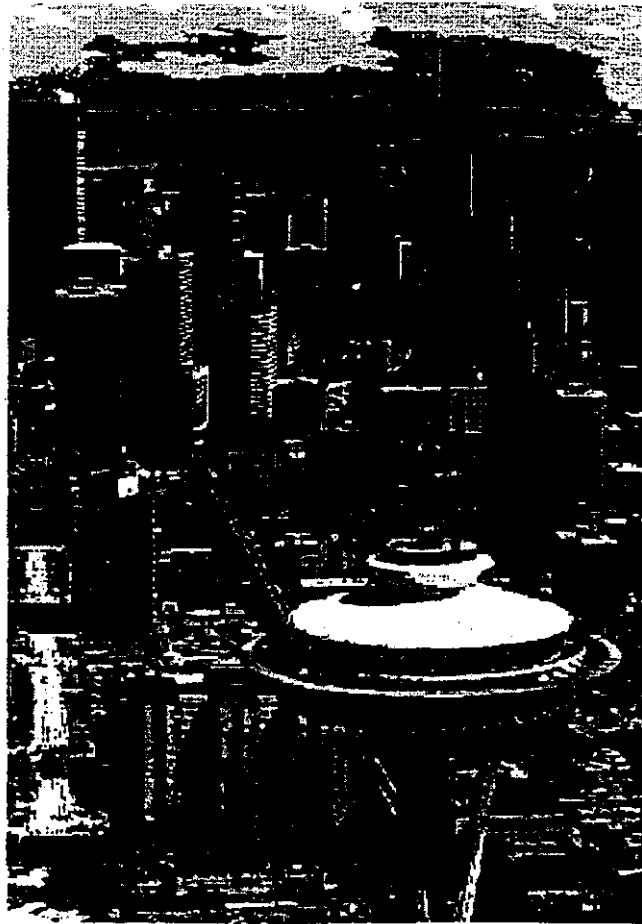

The Downtown Urban Center Neighborhood Plan

City of Seattle



April 1,2, 1999'

as proposed by the
DOWNTOWN URBAN CENTER PLANNING GROUP

THE DOWNTOWN SEATTLE PLAN

April 12, 1999

Downtown Urban Center Planning Group

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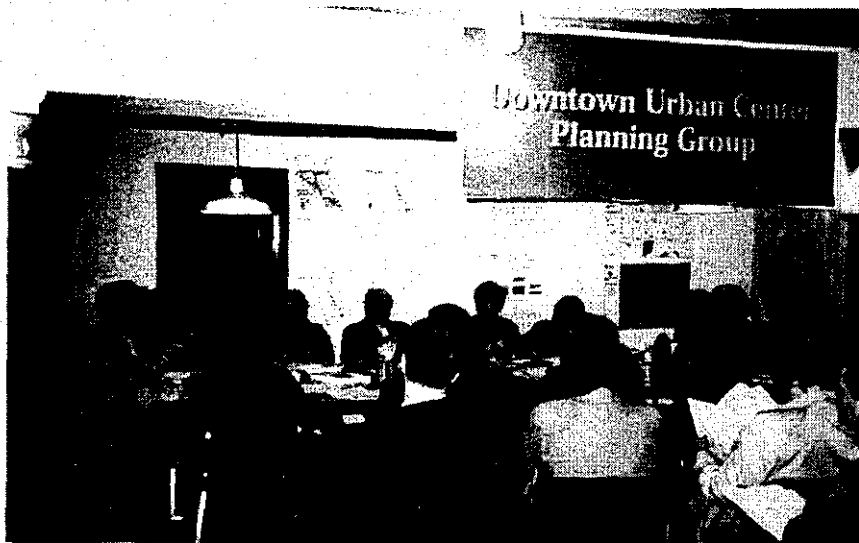
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L. INTRODUCTION AND SUMMARY

The Downtown Urban Center Planning Group (DUCPG) is responsible for updating the 1985 Downtown Land Use and Transportation Plan ('85 Plan). While the '85 Plan has been updated periodically since 1985, it no longer provides the policy context established by the 1994 Seattle Comprehensive Plan and significant changes to the downtown which have occurred in recent years. The context for planning has been influenced by the following

- . The Comprehensive Plan established the Downtown Urban Center and further established five urban center villages within the urban center (Denny Triangle, Denny Regrade, Commercial Core, Pioneer Square, and International District). The neighborhood planning process has invested the downtown neighborhoods with the mission of creating community visions, addressing geographically-specific problems and opportunities, and producing plans for local improvements.
- . Recent downtown development activity has significantly changed the" direction of the urban center's role in the region. Downtown Seattle has become a major tourist and convention attraction, strong retail shopping magnet, center of cultural and entertainment activities, and a home to evolving high technology businesses. The past 10 years have seen a near shut-down of new office development, increasing interest in downtown living and related development of intensive residential projects, construction of major cultural facilities, revitalization of the retail core and the central waterfront, and massive investment in the south downtown area.
- On the heels of these activities, the downtown is now "entering a new cycle of office and mixed-use development. Upcoming projects include approximately five million square feet of new office space and over 4,000 new residential dwelling

units.

- . Major transportation changes are coming to the downtown. While the '85 plan anticipated light rail service in the tunnel, the associated surface transit implications were not addressed in any quantitative way. The monorail initiative has further implications for downtown circulation. In addition, interests of the residential neighborhoods focused on pedestrian streets and green streets have surfaced as a major influence on decisions regarding use of our valuable rights-of-way. There is also a growing interest in providing" more equitable treatment of bicycling within the downtown. Effective management of short- and long-term parking assets in the downtown needs to be coordinated with circulation systems linking major terminals, destinations, and access points.
- . Demographic and economic characteristics of the downtown resident population continue to shift, and this could result in an unhealthy combination of the very rich and the very poor. The '85 Plan is rightly aimed at maintaining low-income housing opportunities for disadvantaged residents. At the same time, we acknowledge the need to produce housing for low-moderate and moderate-income households in order to maintain a balanced community. With respect to this, the Downtown Plan recommends strong emphasis on housing programs aimed at producing new units to fill the gap serving households in the 50-80% median income range. Human, recreational, educational, and retail services associated with strong residential neighborhoods of all economic levels are also important to creating our vision of downtown.
- . The urban environment of the downtown is a precious resource for employees, residents, and visitors. Preservation and enhancement of significant buildings, views, and landmarks need to be coupled with higher design quality of the streetscape

environment and of private development. More open space and civic gathering places are critical to providing breathing room, recreational opportunities, and celebratory places that produce a humane city and promote neighborhood identity.

- . DUCPG recommends that a market analysis be prepared to investigate issues associated with overall downtown growth capacity for the future. The increased capacity proposed by the Denny Triangle Plan should be a major element of this analysis since the potential for additional downtown development is greatest in that area.

DUCPG has been working within this context to unite common downtown interests and create an urban framework that will eventually result in a wholesale update to the '85 Plan. The new Downtown Urban Center plan will collect and present the plans of the five urban center village neighborhoods within the umbrella of policies for land use, housing, transportation, human services, economic development, and capital facilities that combine to produce the downtown Seattle urban center to which we all aspire. DUCPG recognizes that this will be an on-going process which must deal with a fluid evolution of information and discussion that will continue as many separate initiatives such as Sound Transit, the monorail, and surrounding communities' plans move towards implementation.

Thus, the following goals and policies recommended by DUCPG are both pragmatic and visionary in nature. Pragmatic recommendations bring together downtown-wide program and project needs that have emerged from the collective work of the five neighborhoods, the Downtown Circulation Study, and the DUCPG Land Use, Transportation, Housing, and Human Services Committees. These address more imminent projects and program needs that the downtown community feels should be addressed by the City in the near future.

The more visionary recommendations were also formulated within the process and from intensive work with City departments engaged in on-going downtown planning and implementation. These are equally important, but will require more broad discussion and analysis.

Making the Plan

The DUCPG process began in June of 1995 with a series of informal discussions about downtown-wide and individual neighborhood issues. In November, 1995, a "kick-off" attracted 130 people and led to the formation of the DUCPG committee which formalized the working group of, neighborhood representatives charged with the downtown plan. During 1996, the DUCPG worked with the neighborhoods to coordinate the phase one work of generating vision statements and defining the scope of work for the planning. The overall vision statement adopted by the DUCPG is:

"The downtown Urban Center is a mosaic of residential and mixed use districts, regional cultural facilities, civic and *retail cores*. Within a preeminent urban center is the foundation for a *vital* Downtown. Respecting the unique identities of the *five* individual neighborhoods is as important" as recognizing the powerful forces which drive a larger regional *vision for Downtown*. *With this foundation in place, there is great potential to refine the art of living and working Downtown.* "

Each of the neighborhoods also adopted vision statements and work programs for the phase two planning.

The DUCPG organized itself into committees addressing land "use and urban design, housing, transportation, and human services chaired by DUCPG members.

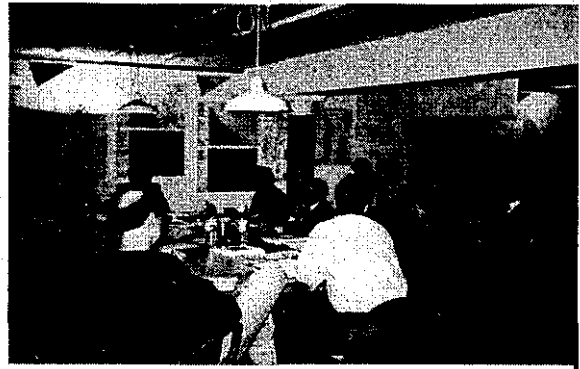
Representatives from the neighborhoods were invited to

participate in the committee work and to

ensure that there was communication between the DUCPG committees and the related committee work at the neighborhood level. The DUCPG met monthly during 1996-98 to hear committee reports and direct the production of the downtown plan. Special events including workshops on "downtown futures", pedestrian and bicycle transportation, parking, human services and zoning were conducted. As alternatives emerged, the DUCPG held meetings and workshops to present them to the community.

A wrap-up validation mailer was distributed to 28,000 addresses within the downtown. It contained a response sheet and an invitation to a November, 1998 event where the draft plan was presented and discussed. In conjunction with the draft plan, the approval and adoption matrix was prepared, reviewed by the DUCPG and neighborhoods and presented to the city executive department for review and comment. The matrix contains "key strategies" that are presented as actions ranging from zoning changes to further work necessary to create a downtown urban design framework plan and a human services plan.

In January, 1999, the entire package, including the Mayor's recommendations, will be transmitted to the City Council which will hold committee discussions and hearings and ultimately adopt the plan in May or June. Individual councilmembers have attended DUCPG workshops throughout the process. When the plan arrives at the Council, they will also do a walking tour of the area which will be conducted by the DUCPG. Recently, the Mayor's cabinet participated in a similar tour to learn more about the plan priorities. Each of the downtown neighborhoods has gone through this same process with the DUCPG providing support during the Council review and public hearings. The DUCPG chairs are also briefing individual Council members on the plan.



Resources

The City provided over \$500,000 for both phases of the planning. This included a \$148,000 grant from the Federal Transit Administration which was used to fund a downtown circulation study that was folded into the downtown plan transportation element. Most of the funding went to a consultant team which prepared analyses, developed alternatives, and helped the committees package their ideas. Consultants were assigned to each of the standing DUCPG committees. A plan coordinator consultant worked with the DUCPG to compile the pieces, coordinate with the committees and neighborhoods, produce events, and facilitate meetings. A communications consultant was also retained to assist the DUCPG in formulating strategies for outreach to elected officials, key stakeholders, the media, and the public.

A major downtown property owner provided space for the Downtown Resource Center which the DUCPG used for meetings, enabled drop-in public access to work-in-progress, and contained work space for a part-time staff person who assisted in research, logistical support, and communication. This person also conducted a comprehensive survey of all downtown human service providers and developed a data base of the survey results to be used in the preparation of a human services plan for the community.

[In addition to the above resources, a large amount of city staff time was invested including the Project Manager from the Neighborhood Planning Office and senior

planners and analysts from the Strategic Planning Office, and the Departments of Housing and Human Services, Transportation, and Construction and Land Use.

These professionals worked closely with the committees providing information, analysis, and guidance to ensure that the recommendations worked with the complex interrelationships of comprehensive plan goals and policies, the regulatory framework, and the provisions of on-going related programs such as the planning for the new regional light rail service, special housing funding programs, and design review procedures and guidelines for downtown development. Since many of the DUCPG recommendations will be implemented through further planning refinements by these city professionals, it was crucial to develop a collegial partnership between the volunteers and the staff so that the resulting plan has common ownership.

The Geography

Downtown Seattle is a crescent-shaped area bounded by Elliott Bay (of Puget Sound) on the west, Interstate 5 and Rainier Avenue on the east, Seattle Center and the South Lake Union area on the north, and the Duwamish manufacturing/industrial center on the south. The 945 acre area generally slopes down from east to west. Some slopes are quite steep. The street grid bends twice to follow the waterfront, resulting in interesting north-south arterial corridors and triangular intersections at the seams. Views to the west feature the Bay and distant Olympic Mountains. The urban center contains approximately five million square feet of retail space (2,000 establishments) 28 million square feet of office space, 8,000 dwelling units, and 9,000 hotel rooms. Recently completed or pending public and institutional projects include a symphony hall, art museum, main library, convention center expansion, federal courthouse, city justice center, and city hall. Private development includes office buildings, apartments and condominiums, hotels, and retail centers.

The downtown urban village neighborhoods include:

- **Denny Regrade (Belltown)** - a "hot" area of residential growth featuring high-end highrise condominium towers, apartments, galleries, cafes, and offices. Some of this neighborhood's issues include protection of older low-rise affordable housing, provision of open space to support the residents, and access to the waterfront.
- **Denny Triangle** - a relatively underdeveloped area containing surface parking lots poised for substantial new office and residential projects as well as the new federal courthouse and a new police precinct station. Issues include leveraging development capacity to stimulate a mixed-use community, provision of attractive pedestrian streets, and infrastructure capacity. The City and King County are considering the application of an innovative program to transfer development rights from rural areas into the Triangle.
- **Commercial Core** - the traditional retail center of the region. Also includes the historic Pike Place Market, the civic center and most of the major cultural venues. Issues include wise use of the limited remaining development capacity, protection of historic and small-scale buildings, and increased residential development.

- Pioneer Square - the original downtown of Seattle and a busy arts and entertainment center. Now a historic district with limits on development imposed to protect the character and scale of the early buildings. Also the northern edge of the new sports complex containing the Seattle Mariners' Ballpark and Seattle Seahawks' Stadium (replacing the Kingdome). The rehabilitated historic King Street Station is to be used as the City's Amtrak terminal and service other transportation functions. Issues include sensitive infill development to create new housing, including artist's lofts, protection of area retailers from stadium congestion, and improved social service delivery to reduce impacts of the homeless population.

- Chinatown/International District -, Seattle's historic gateway for Asian immigrants. A lively neighborhood of restaurants, shops and service businesses supporting a low-income elderly population as well as a regional cultural and entertainment destination. Issues include protection of the existing housing and increasing the residential population, stadium impacts, and maintenance of the rich multi-ethnic character.

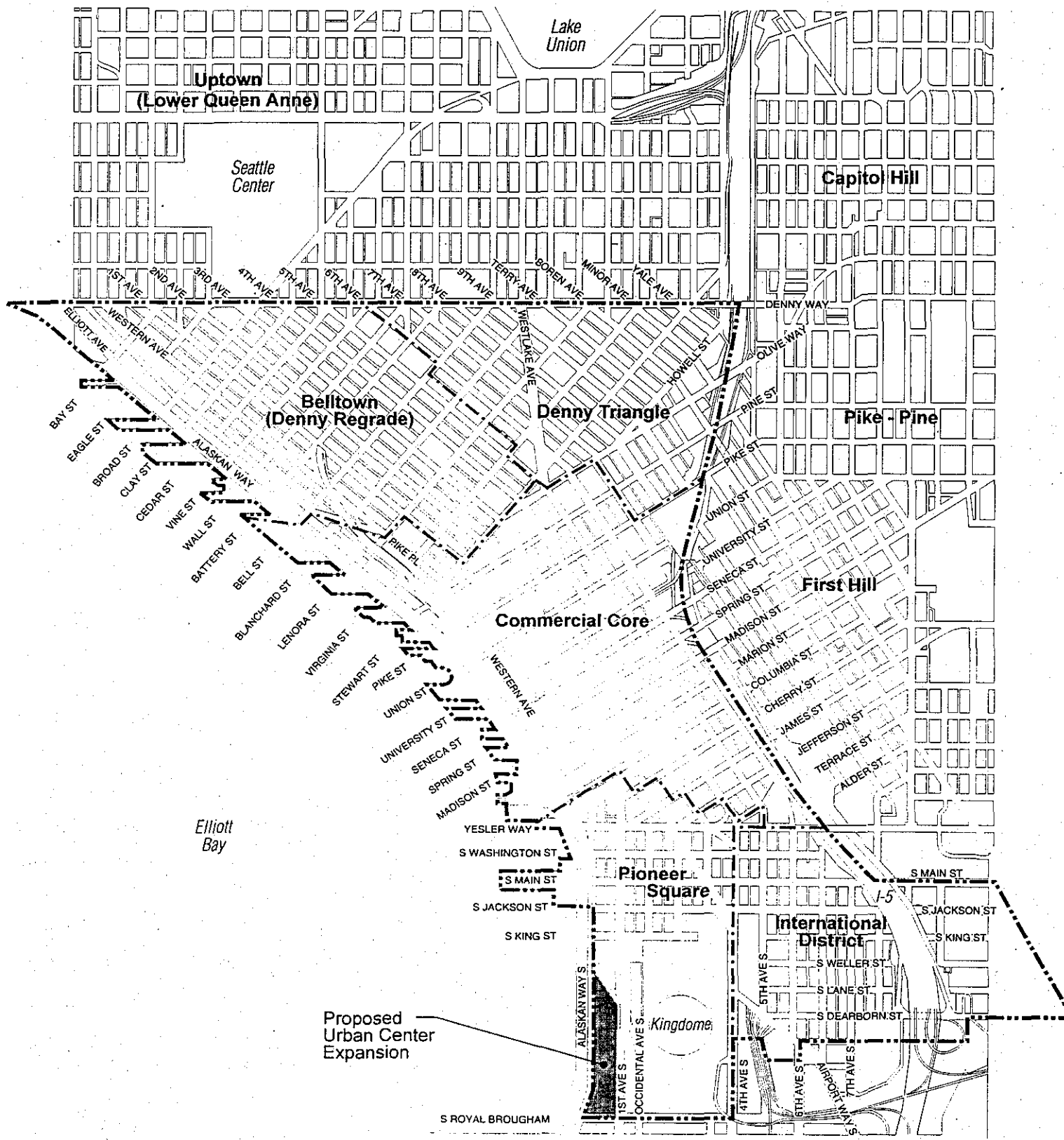
Organization of the Plan

This Plan is a revision of the 1985 Downtown Land Use and Transportation Plan. The revisions include elimination of goals and policies which have either been achieved or outdated; insertion of new goals and policies developed by the DUCPG and the downtown urban village neighborhoods; and reorganization into chapters:

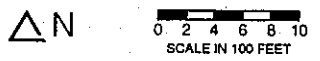
- . I Introduction
- H. Goals
- . III. Neighborhood Policies
- . IV. Land Use and Urban Design Policies
- . V. Open Space Policies
- . VI. Economic Development Policies
- VII. Housing and Human Services Policies
- VIII. Transportation Policies
- IX. Implementation Work Program

. *Appendices*

It should be recognized that the Downtown Plan is a compilation of the five downtown urban village neighborhood plans which contain significantly greater levels of detail with respect to implementation actions and priorities.



Downtown Neighborhoods



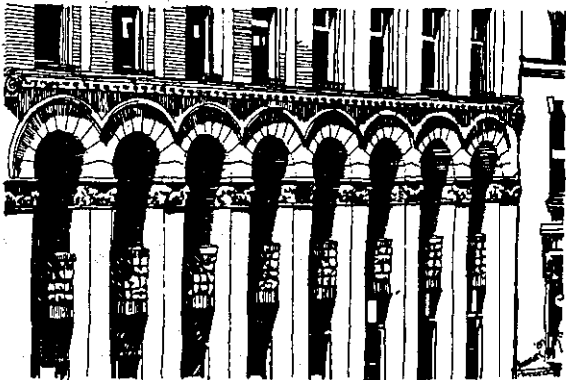
II. GOALS

This chapter includes overarching goal statements that establish the purpose of the Downtown Plan.

Comprehensive Plan

The Seattle Comprehensive Plan establishes goals for the Downtown Urban Center which provide the foundation for the Downtown Plan and the urban village neighborhood plans. Key Comprehensive Plan goals include:

- G20 Identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system.
- G33 Achieve the following 20 year growth targets in Seattle's urban centers (Downtown: 14,700 households and 62,700 jobs).
- G64 Establish in "downtown areas the broadest mix of activities and greatest intensity of development in the *region*.
- G74 Goals for the provision of open space *and* related facilities are as *follows*: (one acre of open space for every 1,000 households in each urban village *plus* one acre of open space for every 10,000 jobs in each urban village.



Overall Downtown Goals

The following Framework Goals are intended to further define the direction for downtown growth and development.

GOAL A: PRE-EMINENT REGIONAL CENTER

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.

GOAL B: ECONOMIC DEVELOPMENT

Economic development activities consistent with these policies shall be promoted to attract and retain businesses and to expand employment and training opportunities for Seattle area residents.

GOAL D: URBAN FORM

Public and private development shall make a positive contribution 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; and 7) preserving downtown's important historic **buildings** to provide a tangible link to the past; and B) adequately mitigating impacts on the quality of the physical environment. resulting from more intensive redevelopment

GOAL E: CULTURE AND ENTERTAINMENT

Downtown shall be reinforced 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. Facilities for artists to live and work in the downtown shall be encouraged.

GOAL F: NEIGHBORHOODS

The varied character of the neighborhoods which make up downtown shall be recognized and enhanced. Actions shall be taken to **preserve** those characteristics determined desirable, counter trends that are determined undesirable and implement the adopted neighborhood plans. Development in each downtown neighborhood shall be guided by a comprehensive set of **policies** which recognizes the functional identity, relationship to surrounding **activity**, existing scale and character of development, desired changes in character, transportation capacity, and historical precedents established by the neighborhood plan.

GOAL G: OFFICE AND COMMERCIAL CONCENTRATION

The needs of a wide range of office and commercial activities shall be met by concentrating the densest office activity in a compactly developed core area bound by the government center, 1-5, the retail core and the lower intensity areas along **First Avenue**. Areas for additional concentrations of office development, along with a mix of other uses, shall bound the office core to accommodate office expansion and provide a transition with less intensive development in adjacent areas like Pioneer Square and the International **District**. Combined, these areas shall accommodate the largest share of downtown employment growth. Concentrations of office use shall **occur**: where such concentrations already exist; where adequate infrastructure exists or can be made adequate; where the existing and planned transportation system has the capacity to handle increased demand; where healthy concentrations of other desirable uses such as retail and housing will not be displaced; and **where such** ,“

concentrations are consistent with neighborhood development objectives.

GOAL H: RETAIL CONCENTRATION

The concentrated shopping **function** of the retail core shall be reinforced; the general form and scale of the area shall be **preserved**; and the area shall be protected from high **density** uses that **conflict with the primary** retail function. Other concentrations of retail activity **shall** be encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

**GOAL 1: RESIDENTIAL AND MIXED USE
____AS**

Areas promoting a mix of housing, employment and related support activities shall be encouraged in a crescent surrounding the office and retail cores. Areas which are predominantly residential in character shall be fostered within the International District and Denny Regrade. To meet neighborhood development objectives and accommodate downtown growth targets for employment and housing, adopted neighborhood plans shall further define the **appropriate** mix of activities.

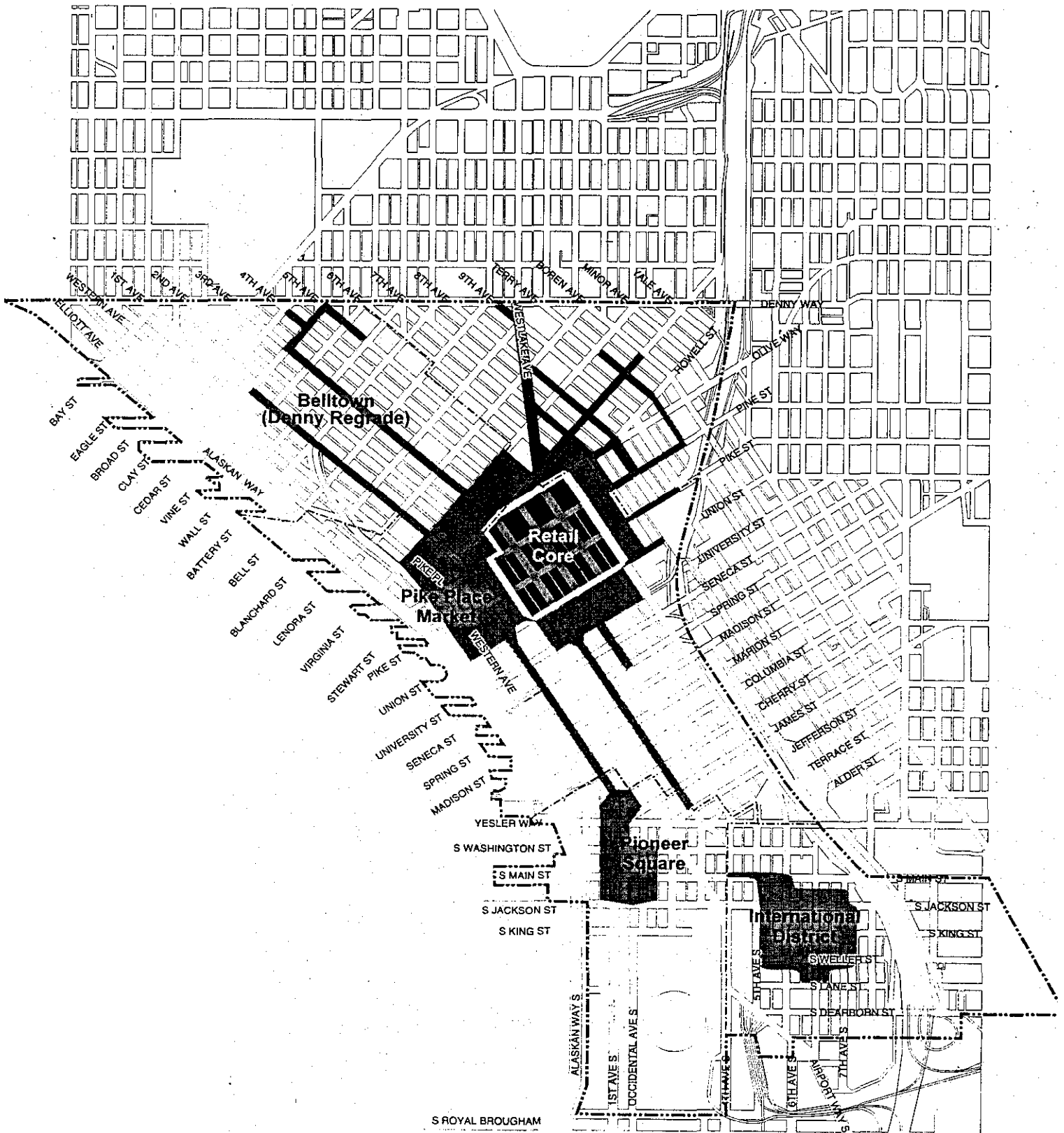
GOAL J: SHORELINE

The City shall actively work to revitalize the Harborfront in order to strengthen maritime activities and enhance opportunities for public access, consistent with the **shorelines** goals and policies established in the Comprehensive Plan Land Use Element.

