

A PLAN FOR MANAGING GROWTH 2015 - 2035

# City of Seattle Comprehensive Plan



Comprehensive Plan

*Toward a Sustainable Seattle*



## The Plan

City of Seattle  
Department of Planning & Development

Comprehensive Plan  
January 2005

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# City of Seattle Comprehensive Plan

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# Legislative History of the Comprehensive Plan

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

## Comprehensive Plan Amendments

Adoption Date	Ordinance Number	Nature of Amendments
12/12/94	117436	1994 Capital Improvement Program
7/31/95	117735	1995 Comprehensive Plan amendments
11/27/95	117906	Adoption of a new Human Development Element
11/27/95	117915	1995 Six-Year CIP amendments
7/01/96	118197	Response to 4/2/96 Growth Management Hearings Board remand. Repealed policy L-127 of Ord. 117735
9/23/96	118408	Addition of Shoreline Master Program to Plan
11/18/96	118388	1996 CIP amendments
11/18/96	118389	1996 annual amendments
6/16/97	118622	Policies for the reuse of Sand Point Naval Station
9/8/97	118722	Response to 3/97 GMHB remand
11/13/97	118820	1997 Six-Year CIP amendments
11/13/97	118821	1997 annual amendments; addition of Cultural Resources element
6/22/98	119047	Adoption of the Ballard Interbay Northend Manufacturing/Industrial Center neighborhood plan
8/17/98	119111	Adoption of the Crown Hill/Ballard neighborhood plan
10/26/98	119207	1998 annual amendments
11/02/98	119217	Adoption of the Wallingford neighborhood plan
11/02/98	119216	Adoption of the Central Area neighborhood plan
11/16/98	119231	Adoption of the Pioneer Square neighborhood plan
11/16/98	119230	Adoption of the University neighborhood plan
11/23/98	119264	1998 Six-Year CIP amendments
12/07/98	119322	Adoption of the Eastlake neighborhood plan
12/14/98	119298	Adoption of the MLK@Holly neighborhood plan
12/14/98	119297	Adoption of the Chinatown/International District neighborhood plan
1/25/99	119356	Adoption of the South Park neighborhood plan
2/08/99	119365	Adoption of the Denny Triangle neighborhood plan
3/15/99	119401	Adoption of the South Lake Union neighborhood plan
3/15/99	119403	Adoption of the Queen Anne neighborhood plan
3/22/99	119413	Adoption of the Pike/Pine neighborhood plan
3/22/99	119412	Adoption of the First Hill neighborhood plan
5/10/99	119464	Adoption of the Belltown neighborhood plan
5/24/99	119475	Adoption of the Commercial Core neighborhood plan
6/07/99	119498	Adoption of the Capitol Hill neighborhood plan
7/06/99	119524	Adoption of the Green Lake neighborhood plan
7/06/99	119525	Adoption of the Roosevelt neighborhood plan
7/09/99	119538	Adoption of the Aurora Licton neighborhood plan
7/21/99	119506	Adoption of the West Seattle Junction neighborhood plan
8/23/99	119615	Adoption of the Westwood/Highland Park neighborhood plan
8/23/99	119614	Adoption of the Rainier Beach neighborhood plan



Adoption Date	Ordinance Number	Nature of Amendments
9/07/99	119633	Adoption of the North Neighborhoods neighborhood plan
9/07/99	119634	Adoption of the Morgan Junction neighborhood plan
9/27/99	119671	Adoption of the North Rainier neighborhood plan
10/04/99	119685	Adoption of the Broadview/Bitter Lake/Haller Lake neighborhood plan
10/04/99	119687	Adoption of the Fremont neighborhood plan
10/11/99	119694	Adoption of the Columbia City neighborhood plan
10/25/99	119713	Adoption of the North Beacon Hill neighborhood plan
10/25/99	119714	Adoption of the Admiral neighborhood plan
11/15/99	119743	Adoption of the Greenwood/Phinney Ridge neighborhood plan
11/15/99	119744	1999 annual amendments
11/22/99	119760	1999 Six-Year CIP amendments
12/06/99	119789	Adoption of the Delridge neighborhood plan
2/07/00	119852	Adoption of the Georgetown neighborhood plan
6/12/00	119973	Adoption of the Greater Duwamish Manufacturing/Industrial Center neighborhood plan
11/13/00	120158	Response to Growth Management Hearings Board remand; Greenwood/Phinney Ridge neighborhood plan
12/11/00	120201	2000 five-year Comprehensive Plan review amendments
10/15/01	120563	2001 annual amendments
12/09/02	121020	2002 annual amendments
12/13/04	121701	2004 10-year Update to Comprehensive Plan
10/10/05	121955	2005 Annual Amendments
12/11/06	122313	2006 Annual Amendments
12/17/07	122610	2007 Annual Amendments
10/27/08	122832	2008 Annual Amendments
3/29/10	123267	2010 Annual Amendments
4/11/11	123575	2011 Annual Amendments
4/10/12	123854	2012 Annual Amendments
5/20/13	124177	2013 Annual Amendments
5/2/14	124458	2014 Annual Amendments
10/16/15	124886	Incorporated changes related to housing affordability
10/16/15	124887	2015 Annual Amendments
10/16/15	124888	Incorporated changes related to the University Community Urban Center

#### Resolutions Related to Vision for City of Seattle Comprehensive Plan

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



# Vision for the Comprehensive Plan

## A

### Introducing Seattle's Comprehensive Plan

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

## B

### The Vision

#### core values

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

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

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

#### Community

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

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



### Environmental Stewardship

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

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

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

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

### Economic Opportunity and Security

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

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

### Social Equity

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

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





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

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

**toward a sustainable Seattle**

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

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

**Where We Grow**

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

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



### How We Grow

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

## C

### Getting There from Here

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

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

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

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

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



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

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

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

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



# Application of the Comprehensive Plan

application

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

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

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

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

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

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

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

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



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





# Urban Village Element

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# Urban Village Element

## Introduction

### discussion

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

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

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

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

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

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

## A Urban Village Strategy

### discussion

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

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

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



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

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

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

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

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

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

goals

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



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

policies

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

urban village element

A



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

**UV4**

Consider the following characteristics appropriate to Manufacturing and Industrial Centers:

- 1. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries.

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

**UV5**

Consider suitable for urban village designation areas where:

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



4. Existing public infrastructure has capacity or potential to accommodate growth.

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

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

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

**UV8** Involve the public in identifying needs for, planning, and designing public facilities, programs, and services. Encourage and provide opportunities for extensive public involvement in City decisions, and encourage other agencies to provide similar opportunities.

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

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

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





urban village element

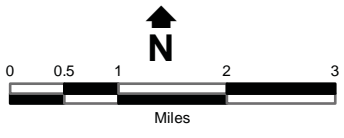
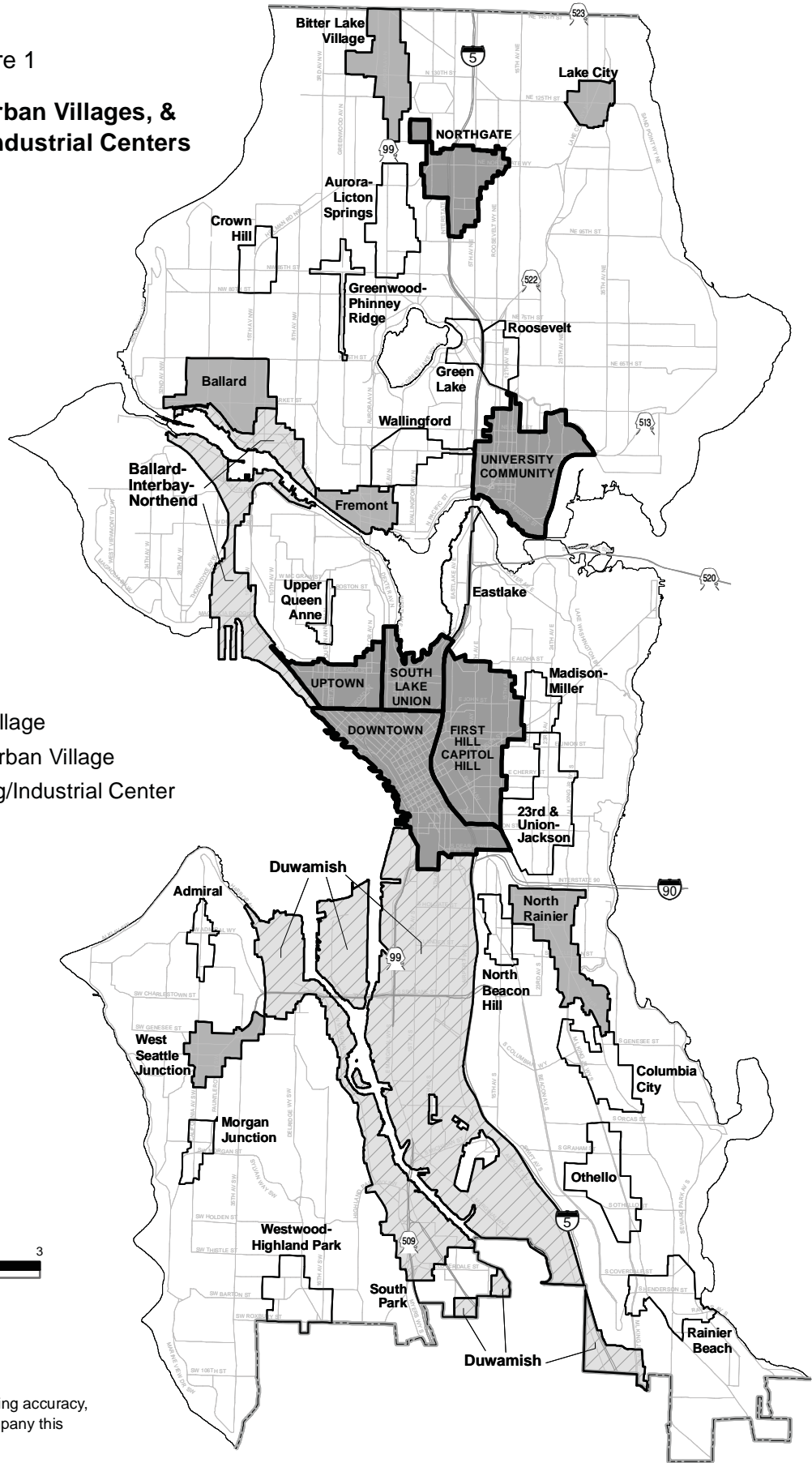
A

January | 2005 (2009) (2013) (2015)

Urban Village Figure 1

**Urban Centers, Urban Villages, & Manufacturing / Industrial Centers**

-  Urban Center
-  Hub Urban Village
-  Residential Urban Village
-  Manufacturing/Industrial Center



2015 City of Seattle

No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

O:\cgis1\COMPPLAN\future\_landuse\Urban Village Figure 1 before after.mxd



## A-1 Categories of Urban Villages

### discussion

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

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

### goal

**UVG15** Guide public and private activities to achieve the function, character, amount of growth, intensity of activity, and scale of development of each urban village consistent with its urban village designation and adopted neighborhood plan.

### policies

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

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

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

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

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

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

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

urban village element

A-1

January | 2005 (2013)



urban centers goals

- UVG16** Designate as urban centers unique areas of concentrated employment and housing, with direct access to high-capacity transit, and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space.
- UVG17** Recognize areas that provide a regionally significant focus for housing and employment growth as urban centers. Enhance the unique character and collection of businesses and housing types of each center.
- UVG18** Designate urban center villages within larger urban centers to recognize different neighborhoods within a larger community.

urban centers policies

- UV15** Designate as urban centers those areas of the city that are consistent with the following criteria and relevant Countywide Planning Policies:
  1. Area not exceeding one and one-half square miles (960 acres).
  2. Accessibility to the existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future.
  3. Zoning that can accommodate a broad mix of activities, including commercial and residential activities, as appropriate to the planned balance of uses in the center.
  4. The area is already connected to surrounding neighborhoods by bicycle and/or pedestrian facilities or can be connected through planned extensions of existing facilities.
  5. The area presently includes, or is adjacent to, open space available for public

use, or opportunities exist to provide public open space in the future.

- 6. Zoning that permits the amount of new development needed to meet the following minimum density targets:
  - a. A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station;
  - b. An overall employment density of 50 jobs per acre; and
  - c. An overall residential density of 15 households per acre.

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

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

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

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





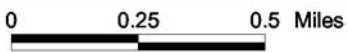
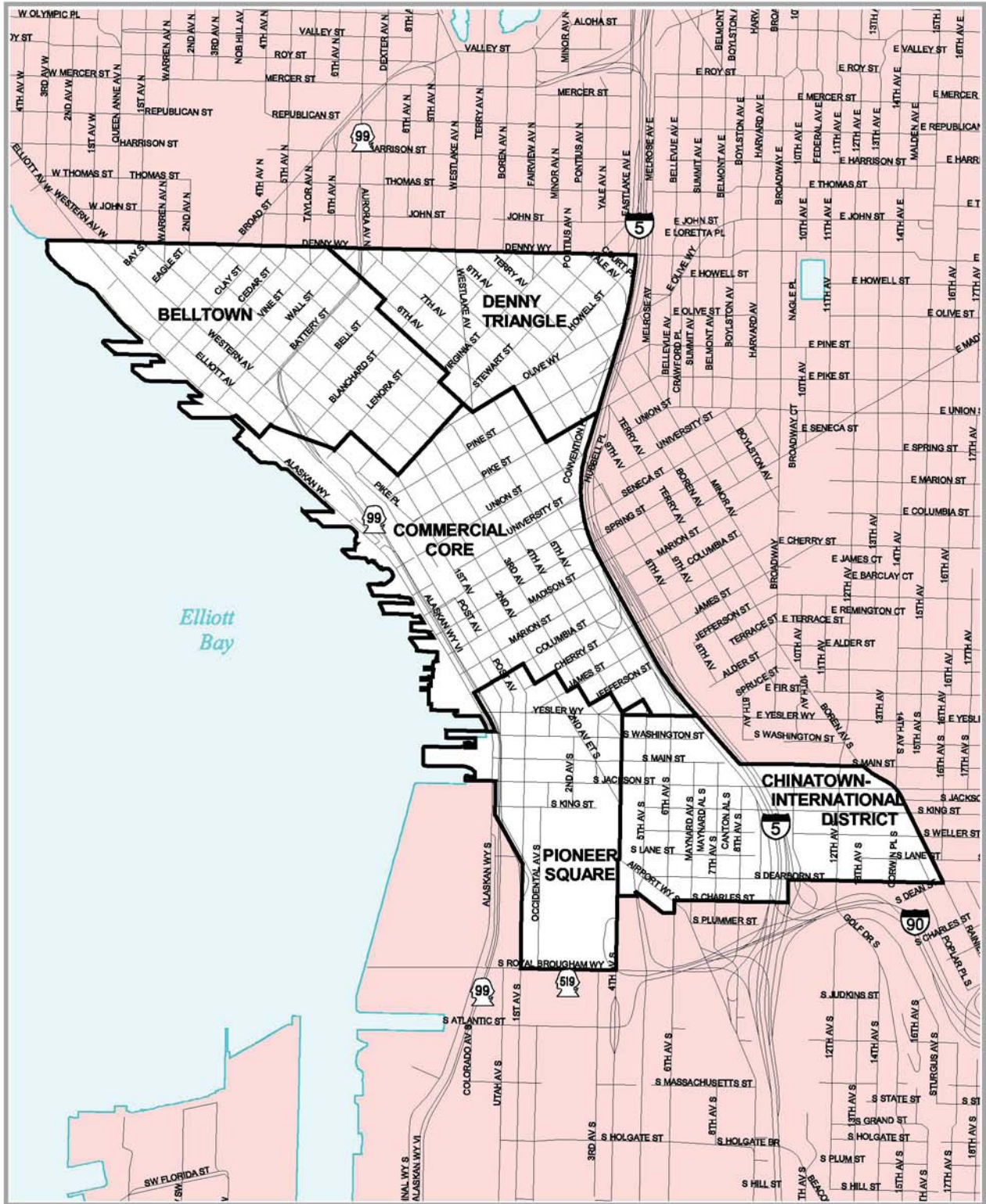
Functional Designation	Urban Center Village
1. Primarily residential.	Belltown Capitol Hill
2. Mixed, with a residential emphasis.	Pike/Pine
3. Mixed residential and employment.	Denny Triangle Pioneer Square Chinatown/International District First Hill 12 <sup>th</sup> Avenue University District Northwest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

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

# Urban Village Figure 2 DOWNTOWN Urban Center



urban village element



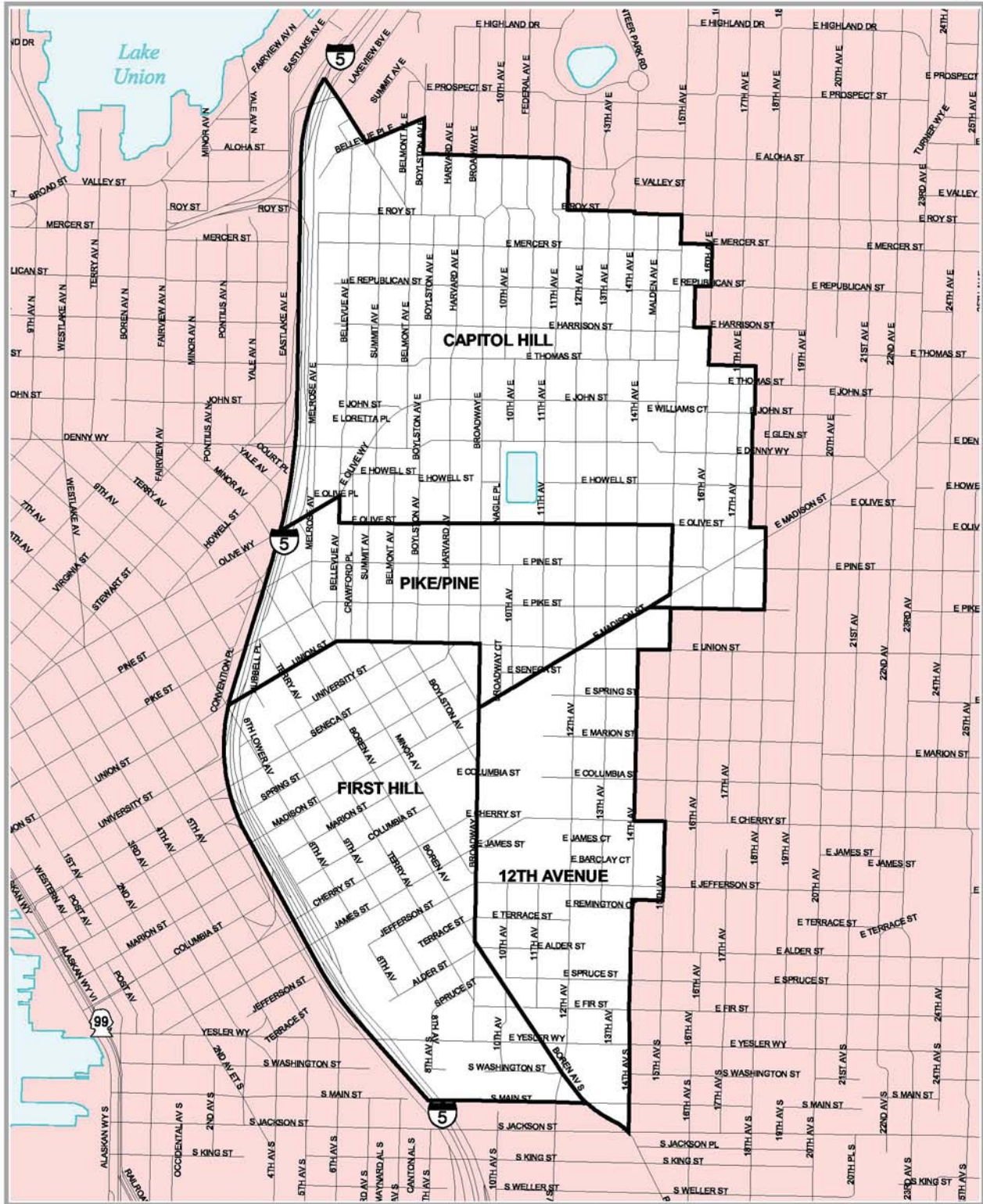
— VILLAGE BOUNDARY

A-1

January | 2005



### Urban Village Figure 3 FIRST HILL/CAPITOL HILL Urban Center



urban village element

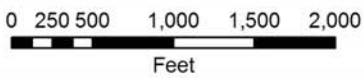
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January | 2005



urban village element

### Urban Village Figure 4 UPTOWN Urban Center



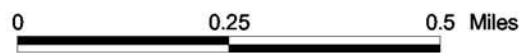
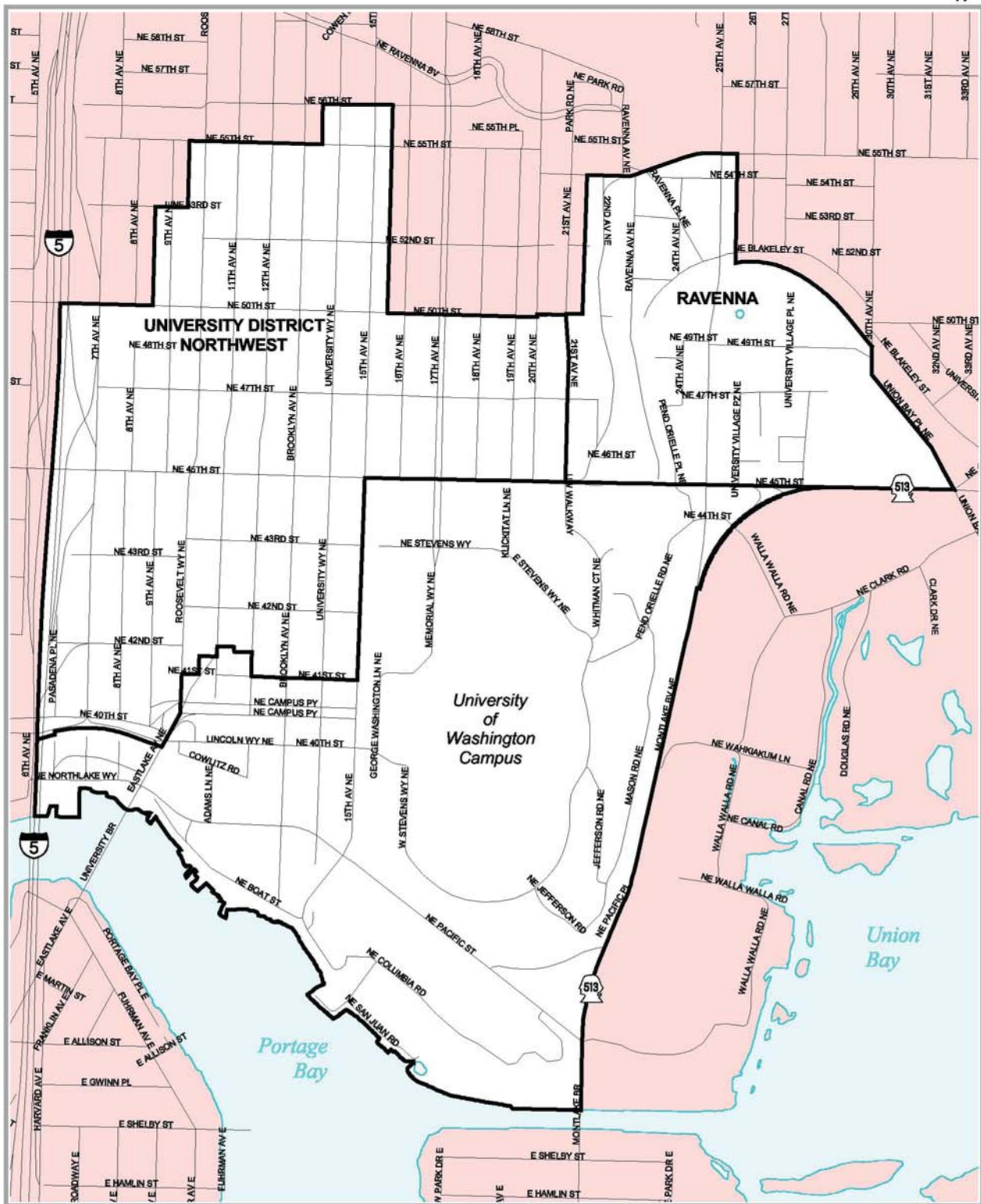
 Village Boundary  
 Edge of Pavement

A-1

January | 2005 (2007)



