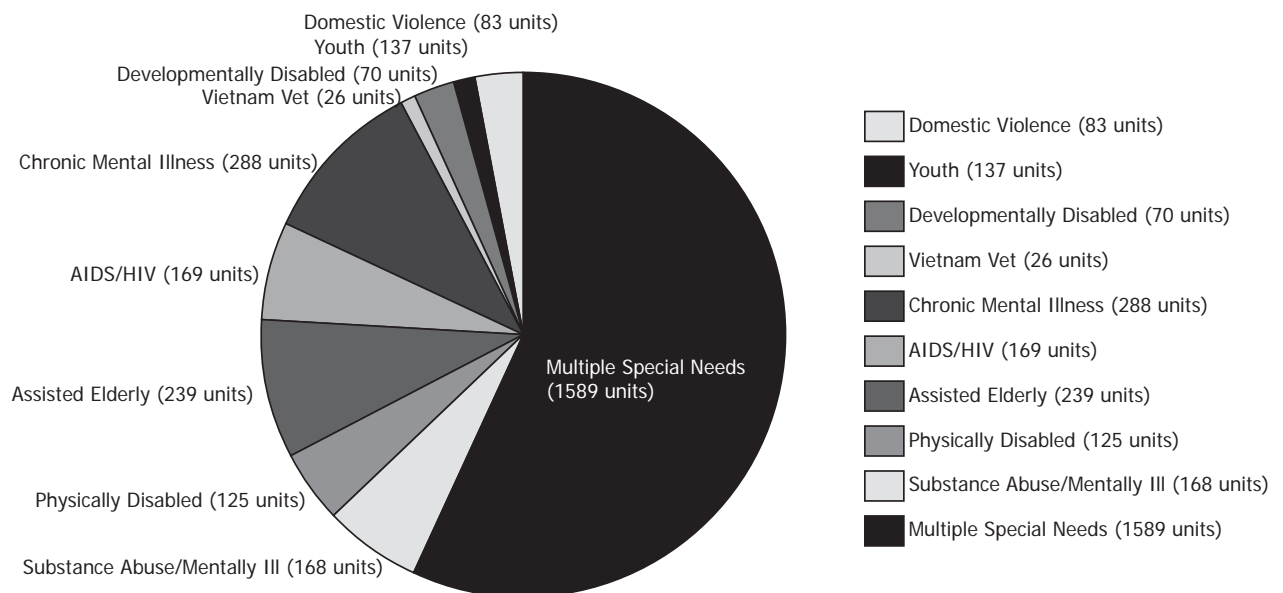
Service-enriched housing is a successful housing model for stabilizing and moving many vulnerable people along a path to self-sufficiency. Affordable housing linked to accessible health, mental health, employment, childcare and other services offers the support that these individuals and families need to succeed. Service-enriched housing gives homeless people a way out of expensive emergency public services and into their own homes and communities; it both improves the lives of its residents and can generate significant public savings.

For the City of Seattle, service-enriched housing has long been a priority. Of the 7,793 City funded affordable rental units, 34 percent (2,984) serve homeless and special needs residents. This housing can be in stand-alone projects or units set aside within larger, general population apartment buildings. Most of the special needs housing, 2,445 units, serve families and individuals who are also homeless; 630 are transitional units and 1,815 provide a permanent residence.

Housing Figure A-19
City-Funded Rental Housing Portfolio, by Affordability (12/31/03)



Housing Figure A-20
City-Funded Service-Enriched Housing Portfolio (12/31/03)



OH provides operating support to projects that serve homeless and special needs residents. Due to the extremely low incomes of the tenants, rents are insufficient to cover building operations costs. OH provides annual operating subsidies to 530 units using 1986, 1995 and 2002 Levy funding. In addition, project-based Section 8 rental assistance provided through the Seattle Housing Authority supports 970 City-funded units.

homebuyer assistance

Homeownership allows families to build equity and accumulate savings. Homeownership opportunities within the city allow people to live closer to where they work, and shorter commutes benefit the families and the entire community. In Seattle, however, incomes have not kept pace with home prices. The median sales price reached \$310,000 in 2003, which would require an annual income of \$75,000 to purchase (assuming a 30-year term loan at 6 percent interest and 10 percent downpayment). The city's homeownership rate, at 48.4 percent, is low compared to the state and county, and over the past decades, minorities have lost ground in homeownership while whites have gained slightly.

City homebuyer programs have helped make homeownership an option for low-income residents while, at the same time, providing community development benefits to the neighborhood. OH assists with the development of affordable houses and provides downpayment assistance to help low-income families purchase their first home. Homebuyers earning 80% or less of the area median income apply for loans through nonprofit providers, participating lenders and housing developers that have received an allocation of City funds.

home repair assistance for low-income homeowners

Low-income homeowners often lack sufficient resources to properly maintain their homes. Even with substantial equity, these homeowners are unable to qualify for traditional loans. Without adequate maintenance, the homes deteriorate and can threaten the health and safety of the occupants and the neighborhood.

OH's HomeWise Rehab Loan Program assists low-income homeowners to keep their homes in good repair. HomeWise staff inspect the home, establish a scope of work, assist the homeowners with bid solicitation and contractor selection, and inspect completed work. The repairs can include roof replacement, furnace replacement, sewer and plumbing repair, access ramps, porch and deck repair or replacement, siding and/or exterior paint, floor repairs, kitchen and bathroom improvements, needed door and window repair or replacement and foundation repair.

weatherization assistance for low-income households

Low-income homeowners and renters can save on housing costs as a result of City-funded water conservation programs and OH's HomeWise Weatherization Program. With funding from Seattle City Light and the State, HomeWise installs energy-saving improvements in single-family and multifamily buildings serving low-income tenants, as well as homes occupied by low-income homeowners.

Weatherization improvements can include insulation, air sealing and duct repair, furnace repair or replacement, window repair or replacement, lighting upgrades, ventilation and indoor air quality improvements, and refrigerator replacement. The result is lower heating and utility bills, a more comfortable home environment, and reduced consumption of natural resources. As utility rates increase, so does the value of the energy-saving measures.

E

Seattle's Assisted Rental Housing Inventory

As of May 2004, the Office of Housing's (OH) Subsidized Rental Housing Database showed that there were 20,277 affordable rental units with capital subsidies in Seattle. As noted, in Section 4 of this Appendix, 7,793 of these units were in 238 City-funded projects, as of 12/31/03. The remaining units have capital subsidies through federal, state, or county programs but are not City-funded. The following table summarizes affordability of Seattle's subsidized rental housing stock:

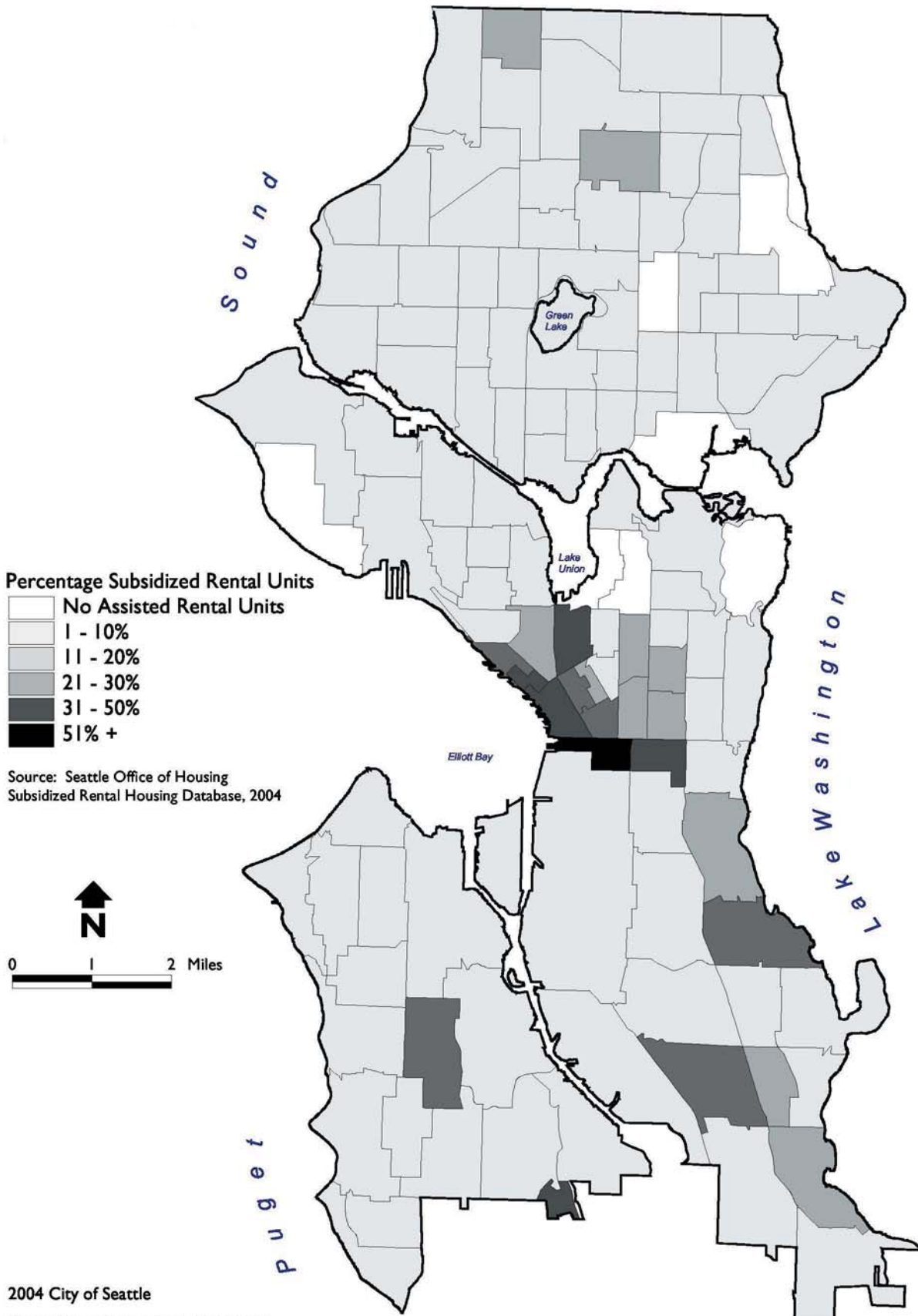
Housing Figure A-21
Rental Housing Units with Capital Subsidies, by Affordability

Affordability	Number of Units
0-30% of MFI	10,568
31-50% of MFI	6,230
51-80% of MFI	3,479
TOTAL	20,277

As of May 2004, 5,341 vouchers were being used to lease apartments in Seattle. This number excludes vouchers used in Seattle Housing Authority (SHA) Seattle Senior Housing Program buildings and buildings with federal financing through the Moderate Rehabilitation Program (which are part of the 20,277 rental units with capital subsidies shown above). It also excludes vouchers that have been project-based or are being used outside of Seattle. It does include vouchers provided by other housing authorities that are being used to lease units in Seattle. At least 570 of the 5,341 vouchers are being used to lease units in buildings with capital subsidies.

The inventory of assisted rental housing in Seattle, including both units with project-based subsidies and units with tenant-based subsidies is approximately 25,000 units.

Housing Figure A-22
Percentage of Subsidized Rental Units



housing appendix

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Capital Facilities Appendix

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Capital Facilities Appendix

A

Inventory of Fire, Police & School Facilities, Supplemental Capacity Information & Future Facility Needs

The following sections contain the inventory, planning goals and future needs for Fire, Police and Schools. Information for Seattle Public Utilities (Water, Drainage and Wastewater, and Solid Waste) and Seattle City Light is included in the Utilities Appendix.

The following matrix summarizes the information found in this Appendix, including a summary of the planning goals, existing facilities, and identified six and 20 year needs.

fire department: inventory

The Seattle Fire Department provides fire protection and emergency medical services throughout the city from 33 fire stations and Harborview Medical Center. Headquarters for the department are located at Fire Station 10 in Pioneer Square. Fire Department facilities and capacities are shown in Capital Facilities Figure A-1 and the location list provided below.

capital facilities appendix

Fire, Police & School Facilities

Facility	Planning Goal	Existing Facilities	Six Year Needs	Anticipated 20 Year Needs
Fire	Maintain a response time of 4 minutes or less to 90% of all fire and EMS emergencies	33 existing fire stations currently provide response performance at 78% for EMS and 80% for fire.	Rebuild or remodel 19 fire stations, upgrade 13 others.	Additional stations in Northgate & South Lake Union. New command & control center & new Station 5.
Police	Patrol units allocated around-the-clock based on calls for service. Location and size of facilities not critical to service provision. Facilities planning is based on guidelines for public safety office space.	5 Precincts, Mounted Patrol, Kennel, Harbor Unit, Seattle Police Headquarters, Public Safety Building	North Precinct expansion or replacement	
Schools	Elementary School - 380-535 students, 4 ac. site size Middle School - 600 - 800 students, 12 ac. site size High School - 1,000 - 1,600 students, 17 ac. site size	62 Elementary Schools, 10 Middle Schools, 11 High Schools, 16 Alternative Schools, Admin. Buildings, Memorial Stadium, Closed schools	Current Building Excellence Program Phase II (a Capital Improvement Plan) will renovate, replace, and/or add to 17 schools	The District's Facility Master Plan calls for all schools built before 1973 to be modernized or replaced over the next 20 years.

A

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Each station provides a full range of fire protective services including fire suppression, emergency medical, rescue and salvage. While each station is equipped with at least one fire engine (except Fire Station 14), other equipment varies by facility. The Fire Department has 33 engine companies, 11 ladder truck companies, two fire boats, four aid units, seven paramedic units and other specialized units including heavy rescue, hazardous materials, and marine fire fighting that provide a broad range of emergency services to existing development.

fire department: planning goals

In 2002, the Seattle Fire Department responded to all EMS related calls in four minutes or less 77.5 percent of the time and to all fire related calls in four minutes or less 79.56 percent of the time. The fire-fighting industry has set four minutes 90 percent of the time as a desirable response time.

Response time is influenced directly by the availability of fire personnel, equipment, traffic conditions, and the number and location of fire stations. Further, firefighter and equipment requirements indirectly affect station requirements. Buildings and associated densities are critical factors in estimating fire fighter requirements. These requirements are estimated on an annual basis through the City's budget process.

fire department: existing capacity & anticipated future needs

The current facilities and their distribution are inadequate to maintain the desired response time to existing development and the amount of new development expected over the next six years in the Urban Centers and throughout the city. Additional EMS capabilities will be needed downtown near South Lake Union, SODO, Northgate, and the Central District. A new Fire Alarm Center is needed to replace the current facility, and all 33 stations need major upgrades, renovation or replacement in order to continue to provide service. In order to serve expected growth over the next 20 years, the Fire Department will need a new station in the Northgate area and most likely one in the downtown area. A new command and control center will also be needed.

In 2003, Seattle voters approved the Fire Facilities and Emergency Response Levy Under, which will provide about \$167 million to: upgrade, renovate, or replace 32 neighborhood fire stations; construct a new training facility and upgrade the Department's Fire Alarm Center; establish emergency preparedness facilities and disaster response equipment that includes a seismically safe Emergency Operations Center, emergency community supplies, emergency shelter power generators, and emergency water supply capacity for fire fighting in the event the City's fire hydrants are disabled; and a new, large platform fire boat, a rehabilitated and enhanced Chief Seattle fireboat, and a new fast attack small fire rescue boat.

The Department is exploring relocation and renovation/rebuilding options to promote service efficiencies and to address space needs for larger equipment. In addition, the Department is currently evaluating its emergency medical capabilities and staffing or equipment additions that may be desirable to improve emergency medical service. Additionally, the Department is reviewing its capabilities for providing enhanced services related to homeland security and natural disasters.

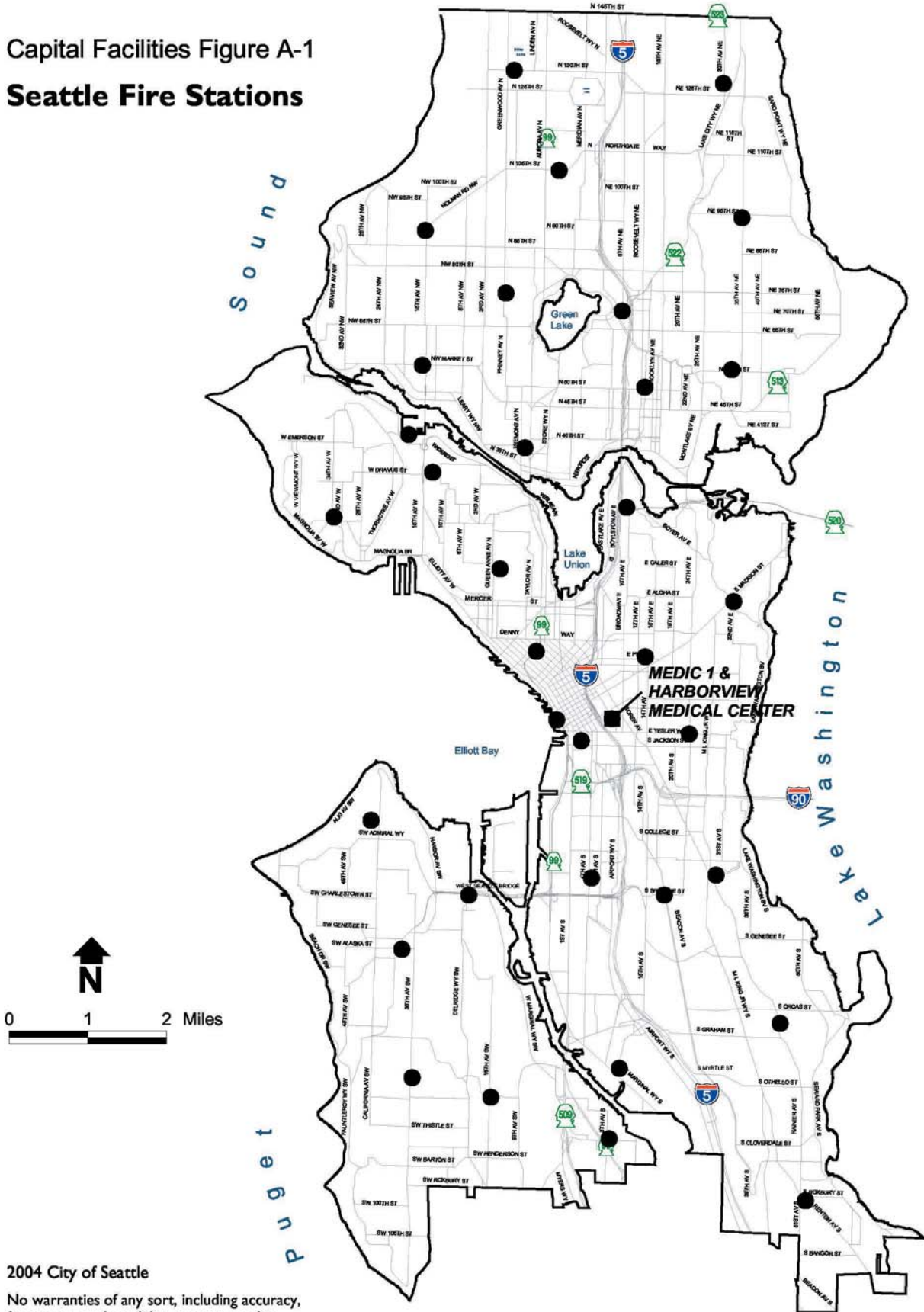
Locations & Capacities of Fire Department Facilities

Station	Address	Capacity (Equipment)	Medic & Spec. Units
SFD 2*	2334 4 th Ave.	Engine, Ladder	Aid
SFD 5 ‡	925 Alaskan Way	Engine	Fireboat
SFD 6 ‡	101 23 rd Ave. S	Engine, Ladder	
SFD 8 ‡	110 Lee St.	Engine, Ladder	
SFD 9 ‡	3829 Linden Ave. N	Engine	Air Unit
SFD 10*	301 2 nd Ave. S	Engine, Ladder	Aid, Hazmat
SFD 11	1514 SW Holden St.	Engine	
SFD 13‡	3601 Beacon Ave. S	Engine	
SFD 14‡	3224 4 th Ave. S	Ladder	Aide, Rescue Unit
SFD 16‡	6846 Oswego Pl. NE	Engine	Medic
SFD 17‡	1050 NE 50 th St.	Engine, Ladder	
SFD 18	1521 NW Market St.	Engine, Ladder	Medic, Hose Wagon
SFD 20‡	3205 13 th Ave. W	Engine	Marine Support Unit
SFD 21‡	7304 Greenwood Ave. N	Engine	Mass Casualty Unit
SFD 22‡	901 E Roanoke St.	Engine	Communications Van
SFD 24	401 N 130 th St.	Engine	
SFD 25	1300 E Pine St.	Engine, Ladder	Aid, Power Unit, Hose Wagon
SFD 26	800 S Cloverdale St.	Engine	Air Unit
SFD 27	1000 S Myrtle St.	Engine	USAR, MMST
SFD 28‡	5968 Rainier Ave. S	Engine, Ladder	Medic
SFD 29	2139 Ferry Ave. SW	Engine	
SFD 30‡	2931 S Mount Baker Blvd.	Engine	
SFD 31	1319 N Northgate Way	Engine, Ladder	Medic, Power Unit
SFD 32	3715 SW Alaska St.	Engine, Ladder	Medic
SFD 33	9645 Renton Ave. S	Engine	
SFD 34	633 32 nd Ave. E	Engine	
SFD 35‡	8729 15 th Ave. NW	Engine	
SFD 36	3600 23 rd Ave. SW	Engine	Marine Response Van
SFD 37‡	7300 35 th Ave. SW	Engine	
SFD 38‡	5503 33 rd Ave. NE	Engine	
SFD 39‡	12705 30 th Ave. NE	Engine	
SFD 40‡	9401 35 th Ave. NE	Engine	
SFD 41‡	2416 34 th Ave. W	Engine	
HMC	325 9 th Ave.		