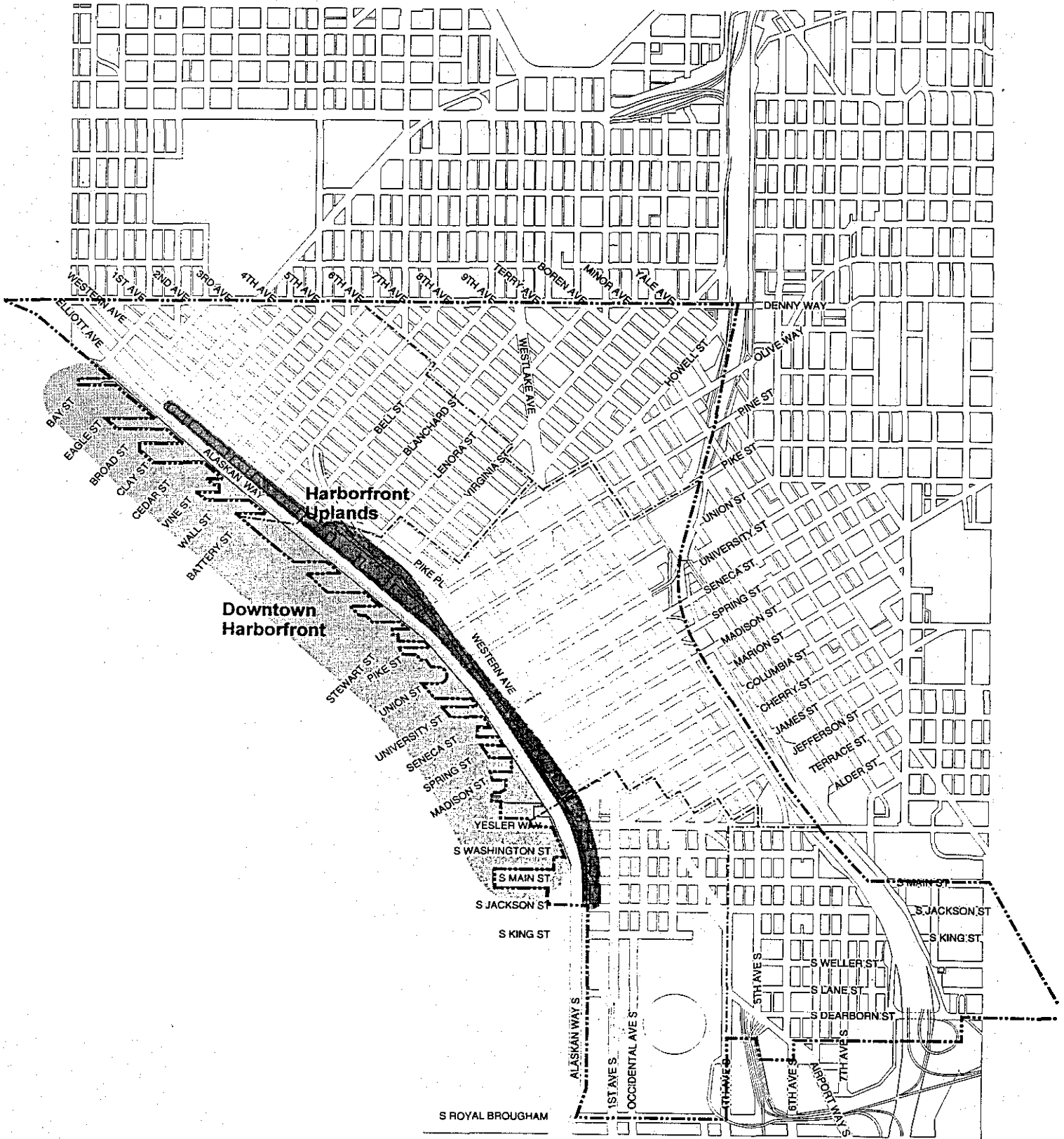
GOAL K: TRANSPORTATION

Transportation improvements **shall** be planned and built to complement and reinforce desired land use patterns; growth in peak hour travel shall be accommodated primarily by transit; transit and pedestrian travel shall be encouraged as the primary means of internal circulation; and vehicular traffic passing through downtown on surface

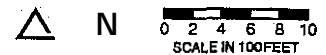
streets **with** a destination elsewhere shall be discouraged. The importance of the automobile as a means of access to downtown for non-work trips shall be recognized.



Retail Concentrations



Shorelines



MAKENS 9803 (mapa.pdf)

GOAL L: HOUSING

Housing opportunities in downtown Seattle shall be significantly expanded for people of all income levels with the objectives of: 1) accommodating approximately 26,000 households by the year 2014 with 30,000 to 40,000 new residents; 2) at a minimum, maintaining the **existing** number of occupied low income **units**; 3) developing a significant supply of affordable housing opportunities in balance with the market resulting from the growth in downtown employment. -Housing shall be allowed in all areas of downtown except over water. Public resources and incentives for private development, including density regulations and development standards that encourage housing, shall be targeted to promote the amount and type of housing development necessary to achieve downtown neighborhood housing goals. The impact of high density commercial development on the downtown housing supply shall, in part, be addressed through density incentives in the form of floor area bonuses and the transfer of **development** rights. 4) meeting individual urban village neighborhoods' housing targets and priorities. Housing shall be allowed in all areas of downtown except over water. Neighborhoods which are predominantly residential in character shall be fostered in areas defined by neighborhood plans. Public resources and incentives for private development shall be concentrated in these target areas. The City shall establish priority programs for supporting the development of new housing serving households with incomes up to 80% of median.

GOAL M: HUMAN SERVICES

Support the provision of adequate health and human services to meet the needs of downtown residents and workers.

GOAL N: PUBLIC SAFETY

Public safety shall be promoted through 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.

GOAL O: NEIGHBORHOODS

Five neighborhoods **shall** be recognized within the Downtown Urban Center for planning and growth monitoring purposes, including **Belltown**, the Denny Triangle, the Commercial Core, Pioneer Square and Chinatown/International District. The varied character of these neighborhoods and other distinctive areas within downtown shall be recognized and enhanced. Actions shall be taken to implement adopted neighborhood plans and to preserve desirable characteristics and counter undesirable trends, as determined by these plans.

[11. DOWNTOWN NEIGHBORHOOD (URBAN CENTER VILLAGE) GOALS AND POLICIES

- A. **Belltown**
- B. **Chinatown/International** District
- C. Commercial Core
- D. Denny Triangle
- E. Pioneer Square

NEIGHBORHOOD GOALS

The following goals define the specific intents of the downtown neighborhoods.

DENNY TRIANGLE:

Housing

- HI. A diverse residential neighborhood with a variety of housing types and an

even distribution of household income levels.

Land Use

LU1. A mixed-use neighborhood that combines commercial **office** space, **retail** sales and services, social and public services, open space, and a residential population in accordance with the Denny Triangle targets.

LU2. Develop the air rights above/at Convention Place Station in accordance with the Denny Triangle Plan.

Urban Form

UF1. A diverse, mixed-use character that provides a transit and **pedestrian**-friendly atmosphere.

UF2. Improve existing **streetscape**, to **include** open space, landscaping, public amenities and art.

UF3. Design/develop green **streets** per the Denny Triangle Plan.

UF4. Integrate "way-finding"

Transportation

T1. Reduce external transportation **impacts** while improving internal access and circulation.

T2. Provide pedestrian friendly environment to include improvements to bus stops, pedestrian crossings, etc.

T3. Integrate "way-finding" improvements.

BELLTOWN (DENNY REGRADE):

Housing

G1: A neighborhood where growth, provides a varied housing stock and a **wide** range of affordability.

G2: A neighborhood with **tools** to preserve its housing stock and prevent displacement of low and **low**-moderate income residents.

Land Use

G3: A neighborhood with a vibrant **streetscape**.

G4: A neighborhood with a mixed use character with an emphasis on residential and **small** business activity.

G5: A **Belltown** with neighborhood design guidelines and design review.

Transportation

G5: A circulation system that enables people to live, work, shop, and play in **Belltown** and all of Downtown without a car.

(Pedestrian Environment)

G6: A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at-grade access.

G7: A neighborhood with a sense of ownership and seamless transition between public and private space.

(Transit)

G8: A neighborhood served by an efficient and easy to use transit system.

(Parking)

G9: A neighborhood with sufficient parking to meet the needs of **Belltown residents** and businesses, and where the provision of adequate parking does not encourage people to choose car trips over other modes.

(Alleys)

G10: A neighborhood with well designed and constructed green street improvements on designated green streets.

G11: A neighborhood with alleys which are viable pedestrian and bicycle routes and business access points, while maintaining their function for service access.

(Green Streets)

G12: A neighborhood with well designed **streetscapes that** enhance the character and function of **Belltown's** streets and avenues.

Community Enrichment and *Social* Services

G13: A thriving, integrated community that takes a stewardship role in the community.

G14: A neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.

Public Safety and Neighborly Regulations.

G15: A neighborhood where it is safe to live, work and play. "

COMMERCIAL CORE:

G1: A major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of **cultural** and entertainment activities.

G2: A unique neighborhood identity for the Commercial Core.

PIONEER SQUARE:

Open Space

G2: A community with a strong **quality** of life through public art and cleanliness.

Public Safety

G: A community which invites pedestrian and tourist activity through a high level of civil behavior and cleanliness.

Housing

G: A **diverse** community with a significant residential population.

Economic Development

G: A diverse and unique community with an eclectic mix of businesses and major community facilities

Transportation and Utilities

G: A community with an efficient transportation system that provides efficient access to sites inside and outside neighborhood boundaries.

CHINATOWN - INTERNATIONAL DISTRICT

G1: Thriving businesses, organizations, and cultural institutions.

Housing Diversity and Affordability

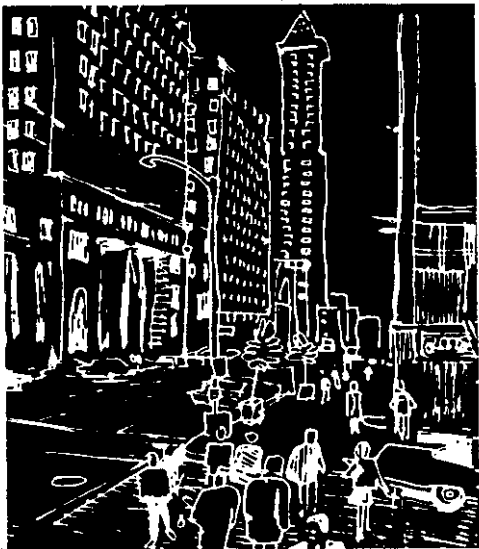
G1: A neighborhood with diverse and affordable housing

Safe and Dynamic *Public* Spaces

G1: Create Safe and Dynamic Public Spaces

Accessibility

G: An accessible neighborhood with transit and to the neighborhood for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes and walking.



111. NEIGHBORHOOD POLICIES

The following policies were drafted by the five downtown urban village neighborhoods to provide implementation direction for the goals listed in Chapter II.

DENNY TRIANGLE

Housing

- P1. Seek an even distribution of household income levels.
- P2. Implement bonuses, zoning, TDR programs and **City** investment to stimulate housing development throughout the Denny Triangle Neighborhood.
- P3. Maintain a balance in the **supply** of low-income units in **proportion to the** supply of low-moderate, moderate, and market rate units in the Denny Triangle neighborhood throughout the life of the plan.

Land Use

- P]. Consider a variety of [and use tools, including increased height **limits** and floor area ratios, TDRs 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..
- P2. 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.
- P3. **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.

- P.4 Develop air rights over/at Convention Place Station and redevelop as a mixed-use, high density area.

Urban Form

- P1. Encourage the development of gateway markers at major entryways to the neighborhood along Denny Way.
- P2. Encourage the creation of new major open spaces, including at Westlake **Circle** and at the Olive/Howell wedge
- P3. Encourage redevelopment of small triangular parcels as neighborhood open space/parcel parks.
- P4.** Designate and support the development of green streets in the neighborhood
- P5. Support redevelopment of **Westlake** Boulevard as a boulevard.
- P6. Encourage the creation of open space as part of new public projects..
- P7. Improve existing **streetscape per the** Denny Triangle Plan.



Transportation

- P1. Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions.
- P2. Use partnerships with transit **providers to** improve the basic transit route structure, system access and connectivity and improve bus stops to better serve the neighborhood.
- P3. Seek ways to improve safety and convenience of **bicycle** travel within and through the neighborhood.
- P4. Explore ways to improve pedestrian safety and convenience along and across the **arterials** in the neighborhood.
- P5. Consider development of **traffic** improvement plans to lessen the impact of regional automobile **traffic** on the Denny Triangle neighborhood.

BELLTOWN (DENNY REGRADE)

Housing

- P1: Provide a resource to assist nonprofit developers to develop new affordable housing in the neighborhood.
- P2: Seek to preserve the exiting neighborhood **scale** and character by developing tools which encourage the retention of existing and creation of a variety of small scale development types.
- P3: Develop methods to integrate and stabilize the current population, respect neighborhood character and serves as a catalyst for the rest of the planning objective.
- P4: Support the neighborhood's identified goals for housing affordability.
- P5: Support projects that will increase artist housing.
- P6: Encourage methods to improve the effectiveness of the land use code requirement that at least 10% of units in newly constructed buildings of more than 20 **units** be provided and maintained as affordable housing to households up to 150%.
- P7: Strive to increase the amount of housing production achieved through **the Bonus and Transfer of Development Rights Program**.
- P8: Strive to preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized targets.
- P9: Use a variety a tools to create and **preserve** affordable housing, such as increased funding and regulatory mechanisms (i.e. Transfer **of**

Development Rights (TDR) and **Bonus** programs.

- P10:** Develop tools for owners of existing affordable rental housing to make property improvements without having to raise **rents**.
- P11: Strive to maintain the affordability of existing federally subsidized housing.
- P12:** Create a forum for the ongoing monitoring of housing **affordability** as the market changes over time.
- P13: Develop programs to assist non-profit agencies to identify local property owners who might be willing to enter into a first-right-of-refusal agreement for sale of **their** property.
- P14:** Research and **report to** the community on housing issues related to specific sites where neighborhood input is appropriate.

Land Use

- P15:** Promote pedestrian activity through such methods as eliminating "dead spots" of street level activity.
- P16:** Provide opportunities for artists and start-up businesses through techniques such as live/work space and the temporary use of vacant "transitional" buildings.
- P17:** Promote human scaled architecture, particularly ground level retail uses.
- P18:** Increase neighborhood involvement in design review and development review.
- P19:** Strive to preserve and "enhance the intended residential character of **Belltown** by limiting the amount of off-site commercial advertising in the neighborhood.

P20: Maintain designated view **corridors**.

(Transit)

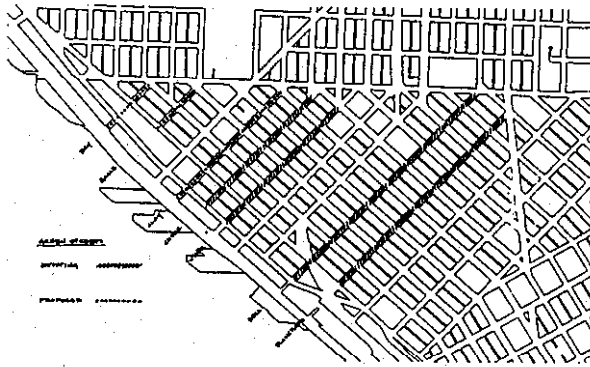
P21: Develop public/private investment strategies for a healthy business climate that attracts and supports the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents and to attract visitors for a healthy business climate.

P25: Explore methods to consolidate transit service into major corridors **within** the neighborhood.

P22: Promote opportunities for small businesses to find affordable sites within **Belltown**.

P26: Develop well **designed** and managed multi-modal hubs in **the** neighborhood.

P27: **Improve** transit access to other neighborhoods, especially to Capitol Hill and the University District.



(Parking)

P28: Strive to maintain adequate levels of parking and provide additional parking in the neighborhood for residents and businesses **while** enhancing street level activities and aesthetics.

P29: Maintain **the** availability of parking in the neighborhood for **Belltown** businesses and residents.

Transportation

(Alleys)

(Overall Policies)

P30: Promote well used, safe and clean alleys.

P22: Accommodate vehicular access, egress and parking supporting residences, businesses, institutions and destinations within **Belltown**.

P31: 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.

P23: Manage routing and growth of vehicular traffic that uses **Belltown** as a through-corridor and mitigate neighborhood impacts.

Community Enrichment and Social Services

(Pedestrian Environment)

P33: Encourage increased communication between social service providers and the community at large.

P24: Encourage citizens to view streets as front porches; alleys as back doors, and parks (both public and private) as yards and gardens.

Public Safety and Neighborly Regulations

P34: Strive to increase participation in the **Belltown** Crime Prevention Council

and Block Watch Programs through outreach.

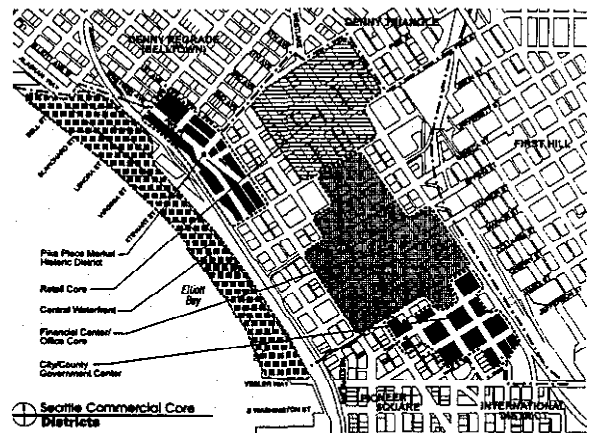
- P35: Promote awareness of Crime Prevention Through Environmental Design (**CPTED**) techniques.
- P36: Promote a safe neighborhood environment to **encourage** day/night and weekend pedestrian oriented activity.

- P7: **Use** Green Streets and open space as a means to improve urban design character and provide amenities that support growth.
- P8: Seek to improve the cleanliness and **safety** of streets and public spaces.
- P9: Seek to improve **the** pedestrian, qualities of streets and **public** spaces.
- P10: Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.

COMMERCIAL CORE

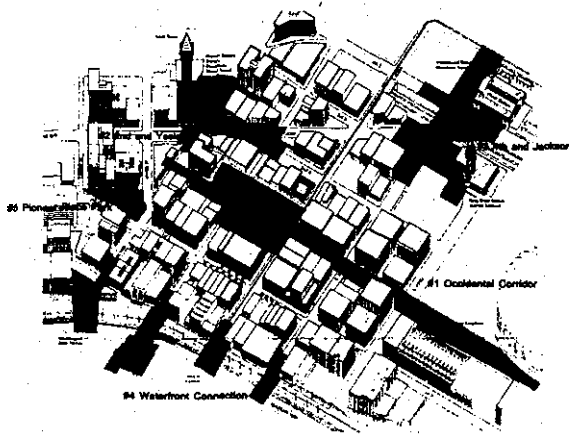
- P1: Explore revising [and use codes, public benefit bonuses and incentive programs to stimulate desirable development and **support** neighborhood goals.
- P2: Encourage variety in architectural character and building scale.
- P3: Strive to maintain the neighborhood's historic, cultural and visual resources.
- P4: Seek to provide housing affordable to households with a range of income levels.
- 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 spaces.
- 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.

- P11: Work with transit providers to promote convenient transit and public access to and through **the** Commercial Core.
- P12:** Seek opportunities to improve mobility throughout the Commercial Core.
- P13:** Seek to increase coordination among **downtown human services providers.**



PIONEER SQUARE

Critical Areas



Open Space

- Psi:** Encourage the inclusion of an **artist** in the design of publicly funded projects.
- PS2:** Improve gardening, cleaning and maintenance of Public Spaces within the Square through the coordination of city departments and private or non-profit cleaning companies.
- PS3:** Recognize the importance of Occidental Corridor as the "center" of the neighborhood.
- PS4:** Strive to improve park areas within the Square through grant funding and technical assistance.

Public Safety

- PS5:** Maintain a high level of public behavior and civility standards through police enforcement and participation by neighborhood groups.
- PS6:** Continue to support Good Neighbor **Agreements** between existing social service providers and the neighborhood.

Housing

- PS7:** Encourage housing development through both new construction and renovation of existing structures.
- PS8:** Encourage the retention and development of **artist** live/work space.
- PS9:** Encourage the development of housing **opportunities** for a mix of incomes.
- PS10:** Encourage concurrent development of businesses necessary to support residents in new housing developments.

Economic Development

- PS11:** Recognize the Khsgdome North Lot development as a business anchor in the neighborhood.
- PS12:** Encourage coordination between development **projects**, neighborhood enterprise and the **local** labor pool - especially low-income and shelter residents.
- PS13:** Strive to maintain local access to Pioneer Square during major events.
- PS14:** Support neighborhood efforts to develop business support and communication system.

Transportation and Utilities

- PS15:** Coordinate with other responsible agencies to develop access opportunities to the neighborhood through transit and pedestrian methods.
- PS16:** Strive to improve infrastructure to accommodate increased pedestrian and traffic uses.

PS17: Strengthen coordination of **alley** improvements among **city** department and involved neighborhood groups.

PS 18: Encourage the development of a community parking program.

CHINATOWN - INTERNATIONAL DISTRICT

Cultural and Economic Vitality

- PI:** Support marketing activities that promote neighborhood businesses, events and cultural opportunities.
- P2:** Work with the Chinatown - International **District** community to develop business improvement strategies to encourage greater customer patronage to individual businesses.
- P3:** Encourage new business development and location within the neighborhood.
- P4:** Emphasize night-time activity to tap into a new market for businesses.
- P5:** Support development of a multi-purpose community recreation center with space for community programs and associations.
- P6:** Improve utility infrastructure, when appropriate, **to support community** needs.

Housing Diversity and Affordability

- P1]:** Seek to diversify housing stock to include more moderate income and family housing.
- P2:** Seek additional affordable housing strategies to preserve existing **low-**income units and households.

P3: Explore resources and strategies for upgrading existings sub-standard and vacant buildings.

Safe and Dynamic Public Spaces

- PI:** Support specific programming to deliberately activate the parks, especially Kobe Park.
- P2:** Look for ways to incorporate design elements for crime prevention throughout the neighborhood, especially in parks, parking facilities and alleyways.
- P3:** Increase pedestrian safety by adding additional stop signs and crosswalk striping, where appropriate.
- P4:** 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.
- P5:** Target Jackson Street, Dearborn Street and **5th** Avenue for pedestrian improvements

Accessibility

- P1:** Seek to reduce auto congestion at key intersections.
- P2:** Work with Metro and Sound Transit to **find** ways to maximize service to residents, customers and employees in the neighborhood.
- P3:** Improve bicycle route markings and related bicycle facilities, including bicycle racks within the neighborhood.

- P 4 Increase short term **parking** opportunities within. the neighborhood.



Figure 21 Outdoor Park Activities/Chess Table

P/. LAND USE AND URBAN DESIGN POLICIES

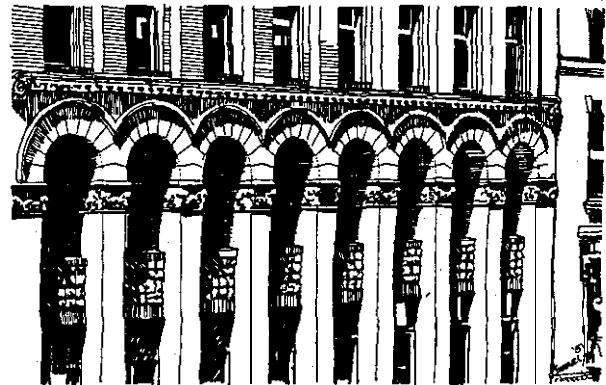
LAND USE

Introduction

Simplifying the arrangement of downtown land use designations, acknowledging the need to accommodate more mixed use development activity, and stimulating greater private investment in market-rate are primary objectives for downtown. As development interests compete for a shrinking **supply** of developable land within the downtown, it is important that regulations provide appropriate directions and incentives for the kind of development that is most suitable and desirable in downtown. The following goals have been designed to meet these challenges:

- ◆ **Stimulate** development desired by neighborhoods by revising and simplifying the zoning code bonus provisions.
 - Eliminate the existing bonus tiering system and replace it with a menu of bonus features designed to implement each neighborhood's planning priorities.
 - Eliminate unnecessary bonus features and replace them with new bonus features designed to implement neighborhood planning objectives.
 - Reevaluate bonuses and their values every five years to ensure bonuses are achieving neighborhood planning **goals**.
- Stimulate greater private investment in low-moderate income housing (50%-80% of median income).
 - Allow transferable development rights (**TDRs**) to be used for **low-moderate** income housing.
 - Institute a Housing Superbonus that links job growth and housing development.

- ◆ Create more **open space**, Green Streets, and **pedestrian-oriented streets** in downtown.
 - Assign one City department oversight and responsibility for implementing Green Streets and pedestrian-oriented streets.
 - Devise a **funding mechanism** for implementing the design, construction, and maintenance of Green Streets and pedestrian-oriented streets.
- ◆ Create a downtown-wide urban design master plan.
 - The City should hire a private consultant to prepare a downtown-wide urban center master plan for **street-right-of-ways** and public places.



URBAN FORM

POLICY LU-1 : HISTORIC PRESERVATION

The preservation, restoration and **re-use** of individual historic buildings and groupings of buildings shall be encouraged through development regulations, and incentives to encourage the retention of buildings most threatened by development pressures, and **infill** development within historic districts.

Implementation Guideline 1 Preservation and Landmarks Boards and Ordinances

The Boards responsible for evaluation and recommendations regarding downtown landmark structures shall be maintained and supported. The effectiveness of local landmarks preservation **legislation** and relation to state and federal measures **shall** be reviewed on a regular basis and changes made as **determined** appropriate.

Implementation Guideline 2 Additional Landmark Designations

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 shall be considered for designation as Seattle **Landmarks**.

Implementation Guideline 3 Transfer of Development Rights

The transfer of unused development rights from designated Seattle Landmarks and Landmark Performing Arts Theaters located in those areas of downtown with the greatest development pressure shall be allowed to any other downtown location subject to land use regulations on the sending and receiving sites. A condition of the development **rights** transfer shall be the restoration and preservation of the structure on the sending site. Public access shall be provided to the designated features of the landmark.

Implementation Guideline 4 In-Fill Development

Within downtown historic districts not subject to an urban renewal plan, transfer of unused development rights shall be allowed from new development on sites vacant prior to January 1, 1984, to any eligible receiving site within downtown, subject to land use regulations on the sending and receiving sites and the mechanisms established by Policy 24: Transfer of Development Rights.

Implementation Guideline 5 Floor Area Bonus Limitation

Unless authorized by the Landmarks Preservation Board, development that results in the destruction of a structure designated as a Seattle Landmark shall not be allowed to acquire additional development rights through a floor area bonus.

Implementation Guideline 6 Historic Buildings In Residential Areas

Designated Seattle Landmarks located **within** downtown residential zones shall be exempt from any restrictions on commercial **density** provided:

- A. The building is restored and committed for long term preservation.
- B. After restoration the building contains residential floor area equivalent to that occupied by housing as of January 1, 1974.
- C. The gross floor area in nonresidential use is no greater than the total gross floor area of the structure prior to restoration.

Implementation Guideline 7 Design Review

Downtown design review procedures and design guidelines shall be revised to reflect recommendations of the Downtown Urban Center and downtown neighborhood plans.

POLICY LU-2: BUILDING HEIGHT

The height of new development shall be **regulated** to: 1) 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 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.

Implementation Guideline 1 Height Limits

Specific **height** limits shall be established for all areas of downtown. Building height shall also be regulated through a maximum floor area ratio. Height limits for the rest of

downtown shall be lower than that which is achievable in the office core and be in general conformance with the Height **Concept map** (Map 15) and the **following criteria:** “

A. Transition. Height limits shall taper from an apex in the office core toward the perimeter of downtown, to provide transitions to the waterfront and neighborhoods adjacent **to** downtown.

B. Existing Character. Height limits shall recognize and enhance the existing scale and unique character of areas within downtown including the retail core, office core, the Pike Place Market, **Belletown**, the waterfront, Pioneer Square and the international **District**.