# Urban Village Figure 5 UNIVERSITY COMMUNITY Urban Center



— VILLAGE BOUNDARY

urban village element

A-1

January | 2005

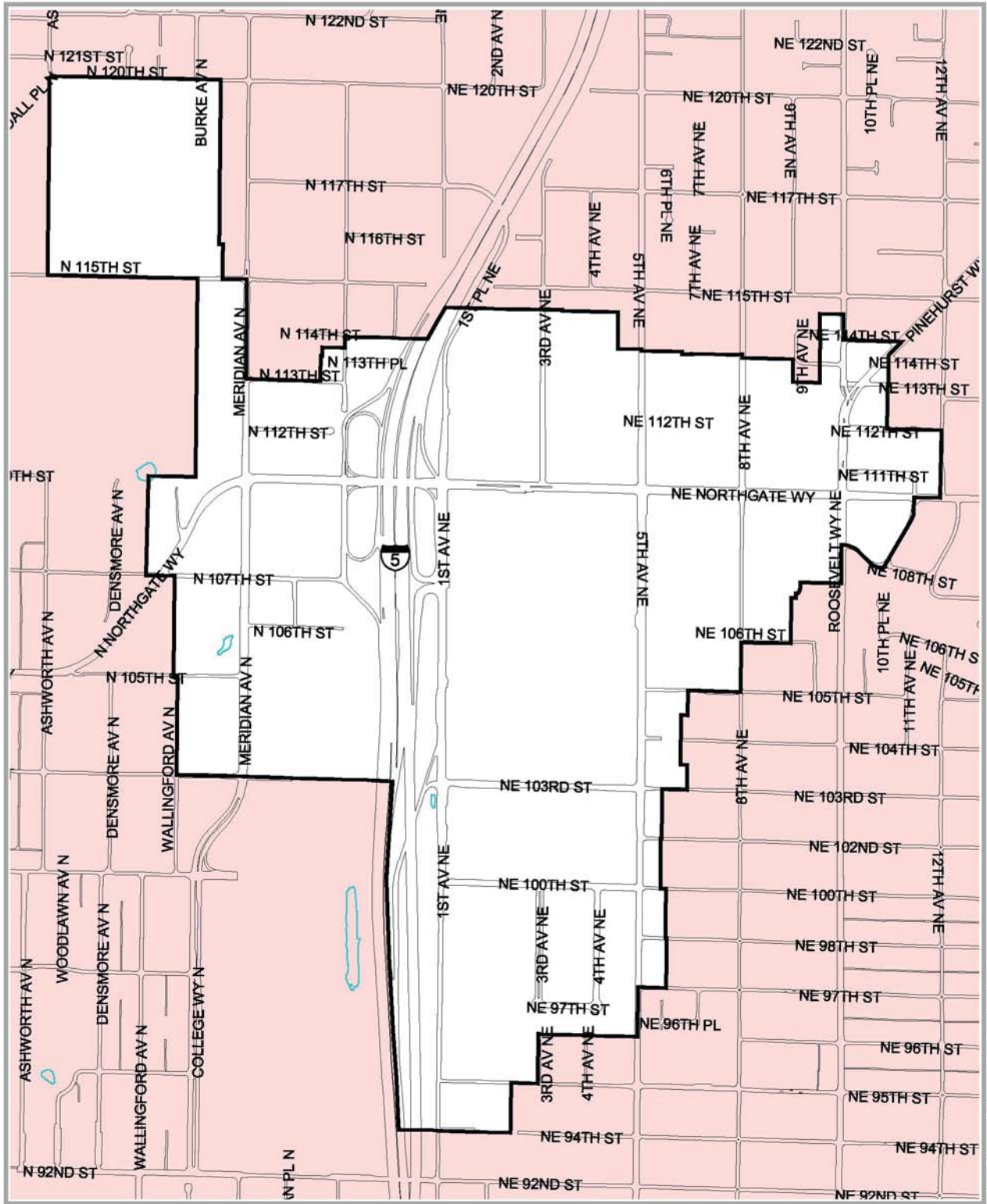




urban village element

A-1

January | 2005

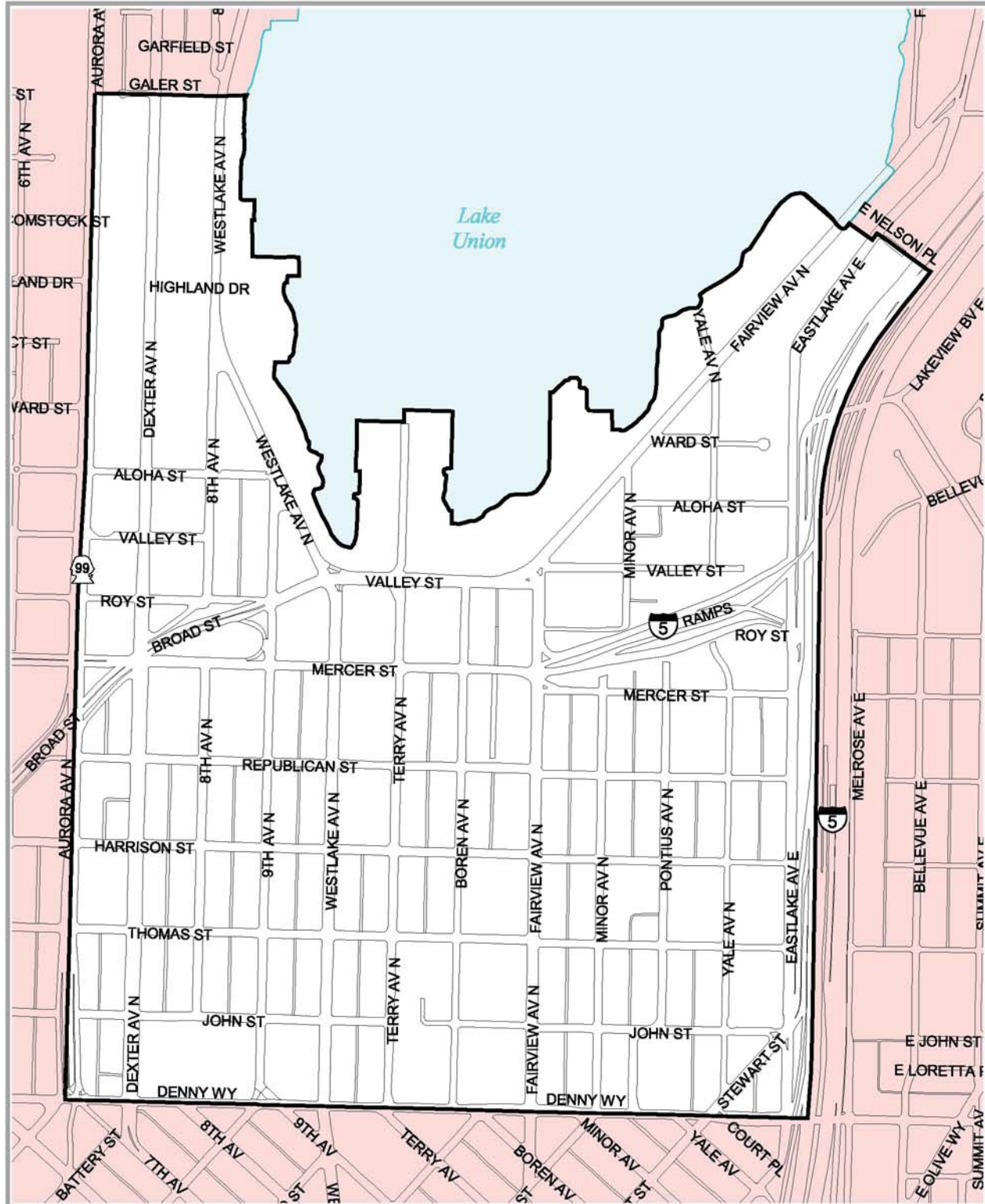
# Urban Village Figure 6 NORTHGATE Urban Center



 CENTER BOUNDARY  
 EDGE OF PAVEMENT



### Urban Village Figure 7 SOUTH LAKE UNION Urban Center



urban village element

A-1

January | 2005



manufacturing/industrial centers goals

**UVG19** Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

**UVG20** Promote the use of industrial land for industrial purposes.

**UVG21** Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.

manufacturing/industrial centers policies

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

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

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

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

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

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

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

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

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

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





**hub urban villages goals**

- UVG22** Accommodate concentrations of housing and employment at strategic locations in the transportation system conveniently accessible to the city's residential population, thereby reducing the length of work-trip commutes.
- UVG23** Provide convenient locations for commercial services that serve the populations of the village, surrounding neighborhoods, the city, and the region.
- UVG24** Accommodate concentrations of employment and housing at densities that support pedestrian and transit use and increase opportunities within the city for people to live close to where they work.

**hub urban villages policies**

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

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

urban village element

A-1

January | 2005 (2013) (2015)



urban village element

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

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

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

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

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

residential urban villages goal

A-1

**UVG25** Promote the development of residential urban villages, which function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types and a mix of activities that support the residential population. Support densities in residential urban villages that support transit use.

residential urban villages policies

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

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

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



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

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

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

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

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

**A-2**

**Areas Outside of Centers and Villages**

**goal**

**UVG26** Support and maintain the positive qualities of areas outside of urban centers and villages.

**policies**

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

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

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

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

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

urban village element

A-2

January | 2005 (2013) (2015)



## B Distribution of Growth

### discussion

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

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

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

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

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

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

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

### goals

- UVG27** Encourage growth in locations within the city that support more compact and less land-consuming, high quality urban living.
- UVG28** Concentrate a greater share of employment growth in locations convenient to the city's residential population to promote walking and transit use and reduce the length of work trips.
- UVG29** Plan for urban centers to receive the most substantial share of Seattle's growth consistent with their role in shaping the regional growth pattern.
- UVG30** Plan citywide for 70,000 additional housing units and 115,000 additional jobs between 2015 and 2035 and encourage growth in Seattle's urban centers and manufacturing/industrial centers to be distributed generally as shown in Urban Village Figure 8.

urban village element

B

January | 2005 (2013) (2015)



Urban Village Figure 8

**Growth Estimates for Urban Centers and Manufacturing/Industrial Center 2015 - 2035**

Location	Housing Units	Job
Urban Centers		
Downtown	10,000	30,000
First Hill/Capitol Hill	7,000	4,000
South Lake Union	4,700	20,000
Uptown	3,500	3,500
University District	2,700	8,000
Northgate	1,600	5,000
M/I Centers		
Duwamish		3,000
Ballard/Interbay		1,500
Remainder of city (Urban Villages and areas outside centers/villages)	40,500	40,000
<b>Total</b>	<b>70,000</b>	<b>115,000</b>

urban village element

**UVG31** Plan for growth that accomplishes the goals of the urban village strategy, and recognizes local circumstances, community preferences as expressed in neighborhood plans, and the need for an equitable distribution of growth across the city.

**UVG32** Achieve development within urban villages at a pace appropriate to current conditions in the area.

**UVG33** Allow limited amounts of development in areas of the city outside urban centers and villages to maintain the general intensity of development that already characterizes these areas and to promote the level of growth estimated for centers.

**policies**

**UV40** Base 20-year growth estimates for each urban center and manufacturing/industrial center on:

1. Citywide estimates for housing and job growth over 20 years from the County-wide Planning Policies

2. The center's role in regional growth management planning
3. Accessibility to transit
4. Existing zoning, including capacity for employment and residential development
5. Existing densities
6. Current development conditions, recent development trends and plans for development by public or private sector developers, such as major institution plans
7. Density goals for each type of center
8. Plans for infrastructure and public amenities and services necessary to support additional growth
9. The relationship of the center to the regional transportation network

**B**



**UV41** Promote the concentration of development within centers over the 20-year timeframe of this Plan, by:

1. Establishing 20-year growth estimates that do not exceed 80 percent of zoned capacity for development, as calculated by the City
2. Maintaining the 80 percent capacity margin in each center whenever zoning is modified
3. Making reasonable efforts to provide services, facilities, and incentives to accommodate the estimated growth

**UV42** Review, monitor and publish the rate of growth in centers and villages along with other measures indicate changes in the center or village over an extended period of time. Evaluate the significance of the changes with center or village residents, business owners, and other community stakeholders in light of the expectations underlying the neighborhood plan for the area, the actual level of growth, progress toward neighborhood plan implementation, and the relative maturity (level of mixed-use development, the pedestrian environment, infrastructure, and public facilities) of the area as an urban center or village.

Establish by resolution, percentage threshold criteria to identify growth conditions over an extended period of time that indicate a need to initiate a neighborhood review process. In the neighborhood review process, identify appropriate responses to significant growth or changes, including but not limited to:

- community-led activities;
- additional planning for, or re-prioritization of, City programs or infrastructure improvements;
- partially or entirely updating a neighborhood plan;

- amending growth estimates; or
- working with other public agencies to address community goals.

**C** Open Space Network

goals

**UVG34** Provide safe and welcoming places for the people of Seattle to play, learn, contemplate, and build community. Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running.

**UVG35** Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this Plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide spaces for sports and recreation; and protect environmentally sensitive areas.

**UVG36** Enhance the urban village strategy through the provision of:

1. Amenities in more densely populated areas
2. Recreational opportunities for daytime populations in urban centers
3. Mitigation of the impacts of large scale development
4. Increased opportunities to walk regularly to open spaces by providing them close by



- 5. Connections linking urban centers and villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas
- 6. A network of connections to the regional open space system
- 7. Protected environmentally critical areas
- 8. Enhanced tree canopy and understory throughout the city

policies

- UV43** Strive to accomplish goals in Urban Village Appendix Figures A-1 and A-2 for the amount, types, and distribution of open space.
- UV44** Designate and preserve important natural or ecological features in public ownership as green spaces for low-intensity open space uses.
- UV45** Identify City-owned open spaces on the Future Land Use Map.
- UV46** Consider open space provisions identified in adopted neighborhood plans, including specific open space sites and features, in guiding the expansion of the open space network.
- UV47** Establish, through the combined systems of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound region.
- UV48** Provide unstructured open play space for children in or near residential neighborhoods.
- UV49** Guide development of shoreline public access and recreation as important elements in the city's open space network.

**UV50** Direct efforts to expand the open space network according to the following considerations:

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



urban village element

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

**UV51** Promote sustainable management of public and private open spaces and landscaping including preserving or planting native and naturalized vegetation as appropriate to the landscape, removing invasive plants, protecting and enhancing wildlife habitat, and using an integrated pest management approach which favors natural over chemical pest management.

public projects policies

**UV52** Seek to provide public open space in conjunction with major public projects such as utility and transportation projects, with the amount of open space based on the size of the project, open space needs of the adjacent areas, and the opportunities provided by the particular project.

**UV53** Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.

**UV54** Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.

C

**UV54.5** Create opportunities for people to experience the natural environment by including parks, forested areas, urban agriculture (P-Patches, farms, orchards and community gardens), and viewpoints among the priority uses to be considered for the City's surplus properties.

D Annexation

policies

**UV55** Seek, through cooperative efforts with adjacent jurisdictions, an equitable and balanced resolution to jurisdictional boundaries of the remaining unincorporated areas adjacent to the city's limits. Future annexations to Seattle and/or city boundary changes shall be based on the following:

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

**UV56** Designate as Potential Annexation Areas areas that include parcels currently owned by the City or small areas almost completely surrounded by land currently within Seattle's city limits. Areas meeting these conditions are designated as Potential Annexation Areas as shown in Urban Village Figure 9.

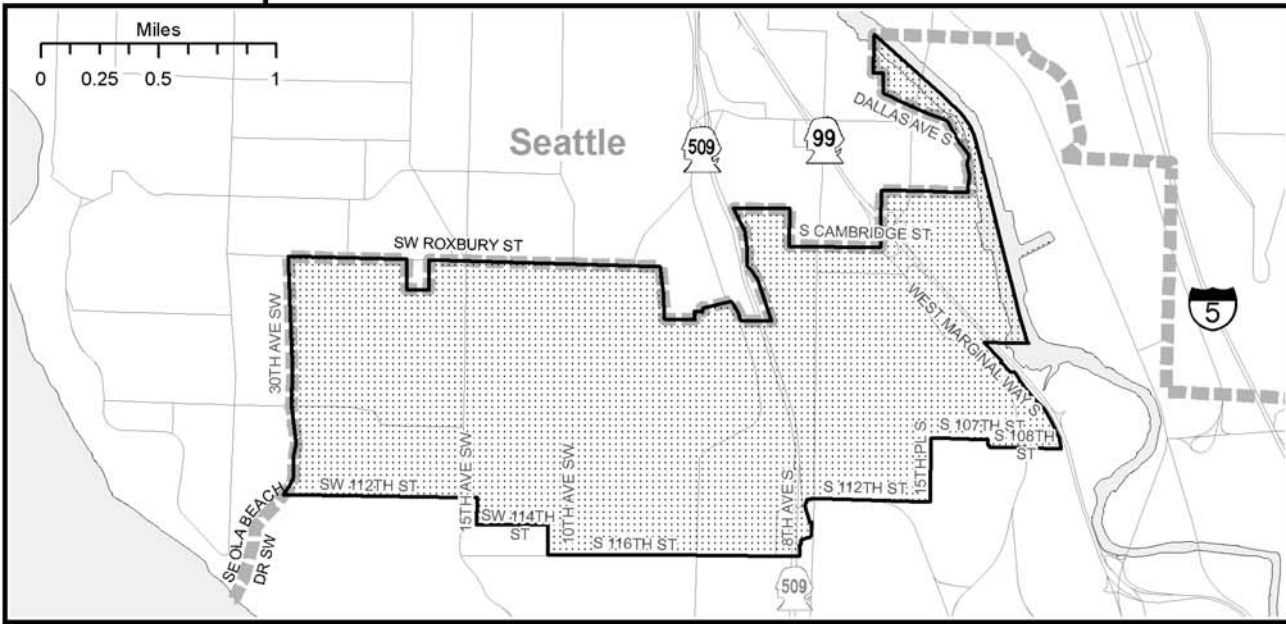
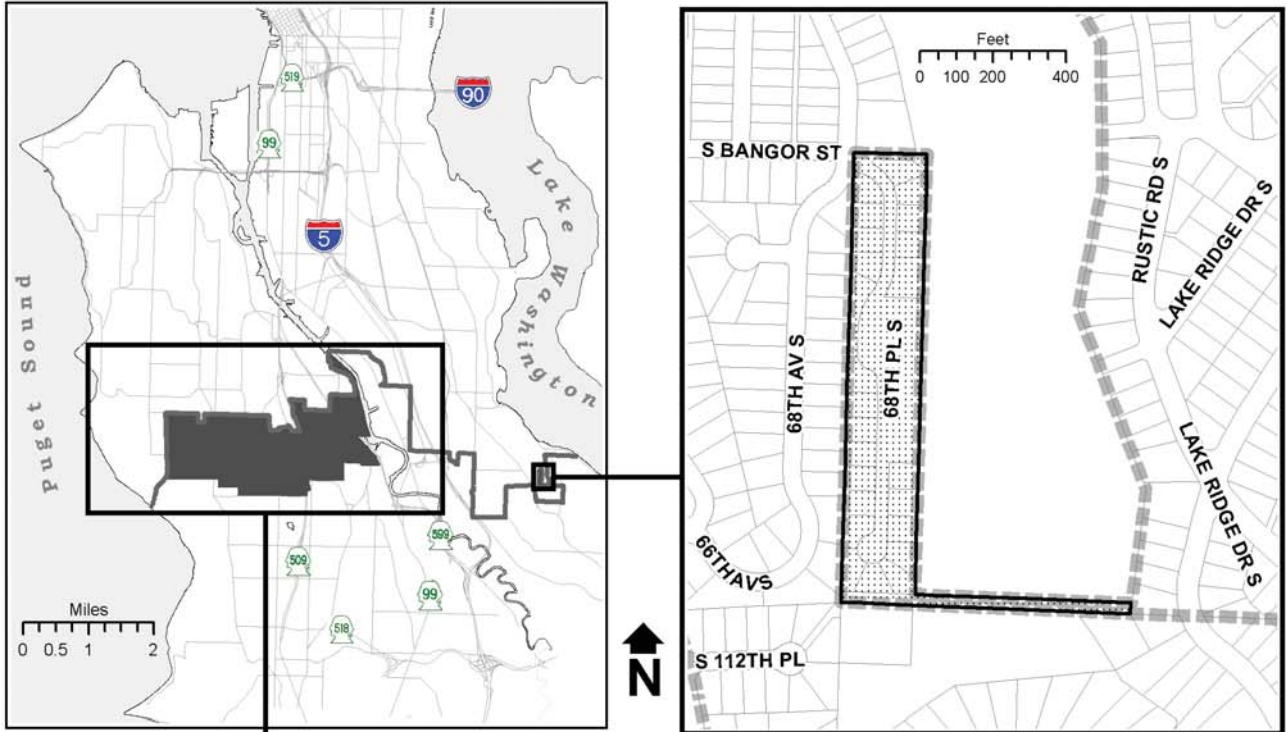
**UV57** Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.

**UV58** Support annexations of unincorporated areas to surrounding jurisdictions by being involved in public participation efforts to determine local sentiment regarding annexations, participating in the development of interlocal agreements concerning final annexation plans with the goal of eventually eliminating any unincorporated island areas, and participating in the evaluation of any proposals to create new jurisdictions in these areas.







# Urban Village Figure 9 Potential Annexation Areas



2012 City of Seattle

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-  Potential Annexation Area
-  Seattle City Limit

urban village element

D

January | 2005 (2007) (2012) (2015)





# Land Use Element

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# Land Use Element

## Introduction

### discussion

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

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

## A Citywide Land Use Policies

### discussion

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

### goals

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

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

### discussion

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

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



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

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

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

policies

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

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

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

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

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

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

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

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



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

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

**A-2** Uses

discussion

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

policies

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

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

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

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

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

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



**A-3**

**Public Facilities & Small Institutions**

land use element

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

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

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

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

**parking for institutions & public facilities policies**

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

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

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

**concentration of institutions & public facilities policies**

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

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

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joint use or re-use of public schools policies

- LU23** In order to encourage future school use of public school buildings that are no longer used as schools allow non-residential uses not otherwise permitted in the area to locate in school buildings as long as specific criteria for each such re-use are met.
- LU24** Determine criteria for judging the acceptability of proposed uses of school buildings for each school, which may differ from school to school. Address through the criteria the effects of the uses on students, teachers and residents of the surrounding area, and traffic, parking and other land use impacts. Determine the specific criteria for each school through a process that ensures the participation of the Seattle School District, the City, and the neighborhood involved.

**A-4** Telecommunications Facilities

policy

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

radio frequency radiation policies

- LU26** In order to protect public health and safety, the City should adopt standards to limit exposure to radio frequency radiation. In the event that standards or guidelines more stringent than those in City codes are established by the federal government, the City should take steps to adopt those standards.
- LU27** Encourage the replacement of existing antennas with new antennas that result in lower levels of radio frequency radiation at ground level.
- LU28** Review the following activities for compliance with radio frequency radiation standards: the establishment of a new radio or television station transmitting from an existing utility, or any modification or replacement of existing radio or television antennas resulting in a significant increase in off-site radio frequency radiation.

land use element

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major communication utilities policies

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

minor communication utilities policies

- LU31** Provide for the location of minor communication utilities and accessory communication devices that provide telephone and other communication functions, generally consistent with the following order of preference:
  1. industrial,
  2. downtown,
  3. general commercial,
  4. pedestrian-oriented commercial, and
  5. residential.
  
- LU32** Impacts on nearby areas caused by minor communication utilities and accessory communication devices regulated by the City shall be limited. Allow minor communication utilities when they are developed in such a manner as to minimize impacts on nearby areas. Consider the following criteria: visual impacts, including antenna type, size and color, proximity to schools, neighborhood compatibility, land use and other impacts.



## A-5 General Development Standards

### discussion

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

### policy

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

### lot coverage policy

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

### setbacks policy

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

### open space & required yards policies

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

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

### screening & landscaping policy

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

### trees policies

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

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

land use element

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

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

signs policies

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

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

noise policies

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

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

airborne emissions & odors policy

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

light & glare policy

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



views policy

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

**A-6** Parking

discussion

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

goals

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

land use element

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**LU G7** Recognize the different ways that parking is used by residents, businesses, customers, and employees when determining parking regulations. Generally support short-term parking for customers of businesses and longer-term parking for residents, while discouraging longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.

parking quantity policies

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

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

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

parking development standards policies

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

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

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

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



**A-7 Design Review**

policy

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

**A-8 Planned Development**

policy

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

**B Land Use Categories**

discussion

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

**B-1 Single Family Areas**

goals

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

land use element

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

policies

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

**LU58** Use a range of single-family zones to:

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

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

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

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

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

single-family residential use policies

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

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

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

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





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

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

**minimum lot size (density) policies**

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

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

**bulk & siting policies**

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

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

**height policy**

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



## B-2 Multifamily Residential Areas

land use element

### goals

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

### policies

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

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

### multifamily residential use policies

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

### density limits policy

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

B-2



**development standards policies**

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

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

**low density multifamily areas goals**

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

**low density multifamily areas policies**

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

land use element

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land use element

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

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

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

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

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**moderate density multifamily areas goal**

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

**moderate density multifamily areas policies**

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

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

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

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

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



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

**high density multifamily areas goal**

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

**high density multifamily areas policies**

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

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

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

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



## B-3 Mixed-Use Commercial Areas

land use element

### goals

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

### policies

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

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

### uses goal

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

### uses policies

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

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

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

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

**outdoor activities policy**

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

**housing policies**

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

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

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

**density limits policies**

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

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

land use element

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land use element

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

**development standards policy**

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

**heights policies**

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

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

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

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

**parking policies**

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

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

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





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

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

**pedestrian-oriented commercial zones policies**

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

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

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

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

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

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

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

**general commercial zones goal**

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



land use element

**general commercial zones policy**

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

**uses policies**

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

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

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

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

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

**development standards policies**

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

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

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**B-4 Industrial Areas**

**goals**

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

**policy**

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

**uses policies**

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

land use element

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land use element

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

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

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

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

development standards policies

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**Density**

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

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

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

**Landscaping & Street Standards**

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

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

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

**Shoreline View Corridor**

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



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

**Parking and Loading**

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

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

**Noise**

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

**general industrial zones policies**

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

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

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

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

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

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

**Uses**

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

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



land use element

**industrial buffers policies**

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

**Screening, Landscaping & Setback Requirements**

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

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

**industrial commercial zones policies**

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

**Uses**

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

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

**Height**

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

**Development Standards**

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

**B-5 Downtown Areas**

discussion

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

goal

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

policies

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

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

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

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

land use element

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C

## Location-Specific Land Use Policies

### discussion

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

### goal

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

### policies

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

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

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

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

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

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

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

land use element

C

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## C-1 Major Institutions

### discussion

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

### goals

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

of surrounding communities in the overall planning for urban centers.

### policies

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

land use element

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within the overlay district through a master plan process.

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

**LU186** Discourage the expansion of established major institution boundaries.

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

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

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

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

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

associated with existing and future development can be appropriately mitigated.

**uses policy**

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

**development standards policies**

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

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

**parking standards policies**

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



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

**residential structures policy**

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

**master plan policies**

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

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

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



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

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

**C-2** Historic Districts & Landmarks

**C-3** Environmentally Critical Areas

land use element

policies

goals

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

- LUG36** Protect the ecological functions and values of wetlands, and fish and wildlife habitat conservation areas; prevent erosion on steep slopes; protect the public health, safety and welfare in landslide-prone, liquefaction-prone, peat settlement-prone areas, and flood-prone areas; and protect the public by identifying seismic hazard areas and volcanic hazard areas.
- LUG37** Permit landowners to develop land in a manner that is reasonable in light of the environmental constraints and the ecological functions and values present.
- LUG38** Avoid development that causes physical harm to persons, property, public resources or the environment.
- LUG38.1** Promote both public and private opportunities to improve water quality and enhance aquatic, wetland, and terrestrial habitat in the City's environmentally critical areas so that these habitats are healthy for native wildlife and people.

policies

- LU208** Include best available science to identify and protect environmentally critical areas.
- LU208.1** Strictly regulate development in environmentally critical areas and buffers to protect the ecological functions and values of the critical areas and protect the public health, safety, and welfare on development sites and neighboring properties by directing activities away from these areas through restrictions on the design and sit-

C-2



- ing of structures, and restrictions on grading and other land-disturbing activity.
- LU209** Permit modification of development standards in environmentally critical areas and buffers to help protect the ecological functions and values of the critical areas and to allow reasonable development.
  - LU210** When reviewing a rezone, subdivision, or lot boundary adjustment proposed for an area located in or adjacent to an environmentally critical area, consider the effect of the rezone, subdivision, or lot boundary adjustment on the ecological functions and values of the critical area, and recognize that lower intensity zones are generally more appropriate in critical areas than higher intensity zones.
  - LU211** Maintain in their natural state environmentally critical areas that contain vegetative cover and physical space for habitat.
  - LU212** Adopt regulations that encourage voluntarily enhancing the ecological functions and values of environmentally critical areas.
  - LU212.1** Provide opportunities for environmental education.

**landslide-prone areas policies**

- LU213** Seek to protect landslide-prone hillsides, including steep slopes, from future damage due to instability created or exacerbated by development, including protecting against damage to public facilities. Take into account the relative risk to life or property when reviewing development proposals for landslide-prone areas.
- LU214** Before permitting development within a landslide-prone area, require engineering solutions designed to provide complete stabilization of the developed area.

**steep slopes policies**

- LU215** Limit disturbance of steep slopes and maintain existing vegetative cover in order to control erosion and water runoff to reduce the risk of siltation and other negative environmental impacts to streams, lakes, Puget Sound, and the City's stormwater facilities.

**liquefaction-prone areas policy**

- LU216** Require new development in liquefaction-prone areas to be designed and built to limit property damage and minimize risks of injury and loss of life during earthquakes.

**abandoned solid waste landfills policies**

- LU217** Regulate development on sites of abandoned solid waste landfills to minimize the risks of ground subsidence, earthquake induced ground shaking, and methane gas accumulation.
- LU218** Regulate development on sites within 1,000 feet of abandoned solid waste landfills to prevent accumulation of methane gas within enclosed spaces.

**peat settlement-prone areas policies**

- LU219** Regulate development in peat settlement-prone areas to minimize ground settlement caused by the:
  - removal of groundwater; and
  - structural and earth/fill loads on those areas and on off-site parcels.

**wetlands policies**

- LU220** Seek a net gain in wetland function by enhancing and restoring wetland function across the city in City projects.
- LU221** Support efforts to restore wetlands to their original state and natural function.

land use element

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**LU222** Strictly regulate development to minimize construction and post-construction impacts in wetlands and their buffers in order to protect the remaining unique and valuable wetland resources left in Seattle.

**LU223** Seek no net loss of wetland acreage and require no net loss of wetland functions and values when development is allowed; functions and values include but are not limited to flood control, water quantity and quality, and fish and wildlife habitat.