*City of Seattle Landmark or located in City landmark/special review district

‡ City historic resource survey properties

Capital Facilities Figure A-1 Seattle Fire Stations



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police department: inventory

The Seattle Police Department currently provides law enforcement patrol services to the city from five precincts. The locations and capacities of these precincts are shown in Figure A-2 and the list below:

1. North Precinct, at 10049 College Way North, serves the area north of the Ship Canal to the City limits and has a capacity of 16,779 square feet (sq. ft.).
2. West Precinct, located at 810 Virginia Street serves Queen Anne, Magnolia, the downtown core, and the area west of I-5 and north of Spokane Street, and has a capacity of 50,960 sq. ft. (including the 9-1-1 center).
3. East Precinct, located at 1519 12th Avenue, serves the area north of I-90 to the Ship Canal and east of I-5, including the Eastlake Community and has a capacity of 40,000 sq. ft.
4. South Precinct, at 3001 S Myrtle Street, serves Southeast Seattle, the area south of I-90 to the city limits and has a capacity of 13,688 sq. ft.
5. The Southwest Precinct, at 2300 SW Webster, serves West Seattle and the Duwamish Waterway and has a capacity of 28,150 sq. ft.

Other Police facilities owned and/or operated by SPD include:

1. The facility for Mounted Patrol Unit at 9200 8th SW has 18,890 sq. ft. for offices and a horse arena, and a capacity of 12 full-time stalls and space for housing related equipment and supplies.
2. The kennel for the K-9 Unit of Police dogs, located at the SPD pistol range in South Seattle near Boeing Field, has a capacity of 6,464 sq. ft., housing 6 dogs and 2 pups and related equipment and supplies.

3. The Harbor Unit facility on the north shore of Lake Union has a capacity of 3,706 sq. ft. for offices, shop, dock, and two boat sheds, plus docks which moor nine Patrol boats. The facility also has extra dock areas for temporary moorage.
4. The Seattle Police Headquarters, located at 610 5th Avenue, houses the administrative units of the police department along with a number of detective units.
5. The Public Safety Building, located at 610 3rd Avenue contains the SPD Traffic Section, a number of detective units, and warehouse functions that are scheduled to move into a new facility in 2004.

The SPD Seattle Center component handles events at the Center, as well as the Police Reserves. In addition to these permanent facilities, the Police Department has two mobile mini-precincts that they locate in various areas as activities dictate. One of the mobile mini-precincts is permanently assigned to West Seattle.

police department: planning goals

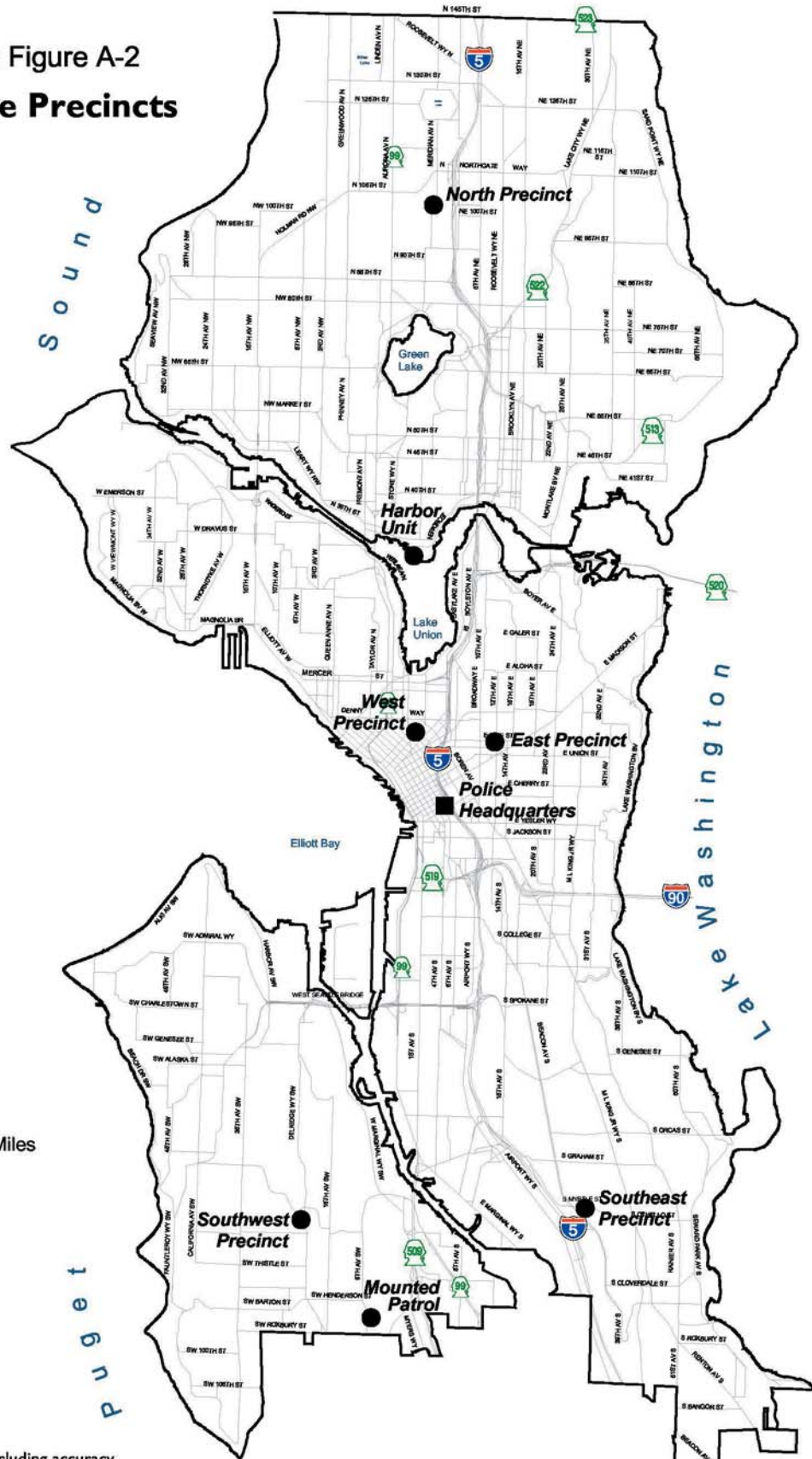
Uniform patrol law enforcement services are generally allocated based on workload, time and location. The exact location of facilities is usually not critical to the provision of uniform patrol services, since police officers are on patrol in the various sectors and calls for service are dispatched by radio or officers handle situations "on view." However, the location of facilities can be important because of distance traveled at shift change time and because good locations can enhance Police/community interaction and communication.

Because of the many and changing factors that affect staffing and space objectives of police departments, there are no universally accepted planning goals for police facilities related to performance measures. The forecast of future needs is therefore based on guidelines for office space that incorporate special space requirements related to public safety, using the East Precinct as a model.

police department: existing capacity & anticipated future needs

The North Precinct is currently overcrowded and does not meet the needs of precinct personnel. In order to serve the growth forecast under the Comprehensive Plan over the next 20 years in the Urban Centers and throughout the City, it is anticipated that additional space may be required in the North Precinct. At this time the exact space requirements are not known and will depend on a variety of factors, as discussed under Planning Goals. As the City further considers neighborhood-based policing options, the long-range plans for police facilities may change.

Capital Facilities Figure A-2 Seattle Police Precincts



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public schools: inventory

District facilities include 11 high schools, 10 middle schools, 62 elementary schools, 16 alternative schools and Memorial Stadium. In addition, the District has a number of closed schools. Many of the school closures occurred during the 1970's and 1980s as a result of low enrollments. The closed schools are used for temporary schools during re-modeling construction, leased to other organizations on a short or long-term basis or remain unused. In September 2002 the District opened a newly renovated administrative headquarters in SODO area, John Stanford Center for Educational Excellence. School locations are shown in Capital Facilities Figure A-3.

The capacity for school facilities varies by school type as follows: 380-535 students for elementary schools; 600-800 students for middle schools; and 1,000-1,600 students for high schools. Memorial Stadium has a seating capacity of 12,000.

public schools: planning goals

The School District has established the following planning goals for new or modernized school facilities:

	School Size	Site Size (Minimum)
Elementary School	380, 445 or 535 students	4 acres
Middle School	600 to 800 students, except for alternative programs, which could be smaller	12 acres
High School	1,000 to 1,600 students, except for alternative programs, which could be smaller	17 acres

The District plans facilities based on where growth is expected in school age populations of children that would be expected to attend public school. Through the current "choice" student assignment plan, about 75 percent of the children that attend public schools choose and attend the school in their neighborhood and 25 percent choose other schools.

public schools: existing capacity & anticipated future needs

In 1991, the School District completed a six-year capital improvement program, known as CIP I. In preparation for the next CIP, the School Board adopted the long-range Facilities Master Plan and Capital Improvement Program. The Capital Improvement Program was divided into several phases. Funding for the CIP, known as Building Excellence I Program (BEX I), was approved by the voters in February 1995.

The BEX I program covered six years, 1995-2000, and contained 19 projects. The projects included modernization, historic renovation, replacement and/or expansion of elementary and secondary schools, to meet existing requirements. These improvements added some capacity which reduced portable buildings and eased crowding in South Seattle.

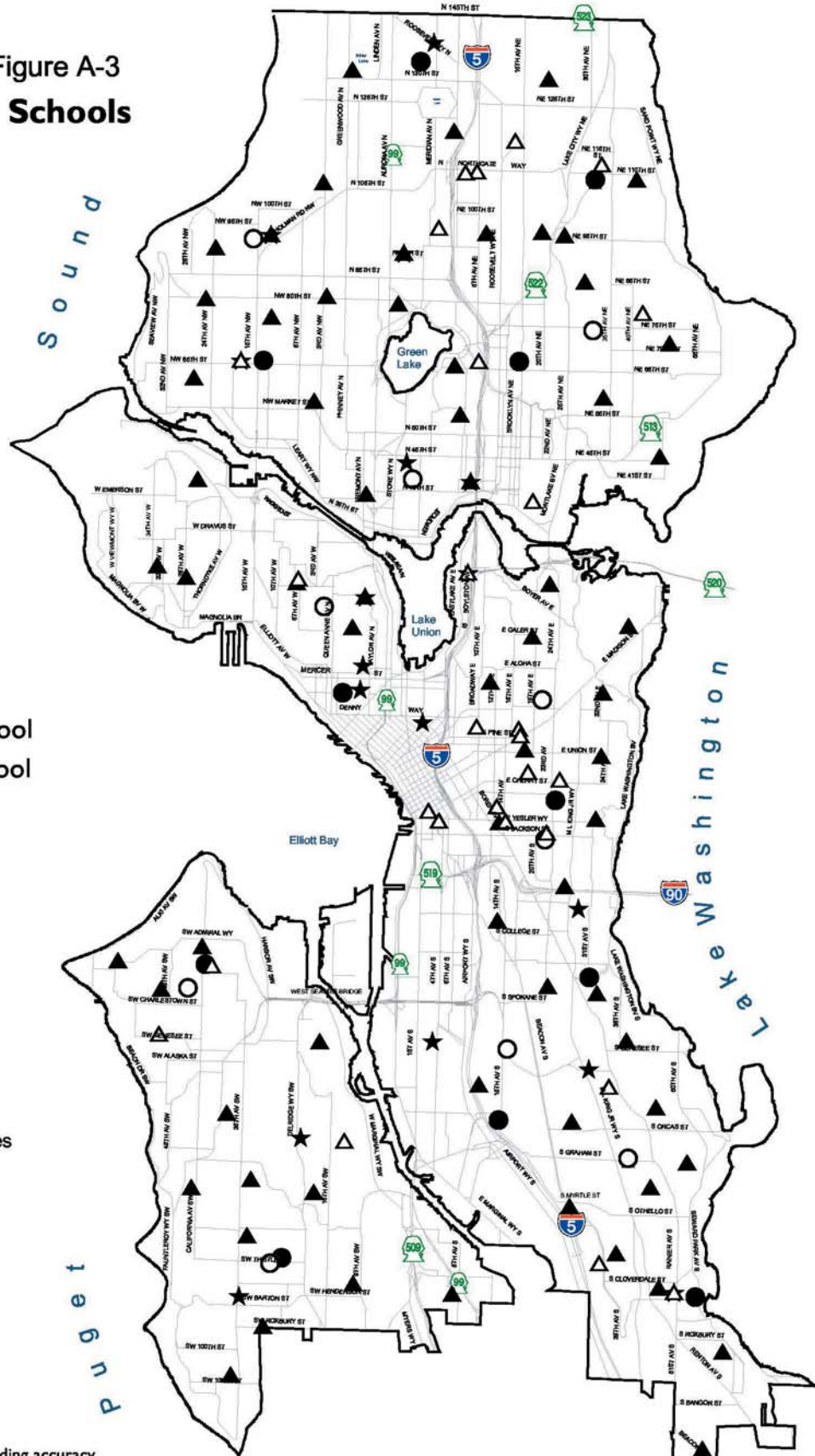
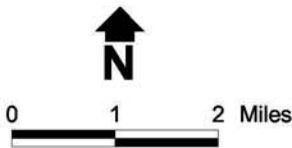
The most recent capital levy program, known as the Building Excellence II Program (BEX II), covers new construction, renovation, or additions at 17 school facilities. BEX II, approved by voters in February 2001, continues BEX I with \$398 million over the next six years.

The School District's Facilities Master Plan (FMP) guides facilities decisions through the year 2010. Over the course of the two capital improvement programs, BEX I and BEX II capacity will be added to eliminate the need for portable buildings.

The schools outlined in the FMP are in locations that can serve Urban Centers, Urban Villages and the remainder of the city. The FMP recognizes that the shift in trends, as Urban Centers and Villages develop, could be gradual or rapid and will vary throughout the city. The District is committed to reviewing and adjusting its FMP every five years, to be responsive to changing conditions.

Capital Facilities Figure A-3 Seattle Public Schools

- High School
- Middle School
- ▲ Elementary School
- △ Alternative School
- ★ Other Facility



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B

Inventory of Parks & Recreation, Library, General Government, Seattle Center, Public Health & Publicly Assisted Housing Facilities & Supplemental Capacity Information

parks & recreation facilities

The City maintains a system of parks and open areas that includes 6,074 acres, or about 10 percent of the City's total land area. This includes 4,562 developed acres. Over 6,000 acres of parks and open space are deemed adequate capacity to serve a population of at least 600,000. More than 35 sites are being acquired through the 2000 Pro Parks Levy, including 16 Neighborhood Park projects, 12 Opportunity Fund projects, and 13 Green Spaces. Many of these sites are small properties in densely developed urban villages, but their acquisition will make a significant difference to the lives of the people in these under-served urban neighborhoods. Parks and open areas owned by the City and their capacities are summarized below:

	Parks & Open Space	Size of Facility
61	Local parks	834 acres
18	Major urban or regional parks	2,560 acres
62	Squares, places, triangles	27 acres
33	Playfields	413 acres
38	Neighborhood playgrounds	135 acres
8	Shorelines (including 11 swimming beaches)	24 miles
	Biking and pedestrian trails	8 miles
18	Boulevards	22 miles (396 acres)
26	Green spaces	637 acres
18	Natural areas	69 acres

The City also owns a number of recreational facilities within the parks system. These structures total more than a million square feet of building space. Five new community centers will expand the capacity by more than 70,000 sq. ft. Following is a list of park system structures:

Park System Structures

24	Community centers
10	Swimming pools (including 2 outdoor), 27 wading pools
1	Waterfront aquarium
1	Zoo: 90 acres, 45 major exhibits and buildings
1	Stadium
1	Indoor tennis center (10 indoor courts and 4 outdoor courts)
151	Outdoor tennis courts (71 with lights)
185	Athletic fields
33	Playfields
5	Golf courses, including pitch/putt (449 acres)
2	Boating and sailing centers
4	Nature interpretive centers (Carkeek Park, Seward Park, Discovery Park, and Camp Long)
6	Performing and visual art facilities
7	Historic buildings
90	Comfort stations
16	Residences and cabins
80	Picnic shelters and houses
12	Concession facilities
24	Administrative offices and headquarters
2	Museums
4	Amphitheaters
52	Miscellaneous facilities (including storage, maintenance, warehouses, chapel, visitor centers, beach/bath facilities, a rifle/pistol range and a police horse patrol barn, viewpoints and nature trails)

Seattle Public Library

The Seattle Public Library (SPL) operates the downtown library, 23 neighborhood libraries and a fleet of four bookmobiles. The State funded Washington Talking Book and Braille Library (WTBBL) is also administered by the SPL. The SPL rents space for three of the facilities it does not own. Locations of library facilities and their capacities are shown in Capital Facilities Figure A-5 and in the location list of library facilities provided below.