C. Development Regulations. Height limits shall be compatible with allowed building uses, densities and other development regulations.

D. Boundaries. Height limits and [and use district boundaries shall be coordinated.

E. Height Limits in Shoreline Areas. Building heights within shoreline areas shall be in conformance with the **heights** established in the Seattle Shoreline Master Program. Height in shoreline areas shall be measured according to the Shoreline Master Program regulations.

F. Height Measurement. **The** maximum building envelope shall generally reflect the topography of the site with allowances provided to reflect the street pattern and topographic conditions.

G., Exemptions to Height Limits for Roof-Top Features. The height, placement, coverage, and to a limited extent, design, of rooftop features shall be regulated to **allow** normal building or use functions and the development of solar energy.

Special roof-top features may be permitted to exceed **the** height limits through a Council conditional use. The request for additional

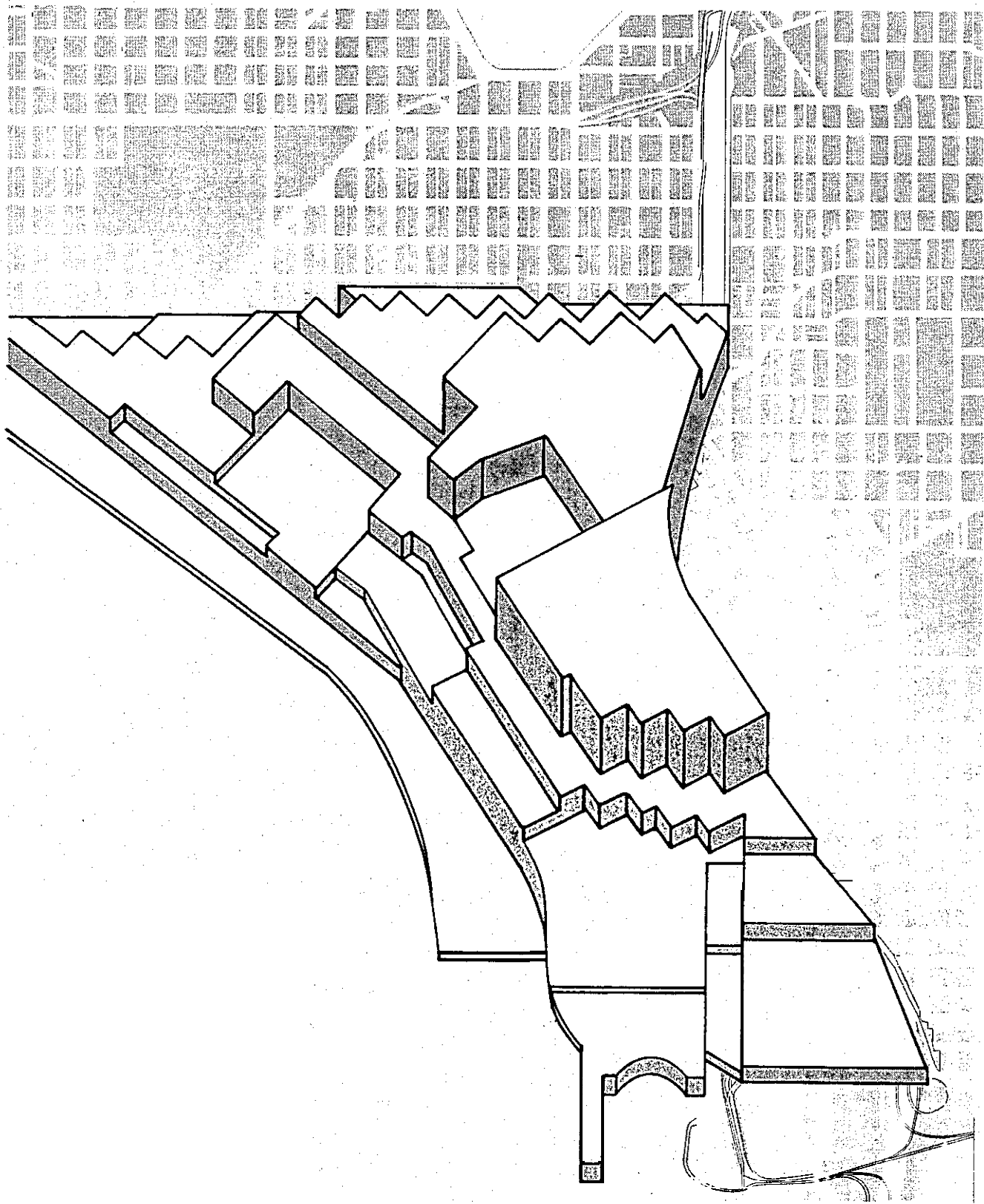
height shall be evaluated on the basis of public benefits provided, the possible impacts of the additional height, consistency with the **City's Land Use Policies**, design review and **the following** specific criteria:

- The feature shall be compatible with and not **adversely** affect the downtown skyline.
- The feature shall not significantly adversely affect the light, air, solar and visual access of properties within a 300-foot radius.
- The feature, supporting structure and the associated **building** or structure below, shall be compatible in design elements such as bulk, profile, **color** and materials.
- The feature shall not adversely affect the function of existing transmission or receiving equipment within a **5-mile** radius.
- The increased size is required for the successful physical function of the feature.

H. Exemptions to Height Limits for Urban Design Compatibility. The height of buildings may be permitted to exceed current height limits in DOC1 and DOC2 zones by up **to** 20%, provided **that** there is no increase in floor area ratio density, through the design review process. The request for additional height shall be evaluated on the basis of public benefits provided, the possible impacts” of the additional height, consistency with the **City's Land Use Policies**, design review and the following specific criteria:

- The additional height **shall** improve the urban design relationship of the **building** to its neighbors by relating to the height of adjacent buildings.
- The additional height shall improve the architectural aesthetics of the building by

allowing options to squat, bulky building shapes.



0 2 4 6 8 0
SCALE IN 100 FEET

Height Concept Map

The additional **height** shall allow a more efficient, **functional** configuration of the building tower.

The **additional** height shall not adversely affect the prioritization of housing in **the** bonus system.

POLICY LU-3: BUILDING SCALE

The form and arrangement of large buildings shall be controlled to reduce shadow and wind impacts at the street level and promote a strong physical and human scale relationship with the pedestrian environment. In areas where consistency of building form is important to the maintenance of an identifiable character and function, building bulk shall be regulated to achieve integration of new and existing development. In residential areas the bulk of tall buildings shall be limited to provide for light, air and views at street level and reduce the perceived scale of the **buildings**.

Development standards to reduce impacts of large scale buildings shall vary by district consistent with the desired scale and development pattern in the area. Building bulk may be regulated through: upper level requirements, site coverage limits above certain height of structures, maximum wall dimensions, view corridor setback, and minimum site size.

POLICY LU-4 STREET LEVEL VIEWS

Street level views of important natural features shall be identified and designated as view corridors. View corridors shall be protected through regulations controlling actions within the public right-of-way and reasonable development standards for abutting property.

Implementation Guideline 1 View Corridors

The street segments that provide views to Elliott Bay, West Seattle, Mount **Rainier** and the Olympic Mountains shall be designated

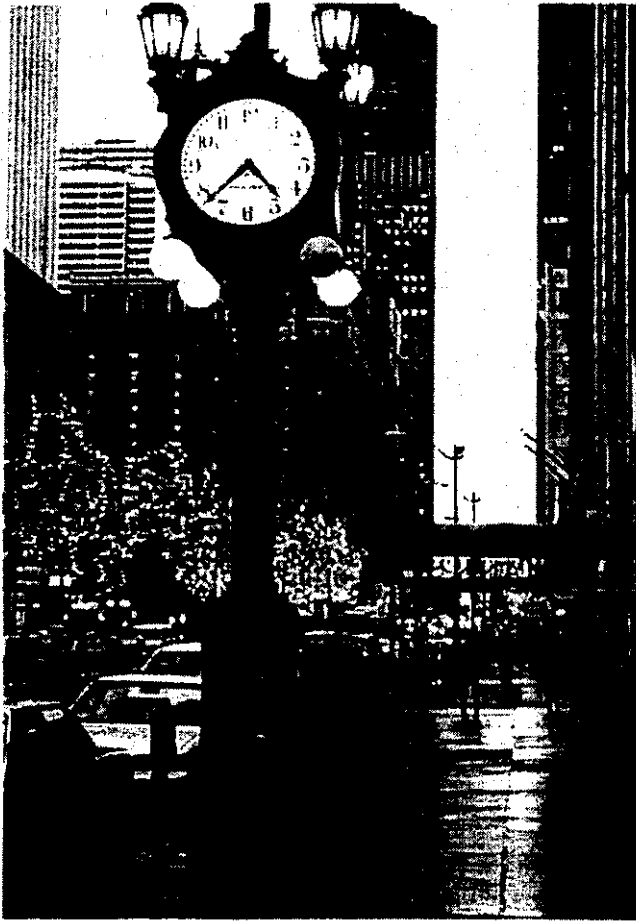
view **corridors** in" accordance with View Corridors Map. These designated View corridors **shall** be considered in **evaluating** street vacations and encroachments in accordance with Policy **LU-6: Uses of Street Space**, and skybridges and aerial trams in accordance with Policy T-4 Pedestrian Circulation.

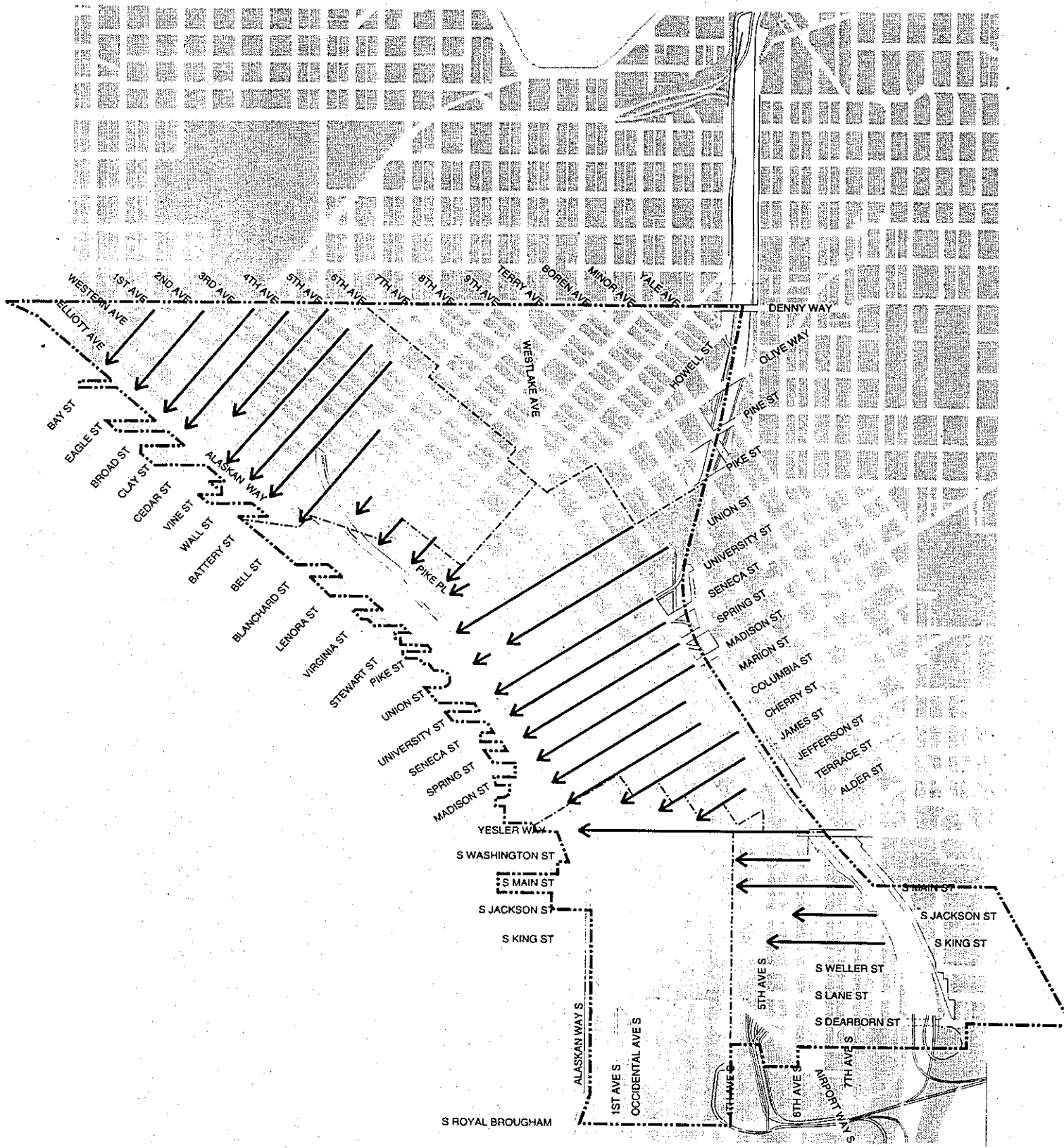
Implementation Guideline 2 View Corridor Setbacks

In addition to any setbacks required to reduce building bulk, the upper portion of buildings shall be set back to provide a view corridor along street segments designated as View Corridors Setbacks.

The elevation and the depth of setback shall be adjusted in relation to topography to enhance the scope of the view. The vertical elevation of the setback **shall** be related to the lower height of existing development near the waterfront, over which the pedestrian presently has broad views. As streets rise from the waterfront, the height at which the setback must occur to maintain the scope of view shall decrease.

The horizontal depth of **the** setback shall also vary. Uphill, where the elevation of the setback is lowest, the depth of the setback shall be the [east. Moving downhill, the setback depth shall increase to maintain the wide scope of view down the street. This principle **relating topography** and setbacks, balances the setback requirements as they apply to sites sequentially along each street so that deep setback occur at high elevations and shallow setbacks occur at lower elevations.





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SCALE IN 100 FEET

View Corridors

POLICY LU-5: STREET LEVEL DEVELOPMENT STANDARDS

A strong relationship between buildings and the sidewalk environment shall be established through specific street level development standards and incentives. **Streetwalls**, facade transparency, blank walls, screening of parking, street landscaping, and overhead weather protection shall be regulated. Standards shall be based on **the** pedestrian environment policies and the pedestrian street classification system.

The standards are intended to: 1) make the streets an enjoyable and pleasant place to be; 2) provide visual interest for the pedestrian; 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; and 6) provide strong edges to clearly define public open spaces.

Implementation Guideline 1 Development Standards in Soecial Districts

Street level development within the Pioneer Square Preservation District, International Special Review District and Pike Place Project Urban Renewal Area shall be regulated in accordance with guidelines developed and administered by the appropriate boards or City department. Street level development of waterfront **lots** shall be regulated in accordance with Downtown Harborfront policies.

Implementation Guideline 2 Pedestrian Street Classification

The Pedestrian Street Classification System and map included in **the** Transportation Element shall form the basis for regulating street level development. Standards shall vary depending on the classification of the street and the predominant character of the area.

Implementation Guideline 3 Standards for General Street Walls

General street wall standards shall be established throughout downtown for the minimum required street wall height and the maximum area that the street wall may be set back from the street property line.

Implementation Guideline 4 Standards for Property Line Street Walls

Where a consistent pattern has been established **by** existing development, stricter street wall standards shall apply at those locations identified on the Property Line Street Walls map (Map 18).

Implementation Guideline 5 Facade Transparency

Visibility to building **interiors** or display windows shall be required **in order** to maintain an attractive and diverse pedestrian environment.

Implementation Guideline 6 Blank Wall Limitations

The length of blank walls shall be limited to prevent the disruption of existing patterns of use and avoid an uninviting street environment.

Implementation Guideline 7 Overhead Weather Protection

A floor area bonus shall be established to encourage the provision of overhead **weather** protection along all Class I Pedestrian "Streets in areas where floor area bonuses apply.

Implementation Guideline 8 Street Landscaping

Street trees shall be required on all downtown streets as part of new development to provide a visual amenity for pedestrians as well as a psychological buffer from the noise and dirt of street traffic. Deciduous trees shall be preferred. Tree planting shall conform to the Street Tree Planting standards of the **City** of Seattle, subject to the following modifications

A. Street trees and other landscaping on designated view corridors within the public

right-of-way shall be subject to standards developed to assure view preservation.

B. Street trees and other landscaping on Green Streets shall be provided according to the specific design for each Green Street.

C. Where areaways are located beneath the public sidewalk, provision shall be made for below grade planting containers to accommodate the required street landscaping.

Implementation Guideline 9 Screening of Parking

Parking within structures at or above grade shall be screened to ensure an active and visually pleasing street environment. Type I and 11 Pedestrian Streets shall be protected from visual impact of parking. Parking at street level shall not be permitted in Type I Pedestrian Streets unless separated from the street by another use. In other locations, parking within structures at street level may be allowed provided it is screened from view at sidewalk level, and the street level wall shall be enhanced by architectural detailing, artwork, landscaping or features providing similar visual interest. Lighting shall be shielded to minimize nighttime glare affecting nearby areas.

Landscaping and a solid fence or wall or a landscaped berm shall be provided along the street frontage of surface parking lots.

POLICY LU-6: USES AT STREET LEVEL

Uses at street level which provide pedestrian interest and generate activity shall be required or encouraged selectively in conformance with policies for the pedestrian environment. Street level uses shall be promoted to reinforce and not dilute existing retail concentrations, enhance main pedestrian links between areas and establish new pedestrian activity where appropriate to meet area objectives. Incentives for the provision of street level uses and for shopper amenities

shall be provided by FAR exemptions or 'as part of the bonus program.

Retail and service uses shall be required at the street level of new development in accordance with the Street Level Use map, where the continuity of retail activity has been determined to be important.

Where exterior public benefit features are developed in accordance with the standards of **Policy LU-22: Floor Area Bonus System**, street level uses shall be in" conformance with the criteria for the feature provided.

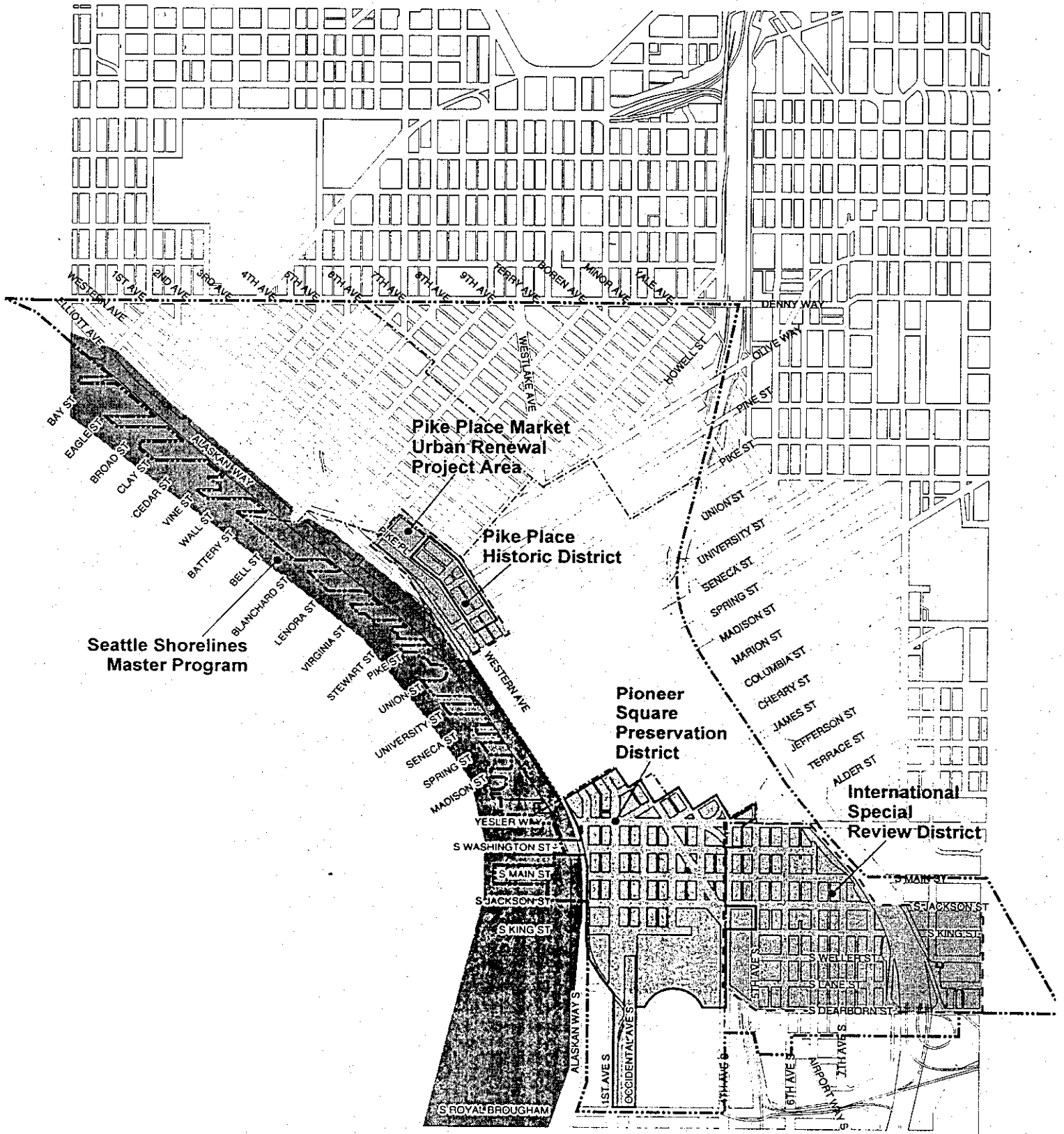
Uses which are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity **shall** qualify for the use requirement.

A floor area bonus and exemption from calculation in allowed density shall" be granted for inclusion of specified street level use on all Class I Pedestrian Streets and Green Streets in office, retail and mixed use areas.

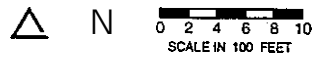
Eligible locations for retail shopping and shopper amenity bonuses (shopping atriums and shopping corridors) are shown on **the** following map.

POLICY LU-7: SIGNS

Signs shall be regulated to: 1) allow adequate identification of businesses; 2) add interest to the street level environment; 3) reduce visual clutter, and 4) enhance the appearance and safety of the downtown area. **All** signs shall be oriented to pedestrians and persons in vehicles at street level.



Special Review
Overlay Districts



A maximum height regulation for all downtown signs shall be established. Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance shall be prohibited.

The present policy of prohibiting the issuance of permits for new billboards shall continue; existing billboards may be maintained and repaired, but shall not be expanded or structurally altered.

Signage within the Pioneer Square Preservation District, International Special Review District and the Pike Place Project Urban Renewal Area "shall be subject to the regulations and approval of the appropriate boards.

POLICY LU-8: LAND USE AREA REGULATION

To recognize and enhance the urban center designation and the varied character of downtown's many parts and provide direction for growth and change, downtown shall be divided into areas which establish a primary land use function. All areas of downtown shall be classified with one of the following primary functional designations

- Office
- Retail
- . Mixed Use Commercial
- Mixed Use Residential
- . Harborfront

In addition, the designation shall be consistent with **the function** and purpose of special districts as established by the City Council.

POLICY LU-9: USES

A wide range of uses **shall** be allowed 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**. Uses which conflict with the general objectives for downtown shall be prohibited. Those that are not compatible with the desired character of specific areas may be restricted or prohibited in an area

Implementation Guideline 1 Uses Permitted Throughout Downtown

In keeping with the goals for variety and diversity of activity in downtown, a wide range of categories of uses shall be permitted throughout downtown, provided such uses are compatible with the intended character and **function** of the area and, subject to the density and development standards of each land use district.

Implementation Guideline 2 Restricted Uses

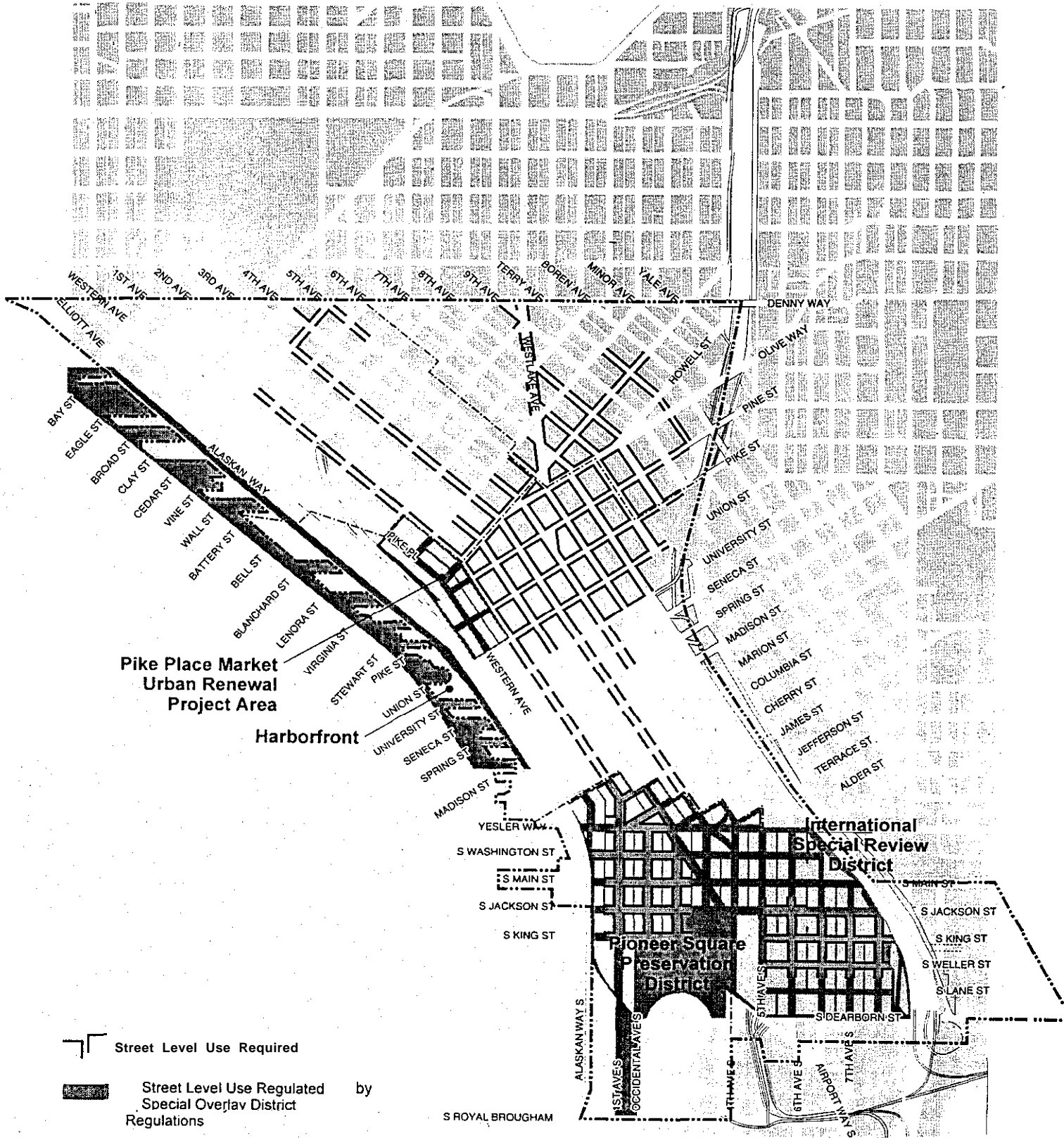
Where certain uses conflict with the **intended** character and function of an area they shall be restricted or **subject** to a conditional use procedure.

Implementation Guideline 3 Prohibited Uses

The following uses which would conflict with the overall objectives for the downtown environment shall be prohibited: heavy manufacturing, and drive-in businesses, except accessory use gas stations.