**LU224** In wetlands and their buffers, protect vegetation in its existing condition unless augmenting or replanting can be shown to better protect the wetland's functions and values.

**fish & wildlife habitat conservation areas policies**

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

**LU226** Whenever possible:

- protect contiguous wildlife habitat areas;
- maintain wildlife corridors that connect functions;
- conserve soil and ground conditions that support native vegetation;
- prevent siltation and high water temperatures in downstream habitat;

- dampen fluctuations in surface water flows which are typically problematic in urbanized areas; and
- maintain groundwater recharge flow to support stream flows, during drier seasons.

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

**LU228** Establish development standards to:

- protect existing water quality;
- prevent erosion and siltation; and
- protect fish and wildlife habitat.

**LU229** Establish riparian corridors that include the water course or water body, and riparian management area. Strictly limit development within the riparian corridor, and leave vegetation in its natural condition. If the vegetation within the riparian corridor is degraded, allow new native plantings that will enhance the functions and values of the riparian corridor

**flood-prone areas policy**

**LU230** Regulate development in flood-prone areas in order to protect the public health and safety, and aquatic habitat; and to prevent damage to private property caused by hazardous flooding conditions.



## C-5 Cultural Overlay Districts

- LU271** Encourage the creation of cultural districts to support arts and cultural uses and the economic benefits they provide. Use the creation of cultural districts as a tool to carry out neighborhood plan recommendations and other city plans that promote arts and cultural uses.
  
- LU272** Allow regulations and incentives to be adopted specifically for designated cultural districts. Allow adopted guidelines or regulations to modify, exempt, or supersede the standards of the underlying zone to encourage arts and cultural uses.

## C-6 Transit Communities

### Discussion

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

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

- **Complete:** A variety of people will live, work in, and/or visit each transit community, depending on its category. The transportation infrastructure makes it easy and safe for pedestrians and bicy-

clists to travel to and within the area. Residents, workers, and visitors are able to obtain a variety of goods and services within transit communities, again varying by category.

- **Compact:** Transit communities are designed so that a large number of people and activities are located close to transit service, creating a critical mass of people and activity that encourages safe streets and public spaces, and provides services for the surrounding neighborhood.
- **Connected:** Transit communities are internally accessible and are connected to other transit communities by reliable, frequent transit service. People have increased mobility choices without need for a car.

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

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

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

By using “walkshed” methodology, the transit community policies provide a planning framework that focuses precisely on areas located near frequent



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

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

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

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

Another part of the planning process for establishing transit communities is to identify the improvements that are needed to support the creation or enhancement of complete, compact, and connected

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

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

**transit communities goals**

- LUG63** Create transit communities that are complete, compact, connected places within easy walking distance of reliable, frequent transit that provides service to multiple destinations.
- LUG64** Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.
- LUG65** Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.
- LUG66** To take advantage of high concentrations of jobs and residents, prioritize investments and infrastructure improvements in transit communities, as part of the urban village strategy.
- LUG67** Provide opportunities for residents of transit communities to lower their cost of living by providing safe and convenient walking or transit access to employment, education, and goods and services to meet their daily needs.





**LUG68** Seek to provide equitable access to frequent and reliable transit service, and to preserve opportunities for a broad cross-section of socio-economic groups, ethnicities, and household types to live and work in transit communities. Encourage targeted use of incentive zoning and other tools and resources to curb potential displacement from transit communities of low-income, special needs, immigrant, and refugee populations, as well as culturally significant institutions or businesses, due to price increases and development associated with new transit facilities and increased investment.

**transit communities policies**

**LU273** Identify potential transit communities by determining the following types of transit nodes that are located within Urban Villages and Urban Centers other than Manufacturing and Industrial Centers, where multiple destinations are easily and directly accessible via frequent and reliable transit service:

- 1) Light rail stations;
- 2) Places where two corridors that currently provide frequent transit service intersect, as shown in either red, orange, or yellow on the Frequent Transit Network map (Figure 4-1 in the Seattle Transit Master Plan), as updated to show actual 2012 frequent transit service levels;
- 3) Existing multimodal hubs and transportation centers shown in Figure 5-5 in the Seattle Transit Master Plan.

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

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

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

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

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

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



land use element

where possible, especially in urban villages and urban centers.

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

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

C-6



# Transportation Element

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# Transportation Element

transportation element

**A**

## Building Urban Villages: Land Use and Transportation

### discussion

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

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

### goal

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

### policies

- T1** Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.
- T2** Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.

- T3** Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services and encourage other agencies to do the same.
- T4** Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single-occupancy vehicles.
- T5** Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages.

**B**

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

### discussion

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

### goals

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

**A**

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- TG4 Promote adequate capacity on the street system for transit and other designated uses.
- TG5 Preserve and maintain the boulevard network as both a travel and open space system.
- TG6 Promote efficient freight and goods movement.
- TG7 Protect neighborhood streets from through traffic.

policies

- T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street.
- T7 Designate a series of arterials as defined below and, consistent with such designations, identify those arterials in the Transportation Appendix Figure A-1.
  - **Principal (Major) Arterials:** roadways that are intended to serve as the primary routes for moving traffic through the city connecting urban centers and urban villages to one another, or to the regional transportation network.
  - **Minor (Secondary) Arterials:** roadways that distribute traffic from principal arterials to collector arterials and access streets.
  - **Collector Arterials:** roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.
- T8 Establish a street system that can accommodate the weight of heavy vehicles

and reduce the damage such vehicles can cause.

- T9 Designate a future transit network in the Transit Master Plan to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street.
- T10 Designate in a Freight Master Plan a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access.
- T11 Designate a future bicycle classification network in the Bicycle Master Plan to accommodate bicycle trips through the city and to major destinations.
- T12 Designate, in the Right-of-Way Improvement Manual, a network of boulevards that provides for circulation and access in a manner that enhances the appreciation or use of adjacent major parklands and vistas and preserves the historic character of the boulevards.
- T13 Designate, in the Right-of-Way Improvement Manual, a series of street types to define street use and design features that support adjacent land uses and mobility.
- T14 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.
- T15 Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network improve isolated connections to regional roadways,



or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support freeway expansion for the sole purpose of increasing general traffic capacity.

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

**C**

**Increasing Transportation Choices**

**discussion**

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

**goals**

- TG8** Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- TG9** Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.

**TG10** Accommodate all new trips in downtown with non-SOV modes.

**policies**

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

**C-1**

**Increasing Transportation Choices: Making Transit a Real Choice**

**discussion**

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

transportation element

**B**

January | 2005 (2008) (2012) (2015)



## goals

- TG11** Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.
- TG12** Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- TG13** Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

## policies

- T20** Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.
- T21** Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.
- T22** Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.
- T23** Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.
- T24** Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Mini-

mize negative environmental and economic impacts of transit service and facilities on surrounding areas.

- T24.5** Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.
- T25** Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity and reflect the cultural identity of the communities in which they are located.
- T26** Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include:
- At the terminus for a major, regional transit system;
  - Opportunities exist for "shared parking" (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and
  - Areas where alternatives to automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.
- T27** Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.
- T28** Support efficient use of ferries to move passengers and goods to, from, and within Seattle. Explore route, funding and gover-





nance options for waterborne transit service, especially those that serve pedestrians.

In order to limit the expansion of automobile traffic by ferry, encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Washington State Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.

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

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

**discussion**

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

**goals**

**TG14** Increase walking and bicycling to help achieve City transportation, environmental, community and public health goals.

**TG15** Create and enhance safe, accessible, attractive, and convenient street and trail

networks that are desirable for walking and bicycling.

**policies**

**T30** Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.

**T30.5** Look for opportunities to re-establish connections across I-5 by enlarging existing crossings, creating crossing under, or constructing lids over I-5 that can also provide opportunities for development or open space.

**T31** Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems. Encourage transit providers, the Washington State Ferry System, and others to provide safe and convenient pedestrian and bicycle access to and onto transit systems, covered and secure bicycle storage at stations, especially for persons with disabilities and special needs.

**T32** Recognize that stairways located within Seattle's public rights-of-way serve as a unique and valuable pedestrian resource in some areas of the city. Discourage the vacation of public rights-of-way occupied by stairways, and protect publicly-owned stairways from private encroachment.

**T33** Accelerate the maintenance, development, and improvement of pedestrian facilities, including public stairways. Give special consideration to:

- access to recommended school walking routes;
- access to transit, public facilities, social services, and community centers;



- access within and between urban villages for people with disabilities and special needs;
- areas with a history of pedestrian/motor vehicle crashes and other safety problems; and
- areas with high levels of growth.

**T34** Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages, and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.

**T35** Develop, apply, and report on walking and bicycling transportation performance measures to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies, and potential improvements; and to support development of new and innovative facilities and programs.

**T35.5** Provide facilities for non-motorized modes of travel that keep pace with development in the City.

**T36** Promote safe walking, bicycling, and driving behavior through education, enforcement, and engineering design, in order to provide public health benefits and to reinforce pedestrian, bicycle, and motorist rights and responsibilities.

to work, shop, and conduct personal business. The City's challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. This section establishes goals and policies primarily for on-street parking. Off-street parking goals and policies can be found in the Land Use Element, parking section.

goals

**TG16** Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.

**TG17** Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

policies

**T37** Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations.

**T38** Use low-cost parking management strategies such as curb space management, shared parking, pricing, parking information and marketing, and similar tools to encourage more efficient use of existing parking supply before pursuing more expensive off-street parking facility options.

**T39** Restrict on-street parking when necessary to address safety, operational, or mobility problems. In urban centers and urban villages where such restriction is being considered, the pedestrian environment and transit operations are of primary concern, but decisions should also balance the use of the street by high-occupancy vehicles, bicycles, and motor vehicles; access to local businesses; control of parking spillover into residential areas; and truck access and loading.

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

discussion

Long- or short-term parking is part of every car trip, and parking, especially when free, is a key factor in the mode choice for a trip. The availability and price of parking influences people's housing and transportation choices about where to live and how to travel



**D**

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

**discussion**

The transport of goods and services is critical to Seattle's and the region's economic development. As a major port city, Seattle's businesses and industries rely on rail, water, and truck transport. These policies, and those in the Economic Development and the Neighborhood Planning elements, support existing businesses and industries, and promote Seattle as a place for economic expansion. Major truck streets are an important part of the freight mobility network.

**goals**

- TG18** Preserve and improve mobility and access for the transport of goods and services.
- TG19** Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

**policies**

- T47** Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement. Participate and advocate Seattle's interests in regional and state forums.
- T48** Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.

- T40** In commercial districts prioritize curb space in following order:
  - transit stops and layover;
  - passenger and commercial vehicle loading;
  - short-term parking (time limit signs and paid parking);
  - parking for shared vehicles; and vehicular capacity.
- T41** In residential districts, prioritize curb space in the following order:
  - transit stops and layover;
  - passenger and commercial vehicle loading;
  - parking for local residents and for shared vehicles; and
  - vehicular capacity.
- T42** During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.
- T43** Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.
- T44** Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.
- T45** Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.
- T46** Coordinate Seattle's parking policies with regional parking policies to preserve Seattle's competitive position in the region.



transportation element

- T49** Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.
- T50** Promote an intermodal freight transportation strategy, including rail, truck, air, and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.
- T51** Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets, and bridges.

### E Improving the Environment

#### discussion

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

#### goals

- TG20** Promote healthy neighborhoods with a transportation system that protects and improves environmental quality.

- TG21** Reduce or mitigate air, water, and noise pollution from motor vehicles.
- TG22** Promote energy-efficient transportation.

#### policies

- T52** Design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.
- T53** Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.
- T54** Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas, and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.
- T55** Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction.
- T56** Continue to work to reduce fuel use and promote the use of alternative fuels.



**F** Connecting to the Region

discussion

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

goal

**TG23** Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.

policies

**T57** Support regional pricing and parking strategies that contribute to transportation demand management objectives and to economic development.

**T58** Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.

**T59** Support completion of the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region. Maintain the HOV system for its intended purpose of promoting non-SOV travel.

**T60** Expansion of freeway capacity should be limited primarily to accommodate non-SOV users. Spot expansion of capacity to improve safety or remove operational constraints may be appropriate in specific locations.

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

**G** Conserving Transportation Resources: Operating and Maintaining the Transportation System

discussion

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

goals

**TG24** Promote the safe and efficient operation of Seattle's transportation system.

**TG25** Preserve and renew Seattle's transportation system.

policies

**T62** In operating the transportation system, balance the following priorities: safety, mobility, accessibility, infrastructure preservation, and citizen satisfaction.

**T63** Maintain the transportation system to keep it operating safely and to maximize its useful life.

transportation element



transportation element

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**T64** Repair transportation facilities before replacement is warranted. Replace failed facilities when replacement is more cost-effective than continuing to repair.

### H Measuring Levels of Service

#### discussion

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

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

#### goal

**TG26** Use level-of-service standards, as required by the Growth Management Act, as a gauge to judge the performance of the arterial and transit system.

#### policies

**T65** Define arterial level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Figure A-11. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS.

**T66** Define transit level-of-service (LOS) to be the ratio of measured traffic volumes to

calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials shown in Transportation Appendix Figure A-11. Measure peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS.

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

### I Financing the Transportation System

#### discussion

Without funding, the goals identified in this Element would be difficult to achieve. This section identifies goals and policies related to providing and prioritizing funds for transportation projects, programs, and services.

#### goals

**TG27** Recognize and promote the urban village strategy when making transportation investments.

**TG28** Work towards transportation funding levels adequate to maintain and improve the transportation system.

#### policies

**T68** Make strategic transportation investment decisions that are consistent with other policies in this Plan and with funding opportunities that promote the city's transportation investment priorities. These investment decisions will also be made with consideration to future operating and maintenance costs associated with improvements.



**T69** Support regional and local transit resource allocations, as well as efforts to increase overall transit funding that are consistent with the City's urban village strategy and the regions' urban center policies.

**T70** Pursue strategies to finance repair of road damage from heavy vehicles in a way that is equitable for Seattle's taxpayers.

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

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

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

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

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

**T74** Consistent with the other policies in this Plan:

- Prepare a six-year CIP that includes projects that are fully or partially funded;
- Prepare an intermediate-range list of projects for which the City plans to actively pursue funds over the next approximately eight to ten years; and
- Maintain a long-range working list of potential projects and known needs.

**T75** If the level of transportation funding anticipated in the six-year financial analysis below (Figure 1), falls short, the Department of Finance and the Seattle Department of Transportation will:

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

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



Transportation Figure 1  
**Estimated Future Transportation Revenue**

Source	Estimated Revenue in millions (2015 - 2020)	
	Low	High
Seattle Dedicated Transportation Funding <sup>1</sup>	\$230	\$510
STBD Funding <sup>2</sup>	\$305	\$325
Grants and Partnerships	\$160	\$240
General Fund and Cumulative Reserve Fund	\$325	\$400
Seawall and Waterfront Revenue	\$420	\$475
<b>Total</b>	<b>\$1,440</b>	<b>\$1,950</b>

Notes to Transportation Figure 1:

1 - Gas Tax, Bridging the Gap transportation levy, commercial parking tax, school zone camera revenue

2 - Vehicle License Fee, sales tax

Based on the revenue and expenditure estimates shown in Transportation Figures 1 and 2, the City expects to have sufficient resources to fund the expenditure needs shown.

Transportation Figure 2  
**Estimated Future Transportation Expenditures**

Category	Estimated Expenditures in millions (2015 - 2020)	
	Low	High
Operations and Maintenance <sup>1</sup>	\$350	\$430
Major Maintenance and Safety	\$325	\$550
Mobility and System Enhancements <sup>2</sup>	\$765	\$970
<b>Total</b>	<b>\$1,440</b>	<b>\$1,950</b>

Notes to Transportation Figure 2:

1 - Does not include reimbursables

2 - Includes transit service purchases





# Housing Element

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# Housing Element

**A**

## Accommodating Growth and Maintaining Affordability

### discussion

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

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

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

### goals

- HG1** Accommodate 70,000 additional housing units, including Seattle's share of the county-wide need for affordable housing, consistent with the Countywide Planning Policies, over the 20 years covered by this Plan.
- HG2** Maintain housing affordability over the life of this Plan.
- HG2.5** Seek to reduce involuntary housing cost burden for households by supporting the creation and preservation of affordable housing.
- HG3** Achieve greater predictability in project approval timelines, achievable densities and mitigation costs.

### policies

- H1** Coordinate the City's growth management planning with other jurisdictions in the re-

gion in order to provide adequate regional development capacity to accommodate expected residential growth and anticipated demand for different types of housing.

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

housing element

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character and protection of public health, safety and welfare.

**H8** Consider using programs that require or encourage public agencies, private property owners and developers to build housing that helps fulfill City policy objectives.

**H8.5** Encourage a shared responsibility among the private and public sectors for addressing affordable housing needs.

**H9** Promote housing preservation, development and affordability in coordination with the Seattle Transit Plan, particularly in proximity to light rail stations and other transit hubs. Coordinate housing, land use, human services, urban design, infrastructure and environmental strategies to support pedestrian-friendly communities that are well-served by public transit.

**H9.5** When using federal, state, local, and private resources to preserve, rehabilitate or redevelop properties for affordable housing, consider access to transit service and estimated household transportation costs.

**B**

### Encouraging Housing Diversity and Quality

**B**

#### discussion

Policies in this section address both the development of new housing and the adaptation of existing housing to meet the needs and preferences of the current and expected residents of the city. The City wants to help ensure that middle-income households continue to find opportunity for home ownership in Seattle, encourage investment in housing, and minimize displacement of low-income residents due to gentrification of neighborhoods. The City also has an interest in safeguarding the condition and quality of the housing stock and in maintaining attractive and livable neighborhoods.

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

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

#### goals

**HG4** Achieve a mix of housing types that are attractive and affordable to a diversity of ages, incomes, household types, household sizes, and cultural backgrounds.

**HG5** Promote households with children and attract a greater share of the county's families with children.

**HG6** Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.

**HG7** Accommodate a variety of housing types that are attractive and affordable to potential home buyers.



- HG8** Strive to increase the rate of owner-occupancy of housing over time.
- HG9** Consider new ground-related housing such as townhouses and cottage housing as part of the City's strategy for creating home ownership opportunities.
- HG10** Ensure that housing is safe and habitable.
- HG11** Strive for freedom of choice of housing type and neighborhood for all, regardless of race, color, age, gender, marital status, parental status, sexual orientation, political ideology, creed, religion, ancestry, national origin or the presence of any sensory, mental or physical disability.
- HG11.5** Implement strategies and programs to help ensure a range of housing opportunities affordable to those who work in Seattle.

**policies**

- H10** Reflect anticipated consumer preferences and housing demand of different sub-markets in the mix of housing types and densities permitted under the City's Land Use Code. Encourage a range of housing types including, but not limited to: single-family housing; ground-related housing to provide an affordable alternative to single-family ownership; and moderate- and high-density multifamily apartments, which are needed to accommodate most of the growth over the 20-year life of this Plan.
- H11** Strive to make the environment, amenities and housing attributes in urban villages attractive to all income groups, ages and households types.
- H12** Provide affordable housing tools to preserve existing single-family character, while also contributing to the provision of affordable housing.
- H13** Accommodate and encourage, where appropriate, the development of ground-

related housing in the city that is attractive and affordable to households with children.

- H14** Strive to have each hub urban village and residential urban village include some ground-related housing capacity.
- H15** Allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and skilled nursing care facilities. Strive to increase opportunities for seniors to live in accessible housing with services nearby.
- H16** Encourage greater ethnic and economic integration of neighborhoods in the city in a manner that does not promote the displacement of existing low-income residents from their communities. Strive to allocate housing subsidy resources in a manner that increases opportunities for low-income households, including ethnic minorities, to choose among neighborhoods throughout the city.
- H17** Encourage the Seattle Housing Authority (SHA) to seek federal, state and private resources to continue preserving, rehabilitating or redeveloping its properties in a manner that best serves the needs of Seattle's low-income population, addresses social and economic impacts on surrounding neighborhoods, and results in no net loss of housing affordable to households earning up to 30 percent of area median income.
- H18** Promote methods of more efficiently using or adapting the city's housing stock to enable changing households to remain in the same home or neighborhood for many years. Strategies may include sharing homes, allowing attached and detached accessory units in single-family zones, encouraging housing designs that are easily augmented to accommodate children ("grow houses"), or other methods considered through neighborhood planning.

housing element

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housing element

B

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- H19** Allow the use of modular housing, conforming to the standards of the State of Washington building and energy codes, and manufactured housing, built to standards established by the federal Department of Housing and Urban Development. Modular and manufactured houses shall be permitted on individual lots in any land use zone where residential uses are permitted.
- H20** Promote and foster, where appropriate, innovative and non-traditional housing types such as co-housing, live/work housing and attached and detached accessory dwelling units, as alternative means of accommodating residential growth and providing affordable housing options.
- H21** Allow higher residential development densities in moderate density multifamily zones for housing limited to occupancy by low-income elderly and disabled households, because of the lower traffic and parking impacts this type of housing generates.
- H22** Work with financial institutions and the Washington State Housing Finance Commission, and others to overcome barriers in the real estate finance process that inhibit the development of affordable single-family houses and condominium projects.
- H23** Encourage employers located within the city to develop employer-assisted housing programs.
- H24** Encourage safe and healthy housing free of known hazardous conditions. Require that renter-occupied housing be maintained and operated according to minimum standards established in the Seattle Housing and Building Maintenance Code and other applicable codes. Actively encourage compliance with the codes and seek to inspect on a regular basis multifamily rental structures most likely to have code violations.

C

### Providing Housing Affordable to Low-Income Households

#### discussion

Safe, habitable and affordable housing is a fundamental human need. Providing housing affordable to low-income households is critical to ensuring that low-income households can have access to the diverse opportunities that exist in our city and that existing disparities are reduced, rather than exacerbated. Research shows that investing in affordable housing for low-income households yields a host of positive social and economic outcomes in areas such as education, employment, and physical and mental health, especially for children and families. Protecting our environment and sustaining a strong economy requires a sufficient affordable housing supply for households throughout the income spectrum.

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

Income levels referred to in this Housing Element are defined as follows: (1) a "low-income household" is any household earning up to 80 percent of the area median income, as defined by the federal Department of Housing and Urban Development;



(2) a “very low-income household” is any household earning up to 50 percent of the area median income; and (3) an “extremely low-income household” is any household earning up to 30 percent of the area median income. “Assisted housing” generally means owner-occupied or rental housing that is subject to restrictions on rent or sales prices as a result of one or more project-based governmental subsidies.

Although the average inflation-adjusted prices of for-sale housing in submarket areas of Seattle have not yet surpassed peaks hit in 2006-2007, Seattle’s rental housing costs are at their highest to date. Rent prices are susceptible to sharp increases during periods of high demand, and this particularly impacts low-income households. Indeed, the Housing Needs Assessment (see Housing Appendix) includes ample data demonstrating that Seattle’s low-income households have disproportionately high housing needs. Housing costs unduly affect people of color. Thirty-one percent of black households are severely housing cost burdened, compared with 17 percent of all Seattle households.

Seattle’s demographic patterns trace back to its history of racial segregation, urban renewal, and displacement of communities of color caused by market pressures. As in other U.S. cities, the consequences in terms of housing cost burden, generational wealth gained from homeownership, and access to amenity-rich neighborhoods has resulted in chronic inequity and racial disparities. Addressing these inequities and protecting marginalized populations is a primary focus of the Housing Element.

In order to address these issues, it is important for the City to periodically monitor and evaluate the supply of housing affordable to low-income households and the effectiveness of existing programs that provide housing affordable to low-income households in order to understand whether existing programs are sufficient to meet our goals.

**goals**

- HG12** Reduce the number of low-income households in need of housing assistance.
- HG13** Provide new low-income housing through market-rate housing production and assisted housing programs.

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

**policies**

- H25** Support programs that provide financial assistance to low-income homeowners and owners of low-income rental properties to maintain their properties in adequate condition. For instance, allocate weatherization resources to achieve energy cost savings for low-income households in owner- and renter-occupied units.
- H26** Encourage the development of housing in ways that protect the natural environment, including environmentally critical areas, and that promote energy conservation.
- H27** Encourage the adaptive reuse of existing buildings for residential use. Recognize the challenges faced in reusing older buildings and consider, when revising technical codes, ways to make adaptive reuse more economically feasible.
- H28** Seek opportunities to combine housing preservation and development efforts with historic preservation by either preserving



residential structures of historic value or rehabilitating and reusing vacant landmark structures and vacant structures in landmark and/or special review districts for housing. Consider landmark preservation as a factor in evaluating low-income housing project proposals for funding.

**H29** Encourage the replacement of occupied housing that is demolished or converted to non-residential use.

**H29.2** Consider using substantive authority available through the State Environmental Policy Act to require that new development mitigate adverse impacts on housing affordable to low-income households.

**H29.4** Consider requiring that new development provide housing affordable to low-income households. Consider adopting such an approach either with or without rezones or changes in development standards that increase development capacity.

**H29.6** Consider implementing programs to preserve or enhance currently affordable housing in order to retain opportunities for low-income households to live in Seattle.

**H29.8** Recognize that the provision of housing affordable to low-income households can help provide low-income households with access to education, employment, and social opportunities; support the creation of a more inclusive city; and reduce displacement of households from their neighborhoods or the city as a whole.

C-1

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C-1

## Encouraging Housing Affordable to Low-Income Households

### policies

**H30** Consider using incentive programs to encourage the production and preservation of low-income housing.

**H31** Encourage the preservation of existing low-income housing by: using housing programs and funds to preserve existing housing that is susceptible to redevelopment or gentrification; encouraging acquisition of housing by nonprofit organizations, land trusts or tenants, thereby protecting housing from upward pressure on prices and rents; inspecting renter-occupied housing for compliance with the Seattle Housing and Building Maintenance Code; and making available funds for emergency, code-related repair.

**H32** Give special consideration to actions that can help maintain the affordability of housing occupied by artists in areas that are recognized as established artist communities, such as Pioneer Square.

**H33** Encourage affordable housing citywide.

- a. Plan for at least one-quarter of the housing stock in the city to be affordable to households with incomes up to 50 percent of the area median income, regardless of whether this housing is publicly assisted or available in the private market.
- b. Encourage the use of public subsidy funds for the production or preservation of low-income housing in urban centers and urban villages.
- c. Encourage the production of housing affordable to households of all incomes, with particular emphasis on households with incomes up to 50 percent of the area median income in centers and villages with high land values and/or relatively little existing rental housing affordable to households in that income range.

- d. Encourage all neighborhoods and urban villages to participate in the City's commitment to affordable housing, whether through neighborhood planning, station area planning,





or other local planning and development activities.

C-2

**Publicly Subsidized Low-Income Housing**

**policies**

**H34** Strive to make some resources available to all household types (such as families and single-person households) in need of affordable housing options through the mix of housing programs in the city; however, emphasize assisting households most in need due to very low-incomes or to special needs that the housing market is unable to serve. Direct affordable housing funds administered by the City to serve households with incomes up to 80 percent of the area median income, consistent with local, state and federal law and program requirements.

**H35** Promote a broader geographical distribution of subsidized rental housing by generally funding projects in areas with less subsidized rental housing and generally restricting funding for projects in neighborhoods outside of downtown where there are high concentrations of subsidized rental housing.

- a. The specific rules implementing this policy and the conditions for allowing exceptions for particular projects are established by the City Council in the HUD Consolidated Plan and other City policies. The HUD Consolidated Plan may also include additional geographic-specific restrictions on, or exceptions for, subsidized rental housing in order to further housing goals as defined in this Comprehensive Plan or neighborhood plan.
- b. Encourage developers of projects funded with resources not administered by the City of Seattle and the providers of those resources to follow the City's

policies for the geographic distribution of subsidized rental housing.