Locations & Capacities of Library Facilities

Branch Name	Address	Square footage
Ballard	5711 24 th Ave. NW	7,296
Beacon Hill	2519 15 th Ave. S	10,800
Broadview	12755 Greenwood Ave. N	8,405
Capitol Hill	425 Harvard Ave. E	11,615
Central	1000 4 th Ave.	363,000
Columbia*	4721 Rainier Ave. S	12,420
Delridge	5423 Delridge Way SW	5,600
Douglass-Truth*	2300 E Yesler	8,008
Fremont*	731 N 35 th St.	6,060
Green Lake*	7364 E Green Lake Dr. N	8,090
Greenwood	8016 Greenwood Ave. N	7,085
High Point	6302 35 th Ave. SW	7,000
Lake City*	12501 28 th Ave. NE	9,013
Madrona-Sally Goldmark‡	1134 33 rd Ave.	1,701
Magnolia*	2801 34 th Ave. W	5,859
Mobile Services	2025 9 th Ave.	5,056
Montlake	2300 24 th Ave. E.	1,574
New Holly	7058 32 nd Ave. S	4,000
Northeast*	6801 35 th Ave. NE	15,000
Queen Anne*	400 W Garfield St.	7,931
Rainier Beach	9125 Rainier Ave. S	15,000
Southwest	9010 35 th Ave. SW	7,557
University*	5009 Roosevelt Way NE	8,104
Wallingford	1501 N 45 th St.	2,000
Wash. Talking Book and Braille Library‡	2021 9 th Ave.	10,000
West Seattle*	2306 42 nd Ave. SW	8,970

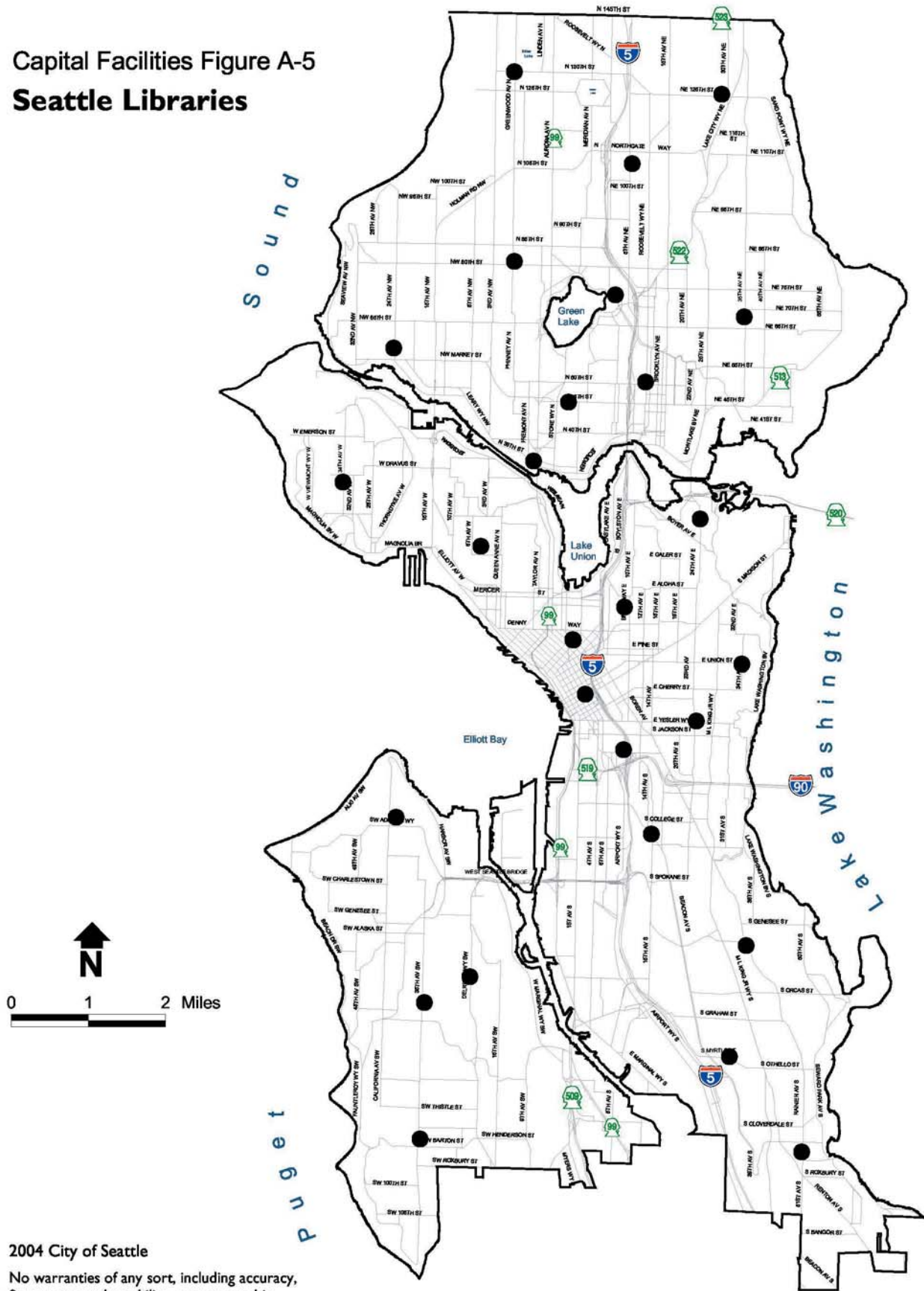
*City of Seattle Landmark or located in City landmark/special review district

‡ City historic resource survey properties

The Library system is the process of a comprehensive capital renovation program which will increase in the capacity of many current libraries and add new libraries to the system. The table below shows the branches that will be expanded or added, and the location, if different than listed for current facilities above. An (*) indicates a new branch.

Branch/Date expected to open	New Location if different than existing	Estimated new square-footage
Ballard – 2005	5711 24 th Ave. NW	15,000
Broadview – 2007		15,000
Douglass-Truth – 2006		15,000
Fremont – 2005		6,840
Greenwood – 2005		15,000
International District/Chinatown – 2005*	713 8 th Ave. S	3,800
Lake City – 2005		15,000
Magnolia – 2007		7,659
Montlake – 2006	2300 24 th Ave. E	5,680
Northgate – 2006*	Corner of NE 105 th St. & 5 th Ave. NE	10,000
South Park – 2006*	2407 24 th Ave. E	5,000
Southwest – 2006		15,000

Capital Facilities Figure A-5 Seattle Libraries



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general government

The City of Seattle is in the process of revitalizing its downtown civic campus. Currently five city-owned buildings comprise the civic campus, with a capacity of 1.7 million square feet (sq. ft.) in the downtown core: New City Hall (186,000 sq. ft.), Justice Center (272,000 sq ft), Arctic Building (101,000 sq. ft.), Alaska Building (147,000 sq. ft.) and the Seattle Municipal Tower (1 million sq. ft., of which approximately 920,000 sq. ft. are currently used for City office space). The City also leases about 24,000 sq. ft. in nearby buildings downtown. The City's Sea-Park Garage provides parking for city vehicles and visitor parking within the civic campus.

The Public Safety Building (291,000 sq. ft.) is mostly vacant, and scheduled for demolition in 2004. Current plans are to sell the Arctic and Alaska Buildings in 2004-2006. The City sold the Dexter-Horton Building (350,000 sq. ft.) in 2001.

Exclusive of fire stations and police precincts, the City owns more than 30 other general government facilities located outside of downtown, and leases an average of 50,000 sq. ft. These provide a wide variety of services, primarily to other city departments, and include maintenance shops, warehouses, and support facilities for the public safety functions.

In addition, the City also operates 13 storefront Neighborhood Service Centers located throughout the city. These offices range in size from 750 – 2,100 square feet and serve as City information and community contact points, as well as bill payment depositories. Eight are located in leased space, while five are co-located with other city facilities such as libraries, fire stations and community centers. These are shown in Capital Facilities Figure A-6.

Seattle Center

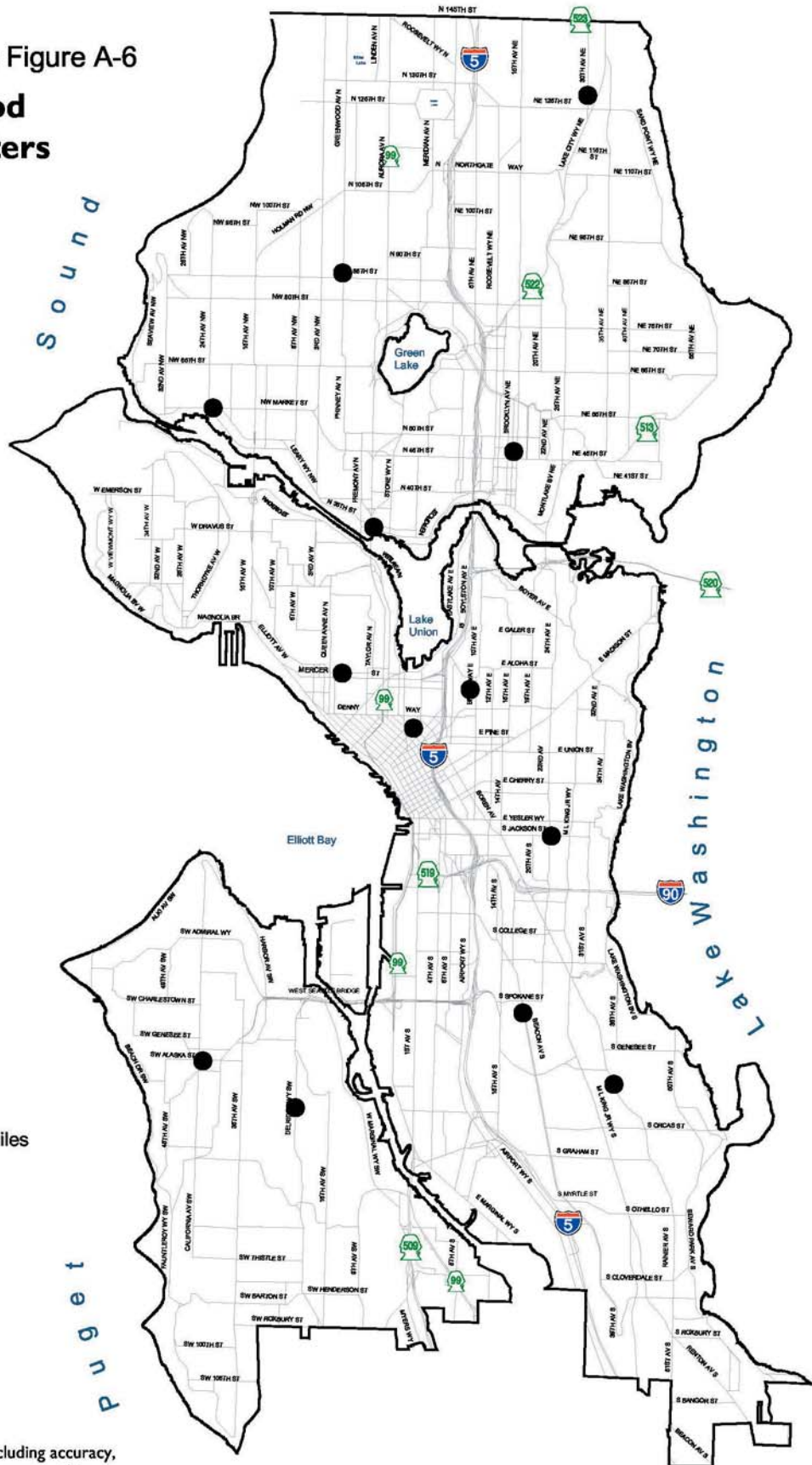
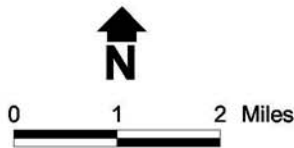
There are 37 buildings on the 87-acre Seattle Center campus totally in excess of over 2.5 million square feet. These facilities serve more than 10 million visitors a year and present over 5,000 performances or events annually. The campus meeting, performance, educational, exhibition, sports, recreational, gathering spaces and open space are dedicated to meeting the cultural, artistic, educational, recreational, and entertainment needs of the region.

The Center is home to 12 theater spaces ranging in capacity from 100 seats in the Center House Theater to 2,800 at Marion Oliver McCaw Hall and totaling nearly 6,000 seats for theatrical performances. Sports facilities include the Key Arena with a capacity of 17,000 and Memorial Stadium with a capacity of 12,000 for field events. There are two schools on the campus – a ballet school and a public high school. There are 10 fountains on the grounds and approximately 39 acres of landscaped and green open space and pedestrian ways. There are also active outdoor spaces, including the Fun Forest amusements, a basketball court, and a skate park. Seattle Center's outdoor open spaces, gardens, and fountains are a major urban oasis for active or passive and individual or group enjoyment.

The Center owns and manages four surface parking lots and two parking garages totaling 3,517 spaces. The Seattle Center is also served by the Seattle Center Monorail between downtown and the Center. The Monorail carries more than 2 million riders a year over the mile-long route.

Notable buildings and facilities on the Seattle Center campus include: Center House; Key Arena; the Space Needle; Experience Music Project; Memorial Stadium; Pacific Science Center; McCaw Hall; Phelps Center and Ballet School; Seattle Children's Theatre; Bagley Wright Theatre; Intiman Theatre; Seattle Children's Museum; Fisher Pavilion; the Northwest Rooms; Mercer Arena; and the Seattle Center Pavilion.

Capital Facilities Figure A-6 Neighborhood Service Centers



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public health

Public Health – Seattle & King County (Public Health) is a joint enterprise of the City of Seattle and King County and is responsible for the supervision and control of all public health and sanitation affairs in Seattle and King County. Public Health maintains a system of personal health, environmental health, health promotion and disease prevention services through 19 health centers/clinics and other service sites located in Seattle. These health facilities have a total capacity of 229,464 sq. ft. The capacity and ownership of individual facilities are listed below.

Health Facility	Size	Tenancy
Boeing Field	3,500 sq. ft.	Owned by King County
Central Area Community Health Care Center	3,298 sq. ft.	Lease
Columbia Health Center	28,094 sq. ft.	Own
Downtown Clinic and Downtown Environmental Health	23,378 sq. ft.	Lease
Harborview: STD Clinic	7,995 sq. ft.	Owned by King County
Harborview: Northwest Family Center	3,212 sq. ft.	Owned by King County
Harborview: Medical Examiner	15,868 sq. ft.	Owned by King County
Harborview: Public Health Laboratory	5,003 sq. ft.	Owned by King County
Harborview: TB Clinic	4,205 sq. ft.	Owned by King County
HIV/AIDS Prevention "Raven" Studies	3,000 sq. ft.	Lease
Housing for homeless people with TB	1,200 sq. ft.	Lease
Lake City Dental Clinic	2,000 sq. ft.	Lease
Needle Exchange	2,500 sq. ft.	Lease
North District Health Center	16,067 sq. ft.	Owned by King County
Parent and Child Health "Moms Plus"	7,200 sq. ft.	Lease
Rainier Beach Teen Clinic	800 sq. ft.	Lease
Vital Statistics	3,661 sq. ft.	Owned by King County
Wells Fargo Center	77,483 sq. ft.	Lease
Yesler Building	21,000 sq. ft.	Owned by King County

Public Health facilities are shown in Capital Facilities Figure A-7.

publicly subsidized rental housing

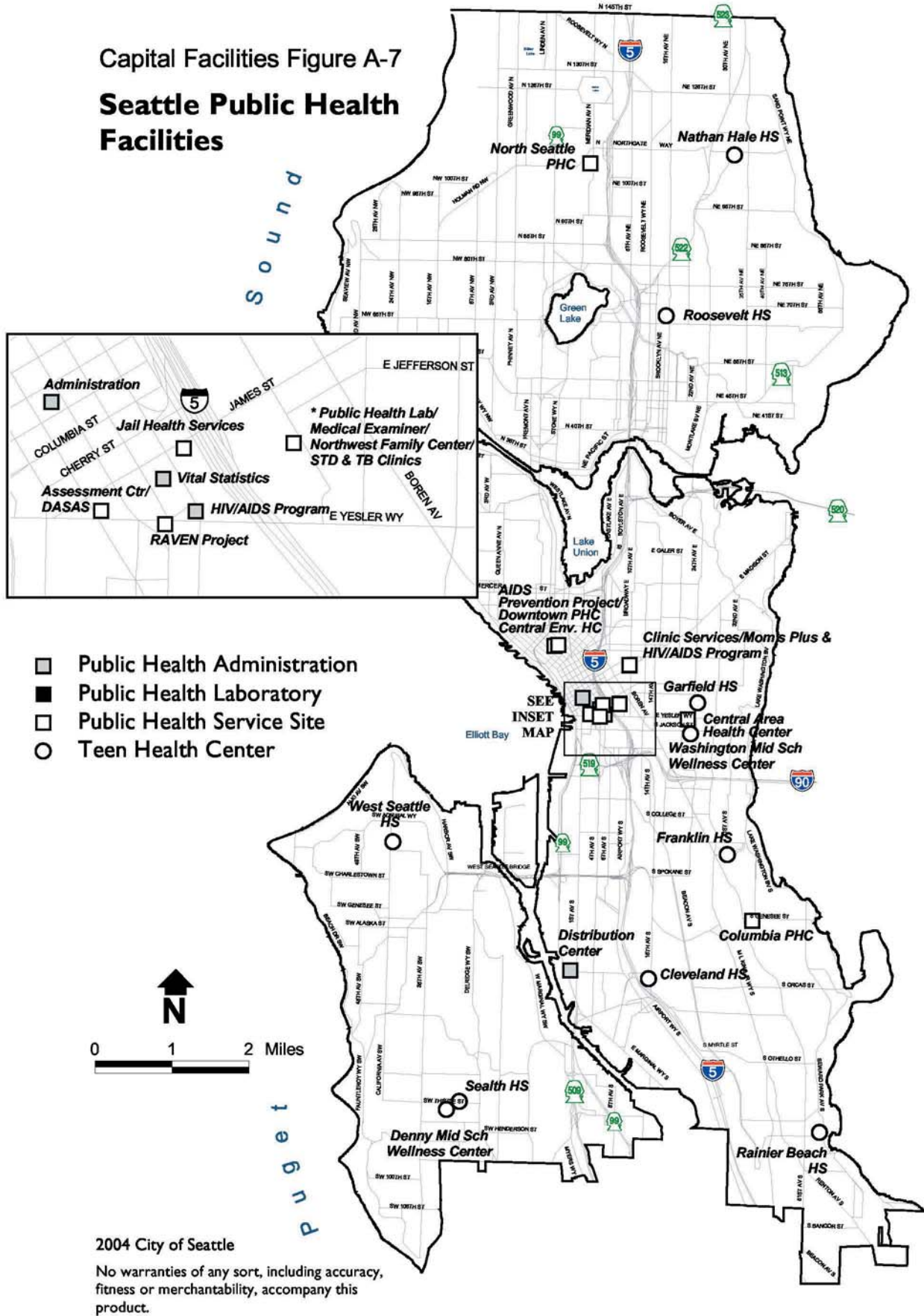
As of May 2004, the City's Office of Housing database showed 20,277 affordable rental units with capital subsidies in Seattle. As of the end of 2003, 7,793 of these units were in 238 City-funded projects. The remaining units have capital subsidies from federal, state, or county programs but are not City-funded. The following table summarizes affordability of Seattle's subsidized rental housing stock:

Rental Housing Units with Capital Subsidies, by Affordability Level

Affordable to Households at:	Number of Units
0-30% of MFI*	10,568
31-50% of MFI	6,230
51-80% of MFI	3,479
TOTAL	20,277

* MFI = median family income

Capital Facilities Figure A-7 Seattle Public Health Facilities



C

Inventory of Facilities Serving Urban Centers & Villages

Following is an inventory of facilities that serve Urban Centers and Urban Villages. Facilities do not have to be located within the boundaries or potential boundaries of the Centers or Villages in order to serve those areas.

City facilities that are either designated City of Seattle Landmarks or historic resources (including parks that include one or more of these facilities) are identified in the lists of facilities for each urban center and village. "Historic resources" are at least 40 years old and have been reviewed by a historic preservation specialist; these resources may or may not be eligible for designation as landmarks.

urban centers & center villages

Downtown Urban Center

Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.

Facility Type	Name	Location	Capacity
Fire Station	SFD 10	301 2 nd Ave. S	EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van
Fire Station	SFD 5‡	925 Alaskan Way	EMS: 78% in 4 mins. Fire: 80% in 4 mins. Engine Co., Fireboat
Fire Station	SFD 2*	2334 4 th Ave.	EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car
Fire Station	SFD 25	1300 E Pine St.	EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon
Police Station	West Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center

* City landmark or located in City landmark/special review district

‡ City historic resource survey property

Facility Type	Name	Location	Capacity
All 10 Middle Schools:			
	Denny	8402 30 th Ave. SW	740 students
	Eckstein*	3003 NE 75 th St.	852 students
	Hamilton	1610 N 41 st St.	767 students
	Aki Kurose at Sharples	3928 S Graham St.	897 students
	Madison*	3429 45 th Ave. SW	800 students
	McClure	1915 1 st Ave. W	673 students
	Meany	301 21 st Ave. E	852 students
	Mercer	1600 S Columbia	830 students
	Washington	2101 S Jackson St.	852 students
	Whitman	9201 15 th Ave. NW	830 students
All 11 High Schools:			
Schools ¹	Ballard	1418 NW 65 th St.	1,600 students
	Cleveland*	5511 15 th Ave. S	783 students
	Franklin*	3013 S Mt. Baker Blvd.	1,457 students
	Garfield*	400 23 rd Ave.	1,240 students
	Nathan Hale	10750 30 th Ave. NE	1,261 students
	Ingraham	1819 N 135 th St.	1,261 students
	Rainier Beach	8815 Seward Park Ave. S	1,175 students
	Roosevelt*	1410 NE 66 th St.	1,718 students
	Chief Sealth	2600 SW Thistle St.	1,066 students
	West Seattle*	3000 California Ave. SW	1,400 students
	The Center School	305 Harrison St.	300 students

¹ Note that public middle schools and high schools serve a city-wide population, and are listed as serving each urban center and village.