In certain areas some uses maybe prohibited:

- Residential uses and new hotels shall be prohibited in the Harborfront where such uses may create conflicts with the water-oriented function of the area.
- . Light manufacturing uses and heavy cargo handling facilities may be prohibited in areas where these uses are incompatible with the desired character of the **district**.



Street Level Use

Adult motion picture **theaters** and adult panoramas are incompatible with the residential character of residential, mixed use and special review districts, and the Harborfront

LAND USE DISTRICTS

POLICY LU-1 O: DOWNTOWN CLASSIFICATIONS AND OVERLAY DISTRICTS

In recognition of the diversity of downtown's many parts, 11 land use district classifications established to regulate uses and physical development, as follows:

- 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)**.

Where past planning activities have established special overlay regulations to recognize sensitive environmental, physical, historical or cultural qualities, the land use district classification shall be coordinated with the following overlays

- Pike Place, Project Urban Renewal Area.
- Pike Place Market Historic District.
- Pioneer Square Preservation District.
- International Special Review District.
- Seattle Shorelines Master Program.

Implementation Guideline 1 District Classification

Each classification shall establish the district's function, criteria for determining boundaries, appropriate uses and density, and **heights** and

site development standards to regulate physical form.

Implementation 2 Land Use District Locational Criteria

Locational criteria shall guide the establishment of district boundaries.

A. Function

Certain areas are **characterized** by a specific **activity**. **Usually this** activity occurs because of factors critical to its successful operation, such as access to transportation, topographic conditions, or the presence of a particular amenity. The office and retail cores are examples of areas identified by a particular function.

Where it is desirable to protect or promote specific functions, uses related to or compatible with that function shall be encouraged. Conflicting uses shall be restricted.

The maximum amount of space, or gross floor area, allowed shall be established by [land use classification]. In areas without overlay regulations, the density of "uses which generate employment shall be controlled through a floor area ratio (FAR), and the density of residential uses generally controlled through the combination of height and bulk regulations.

B. Scale and Character of Development Areas like Pioneer Square, the International District and the retail core are distinguished by a consistent scale and character of development. Land use district boundaries shall reinforce these special areas.

Development standards for new development shall respect established patterns, both in physical scale and nature of activity.

In some parts of downtown a new character will be created. Direction for the scale and character of development shall be provided to create the desired physical environment in these areas.

C. Transportation and Infrastructure Capacity
Employment growth shall occur only where additional trips generated by new development can be accommodated by the existing and planned **transportation** network. The location of I-5 and proposed improvements to the transit system, including the transit tunnel, define those areas of **downtown** with the greatest accessibility.

D. Relationship to Surrounding Activity
Edges shall be a major factor in establishing the boundaries of [and use **districts**. **District** designations shall create or reinforce areas with distinctive functions in some cases, while providing **desirable** transitions between, different functions and levels of activity in others.

Many identifiable edges distinguish where one area of downtown ends and another begins. Features, such as I-5 and Denny Way, or significant changes in topography create abrupt, distinctive edges. Other edges are more subtle, resulting from a gradual change in use or intensity of development.

Implementation Guideline 3 Overlay Classification

Overlay regulations have been established by earlier planning to further specific goals and objectives for areas of downtown where guidance is needed to protect and promote special qualities. These regulations shall be continued and supported by underlying zoning and coordinated to avoid redundancies or conflicts.

POLICY LU-11 : DOWNTOWN OFFICE CORE- 1 (DOC- 1)

Downtown Office Core- 1 shall apply to **the** area of most concentrated office activity. A large share of downtown's future employment growth shall be accommodated within this district where the existing and planned infrastructure can accommodate growth. Although the area is intended primarily for office uses, other uses including

housing, **retail**, hotels and **cultural** and entertain-ment facilities **shall** be encouraged to add diversity and **activity** beyond the working day.

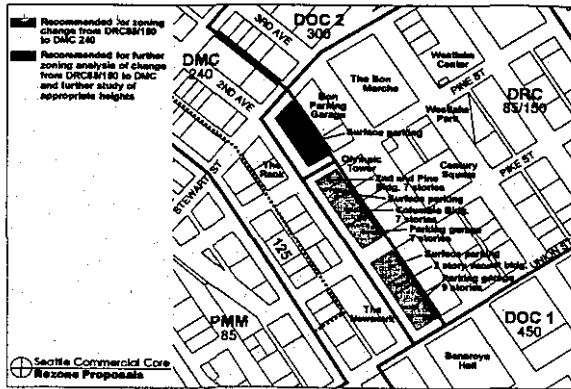
This area **shall** have the highest **allowed** density with development standards regulating **building** design to reduce adverse impacts on sidewalks and other pedestrian areas.

POLICY LU-12: DOWNTOWN OFFICE CORE-2 (DOC-2)

Downtown Office Core-2 **shall** apply **to** those areas adjacent to the office core determined appropriate for office expansion or where a transition in density to mixed use areas is, desirable. The district shall be primarily for office use with a mix of other activities encouraged to add diversity, **particularly** beyond the hours of the normal working day. The **district** shall provide scale and density transitions to adjacent areas and reduce pressures for development of major office uses in the retail core and adjacent residential areas.

POLICY LU-13: DOWNTOWN RETAIL CORE (DRC)

Downtown retail core shall apply to the area containing the major department stores and having the greatest concentration of "downtown's retail activity. The district shall be the principal center of shopping for both the downtown and the region. Uses other than retail shall be allowed to the extent that they augment but do not detract from **this** primary function. An active and pleasant street level environment shall be maintained through development standards specifically tailored to the unique function and character of this area.



POLICY LU- 14: DOWNTOWN MIXED COMMERCIAL (DMC)

Downtown Mixed Commercial shall apply to those areas surrounding the office core, office expansion areas and retail core to provide a transition in the level of activity and scale of development. The areas designated DMC shall be characterized by a diversity of uses. **Office** and commercial use shall be permitted, but at lower densities than in the office areas. Housing and other uses generating activity without substantially contributing to peak hour traffic demand shall be encouraged. To promote diversity and compatibility with adjacent areas, one of five height limits shall apply to each area designated DMC.

POLICY LU-15: DOWNTOWN MIXED RESIDENTIAL (DMR)

Downtown Mixed Residential shall apply to those areas outside special review districts identified for development of a predominantly residential community in conformance with the Framework Policies. While the primary use shall be residential, other compatible uses shall be allowed to the extent that they reinforce and do not detract from the primary function of the area.

One of two mixed use designation shall be applied to achieve subarea objectives; **DMR/R** or **DMR/C**. The **DMR/R** designation shall apply to those areas now **predominantly** residential in character or containing large amounts of underutilized land, non-residential

uses may be present but should be of modest scale, **likely** to change in the future, or neighborhood serving in character. The **DMR/C** designation shall apply to those areas containing housing or having housing potential where larger scale, non-residential serving commercial development now exists and it is likely to remain.

To promote diversity and harmony with existing development and allow a variety of housing forms, multiple height, mix of use and density classifications shall be established. Development standards shall control towers and promote a pleasant street level environment conducive to a high density residential environment.

POLICY LU-16: PIONEER SQUARE MIXED AND SPECIAL REVIEW DISTRICT (PSM)

Pioneer Square Mixed shall apply to the Pioneer Square District area. This designation and the Pioneer Square Preservation District regulations shall recognize the historic nature of the area and allow flexibility and discretion in controls, regulations and guidelines both for present conditions and those which may develop in the future. The Pioneer Square Mixed designation and Preservation District regulations shall encourage mixed use development compatible in use and scale with existing development in Pioneer Square.

POLICY LU-17: INTERNATIONAL DISTRICT MIXED AND SPECIAL REVIEW DISTRICT (IDM)

International District Mixed shall **apply to** those areas of the International Special Review District identified for mixed use development in conformance with the Downtown Framework Policies. The **IDM** designation and the regulations of the International Special Review District shall recognize and promote the area's unique social, mix of use and urban design character. A wide range of uses, housing above the street level, and the rehabilitation of existing buildings shall be encouraged. The IDM designation and **Special** Review District

regulations shall allow flexibility and discretion in controls, regulations, and guidelines both for present conditions and those which may develop in the future.

Three height districts shall be established within the International District Mixed area as follows

A. IDM 65-150

To maintain the predominance and character of the historic Union Station structure, the height of new buildings shall be limited to 65 feet in the area bounded by South Jackson Street, Fourth Avenue South, Airport Way South and Fifth Avenue South. Within this area height may be increased to 150 feet through the planned community development process in accordance with Policy **IM- 1**: Planned Community Development.

B. IDM 75-85

To ensure compatibility of scale in the core of the district, new buildings shall be limited to a height of 75 feet. The base building height may be increased to a maximum of 85 feet, if at least 50 percent of the gross floor area of a project is in residential use.

C. IDM 100-120

To provide compatibility in scale with the bordering areas of Pioneer Square and the International District hilltop, new buildings shall be limited to a height of 100 feet in the area bounded by South Jackson Street, Fourth Avenue South, **Yesler** Way and Fifth Avenue **South**. The 100-foot base building height may be increased to a maximum of 120 feet if at least 75 percent of the gross floor area of a project is in residential use, or through a planned **community** development process in accordance with Policy 47: Planned Community Development.

POLICY LU-18: INTERNATIONAL DISTRICT RESIDENTIAL AND SPECIAL REVIEW DISTRICT (IDR)

international District Residential **shall** apply to those areas of the International Special Review District identified for development as a predominantly residential neighborhood in conformance with the Downtown Framework Policies. While the primary use **shall** be residential, other compatible uses **shall be** allowed to the extent that they reinforce and do not detract from the primary function of the area. The IDR designation and the regulations of the International Special Review District shall recognize and promote the area's unique social and urban design character.

POLICY LU-19: DOWNTOWN HARBORFRONT-1 AND SHORELINE ENVIRONMENT (DH-1)

Downtown Harborfront- 1 shall apply to waterfront lots and adjacent harbor areas covering the same area as the proposed Urban Harborfront Shoreline Environment. This designation and the Seattle Shorelines Master Program shall 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 and **preserve** views of Elliott Bay and the land forms beyond.

A. Historic Character Area. An overlay to the base regulations shall be established to provide more detailed guidelines for the **preservation** and restoration of groupings of piers having an identifiable historic character.

Location. An historic character area shall be designated in the Urban Harborfront Shoreline Environment inclusive of Piers 54 through 59 but excluding the new Aquarium structure, an area characterized by the consistent, contiguous pattern of finger piers and historic transit sheds.

Development Regulations. Base regulations shall be augmented by development guidelines to preserve and restore the historic maritime character of this area. Guidelines shall be developed for architectural form, building facade, **fenestration**, signage, landscaping, street furniture, and use of building materials in keeping with the historic character of the finger pier and transit shed configuration.

B. Water Dependent Incentive. Those waterfront lots not located in the historic character area shall be eligible for an incentive which provides regulatory flexibility to encourage projects with a significant water dependent component.

Incentives shall be provided to encourage the retention of existing and development of new water dependent uses. For development which includes a significant water dependent component, in addition **to** the required **moorage**, development standards shall allow greater development potential and design flexibility than permitted by the base regulations.

POLICY LU-20: DOWNTOWN HARBORFRONT-2 (DH-2)

Downtown **Harborfront-2** shall apply to those areas near the downtown shoreline where development potential offers the opportunity to enhance public access and enjoyment of the waterfront. A mix of uses shall be allowed to facilitate the objectives of public access, enjoyment and recreation. Because the areas designated **DH-2** are partially within a shorelines environment, development standards shall include use and bulk regulations to carry out shorelines goals, and preserve views of the water. A diversity of uses and buildings of small scale shall be preferred. Public open space shall be a priority in this area and incentives shall be offered for provision of open space integrated with an overall plan for public access improvements in the Harborfront.

POLICY LU-21: PIKE MARKET MIXED (PMM)

Pike Market Mixed **shall** apply to the area encompassed by the Pike Place Project Urban Renewal Plan. This land use district **shall** recognize and preserve the unique character, scale_ and function of the Market and its surroundings, and allow development of compatible mixes of uses in conformance with adopted plans and policies for the Market. The Pike Place Project Urban Renewal Plan and the Historic District Preservation Plan shall guide development in this area.

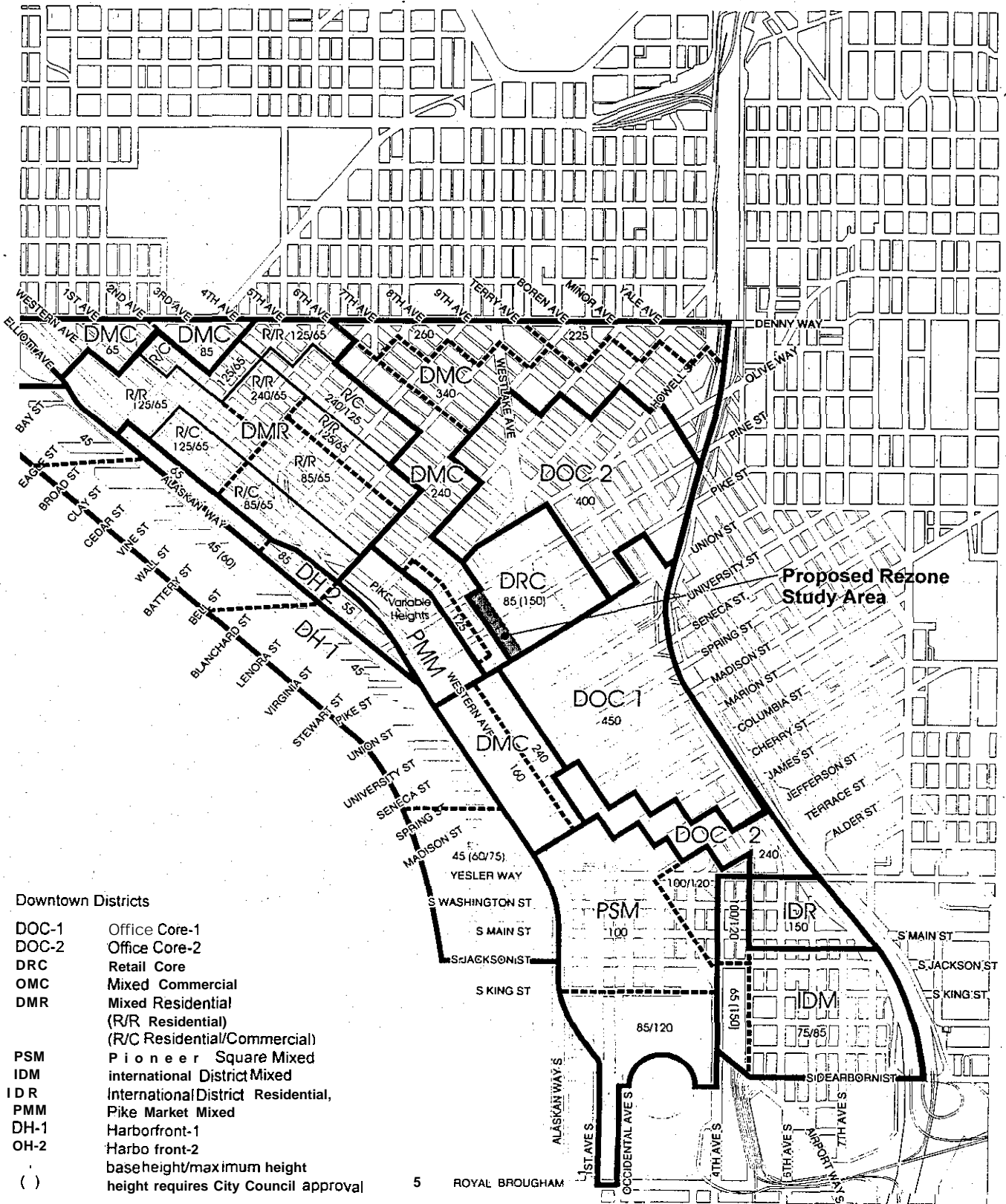
INCENTIVES SYSTEM

POLICY LU-22: FLOOR AREA BONUS SYSTEM

incentives for the inclusion of features determined to be of benefit to the public because they mitigate **the** impacts of new development, shall be provided by granting additional floor area in conformance with downtown policies, density regulations of the appropriate land use district classification, and design review. The value of the bonus **shall** reflect both public priority for the feature' and the cost of providing it. The total of all additional development rights granted for public benefit features shall be limited by a maximum floor area ratio.

Implementation Guideline 1: General Bonus ures

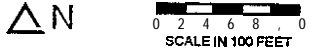
Reevaluate, simplify and balance the menu of General Bonus Features. General bonus features shall be established in order 1) to increase housing production, 2) to prioritize features that support housing, 3) to address



Downtown Districts

- DOC-1 Office Core-1
- DOC-2 Office Core-2
- DRC Retail Core
- OMC Mixed Commercial
- DMR Mixed Residential
(R/R Residential)
- PSM Pioneer Square Mixed
(R/C Residential/Commercial)
- IDM International District Mixed
- IDR International District Residential
- PMM Pike Market Mixed
- DH-1 Harborfront-1
- OH-2 Harborfront-2
- () base height/maximum height
height requires City Council approval

5 ROYAL BROUGHAM



Downtown Zoning Classifications

the demand created by increased employment densities downtown, 4) to provide needed open space, 5) to improve urban design qualities, 6) to enhance pedestrian circulation, and 7) to improve the appearance of the cityscape and skyline. Additional development rights shall be **granted** for the following features near target populations, in "conformance with the regulations of the appropriate land use district classification and subject to design review

A. Human Services. To **allow** facilities to locate near target populations, this incentive bonus shall apply in all downtown areas where floor area increases are permitted.

B. Child Care Services. To allow facilities to be in close proximity to places of employment and to encourage affordable child care for the downtown work force, this incentive bonus shall apply in all areas where floor area increases are permitted.

C. Cinema. To encourage **activity after** working hours, this incentive bonus shall **apply in all** areas where **floor** area increases are permitted.

D. Shopping Atrium. To encourage intensification of retail shopping activity in the retail core and adjacent areas, floor area increases shall be granted for public spaces of varying in sizes that provide a combination of retail shopping and passive recreational spaces directly accessible from the street. These will be interior spaces with high ceilings, seating and landscaping surrounded by shops and services which may be on several levels.

E. Shopping Corridor. To enhance pedestrian circulation as well as provide for additional retail frontage, floor area increases shall be granted for through-block passages lined with shops connecting parallel avenues in the retail core and adjacent areas.

F. Retail Shopping. Provision of space for retail shops, restaurants, personal services,

amusement establishments, galleries and other uses that are retail in character shall be granted additional floor area. Banks, airline ticket agencies, travel agencies and similar uses shall not qualify for this incentive.

Qualifying uses shall be granted a "floor area increase in all areas, except **the** retail core, when fronting on any Class I Pedestrian Street **and along** Green Streets in commercial areas.

G. Parcel Park. **Small** landscaped open spaces which include retail activity and are suited to a variety of activities shall be granted additional floor area. The park shall be **within** 3 feet of the sidewalk level along the primary street frontage. To avoid disruption of the street wall, the street opening shall be limited, and only one parcel park shall be permitted per street front. Additional floor area **shall** be granted for parcel parks in all downtown **office** and mixed commercial areas.

H. Residential Parcel Park. Additional floor area shall be granted for small landscaped residential parcel parks to reinforce residential areas, and provide neighborhood public space for passive and active recreational activities. Street frontage requirements **shall** be similar to parcel parks. Floor area increases for this incentive shall be limited to mixed. use residential areas where floor area increases are permitted.

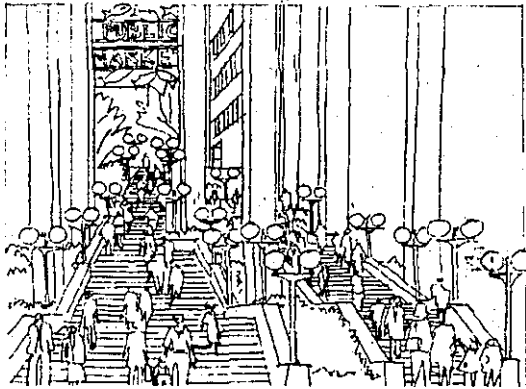
1. Green Streets. Additional floor area shall be granted for participation in the development of green **streets** abutting new projects in accordance with an adopted green street development procedure. This incentive shall be granted only for specified improvements along designated green streets in accordance with the provisions of the Open Space Element..

J. Rooftop Garden - Street Accessible. Additional floor area shall be granted for the inclusion of open space on rooftops near **street** level which improve the appearance of the cityscape from street level and the upper floors of surrounding buildings. Street

accessible rooftop gardens shall be landscaped open space directly accessible and visible from the street or other public open space. Additional floor area for this feature **shall** be granted in all office and mixed commercial areas.

K. Rooftop Garden - Interior Accessible. Additional floor area shall be granted for landscaped public open spaces located on rooftops to a maximum of 240 feet above grade. Rooftop gardens shall be directly accessible from the elevator lobby of the floor on which they are located. Identification of the location of the rooftop garden shall be posted at the main entrance of **the** building and in each elevator. Floor area increases for rooftop gardens shall be granted in **all** office and mixed commercial areas.

L. **Hillclimb** Assist. Additional floor area shall be granted for pedestrian corridors that incorporate mechanical features such as elevators or escalators, across sites with slopes of 10 percent or more, to aid pedestrian movement up and down steep slopes connecting two parallel avenues.



M. Hillside Terrace. Additional floor area shall be granted for public open space extensions of the sidewalk on steeply sloping streets which promote a better relationship **between** the building and sidewalk and make travel on foot more pleasant. The terrace shall extend along the majority of the street

frontage of the site and include shopping uses.

N. Harborfront Open Space. Additional floor area **shall** be granted for open space that improves public circulation between the waterfront and **upland** areas and conforms with guidelines developed for the Alaskan Way_ Harborfront Public Improvement **Plan**. The open space shall have **frontage on** Alaskan Way or have direct access to it through a public space.

O. Sidewalk Widening. Additional floor area shall be granted for sidewalk widening when **buildings** are set back from the street property line to meet the minimum sidewalk width requirement in accordance with the Pedestrian Street Classification schedule of Implementation Guideline 4, Policy 8: Street Classification System.

P. Overhead Weather Protection. Additional floor area shall be granted for overhead weather protection that covers portions of the sidewalk. Included shall be nonstructural features like canopies, awnings and marquees and structural features like **building** overhangs and arcades. This incentive **shall** apply along all streets designated Class I Pedestrian Streets in accordance with Policy 8: Street Classification System.

Q. Voluntary Building Setback. Additional floor area shall be granted for voluntary building setbacks which increase the landscaped area along Green Streets **in mixed** use residential areas where floor area increases are permitted. To be eligible for this incentive, the setback must reinforce the character of the Green Street and provide a unifying element within the residential area.

R. Sculptured Building Tops. Additional floor area shall be granted for reductions in bulk within the upper floors of structures in office areas to improve **the** appearance of the downtown skyline and provide light and air to the street. Additional floor area and building

height shall be granted for the total amount of area by which each floor is reduced.

S. Short Term Parking. Additional floor area shall be granted for provision of short-term parking to meet shopper and visitor parking needs in retail areas. Short term parking **shall** be marketed, priced or operated in such a manner as to discourage **its** use for parking durations longer than 6 hours.

T. Small Site Development. Additional floor area shall be granted for development of sites less than 15,000 square feet in area in office and retail areas, and for existing structures on smaller sites in mixed residential areas to encourage smaller structures that will add diversity to downtown, reduce development pressures on older structures and preserve a more human scale in the streetscape.

Floor area ratio restrictions shall be eliminated on small sites (less **than** one-fourth block in area) provided **that** 1) the building area is regulated by height **limits**, 2) parking requirements are satisfied by optional **fee-in-lieu** payment, 3) the project incorporates overhead weather protection, ground floor retail/commercial, sculptured building tops, and public benefit features or housing bonuses to achieve a building area greater than 15 FAR; and 4) the project undergoes design review.

U. Consider expanding Grocery Store **bonus** beyond current level.

Implementation Guideline 7 Special Criteria

Certain bonuses shall be subject **to** special criteria and review by the Director of DCLU and will not be automatically granted. [Consider eliminating **this** implementation guideline, making the following features general bonus features and including them in implementation Guideline 1 of Policy **LU-22**: Floor Area Bonus System above.

A. Performing Arts Theater. To promote downtown as a center for cultural and

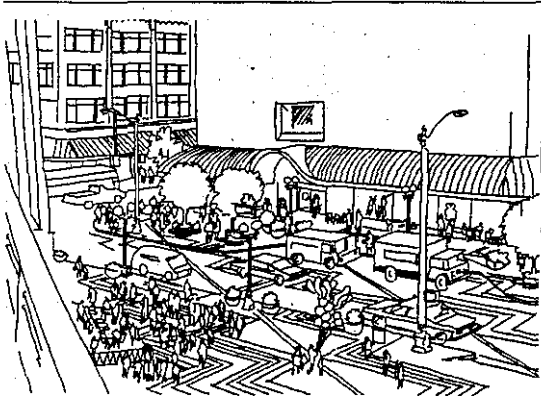
entertainment activities, to foster the arts in the **City**, and attract people to office areas during evening hours, bonuses **shall** be granted for facilities expressly designed for the production and presentation of legitimate live performances. Theaters ranging in size from 200 to 3,000 seats plus support areas. such as the lobby, stage, and production **storage** space shall be **eligible** to receive a bonus.

Additional floor area shall be granted for the renovation and presentation of Landmark Performing Arts Theaters. Bonuses shall be subject to special evaluation criteria to ensure that there is a long term demand for a theater of the proposed design and size, and that there is a sound financial plan for long term operation and management of the theater.

B. Public Display Space. Bonuses shall be granted for interior public space used to preserve and exhibit natural, scientific, historical, cultural or literary objects of interest or works of art by public or private non-profit organizations. Bonuses shall not be granted for commercial gallery or display space or for building lobby space. This bonus shall be subject to special **evaluation** criteria to ensure that there is public demand for the proposed exhibit facility and a sound financial plan for long term operation and management. [Consider eliminating this feature for the whole downtown, while still allowing individual downtown neighborhoods to provide this feature as a bonus item..]

C. Urban Plaza. Bonuses shall be granted for the provision of major public open spaces integrated with the downtown transit system and open space network in areas of concentrated office development. Plazas shall be strategically located to denote important places within downtown, create a focus for surrounding development, and increase light and air within the public street environment. This bonus shall be subject to special evaluation criteria to ensure locations where

large open spaces would complement the proposed transit system, open space network and an active street level environment.



D. Transit Station Access. To integrate the pedestrian network with the proposed transit system and to minimize sidewalk conflicts, bonuses shall be granted for provision of transit station access associated with private development. Bonuses shall be available for three kinds of access:

1) mechanical access where the transit station is generally below the access point necessitating elevators and escalators for convenient travel; 2) grade level access where topographic conditions allow access approximately **level** with the station mezzanines and opportunities for daylight into stations; and 3) provision of an easement on the private development site for public construction of the transit station access.

The bonus shall be granted in office and retail areas on sites proximate to the transit stations up to a maximum of 30,000 square feet of additional floor area. Approval shall be subject to 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.

E. Public Atrium. To provide weather protected space within office areas for passive

recreational activities, temporary arts events and other public gatherings, bonuses shall be granted for the provision of **skylighted** public atriums. This bonus shall be subject to special evaluation criteria to ensure that the space is a functionally independent part of the **building**, separated from building lobbies and internal circulation **paths**, and has direct **access** to a street or public open space.

F. Housing. Development of low and **low-**moderate income housing in accordance with Policy 12: Housing Development shall qualify for a floor area bonus.

Implementation Guideline 3: Council Conditional Use

Certain bonuses shall be subject to review' and approval by **City Council**. Since these bonuses allow exceptions to density, height and development standards in highly sensitive areas of downtown, they may be granted outright, granted **with** conditions or denied.