**H36** Require sponsors of City-funded subsidized rental housing projects and encourage sponsors of non-City-funded subsidized rental housing projects to use the City's good neighbor guidelines. This should encourage cooperative problem solving as early as possible in the process of developing subsidized rental housing, in order to identify and, where appropriate, respond to neighborhood concerns.

**H37** Allocate public funds administered by the City to develop and preserve affordable rental housing for low-income, very low-income, and extremely low-income households in conformity with applicable income limits in City ordinances that govern the use of each fund source.

- H38** Seek to promote home ownership in the city in a variety of housing types by:
- a. Using a portion of local discretionary housing subsidy resources to provide home ownership opportunities to low-income households, in conformity with applicable income limits in City ordinances that govern the use of each fund source.
  - b. Consider alternative approaches to increase the development of affordable home ownership housing, including but not limited to greater use of land trusts and limited equity cooperatives.

**H39** Strive over time for a permanent subsidized rental housing stock with unit types and sizes that reflect the housing needs of the city's low-income households.

**H40** Provide affordable housing for low-income families with children, recognizing that family housing requires greater subsidies due to larger household size, the need for play areas for children, and separation of parking and access roads from play areas.

housing element

C-2



**H41** Encourage and support the development of affordable housing for low-income households in all parts of the city, including areas of high land cost where greater subsidies may be needed.

**H42** Allow use of public funds to provide subsidized low-income housing units in otherwise market-rate housing developments in order to better integrate low-income households into the community.

**H43** Allocate resources for financial assistance to eligible tenants with incomes up to 50 percent of median income who are displaced from existing low-income housing because of redevelopment, substantial rehabilitation, change-of-use or termination of long-term, low-income rent restrictions in order to help offset the cost of relocating to another unit consistent with applicable state laws.

**H44** Pursue a comprehensive approach of prevention, transition, and stabilization services to decrease potential homelessness, stop recurring homelessness, and promote long-term self-sufficiency.

a. Encourage efforts to expand the supply of extremely low-income, permanent housing to meet the needs of those for whom the cost of housing is a chief cause of homelessness.

b. Strive to develop a continuum of housing opportunities, ranging from emergency shelters to transitional housing to permanent housing, in order to assist homeless households regain and maintain stable, permanent housing.

c. Strategically invest in emergency and transitional housing for specific homeless populations.

**H45** In recognition of the fact that for certain people housing support services can mean the difference between housing stability and homelessness, coordinate housing

planning and funding, where appropriate, with the following types of housing support services:

- Services that respond to emergency needs of the homeless (such as emergency shelters).
- Services that assist clients to secure housing (such as rent and security deposit assistance, housing relocation assistance).
- Services that help clients to maintain permanent housing (such as landlord/tenant counseling, chore services, in-home health care, outpatient mental health treatment, employment counseling and placement assistance).

- H46** Work in partnership among various levels of government and with other public agencies to address homeless and low-income housing needs that transcend jurisdictional boundaries.
- a. Work with the federal and state governments to increase public support for housing.
  - b. Work with the Seattle Housing Authority to address the low-income housing needs of Seattle residents.
  - c. Work with other jurisdictions in King County to pursue production of assisted low-income housing throughout the region and an equitable distribution of the cost of providing housing and human services to very-low-income households, including the regional problem of homelessness. Pursue the development of new funding sources, including a regional housing levy or other sources of funding for low-income housing and related supportive services that may be used throughout the region.



- d. Continue providing local resources (such as levies, bond issues, and the City's general fund) to meet housing needs, leveraging funds from other sources where appropriate.
- e. Continue to lobby the state government to enact tax incentives and to increase housing funds to encourage the preservation of existing low-income housing.

**H47** Strive to leverage federal, state, and private resources with local public funds, where these resources help achieve the goals of Seattle's Comprehensive Plan.

**H48** Among its other purposes, the City's Consolidated Plan shall serve as an ongoing, annually updated, coordinated compilation of information for the public regarding housing policies, strategies, programs, and resource allocation. Housing portions of the Consolidated Plan constitute a functional plan to implement housing-related goals and policies in this Comprehensive Plan.





# Capital Facilities Element

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# Capital Facilities Element

## A Capital Facilities Policies

### discussion

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

### goals

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

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

### strategic capital investment policies

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



capital facilities element

- CF4** Use maintenance plans for capital facilities and a funding allocation plan for such maintenance, and revise these plans from time to time. In general, the City should not acquire or construct major new capital facilities unless the appropriation for the maintenance of existing facilities is consistent with the Strategic Capital Agenda.
- CF5** Provide fiscal impact analyses of major capital projects considered for funding. Such analyses should include, but not be limited to, one-time capital costs, life-cycle operating and maintenance costs, revenues from the project, and costs of not doing the project.
- CF6** Make major project specific capital decisions by the Mayor and the Council through the adoption of the City's operating and capital budgets, and the six-year Capital Improvement Program (CIP).
- CF7** The City will consider capital improvements identified in neighborhood plans, in light of other facility commitments and the availability of funding and will consider voter-approved funding sources.
- CF8** Explore tools that encourage sufficient capital facilities and amenities to meet baseline goals for neighborhoods and to address needs resulting from growth.

- CF10** Seek to locate capital facilities where they are accessible to a majority of their expected users by walking, bicycling, car-pooling, and/or public transit.
- CF11** Consider the recommendations from neighborhood plans in siting new or expanded facilities. The needs of facility users will also be considered in making these decisions.
- CF12** Encourage quality development by requiring major City-funded capital improvement projects or projects proposed on City property located within the City of Seattle to be subject to a design review process of the Seattle Design Commission.

relations with other public entities policies

- CF13** Work with other public and non-profit entities toward coordinated capital investment planning, including coordinated debt financing strategies, to achieve the goals of Seattle's Comprehensive Plan.
- CF14** Work with other public and non-profit entities to include urban village location as a major criterion for selecting sites for new or expanded community-based facilities or public amenities.
- CF15** Work with the School District to encourage siting, renovation, and expansion of school facilities in areas that are best equipped to accommodate growth.
- CF16** Work with other public or non-profit agencies to identify and pursue new co-location and joint-use opportunities for the community's use of public facilities for programs, services, and community meetings.

A

facility siting policies

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





**regional funding policies**

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

**sustainable design & construction policies**

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

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

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

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

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

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

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

capital facilities element

A

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### B Inventory of Existing Public Capital Facilities

#### discussion

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

### C Forecast of Future Needs for Capital Facilities

#### discussion

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

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

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

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



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

**D**

**Proposed New or Expanded Capital Facilities**

**discussion**

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

capital facilities element

**D**

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**E** Six-Year Finance Plan

**F** Consistency & Coordination

discussion

discussion

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

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

capital facilities element

E-F



G

Siting Process for Essential Public Facilities

discussion

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

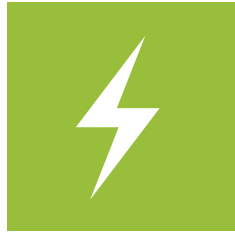
The City will approve a specific list of essential public facilities by type, and facilities on the list will thereafter be subject to the siting process referred to in paragraph three below. (The City's list is currently located in the Land Use Code.) In developing the list the City will consider: state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

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

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

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





# Utilities Element

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# Utilities Element

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

utilities element

A-B

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**C Utility Policies**

**utility service discussion**

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

**utility service policies**

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

**utility infrastructure discussion**

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

**utility infrastructure policies**

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

**utility capital expenditure planning discussion**

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

**utility capital expenditure planning policies**

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

**environmental stewardship discussion**

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

**environmental stewardship policies**

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

utilities element

C

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- U9** Consider short-term and long-term external environmental impacts and costs in the acquisition of new resources.
- U10** In meeting the demand for electric power, strive for no net increase in City contributions to greenhouse gas emissions by relying first on energy efficiency, second on renewable resources, and, when fossil fuel use is necessary, taking actions that offset the release of greenhouse gases such as planting trees or using alternative fuel vehicles.
- U11** Encourage waste reduction and cost-effective reuse and recycling by residents, businesses and City employees through education, incentives and increased availability of recycling options.
- U12** Pursue the long-term goal of diverting 100% of the city's solid waste from disposal by maximizing recycling, reducing consumption, preventing food waste, and promoting products that are made to be reused, repaired or recycled back into nature or the marketplace.
- U12.5** Encourage residents to reduce food waste as a strategy to decrease utility expenses as well as to reduce fertilizer and pesticide use and greenhouse gas emissions.
- U13** Work regionally to improve programs and management strategies designed to prevent and reduce contamination of street runoff and storm water from all sources.
- U14** Provide information to businesses and the community about the importance and methods of controlling the release of contaminants into storm drains.
- U15** Strive to correct instances of combined sewer overflows by prioritizing remedial action according to the frequency and volume of the overflows and the sensitivity of the locations where the overflows occur.

- U16** Work cooperatively with King County to identify and expeditiously address combined sewer overflows for which the County maintains responsibility.
- U17** Coordinate with state and federal agencies to reduce illegal discharges into water by both permitted and non-permitted sources.

**utility facility siting & design discussion**

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

**utility facility siting & design policies**

- U18** Work with neighborhood and community representatives in siting utility facilities.
- U19** Continue to subject all above-grade City utility capital improvement projects to review by the Seattle Design Commission.
- U20** Consider opportunities for incorporating accessible open space in the siting and design of City utility facilities.

**utility relationships discussion**

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

**utility relationships policies**

- U21** Provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrade activities.
- U22** Promote the City's goals of environmental stewardship, social equity, economic development, and the protection of public health in the operation of non-City utilities providing service in Seattle.

utilities element





utilities element

D

### Inventory of Existing Public Infrastructure

#### discussion

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

E

### Forecast of Future Infrastructure Needs

#### discussion

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

F

### Proposed New or Expanded Capital Facilities

#### discussion

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

G

### Six-Year Finance Plan

#### discussion

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

D-G



# Economic Development Element

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# Economic Development Element

## Goals

- EDG1** Accommodate approximately 115,000 jobs in the city over the 20-year period covered by this Plan, in order to ensure long-term economic security and social equity to all Seattle residents.
- EDG1.5** Establish Seattle as a place where average wages are high and costs of living are reasonable so that the city can accommodate households at a wide range of income levels.
- EDG2** Recognize that Seattle's high quality of life is one of its competitive advantages and promote economic growth that maintains and enhances this quality of life.
- EDG3** Support the Urban Village Strategy by encouraging the growth of jobs in Urban Centers and Hub Urban Villages and by promoting the health of neighborhood commercial districts.
- EDG4** Accommodate a broad mix of jobs, while actively seeking a greater proportion of living wage jobs that will have greater benefits to a broad cross-section of the people of the City and region.
- EDG5** Encourage the growth of key economic sectors that build on Seattle's competitive advantages to provide sustained growth in the future.
- EDG6** Develop a highly trained and well educated local work force that effectively competes for meaningful and productive employment, earns a living wage and meets the needs of business.

- EDG7** Foster a positive business climate in Seattle by ensuring adequate public services, infrastructure, and high-quality customer service.
- EDG8** Promote access to working capital and other forms of financial assistance, in order to build a stronger economic future for all Seattle citizens and to nurture entrepreneurship, innovation and business growth.
- EDG9** Maintain Seattle's competitive advantage in international trade.
- EDG10** Recognize Seattle's cultural resources including institutions, art organizations, traditions, historic resources and creative people as important contributors to the city's economic vitality.
- EDG11** Support the retention and growth of the industrial sector, retain existing businesses and small firms, and actively seek to attract new industrial businesses.

## discussion

A strong Seattle and Puget Sound economy is a critical underpinning of a positive future for Seattle and is a central component of the Urban Village strategy. The Comprehensive Plan promotes a sound economy through planning for future growth in ways that maintain the city's high quality of life by directing facilities and services to areas that support jobs and by identifying and encouraging economic sectors that offer the best opportunities for new job creation and future economic growth. A diverse and stable economy offers long-term economic opportunity and social equity to all Seattle residents. Promoting affordability for Seattle residents as part of the overall strategy for economic development in the city will result in tangible benefits that improve the economic vitality of Seattle.



City government has limited ability to directly influence the economy, and thus must be strategic in its activities and use of resources. Through a Strategic Action Plan the City will implement the policies of the Comprehensive Plan and will undertake economic development initiatives that build on its competitive economic advantages to enhance its economic base. Realizing the increasingly international nature of the local economy and the pace of technological change, the City will monitor the economy and will periodically alter and refine the goals and policies in this element in response to on-going changes in the economy. In addition to the goals and policies of this element, the Comprehensive Plan contains a number of goals and policies in other elements that complement the Economic Development element.

A

Economic Development & the Urban Village Strategy

discussion

Central to the City's economic development efforts is the urban village strategy. Through the urban village strategy future growth is directed to areas that are supported by strategic investments in facilities and services to support this growth. By focusing growth in urban centers and urban villages this approach leads to greater proximity of jobs to housing and efficient investment in transportation and other infrastructure to support both business and neighborhood needs. Similarly, by directing industrial businesses to manufacturing/industrial centers, the City is able to more efficiently and effectively deliver services and invest in infrastructure that supports these businesses.

A

policies

- ED1** Strive to maintain the economic health and importance of downtown as the economic center of the city and the region and home to many of Seattle's vital professional service firms, high technology companies, regional retail activity, as well as cultural, historic, entertainment, convention and tourist facilities.
- ED2** Pursue opportunities for growth and strategic development, where appropriate, in urban centers and hub urban villages, which are planned for the greatest concentrations of jobs and job growth outside of downtown.
- ED3** Strive to provide a wide range of goods and services to residents and businesses in urban centers and villages by encouraging appropriate retail development in these areas.
- ED4** Use cultural resources, such as public art and historic resources, as a tool for stimulating economic development in Seattle's neighborhoods, as these resources provide attractions that can draw people to and enhance public perception of an area.
- ED5** Use plans adopted for the manufacturing/ industrial centers to help guide investments and policy decisions that will continue to support the retention and growth of industrial activities in these areas. Continue collaboration with both geographically-focused and citywide organizations representing industrial interests so that the needs and perspectives of this sector can be recognized and incorporated, as appropriate, into the City's actions and decisions.





- ED6** Work with other levels of government and with the private sector to support and encourage the cleanup of contaminated soil and other environmental remediation associated with the re-use or expansion of industrial sites.
- ED7** Strive, through efforts with other public jurisdictions, to address the problems of site assembly, infrastructure improvements and traffic congestion which may inhibit industrial expansion in industrial areas.
- ED8** Strive to assist industrial firms in addressing capital needs through mechanisms such as the issuance of industrial development bonds or by expanding small business financing programs to assist manufacturers.
- ED9** Strive to address the special needs of areas in Seattle that historically have experienced less economic opportunity and that have high concentrations of people living in economic hardship.
  - a. Seek to provide resources to assist in planning for distressed communities and assist low-income areas in developing and implementing economic development strategies.
  - b. Attempt to gain state and federal special area designations for lower-income Seattle communities where such designation can confer tangible benefits.
  - c. Target programmatic resources, including small business capital access and entrepreneurship training programs, as well as new infrastructure investment toward the economic development objectives of distressed areas.
  - d. Support the role of community-based organizations in planning and implementing economic development activities in distressed communities.

**B** Sectoral Strategies

discussion

The City's ability to affect the local economy is limited because local economic conditions are the result of national and international economic forces outside the control of the City. Nevertheless, the city possesses competitive advantages and economic resources that can be used to promote a growing local economy. By identifying key sectors of the economy in which the city has a competitive advantage, the City can take specific actions to promote the local economy.

policies

- ED10** Encourage key sectors of Seattle's economy that provide opportunities for long term growth. Criteria for identifying sectors to support include the following:
  - Pay higher-than-average wage levels;
  - Bring new capital into the economy, reflecting multiplier effects other than high wage;
  - Have reasonably good future growth prospects;
  - Involve a cluster of businesses engaging in similar activities;
  - Use quality environmental practices; or
  - Diversify the regional economic base.

economic development element

**B**

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- ED11** Recognize the importance of tourism and its support of international trade as well as its contribution to the health of the Seattle retail core. Recognize the important contribution of historic districts such as Pioneer Square and the Pike Place Market to tourism, and support the continued protection and enhancement of these districts. Recognize the role of Seattle's recreational boat industry in attracting tourists to visit and to extend their visits to the city.
- ED11.5** Recognize the value of the local food system in sustaining the local economy and seek ways to expand this benefit by supporting our capacity to grow, process, distribute, and access local foods.
- ED12** Seek ways to create a local business environment that promotes the establishment, retention, and expansion of high-technology industries in the city. Where possible, look for opportunities to link these businesses to existing research institutions, hospitals, educational institutions and other technology businesses.
- ED13** Seek ways to assist clusters of related businesses in advanced manufacturing, information technology and biotechnology to collaborate more closely with one another and to market themselves as magnets for capital, research talent and high-skill jobs.
- ED14** Seek ways to support technology transfer and other efforts that increase the global competitiveness of Seattle's exporters in advanced manufacturing, information technology, biotechnology and services in cooperation with other jurisdictions and with major education and research institutions.
- ED15** Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, tug and barge, provisioning and the cruise-ship industries.

- ED16** Support national policies which stabilize maritime industries and promote their expansion.
- ED16.5** Support key sectors of Seattle's economy to create jobs that pay wages that can support a family, provide necessary benefits, and contribute to the vitality of the City including, but not limited to, the industrial, manufacturing, service, hospitality and retail sectors.

## c

## Labor Force Education, Development &amp; Training

## discussion

A skilled and competitive workforce is important to the city's growth and prosperity. While not having direct control over the education of its citizens, the City has a responsibility to advocate actively on their behalf. The following policies encourage employers, employee organizations and education and training institutions to provide all Seattle residents opportunities for academic and professional education, training and retraining. Certain policies related to education and employability may be found in Section D of the Human Development Element.

## policies

- ED17** Work with the Seattle Public Schools to improve the quality of public education, identify opportunities to help implement the district's strategic planning goals, and increase the likelihood that all young people will complete high school having achieved the competency needed to continue their education or enter the work force.



**ED18** Facilitate the creation of coalitions of business, labor, civic and educational institutions, including community colleges, to develop competency-based education and training programs for Seattle community members that are targeted to the needs of business. This may include vocational training programs, apprenticeship programs, entrepreneurial skills training, customized on-site training and technical and vocational preparatory programs at the high school level.

**ED19** Support employability development and entry-level and career employment efforts for low-income youth and adults, people of color, women, individuals with disabilities and the homeless.

**ED20** Work with employers, nonprofits, educational institutions and social service agencies to create opportunities for people in training, retraining or working to meet their dependent care needs.

**ED21** Promote regional approaches to better link individuals in distressed communities with job resources and living-wage job opportunities in growing employment sectors (see policies related to Sectoral Strategies later in this element).

**ED22** Encourage the development of training programs for people currently employed so they may improve the skills they use in their current jobs or expand their skills into new arenas.

**ED23** Encourage and facilitate the development of programs for dislocated workers to assist in a successful transition to new jobs.

**ED24** Strive to increase access to literacy development and English-as-a-Second Language programs for those in need of assistance in

overcoming literacy and language barriers to employability.

**ED25** Encourage educational and training institutions to provide education in foreign languages, geography and international affairs in order to enable people to better function in the international economy.

**ED26** Offer apprenticeship and other workplace learning opportunities in Seattle City government, with particular emphasis on providing access to low income youth and young adults from diverse cultures and races.

**ED26.5** Assist working families by increasing access to training and social service resources.

**D**

**Business Climate**

**discussion**

A positive relationship between government, residents, and business is important to the well-being of the city. Business needs cover the range from those of major employers and institutions to small businesses.

**policies**

**ED27** Foster a positive entrepreneurial environment for business start-up and expansion and support the retention of Seattle's existing business and major institution base.

**ED28** Support the development of Seattle's major public and non-profit institutions because they contribute to a diversified economy, bring living wage jobs, stimulate new economic activity, supply capital to the local economy, develop and promote advanced technology, and provide substantial public benefits and needed services to Seattle's residents.



**ED29** Support Seattle's artists, arts organizations, and institutions because of their significant contributions to the city's healthy business climate; their role in creating a cultural environment that attracts other living wage employers, as well as tourists, to the region; and the substantial benefits they provide to Seattle's residents and communities.

**ED30** Recognize the importance of the business climate in efforts to encourage the expansion of international trade in Seattle and the region. Consider support of programs to expand export opportunities for goods and services through the city. Also, consider support of programs to improve and maintain international cooperation. Examples of programs include industry-specific international trade fairs, export trade linkages for home-grown businesses, and Sister Cities programs.

**ED31** Support regulatory reform in order to strike a balance between the financial impacts of regulation on businesses and developers, and maintaining an appropriate level of safeguards for the environment and worker safety, consistent with the goals and policies of this plan.

**ED32** For regulatory activities that affect land development, consider ways to achieve greater predictability and efficiency in the review of permit applications, consistent with the goals and policies of this Plan.

**ED33** Consider use of programmatic environmental impact statements (PEIS) for geographic-specific plans which may help reduce the permit processing time and increase predictability for individual development projects.

**ED34** Recognize the importance of maintaining and enhancing the City's tax base, including property taxes, sales taxes and

business and occupation taxes, to provide funds for capital facilities and City services for existing and future populations.

**ED35** Periodically assess the effects of City policies regarding taxes, fees, or utility rates on economic development goals, considering the balance between economic development goals, financial health of City government, cumulative debt and tax burdens of overlapping jurisdictions, and goals of the Comprehensive Plan.

**ED36** Strive to increase communication among government, businesses, major institutions and other entities that may provide economic opportunities, in order to: (a) enhance the common understanding of issues related to employment growth, business competitiveness, public policy goals and program implementation and (b) promote partnerships between government and business to achieve the goals of this plan.

**ED37** Strive to anticipate and lessen the impacts of involuntary job changes through efforts to retain businesses in Seattle and by providing those businesses with the opportunity to thrive.

**ED38** Strive to work with the business community and the residential community equitably to identify and promote areas of common interest and to facilitate the resolution of conflicts in a manner that recognizes and respects legitimate differences.

**ED39** Strive to improve coordination of information and services among government offices which affect the viability of business in Seattle. Seek to better coordinate changes to City policies and programs with other jurisdictions within the region, in order to more effectively participate in the development and implementation of state, regional and county economic development goals.



**E**

**Infrastructure & Capital Facilities**

**ED40** Periodically analyze available economic information to understand the City's economic base and the regional economy in order to review and adjust as needed the City's economic development goals and policies.

**discussion**

An adequate infrastructure is fundamental to Seattle's ability to attract and retain jobs, to enhance business growth and use existing development capacity to achieve job growth targets. The following policies supplement the policies in the capital facilities and transportation elements by addressing ways in which the City's infrastructure plans and capital investment decisions can support its economic development goals. Additional detail may be found in these other Plan elements.

**policies**

- ED41** Seek to coordinate, where appropriate, City investment in utilities, transportation and other public facilities with business, employment and economic development opportunities.
- ED42** Encourage deployment of improvements in technology and the telecommunications system within Seattle with the goals of:
  - a. Equitable access for all service providers that use the distribution network in reaching their customers.
  - b. Competition that promotes state of the art services and competitive pricing.
  - c. Universal access to citizens, businesses and institutions within Seattle.
  - d. Effectiveness based on:
    - 1. flexibility,
    - 2. system security,
    - 3. reliability, and
    - 4. affordability.

economic development element

**F**



- ED43** Take into consideration the ability of technology and telecommunications technology to enhance the provision of City services to citizens and businesses when making City investments in communications and computer systems.
- ED44** Encourage the development of technology and telecommunications infrastructure city-wide and region-wide.

## F Business Start-Up & Growth

### discussion

The majority of businesses in Seattle have fewer than 10 employees. Sectors with a high proportion of small businesses include construction, wholesale trade, manufacturing, retail and related services. Working capital and other forms of financial assistance are an important component of business start-up and growth.

### policies

- ED45** Continue to promote close working relationships between Seattle's financial institutions and its business community. Where appropriate, promote the development of new initiatives and innovative programs to lower the cost of borrowing or to assist small business growth, through increased access to capital.
- ED46** Where appropriate, support efforts to assist small business through technical assistance for business start-up and/or expansion.
- ED47** Recognize that artists make a significant contribution to the local economy as small businesses, and support efforts to ensure that Seattle's artist communities may thrive within the city.



# Neighborhood Planning Element

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# Neighborhood Planning Element

neighborhood planning element

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# Neighborhood Planning Element

neighborhood planning element

A

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## A Introduction

### discussion

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

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

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

### goals

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

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

1. through adoption into the Comprehensive Plan of Neighborhood Plan goals and policies,
2. by striving to implement the work plan matrix adopted with each plan, and
3. by recognizing each community's desires, reflected in its proposed neighborhood plan document.



policies

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

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



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

**neighborhood plan implementation policies**

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

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



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

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

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

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

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

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

**B** Adopted Neighborhood Plans

**B-1** Admiral

land use goals

- A-G1** Land use within the residential urban village that conforms to Admiral's vision of a neighborhood with a pedestrian oriented small town atmosphere.
- A-G2** The Admiral neighborhood is predominately a single-family housing community.

land use policies

- A-P1** Encourage development that conforms with the neighborhood's existing character and scale, and further promotes a pedestrian-friendly environment.
- A-P2** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning outside the urban village on properties meeting the locational criteria for single-family zones.
- A-P3** Seek to ensure community involvement in land use code changes.
- A-P4** The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Admiral Residential Urban Village.

transportation goals

- A-G3** A residential urban village with an adequate parking supply to serve customers, residents and employees.
- A-G4** People walk, bicycle or ride buses when traveling inside the Admiral neighborhood.



**transportation policies**

- A-P5** Future developments and significant remodels should seek to provide adequate parking.
- A-P6A** Strive to attain adequate levels of parking that serves the urban village and adjacent transitional areas, and to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.
- A-P6B** Work with the community in addressing parking issues.
- A-P7** Seek to anticipate and address future parking needs.
- A-P8** Strive to eliminate local traffic safety hazards, and discourage cut-through traffic on residential streets.
- A-P9** Seek to ensure that streets are clean and attractive, are calmed, and have sufficient capacity and a high level of service.
- A-P10** Seek to improve pedestrian and vehicular traffic safety and convenience.
- A-P11** Seek to anticipate and address future traffic circulation needs.
- A-P12** Seek to improve water-based commuting connections from West Seattle to downtown.
- A-P13** Seek to assure that transit routing, scheduling and transfer points meet neighborhood needs.
- A-P14** Seek to provide good access to and from West Seattle.

- A-P15** Work with the Admiral neighborhood to minimize loss and damage from landslides and land erosion.
- A-P16** Seek to improve facilities for bicycles, skateboards and pedestrians.
- A-P17** Seek to increase community awareness of emerging transportation technologies.

**housing policy**

- A-P18** Seek to ensure that public-assisted housing is well integrated within the Admiral neighborhood by seeking to keep it dispersed, small-scale and aesthetically integrated, in keeping with Admiral's small town image.

**human services goal**

- A-G5** A neighborhood with adequate community, educational, recreational, safety and social services to serve its residents.

**human services policies**

- A-P19** Support local efforts to improve the safety of the Admiral neighborhood.
- A-P20** Seek to provide adequate fire and police service for the planning area.

**capital facilities policies**

- A-P21** Seek to ensure neighborhood involvement, through the involvement of community organizations, in the identifying and siting of publicly-sponsored capital projects, including those that impact the natural environment.

neighborhood plans: Admiral

**B-1**

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**A-P22** Strive for excellent coordination between City departments, and between the City and the County, especially on projects that impact the natural environment.