* City of Seattle Landmarks

Belltown

Existing Households (HH):	3,972
Expected 6 yr. HH Growth:	1,777
Expected 20 yr. HH Growth:	6,500
Existing Jobs:	20,012
Expected 6 yr. Jobs Growth:	1,701
Expected 20 yr. Job Growth:	4,500
Land Area:	220 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
Parks	Belltown Cottages*	2520 Elliott Ave.	0.2 acres
Parks	Myrtle Edwards Park	3130 Alaskan Way W	4.8 acres
Parks	Regrade Park	2251 3 rd Ave.	0.3 acres
Parks	Tillicum Place	5 th Ave. / Denny Way	0.04 acres
Parks	Denny Park	100 Dexter Ave.	4.8 acres
Parks	Victor Steinbrueck Park*	2001 Western Ave.	0.8 acres
P-Patch	Belltown P-Patch	2520 Elliott Ave.	0.1 acres: 36 plots

* City of Seattle Landmarks

Chinatown/International District

Existing Households (HH):	1,616
Expected 6 yr. HH Growth:	355
Expected 20 yr. HH Growth:	1,300
Existing Jobs:	3,999
Expected 6 yr. Jobs Growth:	1,060
Expected 20 yr. Job Growth:	2,800
Land Area:	171 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 th Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
Parks	Hing Hay Park*	423 Maynard Ave. S	0.3 acres
Parks	International Children's Park*	700 S Lane St.	0.2 acres
Parks	Kobe Terrace*	221 6 th Ave. S	1.0 acres
Parks	City Hall Park*	450 3 rd Ave.	0.9 acres
Parks	Dr. Jose Rizal Park	1008 12 th Ave. S	9.6 acres
Parks	East Duwamish Greenbelt	2799 12 th Ave. S	88.8 acres
Parks	Harborview Park	778 Alder St.	3.6 acres
Parks	Sturgus Park	904 Sturgus Ave. S	2.2 acres

*City of Seattle landmark or located in City landmark/special review district

Commercial Core

Existing Households (HH):	2,059
Expected 6 yr. HH Growth:	355
Expected 20 yr. HH Growth:	1,300
Existing Jobs:	107,490
Expected 6 yr. Jobs Growth:	10,216
Expected 20 yr. Job Growth:	27,000
Land Area:	276 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 th Avenue.	363,000 sq. ft.
Parks	Freeway Park	700 Seneca St.	5.2 acres
Parks	Piers 62 and 63	1951 Alaska Way	1.87 acres
Parks	Seattle Aquarium*	Pier 59	1.99 acres
Parks	Victor Steinbrueck Park*	2001 Western Ave.	0.8 acres
Parks	Waterfront Park	1301 Alaskan Way	4.8 acres
Parks	Westlake Park	401 Pine St.	0.1 acres
Parks	Boren-Pike-Pine Park	Boren Ave. / Pike St.	0.5 acres
Parks	City Hall Park*	450 3 rd Ave.	0.9 acres
Parks	Kobe Terrace*	221 6 th Ave. S	1.0 acres
Parks	Occidental Square*	Occidental Ave. S / S Main St.	0.6 acres
Parks	Pioneer Square*	100 Yesler Way	0.3 acres

*City of Seattle landmark or located in City landmark/special review district

Denny Triangle

Existing Households (HH):	515
Expected 6 yr. HH Growth:	956
Expected 20 yr. HH Growth:	3,500
Existing Jobs:	19,346
Expected 6 yr. Jobs Growth:	8,930
Expected 20 yr. Job Growth:	23,600
Land Area:	143 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
Parks	McGraw Square*	Stewart St./ Westlake Ave. N	0.01 acres
Parks	Westlake Square	1900 Westlake Ave. N	0.01 acres
Parks	Boren-Pike-Pine Park	Boren Ave./ Pike St	0.5 acres
Parks	Denny Park	100 Dexter Ave.	4.8 acres
Parks	Denny Playfield	Westlake Ave./ Denny Way	1.8 acres
Parks	Freeway Park	700 Seneca St.	5.2 acres

*City of Seattle landmark

Pioneer Square

Existing Households (HH):	407
Expected 6 yr. HH Growth:	574
Expected 20 yr. HH Growth:	2,100
Existing Jobs:	12,897
Expected 6 yr. Jobs Growth:	1,817
Expected 20 yr. Job Growth:	4,800
Land Area:	142 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 th Ave.	363,000 sq. ft
Parks	City Hall Park*	450 3 rd Ave.	0.9 acres
Parks	Occidental Square*	Occidental Ave. S/S Main St.	0.6 acres
Parks	Pioneer Square*	100 Yesler Way	0.3 acres
Parks	Prefontaine Place*	3 rd Ave./ Yesler Way	0.1 acres
Parks	Union Station Square*	Jackson & 3 rd Ave. S	0.03 acres
Community Garden	Danny Woo Garden*	6 th Ave. S & S. Washington St.	

*City of Seattle landmark or located in City landmark/special review district

Capitol Hill/First Hill Urban Center

Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.

Facility Type	Name	Location	Capacity
Fire Station	SFD 25	1300 E Pine St.	EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon
Fire Station	SFD 10*	301 2 nd Ave. S	EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van
Fire Station	SFD 22 ‡	901 E. Roanoke St.	EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van
Fire Station	SFD 6 ‡	101 23 rd Ave. S	EMS: 82% in 4 mins. Fire: 95% in 4 mins. Engine, Ladder
Police Station	East Precinct	1519 12 th Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	Lowell Elementary	1058 E Mercer St.	391 students
	All 10 Middle Schools		
	All 11 High Schools		

* City of Seattle Landmarks, or located in City landmark/special review district

‡ City historic resource survey properties

12th Avenue

Existing Households (HH):	1,366
Expected 6 yr. HH Growth:	147
Expected 20 yr. HH Growth:	1200
Existing Jobs:	3,463
Expected 6 yr. Jobs Growth:	454
Expected 20 yr. Job Growth:	1,200
Land Area:	160 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 th Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
	Douglass Truth Branch*	2300 E Yesler Way	8,007 sq. ft.
Community Center	Yesler Playfield & Comm. Ctr.	903 Yesler Way	4,771 sq. ft., 1.7 ac (SHA property)
Parks	Spruce & Squire Park	156 Boren Ave.	0.28 acres
Parks	Spring Street Mini Park	E Spring St./ 15 th Ave.	0.3 acres
P-Patch	Squire Park P-Patch	14 th Ave. E E Fir St.	33 plots

*City of Seattle Landmarks

Capitol Hill

Existing Households (HH):	12,692
Expected 6 yr. HH Growth:	541
Expected 20 yr. HH Growth:	1,980
Existing Jobs:	7,314
Expected 6 yr. Jobs Growth:	1,135
Expected 20 yr. Job Growth:	3,000
Land Area:	397 acres

The following facilities are in addition to those listed under the Urban Center, below left:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 th Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Capitol Hill Branch	425 Harvard Ave. E	11,000 sq. ft.
Parks	Bellevue Place	Bellevue Pl. E/ Bellevue Ave. E	1.4 acres
Parks	Belmont Place	Belmont Pl. E/ Belmont Ave. E	0.02 acres
Parks	Cal Anderson Park*	1635 11 th Ave.	7.4 acres
Parks	McGilvra Place	E Madison St. / Pike St.	0.06 acres
Parks	Summit Place	Belmont Ave. E/ Bellevue Pl. E	0.02 acres
Parks	Tashkent Park	511 Boylston Ave.	0.5 acres
Parks	Thomas Street Mini Park	306 Bellevue Ave. E	0.25 acres
Parks	Volunteer Parkway	14 th Ave. E, E Prospect St. to E Roy St.	2.5 acres
Parks	Williams Place	15 th Ave. E/ E John St.	0.13 acres
Parks	Boren-Pike-Pine Park	Boren Ave./ Pike St.	0.5 acres
Parks	Miller Playfield	400 19 th Ave. E	7.6 acres
Parks	Volunteer Park*	1247 15 th Ave. E	48.3 acres
P-Patch	Thomas Street Gardens	1010 E. Thomas St.	35 plots

*City of Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district

First Hill

Existing Households (HH):	6,073
Expected 6 yr. HH Growth:	656
Expected 20 yr. HH Growth:	2,400
Existing Jobs:	15,063
Expected 6 yr. Jobs Growth:	2,308
Expected 20 yr. Job Growth:	6,100
Land Area:	228 acres

The following facilities are in addition to those listed under the Urban Center, left:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 th Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
	Douglass Truth Branch*	2300 E. Yesler	8,008 sq. ft.
Community Center	Yesler Playfield & Comm. Ctr.	903 Yesler Way	4,771 sq. ft., 1.7 ac (SHA property)
Parks	Boren Place	Broadway/ Boren Ave. S	0.03 acres
Parks	Boylston Place	Broadway/ Boylston Ave. E	0.005 acres
Parks	First Hill Park	University St./ Minor Ave. E	0.2 acres
Parks	Freeway Park	700 Seneca St.	5.2 acres
Parks	Harborview Park	778 Alder St.	3.6 acres
Parks	Boren-Pike-Pine Park	Boren Ave./ Pike St.	0.5 acres
Parks	Kobe Terrace*	221 6 th Ave. S	1.0 acres
Parks	Spruce and Squire Park	156 Boren Ave.	0.28 acres
Community Center	Yesler Playfield & Comm. Ctr.	903 Yesler Way	4,771 sq. ft., 1.7 ac (SHA property)
Cultivating Communities P-Patch		8 th Ave. S & S Washington St.	
Cultivating Communities P-Patch	Yesler Terrace Playground	10 th Ave. S & S Main St.	12 plots

*City of Seattle Landmarks or located in City landmark/special review district

Pike/Pine

Existing Households (HH):	2,495
Expected 6 yr. HH Growth:	169
Expected 20 yr. HH Growth:	620
Existing Jobs:	3,471
Expected 6 yr. Jobs Growth:	530
Expected 20 yr. Job Growth:	1,400
Land Area:	131 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 th Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Capitol Hill Branch	425 Harvard Ave. E.	11,000 sq. ft.
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
Parks	Boren-Pike-Pine Park	Boren Ave. / Pike St.	0.5 acres
Parks	Cal Anderson Park*	1635 11 th Ave.	7.4 acres
Parks	Freeway Park	700 Seneca St.	5.2 acres

*City of Seattle Landmarks, or parks containing landmarks

University Community Urban Center

Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.

Facility Type	Name	Location	Capacity
Fire Station	SFD 17‡	1050 NE 50 th St.	EMS: 75% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., , Battalion
Fire Station	SFD 38‡	5503 33 rd Ave. NE	EMS: 77% in 4 mins. Fire: 72% in 4 mins. Engine Co.
Police Station	North Precinct	10049 College Way North	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
P-Patch	University Heights*	NE 50 th St. & University Way NE	38 plots

*City of Seattle Landmarks

‡ City historic resource survey properties

Ravenna

Existing Households (HH):	1,057
Expected 6 yr. HH Growth:	132
Expected 20 yr. HH Growth:	480
Existing Jobs:	1,226
Expected 6 yr. Jobs Growth:	265
Expected 20 yr. Job Growth:	700
Land Area:	123 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	University Branch*	5009 Roosevelt Way NE	8,140 sq. ft.
Library	Northeast Branch*	6801 35 th Ave. NE	7,042 sq. ft.
Parks	Burke-Gilman Trail	8 th Ave. NW to NE 145 th St.	72.6 acres
Parks	Ravenna Boulevard	NE Ravenna Blvd, E Green Lake Way N/ 20 th Ave. NE	7.5 acres
Parks	Ravenna Park ‡	5520 Ravenna Ave. NE	49.9 acres
P-Patch	Ravenna P-Patch	5200 Ravenna Ave. NE	14 plots

‡ City historic resource survey properties
 * City of Seattle Landmarks

University District NW

Existing Households (HH):	4,324
Expected 6 yr. HH Growth:	451
Expected 20 yr. HH Growth:	1,630
Existing Jobs:	8,625
Expected 6 yr. Jobs Growth:	1,135
Expected 20 yr. Job Growth:	3,000
Land Area:	348 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	University Branch*	5009 Roosevelt Way NE	8,140 sq. ft.
Parks	17 th Ave. NE Centerstrip	17 th Ave. NE, NE 45 th St. to NE Ravenna Blvd.	2.4 acres
Parks	Burke-Gilman Trail	8 th Ave. NW to NE 145 th St.	72.6 acres
Parks	Christie Park	NE 43 rd St./9 th Ave. NE	0.1 acres
Parks	University Playground‡	9 th Ave. NE/NE 50 th St.	2.7 acres
P-Patch	University District P-patch*	8 th Ave. NE & NE 40 th St.	65 plots

‡ City historic resource survey properties
 * City of Seattle Landmarks

University Campus

Existing Households (HH):	6,295
Expected 6 yr. HH Growth:	0
Expected 20 yr. HH Growth:	0
Existing Jobs:	22,391
Expected 6 yr. Jobs Growth:	1,816
Expected 20 yr. Job Growth:	4,800
Land Area:	348 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	University Branch*	5009 Roosevelt Way NE	8,140 sq. ft.
	University of Washington Library system	University of Washington	22,714 or .27 sq. ft./capita + .32 sq. ft./capita in citywide facilities
Parks	Burke-Gilman Trail	8 th Ave. NW to NE 145 th St.	72.6 acres
	North Passage Point Park	600 NE Northlake Way	0.8 acres
	17 th Ave. NE Centerstrip	17 th Ave. NE, NE 45 th St. to NE Ravenna Blvd.	2.4 acres

* City of Seattle Landmarks

Northgate Urban Center

Existing Households (HH):	3,466
Expected 6 yr. HH Growth:	820
Expected 20 yr. HH Growth:	3,000
Existing Jobs:	8,913
Expected 6 yr. Jobs Growth:	2,341
Expected 20 yr. Job Growth:	9,300
Land Area:	411 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 31	1319 N Northgate Way	EMS: 77% in 4 mins. Fire: 91% in 4 mins. Engine Co., Ladder Co., Medic Unit, Power Unit
Police Station	N Precinct	10049 College Way N	32.5 sq. mi. service area, 1990 population 207,827
Schools	Northgate Elementary	11725 1 st Ave. NE	325 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Lake City Branch*	12501 28 th Ave. NE	9,013 sq. ft.
Parks	Thornton Creek Park #6	5 th Ave. NE / NE 103 rd St., Roosevelt Way NE / NE 107 th St.	6.13 acres
Parks	Victory Creek Park	1059 Northgate Way	0.2 acres
Parks	Mineral Springs Park	10556 Meridian Ave. N	4 acres
P-Patch	Pinehurst P-Patch	12 th Ave. NE & NE 115 th St.	15 plots

* City of Seattle Landmarks

South Lake Union Urban Center

Existing Households (HH):	514
Expected 6 yr. HH Growth:	460
Expected 20 yr. HH Growth:	1,700
Existing Jobs:	19,018
Expected 6 yr. Jobs Growth:	1,133
Expected 20 yr. Job Growth:	4,500
Land Area:	340 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 2 *	2334 4 th Ave.	EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car
Fire Station	SFD 22 ‡	901 E Roanoke St.	EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van
Police Station	E Precinct	1519 12 th Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Capitol Hill Branch	425 Harvard Ave. E	11,000 sq. ft.
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
Parks	Cascade Play-ground ‡	333 Pontius Ave. N	1.699 acres
Parks	Denny Park	Westlake Ave./ Denny Way	6.4 acres
Parks	Denny Playfield	Westlake Ave./ Denny Way	1.82 acres
Parks	Eastlake Triangle	Eastlake Ave. E/ E Prospect St.	0.075 acres

Facility Type	Name	Location	Capacity
Parks	Fairview Walkway	Fairview Ave. N/E Galer St.	0.5 acres
Parks	South Lake Union Parks	1000 Valley St.	6.2 acres
Parks	Bellevue Place	Bellevue Pl. E/Bellevue Ave. E	1.2 acres
Parks	NE Queen Anne Greenbelt	1920 Taylor Ave. N	9.4 acres
P-Patch	Cascade P-Patch	Minor Ave. N & Thomas St.	49 plots

‡ City historic resource survey properties
 * City of Seattle Landmarks

Uptown Urban Center

Existing Households (HH):	3,268
Expected 6 yr. HH Growth:	359
Expected 20 yr. HH Growth:	1,312
Existing Jobs:	16,497
Expected 6 yr. Jobs Growth:	831
Expected 20 yr. Job Growth:	3,300
Land Area:	297 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 8 ‡	110 Lee St.	EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.
Fire Station	SFD 2 *	2334 4 th Ave.	EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Queen Anne Branch*	400 W Garfield	7,931 sq. ft.
Library	Central Library	1000 4 th Ave.	363,000 sq. ft.
Community Center	Queen Anne Community Center	1901 1 st Ave. W	15,337 sq. ft., includes pool
Parks	Kinnear Park*	899 W Olympic Pl.	14.1 acres
Parks	Bhy Kracke	1215 5 th Ave. N	1.5 acres
Parks	Kerry Park	211 W Highland Dr.	0.3 acres
Parks	Myrtle Edwards Park	3130 Alaskan Way W	4.8 acres
Parks	Northeast Queen Anne Greenbelt	1920 Taylor Ave. N	9.4 acres
Parks	SW Queen Anne Greenbelt	W Howe St./12 th Ave. W	12.5 acres
Parks	Ward Springs Park	Ward St. & 4 th Ave. N	0.3 acres
P-Patch	Interbay	15 th W & W Wheeler St.	184 plots

‡ City historic resource survey properties

* City of Seattle Landmarks or parks containing landmarks

hub urban villages

Ballard

Existing Households (HH):	4,447
Expected 6 yr. HH Growth:	410
Expected 20 yr. HH Growth:	1,520
Existing Jobs:	4,292
Expected 6 yr. Jobs Growth:	931
Expected 20 yr. Job Growth:	3,700
Land Area:	425 acres

Facility Type	Name	Location	Capacity	
Fire Station	SFD 18	1521 NW Market St.	EMS: 67% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., Medic Unit, Hose Wagon, Battalion	
Police	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.	
Schools	Adams Elementary	6110 28 th Ave. NW	450 students	
	Whittier Elementary	1320 NW 75 th St.	445 students	
	Loyal Heights Elementary	2511 NW 80 th St.	310 students	
	North Beach Elementary	9018 24 th Ave. NW	349 students	
	Salmon Bay K-8 at Monroe	1810 NW 65 th St.	599 students	
	All 10 Middle Schools			
	All 11 High Schools			
Library	Ballard Branch	5711 24 th Ave. NW	7,296 sq. ft.	
Community Center	Ballard Community Center	6020 28 th Ave. NW		
Parks	Ballard Playground	2644 NW 60 th St.	3.4 acres	
Parks	Bergen Place	5420 22 nd Ave. NW	0.2 acres	

Facility Type	Name	Location	Capacity
Parks	Marvins Garden*	22 nd Ave. NW/ Ballard Ave. NW	0.1 acres
Parks	17th Ave NW and NW 63rd St	17 th Ave. NW & NW 63 rd St.	0.7 acres
Parks	Ballard Swimming Pool	1471 NW 67 th St	1.4 acres
Parks	Gilman Playground	923 NW 54 th St.	3.9 acres
P-Patch	Greg's Garden	14 th Ave. NW & NW 54 th St.	20 plots
Parks	Thyme Patch	NW 58 th St. & 28 th Ave. NW	16 plots

* City of Seattle Landmark

Broadview-Bitter Lake-Haller Lake

Existing Households (HH):	2,468
Expected 6 yr. HH Growth:	340
Expected 20 yr. HH Growth:	1,260
Existing Jobs:	3,289
Expected 6 yr. Jobs Growth:	705
Expected 20 yr. Job Growth:	2,800
Land Area:	359 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 24	401 N 130 th St.	EMS: 78% in 4 mins. Fire: 68% in 4 mins. Engine Co.
Police	N Precinct	10049 College Way N.	32.04 sq. mi. service area, 1990 population 228,659
Schools	Broadview-Thomson Elementary	13052 Greenwood Ave. N	575 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Broadview Branch	12755 Greenwood Ave. N	8,161 sq. ft.
Community Center	Bitter Lake Community Center	13040 Greenwood Ave. N	
Parks	Bitterlake Playfield	13035 Linden Ave. N	7.5 acres
P-Patch	Haller Lake P-Patch	13045 1 st Ave. NE	52 plots