A. Major Retail Store. Bonuses may be granted for development which includes space for major new retail firms with established reputations that will attract **customers** from a regional area. Bonuses shall be granted only in the retail core for major retail stores which must be at [east 80,000 square feet in size; **the** maximum floor area eligible for a bonus shall be 200,000 square **feet**. Since this bonus allows exceptions to density, height and setback regulations for the retail core, City Council review and approval shall be required, in conformance with **Policy 30: Downtown Retail Core**.

8. **Performing Arts Theater** in the Retail Core. To promote downtown as a center for cultural and entertainment activities, to foster the arts in the **City**, and attract people to the retail core during afternoon and evening hours, bonuses shall be granted for facilities **expressly** designed for the production and presentation of legitimate live performances. The same size, design and evaluation criteria **shall** be used as for the performing arts

theater bonus in Implementation Guideline 2; however, since in the retail core this bonus will allow exceptions to height, density and development standards, **City Council** review and approval shall be required in conformance with Downtown Retail Core policies.

C. Water Dependent Incentive. To encourage retention and development of new water dependent uses, height and **lot** coverage exceptions may be granted for development **which** includes a significant water dependent use on waterfront **lots** in the' downtown harborfront. This bonus shall be subject to development standards and performance criteria of Downtown Harborfront- 1 and Shoreline Environment **policies**, and shall require City Council review and approval.

[Implementation Guideline 4: Special Incentive Packages

A. Housing Super Bonus. A Housing Super Bonus incentive package shall be allowed in DOC1, DOC2 and DMC (of the Commercial Core neighborhood) zones in order to create new housing units that **serve** low and **low-**moderate income households.

B. Historic Building **Conservation** Super Bonus. A Historic Building Conservation Super Bonus incentive package shall **be** allowed in **DOC1**, DOC2 and DMC zones in order to encourage retention of the city's architectural heritage.

Implementation Guideline 5: Value of Floor Area Increases

In each area where bonuses are allowed, the value of floor area bonuses shall reflect 1) the benefit provided to mitigate the impacts of increased development, 2) the cost to provide the desired feature, 3) the geographic location of the feature relative to neighborhood needs and to the location of similar public benefit features, and 4) neighborhood goals

There shall be no tiering used to calculate maximum floor area ratio allowances. Rather, bonus values shall reflect priorities established by the neighborhood **plans**. Housing shall be the highest priority bonus feature.

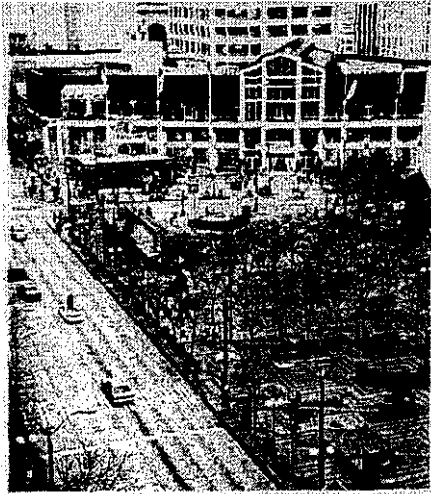
The menu of bonus features, their priorities, utilization, and values shall be reassessed every five years. The goals and policies that serve as the basis for determining bonus features shall be reevaluated every ten years. Adjustments to **the** bonus system shall be made in concert with adjustments to TDR programs.

Implementation Guideline 6: Art in Public Spaces

To add interest and enrich the quality of public spaces, each **interior** and exterior public benefit feature that includes a commonly accessible open space shall include works of art. The art shall be an integral part of the design of the open space and may be incorporated through a variety of means. The art may be part of wall or paving surfaces, elements of landscaping, fountains, or free standing sculpture.

Artwork shall be included in the following public benefit features
[Modify the following list to reflect changes to the General Bonus Features above.]

- . Shopping Atrium
- . Shopping Corridor
- . Parcel Park
- . Residential Parcel Park
- Green Street
- . Rooftop Garden, Street Accessible"
- . Rooftop Garden, Interior Accessible
- Hillside Terrace
- . **Harborfront** Open Space
- . Urban Plaza
- . **Public** Atrium
- Performing Arts Theater



Implementation Guideline 7 Floor Area Exemptions

Generally, features meeting the standards of the public benefit features rule, whether granted a floor area bonus or not, shall “be exempt from the calculation of permitted FAR regardless of the maximum **bonusable** area limitations. The floor area exemption for street level retail shall be governed by the density and use schedule of the land use district where the bonus is allowed.

Implementation Guideline 8 Street Wall Exemptions

All street frontage along public open spaces meeting the criteria of the public benefit features rule whether granted a floor area bonus or not shall be exempt from the **requirements** of Policy 18: Street Level Development Standards.

POLICY LU-23: TRANSFER OF DEVELOPMENT RIGHTS

A Transfer of Development” Rights (TDR) system shall be established to allow for variations in building scale and to encourage the **preservation** of buildings and uses that are scarce public benefit resources. **Because** a limited market for development rights exists, the **use** of TDR shall be controlled based on the following priorities: 1) retention and rehabilitation of low income and **low-**

moderate income housing throughout downtown; 2) **preservation** of **Seattle** landmarks throughout downtown, especially in areas where development pressure threatens these **structures**; and 3) a menu of options that are equivalent in terms of **priority level, including:**

- **Preservation and maintenance of**
 - Landmark Performing Arts Theaters
 - Compatible in-fill development in historic districts
 - Retention of varied building scale
 - Creation of open space

Implementation Guideline 1 Low and Low-Moderate Income Housing

The transfer of unused development rights from structures in low and low-moderate income housing use to sites located elsewhere in the downtown shall be allowed according to conditions of Implementation Guidelines 5 and 6. Development rights shall not be transferred from major **parking** on the site. When this mechanism is used, the low and low-moderate income housing **shall** be brought into compliance with the housing and building codes, if necessary. Consider making the transfer of development rights from low and low-moderate income housing projects part of the floor area ratio bonus system without restricting their use as the only means of achieving maximum floor **area** ratio.

Implementation Guideline 2 Seattle Landmarks

The transfer of unused development **rights** from designated Seattle Landmarks, located south of **Virginia** Street, and Landmark Performing Arts Theaters to sites located elsewhere in **the** downtown shall be allowed. Transfers from designated Seattle Landmarks shall be subject to the limitations on sending and receiving sites contained in Guidelines 5 and 6. The structure from which development **rights** are transferred shall be maintained or restored as specified by the Seattle Landmarks Preservation Board, and according to the procedures in the **Public** Benefit Features Rule.

Implementation Guideline 3 Seattle Landmark Building Inefficiency

The transfer of unused development rights from designated Seattle Landmarks to other downtown sites shall be allowed to compensate for inherent functional, structural inefficiencies that **limit** leasable area. Structural inefficiencies shall be calculated at a rate of four times the percentage of building inefficiency that exceeds **10%** of the building's net **floorplate**. Projects that are restored as specified by the Seattle Landmarks Presentation Board shall be eligible for the Landmark Building Conservation Super Bonus contained in Implementation Guideline 4 of **Policy 23: Floor Area Bonus System** above.

Implementation Guideline 4 Historic District In-Fill Development

The transfer of unused development rights from new development on sites vacant prior to January 1, 1984, located in an historic district not subject to an urban renewal plan, to sites located elsewhere in the downtown shall be allowed. Buildings with abatement orders as of January 1, 1984, and parking lots, including minor structures accessory to parking operations, shall be considered vacant for the purpose of this transfer provision. Transfers from in-fill sites shall be subject to the limitations on sending and receiving sites.

Building

Scale Incentive

Within office and retail districts, the transfer of unused development rights between sites located on the same block shall be allowed regardless of the use on the sending site. This same provision shall apply whenever a block is located partially in an office district and partially in any other district from which development rights may be transferred. Both transfer provisions shall be subject to the limitations on sending and receiving sites contained in Guidelines 9 and 10.

Implementation Guideline 6 Small Building Preservation

For existing small buildings (less than **8,000**-square-foot floorplates) the transfer of unused development rights to other downtown sites **shall** be allowed. Unused development rights shall be calculated at a multiplier of four times the allowable floor **area-ratio**. Buildings shall be renovated in compliance with Landmark Board standards.

Implementation Guideline 7 Municipal Properties

For City-owned property, the transfer of unused development rights to open space sites located **within** the downtown shall be allowed. Proceeds from the sale of transferred development rights **shall** be allowed to be earmarked to finance implementation of Green Streets.

Implementation Guideline 8 Open Space Sites

For sites retained or developed as open space, the transfer of unused development rights to other open space projects located within the downtown shall be allowed. Open space sending and receiving sites shall conform **to** the location and development criteria established by the downtown neighborhood plans and the downtown urban design framework plan. Open space developed as part of a project's bonus features shall not be eligible.

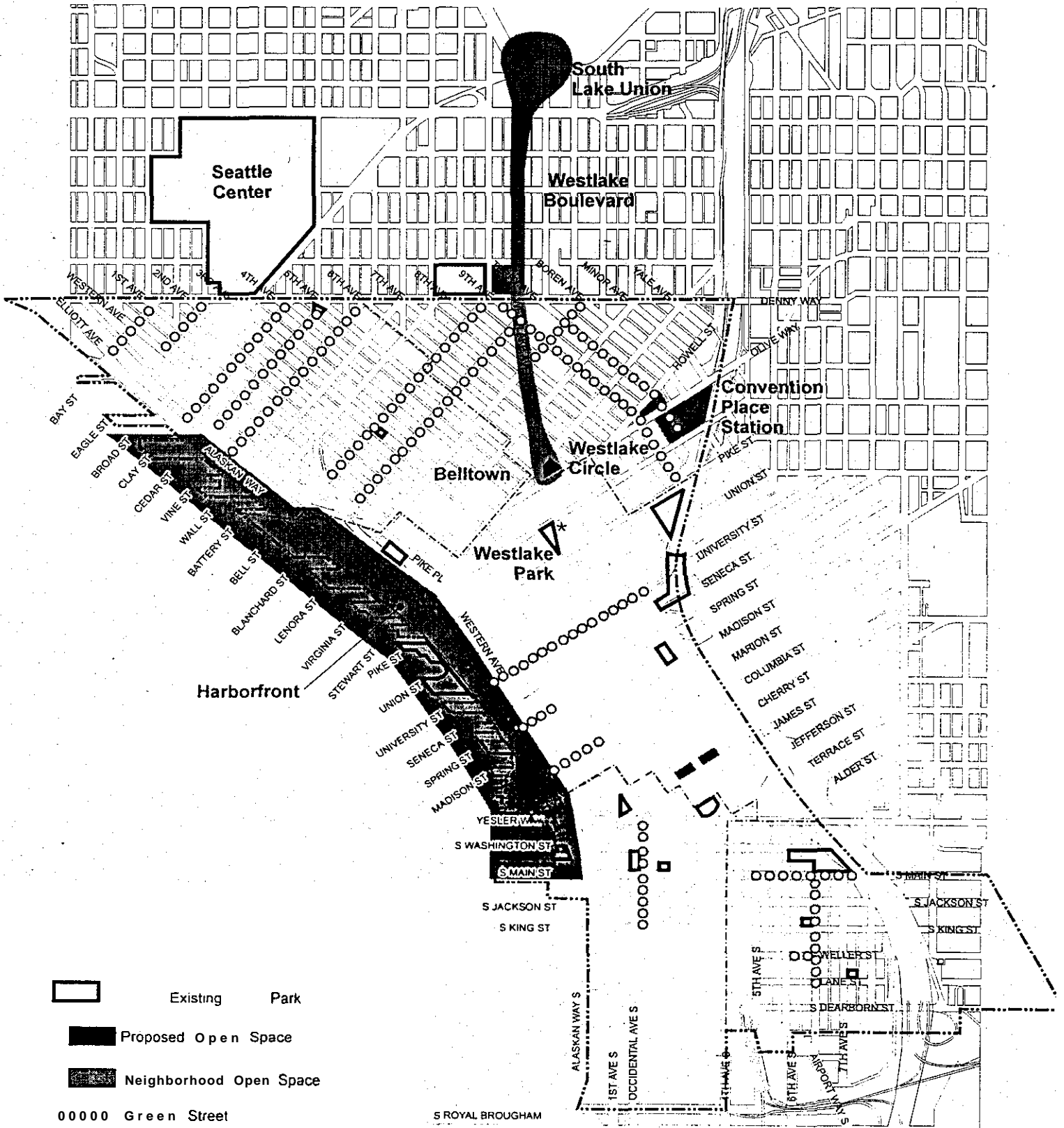
Implementation Guideline 9 Limitations on Sending Sites

Development rights may be transferred only for the purposes established by Guidelines 1, 2, 4 and 5, from sites located in those downtown districts not designated Harborfront or governed by an Urban Renewal Plan. The amount of floor area that may be transferred **shall** vary by district consistent with the character, function and densities allowed in the district.

Implementation Guideline 10 Limitations on Receiving Sites

Development rights may be transferred only to sites located **within** an office, retail or mixed commercial district not contained within a Special Review District. Limits on the amount and location of sites that may receive the transferred floor area shall vary by district consistent with the character, function and densities allowed in the receiving location.

MAP OF EXISTING BONUSED PUBLIC
BENEFIT FEATURES
TO BE REVISED OR ELIMINATED



- Existing Park
- Proposed Open Space
- Neighborhood Open Space
- Green Street

△ N
 0 2 4 6 8 10
 SCALE IN 100 FEET

Open Space

V. OPEN SPACE

Introduction

Open space fulfills several objectives in creating a downtown which supports strong residential neighborhoods and serves as the "living room" for the region. Assuring adequate and appropriate open space for recreation, visual amenities; **and** civic pride requires significant **public** and private investment directed by a progressive master **plan** which coordinates the design and development of open space facilities throughout the downtown consistent with the Downtown Urban Center neighborhood plans.

POLICY OS-1 OPEN SPACE

Downtown open space shall be expanded 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. Highest priority for the development of new public open space shall be projects to enhance residential neighborhoods, reinforce the retail core and improve public access to and enjoyment of the downtown waterfront.



A public open space priorities plan shall be prepared as part of the downtown urban design framework plan. This priorities plan shall identify open space priorities for public investment based on the urban village neighborhood plans and shall emphasize major **public** open space development in conjunction with planned public facilities, **major** street improvements, and related **capital** investment. The priorities plan shall also identify strategic locations for open space development using private contributions and funds provided through the public features benefit program.

The open space system shall be expanded **by:**

- 1) development of new parks; ,
- 2) adaptation of existing underutilized street rights-of-way for open space and pedestrian circulation;
- 3) incorporation of open space in all major **public** projects; and
- 4) development of a system of incentives to gain private development of open space as part of new downtown projects.

Implementation Guideline 1: Major New Downtown Open Spaces

Major new public open spaces shall be developed in the Denny **Regrade**, Denny Triangle, Commercial **Core**, Pioneer Square and the International District to meet the objectives established **for** in each area's neighborhood plan. The following major open spaces are also considered critical to the overall downtown urban design framework:

A. Harborfront Park. A major public open space or open spaces shall be developed in portions of the street and rail right-of-way along the Waterfront. This open space shall improve public access to and enjoyment of **the** shoreline, and should be integrated with **both the** proposed promenade from Myrtle Edwards Park to Pier 48 and the proposed **east/west** pedestrian connections to the rest of downtown. Design and implementation strategies for the park(s) shall be determined

as part of the urban design **framework** plan in coordination with the plans for the neighborhoods comprising **the** waterfront area.

B. Westlake Mall. This open space shall be integrated with the Westlake Mall project, provide a gathering place for day to day activities and special events, serve as a focus for surrounding development and enhance the shopping activity of the retail core.

C. Westlake Circle. A **public** open space shall be developed at the downtown terminus of the new **Westlake** Boulevard in **the** area bounded by **Westlake**, Stewart Street, Ofive Way and Sixth Avenue. The public open space shall complement the special character desired for **Westlake** Boulevard, provide a formal approach to the retail core and complement the Westlake Mall project. Design of **this** open space and identification of an implementation strategy shall be determined considering the Commercial Core, Denny Regrade and Denny Triangle Plans, the Pine Street design and the downtown urban design framework plan

D. International District Community Gardens. The City shall complete acquisition of property for the Community Gardens located in the International District hilltop. The **City** shall perpetuate the existing use of **the** Community Gardens while providing for public access.

Implementation Guideline 2: Open Space In New Public Projects

Major public projects including the Downtown **Library, City** Hall, and Convention Center shall contain significant public open space, integrated **with** surrounding parks and public spaces as determined appropriate.

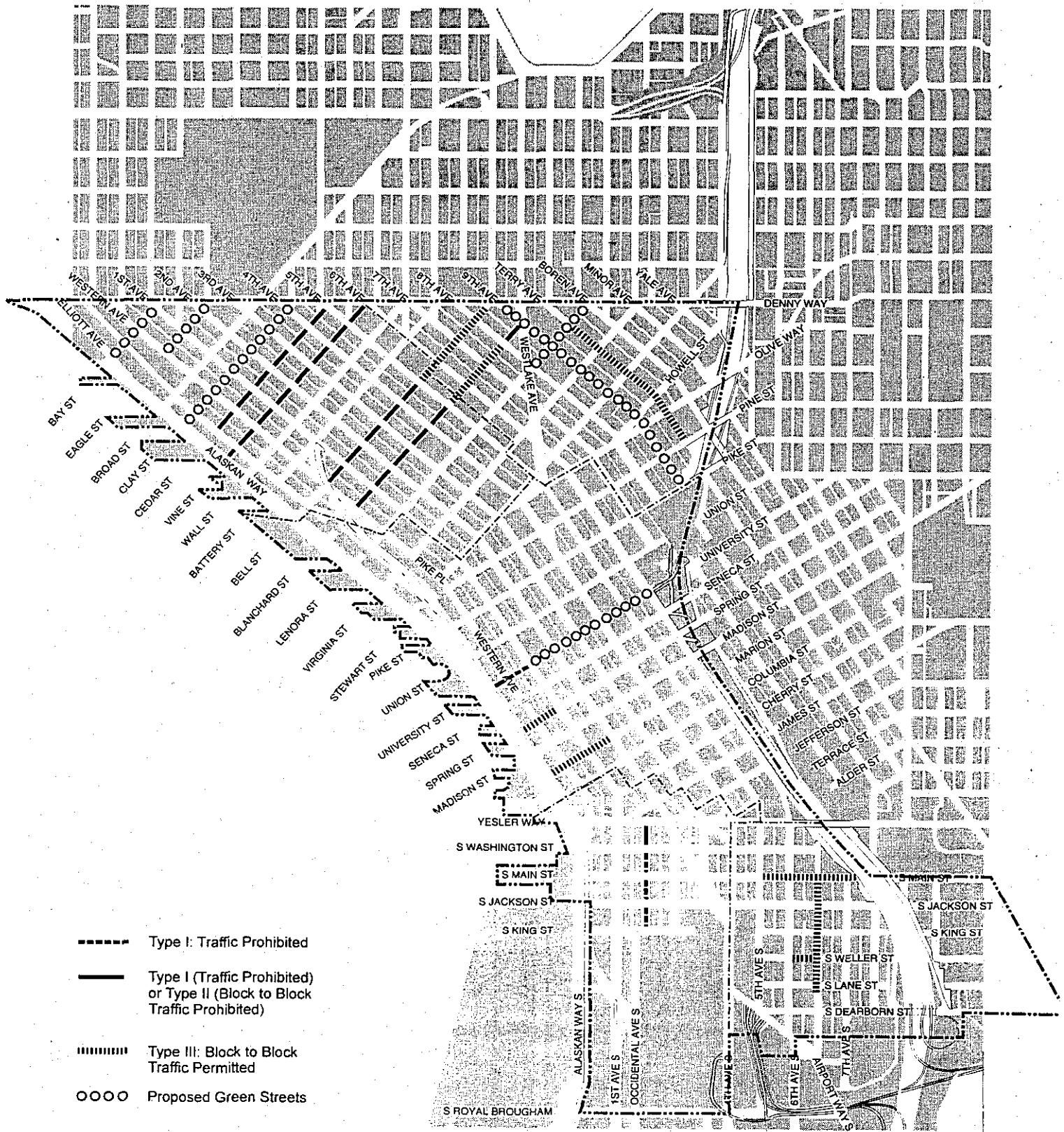
Implementation Guideline 3: Green Streets

Portions of existing street right-of-way shall be considered for development as active and passive pedestrian space, in accordance with the Pedestrian Classification map of Policy **T-4: Street Classification System** and the Green Streets Classification Map.

In residential areas, Green Streets shall be **developed** to establish neighborhood character and provide landscaped recreation space that functions as front yards for residents. Neighborhood commercial activities shall be encouraged at appropriate locations along Green Streets to bring life to the space with outdoor cafes, stalls and **displays**.

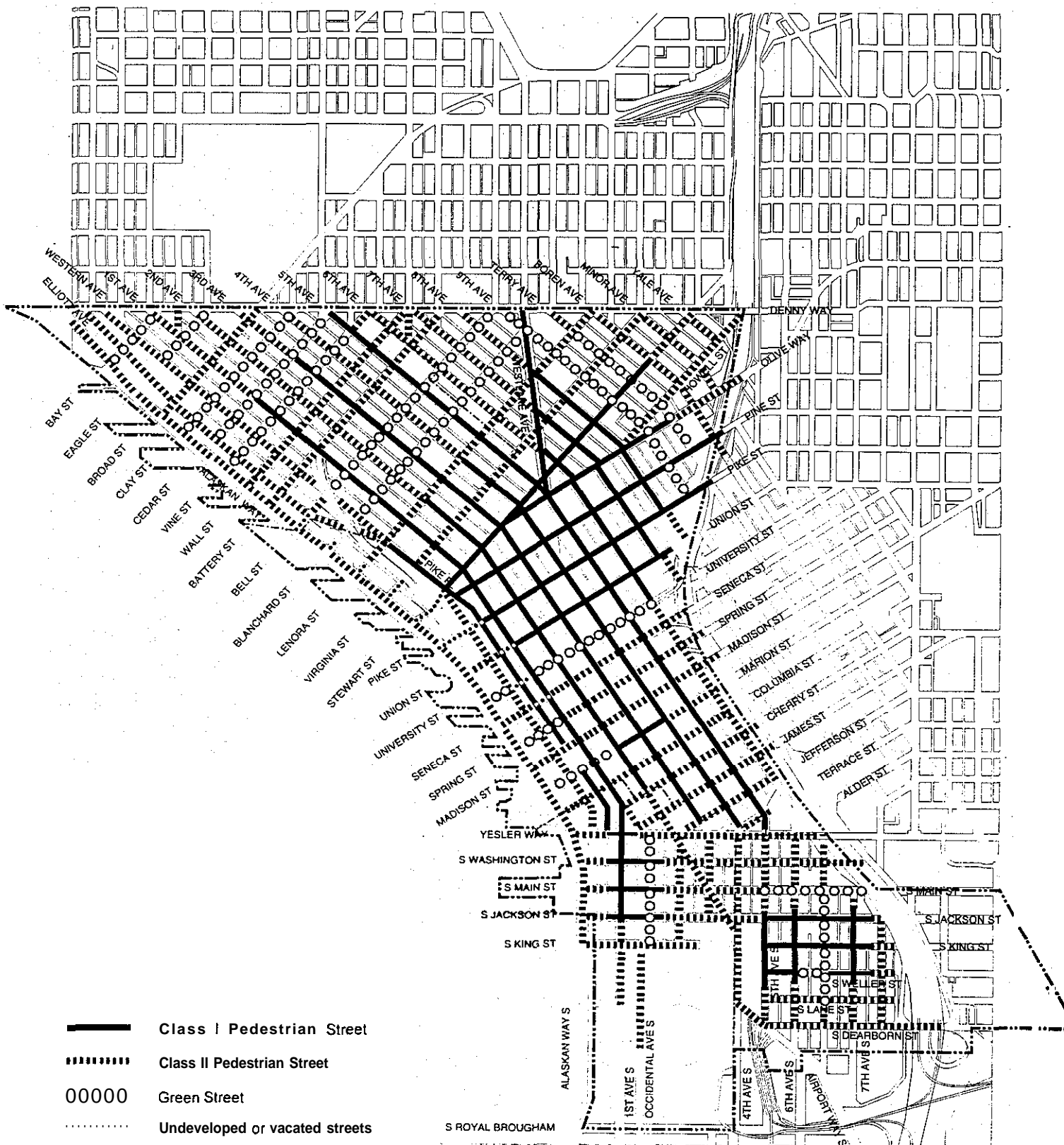
Green Streets in **office** and mixed use areas shall provide a focus for new development and add open space for the enjoyment of workers, residents and shoppers. Interesting street **level uses** and pedestrian amenities shall be encouraged to enliven the Green **Streets** space and lend a special identity to the surrounding area.

The treatment of designated Green Streets may include widening and landscaping sidewalk space and limiting traffic to local access or removing it altogether to provide more space for pedestrians. Vehicular access and on-street parking shall be retained where **these** functions are determined necessary or desirable. The actual design for any given block shall vary depending on specific conditions of vehicular circulation and access, the open space needs of the adjacent area, and the functional requirements of abutting development. A proposed development's "shadow impacts on Green Streets shall be exempt from SEPA review.



Green Street Classifications

A standard procedure shall be established for Green Street development. This process shall include the development of design standards, approval mechanisms and maintenance agreements to coordinate Green **Streets** implementation with adjacent private development. The various street segments comprising a Green Street shall be classified under one of the three destinations in accordance with the Green Street schedule.



Pedestrian Street Classification

DOWNTOWN URBAN CENTER NEIGHBORHOOD PLAN

T y p e s	I	II	III
	Less auto oriented, more pedestrian oriented		more auto oriented, less pedestrian oriented
Traffic Function	prohibited	one-block access permitted	access permitted on more than one block
Truck Loading	limited by time, use of alleys encouraged	allowed, of alleys , encouraged	unrestricted alley use encouraged
Emergency Access	one block only	one block only ,	unrestricted may be part of system
On-street Parking	prohibited	allowed	allowed

implementation Guideline 4: **Open Space** Public Benefit Features

Private development shall be encouraged to incorporate **public** spaces that will offset the additional demand for public open space from downtown employment, reinforce the downtown open space network and enhance the pedestrian **environment**. **Incentives** in the form of additional floor area shall be granted to those projects **which** include features that have been determined to be of significant public benefit in accordance with **Policy LU-22: Floor Area Bonus System** and the regulations of the appropriate downtown classification and the Public Benefit Features Rule. Features for which additional floor area may be granted include:

- A. Urban Plaza. Major public open spaces integrated with the downtown transit system and the open space network in areas of concentrated development.
- B. Parcel Park. Smaller open spaces designed as quiet enclaves off the street to give people a place to relax within intensely developed areas.
- C. Public Atrium. **Interior** public spaces with significant amounts of natural light, serving a function similar to the parcel park. -

D. Shopping Atrium. Large enclosed public spaces intended to provide shopping areas as well as passive recreation space in a weather protected environment.

E. Shopping Corridor. Pedestrian passages through blocks in areas of concentrated retail activity.

F. **Rooftop** Garden. Open **spaces** above street level, which can capitalize on views and improve the appearance of the cityscape from street level and the upper floors of surrounding buildings.

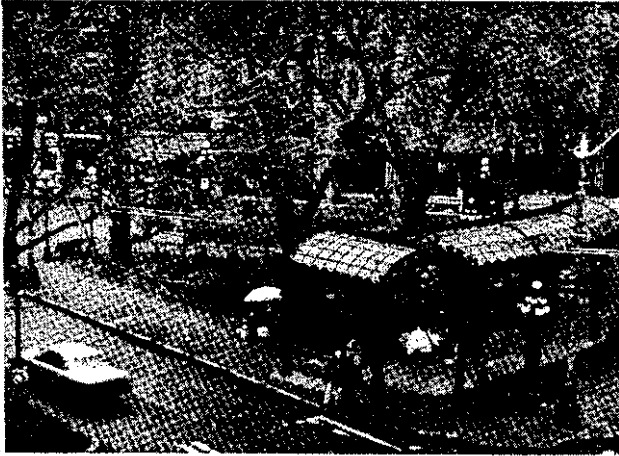
G. **Hillclimb** Assist. A pedestrian corridor that incorporates a mechanical feature **to aid** pedestrian movement connecting two parallel avenues on steep slopes.