**utilities goals**

**A-G6** The neighborhood is well served with infrastructure and capital improvements.

**A-G7** Pollution levels have been reduced in the Admiral Neighborhood.

**utilities policies**

**A-P23** Seek to ensure the adequacy of neighborhood's utilities to meet on-going growth.

**A-P24** Seek to provide levels of lighting for streets and sidewalks that enhance safety.

**A-P25** Seek to clean up noise and air pollution, and litter and graffiti.

**economic development policies**

**A-P26** Seek to encourage retail services desired by the community.

**A-P27** Seek to advocate for the health and diversity of merchants located in the Admiral business district.

**community building goal**

**A-G8** The City and the Admiral neighborhood continue to collaborate in planning efforts.

**community building policy**

**A-P28** Seek to promote community-building opportunities for Admiral neighborhood residents.

**cultural resources policy**

**A-P29** Encourage public art that reflects the heritage and lifestyle of the Admiral neighborhood.

**parks & open space goal**

**A-G9** Open spaces, parks and playgrounds in the Admiral planning area have been preserved and maintained.

**parks & open space policies**

**A-P30** Work with existing neighborhood groups to seek to ensure that programming of park facilities reflects the needs of the neighborhood.

**A-P31** Seek to provide open space within the Admiral neighborhood to serve the community's needs and to protect critical areas and natural habitat.

**A-P32** Seek to preserve the integrity of the Olmsted design at Hiawatha Park.

**A-P33** Seek to preserve and extend the neighborhood's tree canopy.

**A-P34** Seek to provide convenient pedestrian access to Admiral's parks, playgrounds and open space.

**community character goals**

**A-G10** A Residential Urban Village with a vibrant and attractive character.

**A-G11** A high quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and from filling local needs.

**A-G12** A neighborhood with high expectations and standards for public services, building and landscaping.



community character policies

- A-P35** Support neighborhood involvement in land use decisions, especially in decisions related to variances and conditional uses.
- A-P36** Seek to ensure that the designs of private development and public spaces support each other to enhance and reinforce Admiral's identity.

**B-2** Aurora-Liction

designation of the Aurora-Liction residential urban village goal

- AL-G1** An Aurora-Liction Residential Urban Village which is a vibrant residential community, with a core of multi-family housing, pedestrian-oriented neighborhood retail shops and services, and open space clustered immediately east of Aurora Avenue North. The core area should be fully accessible to residents east and west of Aurora Avenue.

designation of the Aurora-Liction residential urban village policies

- AL-P1** Maintain the current balance of residential and commercial areas within the urban village boundaries. Consider future zoning changes that would reduce conflicts between adjacent areas; promote the development of a neighborhood-serving and pedestrian-oriented commercial core and promote transitions between single-family areas and commercial areas.
- AL-P2** Protect the character and integrity of Aurora-Liction's single family areas within the boundaries of the Aurora-Liction urban village.
- AL-P3** Encourage development to enhance the neighborhood's visual character through use of tools such as City-wide and Aurora-Liction neighborhood-specific design guidelines, including Aurora Avenue specific guidelines.
- AL-P4** Encourage the development of enhanced transit connections to the village core, the Northgate transit hub, and the Northgate high capacity transit station.





**community center goals**

- AL-G2** A developed center for community activities, recreation and environmental education making strategic use of existing public facilities within the core of the urban village.
  
- AL-G3** Reduced localized and upstream flooding, and enhance runoff water quality with a well designed drainage system, including Licton Creek, that is in harmony with wild-life use and habitat, and that is incorporated into other recreational activities and site uses.
  
- AL-G4** Excellent educational facilities and programs for students and families within the urban village.

**community center policies**

- AL-P5** Seek to provide a range of active and passive recreation and community activities within the heart of Aurora-Licton. Encourage multiple uses of public facilities within the Aurora-Licton community, including the Wilson-Pacific school.
  
- AL-P6** Encourage the continued presence of public school classroom facilities in the Aurora-Licton Residential Urban Village.
  
- AL-P7** Explore opportunities to partner with other public agencies, including the Seattle Public School District, to provide for community use of public facilities.
  
- AL-P8** Strive to enhance the drainage system through such activities as daylighting of Licton Springs Creek.
  
- AL-P9** As modifications to waterways are designed, seek to balance enhanced drainage capacity, natural habitat, historic character and environmental significance.

- AL-P10** Strive to develop a central repository for community planning documents, information about the area's history and community resource information at a permanent location near the core of the urban village. Such a space should be open and accessible to the public during regular hours.
  
- AL-P11** Encourage community environmental education at sites such as the Wilson-Pacific site, Pilling's Pond and Licton Springs Park.

**Aurora-Licton neighborhood commercial centers goal**

- AL-G5** One or more vibrant, safe, and attractive mixed-use commercial area that provides the immediate neighborhood with convenient access to retail goods and services, and that minimizes impacts, such as parking, traffic, crime and noise to adjacent residential areas.

**Aurora-Licton neighborhood commercial centers policies**

- AL-P12** Encourage neighborhood-oriented retail stores and services in the urban village that are attractive and accessible to the surrounding community. Recognize the importance of and support existing businesses in the community.
  
- AI-P13** Encourage the development of pedestrian-friendly pathways which will enhance and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.



# AURORA-LICTON SPRINGS Residential Urban Village



0 500 1000 Feet

 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT



**AL-P14** Encourage new pedestrian-oriented commercial activity to locate near pedestrian crossings, transit facilities and along pedestrian routes. New development should provide safe and attractive pedestrian access.

**AL-P15** Encourage the location and development of off-street parking underground or behind buildings.

**Aurora Avenue North goals**

**AL-G6** Safe and convenient crossings of Aurora Avenue North that logically link transit stops and retail nodes. Safe and accessible pedestrian routes along Aurora Avenue North and adjacent side streets leading to the crossings.

**AL-G7** A transformed Aurora Avenue North that is an aesthetically attractive regional highway and commercial corridor that acts as a gateway to the Aurora-Licton Residential Urban Village and to other communities, and that is safe for pedestrians, motorists, business operators, and employees.

**Aurora Avenue North policies**

**AL-P16** Encourage provision of safe and attractive passage for pedestrians along Aurora Avenue North and safe means for pedestrians to cross Aurora Avenue North at locations that connect transit stops, retail nodes and pedestrian routes, including relocated, enhanced and/or additional crosswalks. Discourage the development of new pedestrian underpasses. If additional underpasses are proposed for Aurora, they should be designed to minimize public safety problems.

**AI-P17** Identify means of enhancing the visual character of Aurora Avenue North including streetscape improvements which beautify and enhance functionality. Seek to maintain the important cultural, historic and visual landmarks while also encouraging redevelopment of deteriorated areas near Aurora Avenue North.

**neighborhood connections goal**

**AL-G8** A comprehensive network is established, of safe and attractive pedestrian and bicycle connections to transit, between commercial and residential areas, and between the urban village and nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit Station.

**neighborhood connections policies**

**AL-P18** Work with the community toward providing safe and attractive pedestrian and bicycle access, including sidewalks, on all streets throughout the urban village, providing connections to destinations such as the future Northgate Sound Transit Station, Northgate Mall, the future Northgate library, the Greenwood Library, Green Lake Park, and Bitter Lake Community Center.

**AL-P19** Seek to incorporate bicycle improvements into plans for Key Pedestrian Streets in the Aurora-Licton Residential Urban Village.

**AL-P20** Strive to develop improvements to Stone Avenue in order to create a neighborhood corridor that encourages safe pedestrian, bicycle, transit and auto use, and supports the neighborhood, retail activities, and the existing businesses along this street.

neighborhood plans: Aurora-Licton

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**AL-P21** Encourage enhanced transit service between downtown Seattle and the Aurora-Liction Urban Village. Seek to coordinate improvements to transit service with crosswalks and pedestrian, bicycle and transit shuttle routes.

**AL-P22** Consider the development of local transit shuttle service within the urban village, and to nearby destinations, such as Northgate.

**AL-P23** Seek to enhance and preserve alleys as safe, efficient local access corridors throughout the Aurora-Liction Planning Area. With the community seek to enhance alleys as safe pedestrian corridors to the extent consistent with city-wide policies. Work to develop minimum standards for alley construction, lighting, drainage and maintenance.

**parks & recreation goal**

**AL-G9** Excellent active and passive recreation opportunities are accessible to all residents in the planning area.

**parks & recreation policies**

**AL-P24** Work to develop new open space and recreation opportunities in areas that are currently not well-served by park facilities.

**AL-P25** Seek opportunities to enhance the usability and accessibility of existing parks and open space areas in the Aurora-Liction Planning Area.

**AL-P26** Seek to incorporate opportunities for community environmental education at public open spaces.

**arts & library services goal**

**AL-G10** Excellent access to information, arts, cultural activities and library services in the Aurora-Liction neighborhood.

**arts & library services policies**

**AL-P27** Promote the creation and display of public art, especially art that reflects the historical and cultural aspects of the surrounding environment.

**AL-P28** Encourage the creation of areas for local artists to work and areas for the public display of art.

**AL-P29** Provide enhanced library access and services to Aurora-Liction residents. Explore shared use opportunities with existing local educational facilities.

**public safety goal**

**AL-G11** A neighborhood where all people feel safe from the threat of injury and criminal activity.

**public safety policies**

**AL-P30** Strive to reduce the fear of crime and the potential for criminal activity through such design tools as lighting, fencing, building and landscaping.

**AL-P31** Explore the development of programs to reduce public health hazards resulting from criminal activity.

**general traffic management & pedestrian access policies**

**AL-P32** Work with residents, property and business owners and surrounding neighborhoods toward the development of strategies to reduce congestion and enhance traffic safety.

**AL-P33** Seek to minimize impacts of public vehicles on neighborhood streets through tools such as designating primary routes and traffic patterns, developing parking management systems, and providing special signalization.



regional transportation goal

**AL-G13** Excellent multi-modal transportation services for the neighborhood, connecting to downtown Seattle, other neighborhoods and regional destinations, with minimal negative impacts to residential areas.

regional transportation policies

**AL-P34** Work with the State and transit providers to develop connections between the Northgate Transit Center, proposed Sound Transit light rail system, and the Aurora-Licton Urban Village.

**AL-P35** Strive to prevent regional traffic from adversely impacting residential and neighborhood-oriented commercial areas.

**B-3**

**Ballard/Interbay Northend Manufacturing & Industrial Center (BINMIC)**

economic development policies

- BI-P1** Accept growth target of at least 3800 new jobs for the BINMIC by 2014.
- BI-P2** Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction and services to businesses.
- BI-P3** Retain existing businesses within the BINMIC and promote their expansion.
- BI-P4** Attract new businesses to the BINMIC.
- BI-P5** Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.
- BI-P6** Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities and other capital investments by the City, Port, County, State and Federal agencies.
- BI-P7** Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
- BI-P8** Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.

neighborhood plans: BINMIC

**B-3**

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neighborhood plans: BINMIC

- BI-P9** Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
- BI-P10** Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods to fill family-wage jobs in the BINMIC.
- BI-P11** Support efforts to provide an educated and skilled labor work force for BINMIC businesses.
- BI-P12** Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.
- BI-P13** Within BINMIC, support environmental cleanup levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.

freight mobility & transportation goals

- BI-G1** Strive to improve industrial traffic flow to and through the BINMIC.
- BI-G2** Facilitate truck mobility.
- BI-G3** Work in conjunction with King County/ Metro to promote increased transit to and through the BINMIC, and transit Ridership to BINMIC businesses.
- BI-G4** Strive to maintain and enhance intermodal (barge, ship, rail and truck) connections.
- BI-G5** Strive to maintain and promote rail service to and through the BINMIC.
- BI-G6** Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.

- BI-G7** Encourage clear directional signage to and from the BINMIC to regional highways.
- BI-G8** Maintain major truck routes to and within the BINMIC in good condition.
- BI-G9** Improve key intersections to and within the BINMIC.
- BI-G10** In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.
- BI-G11** Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: 1. the operational requirements of adjacent property owners and users, as determined by the City; and 2. the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.

freight mobility & transportation policies

- BI-P14** Where practical and appropriate separate mainline rail traffic from surface street traffic by designing and constructing bridges to improve safety for motorized and non-motorized transportation.
- BI-P15** Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance and existing lane configurations.





- BI-P16** Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.
- BI-P17** Support separation of mainline rail traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorized and non-motorized transportation.

maritime & fishing industry policies

- BI-P18** Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.
- BI-P19** Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.
- BI-P20** Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.
- BI-P21** Strive to retain shorelines for water dependent uses by enforcing waterfront and shoreline regulations in industrial areas.
- BI-P22** Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.

- BI-P23** Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.
- BI-P24** Support the Seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

public services, utilities, & infrastructure policies

- BI-P25** Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.
- BI-P26** Strive to provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.
- BI-P27** Provide excellent customer service in City departments for industrial businesses.
- BI-P28** Strive to develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.
- BI-P29** Develop linkages between local businesses, labor groups and workers to match high wage jobs with local workers.





**B-4**

**Broadview - Bitter Lake - Haller Lake**

**public involvement goal**

**BL-G1** A community where residents, businesses, community organizations, and property owners are involved throughout the implementation of the neighborhood plan.

**utilities goal**

**BL-G2** Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods are well-maintained and adequate to serve the current and future population.

**utilities policies**

**BL-P1** Integrate the area's formal and informal drainage and storm water systems with the appropriate basin or citywide system.

**BL-P2** Use environmentally sensitive solutions to resolve drainage and wastewater challenges, such as by encouraging groundwater infiltration where paved surfaces predominate.

**BL-P3** Create system-wide drainage infrastructure that enables the construction of "complete streets" along arterials, while also linking individual green stormwater infrastructure improvements.

**BL-P4** Design sustainable drainage solutions that provide for adequate sidewalks on both sides of streets and planned bicycle facilities.

**BL-P5** Plan, provide and maintain adequate utility services in collaboration with the community.

**transportation goals**

**BL-G3** A community where neighbors are able to comfortably walk and bicycle from resi-

dential areas to Aurora Avenue, other area business districts, schools, parks, churches, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle facilities.

**BL-G4** An attractive and functional streetscape on Aurora Avenue that includes safe sidewalks and crossings, facilities encouraging reliable transit, freight mobility, safe auto access, landscaping and drainage.

**BL-G5** Develop a comprehensive and safe network of "complete streets" (multi-modal) that supports access and mobility for residents and business customers and employees.

**BL-G6** Efficient vehicular movement through north/south and east/west transportation corridors.

**BL-G7** A neighborhood in which regional traffic does not have a serious impact on local streets.

**BL-G8** Transit systems that provide convenient and fast local and regional transportation, connecting the urban village and surrounding residential areas to the rest of the city and region.

**BL-G9** Aurora Avenue is designed to serve the communities and development along it as well as local and regional transportation needs.

**BL-G10** Aurora Avenue will be a high capacity transit (e.g. bus rapid transit) corridor.

**transportation policies**

**BL-P6** Involve local community organizations, schools, property and business owners, residents, and other interested parties in the design of safe and efficient auto, bus, freight, bike and pedestrian access in neighborhoods and to local businesses, schools and other public facilities.

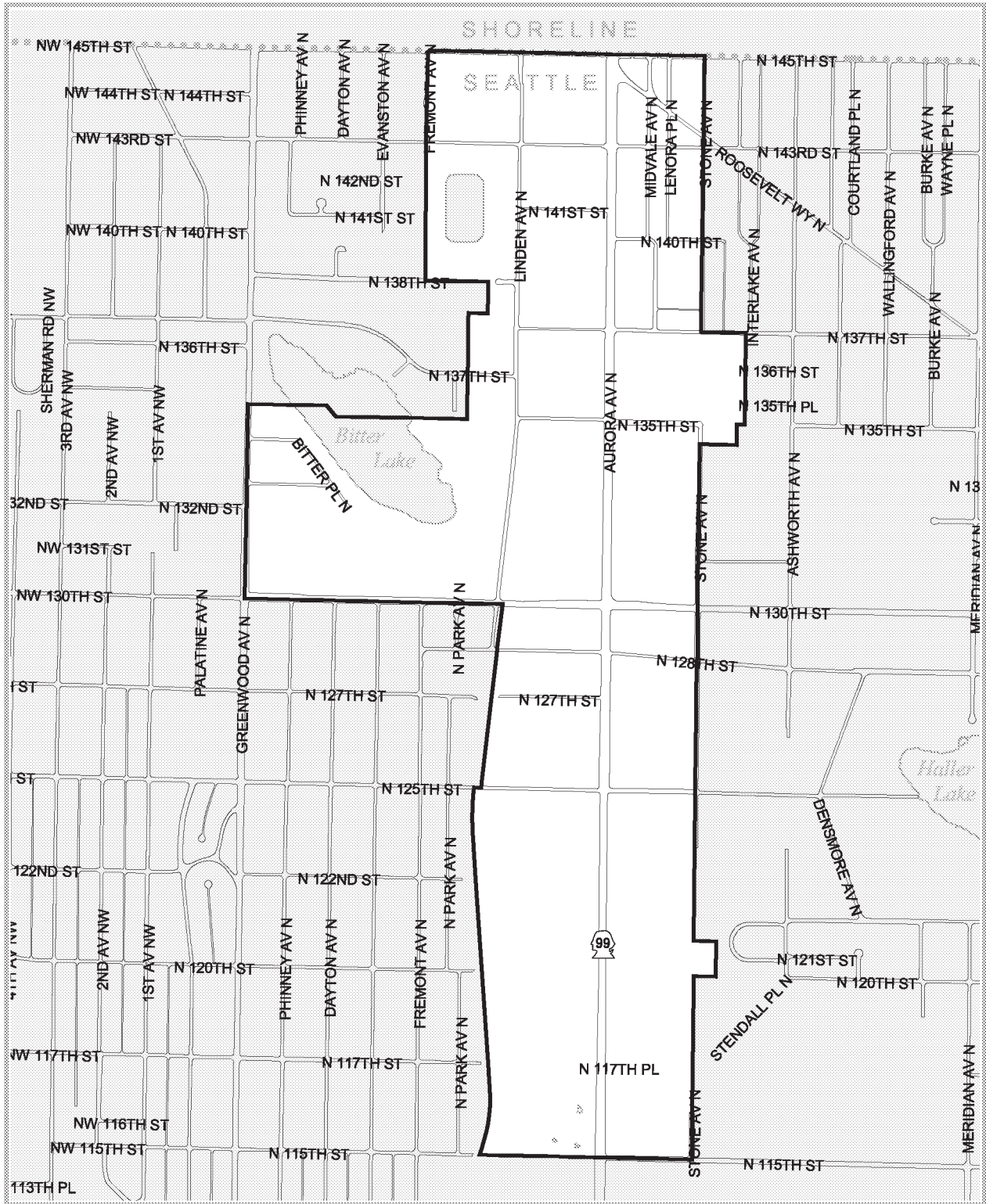
neighborhood plans: Bitter Lake

B-4

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# BITTER LAKE VILLAGE Hub Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT



- BL-P7** Develop funding sources to design, construct, and maintain a network of "complete streets" that provide accessible pedestrian walkways, including sidewalks along arterial streets.
- BL-P8** Develop funding sources to design, construct and maintain pedestrian pathways that will link residents to the "complete streets" network and other community focal points, including schools and transit stops.
- BL-P9** Work with the State, King County Metro, and the community to fund the design and construction of Aurora Avenue improvements to provide sidewalks and pedestrian crossings, frequent and fast transit, and adequate drainage.
- BL-P10** Develop funding sources for the design and construction of the network of bicycle facilities recommended in the Bicycle Master Plan that will connect Broadview, Bitter Lake, and Haller Lake residential neighborhoods with community destinations as well as regional trails and other nearby urban villages.
- BL-P11** Use design and traffic circulation strategies that keep residential streets free from excessive traffic volumes and speed.
- BL-P12** Improve the capacity of Aurora Avenue to support access by transit, pedestrians, bicycles and automobiles, while maintaining freight mobility.
- BL-P13** Design future circulation improvements along other arterials in the area to balance vehicular, pedestrian and bicycle circulation.
- BL-P14** Encourage future vehicular circulation improvements along other arterials in the area that balance pedestrian and bicycle circulation.
- BL-P15** Work with transit providers to provide safe, accessible and convenient transit stops.

land use & housing goals

- BL-G11** A community where new development is environmentally friendly, supports pedestrians, contains a wide range of housing types and income levels and accommodates businesses offering a diverse selection of products and services.
- BL-G12** A hierarchy of vibrant commercial centers: regional (Aurora Avenue); urban village (Linden Avenue); and neighborhood (Greenwood Avenue nodes).
- BL-G13** Create a vibrant mixed-use "town center" along Linden Avenue that supports a greater range of neighborhood-serving shops and services, and high quality dense residential housing serving a wide range of income levels.

land use & housing policies

- BL-P16** Plan for Broadview-Bitter Lake-Haller Lake's growing age, household, and ethnic diversity so that a range of affordable housing types are made available to a variety of residents including individuals, couples, and families of varying ages within the urban village.
- BL-P17** Plan and design commercial developments, parks and schools to be walkable places using such methods as interior sidewalks linking building entrances to each other and to adjacent sidewalks, pedestrian-scale lighting, limiting the size of buildings to create block-sized patterns of development, and orienting development toward public streets.
- BL-P18** Strengthen Aurora Avenue as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.



- BL-P19** Use economic development strategies to organize, attract and assist neighborhood-serving businesses to Broadview-Bitter Lake-Haller Lake.
- BL-P20** Support business and residential growth in the Greenwood Avenue business nodes at North 125th and between North 143rd and North 145th to enhance the vitality of these smaller neighborhood centers.
- BL-P21** Take steps toward developing Stone Avenue North into a green corridor, planted with trees and landscaping, to provide a transition between commercial uses and the Haller Lake residential area.
- BL-P22** Preserve existing open space and study the creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.
- BL-P23** Use the permitting and environmental review process to minimize or mitigate the impacts of commercial and higher density residential uses on nearby single family residential areas.
- BL-P24** Encourage design and site planning of single-family and multi-family housing that fits with the surrounding neighborhoods.
- BL-P25** Develop and use neighborhood design guidelines to help establish an urban design vision for Linden Avenue, to guide multi-family and commercial development that enhances the pedestrian environment, and to ensure appropriate transitions between single-family neighborhoods and denser commercial areas.
- BL-P26** Develop regulations, incentives and educational materials to minimize lot clearing and ensure creative site designs that retain mature trees.

## recreation goal

- BL-G14** A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.

## recreation policies

- BL-P27** Reinforce and expand parks and open spaces through partnerships and other strategic efforts.
- BL-P28** Coordinate future capital improvements so that Linden Avenue North becomes a greener corridor with a neighborhood "village center" focal point and opportunities for recreation.
- BL-P29** Enhance the "neighborhood feel" of Linden Avenue North area by creating more gathering places for community members to meet.
- BL-P30** Increase public access to public water bodies.
- BL-P31** Include the Seattle School District, community organizations, property owners, residents, and parents of school children in planning to provide attractive public facilities in the Broadview, Bitter Lake and Haller Lake neighborhoods.
- BL-P32** Continue to offer excellent public services at neighborhood City facilities.

## public safety goal

- BL-G15** A community where residents feel safe and the community works with safety officers to reduce crime.

## public safety policies

- BL-P33** Increase the visibility of law enforcement efforts and maintain an adequate presence of officers within the city and community.



**BL-P34** Include community organizations, property and business owners, residents, and other interested parties in identifying high crime areas and targeting appropriate City and community resources.

**BL-P35** Provide community safety programs, such as block watch and emergency preparedness, and implement additional crime prevention measures, such as increased lighting of public spaces.

**natural environment goal**

**BL-G16** A community where government agencies, community and environmental organizations, property and business owners, residents, and other interested parties work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect habitat for fish, birds, and other wildlife.

**natural environment policies**

**BL-P36** Use the design process and environmental review to identify ways to mitigate environmental impacts resulting from activities at City facilities, as appropriate.

**BL-P37** Create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.

**BL-P38** Include the community, property owners and other public agencies in identifying tools to improve air and water quality, reduce noise pollution and remediate environmental impacts of current and past activities, as appropriate.

**community development goal**

**BL-G17** Support a resilient community rich in different ages, incomes and household types.

**community development policies**

**BL-P39** Create a unified name and identity for the Broadview-Bitter Lake-Haller Lake area, reflecting its history, to nurture neighborhood pride and motivate various groups to come together as one community.

**BL-P40** Create more opportunities for people to come together where they can meet and get to know their immediate (within a block or so) neighbors.

**urban agriculture goals**

**BL-G18** Stores, restaurant, and schools that provide healthy food choices.

**BL-G19** An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources.

**urban agriculture policies**

**BL-P41** Expand access to locally grown food, by attracting farmers' markets and a wider range of grocery stores.

**BL-P42** Create opportunities for the community to learn how to establish and maintain urban agriculture practices in the neighborhood through projects such as P-Patches and community gardens, as well as on private property.

neighborhood plans: Bitter Lake

B-4

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## B-5 Capitol Hill

cluding single-family and dense multifamily, and vibrant commercial districts.

### land use & urban design policies

#### community character goal

**CH-G1** A neighborhood, with distinct residential areas, active business districts, accessible transportation services, and strong institutions, which is diverse and densely populated.

**CH-P5** Encourage the preservation of the neighborhood's architectural quality, historic character, and pedestrian scale.

**CH-P6** Support integration of transit-oriented development with local transportation and open space improvements.

#### community character policies

**CH-P1** Encourage the development of the North Anchor District as Capitol Hill's premier art, culture, civic, and business hub with a centerpiece being a new mixed-use civic and residential complex at the Keystone site located at the north end of Broadway at 10<sup>th</sup> Avenue and Roy Street. If the Library Board selects the Keystone site as the new location for the Susan Henry Library, take actions to facilitate the location of the library, including, if appropriate, rezoning.

**CH-P7** Strive to enhance the neighborhood's lively, unique pedestrian-oriented commercial corridors.

**CH-P8** Enhance and protect the character of the diverse residential districts.

**CH-P9** Zoning and design guidelines should ensure that new development complements the existing architectural fabric of the neighborhood.

**CH-P2** Encourage the revitalization of the South Anchor District through coordination of the development of a Sound Transit station, the Lincoln Reservoir Park project , and a revised master plan for Seattle Central Community College.

**CH-P10** Support and encourage the relocation of the Susan Henry Library through zoning and other tools that would be appropriate.

### housing goal

**CH-P3** Support and preserve the neighborhood's three main commercial corridors -Broadway, 15<sup>th</sup> Avenue E., and E. Olive Way.

**CH-G3** A community with a full range of housing types from single family homes to multi-family contributing to a diverse, densely populated neighborhood.

### housing policies

**CH-P4** Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices affordable to a broad spectrum of the entire community.

**CH-P11** Seek tools to retain and increase housing affordable to households with incomes at and below the median income.

**CH-P12** Strive to preserve and provide a variety of housing types, including some single-family and other small-scale dwellings.