Fremont

Existing Households (HH):	3,844
Expected 6 yr. HH Growth:	222
Expected 20 yr. HH Growth:	820
Existing Jobs:	4,776
Expected 6 yr. Jobs Growth:	428
Expected 20 yr. Job Growth:	1,700
Land Area:	215 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 9‡	3829 Linden Ave. N	EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	B. F. Day Elementary*	3921 Linden Ave. N	400 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Fremont Branch*	731 N 35 th St.	6,060 sq. ft.
Park	Burke-Gilman Trail	3 rd Ave. NW to NE 145 th St.	72.6 acres
	Fremont Canal Park	199 N Canal St.	0.7 acres
	B.F Day Playground*	4020 Fremont Ave. N	2.4 acres
P-Patch	Fremont P-Patch	N 39 th St. & Woodland Park Ave. N	29 plots

*City of Seattle Landmarks

‡ City historic resource survey properties

North

Existing Households (HH):	2,815
Expected 6 yr. HH Growth:	379
Expected 20 yr. HH Growth:	1,400
Existing Jobs:	1,556
Expected 6 yr. Jobs Growth:	730
Expected 20 yr. Job Growth:	2,900
Land Area:	142 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 39 ‡	12705 30 th Ave. NE	EMS: 78% in 4 mins. Fire: 77% in 4 mins. Engine Co.
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools ¹	Olympic Hills Elementary	13018 20 th Ave. NE	257 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Lake City Branch*	12501 28 th Ave. NE	9,013 sq. ft.
Parks	Albert Davis Park	12526 27 th Ave. NE	1.19 acres
Parks	Lake City Memorial Triangle	31 st Ave. NE/ Lake City Way	0.005 acres
Parks	Lake City Mini Park ‡	Lake City Way/ NE 125 th St.	0.2 acres
Parks	Lake City Playground	2750 NE 125 th St.	2.8 acres
Parks	Homewood Park	11725 Lake City Way NE	1.0 acre
Parks	Thornton Creek Natural Area	Multiple sites	2.0 acres

‡ City historic resource survey properties
 * City of Seattle Landmarks

North Rainier

Existing Households (HH):	2,131
Expected 6 yr. HH Growth:	324
Expected 20 yr. HH Growth:	1,200
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	453 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 30‡	2931 Mt. Baker Blvd. W	EMS: 83% in 4 mins. Fire: 77% in 4 mins. Engine Co.
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	Muir Elementary	3301 S Horton St.	450 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Beacon Hill Branch	2519 15th Ave. S	3,327 sq. ft.
Library	Douglass-Truth Branch*	2300 E Yesler Way	8,007 sq. ft.
Library	Columbia Branch*	4721 Rainier Ave. S	5,838 sq. ft.
Parks	Amy Yee Tennis Center	2000 MLK Jr. Way S	8.5 acres
Parks	Atlantic Street Park	S Atlantic St. / Rainier Ave. S	0.1 acres
Parks	Benvenuto Viewpoint	1401 23 rd Ave. S	1.67 acres
Parks	Bradner Gardens Park	1722 Bradner Pl. S	1.6 acres
Parks	Cheasty Boulevard*	Cheasty Boulevard S/S Della St.	2.0 acres
Parks	Cheasty Greenspace	Cheasty Boulevard S/S Della St.	43.4 acres
Parks	Colman Playground	1800 Lake Washington Blvd. S	24.3 acres

Facility Type	Name	Location	Capacity
Parks	I-90 Lid	Hiawatha Pl. S & S Bush Pl. to the I-90 Bridge Trail	2.311 acres
Parks	MLK Jr. Memorial	2200 MLK Jr. Way	4.3 acres
Parks	Mount Baker Blvd.	S Mount Baker Blvd. S McClellan St ./Rainier Ave. S	3.6 acres
Parks	Sam Smith Park	23 rd Ave. S & S Atlantic St. (I-90 lid)	15.2 acres
Parks	Taejon Park	1144 Sturgus Ave. S	2.0 acres
Parks	York Playground	3327 34 th Ave. S	0.687 acres
Parks	College Street Park	S College St./ 29 th Ave. S	0.4 acres
Parks	Colman Park	1800 Lake Washington Blvd S	2.0 acres
Parks	Horton Hill Corridor	S Horton St/36 th Ave./37 th Pl. S	0.3 acres
Parks	Hunter Boulevard	Hunter Blvd. S, S Hanford St. to S Spokane St.	1.1 acres
Parks	Judge Charles M. Stokes Overlook	S Judkins St./20 th Ave S	5.2 acres
Parks	Judkins Park and Playfield	2150 S Norman St.	11.7 acres
P-Patch	Estelle Street P-Patch	3400 Rainier Ave. S	20 plots
P-Patch	Courtland PL. P-Patch	36 th Ave. S & S Spokane St.	26 plots
P-Patch	Bradner Park Gardens	29 th Ave. S & S Grand St.	61 plots
P-Patch	Colman P-Patch	3098 S Grand St.	53 plots
P-Patch	Cultivating Communities: Hillside	MLK Jr. Way S & S McClellan S	20 plots

*City Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district

‡ City historic resource survey properties

West Seattle Junction

Existing Households (HH):	1,995
Expected 6 yr. HH Growth:	297
Expected 20 yr. HH Growth:	1,100
Existing Jobs:	4,308
Expected 6 yr. Jobs Growth:	579
Expected 20 yr. Job Growth:	2,300
Land Area:	226 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 32	3715 SW Alaska St.	EMS: 70% in 4 mins. Fire: 75% in 4 mins. Engine Co., Ladder Co., Medic unit
Fire Station	SFD 36	3600 23 rd Ave. SW	EMS: 75% in 4 mins. Fire: 67% in 4 mins. Engine Co., Marine Response Van
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	West Seattle Branch*	2306 42 nd Ave. SW	8,178 sq. ft.
Parks	Fauntleroy Place	3951 SW Barton St.	0.098 acres
	Camp Long‡	5200 35 th Ave. SW	55.6 acres
	West Seattle Golf Course‡	4600 35 th Ave. SW	154 acres
P-Patch	Delridge	5078 25 th SW	39 plots

‡ City historic resource survey properties

* City of Seattle Landmarks

residential urban villages

23rd & Jackson

Existing Households (HH):	3,360
Expected 6 yr. HH Growth:	243
Expected 20 yr. HH Growth:	900
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	515 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 6†	101 23 rd Ave. S	EMS: 82% in 4 mins. Fire: 95% in 4 mins. Engine, Ladder
Police Station	E Precinct	1519 12 th Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	Douglass-Truth Branch*	2300 E Yesler Way	8007 sq. ft., 1990 pop served 21,101, or .38 sq. ft./capita + .32 sq. ft./capita in city-wide facilities
Community Center	Garfield Community Center	2323 E Cherry St.	
Community Center	Langston Hughes Cultural Arts Center*	104 17 th Ave. S	
Parks	Dr. Blanche Lavizzo Park	2100 S Jackson St.	2.0 acres
Parks	Garfield Playfield	23 rd Ave./ E Cherry St.	9.4 acres
Parks	Gerber Park	MLK Jr. Way/ E Cherry St.	0.164 acres

Facility Type	Name	Location	Capacity
Parks	Judge Charles M. Stokes Overlook	S Judkins St./ 20 th Ave. S	0.308 acres
Parks	Judkins Park and Playfield	2150 S Norman St.	6.2 acres
Parks	Langston Hughes Cultural Arts	104 17 th Ave. S	1.029 acres
Parks	Pratt Park	Yesler Way & 20 th Ave. S	5.6 acres
Parks	Spruce Street Mini Park	160 21 st Ave.	0.7 acres
Parks	Atlantic Street Park	S Atlantic St./Rainier Ave. S	0.7 acres
Parks	Benvenuto Viewpoint	1401 23 rd Ave. S	1.67 acres
Parks	Colman Play-ground	1800 Lake Washington Blvd. S	2.8 acres
Parks	East Duwamish Greenbelt	Carkeek Dr. S/S Burns St.	89.3 acres
Parks	Firehouse Mini Park	712 18 th Ave.	0.3 acres
Parks	Flo Ware Park	28 th Ave. S/S Jackson St.	0.5 acres
Parks	Frink Park	398 Lake Washington Blvd. S	17.3 acres
Parks	1-90 Lid	Hiawatha Pl. S and S Bush Pl. to the I-90 Bridge Trail	2.311 acres
Parks	Lewis Park	1120 15 th Ave. S	1.8 acres
Parks	Nora's Woods	720 29 th Ave.	0.3 acres
Parks	Plum Tree Park	1717 26 th Ave.	0.3 acres
Parks	Powell Barnett Park	352 MLK Jr. Way	4.4 acres

Facility Type	Name	Location	Capacity
Parks	Sam Smith Park	23 rd Ave. S & S Atlantic St. (I-90 lid)	15.2 acres
Parks	Sturgus Park	904 Sturgus Ave. S	2.2 acres
Parks	Taejon Park	1144 Sturgus Ave. S	6.22 acres
P-Patch	Judkins P-Patch	24 th Ave. S & S Norman St.	39 plots

* City of Seattle Landmark

‡ City historic resource survey properties

Admiral

Existing Households (HH):	829
Expected 6 yr. HH Growth:	92
Expected 20 yr. HH Growth:	340
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	98 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 29	2139 Ferry Ave. SW	EMS: 77% in 4 mins. Fire: 78% in 4 mins. Engine Co., Battalion
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	LaFayette Elementary	2645 California Ave. SW	500 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	West Seattle Branch*	2306 42 nd Ave. SW	8,178 sq. ft.
Community Center	Hiawatha Community Center	2700 California Ave. SW	
Parks	California Place	California Ave SW / SW Hill St.	0.24 acres
Parks	Hiawatha Playfield*	2700 California Ave. SW	10.3 acres
Parks	Belvedere Viewpoint	3600 Admiral Way SW	1.7 acres
Parks	College Street Ravine	51 st Ave. SW/SW College St.	2.2 acres
Parks	Duwamish Head Greenbelt	Harbor Ave SW/ Fairmount Ave. SW	59.8 acres
Parks	Fairmount Park	2627 39 th Ave. SW	1.7 acres
Parks	Hamilton Viewpoint	1531 California Ave. SW	16.9 acres
P-Patch	Alki	2126 Alki SW	7 plots

* City of Seattle Landmarks, or parks containing landmarks

Aurora-Licton Springs

Existing Households (HH):	2,315
Expected 6 yr. HH Growth:	243
Expected 20 yr. HH Growth:	--
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	327 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 31	1319 N Northgate Way	EMS: 77% in 4 mins. Fire: 92% in 4 mins. Engine Co., Ladder Co., MedicUnit, Power unit.
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	Greenwood Branch	8016 Greenwood Ave. N	7,094 sq. ft.
Library	Greenlake Branch*	7364 E Greenlake Dr. N	8,690 sq. ft.
Parks	Licton Springs Park	9536 Ashworth Ave. N	7.6 acres
	Greenwood Park	602 N 87 th St.	2.2 acres
	Mineral Springs Park	1735 N. 107 th St.	4 acres
P-Patch	Evanston P-Patch	Evanston Ave. N & N 102 nd	42 plots

* City of Seattle Landmarks

Columbia City

Existing Households (HH):	1,659
Expected 6 yr. HH Growth:	200
Expected 20 yr. HH Growth:	740
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	313 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 28 ‡	5968 Rainier Ave. S	EMS: 72% in 4 mins. Fire: 81% in 4 mins. Engine Co., Ladder Co., Medic
Fire Station	SFD 30 ‡	2931 Mt. Baker Blvd. W	EMS: 83% in 4 mins. Fire: 77% in 4 mins.
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	ORCA at Columbia	3528 S Ferdinand St.	244 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Columbia Branch*	4721 Rainier Ave. S	5,838 sq. ft.
Community Center	Rainier Community Center	4600 38 th Ave. S	
Parks	Columbia Park*	4721 Rainier Ave. S	2.1 acres
Parks	Genesee Park & Playfield	4316 S Genesee St.	57.7 acres
Parks	Rainier Playfield	3700 S Alaska St.	9.5 acres
Parks	Hitt's Hill Park	Renton Ave. S & S Brandon St.	3.1 acres
Parks	Brighton Playfield	6000 39 th Ave. S	13.9 acres
Parks	Cheasty Blvd*	Cheasty Blvd. S./S. Della St.	19.3 acres
Parks	Cheasty Greenspace	Cheasty Blvd. S/S Della St.	46 acres
Parks	Cheasty Greenspace: Mt. View	Mt. View Dr. S & S Columbian Way	7.2 acres
Parks	Dearborn Park	2919 S Brandon St.	8.8 acres
Parks	Jefferson Park Golf Course	4051 Beacon Ave. S	120.7 acres
P-Patch	Findlay P-Patch	4607 S. Lucile St.	35 plots
P-Patch	Rainier Vista P-Patches	4 locations: of S Genessee & MLK Jr. Way S	Various

‡ City historic resource survey properties

* City of Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district

Crown Hill

Existing Households (HH):	950
Expected 6 yr. HH Growth:	84
Expected 20 yr. HH Growth:	310
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	173 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 35‡	8729 15 th Ave. NW	EMS: 77% in 4 mins. Fire: 84% in 4 mins. Engine Co.
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Greenwood Branch	8016 Greenwood Ave. N	7,094 sq. ft.
Parks	Baker Park on Crown Hill	8347 14 th Ave. NW	0.4 acres
Parks	Crown Hill Glen	8799 19 th Ave. NW	0.4 acres
Parks	Loyal Heights Playfield	2101 NW 77 th St.	6.7 acres
Parks	Soundview Playfield	1590 NW 90 th St.	10.5 acres
P-Patch	Ballard P-Patch	25 th Ave. NW & NW 85 th	69 plots

‡ City historic resource survey properties

Eastlake

Existing Households (HH):	2,665
Expected 6 yr. HH Growth:	103
Expected 20 yr. HH Growth:	380
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	200 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 22 ‡	901 E Roanoke St.	EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van
Police Station	E Precinct	1519 12 th Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Capitol Hill Branch	425 Harvard Ave. E	11,001 sq. ft.
Library	Central	1000 4 th Ave.	363,000 sq. ft.
Parks	Fairview Walkway	Fairview Ave. N / E Galer St.	0.5 acres
Parks	Fairview Park	2900 Fairview Ave. E	0.8 acres
Parks	Lynn Street Mini Park	E Lynn St./Fairview Ave. E	0.15 acres
Parks	Roanoke Street Mini Park	950 E Roanoke St.	2.2 acres
Parks	Rogers Playground	Eastlake Ave. E / E Roanoke St.	1.9 acres
Parks	South Passage Point Park	3320 Fuhrman Ave. E	0.664 acres
Parks	Terry Pet-tus Park	E Newton St./Fairview Ave. E	0.9 acres
P-Patch	Eastlake P-Patch	2900 Fairview Ave. E	29 plots

‡ City historic resource survey properties

Greenlake

Existing Households (HH):	1,485
Expected 6 yr. HH Growth:	108
Expected 20 yr. HH Growth:	400
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	109 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 16‡	6846 Oswego Pl. NE	EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Co., Medic
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	Green Lk. Elementary	2400 N 65 th St.	350 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Greenlake Branch*	7364 E Greenlake Dr. N	8,690 sq. ft.
Community Center	Green Lk. Community Center‡	7201 E Green Lake Dr. N	
Parks	Ravenna Boulevard	NE Ravenna Blvd, East Green Lake Way N/20 th Ave. NE	6.4 acres
Parks	Froula Playground	7200 12 th Ave. NE	2.7 acres
Parks	Green Lake Park ‡	7201 East Green Lake Dr. N	67.8 acres
Parks	NE 60 th Str. Park	5 th Ave. NE/ NE 60 th St.	0.3 acres
P-Patch	Green Lake	N 67 th St. & Linden Ave. N	29 plots

‡ City of Seattle historic resource survey properties
 * City of Seattle Landmarks

Greenwood-Phinney

Existing Households (HH):	1,315
Expected 6 yr. HH Growth:	95
Expected 20 yr. HH Growth:	350
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	94 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 21‡	7304 Greenwood Ave. N	EMS: 85% in 4 mins. Fire: 80% in 4 mins. Engine Co., MCI Van
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	Greenwood Elementary	144 NW 80 th St.	250 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Greenwood Branch	8016 Greenwood Ave. N	7,094 sq. ft.
Parks	Greenwood Park	602 No 87 th St.	2.2 acres
	Sandel Playground	9053 1 st Ave. NW	3.7 acres
P-Patch	Greenwood P-Patch	343 NW 88 th	16 plots

‡ City historic resource survey properties

Madison/Miller

Existing Households (HH):	1,643
Expected 6 yr. HH Growth:	108
Expected 20 yr. HH Growth:	400
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	145 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 25	1300 E Pine St.	EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon
Police Station	E Precinct	1519 12 th Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Douglass-Truth Branch*	2300 E Yesler Way	8,007 sq. ft.
Library	Madrona-Sally Goldmark Branch ‡	1134 33 rd Ave.	1,702 sq. ft.
Community Center	Miller Community Center	330 19 th Ave. E	
Parks	Miller Triangle	E Thomas St./20 th Ave. E	0.188 acres
	Pendleton Miller Playfield	400 19 th Ave. E	7.6 acres
P-Patch	Republican P-Patch	503 20 th Ave. E	13 plots
	Pelican Tea	19 th Ave. E & E Mercer	Communal garden
	Mad P	30 th Ave. E & E Mercer St.	15 plots
	Ida Mia	E Madison St. & Lk. Washington Blvd. E	7 plots

MLK Jr. Way@Holly St.