H. Hillside Terrace. Landscaped extensions of the public sidewalk on steep grades.

I. Green Street Improvement. Private **participation** in the development of Green Streets in accordance with Guideline 3 and the adopted Green Streets development procedure.

J. Residential Parcel Park. Small, landscaped open spaces which reinforce the residential character of downtown neighborhood areas and provide residents with public space for both passive and active recreational activities.

K. Voluntary Building Setback. Ground level setbacks along Green Streets.



Implementation Guideline 5: Residential Open Space Requirement

Open space shall be required in all new residential developments containing more than 20 housing units equivalent to 5 percent of the total gross floor area in residential use. The open space shall be available to all residents and may be provided at or above ground level. Interior, recreational space available to all residents may satisfy for a portion of the open space requirement. For sites abutting designated Green Streets, a portion of the open space requirement may be met through participation in the development of these public amenities.

VI. ECONOMIC DEVELOPMENT

Introduction

Downtown Seattle is the **largest** urban center in the **Puget** Sound Region. **It** provides a rich variety of employment opportunities; **is** a significant gateway for both foreign and domestic trade; is a major tourist attraction; and serves the region as a cultural and retail magnet. These multiple **roles** are further reinforced by the strong emergence of downtown neighborhoods which provide further diversity and opportunity for living, working, learning and playing downtown.

POLICY E-1 : ECONOMIC DEVELOPMENT

The City shall promote development consistent with this plan. The impact on economic development will be considered when planning major public projects and public actions to facilitate private development. Accordingly, the City, where possible, shall provide assistance to encourage desired development and gain private sector cooperation in implementing actions such as training and employment for **target** population groups.

POLICY E-2: EMPLOYMENT AND TRAINING

More than 62,700 new jobs may be generated in downtown between 1994 and 2014. Employment, training and placement opportunities shall be significantly expanded 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.

Implementation Guideline 1 Training and Placement

The city, through **its** economic development work program, shall coordinate with the Private Industry Council (**PIC**), the Washington State Employment Security Department and the Seattle Economic Development Commission, to target employment training and placement of City residents, **including** minorities, and the

unemployed in jobs generated by new and existing commercial development downtown and throughout the city.

The City **shall** work **with** developers and businesses to gain first source referral and hiring on projects receiving public **training** funds or City assistance. The **City** shall also **address** the training and employment needs of low income downtown residents. The City shall continue to monitor and enforce training, referral, and employment agreements developed between the City and relevant businesses.

Implementation Guideline 2 Coordinated Job Exchange

The **City** in conjunction with the Private Industry Council and the Washington State Employment Security Department shall work to coordinate a job exchange to refer low income residents, **including** minorities and graduates of training programs, to employment opportunities **within** downtown and throughout **the** city. The job exchange shall serve as a mechanism to accept referrals from **community-based** employment referral programs and PIC funded training programs and shall provide a convenient source for employers seeking **qualified** workers. Projects receiving City funds shall utilize the job exchange as a first referral and **hiring source**.

VII. HOUSING AND HUMAN SERVICES

HOUSING

Introduction

Downtown's five neighborhoods welcome greater housing density. The **neighborhood** plans call for development of housing downtown sufficient to serve over 27,000 households by 2016, over double today's level. The housing policies are founded on the **following** principles:

- Density and growth in **all** neighborhoods, not just a few
- Balanced and diverse income mix, **with** particular focus on low-moderate housing serving downtown workers with incomes between 50-80% of median, a population that is not well served downtown today
- Preserve and enhance existing level of over 7,500 low income units

POLICY HO-1 : PROVIDE incentives/FUNDS TO STIMULATE CONSTRUCTION OF LOW AND LOW - MODERATE INCOME HOUSING DOWNTOWN

Implementation Guideline 1 Superbonus

Institute housing superbonus as described in Land Use Policy **LU-22**

Implementation Guideline 2 Tax Abatement

Implement the multifamily tax abatement program throughout downtown **with** special emphasis on downtown projects where at least one **third** of units serve households at or below 80% of median.

Implementation Guideline 3 Low Interest Loans

Develop a **low** interest loan program for renovation of existing non-subsidized multifamily housing currently serving low income and **low-moderate** households downtown.

Implementation Guideline 4 Gap Financing

Increase gap financing for new low-and **low-moderate** income housing downtown through any

new levies or reallocation of current funds.

Implementation Guideline 5 Utility Hook-up Fees

Eliminate or reduce residential hook up fees for new construction of low and **low-moderate** income housing downtown and seek to reduce off site infrastructure costs of **low and low-moderate** income units developed on a pro rata basis.

Implementation Guideline Section 8 Program Preservation

Develop a funding plan to preserve existing Section 8 units downtown, **including** advocacy with state and **federal** governments, increased public private partnerships and creative use of existing city funds.

POLICY HO-2: INCREASE CITY Commitment TO DOWNTOWN HOUSING DEVELOPMENT

Implementation Guideline 1 Housing Facilitator

Create new downtown housing facilitator position within the **office** of Housing to champion and expedite downtown projects to promote pro-housing strategies, market downtown to developers and coordinate city efforts to streamline **approval** procedures

POLICY HO-3: INCREASE Livability OF DOWNTOWN AS A NEIGHBORHOOD

Implementation Guideline 1 City investment

invest in facilities, residential parking structures, green streets and other amenities that attract developers and **attract/retain** residents and enhance residential "feel" and **quality** of life in downtown neighborhoods.

Implementation Guideline 2 Neighborhood Services

increase recognition/responsiveness of **city service** departments to downtown mixed use 24 hour neighborhoods - such as enforcing

noise ordinances, keeping **streets/alleys** clean, improving resident safety and maintaining existing landscaping.

POLICY HO-4; DEVELOP NEW MODELS FOR DOWNTOWN HOUSING

Implementation Guideline 1 Light Rail Station Development

Include a housing component in all light rail station area development plans to maximize opportunities for high-density transposition **efficient** housing in **these** areas.

Implementation Guideline 2 Home Ownership Programs

Develop and implement models that encourage low-moderate **homeownership** downtown for first time purchasers. Models could include community land trusts, limited equity housing partnership programs for employer **assisted** housing and others.

Implementation Guideline 3 Permit Streamlining

Streamline the permit process for approved Demonstration Affordability Housing Model projects.

POLICY HO-5: ENSURE THAT DOWNTOWN HOUSING IS AVAILABLE TO ALL INCOME LEVELS

Implementation Guideline 1 Housing Targets

Housing production within the Urban Center shall be keyed to the following targets:

Median Income Level	2014 Units	% of Total	below
50%	9,180	34	
50-80%.	6,750-	25	
above 80%	11,070	41	

Individual neighborhood plan targets shall be balanced to achieve **this** overall target. The City shall take special care in the maintenance of low income housing affordable to households earning less than **50%** or median income.

Implementation Guideline 2 Monitoring

A. Monitoring System. City staff shall annually monitor **all** downtown housing, reporting **on**:

- Housing stock (condition, numbers and identification of vacant stock).
- **Permit** data (units **resulting** from the bonus, TDR and **inclusionary** zoning programs).
- Number of units **resulting** from the City's housing rehabilitation program and minimum **maintenance** programs.
- Other **relevant** housing information.

B. Advisory Task Force: A Downtown Housing Advisory Task Force **shall** be created **including** representatives of the downtown Seattle urban **village** neighborhoods, **downtown** Seattle **business** community, housing activists, property owners, non-profit housing organizations and downtown Seattle residents. The Task Force **shall** report to the Mayor, the **Council** and the Director of the Office of Housing. The Task Force **shall** be charged with advising the **City** in monitoring housing conditions, production targets; formulating innovative strategies for encouraging production through private initiatives and public investment; and advising the Mayor and City **Council** on policy changes.

Implementation Guideline 3 Existing Housing

The **City shall develop** regulatory and other strategies to achieve the replacement of downtown housing demolished or changed to non residential use.

Implementation Guideline 4 Minimum Housing Maintenance

in order to prevent the deterioration and abandonment of sound housing units, the **City shall** establish a minimum maintenance requirement for downtown housing to

prohibit abandonment of sound housing and provide incentives to discourage the neglect of sound housing by providing Public funds in the form of loans or grants@ assist owners in cases where meeting the minimum maintenance requirement is not economically feasible.

Implementation Guideline 5 Transfer of Development Rights

The transfer of unused development rights shall be allowed from downtown structures providing low income and low-moderate income housing to other locations within downtown as provided in Land Use Policy **LU-**

sing

Programs

The **City** shall aggressively seek funds and target programs to rehabilitate existing structures, construct new low and low-moderate income units and provide rent subsidies. Public housing resources and the findings of the housing monitoring program shall be reviewed annually and programs targeted to the most cost-effective actions to achieve 9,000 low income units by the Year 2014.

When major public "projects which would have an impact on low income housing are proposed, the, **City** shall seek new or rehabilitated **low** income housing as a mitigating measure.

Implementation Guideline 7 Downtown Business Commitment

The **City** shall work with downtown neighborhoods and organizations including **the** Seattle Housing Resources Group and similar developers to implement programs to develop and maintain low income downtown housing units.

POLICY HO-6: HOUSING DEVELOPMENT

The incentive system shall include provisions to encourage development of low and low-moderate

income housing throughout downtown, and **all** major new. **residential** buildings shall provide for a percentage of affordable housing units. The **City** shall take **all** appropriate actions to expedite the permit and approval process for residential buildings, assist the production of low income housing through existing programs, and gain changes in **state** law to allow development of new affordable housing programs. The **City** shall monitor the performance of the Housing Bonus Program and make necessary changes to assure the intent of **this** policy is met.

Implementation Guideline 1 Housing Bonus Program

Withhr the downtown, additional development rights shall be granted for the provision of low and low-moderate income housing through a floor area bonus as described in Land Use Policy **LU-22**, subject to the following

A. The housing bonus shall be granted outright for the construction of new low or low-moderate income units affordable to households with incomes less than **80%** of the median income for the Seattle area. At least 50% of the housing units must be affordable to households with incomes below 50% of the median income for the Seattle area.

B. [n lieu of new construction, developers may enter **voluntary** agreements with the **City** or others to build new housing, **rehabilitate** vacant structures, provide mortgage subsidies for the purchase of downtown units, contribute to a **City-approved** housing fund or contribute funds to a **City-approved** nonprofit housing developer in conformance with **City** guidelines.

C. All housing actions for which a bonus is granted must occur within the downtown area as defined by Policy **Lu-** 10: Downtown Classifications and **Overlay Districts**. Housing bonus credit shall not be granted for any

housing developed **within** the area subject to the Pike Place Project Urban Renewal **Plan**.

D. The amount of bonus granted shall be based on the dollar value" of the subsidy required **to** assist in the creation of downtown affordable housing based **on** the amount of housing provided and the income range of the occupants. Construction of **low** income housing, for example, shall receive a larger bonus than **low-moderate** income housing assistance since low income housing is more costly for the developer to provide. Also the amount of bonus granted shall reflect the value of the increased development rights as determined by the price of land in the area where additional development rights are granted and shall be set to ensure that there is an incentive to use the housing bonus.

E. Bonus values shall be reviewed periodically to consider changes in [and prices, housing production costs and household incomes to ensure that the value of the bonus continues to be fair and equitable.

HUMAN SERVICES

Introduction

The provision of human services throughout downtown **Seattle** is a function **of** public agencies, charitable organizations, non-profit corporations, churches and other providers. As a result, the policy basis for City actions has an incremental tendency to address short-term and locational needs without the benefit of a holistic view of **more overall long-term solutions**.

A day-long Human Services **Forum sponsored** by the Downtown Seattle Association provided a first step towards this approach. The February 24, **1998** Forum brought together people involved in downtown human services provision and others interested **in** the issues. Presentations by downtown interests, **agencies**, and researchers highlighted current conditions and issues and pointed towards potential models for new initiatives. **A 9-person advisory panel then compiled the ideas and**

discussion and prepared a report defining three key issues that need attention. These issues are:

- Chronic **mental** health and substance abuse conditions - How can the number of chronically **1/1** street people be reduced?
- . Employment - What kind of employment program will increase **the** self sufficiency of those hardest to employ?
- Housing- How should housing and support **services** be increased to relieve the stresses of **homelessness?**

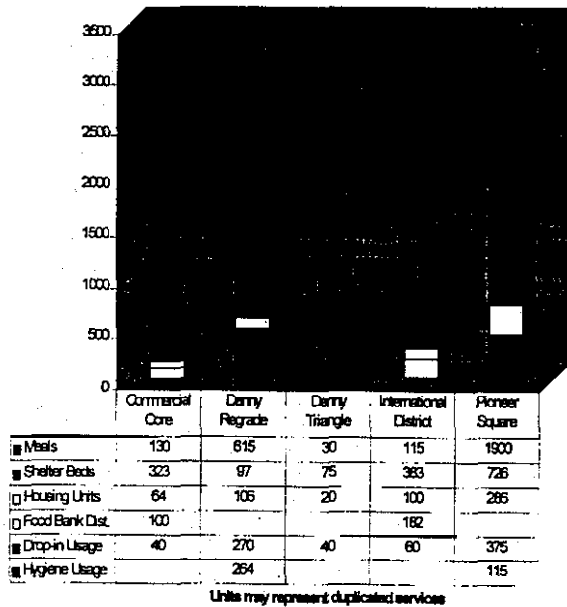
The **advisory** panel **framed preliminary strategies** that should be considered in developing a downtown human services p/an.

The **DUCPG** sponsored a survey project which produced a detailed inventory and database of information describing current services provided throughout downtown. This involved written and telephonic **collection** of information from **all** downtown providers, including private organizations such as churches. **One** hundred organizations were surveyed. The resulting report provides information about these organizations and their services broken down by neighborhood. Overall, the current level of services downtown includes:

- 576 housing units with on-site services;
- 1,604 shelter beds,
- 785 **daily** drop-ins,
- . 2,790 daily **meals**,
- . 379 **daily** hygiene users, and
- . 282 daify food bank distributions

The next step is to consider the effectiveness of these services within the context of the issues and **strategies** raised at the Forum and to look at **future demand** based on **forecasts of downtown growth**.

Service Distribution Across Urban Center Villages



POLICY HS -1: DOWNTOWN HUMAN SERVICES PLAN

The City shall prepare a downtown urban services plan to address the present and future service needs through coordinated short-term and long-term strategies that will unite the efforts of all providers.

POLICY HS -2: HUMAN SERVICES

Health and human services to meet the needs of downtown workers and residents shall be supported through direct public action and incentives to gain inclusion of these uses in new private development. Human services to the downtown low income population shall be maintained and expanded through public actions and the encouragement of private participation. The relationship between low income housing needs and human services shall be recognized. Shelter housing provided on an emergency basis shall be considered as a human service. As a minimum, 1,604 shelter beds shall be maintained downtown.

Implementation Guideline 1 Land Use Regulations

To promote a wide range of activity at street level and encourage the provision of services in close proximity to downtown populations, health and human service uses shall be permitted at street level locations, and shall be considered to meet all street level retail requirements, where applicable. Such uses shall also be considered to meet requirements for retail use associated with bonused public open space; portions of bonused open space may be restricted to satisfy requirements for outdoor space associated with facilities such as child care centers.

Implementation Guideline 2 Floor Area Bonus

Floor areas bonuses shall be granted for the on-site or off-site provision of space for health and human service providers and all child care services as defined in Land Use Policy LU-22. Eligible services shall be defined as direct services provided by public or private, non-profit organizations which are designated as priority services and all child care services. Service providers shall not be charged rent, but maybe required to pay expenses such as utilities, maintenance or insurance which are directly related to their facility. Health and human services public benefit features shall be clearly competitive with other public benefit features allowed in a land use district.

Implementation Guideline 3 Child Care Public Benefit Feature

- The floor area bonus for child care space shall be granted based on findings that the proposed child care facilities meet the intent of the is policy and the criteria in the public benefit features rule provisions of the Seattle Land Use Code including
- a portion of the day care spaces may be reserved for employees of the building where the facility is located;

- services shall be provided at rates affordable to the range of income levels represented in the downtown work force;
- an annual average of 20 percent of the day care spaces shall be affordable to households with incomes at and **below** 80 percent of the median income of the Seattle **SMSA**.

Each facility shall show how the low income client goal will be met according to **reporting** standards established by the City.

Implementation Guideline 4 Downtown Health and Human Services Fund

A Downtown Health and Human Services Fund based on the Human Services Plan shall be established to **provide space for** services to meet the needs of low income residents and workers.

The floor area bonus for human service uses also may be granted based on a voluntary agreement with the City to contribute funds to the Downtown Health and Human Services Fund. The amount of the **fee-contribution shall** be based on the construction cost of the space not otherwise provided. A fund contribution in lieu of child care space, shall not be permitted. However, after an operating period of at least three years, if it is determined by the City that the operation of a child day care center in the space is no longer feasible or desirable, a contribution to the Fund in lieu of the provision of space may be allowed.

Implementation Guideline 5 Expenditure of Public Funds

The provision of health and human services for low income downtown **residents** and workers shall be a high priority for the use of federal and state funds received by the City for health and human services programs.

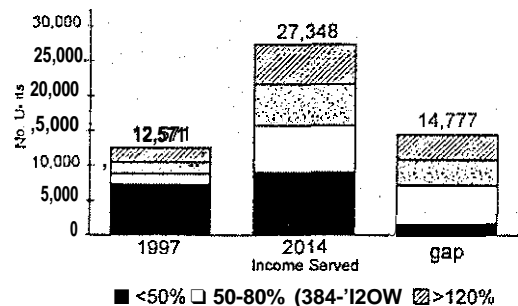
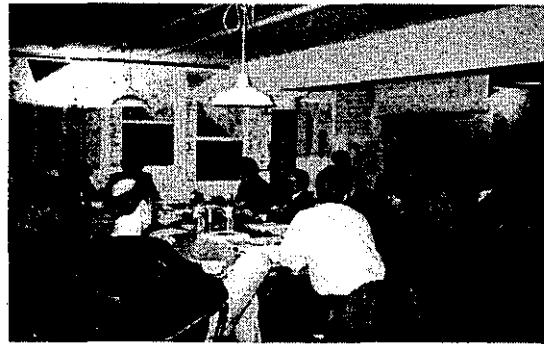
Implementation Guideline 6 Dispersion of Services

The needs of target populations shall be considered in locating human service facilities throughout downtown. Based on the policies of the Downtown Human Services Plan, The

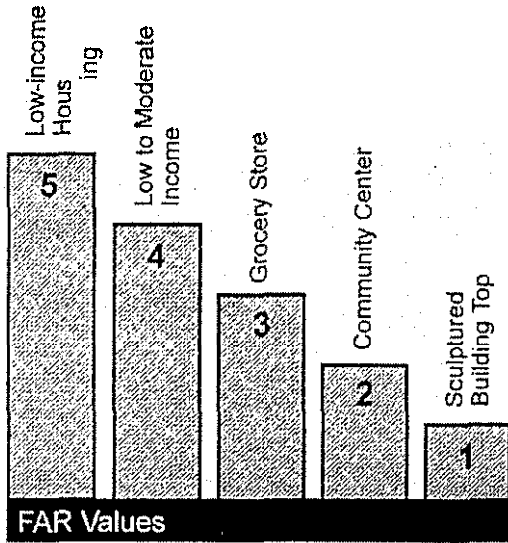
Downtown Health and Human Services Fund and other eligible **City** resources shall be administered to insure coordination of housing and human services needs of **the** downtown low income population. The City shall avoid over concentration of human services facilities in any one area of downtown and encourage the location of needed facilities in areas lacking such facilities.

Implementation Guideline 7 Advisory Task Force/Monitoring System

The City shall establish a Downtown Human Services Advisory Group comprised of downtown urban village neighborhood representatives, service providers, and **other** stakeholders to update information on downtown human services. Issues, needs, and the inventory of facilities and services within the scope established by the Downtown Human Services Plan.



Priorities by Neighborhood



VIII. TRANSPORTATION

Introduction

Transportation solutions for downtown involve a very complex approach. The transportation network is provided by the City, Sound Transit, King County Metro, Washington State Ferries, AMTRAK, and other providers. The network serves commuters, downtown businesses and residents as well as regional organizations and users who travel to and through the downtown. The Downtown Plan therefore must provide a strong and flexible policy framework that can respond to these diverse demands while also evolving as improvements are completed and growth in service demands increases. Major principles include

Improve Mobility Throughout Downtown

- Revise and re-designate street functions to align with appropriate pedestrian, transit, bicycle and auto needs;
- Plan and improve pedestrian “arterial” corridors;
- Plan and improve principal transit arterials and “hubs” in conjunction with Sound Transit, Metro/KC, and WSF service improvements;
- Develop a downtown-wide transit and way-finding signage system serving all modes and parking resources in a broad public outreach program;

Upgrade Pedestrian-,Oriented Streets and Bicycle Streets

- Designate new Green Streets per neighborhood plans;
- Define City process, funding strategies, and departmental leadership for Green Street implementation;
- Integrate pedestrian improvement program including hill-climbs with urban design framework plan, and design review;

- Designate and improve key bicycle streets (N-S & E-W) to avoid conflict with transit.

Upgrade Parking Management Programs

- Extend meter times in neighborhood “main streets” with night-time activity;
- Increase enforcement and overtime fines, and use revenues for neighborhood projects;
- Assist neighborhoods in developing parking facilities to support new residential development and short-term retail uses.



POLICY T-1 : REGIONAL TRANSIT ACCESS

The City/Sound Transit/Metropolitan Services Department of King County plan for a high capacity downtown transit corridors, as modified by on-going planning and engineering studies, shall be an integral element of the Downtown Plan. These improvements shall: 1) provide capacity to meet forecast transit growth through the year 2014; 2) reduce travel time by transit; 3) reduce transit congestion of surface streets; 4) reduce transit rider crowding on sidewalks; 5) reduce diesel bus noise and odor; and 6) provide an attractive and pleasant street

environment for the pedestrian and transit rider.

Implementation Guideline 1 Surface Improvements

Surface improvements to downtown streets designated as primary transit streets, pedestrian streets, green streets, and bicycle streets shall be designed to: 1) facilitate surface transit operations while maintaining auto circulation and loading needs; 2) provide a pleasant environment to encourage pedestrian activity and transit ridership; 3) reduce odor, noise and visual impacts of surface transit operation; 4) facilitate access to both the surface and tunnel transit operations; and 5) facilitate the [and use, urban form, street environment and internal circulation policies of the Downtown Plan.

Implementation Guideline 2 Regional Connections

Completion of regional transit improvements shall be integrated with the Downtown Plan. Elements include:

- A. Transit access to the 1-5/1-90 interchange.
- B. Completion of 1-90 transit facilities.
- C. Exclusive transit/carpool lanes on 1-5.
- D. Expansion of the trolley bus network.
- E. Additional transit service.

POLICY T-2: TRANSIT CIRCULATION

The street level elements of the regional transit system shall be improved and expanded to provide the primary mode of vehicular travel among downtown activities. The system shall be integrated 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.

Implementation Guideline 1 Base Circulation System

A base circulation system consisting of modifications to existing service and additional downtown routes shall be developed. The following elements shall be considered as part of the base system:

- A. A local downtown circulator (separate from regional bus lines) providing easy access within and between neighborhoods.
- B. East-west service improvements to connect First Hill and other communities to the ferry terminal and downtown.
- C. Potential extensions of the Waterfront Streetcar to serve other adjacent communities such as Seattle Center.
- D. Rehabilitation and/or expansion of the monorail to improve service, safety and efficiency.
- E. Improved routing, scheduling, signage and rider information to integrate all public transportation services.

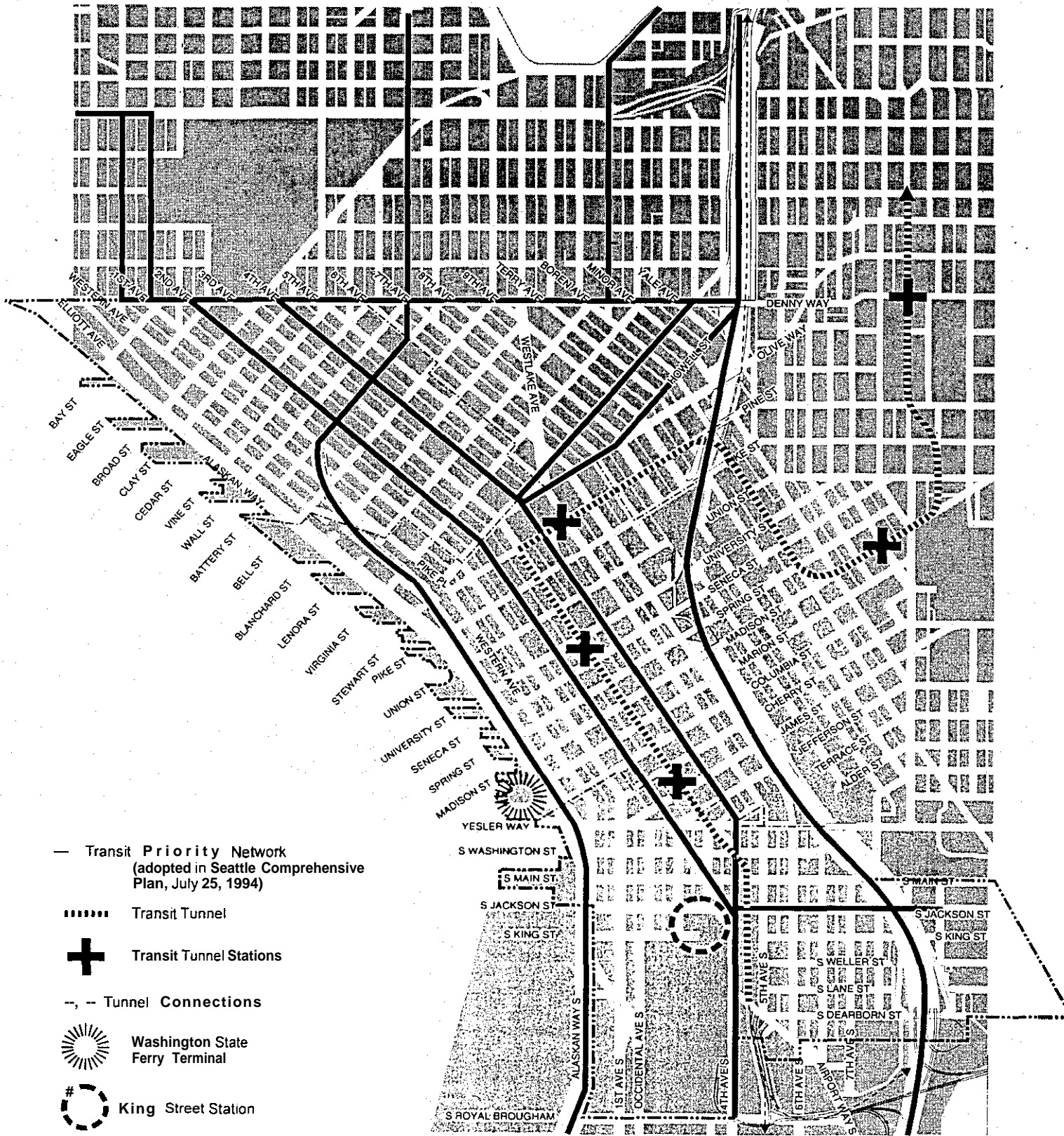
Implementation Guideline 2 Long Range System and Incentives Agreement

A long range program of transit circulation improvements, together with an incentives agreement defining the appropriate mechanisms by which service as identified in the downtown plan and the Seattle Transit Initiative will be added, shall be developed between the Metropolitan Services Department of King County, Sound Transit and the City. The following shall be considered as part of this work:

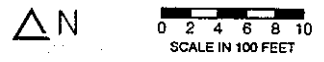
- A. Expanded hours and frequency of service on the base system.
- B. Addition of new types and levels of services.