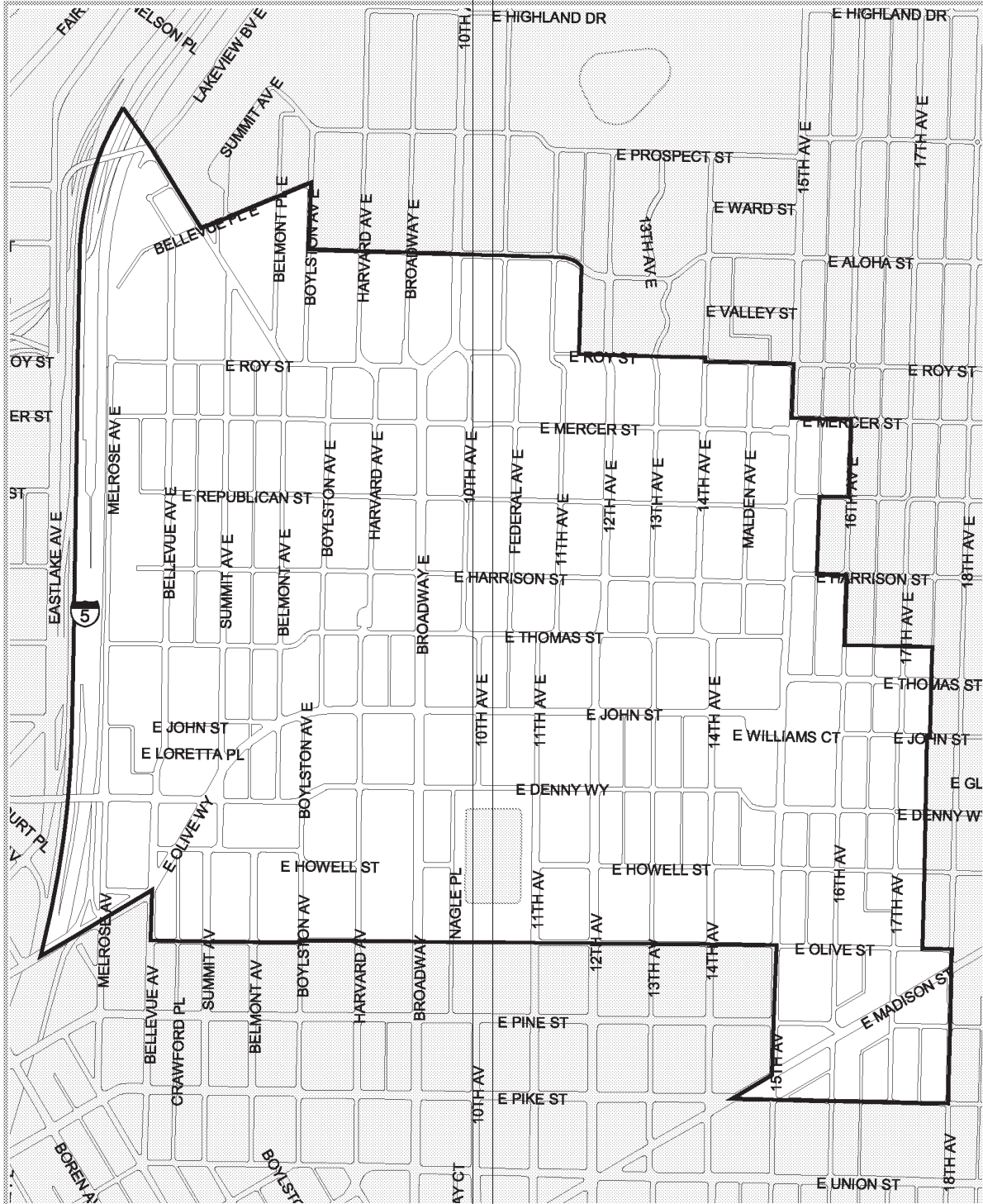
#### land use & urban design goal

**CH-G2** An enhanced neighborhood with diverse land uses, a mixture of housing types in-

**CH-P13** Encourage a range of home ownership options for households with a broad spectrum of incomes.



# CAPITOL HILL Urban Center Village



— VILLAGE BOUNDARY  
— EDGE OF PAVEMENT

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neighborhood plans: Capitol Hill

**CH-P14** Encourage the preservation of existing housing structures and the maintenance of properties.

**CH-P15** Encourage the development of high quality new housing that blends with historic housing.

human development goal

**CH-G4** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

human development policies

**CH-P16** Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.

**CH-P17** Seek to improve communication between people, organizations, and communities dealing with human needs and human development issues.

**CH-P18** Seek a comprehensive approach to address social issues and human needs within the neighborhood.

public space & arts goal

B-5

**CH-G5** A neighborhood that provides amenities (quality parks/open space/arts) to serve its dense population.

public space & arts policies

**CH-P19** Seek opportunities for the development of new parks and open spaces to adequately serve all Capitol Hill residents, including children, youth, and seniors.

**CH-P20** Encourage the development of open spaces complementary to commercial corridors and Sound Transit Stations.

**CH-P21** Strive to maintain and enhance environmental quality in the neighborhood's public spaces.

**CH-P22** Promote safety and a civil environment in the neighborhood's public spaces.

**CH-P23** Support arts and cultural activities as an integral part of community life.

**CH-P24** Support neighborhood cultural institutions, including the Cornish College of the Arts, the Susan Henry Library, and Seattle Central Community College.

transportation goal

**CH-G6** A pedestrian-oriented neighborhood with a balanced transportation environment which emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents, and students.

transportation policies

**CH-P25** Support construction of light rail transit services through Capitol Hill with transit stations.

**CH-P26** Support a variety of transportation modes that provide alternatives to using a car.

**CH-P27** Encourage traffic calming measures in residential neighborhoods.

**CH-P28** Discourage commuter and employee parking in the neighborhood.

**CH-P29** Strive to improve parking management to better serve the needs of businesses and residents.

**CH-P30** Work with transit providers to improve transit service and speed within the neighborhood and connections to other neighborhoods.





**B-6 Central Area**

**overall Central Area community identity & character and land use goals**

- CA-G1** The Central Area is a community proud of its culture, heritage, and diversity of people and places. This richness derives from the fact that this neighborhood has always been a place of welcome and it has been, and continues to be the center of the African American community.
- CA-G2** The Central Area is a community that provides inclusive opportunities for everyone to participate in community projects.

**overall Central Area community identity & character and land use policies**

- CA-P1** Strengthen a unique identity for the Central Area that celebrates its culture, heritage and diversity; enhance the sense of community; and increase the feeling of pride among Central Area residents, business owners, employees, and visitors through excellent physical and social environments.
- CA-P2** Recognize the historical importance and significance of the Central Area's existing housing stock, institutional buildings (old schools, etc.), and commercial structures as community resources. Incorporate their elements into building design and possible designation of historic and cultural resources.
- CA-P3** Seek opportunities for community-based public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of the Central Area.
- CA-P4** Create opportunities for public spaces, public art, and gateways that engage and express the Central Area's unique heritage and identity.

- CA-P5** Identify activities and spaces for people with diverse cultures, ages and background to meet, share, learn and strengthen community ties.
- CA-P6** Create an appealing environment that enhances the historic character while providing opportunities for existing and new development to grow, and serve the emerging needs of the diverse community.
- CA-P7** Create a vibrant commercial district, encouraging dense urban development in the commercial areas and encouraging housing supportive of the community through land use tools, such as rezones, design guidelines and incentives.
- CA-P8** Support existing and new Central Area community programs and expand on existing partnerships so these programs prioritize services to those who consider the Central Area to be central to their identity such as the African American community .
- CA-P9** Support a network of community based organizations that can coordinate diverse volunteers to implement community building programs and projects that serve to anchor the cultural diversity of the Central Area.

**transportation & infrastructure goals**

- CA-G3** A community where residents, workers, students and visitors can choose from a variety of comfortable and convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated.
- CA-G4** The neighborhood has an efficient and effective network of transit including linkages to the proposed East Link light rail station that supports land use goals and adequately serves the community.
- CA-G5** A community that is served by well-maintained infrastructure including the most up



to date communication technology such as fiber optic telecommunication infrastructure.

**transportation & infrastructure policies**

- CA-P10** Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety.
- CA-P11** Support a multimodal transportation network that connects community destinations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places and that links the Central Area to other neighborhoods.
- CA-P12** Consider traffic calming measures on Central Area arterial streets.
- CA-P13** Work with institutions/businesses to develop creative solutions for minimizing single occupant auto usage by employees and students.
- CA-P14** Maintain and improve pedestrian infrastructure including sidewalks, stairways, pedestrian underpasses, and planting strips and medians on arterial streets to enhance pedestrian safety, mobility and access.
- CA-P15** Consider improvements to unimproved rights of way such as street ends or alleys to foster pedestrian access and mobility.
- CA-P16** Coordinate transportation and infrastructure project planning with adjacent neighborhoods if they are affected by these projects.
- CA-P17** Facilitate convenient transit access to local and regional employment centers for Central Area residents.
- CA-P18** Encourage shared parking at business nodes in order to meet parking demand while minimizing the size of surface parking lots and maximizing space for other uses.

- CA-P19** Encourage coordination of construction work within the street right of way in order to maximize the public benefit and minimize the disruption of the street surface.
- CA-P20** Improve road safety through public education, targeted enforcement, and engineering measures.
- CA-P21** Develop a multi-modal access plan for proposed and future high capacity transit stations (Bus Rapid Transit, Light Rail) that serve or are near to the Central Area.
- CA-P22** Create safe pedestrian and bicycle access to bus and light rail service and to the business districts.
- CA-P23** Encourage King County Metro to provide effective bus service through the neighborhood to the light rail stations and surrounding community facilities.
- CA-P24** Improve the visual quality of the neighborhoods by encouraging undergrounding of utilities including service lines for all new construction and remodel projects and minimizing the impact of new telecommunication facilities such as towers.

**housing goal**

- CA-G6** The Central Area is a stable community that provides a range of housing types and affordable options to support the socio-demographic diversity of this neighborhood.

**housing policies**

- CA-P25** Advocate for more flexible options for mortgage financing, and strive to remove barriers to home-ownership and renovation loans for local residents.
- CA-P26** Support sweat-equity housing programs.
- CA-P27** Support housing services that encourage age integration.



**CA-P28** Ameliorate the potential impacts of gentrification and displacement of existing residents through a variety of affordable housing programs including preserving existing multi-family affordable housing and producing new affordable housing.

**CA-P29** Maintain and create affordable housing to keep a range of housing prices and unit sizes including affordable family-sized units with amenities for families, and a balance of rental and owner-occupied housing.

**CA-P30** Assist low-income, senior and disabled renters and homeowners by encouraging supportive services that will allow them to continue to live in the neighborhood.

**CA-P31** Encourage affordable housing in close proximity or with easy access to community assets and amenities.

**CA-P32** Target affordable housing investments near investments in high-frequency transit to reduce the transportation costs of low-income households.

**CA-P33** Leverage publicly owned properties to produce affordable housing.

**CA-P34** Provide development incentives or requirements for the provision of affordable housing units within market rate housing projects.

**economic development goals**

**CA-G7** The Central Area is a culturally and ethnically diverse and economically strong community. Its business districts provide the goods and services needed for the multi-cultural community who live, work, worship and shop there.

**CA-G8** The Central Area has vibrant commercial districts with diverse economic opportunities for area residents, including career-path family-wage jobs for its residents.

**CA-G9** The Central Area has strong entrepreneurship that creates jobs and grows the local economy for the benefit of its residents.

**CA-G10** This neighborhood is, and feels, safe and inviting for people and businesses.

**economic development policies**

**CA-P35** Support efforts to encourage existing and new minority and locally owned businesses in the Central Area to grow and expand.

**CA-P36** Support implementation of coordinated long-term strategies to improve commercial districts including support for existing or expanding small businesses and ethnically based businesses in order to maintain the multi-cultural character.

**CA-P37** Support strong, culturally inclusive business associations that support the vitality of business districts serving the entire community.

**CA-P38** Support vibrant, diverse and distinct commercial districts that provide a range of goods and services for the entire community.

**CA-P39** Support projects that increase affordable, culturally appropriate and healthy food.

**CA-P40** Create strong linkages to tie job and vocational training, apprenticeship programs and jobs to members of the community in need of such services, especially youth.

**CA-P41** Build strong partnerships and support projects that provide opportunities for local jobs for Central Area residents and pathways to living wage jobs in the region's employment centers.

**CA-P42** Strive to develop healthy workplaces where employees are treated with respect, and have a voice in decisions that impact their jobs, lives and community.

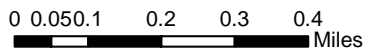
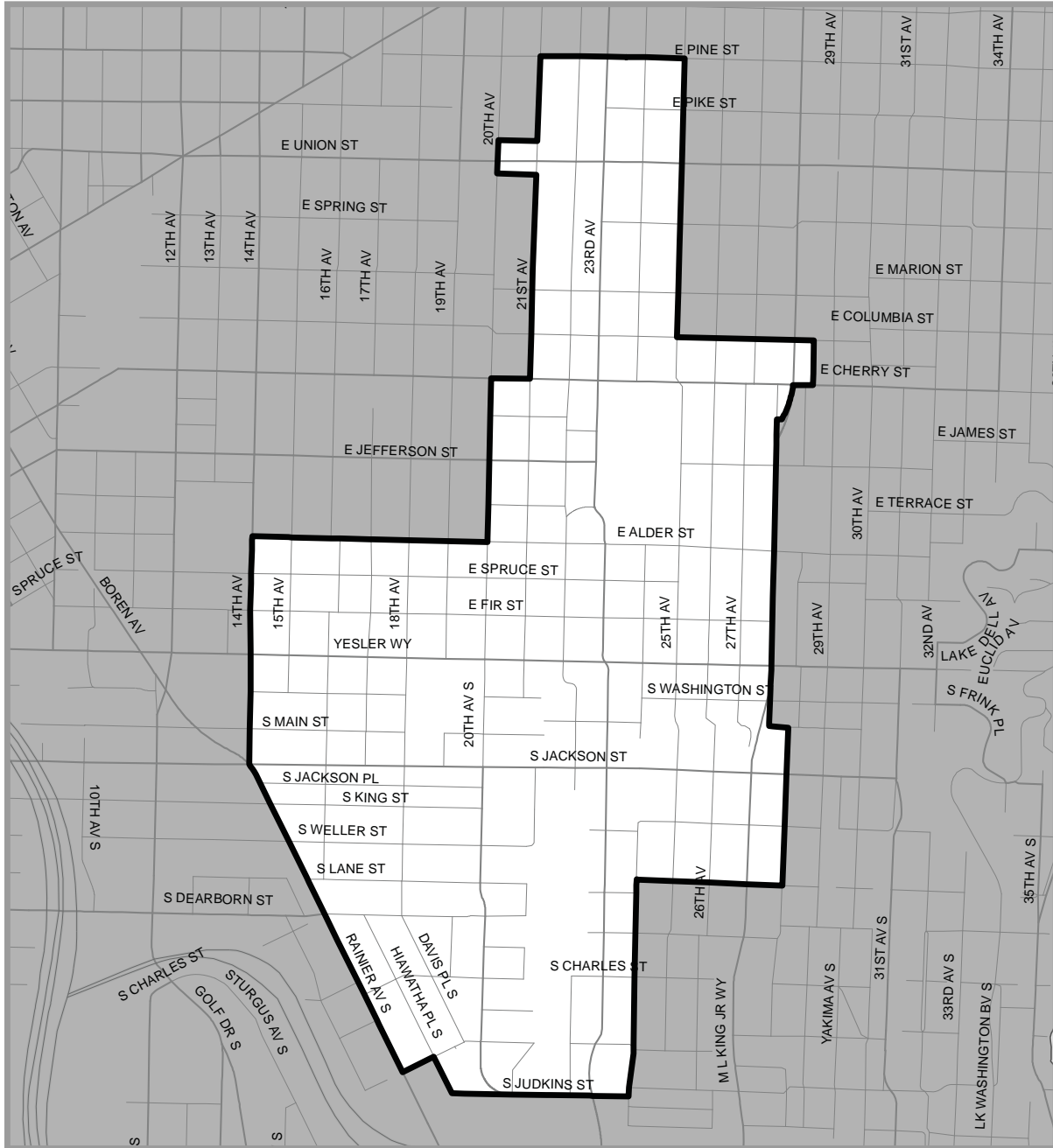
neighborhood planning element

B-6

January | 2005 (2015)



### 23RD & UNION-JACKSON Residential Urban Village

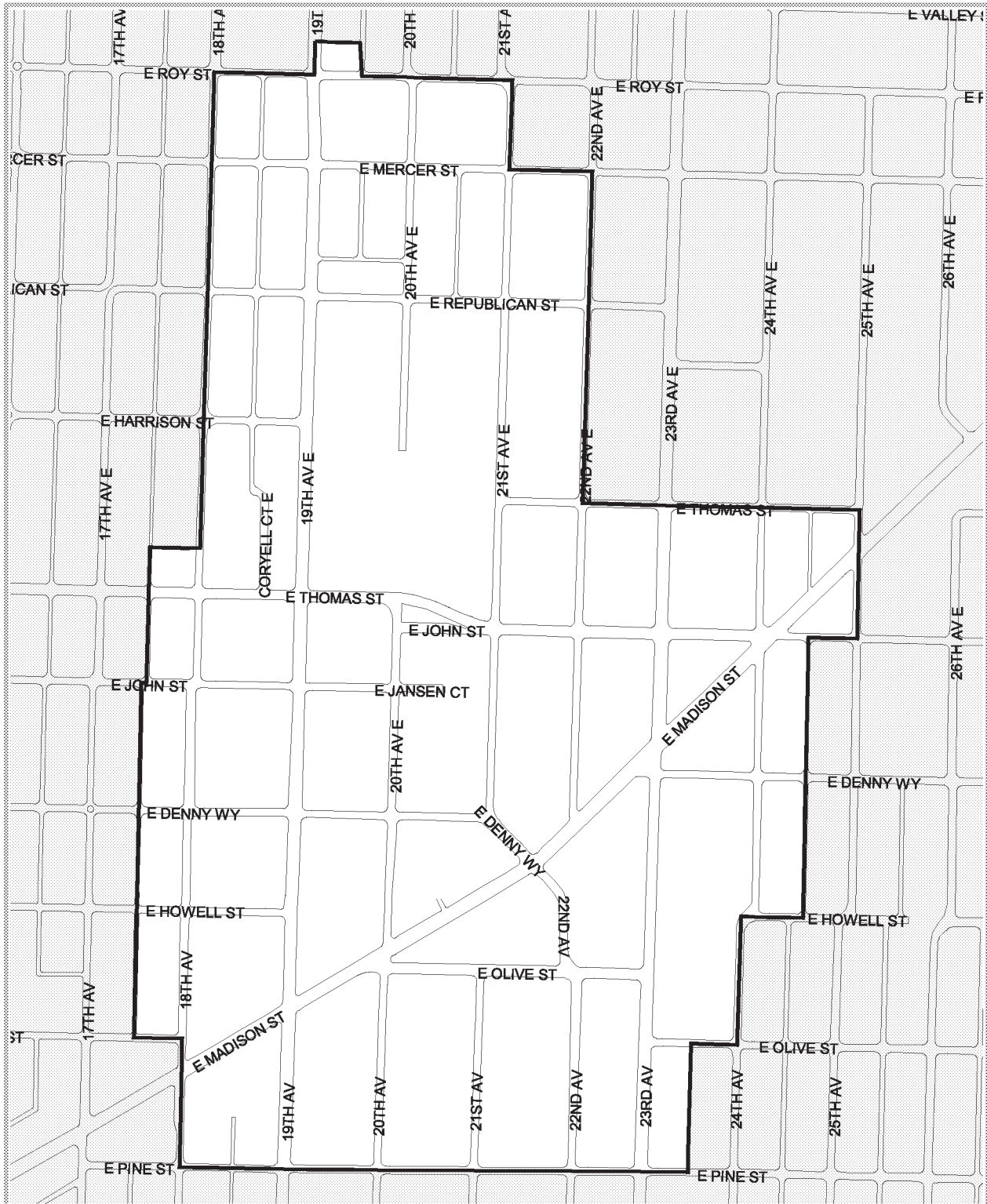


— CENTER / VILLAGE BOUNDARY

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# MADISON-MILLER Residential Urban Village





- CA-P43** Provide opportunities and support to facilitate start-up small businesses.
- CA-P44** Encourage partnerships among businesses to create a safe and active commercial district.
- CA-P45** Seek opportunities to strengthen partnerships between the community and the Seattle Police Department.
- CA-P46** Support crime prevention programs that create partnerships between the broad diversity of the community, the businesses and the City to decrease crime and to address underlying conditions that may encourage crime.
- CA-P47** Support efforts to improve the appearance and cleanliness of business districts.

human service and community building goals

- CA-G11** The Central Area is a connected and caring community that nurtures and supports all its members especially the children, youth and the elderly, and provides programs and services needed by its diverse community.
- CA-G12** The Central Area has strong schools with excellent programs and strong enrollment with no achievement gap, providing opportunities for all students to succeed and have bright futures.
- CA-G13** The Central Area is a neighborhood in which the community, community-based organizations, service organizations, education/training institutions and the City work together to create pathways to meaningful employment for all its youth.
- CA-G14** To support cultural diversity, there is improved access to education and employment training opportunities for all, especially for its diverse youth.

- CA-G15** All Central Area youth are empowered and have strong leadership skills.
- CA-G16** The Central Area has strong organizations and local leaders who work to anchor the cultural diversity of this neighborhood.

human service and community building policies

- CA-P48** Encourage local institutions, community-based organizations, and other agencies to provide life-long learning opportunities needed by the Central Area's diverse community.
- CA-P49** Provide all Central Area youth with required skills and experience needed for future careers. Maximize the capability of local institutions and program providers such as Seattle Vocational Institute to serve such needs.
- CA-P50** In the Central Area, support the growth of jobs for teenagers, especially those most in need of a path to a successful future.
- CA-P51** Provide the Central Area youth with cultural education and recreational opportunities that embrace its diversity.
- CA-P52** Enhance community pride through multicultural activities such as community festivals, youth mentoring and other youth programs.
- CA-P53** Support innovative and effective youth services.
- CA-P54** Encourage Central Area youth to actively engage in community activities and develop leadership skills, especially those most in need of such support.
- CA-P55** Provide seniors with needed resources and assistance and opportunities to engage with the community.



**CA-P56** Provide supportive services for the immigrant/ refugee and African American communities.

**CA-P57** Support programs and organizations that nurture local leadership within the Central Area.

**parks and open space goal**

**CA-G17** A community with functional, well maintained and connected parks, open space, and recreational facilities to serve the Central Area's diverse population.

**parks and open space policies**

**CA-P58** Facilitate community involvement such that park facilities, improvements and programming better reflect the needs of the neighborhood.

**CA-P59** Seek opportunities within the commercial districts to create open spaces for community gathering.

**CA-P60** Seek opportunities for public open space on unused or unimproved properties.

**CA-P61** Promote greening and beautification of the neighborhood through local citizen participation.

**CA-P62** Work with community members, organizations, schools and institutions to provide park stewardship.

**23<sup>rd</sup> avenue corridor goals**

**CA-G18** The three community nodes along 23 rd Ave at Jackson, Union and Cherry are each distinct with a different niche, but together they exhibit or demonstrate the shared identity of the Central Area. These community nodes together serve the diversity of cultures in the Central Area and continue to be home to those businesses and institutions that are central to the African American community:

- 23rd and Jackson - The largest of the three community nodes with larger scaled mixed use developments. It is the community's center for general goods and services including education, arts, places of worship and gathering, parks, a library, housing, social services and places to shop for daily household needs. It is a local and regional destination that draws a broad mix of people.
- 23rd and Union - A medium sized community-serving node with mixed use developments. This node has locally owned businesses and institutions and continues to serve as the center of the African American community. It is a neighborhood scale destination that builds on existing assets and draws customers from the larger neighborhood.
- 23rd and Cherry - This is a smaller scaled community-serving node with finer grained mixed use developments. This node has an abundance of community assets including parks/ open space, Garfield High School and Community Center, teen center, arts programs, and small businesses, in particular ethnic restaurants, that create a unique identity for this node. It draws a broad mix of people, especially youth.

**23<sup>rd</sup> avenue corridor policies**

**CA-P63** Encourage new pedestrian-friendly mixed-use development and increased housing density in and around the 23 rd Avenue and Jackson Street commercial area. Include small and large businesses, opportunities for startup businesses, and affordable housing while preserving existing gathering spaces.

**CA-P64** Support additional retail, restaurants, services, and office space at 23 rd and Yesler to increase activity on the sidewalks.



**CA-P65** Encourage new pedestrian-friendly mixed-use development at 23rd and Union that includes neighborhood serving shops and services, opportunities for startup businesses, affordable housing and live/work housing while respecting the small scale and historic character of this node.

**CA-P66** Preserve small-scale neighborhood character, immigrant and refugee owned businesses while providing a greater variety of shops and services at 23rd and Cherry and an activated street frontage.

**CA-P67** Improve access and connectivity to community assets at 23rd and Cherry and activate space around Garfield High School, Garfield Community Center, and Medgar Evers Pool.

**CA-P68** Consider rezoning single-family zoned parcels to neighborhood commercial to support continuation and expansion of services provided by local institutions as the Cherry Hill Baptist Church.

**Madison-Miller goals**

**CA-G19** A vibrant, revitalized pedestrian-oriented commercial district on East Madison from 16<sup>th</sup> to 24<sup>th</sup> Avenues that serves both local and destination shoppers with a variety of shops and services.

**CA-G20** A vibrant, revitalized pedestrian-oriented commercial node at Madison St. between 19<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue that principally serves local residents.

**CA-G21** A destination/entertainment center at 23<sup>rd</sup> and Madison serving as the Central Area's northern commercial anchor.

**Madison-Miller policies**

**CA-P69** Encourage increased housing density at 23<sup>rd</sup> and Madison. As one tool for implementing this policy, consider the Residential Small Lot zone to be appropriate for single family

areas south of E. Madison St. within the Madison-Miller Residential Urban Village.

A. The portion of East Madison Street within the Madison-Miller Residential Urban Village is designated a principal commercial street.

**CA-P70** Seek entertainment facilities (e.g. entertainment complex), destination retail, convention and conference facilities and other like businesses at 23<sup>rd</sup> and Madison.

**CA-P71** Adopt themes and identity elements for Madison/Miller and incorporate into streetscape concepts, transportation improvements, community-based projects, and new development proposals, including concepts such as:

- The area's African-American heritage;
- "Madison After Dark";
- Community diversity;
- The physical and natural environment; and
- The area's transportation history.

**CA-P72** Explore the potential for an incentive-based East Madison "economic opportunity area."

**12<sup>th</sup> avenue goal**

**CA-G22** A thriving mixed-use residential and commercial area with a "main street" including services and retail that is attractive and useful to neighborhood residents and students, and public spaces that foster a sense of community, near the intersection of several diverse neighborhoods and major economic and institutional centers.