Existing Households (HH):	1,064
Expected 6 yr. HH Growth:	217
Expected 20 yr. HH Growth:	800
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	375 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 28‡	5968 Rainier Ave.	EMS: 72% in 4 mins. Fire: 81% in 4 mins. Engine Co., Ladder Co., Medic Unit
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	New Holly Branch	7058 32 nd Ave. S	3,847 sq. ft.
Parks	37 th Ave. South Park	3551 S Holly St.	5.8 acres
P-Patch	Holly Park Cultivating Communities	4 locations in Holly Park	30 plots
P-Patch	Morgan	42 nd Ave. S & S Morgan	New

‡ City historic resource survey properties

Morgan Junction

Existing Households (HH):	1,643
Expected 6 yr. HH Growth:	108
Expected 20 yr. HH Growth:	400
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	145 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 37 ‡	7300 35 th Ave. SW	EMS: 68% in 4 mins. Fire 53% in 4 mins. Engine Co.
	SFD 32	3715 SW Alaska St.	EMS: 70% in 4 mins. Fire: 75% in 4 mins. Engine Co., Ladder Co., Medic unit
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Southwest Branch	9010 35 th Ave. SW	7,557 sq. ft.
	West Seattle Branch	2306 42 nd Ave. SW	8,178 sq. ft.
P-Patch	Lincoln Park‡	Fauntleroy Way SW & SW Webster St.	New

‡ City historic resource survey properties

North Beacon

Existing Households (HH):	1,879
Expected 6 yr. HH Growth:	148
Expected 20 yr. HH Growth:	550
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	131 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 13 ‡	3601 Beacon Ave. S	EMS: 83% in 4 mins. Fire: 80% in 4 mins. Engine Co., Battalion
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	Beacon Hill Elementary	2025 14 th Ave. S	325 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Beacon Hill Branch	2519 15 th Ave. S	3,327 sq. ft.
Parks	Beacon Hill Playground‡	1902 13 th Ave. S	3.0 acres
Parks	East Duwamish Greenbelt	Carkeek Dr. S /S Burns St.	79.8 acres
Parks	McClellan Place	S McClellan St. /16 th Ave. S	0.01 acres
Parks	Stevens Place	Beacon Ave. S/17 th Ave. S	0.19 acres
Community Garden	El Centro de la Raza	2524 16 th S.	
P-Patch	Beacon Bluff	S Massachusetts at 13 th Ave. S	17 plots

‡ City historic resource survey properties

Rainier Beach

Existing Households (HH):	1,536
Expected 6 yr. HH Growth:	200
Expected 20 yr. HH Growth:	1,736
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	250 acres

Facility Type	Name	Location	Capacity	
Fire Station	SFD 33	9645 Renton Ave. S	EMS: 84% in 4 mins. Fire: 72% in 4 mins. Engine Co.	
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.	
Schools	Dunlap Elementary*	8621 46 th Ave. S	350 students	
	Emerson Elementary*	9709 60 th Ave. S	375 students	
	Graham Hill Elementary	5149 S Graham St.	372 students	
	Van Asselt Elementary	7201 Beacon Ave. S.	401 students	
	Whitworth Elementary	5215 46 th Ave. S.	330 students	
	Wing Luke Elementary	3701 S Kenyon St.	290 students	
	South Lake Alternative High School	8825 Rainier Ave. S.	151 students	
	All 10 Middle Schools			
	All 11 High Schools			
Library	Rainier Beach Branch	9125 Rainier Ave. S	9,006 sq. ft.	
Community Center	Rainier Beach Comm. Center.	9125 Rainier Ave. S	1.405 acres	
Parks	Fletcher Place	57 th Ave. S/S Fletcher St.	0.062 acres	
Parks	Rainier Beach Lake Cottage Park Tracts	8802 Rainier Ave. S	0.231 acres	
Parks	Rainier Beach Playfield	8802 Rainier Ave. S	9.5 acres	
Parks	Sturtevant Ravine	Sturtevant St. - between S. Roxbury St. & Rainier Ave. S	2.808 acres	
P-Patch	Thistle P-Patch	8430 42 nd Ave. S	156 plots	

* City of Seattle Landmarks

Roosevelt

Existing Households (HH):	1,016
Expected 6 yr. HH Growth:	92
Expected 20 yr. HH Growth:	340
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	158 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 16 ‡	6846 Oswego Pl. NE	EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Co., Medic
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	Greenlake Branch*	7364 E Greenlake Dr. N	8,690 sq. ft.
Parks	Froula Playground	7200 12 th Ave. NE	2.7 acres
P-Patch	Roosevelt	7012 12 th Ave. NE	31 plots

‡ City historic resource survey properties
* City of Seattle Landmarks

South Park

Existing Households (HH):	1,037
Expected 6 yr. HH Growth:	95
Expected 20 yr. HH Growth:	350
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	263 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 26	800 S Cloverdale St.	EMS: 70% in 4 mins. Fire: 66% in 4 mins. Engine Co., Air
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 square feet
Schools	Concord Elementary*	723 S Concord St.	275 students
	All 10 Middle Schools All 11 High Schools		
Library	High Point Branch	6302 35 th Ave. (to be opened in 2004)	7,000 sq. ft.
Library	Southwest Branch	9010 35 th Ave. SW	7,557 sq. ft.
Community Center	South Park Community Center	8319 8 th Ave. S	
Parks	South Park Meadow	9100 8 th Ave. S	1.0 acres
Parks	South Park Playground	738 S Sullivan St.	5.6 acres
P-Patch	South Park P-Patch	4 th Ave. S & S. Director	34 plots

* City of Seattle Landmarks

Upper Queen Anne

Existing Households (HH):	1,115
Expected 6 yr. HH Growth:	81
Expected 20 yr. HH Growth:	300
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	53 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 8 ‡	110 Lee St.	EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 911 Center
Schools	Coe Elementary	2424 7 th Ave. W	321 students
	John Hay Elementary	201 Garfield St.	459 students
	Secondary BOC at Old Hay*	411 Boston St.	400-600 students
	All 10 Middle Schools		
All 11 High Schools			
Library	Queen Anne Branch*	400 W Garfield St.	7,931 sq. ft.
P-Patch	Queen Anne P-Patch	3 rd Ave. N & Lynn St.	65 plots
P-Patch	Queen Pea	5 th Ave. N & Howe St.	34 plots

‡ City historic resource survey properties

* City of Seattle Landmarks

Wallingford

Existing Households (HH):	2,245
Expected 6 yr. HH Growth:	54
Expected 20 yr. HH Growth:	200
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	257 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 9 ‡	3829 Linden Ave. N	EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply
Fire Station	SFD 17 ‡	1050 NE 50 th St.	EMS: 75% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., , Battalion
Police Station	N Precinct	10049 College Way. N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	B. F. Day Elementary*	3921 Linden Ave. N	400 students
	Bryant Elementary*	3311 NE 60 th St.	483 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Wallingford-Branch	1501 N 45 th St.	2,016 sq. ft .
Parks	Meridian Playground	4649 Sunnyside Ave. N	6.5 acres
	Wallingford Playfield	4219 Wallingford Ave. N	4.5 acres
P-Patch	Good Shepherd P-Patch	4618 Bagley Ave. N & N 47 th	43 plots

‡ City historic resource survey properties

* City of Seattle Landmark

Westwood-Highland Park

Existing Households (HH):	1,710
Expected 6 yr. HH Growth:	189
Expected 20 yr. HH Growth:	700
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	276 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 11	1514 SW Holden St.	EMS: 82% in 4 mins. Fire: 81% in 4 mins. Engine Co.
Fire Station	SFD 37 ‡	7300 35 th Ave. SW	EMS: 68% in 4 mins. Fire 53% in 4 mins. Engine Co.
Police Station	Southwest Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Southwest Branch	9010 35 th Ave. SW	7557 sq. ft.
P-Patch	Longfellow Creek	25 th Ave. SW & SW Thistle	New

‡ City historic resources

manufacturing/industrial centers

BINMIC

Existing Households (HH):	4,447
Expected 6 yr. HH Growth:	410
Expected 20 yr. HH Growth:	1,520
Existing Jobs:	4,292
Expected 6 yr. Jobs Growth:	931
Expected 20 yr. Job Growth:	3,700
Land Area:	425 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 2*	2334 4 th Ave.	#2, 3.8 minute response time Engine Co., Ladder, Aid, Command
Fire Station	SFD 8‡	110 Lee St.	EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.
Fire Station	SFD 9‡	3829 Linden Ave. N	EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply
Fire Station	SFD 18	1521 NW Market St.	EMS: 67% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., Medic Unit, Hose Wagon, Battalion
Fire Station	SFD 20‡	3205 13 th Ave. W	EMS: 73% in 4 mins. Fire: 65% in 4 mins. Engine Co.
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 911 Center

‡ City historic resource survey properties

* City of Seattle Landmarks

Greater Duwamish

Existing Households (HH):	469
Expected 6 yr. HH Growth:	--
Expected 20 yr. HH Growth:	--
Existing Jobs:	62,696
Expected 6 yr. Jobs Growth:	2,734
Expected 20 yr. Job Growth:	10,860
Land Area:	4,936 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 5 ‡	925 Alaska Way	EMS: 78% in 4 mins. Fire: 80% in 4 mins. Engine Co., Fireboat
Fire Station	SFD 10*	301 2 nd Ave. S	EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van
Fire Station	SFD 11	1514 SW Holden	EMS: 82% in 4 mins. Fire: 81% in 4 mins. Engine Co.
Fire Station	SFD 14 ‡	3224 4 th Ave. S	EMS: 63% in 4 m;ins. Fire: 50% in 4 mins. Ladder Company, Aid Car, Rescue Unit
Fire Station	SFD 26	800 S Cloverdale St.	EMS: 70% in 4 mins. Fire: 66% in 4 mins. Engine Co., Air
Fire Station	SFD 27	1000 S Myrtle St.	EMS: 77% in 4 mins. Fire: 63% in 4 mins. Engine Co. USAR , MMST
Fire Station	SFD 29	9645 Renton Ave. S	EMS: 77% in 4 mins. Fire: 78% in 4 mins. Engine Co., Battalion
Fire Station	SFD 36	3600 23 rd Ave. SW	EMS: 75% in 4 mins. Fire: 67% in 4 mins. Engine Co., Marine Response Van
Fire Stations	Combined capacity of these stations includes: 7 Engine Companies, 2 Ladder Companies, Shift Commander, Battalion Chief, Fireboat, 2 Aid Units, HazMat Van, , Marine Response Van, Heavy Rescue Equipment, Confine Space Equipment, Mobile Air Supply		
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.

* City of Seattle Landmarks, or located in City landmark/special review district

‡ City historic resource survey properties

D

Potential Future Discretionary Projects

Besides the facilities that are included in the City's Capital Improvement Program (CIP), there are a number of prospective capital projects that the City might undertake or fund in the future. They are listed below to provide a broad view of the City's potential future capital spending. Projects are not listed in any priority order. Funding for these projects is not yet identified, and no decisions have been made to go forward with funding these projects.

- African-American Heritage Museum*
- Aquarium Redevelopment
- Arboretum
- Blue Spruce Site Redevelopment (Seattle Center)
- Broadband Wireless Project
- City Maintenance Facility Improvements
- Downtown Circulator
- Downtown Parks
- Homeless Day Center*
- Key Arena Enhancement Plan (Seattle Center)
- Kreielsheimer Property Development (Seattle Center)
- Memorial Stadium Relocation*
- Memorial Stadium Site Redevelopment (Seattle Center)
- Neighborhood Planning Capital Projects
- North Police Precinct Expansion
- Public Safety Building Block Redevelopment
- Redevelopment of 2nd/John St. & Warren Ave. N. Parking Lots (Seattle Center)
- Seattle Parks and Recreation Plan 2000 (potentially updated in 2005-2006)
- PC-1 Lot at Pike Place Market
- Sand Point Redevelopment
- Seattle Center 5th Avenue Parking Lot Development
- Seattle Center Master Plan Updates
- Seattle Transit Initiative
- South Downtown Study Area Improvements
- South Lake Union Park Development
- South Lake Union Transportation Improvements
- Southwest Harbor Project *
- Telecommunications Improvements
- TransLake* (includes early action items)

- Urban Trails Plan Implementation
- Waterfront Plan
- West Seattle Stadium
- Zoo Parking Improvements

At the time of publication, projects with an * are owned or sponsored by another government agency or private organization. The City might participate in funding these projects.



Utilities Appendix

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Utilities Appendix

A Inventory of City Utilities, Capacity Information & Future Facility Needs

Seattle City Light

Seattle City Light (SCL) is the City-owned electric utility serving approximately 131 square miles, including all of Seattle and some portions of King County north and south of Seattle city limits.

Seattle City Light: inventory

SCL generates between 56 percent and 75 percent of the energy that it sells to retail customers from its own facilities. This percent share varies with water conditions because all SCL-owned resources are hydroelectric. The largest facilities are the Boundary Project, on the Pend Oreille River in northeast Washington, and the Skagit Project, which consists of three hydroelectric dams (Ross, Diablo and Gorge) on the Skagit River. The Newhalem Hydroelectric Plant, located on Newhalem Creek, was built in 1921 to supply power to the Skagit Project. It was modernized in 1970 and produces a small amount of energy. The Cedar Falls Dam on the Cedar River and the South Fork Tolt Dam on the South Fork Tolt River are also smaller generating facilities owned by SCL. In addition to these power sources, SCL purchases power from the Bonneville Power Administration (BPA), including firm amounts under the Block Product and a share in the output from the Federal System (Slice Product), which depends on water conditions. SCL also holds firm power purchase contracts with a number of other suppliers in the Pacific Northwest. These contracts include power generated from hydroelectric sources, including a combined-cycle combustion turbine (Klamath Falls in Oregon) and a share in the State Line Wind Project located in Southeast Washington and Northeast Oregon. (See Utilities Figure A-1.)

SCL owns and maintains approximately 657 miles of transmission lines which carry power from the Skagit and Cedar Falls generating facilities to 14 principal substations. SCL is dependent on other transmission line owners, i.e., the Bonneville Power Administration (BPA), to bring power from its Boundary Dam hydroelectric plant and from other contracted resources, to serve its load in Seattle. The transmission grid interconnection with other utilities also provides additional reliability to meet load requirements. Power is distributed from SCL's principal substations via high voltage feeder lines to numerous smaller distribution substations and pole transformers which reduce voltage to required levels for customers. SCL owns and maintains 2,428 circuit miles of distribution lines within Seattle that deliver power from the 14 principal substations to approximately 365,200 customers. (See Utilities Figure A-2).

Seattle City Light: existing capacity

SCL's current generation capability (owned and contracted) is adequate to serve existing customers. Because of the nature of City Light's hydroelectric system, the utility is not presently constrained by its ability to meet peak loads (typically referred to as capacity). At times, the system may be constrained in its ability to carry load over periods of heavy load hours (6 a.m. to 10 p.m.) during the winter. On an average monthly basis, City Light currently has sufficient resources to meet expected customer load in the next few years, even under serious drought conditions.

SCL sells on the wholesale energy markets the energy it does not need to meet customer load. The utility also buys energy in the wholesale markets to enhance the value of its resource portfolio and to meet occasional short-term energy deficits.

Seattle City Light: anticipated future facilities

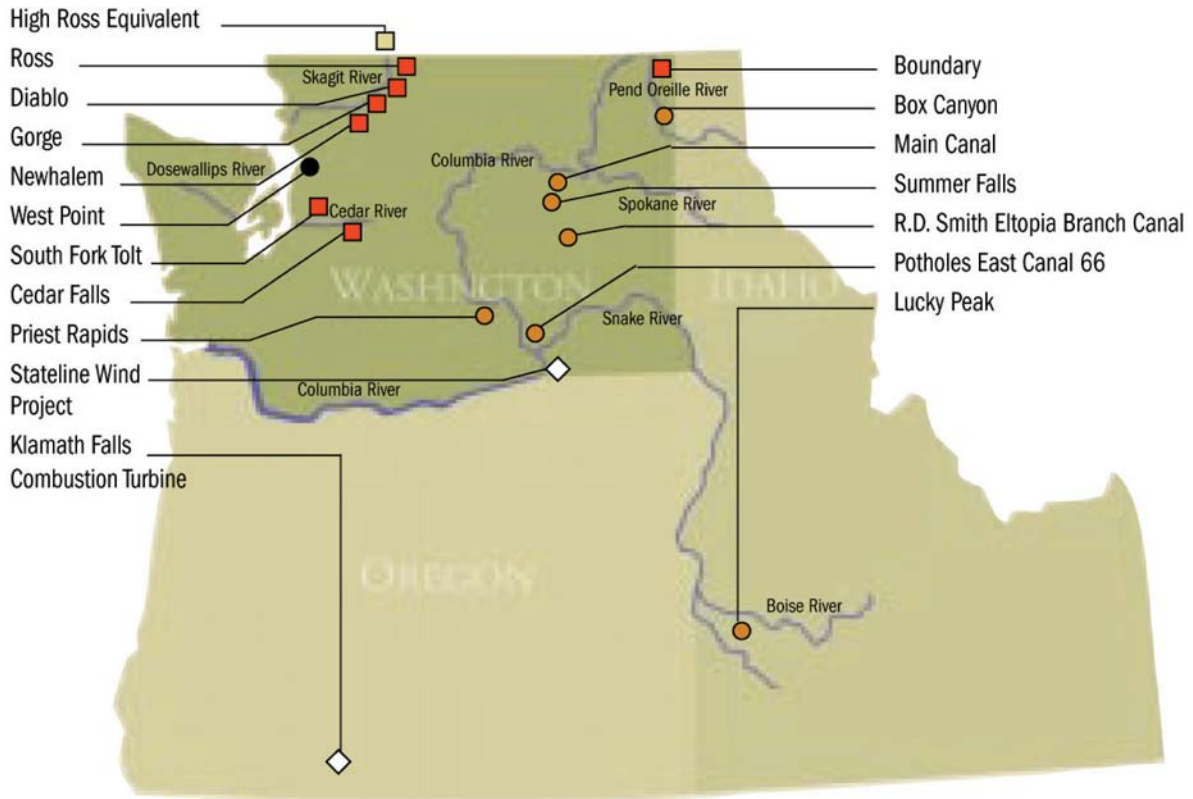
City Light's current contract with BPA extends through the end of September 2011 and includes an increase in the firm amount of power purchased effective in October 2006. The utility has committed to meet its load growth through 2011 with conservation and renewable resources and is on target to achieve this goal. Given projected customer load growth, no significant resource addition is anticipated until 2005 or 2006.

For the transmission and distribution components of SCL's system, projected growth will be accommodated by planned transmission and distribution capacity additions. The addition of a transformer at the Bothell Substation in Snohomish County will serve the principal substations from the Snohomish County line to the Lake Washington Ship Canal. Within the Comprehensive Plan's 20 year timeframe a new principal substation will be necessary downtown, with an underground transmission line connection to the South substation. Capacity would also be expanded at the North, Duwamish, Shoreline, University and Creston substations. New substations also may be built in the next five to twenty years at Interbay, in the SODO area and in South Lake Union, depending on load growth projections and emerging real construction. Substations in the Northeast and Northwest parts of the City may also be built in the 20-year period. City Light owns properties for the Interbay, NE and NW substations.

Utilities Figure A-1


Energy Resources


- Owned Hydro
- Long-term Hydro Contracts
- Long-term Co-generation Contract
- Treaty Rights from British Columbia
- Other Long-term Contracts

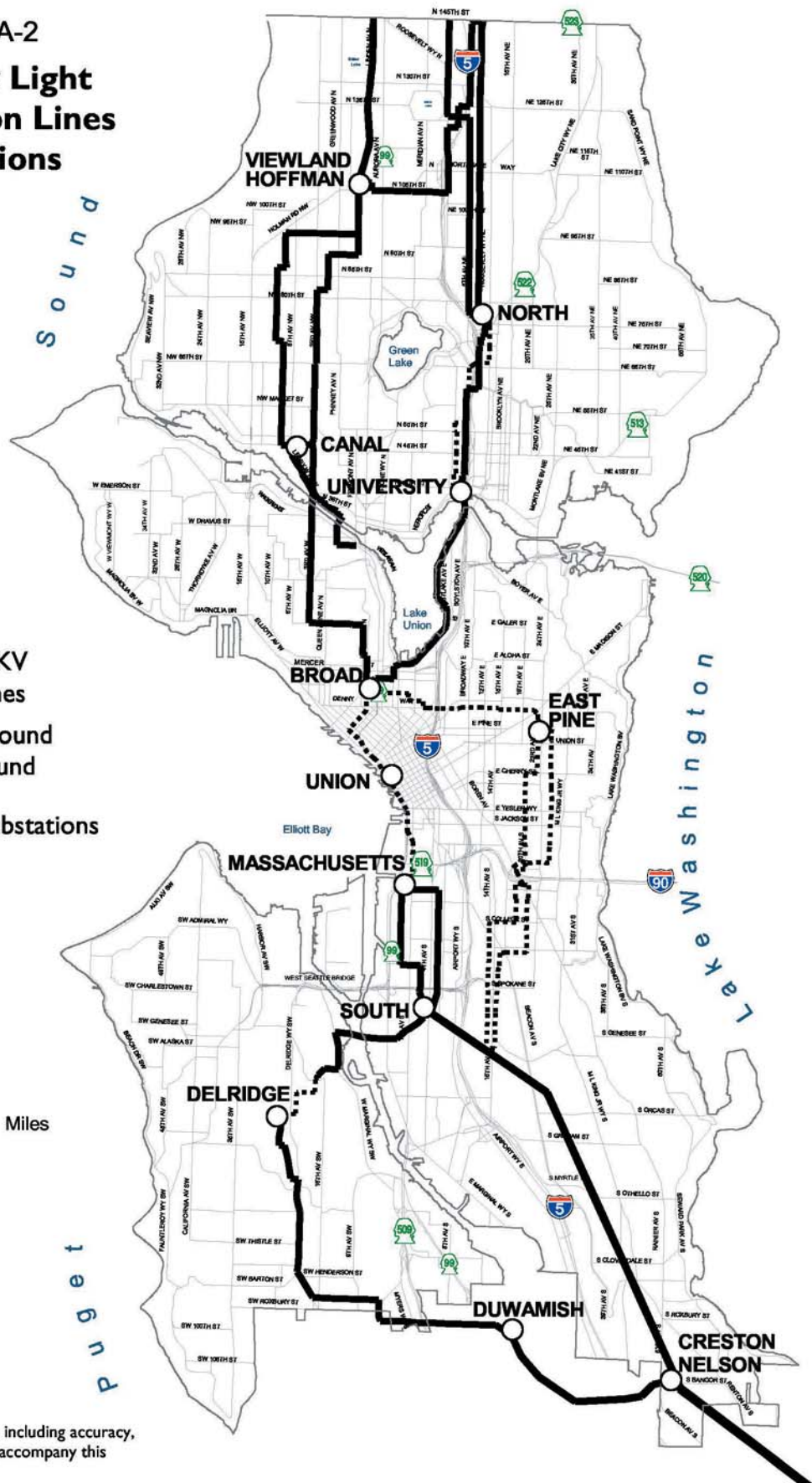
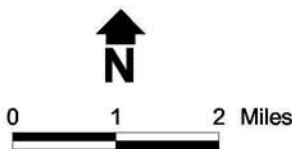


Utilities Figure A-2 Seattle City Light Transmission Lines and Substations

230KV and 115KV
Transmission Lines

 Above Ground
 Underground

 Principal Substations



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Seattle Public Utilities (water utility)

Seattle Public Utilities (SPU) provides water service to customers of Seattle and portions of King County. In addition, SPU sells wholesale water to more than two dozen suburban water districts, municipalities, and nonprofit water associations ("purveyors") which serve retail water customers in most of the urban areas in north, east, and south King County, and a small part of southwest Snohomish County. (See Utilities Figure A-3). SPU operates under an Operator's Certificate granted by the State Department of Health. Information about the certificate and the water system can be found in Seattle's Water System Plan.