Implementation Guideline 3 Ride-Free Zone

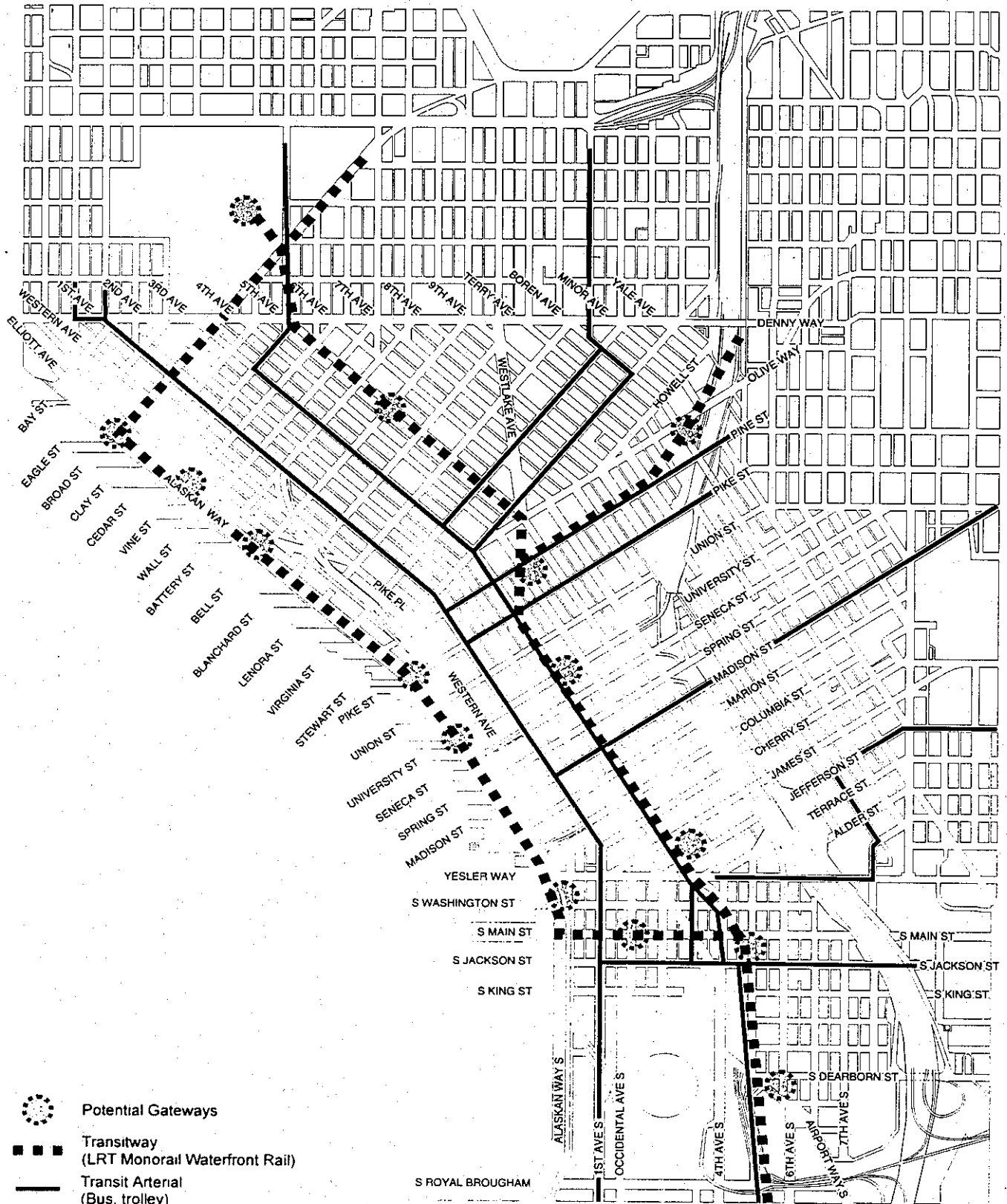
The ride-free zone shall be retained and expanded based on on-going discussions and demand analyses.



- Transit Priority Network
(adopted in Seattle Comprehensive Plan, July 25, 1994)
- Transit Tunnel
- +
- Transit Tunnel Stations
- - - Tunnel Connections
- ☀ Washington State Ferry Terminal
- # King Street Station

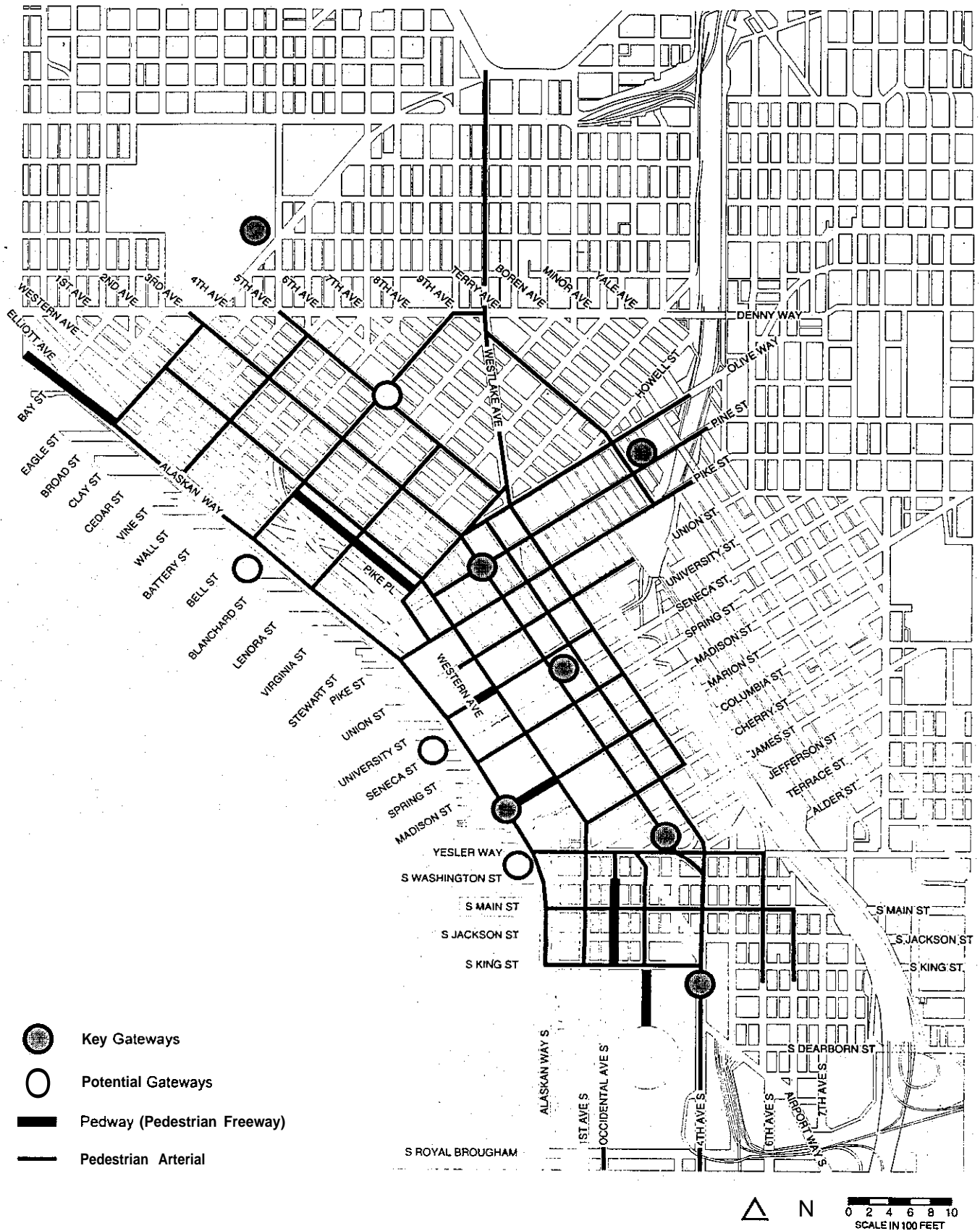


Regional Transit Access

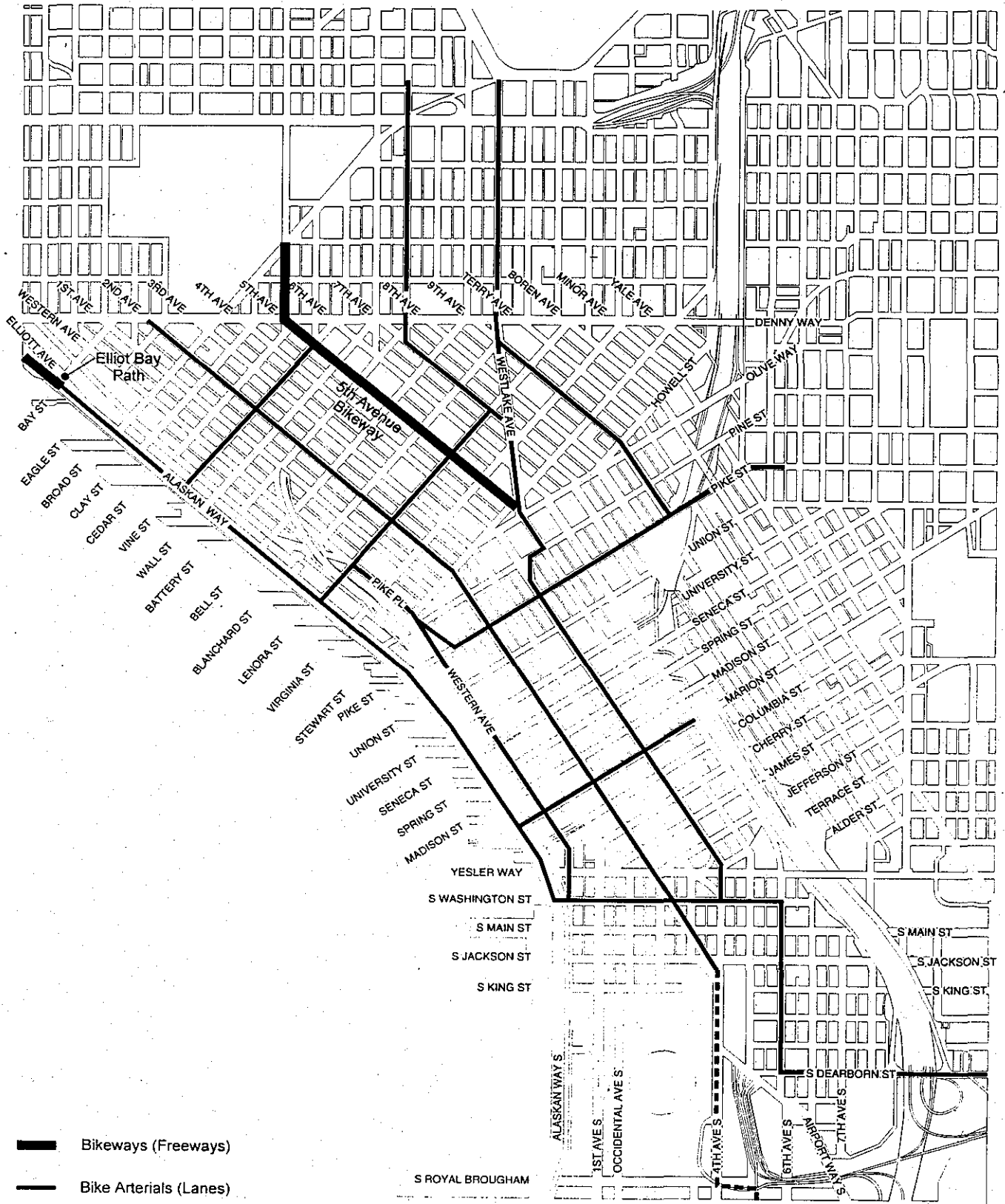


0 2 4 6 8 0
SCALE IN 100 FEET

Transit, Network Hierarchy



Pedestrian Network Hierarchy



0 2 4 6 8 10
SCALE IN 100 FEET

Bicycle Network Hierarchy

POLICY T-3: VEHICULAR ACCESS AND CIRCULATION

The efficiency of the regional highway system and major arterials within downtown shall be maximized for vehicular access and circulation; through-traffic within downtown's residential and shopping areas as well as those surrounding downtown shall be discouraged to facilitate peak-hour traffic which provides access to the regional highway network. The adopted regional traffic access and circulation improvements contained within the Regional Transportation Systems Plan shall be integral elements of the Downtown Plan.

Implementation Guideline 1 Downtown Access and Circulation

The following projects shall be undertaken to improve access to and local traffic circulation within downtown.

- A. Ferry Terminal. Expand the Washington State Ferry Terminal at Colman Dock, including additional off-street storage for waiting vehicles.
- B. Alaskan Way. Continue actions that de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70
- C. Westlake Boulevard. Develop Westlake Avenue between Olive Way and Valley Street as a two-way boulevard and revise circulation patterns in the general area as part of a comprehensive community development program for the Westlake Boulevard/South Lake Union area.
- D. Stewart Street/Denny Way Intersection. Grade separate the intersection of Stewart Street and Denny Way.
- E. Consider alternative traffic flow utilization of the north-south arterials as part of the planning for enhanced transit service speed and reliability.
- F. Signal improvements. Upgrade tire downtown traffic signal system to improve the flow of traffic and improve transit operations.

POLICY T-4: PEDESTRIAN CIRCULATION

Pedestrian circulation shall be the principal method of movement within downtown. The street level environment shall be improved as the primary component of the pedestrian network. Wherever possible, the pedestrian network shall be accessible to the elderly and disabled.

Implementation Guideline 1 Pedestrian Circulation Improvements

A comprehensive program of public improvements to streets and sidewalks shall be undertaken in coordination with the transportation, open space, land use and urban form policies of the urban design framework plan. Pedestrian circulation improvements shall include:

- A. Downtown Transit Corridor. Develop surface pedestrian improvements along Third Avenue and Pine Street, integrated with the transit tunnel as part of planning for station area development.
- B. Spot Improvements. Undertake a program of location specific pedestrian improvements at major bus stops and high volume pedestrian locations.
- C. Green Streets. Develop green streets in downtown neighborhoods for added passive and active pedestrian space in accordance with the neighborhood plans and the open space element of "the Downtown Plan.
- D. Denny Regrade Boulevard. Develop a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue (in accordance with the Belltown Streetscape Guidebook) through the Denny Regrade as an extension of the Downtown Transit Corridor.
- E. Westlake Boulevard. Develop a landscaped boulevard with widened sidewalks along Westlake Avenue between Olive Way and Valley Street consistent with the Denny Triangle, Commercial Core and South Lake Union neighborhood plans.

F: Waterfront Linkages. Retain and improve pedestrian connections and access through downtown east-west and between downtown and the waterfront including additional hill-climb opportunities as part of both public and private projects.

Implementation Guideline 2 Incentives for Pedestrian Circulation Improvements

The floor area bonus system shall include incentives for features such as widened sidewalks, overhead weather protection, through-block connections and elevators and escalators on steep hills.

Implementation Guideline 3 Pedestrian Skybridges, Aerial Trams and Tunnels

Pedestrian grade separations, whether by skybridge, aerial tram or tunnel, may be allowed only when their development conforms with City code requirements and meets all the following criteria:

- A. Street Level Views will not be adversely affected.
- B. Topographic and functional conditions require pedestrian circulation above or below the street or an unsafe or congested condition exists at the street level.
- C. or detract from a reasonable level of pedestrian activity on the street.
- D. Direct physical and visual access to/from the facility will be provided to adjacent sidewalks, open spaces or public plazas.

POLICY T-S: BICYCLE CIRCULATION

Bicycle access to and within downtown shall be encouraged and enhanced. Bicycles shall be allowed use of all downtown streets; routes or corridors to connect downtown with the citywide network of bicycle routes shall be established; and bicycle storage facilities shall be provided in major new public and private development.

Implementation Guideline 1 Bicycle Lanes

Opportunities to create lane separated bicycle routes along key bicycle streets identified in the downtown bicycle transportation plan shall be

explored as part of the proposed community development activities for these areas.

Specific improvements shall be determined by implementation studies and could include signing or actions to increase bicycle safety, such as modifying storm sewer grates to prevent entrapment of bicycle tires.

Implementation Guideline 2 Bicycle Parking

Bicycle parking and storage facilities shall be required in major new developments.

POLICY T-6: STREET CLASSIFICATION SYSTEM

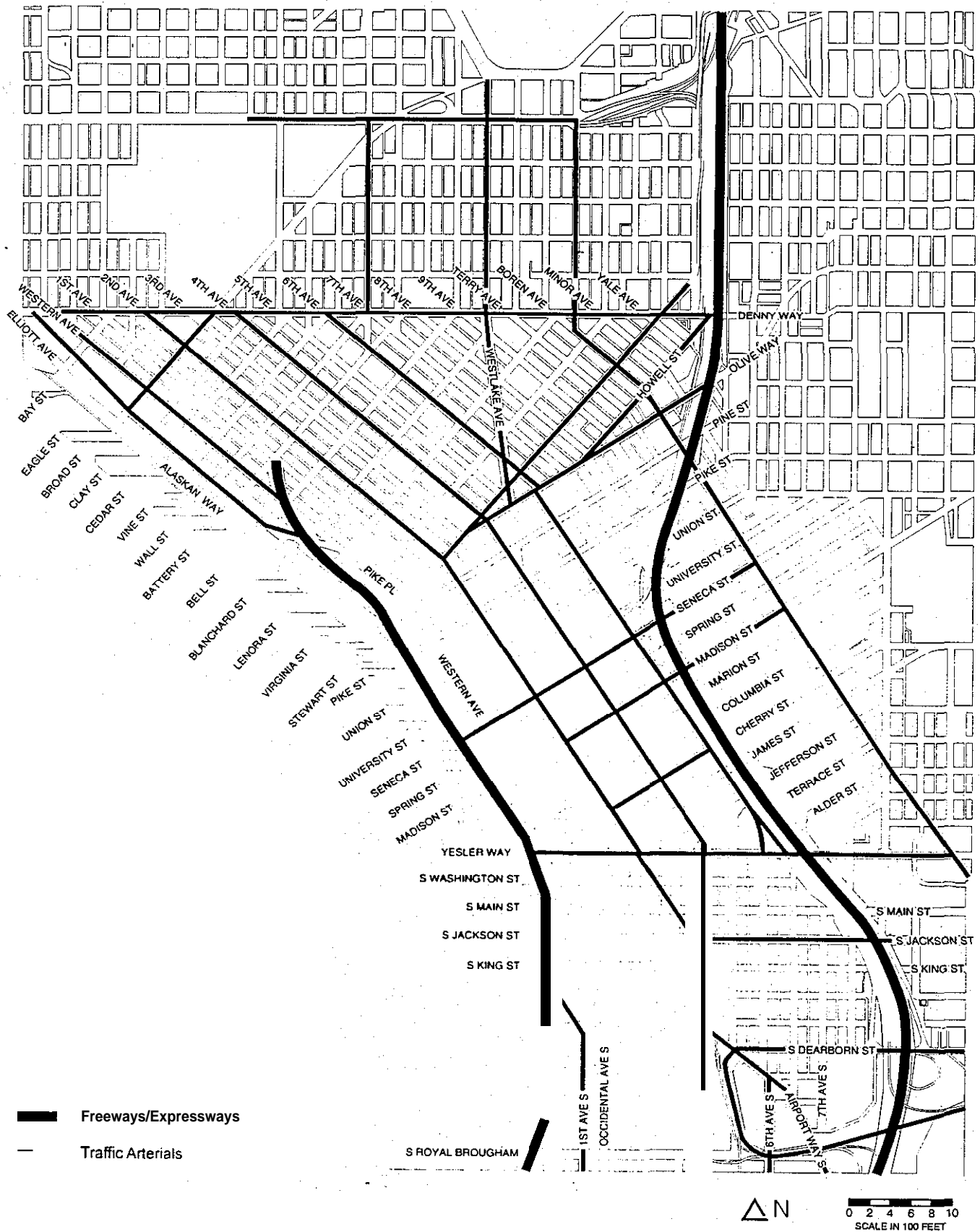
Downtown's streets shall be classified in accordance with standards defining the functional relationships of the various uses of the right-of-way. This classification system shall integrate multiple vehicular and pedestrian needs, minimize modal conflicts, reflect and reinforce adjacent land use, and provide a basis for physical changes and improvements.

Implementation Guideline 1 Classification System

Downtown streets shall be classified by four categories: 1) traffic function, 2) transit function, 3) pedestrian function and 4) bicycle function. This system shall be used to identify and prioritize capital improvements and operating changes.

Implementation Guideline 2 Traffic Classification

Downtown streets shall be classified in accordance with the Traffic Street Classification Table and designated in accordance with the Traffic Street Classification Map.



Vehicular Network Hierarchy

Implementation Guideline 3 Transit Classification

Downtown streets shall be classified in accordance with the Transit Street Classification table and designated in accordance with the Transit Street Classification map. The primary intent of this system is to ensure that high volumes of buses are limited to streets with adequate sidewalk space for waiting riders.

Implementation Guideline 4 Pedestrian Classification

Downtown streets shall be classified in accordance with the Pedestrian Street Classification table and designated in accordance with the Pedestrian Street Classification map. Downtown pedestrian classifications represent much more intense use than comparable classifications elsewhere in the city.

Implementation Guideline 5 Vehicular Access to Abutting Property

Vehicular access shall be controlled through the downtown design review process to ensure that pedestrian safety and security is maintained.

TRAFFIC STREET CLASSIFICATION	
CLASSIFICATION	FUNCTION
Regional Freeway/Expressway or Regional Arterial	Intra-regional vehicle travel
Principal Arterial	Primary vehicular access route to/from downtown; also, some internal circulation
Minor Arterial	Distribute traffic from principal arterials and serve downtown circulation
Access Street	Provide access to adjoining property, off-street parking and loading
Urban Street	See Policy 22: Open Space, Implementation Guideline 3

TRANSIT STREET CLASSIFICATION	
CLASSIFICATION	FUNCTION
Principal Transit Street	Principal transit corridor serving regional and downtown transit access and circulation
Major Transit Street	Major transit corridor serving downtown transit access and circulation
Minor Transit Street	Minor transit corridor serving downtown transit access and circulation

PEDESTRIAN STREET CLASSIFICATION				
CLASSIFICATION	FUNCTION	DESIGN STANDARDS FOR ABUTTING DEVELOPMENT	MINIMUM SIDEWALK WIDTH	PARKING
Class I - High Pedestrian Activity Street	Major link in pedestrian circulation system	Use and Development standards apply	Greater width if street has principal transit classification	May be eliminated to provide minimum width or parking at intersections
Class II - Medium Pedestrian Activity Street	Secondary link in pedestrian circulation system	Use and Development standards apply	Standard width	May be eliminated to provide minimum width or parking at intersections
Green Street	Link in pedestrian circulation network and element of open space/urban system	Use and Development standards apply	Variable depending on design of green street	May be eliminated depending on design of green street

POLICY T-7: PARKING

Actions shall be taken to ensure 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. A minimum parking requirement shall be established to mitigate the transportation impacts of new non-residential development; short term parking shall be preferred to meet shopper and visitor needs; and new long term parking facilities shall be encouraged in areas where traffic impacts can be mitigated.

Implementation Guideline 1 Minimum Parking Requirement

Minimum parking requirements shall be established for new non-residential development throughout downtown both for long term parking (commuters) and short term parking (visitors and shoppers) Long term parking shall be required based on forecast year 2014 transit and ridesharing use and shall vary by area depending on the availability of transit service and neighborhood plan priorities. Short term parking requirements shall vary by use only. Required parking shall be provided within walking distance from the principal use.

A percentage of the parking spaces provided to meet the long term parking requirement shall be reserved for carpools in order to encourage travel in high occupancy vehicles.

Implementation Guideline 2 Maximum Parking Limitations

In order and to encourage the use of transit and high occupancy travel to mitigate increases in traffic impacts, long term accessory parking shall be limited and may be allowed to be increased above the limits only through administrative review procedures.

Implementation Guideline 3 Off-Street Loading

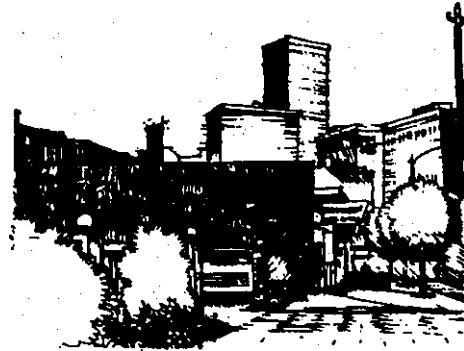
To accommodate building service and delivery needs without disrupting traffic and street level pedestrian activity, new

development shall be required to provide off-street loading spaces.

Implementation Guideline 4 Location of Principal Use Parking

Principal use parking shall be limited to only those areas designated on the Principal Use Parking Map and governed by the following:

- A. To facilitate shopping and access to personal services, short term parking garages may be permitted as identified in neighborhood plans.
- B. Long term parking garages may be permitted through administrative criteria and review procedures only in those areas where the traffic generated by the parking facility will not cause serious congestion or negatively impact adjacent pedestrian and land use activities, or discourage transportation management programs established to reduce travel in single occupant vehicles.
- C. Surface parking lots disrupt the pedestrian environment at street-level, reduce the level of activity desired downtown, and facilitate single occupant vehicle travel. Permanent surface parking lots may be permitted through administrative criteria and review procedures only in the areas of downtown shown on the Principal Use Parking map, where the impacts associated with these uses may be mitigated. In other areas, permanent surface parking lots would be inconsistent with the short and long term parking policies, and policies concerning the pedestrian and street level environment
- D. Principal use parking garages dedicated to residential parking may be permitted in residential districts through administrative criteria and review procedures.

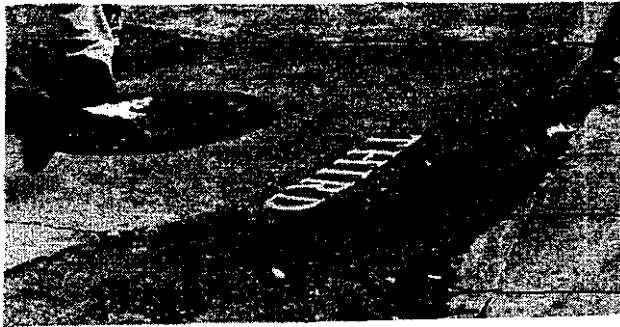


Implementation Guideline 6 Downtown Parking Fund

The downtown parking fund shall facilitate the construction of parking facilities. 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.

Parking facilities shall be developed in accordance with the following priorities based on the neighborhood plans and the Parking Development map:

- A. Parking to serve residential needs where it is determined that such actions can significantly assist the production of affordable housing.
- B. Long term parking on the periphery of downtown facilitated by contributions to the parking fund in lieu of providing required accessory parking on site.
- C. Facilities to serve the international District and Pioneer Square in conjunction with mitigation programs associated with the ballpark and football stadiums and other neighborhoods in conjunction with their plans



POLICY T-8: TRANSPORTATION PROJECT PRIORITIES

Priorities for downtown transportation improvements shall be established. The City, through its own Capital Improvement Program or through intergovernmental lobbying efforts, shall give highest priority to transit and high occupancy vehicle improvements that serve commuter travel, transit and pedestrian improvements that serve internal circulation, and streetscape projects that improve the quality of the pedestrian environment in residential and shopping areas.

Implementation Guideline 1 Transportation Criteria

The following criteria shall be considered for identifying and prioritizing downtown transportation improvements:

- A. Highest priority shall be given to projects that:
 - . Improve the capacity and attractiveness of transit and other high occupancy modes for peak hour travel to downtown;
 - . Improve transit, pedestrian and bicycle circulation among downtown areas; and
 - . Enhance the street level environment for pedestrians in areas targeted for residential, retail and open space development.

- 8. Secondary priority shall be give to projects that:
 - . Reduce vehicular congestion on downtown streets;

- . Better utilize the capacity of downtown arterials and facilitate traffic bypassing the downtown;
- . Address neighborhood needs; and
- . Address long term parking needs on the periphery of downtown.