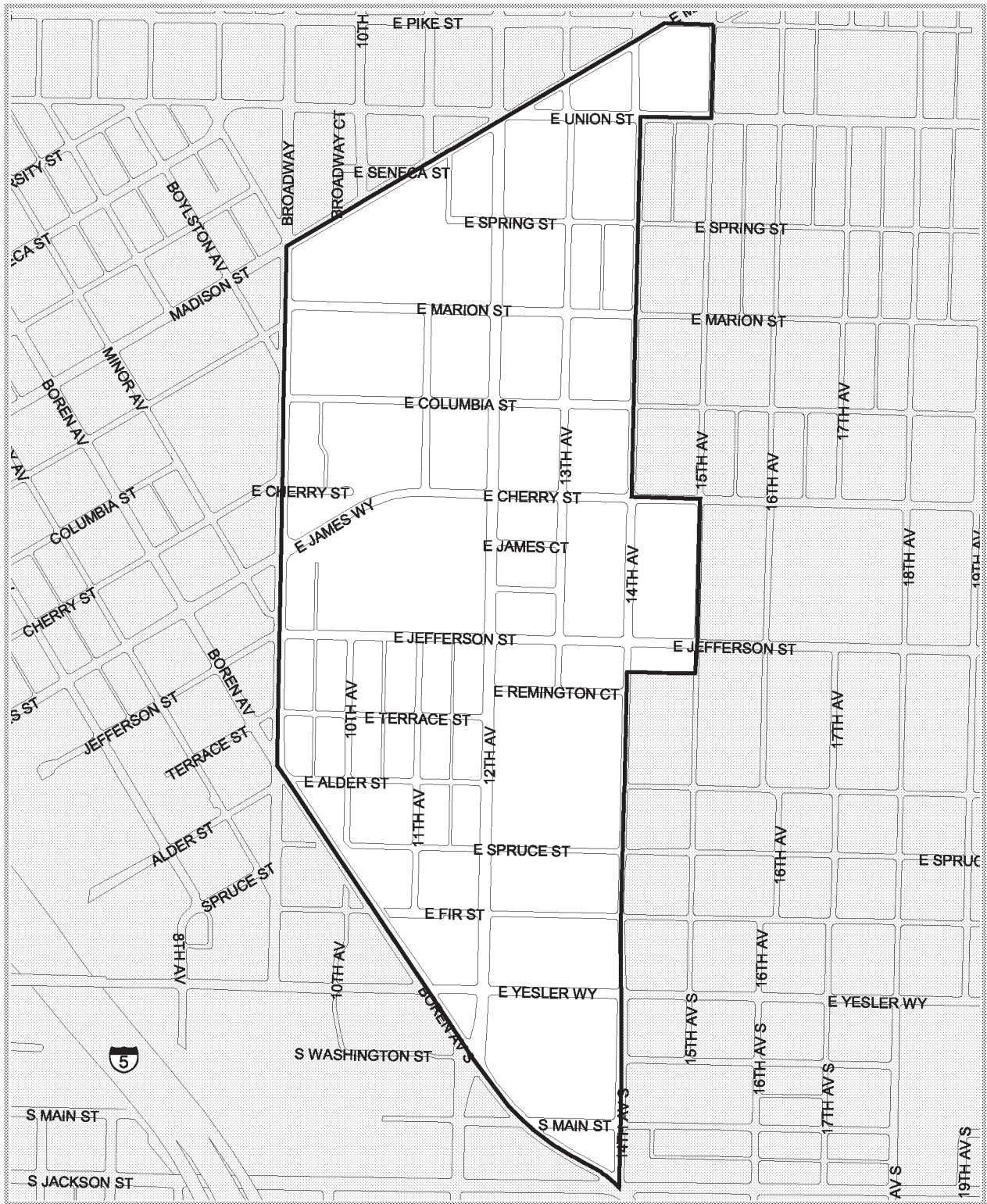
**12<sup>th</sup> avenue policies**

**CA-P73** Encourage increased housing density where appropriate, such as on 12<sup>th</sup> Avenue and on Yesler Way, and in mid-rise zoned areas.





# 12TH AVENUE Urban Center Village





- CA-P74** Facilitate the redevelopment of City-owned land, emphasizing mixed use where that type of development will contribute to the desired community character.
- CA-P75** Seek services and retail that builds on the neighborhood's proximity to Seattle University.

**B-7** Columbia City

transportation goals

- CC-G1** A community with a safe, effective, and attractive transportation system that provides residents multi-modal access to employment opportunities within the region.
- CC-G2** A community served by a light rail transit system which also is a catalyst for transit-oriented housing and commercial development within the station area.
- CC-G3** A community with transportation infrastructure necessary to ensure public safety, efficient access to services, and general quality of life.

transportation policies

- CC-P1** Strive to make the Columbia City area safe and efficient for bicycles and pedestrians.
- CC-P2** Seek to improve east-west transit service that allows access to multiple employment centers and educational services.
- CC-P3** Maximize community benefits through the management of parking around the light rail station.
- CC-P4** Seek to replace and rehabilitate non-functional elements of the transportation system.

- CC-P5** Improve pedestrian safety and convenience along Rainier Avenue S. and Martin Luther King Jr. Way S.
- CC-P6** Strive to make bus stops and transfer points safe, visible, comfortable, and efficient through the use of design techniques and by providing rider information.
- CC-P7** Maximize economic development and revitalization through appropriately designed station area development.
- CC-P8** Strive to maintain efficient goods mobility along Martin Luther King Jr. Way S.

economic development goals

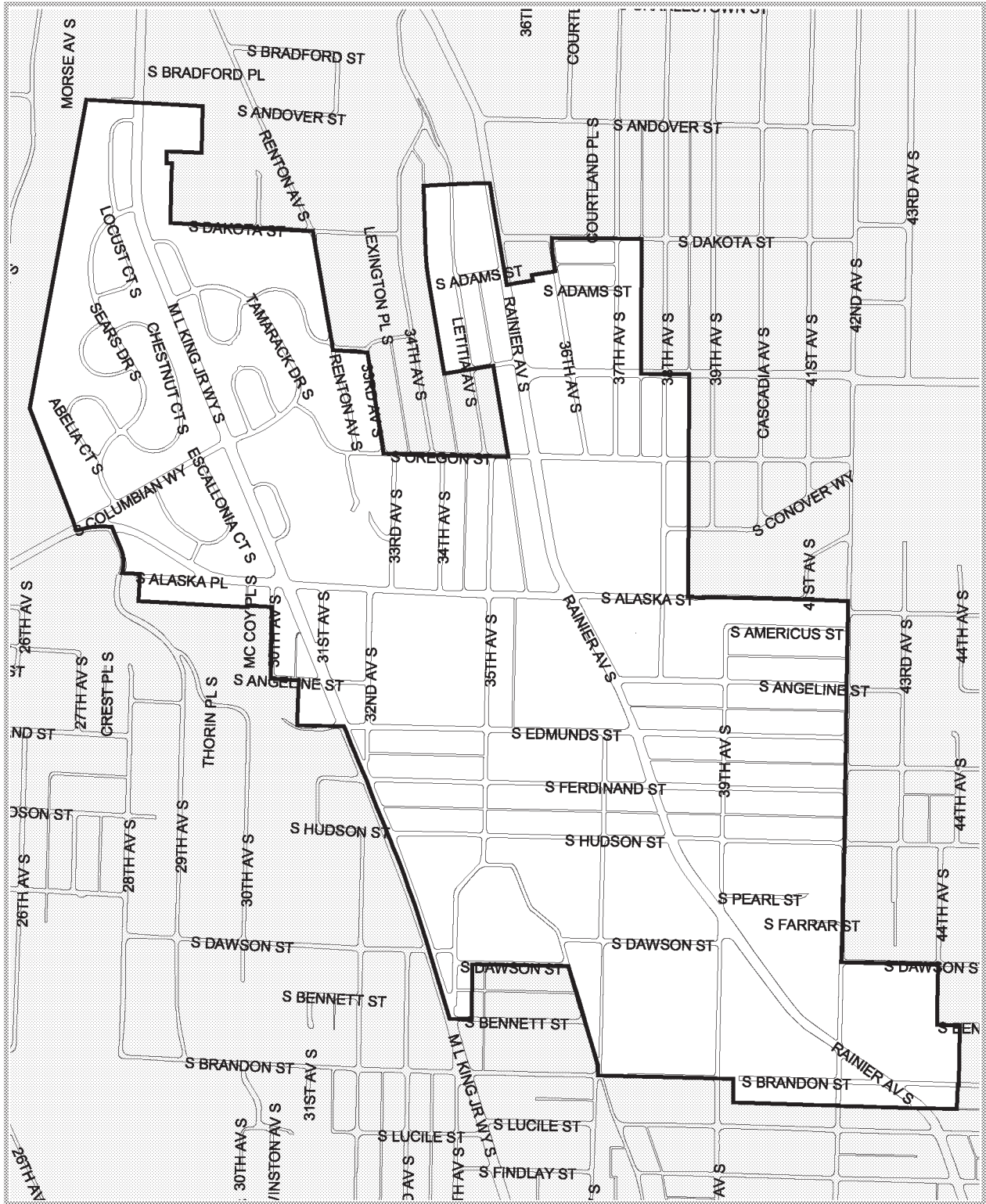
- CC-G4** A community with healthy businesses and healthy employment levels.
- CC-G5** A community with retail and service businesses that serve community needs, particularly pedestrian-oriented commercial development.
- CC-G6** A neighborhood that promotes entrepreneurship within the community.

economic development policies

- CC-P9** Encourage mixed-use and pedestrian-scale development within the Columbia City and Hillman City business districts.
- CC-P10** Strive to retain and build upon the unique pedestrian-friendly qualities of the Columbia City, Hillman City, and Genesee business districts.
- CC-P11** Support opportunities for business incubators and local business ownership within the community.



# COLUMBIA CITY Residential Urban Village





- CC-P12** Assist residents in gaining access to employment services, information technology, and centers of employment.
- CC-P13** Encourage the development of businesses that will increase the number of local jobs for professional, technical, and managerial positions, and that provide for the potential for career advancement.

**housing goals**

- CC-G7** A community with healthy and attractive single-family residential areas.
- CC-G8** A community with a variety of available housing options for a mix of income levels and household sizes.
- CC-G9** A community that provides opportunities for owner-occupied housing for community residents.

**housing policies**

- CC-P14** Encourage the preservation of affordable housing resources through the rehabilitation of older existing homes.
- CC-P15** Strive to maintain existing neighborhood scale and character and promote transit-oriented development, where appropriate.
- CC-P16** Support opportunities for home-ownership in the vicinity of Columbia City.
- CC-P17** Strive to provide the required infrastructure to support increases in housing density.
- CC-P18** Maximize light rail related investments to ensure the development of quality housing with appropriate community amenities.
- CC-P19** Support the use of public/private partnerships to develop quality affordable housing.
- CC-P20** Encourage housing as part of mixed-use development projects, including live/work spaces, within the business districts; con-

sider rezoning appropriate areas within the urban village to NC/R designations.

- CC-P21** Support incentives for new housing development near high capacity transit facilities.

**cultural & human resources goals**

- CC-G10** A community with adequate open space for the residential population.
- CC-G11** A community with a library that serves community needs.
- CC-G12** A community where social service needs are addressed in an efficient and non-invasive manner.

**cultural & human resources policies**

- CC-P22** Use the P-Patch program as a means of increasing open space and neighborhood amenities.
- CC-P23** Promote the incorporation of public art into the development of public and community facilities.
- CC-P24** Provide library services that meet the needs of the Columbia City/Hillman City/Genesee community.
- CC-P25** Seek to involve the Columbia City/Hillman City/Genesee community in planning efforts for the siting and use of essential community and public facilities in the neighborhood.

**public safety/image goals**

- CC-G13** A neighborhood with strong community-based policing efforts.
- CC-G14** A neighborhood with property and human rights protection for all residents.
- CC-G15** A neighborhood with an attractive physical appearance and a positive image.

**public safety/image policies**



- CC-P26** Support police service that meets the needs of a growing population and reflects changing crime statistics.
- CC-P27** Seek housing incentives for police officers to live within the community.
- CC-P28** Strive to promote positive media portrayals of the surrounding area.
- CC-P29** Develop strategies to address street litter and graffiti within the commercial centers.
- CC-P30** Strive to improve security lighting near schools, parks, public facilities, parking lots, and in alleys.
- CC-P31** Support the continued availability of home improvement and business facade improvement funds, while strictly enforcing exterior maintenance codes.
- CC-P32** Promote a Crime Prevention Through Environmental Design (CPTED) program in the neighborhood.

**B-8** Crown Hill/Ballard

economic development goal

**CH/B-G1** A defined, vital, accessible mixed use core with residential and commercial activity in the Ballard Hub Urban Village and Crown Hill Residential Urban Village.

economic development policies

**CH/B-P1** Employ economic development strategies that build on Ballard's history and welcome the variety of traditions represented in the area's population and businesses to create a family-friendly neighborhood that offers the best of Seattle living.

**CH/B-P2** Improve the attractiveness of the business areas in the Ballard Hub Urban Village and the Crown Hill Residential Urban Village to businesses, residents and shoppers through creation of pleasant streetscapes and public spaces.

**CH/B-P3** Strive to create a mix of locally-owned, unique businesses and regional and national retailers.

**CH/B-P4** Encourage tourists visiting the Ballard Locks to patronize businesses in the neighborhood.

residential development goals

**CH/B-G2** A community with housing types that range from single family to moderate density multifamily.

**CH/B-G3** A civic complex in the core of the Ballard Hub Urban Village that incorporates moderate density housing as well as public open space and other public and private services.

residential development policies

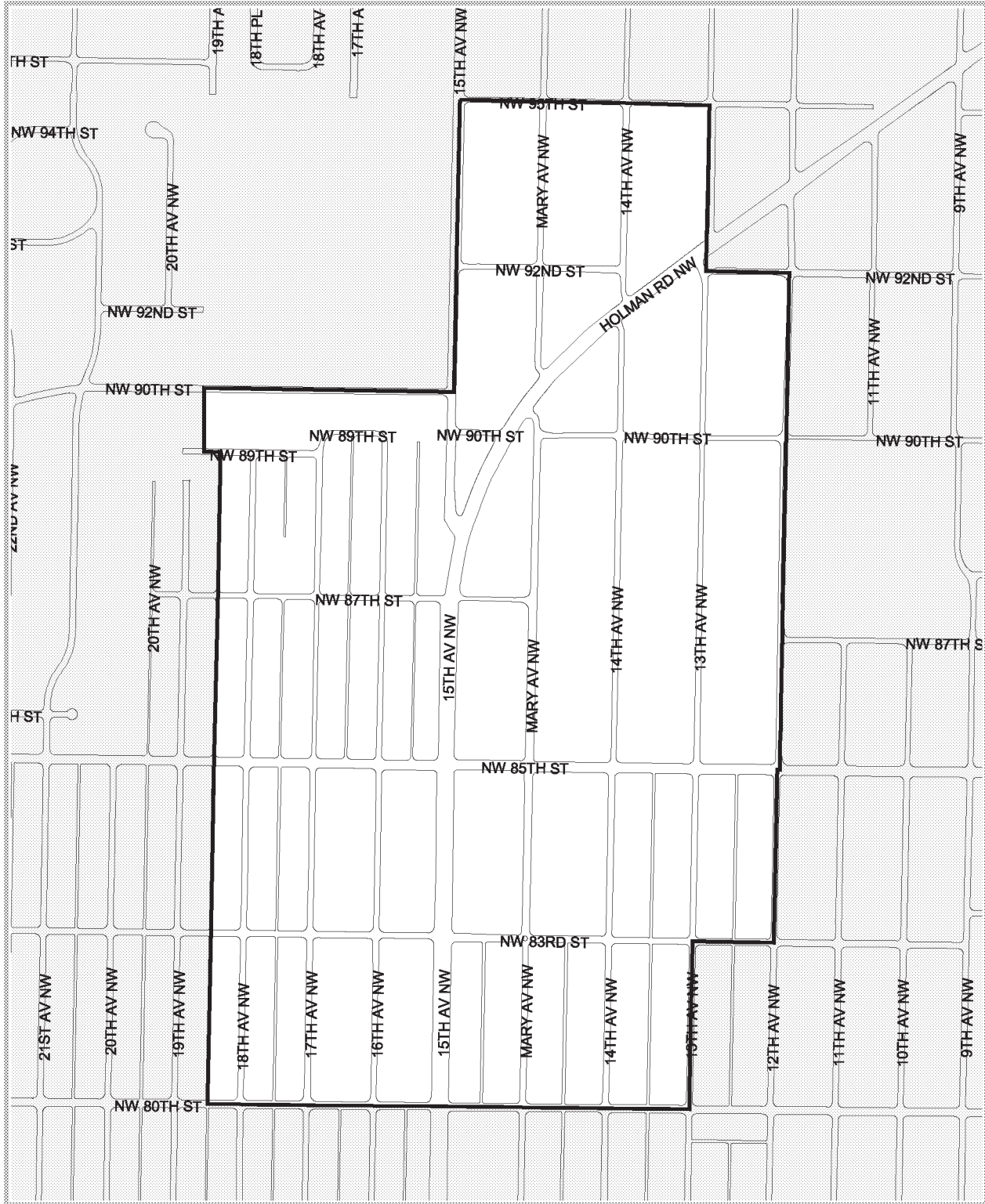
**CH/B-P5** Accommodate the majority of new housing units and increases in density in the central areas of the Ballard and Crown Hill urban villages.

**CH/B-P6** Maintain the physical character of the single family-zoned areas in the Crown Hill/Ballard plan area.

**CH/B-P6.5**  
In the Crown Hill Residential Urban Village, single family-zoned portions of split-zoned lots having an existing multifamily use may be rezoned to an abutting multifamily-zoning designation. This policy is intended to guide future rezone decisions and to lead to amendment of the Land Use Code by changing limits on the zones to



# CROWN HILL Residential Urban Village



-  VILLAGE BOUNDARY
-  EDGE OF PAVEMENT





which single-family areas may be rezoned within the Crown Hill Residential Urban Village, as prescribed by SMC 23.34.010.B.2.

#### transportation goal

**CH/B-G4** A transportation system that supports residential, commercial and civic activity in the core of the Ballard and Crown Hill urban villages, and encourages people to use transit and non-motorized transportation modes.

#### transportation policies

**CH/B-P7** Improve mobility for people using all modes of transportation to, within and around the Ballard Hub Urban Village to increase retail, commercial and civic activity. Improve mobility for people using all modes of transportation to, within, and around the Crown Hill Urban Village to serve the residents and businesses there.

**CH/B-P8** Emphasize accessibility by transit, bicycle and pedestrians in the downtown Ballard area.

**CH/B-P9** Preserve the function of 15<sup>th</sup> Avenue NW as a principal arterial and a major truck street, but strive to overcome the street as a barrier that isolates the neighborhood areas to the east and west from each other and to improve its contribution to the visual character of Crown Hill and Ballard.

**CH/B-P10** Strive to improve the pedestrian environment along NW Market Street while retaining its function as a principal arterial.

**CH/B-P11** Take advantage of present and future economic, cultural and open space developments to enhance the bicycle and pedestrian network.

**CH/B-P12** Work with the Regional Transit Authority and King County/Metro to ensure that Ballard residents and businesses are served

by the Regional Transit Authority and King County/Metro systems.

#### recreation & open space goal

**CH/B-G5** A neighborhood with open space, parks and recreation sites connected by a network of "green links," that offer a full range of active and passive recreational opportunities to area residents and visitors, throughout Crown Hill/Ballard.

#### recreation & open space policies

**CH/B-P13** Increase the range of recreation opportunities and types of open space available in the neighborhood. Encourage the development of new facilities, including, but not limited to passive parks, tennis courts, basketball courts, ballfields, play areas, marine and shoreline parks, pedestrian-friendly walkways, trails (including the Burke-Gilman), and gateways.

**CH/B-P14** Enhance existing open space and recreation sites and facilities throughout Crown/Hill Ballard.

**CH/B-P15** Create opportunities for people to experience the natural environment through the preservation of publicly-owned forested areas, encouraging community gardening (P-patches), and tree planting on private property and in the public right-of-way, and creating access to views and waterways.

#### arts & culture goal

**CH/B-G7** A rich, diverse and accessible cultural life that serves as the basis for neighborhood identity and helps build a livable community.

#### arts & culture policies

**CH/B-P16** Promote Ballard as a hub of arts, culture and entertainment.





- CH/B-P17** Engage in cultural activities that promote community revitalization and historic preservation.
- CH/B-P18** Encourage the development of indoor and outdoor facilities in which cultural activities can take place.
- CH/B-P19** Address the lack of affordable live/work spaces for artists and others in Seattle through promoting the adaptive reuse of historic buildings in the Ballard Landmark District and other nearby areas as appropriate.
- CH/B-P20** Seek to attract industrial uses that could have a symbiotic relationship with the local arts community, including but not limited to, glass blowing facilities, welding and metalwork shops, facilities that recycle materials into usable objects, woodworking facilities, or large-scale ceramics.
- CH/B-P21** Define and promote Crown Hill/Ballard's identity by establishing a series of welcoming gateways, such as landscaped areas or artworks, at key entry points to the neighborhood.

**human services goal**

- CH/B-G7** A caring community that nurtures and supports all its members, particularly the most vulnerable, including children, youth and the elderly.

**human services policy**

- CH/B-P22** Create a strong network with multiple access points that link neighborhood organizations and service providers to fully utilize resources and to improve the awareness and use of services among those that need them in Crown Hill/Ballard.

**capital facilities & utilities goals & policy**

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express vision of the Crown Hill/Ballard neighborhood.

**B-9 Delridge**

**parks & open space goal**

- D-G1** A Delridge community that is integrated with the natural environment, where open space and natural areas are preserved, interconnected, well maintained, and safe - for wildlife, and residents including children.

**parks & open space policies**

- D-P1** Seek to create a comprehensive open space network in Delridge that integrates the residential and business environments with natural areas for public access and wildlife habitat.
- D-P2** Seek to protect from development: natural open space areas, wetlands, drainage corridors, and woodlands that contain prime wildlife habitat along the Longfellow Creek, Puget Creek, and Duwamish River drainage corridors and valley hillsides.
- D-P3** Strive to create a comprehensive system of trails for recreational hikers, walkers, and joggers, linking residential areas to parks and community facilities, schools, business nodes, and transit systems.
- D-P4** Work with community groups and neighborhood stakeholders to provide stewardship of the natural environment using appropriate city resources in partnership with community organizations, schools, and others.

neighborhood plans: Delridge

**B-9**

January | 2005 (2008) (2013)



land use goals

- D-G2** A series of mixed use activity nodes or centers along Delridge Way clustering commercial, business, entertainment, community uses, and public facilities.
- D-G3** The mixed-use neighborhood anchors provide services to residents in compact areas accessible from walkways, park trails, bikeways, transit routes, and local residential streets.

land use policies

- D-P5** Seek to create special identities for unique districts or places, particularly the neighborhood anchors along Delridge Way, using distinctive and unique gateways, pedestrian amenities, streetscape, and other furnishings and designs.
- D-P6** Strengthen the local Delridge business community by participating in public/private ventures to provide public benefits as appropriate to meet Delridge's long range goals.
- D-P7** Seek to develop a pedestrian oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Seek to calm traffic on Delridge Way through the neighborhood anchors.
- D-P8** Seek to enhance pedestrian improvements and commercial services in the neighborhood anchor at Delridge and Andover. This anchor should serve as a major local employment center, while facilitating the flow of traffic through the node and onto the West Seattle bridge.
- D-P9** Seek to improve the "community campus" neighborhood anchor at Delridge and Genesee. This anchor should provide educational, recreational, cultural and

social opportunities (and potentially increased housing) to the neighborhood, by preserving and redeveloping the Old Cooper School and by coordinating, expanding and improving programs between the local agencies.

- D-P10** Seek to improve the neighborhood anchor at Delridge and Brandon, through means including the continuation of the neighborhood commercial zone in the vicinity, along Delridge Way south to SW Juneau Street. This anchor should provide neighborhood-oriented retail and personal services and neighborhood-based city services (such as a Neighborhood Service Center and Library) for the nearby neighborhoods and existing neighborhood businesses.
- D-P11** To support the vision of the neighborhood anchor designated at Delridge and Brandon, LDT zoning is appropriate, along both sides of SW Brandon Street between 23<sup>rd</sup> Avenue SW and 26<sup>th</sup> Avenue SW; and along both sides of SW Findlay Street between 23<sup>rd</sup> Avenue SW and 26<sup>th</sup> Avenue SW.
- D-P12** Seek to improve the neighborhood anchor at Delridge and Sylvan/Orchard Ways, which will provide goods, services, entertainment, and transit services to the West Seattle area.

transportation goals

- D-G4** A transportation system that provides convenient access for local travel within the neighborhood, and access to principal employment, shopping and entertainment activities in the surrounding area.
- D-G5** A community that provides safe, convenient, and efficient bikeway access to local and regional destinations.

transportation policies



- D-P13** Encourage high quality bus service with effective and efficient transfer opportunities, and facilities that provide adequate safety and security.
- D-P14** Seek to use park-and-ride lots for multiple purposes such as serving as off-peak period recreational trailheads.
- D-P15** Strive for high quality roadway maintenance to ensure safe and efficient travel for pedestrians and vehicles.

**housing goals**

- D-G6** A community with a range of household types, family sizes and incomes –including seniors and families with children.
- D-G7** A community that preserves and enhances the residential character of single family neighborhoods within the Delridge community while providing a range of housing types to fit the diversity of Delridge households.

**housing policies**

- D-P16** Seek to use regulatory tools or other means to preserve open space and natural features while increasing the variety of housing types available to the community
- D-P17** Encourage the rehabilitation of substandard housing.

**community & culture goals**

- D-G8** A diverse community of neighborhoods with people from many cultures, long-time residents and newcomers, young and old, people who own and rent homes and who work in a variety of jobs. A community where all people feel safe and welcome,

have the opportunity to participate in their community and express what is most important to them, and which meets its residents' social, economic, and recreational needs.

**community & culture policies**

- D-P18** Seek to provide opportunities for multi-cultural sharing, education, understanding, and celebration through community participation and appreciation efforts, and through the provision of public meeting facilities.
- D-P19** Seek to inventory and promote neighborhood-based emergency preparation plans.
- D-P20** Strive to build strong partnerships with local crime prevention efforts.
- D-P21** Seek to involve the whole community to make services available to the broadest cross section of the community by developing programs that address the needs of individuals and families.
- D-P22** Seek to develop cultural programs (such as art, music and theater), and support community programs. Seek to provide public facilities that support the cultural programs.

**plan stewardship goal**

- D-G9** A community fully involved in efforts to implement the neighborhood plan, and to maximize the efficient use of available resources.

**plan stewardship policies**

- D-P23** Promote partnerships with projects that can leverage City efforts toward the

neighborhood plans: Delridge

B-9

January | 2005



implementation of the Delridge neighborhood plan.

**D-P24** Support community-based efforts to implement and steward the plan.

economic development policies

**D-P25** Seek to create greater employment and shopping opportunities within the Delridge neighborhood.

**D-P26** Seek to participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts that support community residents in need of employment.

**D-P27** Encourage local business development opportunities, particularly for small businesses that may be owned by or employ Delridge residents.