Seattle Public Utilities: inventory

SPU supplies drinking water from two major water supply sources, the Cedar River Watershed and the South Fork of the Tolt River Watershed, and a small amount of water from the Highline Well Field. The Cedar River of the Tolt River watersheds are in the Cascade Mountains, while the Highline Well Field is located north of Seattle Tacoma International Airport. Transmission pipelines carry the water to various reservoirs, standpipes, and tanks for further distribution. (See Utilities Figure A-4)

Seattle Public Utilities: existing capacity

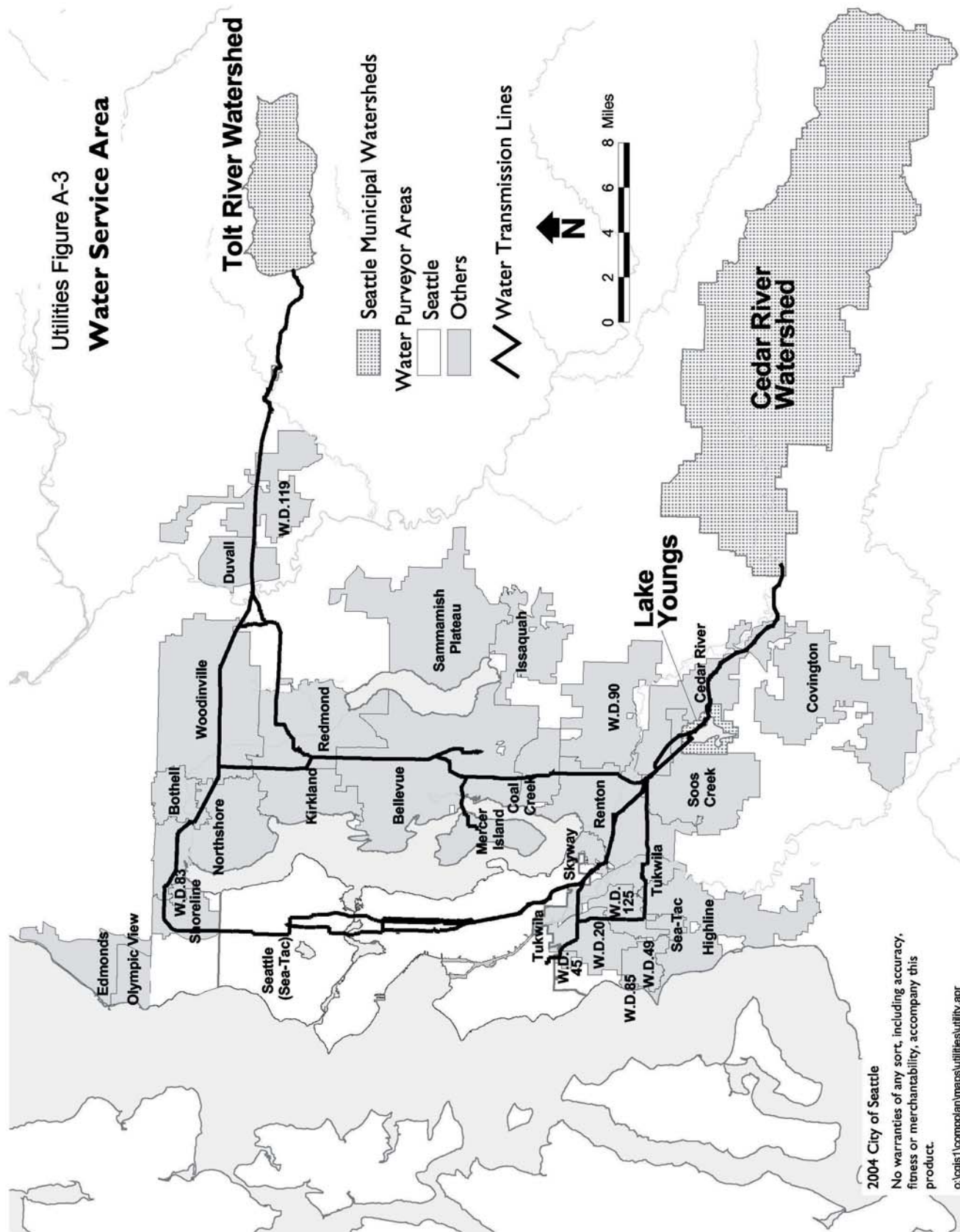
SPU's service area extends beyond the City's boundaries, making it impossible to assign for in-city service capacity figures to the supply sources and transmission lines. Snowpack, temperature and precipitation in the watershed areas are important natural factors that determine when and how much runoff will fill the reservoirs. Also affecting SPU's water supply is the environmental impact of the dams on the stream flows. Tribes and business, environmental, recreational and fisheries groups all have interests in the level of water in the streams.

The 50-year Cedar River Watershed Habitat Conservation Plan provides certainty for the City of Seattle's drinking water supply and protects and restores fish and wildlife habitats. In addition, the City recently completed a new treatment facility on the Tolt source that adds supply capacity. A new treatment facility on the Cedar source will be come online in 2004 that will improve drinking water quality. Under these current circumstances, SPU expects water supply to be adequate to serve the City's existing and forecast population for at least the next 20 years.

Distribution and storage facilities that serve Seattle residents have adequate capacity to serve the city. There are, however, a few areas that have substandard mains or experience low water pressure.

Low pressure areas include the higher elevations and other scattered locations in Maple Leaf (Maple Leaf Tank), Phinney Ridge (Woodland Park Standpipe), and Queen Anne Hill (Queen Anne Standpipe). These areas are all located near standpipe or/tanks and, therefore, receive water at or below the current design standard of 30 pounds per square inch (psi).

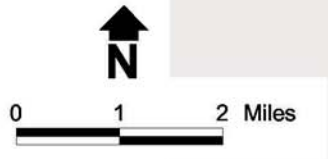
SPU is currently applying an asset management assessment to determine which pipelines would be replaced using the funds available in the six year CIP.



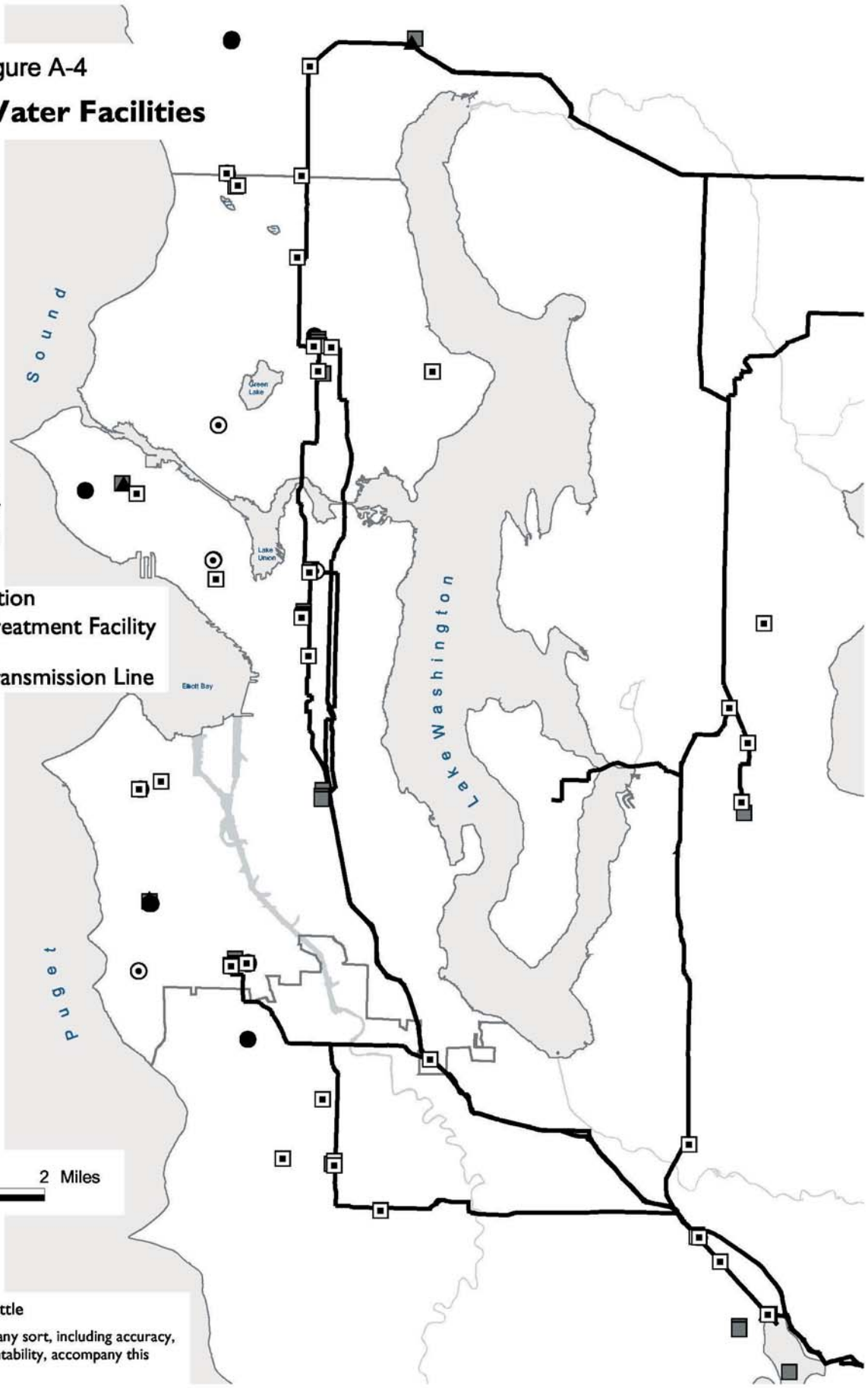
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Utilities Figure A-4 Major Water Facilities

- Water Facilities
- Reservoir
 - ⊙ Standpipe
 - Tank
 - ▣ Pump Station
 - ▲ Water Treatment Facility
- Water Transmission Line



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Seattle Public Utilities: anticipated future facilities

Most of the new households to be added within the city will be in multifamily units, which have a much lower per capita water demand than single family households.

The major impact of the growth envisioned by the Comprehensive Plan on the City's water facilities will be in the distribution system. Rehabilitation and improvements to the existing distribution system will be needed to support growth over the 20 year life of the Plan. SPU will work with developers to be sure needed infrastructure is in place for the development. Most of the time, developers finance the necessary distribution facilities.

Seattle Public Utilities: drainage & wastewater

SPU is charged with managing drainage, surface runoff, and sewer systems to meet public safety, water quality, and resource protection goals. SPU's service area covers the City of Seattle.

Seattle Public Utilities: inventory

Although a few small areas are still served by septic systems, almost all areas of the city are served by sanitary sewers. Three types of drainage and waste water systems are used in Seattle: combined sanitary/storm water sewer, partially separated sanitary/storm water sewer, and separate sanitary and storm water sewer systems. The SPU system collects residential, commercial, and industrial wastewater and delivers it to interceptor lines operated by the regional sewage treatment agency (King County). The sewage is then treated at the West Point Sewage Treatment Plant before being discharged into Puget Sound. Two other plants, Alki and Carkeek, have been converted to treat wet weather overflows only. (See Utilities Figure A-5).

Seattle Public Utilities: existing capacity

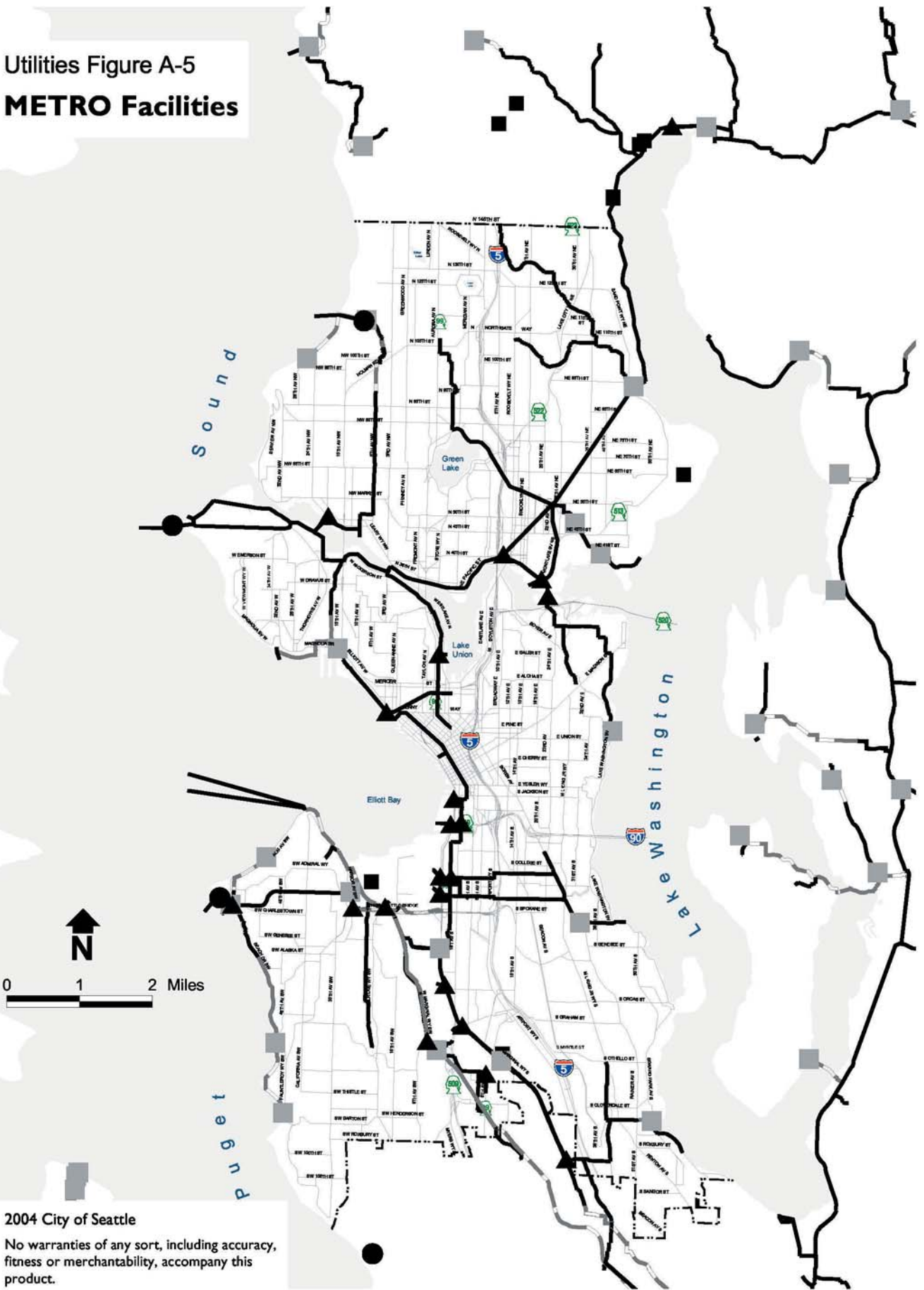
City Drainage and Wastewater System: The capacity of the wastewater system in some areas is limited when peak stormwater flows enter the combined systems. During or following intense or prolonged periods of rainfall, some of the systems cannot accommodate the combined runoff and sanitary sewage flows, resulting in combined sewer overflows (CSOs) being discharged into area waters. CSOs occur in both the regional and the City systems. Seattle's CSO Control Plan, adopted in 1988, and updated in 2001, addresses specific storage and separation projects to control CSOs and describes costs and schedules in a 20-year timeframe. SPU has already completed improvements to 69 of the 83 CSO locations and by the year 2006, Seattle will have reduced CSO volumes by at least 79 percent. Funding for these improvements is included in the Department's six-year CIP.

Seattle Public Utilities: regional wastewater treatment system

The West Point Treatment Plant is a secondary treatment facility, with a capacity of 133 million gallons per day (MGD), monthly average flow. It is designed to handle a peak flow capacity of 440 MGD, with 300 MGD receiving secondary treatment and the remainder primary treatment.

The West Point Treatment Plant serves 1.3 million people including residents of Seattle, King County north of Seattle, and South Snohomish County.

Utilities Figure A-5 METRO Facilities



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Seattle Public Utilities: anticipated future facilities

City Facilities: Generally, the drainage and wastewater facilities in Seattle have been planned and sized to serve the maximum or build out conditions under zoning at the time and will be adequate to serve the level of increased growth proposed in the Plan. The capacity of the wastewater system is limited in confined areas of the city, where there have been historic hydraulic and system backup problems. These problems are being addressed through developer-funded facility upgrades and by Seattle Public Utilities' CIP.

Regional Facilities: Under King County's Regional Wastewater Services Plan, a third treatment plant is planned to be added in South Snohomish or North King County by about 2010 to handle the region's growth.

Seattle Public Utilities (solid waste)

SPU contracts with private firms for the collection of residential solid waste, recyclables, and yard waste and commercial solid waste within the city; collection of commercial recyclables is handled by the private sector, SPU provides for disposal of all solid waste generated within the city through a long-term contract with Waste Management Incorporated.

Seattle Public Utilities: inventory

The solid waste transfer system consists of four transfer stations. The two City owned transfer stations receive residential and commercial solid waste, while the two privately-owned transfer stations receive both commercial and other solid waste from within and outside the city of Seattle. Refuse is compacted into containers which are trucked to the Argo Intermodal Facility; from there, the containers are loaded onto trains for long-haul transport to a landfill owned and operated by Waste Management Incorporated in Gilliam County, Oregon. Most recyclable materials are handled by two privately-owned facilities. The City of Seattle also owns and operates two household hazardous waste facilities. (See Utilities Figure A-6 for their location).

Seattle Public Utilities: existing capacity

1. Solid Waste Collection and Transfer Facility Capacity:

SPU's North and South Recycling and Disposal Stations (RDS) were designed in the 1960's for the transfer of solid waste, not for the current solid waste management strategy involving separation of recyclable materials. They were designed to handle 1,000 tons of solid waste per day (or 365,000 tons per year). In 2002, approximately 280,000 tons of solid waste were disposed of through the City's two transfer stations as well as more than 63,000 tons of yard waste, 2,000 tons of wood waste, 600 tons of metal appliances and more than 32,000 tons of other recyclables, totaling about 349,000 tons per year.

SPU is currently evaluating options for increasing the RDS's capacity to handle future self-haul and contractor trips and tons at the transfer stations as part of a comprehensive Solid Waste Facilities Master Plan that will be completed in 2003.

A portion of the collected commercial solid waste generated in the City is delivered to the two privately-owned transfer stations. These two facilities handle refuse as well as construction and demolition debris and other wastes from both inside and outside Seattle. In 1999, the two private stations handled 225,000 tons of solid waste from the City of Seattle. In recent years, Waste Management Incorporated has also built a new station for separated construction debris. The two private transfer facilities have the capability to handle 300,000 400,000 tons of waste per year including waste from Seattle's businesses. These facilities are located in the South Park area near the City's South Recycling and Disposal Station and south of downtown on South Lander Street.