POLICY T-9: USE OF STREET SPACE

Streets, alleys and other public rights-of-way shall not be vacated unless it is demonstrated that the vacation will result in a public benefit. Permanent use of any portion of the street right-of-way which allows the area of the abutting building to be enlarged shall require a street vacation. Temporary private use of the public street right-of-way shall be allowed only where it will add interest and vitality to the street environment, increase pedestrian comfort, and not conflict with the circulation function of the street or seriously obstruct views. The design and placement of bus shelters, street "furniture, utilities and landscaping shall promote a high quality pedestrian oriented street environment.

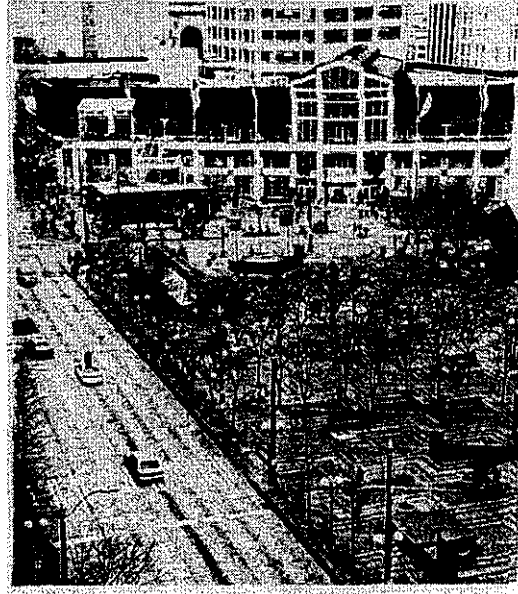
Implementation Guideline 1 Street and Alley Vacations

Most downtown streets and many alleys provide needed circulation space, access to private property, utility corridors, light, air and open space. Only when achievement goals and policies of the downtown plan will be facilitated, shall a vacation be granted.

The following shall guide consideration of specific street or alley vacation petitions:

- A. Streets.
 - . Streets designated as arterials shall not be vacated.
 - . Streets designated as green streets shall not be vacated unless comparable public open space and pedestrian circulation connections are provided. Improved green streets shall not vacated unless such vacation is in the interest of the community as identified in the neighborhood plan.

- View corridor streets designated in Policy LU-22: Street Level Views shall not be vacated except when conditions are placed on the vacation which will ensure preservation of the view corridor.
- Vacation of any street which could result in increased shadows on public parks shall not be granted except when conditions are placed on the vacation that will prevent shadow impacts greater than those possible under the zoning rules prior to the vacation.
- Vacation of a portion of a street right-of-way to allow enlargement of building area into the street right-of-way shall not be permitted a) on view corridor streets designated in Policy LU-22: Street Level Views, or b) where there would be adverse impacts on street level public open space and light and air provided by the street.



B. Alleys

Generally, alleys in the downtown urban center provide a wide range of functions ranging from loading and service to pedestrian access to the interiors of blocks. As a result, alley vacations shall be discouraged, and:

- Alleys which are part of the primary pedestrian circulation system (such as Post Alley) shall not be vacated unless comparable public pedestrian circulation is provided and the pedestrian environment along the corridor is improved.
- To ensure compatible scale and character of infill development, alleys in historic districts shall not be vacated.

IX. IMPLEMENTATION

WORK PROGRAM

The Downtown Urban Center Planning Group has identified a number of detailed analyses and implementation planning programs which are needed to achieve the Plan goals. The following defines the work program scopes for these programs.

Initial Action Work Program

DOWNTOWN URBAN DESIGN FRAMEWORK PLAN

The Draft Downtown Plan prepared by the Downtown Urban Center Planning Group, (DUCPG) contains recommendations for land use, transportation, housing, and human, services improvements to downtown. These recommendations are related to-, and consistent with the recommendations of the five downtown urban village neighborhoods. Many of the recommendations rely on further *analysis*, planning and design associated with the wide range of initiatives that are proposed within the downtown urban center. Therefore, the DUCPG recommends the development of an urban design framework plan that will coordinate these on-going efforts with the vision and principles of the downtown community as well as provide a more structured basis for making incremental implementation decisions at the project level. The following describes the proposed scope for this work.

Objectives

- Create a highly visual, unifying framework that enhances the unique character of each downtown neighborhood and reinforces a *sense* of place.
- Establish a hierarchical network of connections and activity nodes that strengthens connections between downtown neighborhoods.
- Address the relationship between public and private space and develop policies and design standards for public and private development.

- Coordinate work *with* Sound Move, South Downtown Plan, Washington State Ferry plan, Port of *Seattle* waterfront plan, Pine Street Plan, Municipal Center Urban Design Plan, and other planning efforts.
- Be directed by a strong advisory committee of neighborhood representatives, design professionals, *Allied Arts, etc.*, and include a public outreach process.
- Address the following issues and others identified by the advisory committee:

- Civic Facilities
 - Seattle Civic Center
 - King County Administrative Center
 - Seattle Public Library
 - Light Rail Station Areas
- Public Space
 - Urban Form
 - Open Space
 - Pedestrian Streetscapes
 - Green Streets
 - Great Streets
 - Transit Streets
 - Sky Bridges and *Alley* Vacations
 - Waterfront and Alaskan Way
- Design Standards and Maintenance
 - Streetscape Design Standards
 - Sidewalk Pavement
 - Objects in the Right of Way
 - Public Art
 - Streetscape Fixtures
 - Landscape Elements
 - Public *Graphics/Wayfinding*
 - Design Guidelines
 - Repairs and Restoration
 - Utility Coordination
 - Maintenance*
- Implementation
 - Scope of Work
 - Plan Coordination

Downtown Framework

While current comprehensive plan policies, land use regulations, and design standards provide a tools and components of an overall framework for the downtown; these elements need to be organized, prioritized, and expanded into a “blueprint” for downtown that will stand as a long-term statement of principles and standards.

These principles and standards must address the collective vision of the downtown community as well as functional and economic practicality. It will define and shape future public and private actions; clarify city administrative, regulatory, and investment roles; and illustrate how downtown should be improved within the range of individual neighborhoods’ need for expressing their unique characters while at the, same time, doing so within an overall Downtown Seattle Urban Center sense of place.

This can only be achieved within an open process which engages all constituents of the downtown. .

Civic Facilities

Seattle Civic Center - Planning for the new Seattle Civic Center *should* establish a *unique*, visible, and appropriate image for the seat of Seattle’s municipal government.

King County Administrative Center - Planning for improvements to King County’s courthouse and administrative and corrections facilities should be closely coordinated *with* planning for the adjacent Seattle Civic Center, which is proceeding on a parallel schedule.

Seattle Public Library - The new Seattle Public Library is envisioned as a “state-of-the-art” facility at the heart of the downtown. Planning

should consider the library’s potential for increasing open space and impacting housing and retail services as well as it’s relationships to the streets.

Light Rail Station Areas - Transit-related planning around stations should consider the neighborhoods, desires to concentrate employment and housing along high-capacity transit corridors. Station area planning should integrate the *neighborhoods’* strategies for meeting job growth targets and increasing development capacity. The Urban Design Plan should address the urban design impacts of station area development within the context of the adopted neighborhood plans.

Public Space

Urban Form - The 1985 Downtown Land Use and Transportation Plan outlines urban form policies for the downtown including: Historic Preservation; Building Heights, Building Sea/e; Street Level Views; Street Level Development Standards; Uses at Street Level; Use of Street Space; Signs; Open Space. The Urban Design Plan *should* review and update these policies and provide more detailed design direction. *In* addition, the Urban Design Plan should further address urban form issues including: Sky Bridges; Alley Vacations; Landmarks and Destinations; Gateways and Connections; Waterfront Pedestrian Connections; and Water Views.

Open Space - Open space planning should be coordinated with open space plans of the downtown *neighborhoods*. The overall downtown open *space plan* should provide a range of active, and passive open space components consistent with the Comprehensive Plan open space goals and policies. The potential for converting underutilized street right-of-ways into open space *should* be explored.

Gateway Connector and Special Use Streets -

Two of *downtown* Seattle's main gateway and connector streets are Second and Fourth Avenues. Both streets also have individual characteristics of abutting building *plaza/entry* courts, public open spaces, public institution structures and strong links to adjacent neighborhoods. These, and other streets should be individually *analyzed* for their unique contributions to the form and function of the downtown. This analysis should be the basis for developing urban design standards for individual streets that *will* define their unique character and guide their future development for both pure functional and *urban* form purposes.

Pedestrian Streetscapes - Attractive streets with pedestrian circulation capacities related to actual and projected demand. are essential. *All* downtown streets should emphasize the pedestrian as a vital functional component of a comprehensive transportation plan. Light rail and job growth will bring thousands of additional pedestrians into downtown, increasing the need for gracious, safe, well-designed functional sidewalks.

Green Streets - Green Streets (existing and new) should be identified as part of the Urban Design plan, with emphasis on streets that connect to the waterfront and to adjacent neighborhoods. Mechanisms are needed for funding both conceptual planning and later design and construction, and administering the implementation of Green Streets. These mechanisms should include specific urban design, engineering, construction, and long-term maintenance components. The *DUCPG* has recommended that Green Street program management be assigned to a single City department.

Great Streets - The Mayor's office has designated *Westlake* Avenue as a Great Street, or a major transportation corridor with opportunities for housing development and intensive *streetscape* improvements. The Mayor

has instructed SEATRAN to begin planning for implementation and identifying funding for the project. *Westlake* is an important link between the downtown and South Lake Union. The street's *width* suggests boulevard treatment and its diagonal orientation offers opportunities for creating *connecting* Green Streets and *related* open spaces. The Urban Design Plan *should* specifically address *Westlake's* role and character and should provide urban design direction to guide *streetscape* improvements in coordination *with* the plans of the adjacent neighborhoods.

Transit Streets - Additional surface bus traffic is anticipated when light rail operations displace bus traffic from the tunnel to surface streets. This high-volume surface bus traffic could be detrimental to the pedestrian-oriented environment. As part of the Urban Design Plan, coordinated downtown-wide transit planning should consider the strong pedestrian focus and should include measures to mitigate negative impacts of surface transit on pedestrians. These measures should include intensive *pedestrian-oriented streetscape* improvement, such as well-designed bus stops "with *shelters* that do not impede pedestrian *flows* on sidewalks.

Sky Bridges and Alley Vacations , - increasingly, developers are petitioning the City right-of-way vacations that grant use of the public *right-of-ways* for private development. Sky bridges and *alley* vacations are becoming commonplace, with little debate over the long-term *cost/benefit* impact on the street-level pedestrian environment and circulation system. The Urban Design Plan should develop clear policies for limiting street vacations in conjunction with the specific objectives of individual neighborhoods' visions for alley uses.

Waterfront and Alaskan Way - The Urban Design Plan should highlight the downtown's spectacular natural setting and address the relationship of downtown Seattle to its most prized feature: the central waterfront along Elliott Bay. *Currently*, the entire downtown is

cut off physically and visually from the waterfront by the intimidating and noisy *Alaskan Way* viaduct, arterial and *railroad*.

Critical components of the Urban Design Plan *should* be: development along *Alaskan Way* "piers; Port of Seattle development plans; views of the water; pedestrian access to the waterfront area; opportunities to access to the water itself; waterfront transportation connections (commuter *rail*, freight *mobility*, etc.); and waterfront connections between downtown neighborhoods as well as the *valuable* connections provided by the waterfront pedestrian and bicycle trail *and* the streetcar.

Design Standards *and* Maintenance

Streetscape Design Standards - Jfre Urban Design Plan should review and update City streetscape design and construction standards and customize them for the neighborhoods as appropriate with *streetscape* standards that reflect their characters and functions. Sidewalk widths should meet level-of-service standards, i.e., sidewalks should be wide enough to accommodate pedestrian volumes. Sidewalks should also accommodate some outdoor uses of adjacent businesses *and* provide a buffer between pedestrians and vehicle traffic. Streetscape design standards should address: required setbacks from the curb to the walking zone; curb treatments/types; corners layouts (i.e., corner turning *radii*, ADA ramps, brass inlaid street names); inlaid sidewalk art; utility *grates* (type and placement); utility "boxes(type and placement); utility pole consolidation; and sidewalk pavement.

Sidewalk Pavement - Because they are typically developed in conjunction with abutting private development, consist of a hedge-podge of different types and qualities of pavement. Sidewalk treatments vary greatly from *site-to-site* and *block-to-block*. As a result, there is no unified pavement character. Because maintenance of so many pavement types is difficult, many sidewalks have been

inappropriately repaired. The Urban Design Plan should establish unifying standards for public sidewalk pavement while honoring specific neighborhood Visions and providing some degree of flexibility for individual expressions.

Objects in the Right-of-Way - Poorly located utility poles, utility boxes, parking meters, newspaper dispensers, garbage receptacles, sandwich boards, public art, bus shelters, planters, and other objects often obstruct the flow of pedestrian traffic in the walking zone of downtown sidewalks. These objects are especially hazardous for people with vision impairment. Objects in the right-of-way should be simplified, clustered, consolidated, aligned, relocated, or eliminated wherever possible. Jhe Urban Design Plan should develop policies for addressing these issues.

Public Art - Public art can celebrate its environment or it can degrade it. The Urban Design Plan should develop a strong public involvement process and criteria for selecting and incorporating art in the *public* right-of-way. Public art *should* reflect the area's unique context and character.

Streetscape Fixtures - Pedestrian lights, roadway lights, trash receptacles, recycling receptacles, bicycle racks, benches, drinking fountains, newspaper dispensers, kiosks, tree grates, planters, utility grates, utility boxes, and bus shelters are all pieces of furniture in the public living room. Yet these streetscape fixtures are typically treated more like industrial structures than like functional and aesthetic elements in our public home. *Too* often, their design and materials are low quality and their placement is haphazard. Jhe Urban Design Planning effort should *include* research of street fixture manufacturers used by Portland and other cities with high urban design qualities. The Urban Design Plan should identify a set of *streetscape* fixtures appropriate for use in the downtown.

Landscape Elements - Not only does vegetation aesthetically *soften* the urban environment, but it provides environmental benefits as well. For example, street trees mitigate glare by providing shade, improve air quality by filtering carbon-monoxide-polluted air, reduce stormwater runoff by providing soil for water to filter through, and provide a physical buffer between pedestrians and vehicle traffic. The Urban Design Plan should address ways to strengthen both the aesthetic and environmental qualities provided by natural elements. *It should* establish policies and design standards for the placement and installation of street trees and other vegetation.

Public Graphics/Wayfinding - Wayfinding signs, street signs, bus stop signs, transit station signs, and other public signs need to be designed in an integrated manner. The Urban Design Plan should provide design guidelines for a coordinated system of public graphics. The 1998 Wayfinding Project administered by SEATRAN provides an excellent basis for continued refinement of this concept. No, coordination with the downtown neighborhoods should be initiated within the context of the Urban Design Framework to bring this to fruition.

Design Guidelines - The City is in the process of developing design guidelines for private development projects. These should be customized to be consistent with the neighborhoods' design visions. Revised design guidelines for the downtown are currently in process. The Urban Design Plan should coordinate with this process and should address " , specific neighborhood design guidelines pertaining to pedestrian qualities, especially the relation of buildings to the street. These issues should include building entries, setbacks, windows, courtyards, and continuous *façade* treatments.

Building Form and Massing - The existing zoning and land use code contains provisions

dictating setbacks, open space requirements, and required modifications of building form. The intent of these provisions is to create more interesting building forms. When uniformly applied, however, the provisions also promote the repetitive building solutions. The Urban Design Plan should look at developing alterations or *periodical* revision of these form giving provisions. These alterations and periodic changes could promote the development of evolving building types and create a more diverse and interesting urban *skyline*.

Repairs and Restoration - Any construction that takes place *within* rights-of-way greatly impacts the image of the City that *is* experienced by thousands of pedestrians every day. The Urban Design Plan should establish criteria for timely completion of sidewalk and roadway repairs that do not *unduly* disrupt business, retail, and tourism activities. *In* addition, when pavement is repaired, it is frequently constructed to much lower design and *material* standards than the *original* roadway. The Urban Design plan should establish criteria and standards for restoring disrupted sidewalks and roadways in keeping with their *original* design and materials.

Utility Coordination - Roadways are constructed and reconstructed by many entities. *In* addition to SEATRAN, various public and private utilities frequently access sub-surface areas in the roadways. The Urban Design Plan should establish requirements for scheduling coordinated street work, and standards for pavement restoration.

Maintenance The Urban Design *Plan* should develop a policy and funding mechanism to assure long-term maintenance and upkeep of existing and new public spaces.

Implementation

Scope of Work - The first steps in creating the Urban Design Plan should be securing funding and hiring a consultant to develop a detailed

scope of work in cooperation with the downtown community and city departments. The scope of work should include a comprehensive work program, a phasing plan to produce increments of the work program, and a detailed budget and schedule.

Plan Coordination - The Urban Design Plan should build on the DUCPG and neighborhoods' recommendations presented in the plans. The Urban Design Plan should also coordinate with: Seattle Civic Center, Kfrg County Administrative Center, Seattle Public Library planning, and Sound Transit station area planning; Monorail and Downtown Circulation planning; Green Streets imp[ementation]; Westlake Great Street implementation; downtown Wayfinding project; Downtown Design Guidelines development; South Lake Union planning; and City capital improvement projects.

DOWNTOWN TRANSPORTATION PfAN

- Coordinate public outreach program with Urban Design Framework Plan process
- Coordinate key recommended strategies of the Downtown Circulation Study, and Seattle Transit Initiative with design development plans for both interim and long-range Sound Transit, K.C. Metro, Washington State Ferries, Port of Seattle, AMTRAK, and others' *service improvements*
- Develop a comprehensive priorities action plan for high profile projects such as Green Streets, Key Pedestrian Streets, Great Streets, hill-climbs, and other pedestrian and bicycle improvements identified in the downtown plan
- Coordinate public street right-of-way improvements with new major projects such as the Library, Civic Center, Federal Courthouse, Link tunnel stations, and *Ferry Terminal* to establish downtown pedestrian theme

- Conduct *analysis* of origin-destination patterns and projections for all transportation modes including pedestrians
- Develop means for balancing freight mobility with DUCPG and urban village transportation objectives.

BONUS/TDR SYSTEM ECONOMIC ANALYSIS

- Conduct *downtown-wide analysis* to determine fair market values of *public benefit* features and development rights transfer system including superbonus, *small site* and *small building* and open space provisions
- Establish values of *bonuses* and TDRs on a geographic (neighborhood) and *zoning* district basis
 - Incorporate *analysis* of the proposed Seattle-King County *rural land* TDR program in Denny Triangle
 - Develop streamlined *management plan* for implementation and *monitoring* of the system

Near Term Work Program

HUMAN SERVICES PLAN

Two major 1998 accomplishments have provided extensive groundwork for the formulation of 'an action plan for the comprehensive provision of human services in downtown Seattle.

The Downtown *Human Services* Forum of February 24 brought together a large audience of *stakeholders* to hear presentations from experts and *practioners* in human services. A team of 19 Advisory Panelists representing *funders*, agencies, *elected* officials, academicians, and the downtown community then crafted strategies for issues identified in the presentations.

The DUCPG conducted a survey of all downtown human service providers to create a baseline "snapshot" of the universe of facilities and programs currently operating in the downtown. This inventory should be used to establish a process aimed at the following actions:

- Establish human services task force of service providers, funders, downtown neighborhoods and other stakeholders
- Develop work plan addressing information needs and forecasts
- Prepare and evaluate alternative strategies
- Develop phased plan for service improvements, facility siting standards, etc.

This plan should address the key issues identified in the Forum which were:

- Addressing mental health and substance abuse chronic conditions;
- Creating employment opportunities that will increase self sufficiency for those hardest to employ; and
- Link housing supply expansion to social services.

DOWNTOWN PARKING MANAGEMENT PLAN

- Study feasibility of alternative parking management system options
- Target programs for development of neighborhood-serving parking facilities
- Revise land use code to address needs for residential parking and short-term parking.

POLICY [M- 1 : COMMUNITY DEVELOPMENT

The City shall undertake a comprehensive community development program to encourage and preserve mixed income residential neighborhoods with complementary small retail and commercial uses. Greatest priority shall be placed on the development of new affordable housing, the

preservation of low income housing, the retention and restoration of historic structures, and improvements to the street level environment needed to create a sense of neighborhood.

Implementation Guideline 1 Housing Programs

The City shall focus available resources to assist affordable housing production through the rehabilitation and preservation of existing units and construction of new units. Existing Block Grant and Section 312 funded programs shall be targeted to areas designated for major housing concentrations in the urban village neighborhood plans. To assist construction of new low-moderate and middle income units, the city shall actively seek federal funds. The City shall also promote use of State Housing Finance Agency multifamily bonds for new rental construction and shall extend the tax exemption program throughout the Downtown as feasible.

Implementation Guideline 2 Historic Preservation

Historic Character Areas shall be established within neighborhoods as defined in the plans and the urban design framework plan. Commercial uses shall be permitted outright in non-residential landmark structures, in accordance with Policy _ Historic Preservation, to provide an incentive for the rehabilitation of structures in which housing may not be a feasible economic use.

Implementation Guideline 3 Neighborhood Commercial Services

The development of street level neighborhood commercial uses shall be encouraged by targeting loans to small businesses needed to support an in-city residential neighborhoods.

Implementation Guideline 4 Street Improvements

A comprehensive program of street improvements shall be implemented. Included shall be Green Streets identified in neighborhood plans, pedestrian amenities and landscaping along key pedestrian streets, the development of Third Avenue as a transit and pedestrian boulevard and improved pedestrian connections to the waterfront. These improvements shall be a high priority for public capital investment to reinforce and encourage desired residential development as well as improve overall street level environment consistent with neighborhood plans.

Implementation Guideline 5 Immediate Action Program

The City shall implement a six year program of immediate actions to “attract federal and private funds, stimulate new affordable housing development and preserve existing low income housing. This program shall coordinate housing resources to rehabilitate existing housing units and construct new low-moderate and middle income units, assist rental and condominium developers to construct additional housing, and include capital improvements that are highly visible and targeted to build confidence in downtown neighborhoods, improve neighborhood appearance, and increase safety and security.

Implementation Guideline 69: Parking Structures for Residential Use

The City shall consider partnering and/or building neighborhood parking structures primarily intended for use as” parking for nearby residential buildings. This would facilitate low cost housing by eliminating the need to provide on-site parking.

POLICY IM-2: HARBORFRONT

As part of the Urban Design Framework Plan, The City shall continue the community development program for the Alaskan Way Harborfront to achieve the Downtown Plan’s vision for the area as an active marine environment providing public access and

recreation opportunities in harmony with maritime commercial use of the shoreline

Implementation Guideline 1 Rail Operations

The City shall work to divert train traffic from the waterfront to the downtown tunnel. The City shall work with the railroads to eliminate surface train traffic through the waterfront south of Stewart Street. The City shall insure that the train diversion will not create an overall increase in safety hazards. Space currently occupied by the railroad tracks shall be “reused to provide additional parking, landscaping, open space and bicycle paths.

Implementation Guideline 2 Parking

Adequate parking shall be planned. Both accessory and principal use parking demands should be met on upland lots. Additional short term parking, independent of or integrated with upland lot development, shall be considered.

Implementation Guideline 3 Waterfront Streetcar

The waterfront streetcar shall continue its operations along the waterfront and Pioneer Square and the International District. Further extensions shall be considered in the Downtown Transportation Plan.

Implementation Guideline 4 Pedestrian Circulation

Additional Pedestrian routes shall be developed between the downtown and the waterfront as identified in the neighborhood plans and the urban design framework plan. Opportunities for provision of hill climb assists within private projects should be encouraged. Eagle and Vine shall be developed to connect with the Denny Regrade.

Implementation Guideline Bicycle Circulation

A bike path shall be developed, integrated with the pedestrian promenade, from Myrtle

Edwards Park on the north to Pioneer Square on the south.

Implementation Guideline 6 Open Space

Development of major and minor public open spaces, integrated with the pedestrian street system shall be included in the downtown urban design framework plan, consistent with the neighborhood plans.

POLICY IM-3: WESTLAKE BOULEVARD/SOUTH LAKE UNION

As part of the urban design framework plan, The City shall undertake a comprehensive community development program to stimulate and guide major changes in the area centered on Westlake Avenue from the retail core to Lake Union. This effort shall include development of Westlake Avenue as a "Great Street", resolution of the transportation problems in the Mercer Corridor, and determination of appropriate development on the South Lake Union shoreline as identified in the South Lake Union neighborhood Plan.

Implementation Guideline 1 Westlake Boulevard

Westlake Boulevard shall be developed as a linear urban design element from Westlake Mall in the retail core to the south end of Lake Union. The design of the boulevard shall provide a pedestrian amenity, and form a functional and visual linkage from the downtown core to the lake.

Implementation Guideline 2 Traffic Circulation

Vehicular circulation patterns shall be changed to emphasize the importance of Westlake Boulevard as an entrance to downtown. Westlake shall be converted to a two-way street for its entire length. Traffic circulation changes on Westlake and the proposed conversion of Sixth Avenue to a two-way street will "consolidate traffic

circulation in the area. This will allow many of the complex intersections to be simplified, easing vehicular and pedestrian movement. Landscaping, selected sidewalk widening and the development of open space at intersections where cross street right-of-way is no longer needed can occur.

Implementation Guideline 3 Development

By directing through-traffic to Westlake Avenue, Sixth Avenue and Denny Way the streets within the triangular area bounded by these thoroughfares will become needed only for local access. since most land in the area is in a single private ownership, an opportunity to plan development as a single unit is presented. Consideration shall be given to exchanges of public right-of-way and private land to facilitate new development and provide needed public open space along Westlake Boulevard.

POLICY IM-4: PLANNED COMMUNITY DEVELOPMENT

A planned community development procedure shall be established to allow flexibility in the application of regulations and standards for major development on large sites or areas of downtown. This procedure shall apply only where proposals for major development would change the character of an area or be of significant public benefit as identified in neighborhood plans. The City Council shall consider the public benefit and may impose conditions which would mitigate negative impacts prior to approval of any planned community development.

Implementation Guideline 1 Procedure

A planned community development may be initiated by a city agency, other governmental agency or private party; however, no application shall be considered which does not include participation by the City. City participation may be by a variety of means as appropriate to the development, but shall always include a role in project planning.

Following administrative review and evaluation of the application, a recommendation for approval or disapproval including modifications and conditions shall be issued. Final approval of the planned community development shall be by City Council action. Where community or special review boards have jurisdiction their recommendation shall be incorporated with the administrative recommendation made to City Council.

transportation, parking, energy, and public services, as well as such environmental factors as noise, air, light, glare, and water quality. Mitigation of adverse impacts shall be required to protect areas nearby and the public interest.

Implementation Guideline 2 Project Planning

The development shall be planned as a total project consistent with the downtown policies as well as the policies for adjacent areas if the project is likely to impact areas adjacent to downtown. The proposal shall be comprehensive and specify all elements including the requested departures from the [and use code.

A minimum site size shall be established to assure a project of sufficient extent to affect the character of the surrounding area and warrant the proposed exceptions. The area of any existing public right-of-way or public right-of-way vacated less than five years prior to the planned community development application shall be excluded from calculation of the minimum site size.

To take advantage of the opportunities afforded by comprehensive development of large sites, exceptions may be allowed from certain provisions of the land use code.

Implementation Guideline 3 Evaluation

A project proposed as a planned development shall be evaluated on the basis of the public benefit provided with regard to housing, particularly low-income housing, services, employment, revenue, neighborhood cohesion, pedestrian circulation and urban form. The impacts considered shall include effects on housing, particularly low-income housing,

APPENDIX

The following maps are currently part of the Seattle Land Use Code used to direct development within the downtown. Implementation of this proposed DUCPG Plan will require review and revision of these maps in conjunction with the recommended changes to the bonus system, transportation facilities, etc.