Intermodal container loading capacity at Argo Yard is limited and the demand to process other domestic and international cargo through this yard is expected to increase.

2. Recycling Processing Facilities:

Two private "material recovery facilities" (MRFs) serve as the processing and transfer facilities for most of the recyclable materials collected from in-City residents and businesses. These facilities are Recycle Seattle and Recycle America and they process and transfer a large proportion of the 320,000 tons of residential and commercial recyclable material that was collected through the City's solid waste system in 2000. Recycle America is located in the South Park area, near the City's South Recycling and Disposal Station, and Recycle Seattle is south of downtown on South Lander Street.

3. Disposal Facilities:

Waste is compacted at the transfer stations into containers that are trucked to the Argo rail yard and loaded onto a train for long haul shipment to a landfill in Oregon. Presently, approximately 60 containers per day (each holding 25-28 tons), five days a week, are trucked to the railhead. The train to the landfill operates five times per week, with about 100 containers per trip. Waste containers from King, Snohomish, Island, San Juan, and Whatcom counties are also added to the train. Seattle and Washington Waste Systems (WWS) have a contract extending through March 31, 2028, and the terms of the contract are more than adequate to handle the additional waste volumes generated by projected growth.

**Seattle Public Utilities:
anticipated future facilities**

The region's landfill capacity is large enough to last for at least the next 40-80 years. Private transfer stations have the capacity to handle projected solid waste tonnages, but SPU transfer facilities will need modifications if they are to adequately handle projected customer visits and to divert waste to effectively contribute to the City's waste reduction and recycling goals. Although the overall amount of waste generated in the city will increase with projected residential and employment growth, the percentage of waste that will be directed to disposal is expected to decrease because waste diversion through recycling is expected to increase. Seattle has adopted the goal of recycling 60 percent of its overall waste by 2008.

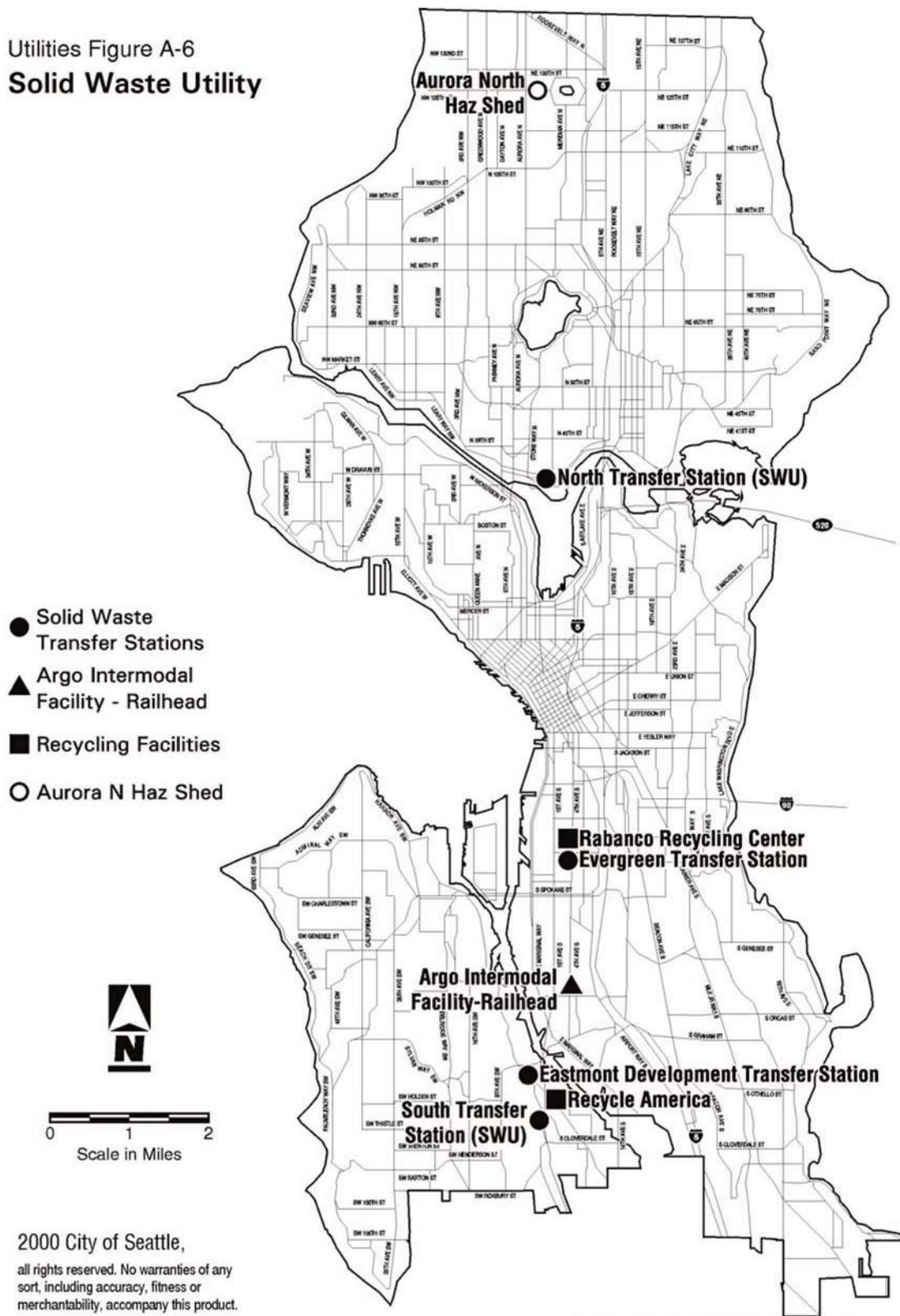
Residential waste is anticipated to comprise a decreasing share of the future combined waste stream. Commercial waste is projected to comprise a larger share of Seattle's waste stream in the future. Increased commercial sector waste disposal needs and an increased demand for recycling contractor services will be handled by private contractors and facilities. Representatives from both private transfer stations have indicated that the increased amount of waste can be handled within the existing facilities.

The two private materials processing facilities will handle a major share of the increase in volumes of recyclable material that will occur with projected growth. These businesses are dealing with services and markets at a regional level, so the specific impacts of increased Seattle tonnage are difficult to predict.

It is anticipated that the two City-owned transfer stations will be demolished and rebuilt to accommodate projected customer demand and diversion goals.

It is also anticipated that a new City-owned waste receiving and compaction station will be built in conjunction with an intermodal loading station. This intermodal solid waste transfer facility will eliminate the need to load containers at the existing Argo Yard.

Utilities Figure A-6
Solid Waste Utility



- Solid Waste Transfer Stations
- ▲ Argo Intermodal Facility - Railhead
- Recycling Facilities
- Aurora N Haz Shed



0 1 2
Scale in Miles

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B Description & Inventory of Investor-Owned Utilities Serving Seattle

Puget Sound Energy

Puget Sound Energy (PSE) is an investor-owned electric and natural gas utility serving more than 1.2 million customers in 11 Western Washington counties. In the Seattle area, PSE only provides natural gas service. PSE's distribution of natural gas involves system pressure regulation and the development and maintenance of a network of gas mains to serve the utility's customers.

PSE is supplied by Northwest Pipeline Corporation, a natural gas wholesaler with interstate pipeline facilities extending from Canada to New Mexico. Two underground transmission lines branch off from the pipeline to serve more than 116,000 natural gas customers in the Seattle area.

QWEST Communications

QWEST Communications (QWEST) is the telephone company subsidiary of QWEST, Incorporated—one of the seven regional holding companies resulting from the divestiture of AT&T. QWEST is the principal provider of local telephone and related services in Seattle.

Of the 11 central switching offices (COs) serving Seattle, 10 are located within the city limits. For local exchange, the COs switch calls in and between the line exchange groupings (these groupings are addressed uniquely by an area code and the first three digits of a phone number). For long distance, the COs switch calls and mediate between the long-distance network and the local originating/terminating network. Due to advances in technology, additional capacity is easily and quickly added to the system. Four main cable routes emanate from each CO, running north, south, east, and west. Connected to these main feeder routes are branch feeder routes which support thousands of local loops providing dial tone service to individual subscribers. The COs are connected by inter-exchange trunk lines that may be aerial or buried, and copper or fiber optic line.

cellular communications

Seattle is served numerous cellular telephone companies, the largest of which include AT&T Wireless, Cingular, Sprint PCS, T-Mobile and Verizon Wireless. Cellular telephones are radios which send and receive signals from low power, ultra high frequency antennas positioned at several cellular communication ("cell") sites. The "cellular" name is derived from the manner in which coverage is provided by the cell sites. Each cell site has a signal radius, or coverage area, of only a few miles (depending upon terrain and capacity demand for service). As a cellular telephone user passes from one cell to the next, the call is transferred to an available channel at an adjacent cell site.

The cellular phone industry is extremely volatile, so any comprehensive listing of providers or cell sites would be obsolete upon printing. There are over 500 cell sites within the city of Seattle. Ownership of the sites changes as companies enter and leave the market.

cable television

Two cable communications companies hold City franchises for serving Seattle residents, Comcast and Millennium Digital Media. (See Utilities Figure A-7.) The City is currently in the franchise renewal period with Comcast whose franchise expires on January 20, 2006. Millennium Digital Media's franchise expires on March 1, 2008.

One of the primary components of a cable system is the head end site—an electronic control center where the information signal is processed for distribution through the cable system. This signal can be received off a hard line (cable), a satellite dish, microwave antennae, and/or a TV antenna. Comcast has two primary head end sites in the Seattle area. It's cable system passes 264,744 Seattle homes and serves 139,445 households. Comcast has 2,311 Aerial plant miles and 412 Underground plant miles in Seattle (includes both fiber and coaxial cable). Millennium has one head end site in Seattle, along with 155 miles of coaxial cable and 3,240 miles of fiber optic cable serving 14,998 households out of 51,463 homes passed.

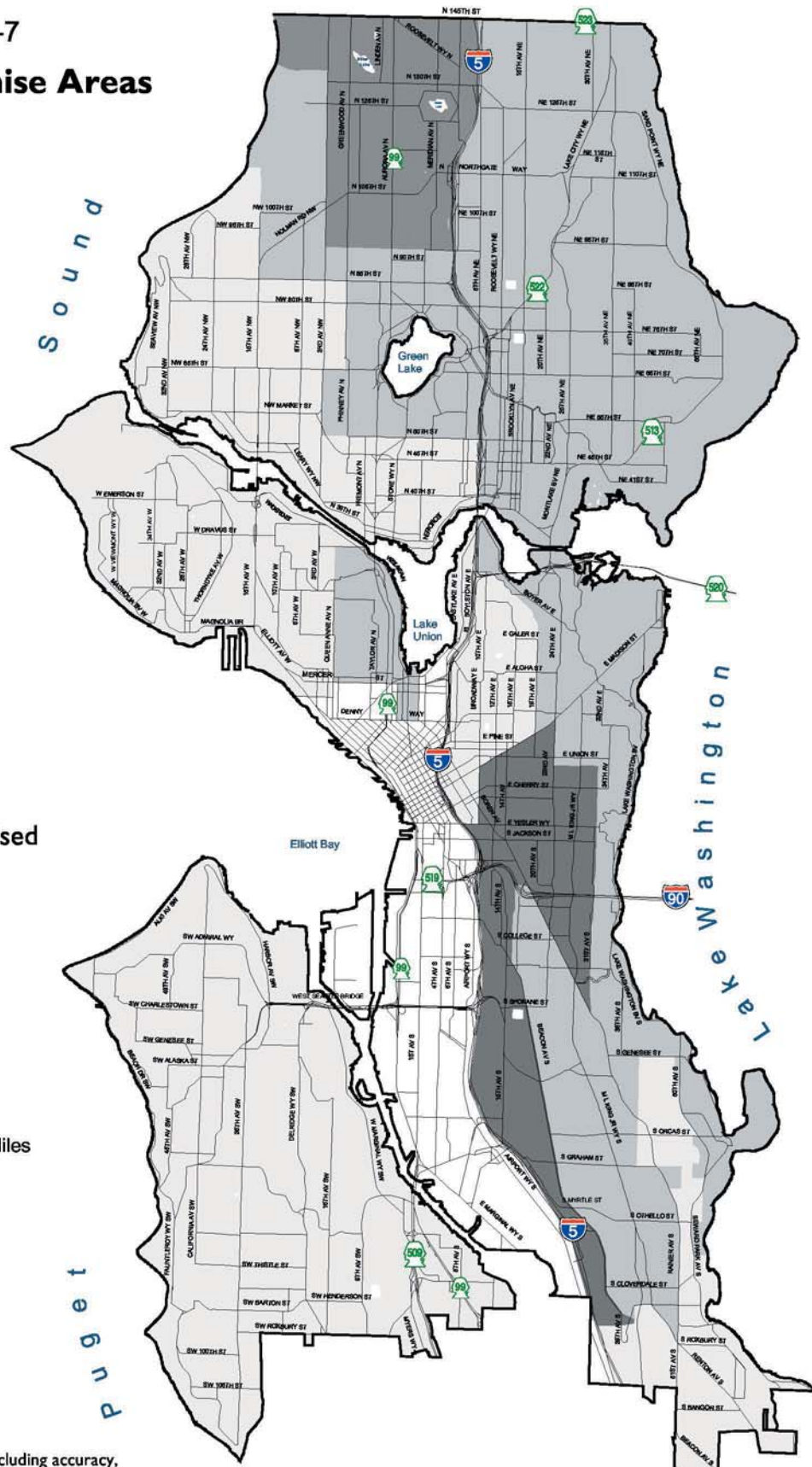
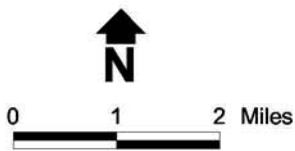
Seattle Steam

Seattle Steam is a district heating utility franchised by the City. Its service area encompasses roughly a square-mile area of the Central Business District, extending from Blanchard Street to King Street and from the waterfront to 14th Avenue, crossing over First Hill. (See Utilities Figure A-8.) The company provides steam to commercial, residential, and institutional customers for space and hot water heating, along with other uses.

Two steam-generating plants supply the network. The primary plant is located on Western Avenue at University Street. The secondary plant is located on Western Avenue near Yesler Way—the site of the original plant built in 1893. Total steam generation capacity is 750,000 pounds per hour, with boilers designed to burn either natural gas or residual oil. The network of insulated steel pipe encompasses a total length of over 18 miles beneath city streets and currently serves 220 customers.

Utilities Figure A-7 Cable Franchise Areas

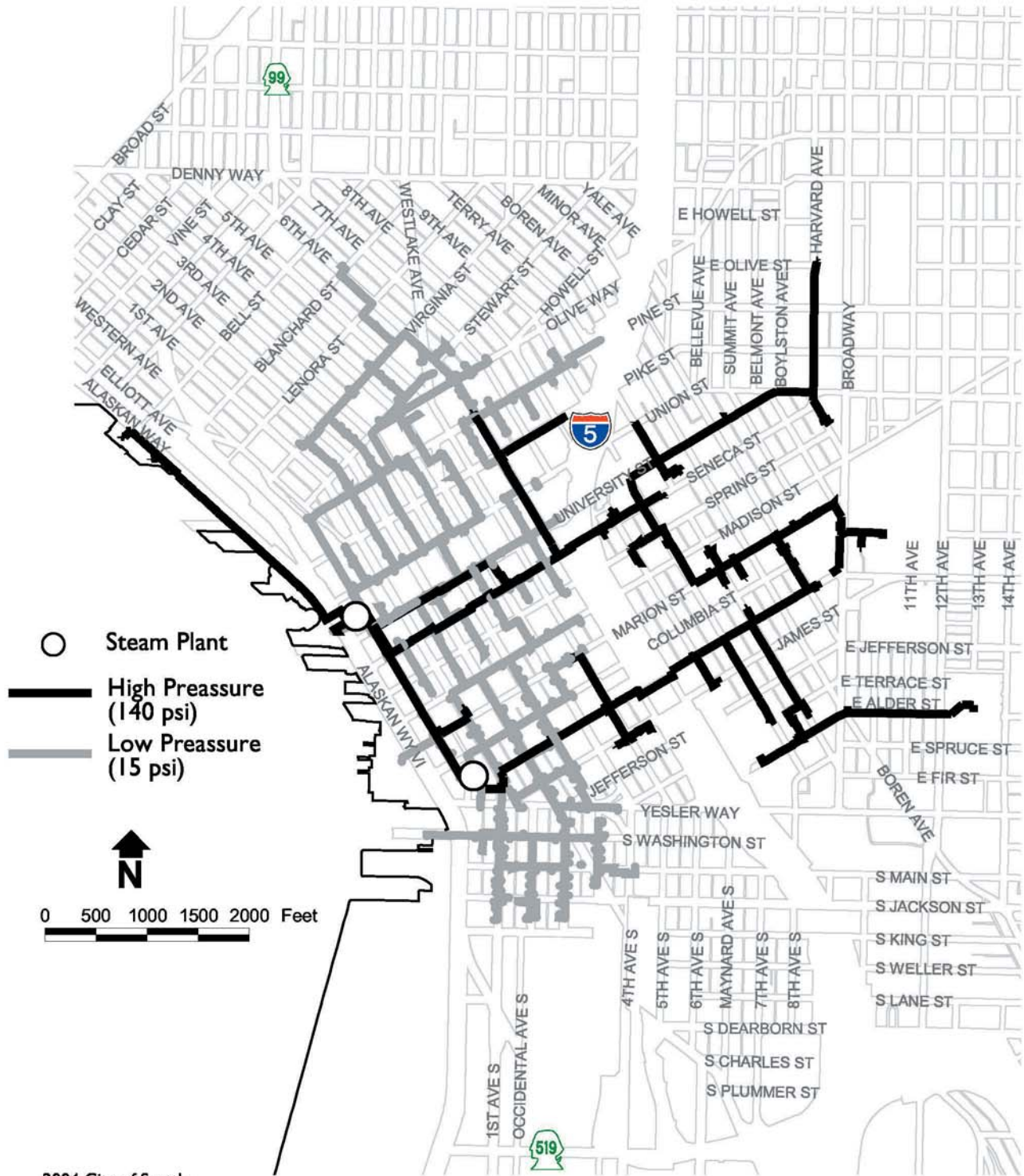
- Franchise Areas**
- Summit
 - TCI
 - TCI II
 - Viacom
 - Not Franchised



2004 City of Seattle

No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

Utilities Figure A-8 Seattle Steam Steam Pipe System



2004 City of Seattle
 No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.



Economic Development Appendix

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Economic Development Appendix

economic development appendix

Economic Development Figures

A-1 Estimated Number of Jobs to Be Accommodated, 2002-2024 ED-A3



Economic Development Appendix

A Economic Development

While the Growth Management Act does not require a comprehensive plan to include an economic development element, the King County Countywide Planning Policies do require that each jurisdiction in King County include in its comprehensive plan an economic development element which will include an estimate of the type and number of jobs to be accommodated in the jurisdiction during the next 20 years.

Economic Development Figure A-1 presents the estimated number of jobs, by industry, Seattle expects to accommodate between 2002 and 2024. Total anticipated job growth for this period is estimated to be 93,000 jobs. This analysis is based on estimates of actual employment levels in 2002 and includes job growth for the two-year period prior to the 20-year window covered by this Plan. During the twenty-year period covered by this Plan, total job growth is anticipated to be 84,000 jobs.

Economic Development Figure A-1
Estimated Number of Jobs, by Industry, to be Accommodated in Seattle, 2002-2024

	Estimated 2002	Change	Estimated 2024
Retail	73,221	4,432	77,653
F.I.R.E.S.	217,643	80,838	298,481
Government/ Education	91,267	6,415	97,682
W.T.C.U.	55,459	15,613	71,072
Manufacturing	41,651	-14,298	27,353
TOTAL	479,241	93,000	563,238

F.I.R.E.S. includes Finance, Insurance, Real Estate, and Services
 W.T.C.U. includes Wholesale Trade, Transportation, Communications and Utilities

Source: Change 2003 2024 was calculated by the Planning and Development Department based on PSRC economic sector forecasts to the years 2020 and 2030 and estimates of job growth in the city to 2024.