**B-10** Downtown Neighborhood Plan

**Downtown Urban Center**

discussion

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

pre-eminent regional center goal

**DT-G1** Maintain downtown Seattle as the most important of the region's urban centers - a compactly developed area supporting a diversity of uses meeting the employment, residential, shopping, culture, service and entertainment needs of the broadest range of the region's population.

economic development goal

**DT-G2** Encourage economic development activities consistent with the Comprehensive Plan to attract and retain businesses and to expand employment and training opportunities for Seattle area residents.

culture & entertainment goal

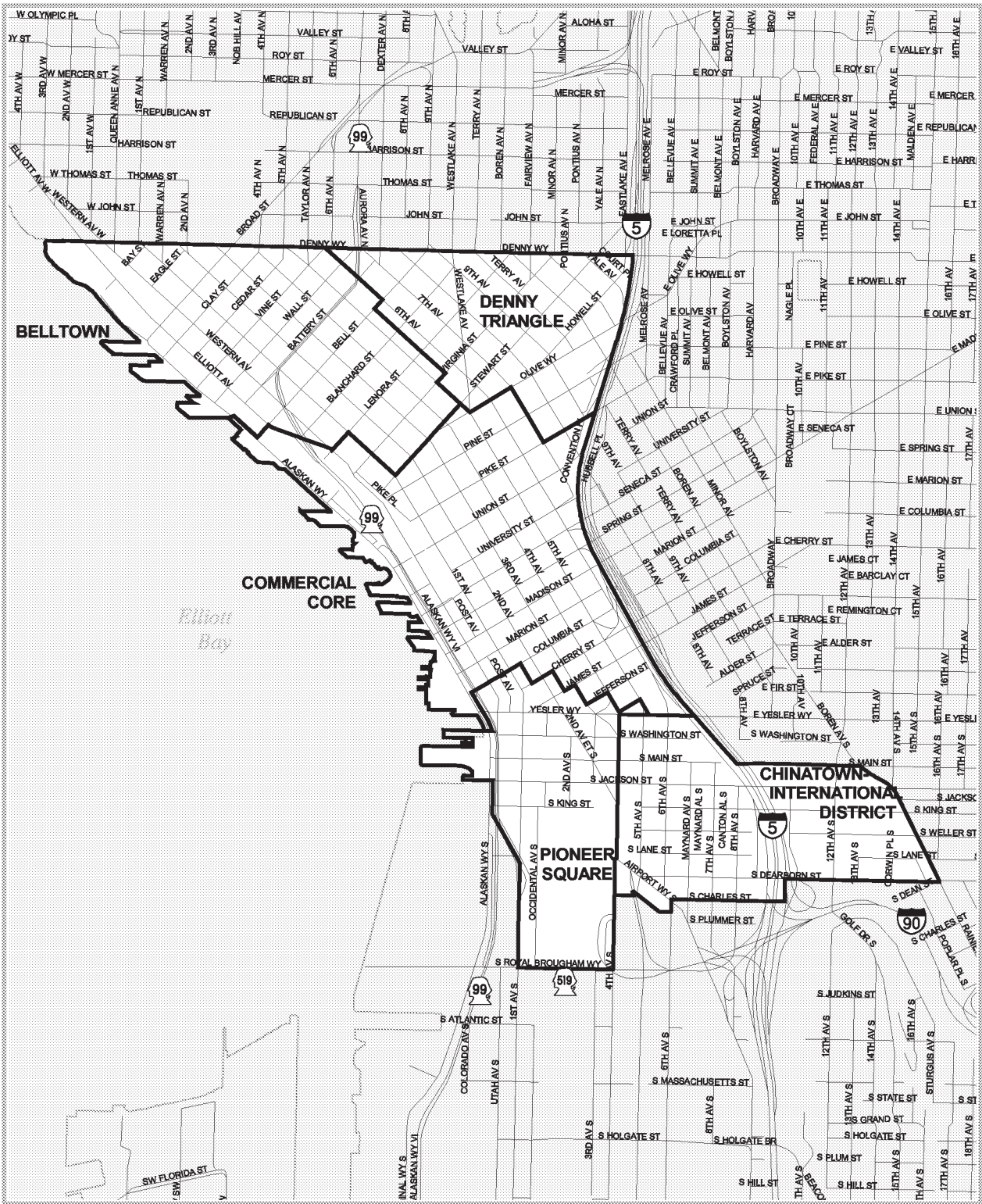
**ST-G3** Strive to reinforce downtown as a center of cultural and entertainment activities to foster the arts in the City, attract people to

neighborhood plans: Downtown

B-10



# DOWNTOWN Urban Center



0 0.25 0.5 Miles

**VILLAGE BOUNDARY**

neighborhood plans: Downtown

B-10

January | 2005



the area, create livable neighborhoods, and make downtown an enjoyable place to be shared by all. Encourage facilities for artists to live and work in downtown.

**urban form goal**

- DT-G4** Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the downtown physical environment by:
1. enhancing the relationship of downtown to its spectacular setting of water, hills and mountains;
  2. preserving important public views;
  3. ensuring light and air at street level and in public parks;
  4. establishing a high quality pedestrian oriented street environment;
  5. reinforcing the vitality and special character of downtown's many parts;
  6. creating new downtown parks and open spaces at strategic locations;
  7. preserving downtown's important historic buildings to provide a tangible link to the past;
  8. adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.

**office concentration goal**

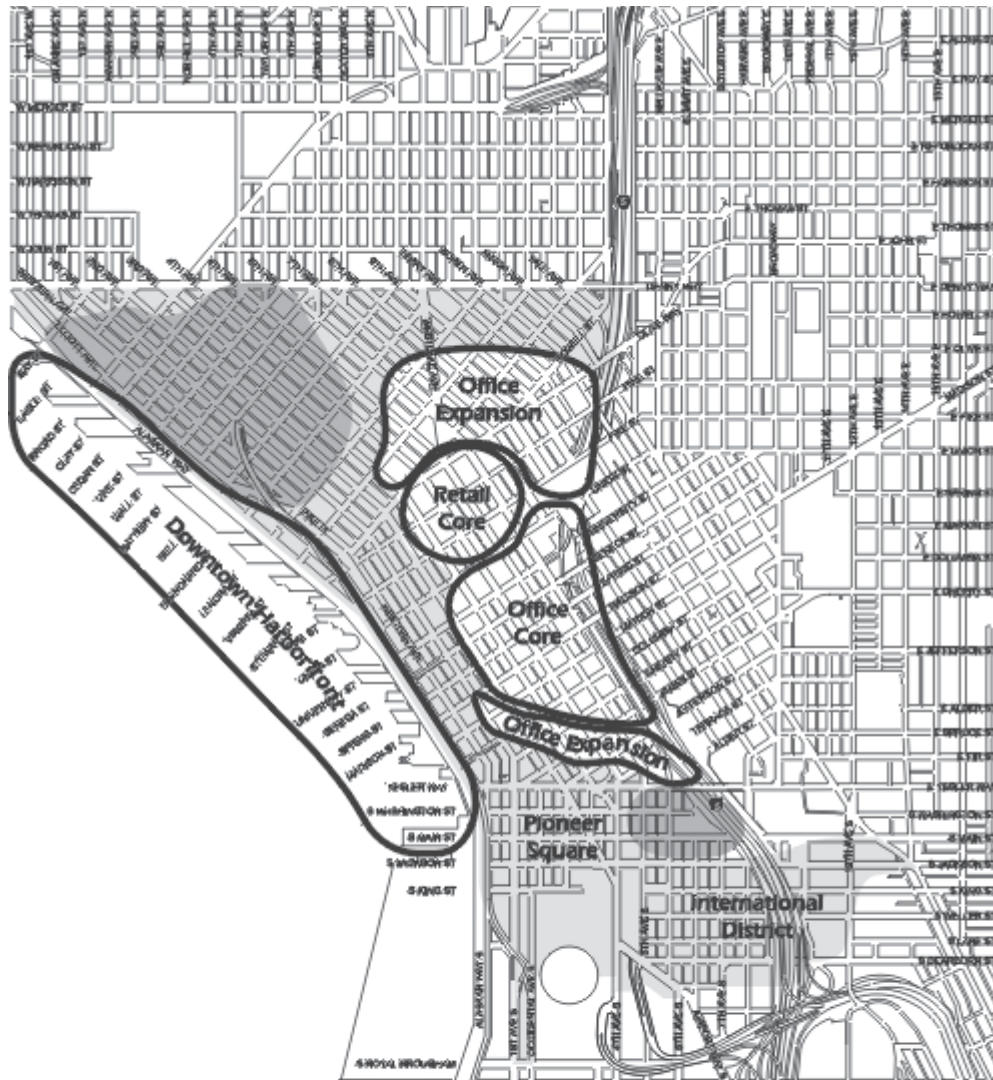
**DT-G5** Seek to accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in a compactly developed core area bound by the government center, I-5, the retail core and the lower intensity areas along First Avenue. Generally maintain areas adjacent to the office core for ad-

ditional concentrations of office development, along with a mix of other uses, to accommodate office expansion and provide a transition with less intensive development in adjacent areas like Pioneer Square and the Chinatown/International District. Seek to accommodate the largest share of downtown employment growth in these combined districts. Concentrations of office use should occur:

1. where such concentrations already exist;
2. where existing infrastructure is adequate or can be made adequate;
3. where the existing and planned transportation system has the capacity to handle increased demand;
4. where healthy concentrations of other desirable uses such as retail and housing will not be displaced; and
5. where such concentrations are consistent with neighborhood development objectives.

**retail concentration goal**

**DT-G6** Reinforce the concentrated shopping function of the retail core; preserve the general form and scale of the area; and protect the area from high-density uses that conflict with the primary retail function. Other concentrations of retail activity should be



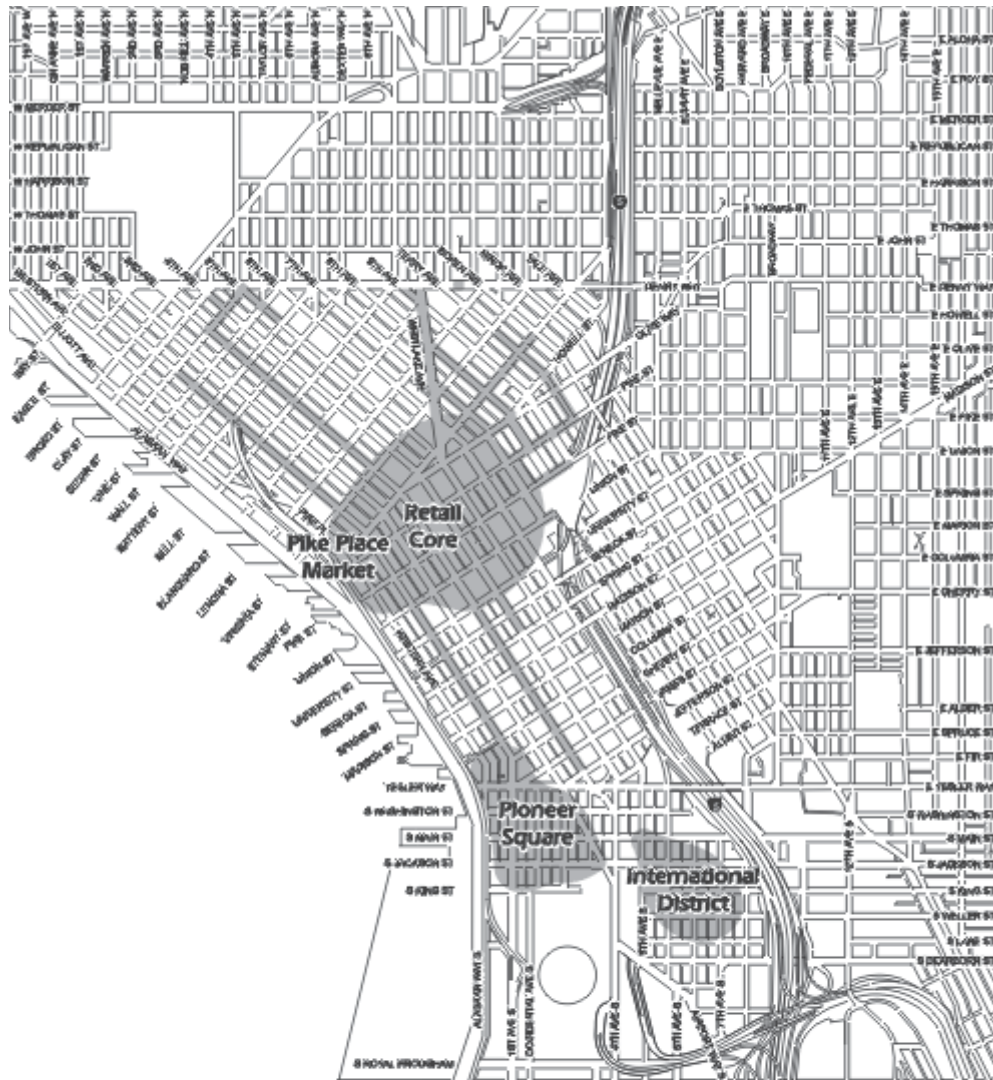
- Mixed Use
- Residential



0 2 4 6 8 10  
SCALE IN 100 FEET

**Goal E: Office and Commercial Concentration**  
**Goal G: Residential and Mixed Use Areas**  
**Goal H: Shoreline**

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■ Retail Concentration



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SCALE IN 100 FEET

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**Goal F: Retail Concentration**





encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

**residential & commercial mixed use areas goal**

**DT-G7** Encourage a mix of housing, employment and related support activities in a crescent bounding the office and retail cores. Within this crescent, foster areas that are predominantly residential in character, including the Chinatown/International District and Belltown. Encourage housing as the primary use in these area and limit the type and scale of non-residential uses allowed to ensure that such development is compatible with a residential neighborhood.

Use the adopted policies of neighborhood plans for the five downtown urban villages for further guidance in defining the appropriate mix of activities to accommodate downtown growth targets for employment and housing, and to meet neighborhood development objectives, including identifying areas which are to be predominantly residential in character.

**shoreline goal**

**DT-G8** Encourage revitalization of the Harborfront in order to strengthen maritime activities, maintain historic characteristics, and enhance opportunities for public access, consistent with the shorelines goals and policies established in the Comprehensive Plan Land Use Element.

**transportation goal**

**DT-G9** Support transportation improvements that complement and reinforce desired land use patterns. Strive to accommodate growth in peak hour travel primarily by transit, and encourage transit and pedestrian travel as the primary means of internal circulation. Discourage vehicular traffic passing

through downtown on surface streets with a destination elsewhere. Recognize the importance of the automobile as a means of access to downtown for non-work trips.

**housing goal**

**DT-G10** Seek to significantly expand housing opportunities in downtown Seattle for people of all income levels with the objectives of:

1. accommodating household growth;
2. preserving existing low income units; and
3. developing a significant supply of affordable housing opportunities in balance with the market resulting from the growth in downtown employment.

Allow housing in all areas of the Downtown Urban Center except over water and in industrial areas, where residential use conflicts with the primary function of these areas. Target public resources, requirements imposed on new development, and private development incentives to promote the amount and type of housing development necessary to achieve downtown neighborhood housing goals. Address the need for affordable housing through a range of strategies including both incentive-based and non-incentive-based strategies.

**child care & human services goal**

**DT-G11** Seek to address the increased demand for child care services generated by increased



employment growth downtown and support the provision of adequate human services to meet the needs of downtown residents and workers.

public safety goal

**DT-G12** Promote public safety by encouraging conditions that contribute to a safe and friendly urban environment including: maintaining streets and open spaces as active, well designed public places; supporting twenty-four hour activity in a manner that minimizes conflicts among different uses; accommodating a mix of people from all income, age, and social groups; and providing for needed human services within the limits of a neighborhood's capacity to support them.

neighborhoods goal

**DT-G13** Five neighborhoods comprise the Downtown Urban Center for planning and growth monitoring purposes: Belltown, the Denny Triangle, the Commercial Core, Pioneer Square and Chinatown/ International District. Recognize and seek to enhance the varied character of these neighborhoods and other distinctive areas within downtown. Use the adopted policies of neighborhood plans to help define desirable characteristics for these neighborhoods.

land use regulation policies

**DT-LUP1** Recognize and enhance the urban center designation and varied character of downtown neighborhoods and provide direction for growth and change by dividing downtown into areas that are intended to serve primary land use functions. Classify areas of downtown according to one of the following primary functional designations:

- Office
- Retail
- Mixed Use Commercial

- Mixed Use Residential
- Harborfront
- Industrial

In addition, maintain consistency between these designations and the function and purpose of special districts as established by the City Council.

**DT-LUP2** Allow a wide range of uses downtown, consistent with the goals to maintain downtown's regional importance, create a strong residential community, improve the physical environment and add activity and diversity to the areas of varied character. Restrict or prohibit uses that are not compatible with the desired character and function of specific areas.

**DT-LUP3** Recognize the diversity of downtown's many parts and the different development objectives for these areas by varying regulation of uses, development density and physical form among land use district classifications, including the following:

- Downtown Office Core-1 (DOC-1).
- Downtown Office Core-2 (DOC-2).
- Downtown Retail Core (DRC).
- Downtown Mixed Commercial (DMC).
- Downtown Mixed Residential (DMR).
- Pike Market Mixed (PMM).
- Pioneer Square Mixed (PSM).
- International District Mixed (IDM).
- International District Residential (IDR).
- Downtown Harborfront-1 (DH-1).
- Downtown Harborfront-2 (DH-2).

Base the appropriate classification for an area on the district's intended function and other locational criteria.

**DT-LUP4** Use downtown land use district classifications to specify the intended function of an area and guide future development and change. Recognize certain areas characterized by a specific activity and intensity of development, such as the office and retail cores, and consider the factors critical to the success of that activity, such as access



to transportation, topographic conditions, or the presence of a particular amenity.

Where it is desirable to protect or promote a specific function, encourage uses at an appropriate intensity that are related to or compatible with that function, and restrict or discourage conflicting uses.

Recognize the following desired functions for the different land use districts:

**DOWNTOWN OFFICE CORE-1 (DOC-1)**

Area of most concentrated office activity. The DOC-1 land use district is intended to:

- allow the highest density of commercial development downtown, with development standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public areas;
- accommodate a large share of downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and
- accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.

**DOWNTOWN OFFICE CORE-2 (DOC-2)**

Areas adjacent to the office core appropriate for office expansion and where a transition in density to mixed-use areas is desirable. The DOC-2 land use district is intended to:

- accommodate major office development to reduce pressures for such development in the retail core

and adjacent mixed use and residential areas; and

- accommodate a mix of other activities, in addition to primary office use, to add diversity, particularly beyond the hours of the normal working day, while providing for scale and density transitions to adjacent areas.

**DOWNTOWN RETAIL CORE (DRC)**

Area containing the major department stores and having the greatest concentration of downtown's retail activity. The DRC land use district is intended to:

- provide the principal center of shopping for both the downtown and the region;
- allow uses other than retail with the general intent that they augment but do not detract from this primary function, and promote housing in the area to complement its principal retail function; and
- maintain an active and pleasant street level environment through development standards specifically tailored to the unique function and character of this area.

**DOWNTOWN MIXED COMMERCIAL (DMC)**

Areas adjacent to the office core, office expansion areas and retail core that provide a transition in the level of activity and scale of development. Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:

- permit office and commercial use, but at lower densities than in the office areas;



- encourage housing and other uses generating activity without substantially contributing to peak hour traffic; and
- promote development diversity and compatibility with adjacent areas through a range of height limits.

**DOWNTOWN MIXED RESIDENTIAL (DMR)**

Areas outside special review districts identified for development of a predominantly residential community in conformance with the Downtown Urban Center Goals. The DMR land use district is intended to:

- maintain areas primarily for residential use;
- allow non-residential uses with the general intent that they reinforce and do not detract from the primary function of the area;
- promote diversity and harmony with existing development and allow a variety of housing forms through multiple height, mix of use and density classifications;
- control tower development and promote a pleasant street level environment conducive to a high-density residential neighborhood.

Within the DMR area, one of the following two mixed-use designations applies to achieve subarea objectives.

- A. Downtown Mixed Residential/Residential (DMR/R). The DMR/R designation is more appropriate to areas predominantly residential in character or containing large amounts of underutilized land allowing for a sufficient concentration of new housing to establish a predominantly residential character. While non-residential uses may be present, they should be of modest scale, likely to

change in the future, or neighborhood serving in character.

- Downtown Mixed Residential/Commercial (DMR/C). The DMR/C designation is more appropriate to those areas containing housing or having the potential for concentrations of housing, but where, because larger scale commercial development exists and is likely to remain, limited commercial development accommodating modest employment growth is appropriate as part of the overall mix of uses.

**PIONEER SQUARE MIXED & SPECIAL REVIEW DISTRICT (PSM)**

Area within the Pioneer Square Preservation District. The PSM designation and the Pioneer Square Preservation District regulations are intended to:

- recognize the historic nature of the area and allow flexibility and discretion in controls, regulations and guidelines for both present conditions and those that may develop in the future; and
- encourage mixed use development compatible in use and scale with existing development in Pioneer Square.

Allow districts of varying height within the PSM area to achieve different development objectives, including maintaining a development scale compatible with existing conditions in the historic core, providing incentives for housing through higher height limits for residential use in appropriate areas on the edge of the core, and providing an appropriate transition in scale between



the core and adjacent, more intensive downtown zones.

**INTERNATIONAL DISTRICT MIXED & SPECIAL REVIEW DISTRICT (IDM)**

Areas of the International Special Review District identified for mixed-use development. The intent of the IDM land use district is to:

- recognize and promote the area's unique social, mix of use and urban design character through the IDM designation and the regulations of the International Special Review District;
- encourage a wide range of uses, housing above the street level, and the rehabilitation of existing buildings; and
- allow flexibility and discretion in controls, regulations, and guidelines through the IDM designation and Special Review District regulations, both for present conditions and those that may develop in the future.

Allow districts of varying height to achieve objectives related to the desired scale of development and mix of activity, including maintaining a development scale compatible with existing conditions in the district core, providing incentives for housing through higher height limits for residential use in appropriate areas, providing a compatible scale relationship with development in adjacent areas, and providing flexibility to balance development objectives through limited increases in height

allowed under the Planned Community Development Process.

**INTERNATIONAL DISTRICT RESIDENTIAL & SPECIAL REVIEW DISTRICT (IDR)**

Areas of the International Special Review District identified for development as a predominantly residential neighborhood in conformance with the Downtown Urban Center Goals. The IDR land use district is intended to:

- maintain areas primarily for residential use;
- allow other uses compatible with housing, with the general intent that they reinforce and do not detract from the primary residential function of the area; and
- recognize and promote the area's unique social and urban design character through the IDR designation and the regulations of the International Special Review District.

**DOWNTOWN HARBORFRONT-1 & SHORELINE ENVIRONMENT (DH-1)**

Waterfront lots and adjacent harbor areas within the Urban Harborfront Shoreline Environment established in the Seattle Shorelines Master Program. The DH-1 land use district, in conjunction with the Seattle Shorelines Master Program, is intended to:

- encourage economically viable marine uses to meet the needs of waterborne commerce;
- facilitate the revitalization of downtown's waterfront;
- provide opportunities for public access and recreational enjoyment of the shoreline;
- preserve and enhance elements of historic and cultural significance;



- preserve views of Elliott Bay and the land forms beyond;
- promote the preservation and rehabilitation of groupings of piers having an identifiable historic maritime character within the Historic Character Area; and
- allow flexibility in appropriate development standards as an incentive to include a significant water dependent use on waterfront lots to encourage the retention and development of water dependent uses in the downtown harborfront consistent with the Seattle Shoreline Master Program.

**DOWNTOWN HARBORFRONT-2 (DH-2)**

Areas partially within a shoreline environment where development potential offers the opportunity to enhance public access to and enjoyment of the waterfront. The DH-2 land use district is intended to:

- allow a mix of uses to facilitate the objectives of public access, enjoyment and recreation;
- include use and bulk regulations to carry out shorelines goals and preserve views of the water as appropriate for areas partially within a shorelines environment,
- favor a diversity of uses and buildings of small scale; and
- address public open space as a priority in this area through incentives for open space integrated with other public access improvements.

**PIKE MARKET MIXED (PMM)**

The intent of the PMM land use district is to:

- recognize and preserve the unique character, scale and function of the Market and its surroundings; and

- allow development of a compatible mixes of uses.

**DT-LUP5** Apply district designations, as appropriate, to create or reinforce areas with distinctive functions and to provide desirable transitions between areas with different functions and levels of activity. Use the following locational criteria to guide establishing the district boundaries that define areas according to intended function:

1. **Scale and Character of Development.** The appropriate district designation should: reinforce special areas such as Pioneer Square, the International District and the retail core that are distinguished by a consistent scale and character of development. Employ development standards that respect established patterns, both in physical scale and in nature of activity; or provide direction for the scale and character of future development to create the desired physical environment in some parts of downtown where it is appropriate to accommodate significant change.
2. **Transportation and Infrastructure Capacity.** Consider locations where the existing and planned transportation network can support additional trips generated by new development as most appropriate for district designations that accommodate significant employment growth. The location of I-5, the transit tunnel and station locations define those areas of downtown with the greatest accessibility.
3. **Relationship to Surrounding Activity.** Consider relationships among major areas as a major factor in establishing land use district boundaries, including both well defined edges, such as I-5 or significant topographic changes, that clearly distinguish one area from another, as well as more subtle transi-



tions resulting from a gradual change in use or development intensity.

**DT-LUP6** Use overlay and district regulations to further specific goals and objectives for areas of downtown where guidance is needed to protect and promote special qualities. Recognize sensitive environmental, physical, historical or cultural qualities of these areas by coordinating land use district classifications with overlays as appropriate.

**DT-LUP7** Allow flexibility in the application of regulations and standards for major development on large sites or areas of downtown through the planned community development procedure. Limit the application of this procedure to proposals for major development that would substantially change the character of an area or for which design flexibility provides for significant public benefit, with special attention to public benefits identified in adopted neighborhood plans. Provide for consideration of the public benefit and the imposition of conditions that would mitigate negative impacts prior to approval of any planned community development.

**DT-LUP8** Generally limit the density of uses that generate employment through a floor area ratio (FAR), and the density of residential uses generally through the combination of height and bulk regulations.

Consider density incentives to encourage development on smaller lots to add diversity to the scale of development in high density office core areas.

Floor area limit exemptions. Allow exemptions from floor area ratio limits to recognize the lower impacts of certain uses and encourage certain uses that generate minimal peak period commute trips, support pedestrian activity and transit use, and contribute to the overall diversity of activity downtown, increasing its attractiveness as a place to live, work, and recreate.

**DT-LUP9** Allow additional floor area, and consider adding greater height where appropriate, up to maximum limits, in specified downtown areas where it is desirable to accommodate growth. Consider measures to mitigate impacts of higher density development on downtown resources such as affordable housing, public open space, child care, human services, and pedestrian circulation.

Allow transfer of development potential from one site to another in certain circumstances, consistent with policy DT-LUP 11. When transferable, development potential is referred to for convenience as "transferable development rights," or "TDRs," but such terms do not mean that there is any legal right vested in the owner of TDRs to use or transfer them. The conditions and limitations on the transfer or use of TDRs may be modified from time to time as the City may find appropriate to implement the policies of the Comprehensive Plan in light of experience and changing conditions.

Allow transfer of development rights from eligible sending sites to project sites in combination with the use of bonuses. Consider allowing TDRs to be used for all floor area above the base FAR under some conditions.

Recognize different impacts associated with density increases achieved through different options for increasing floor area.

Consider allowing greater use of incentives for open space and other neighborhood amenities in mixed use residential areas where floor area incentive programs apply to respond to the greater impact of growth on these public resources in high density residential environments.



**DT-LUP10** Consider allowing voluntary agreements to mitigate the impact of development in certain downtown zones, and also consider adopting non-mitigation-based strategies for the provision of low-income housing. Consider allowing such options as:

1. providing low-income housing,
2. providing child care facilities
3. making payments to the City to fund such facilities,
4. providing certain amenity features, combined with the use of options 1 and 2 or with the use of TDRs, or both.
  - Consider allowing bonus floor area for certain amenity features, such as open space, on or near the development site that directly benefit both the public and the project by serving the increased employment population and improving conditions in the immediate environment to support the increased density allowed.
  - If cash contributions are provided under a mitigation rational, they should be used to address impacts associated with increased density downtown, such as impacts on housing resources and child care.

Amount of benefits. The nature and quantity of housing and child care facilities or contributions for such facilities under voluntary agreements, in relation to the floor area allowed, should generally reflect a portion of what is necessary to mitigate the impacts of increased development and the cost to provide these facilities. Facilities provided are not expected to fully mitigate such impacts. Additional types of facilities or amenity features may be added to address future needs, and existing types of facilities or features may no longer be eligible based

on changing assessments of impacts, needs, capacity, and public priorities.

Special criteria. Because of their complexity and the need to adapt them to special circumstances, subject certain bonus features to special criteria and review by the Director of DPD. Include among bonus features subject to special criteria urban plazas, transit station access, and public atriums.

**DT-LUP11** Provide incentives to maintain variations in building scale, create public open space, and preserve buildings and uses that are scarce public benefit resources through allowing transfer of development rights. Consistent with priorities for use of development incentives, limit the sites that may transfer development rights. Among sites eligible to transfer development rights, consider including:

1. housing with a minimum amount of residential floor area occupied by units affordable to households with incomes at or below 50 percent of median income;
2. Seattle landmarks in downtown areas not subject to special review district or historical district provisions;
3. Seattle landmarks and other historic properties within the Pioneer Square Preservation District and the International Special Review District;
4. publicly available open space meeting minimum size and other standards; and
5. sites on the same block as the receiving site in high density areas where it is desirable to retain varied building scale.





Limitations on Sending and Receiving Site Locations. Limit sending and receiving sites so as to promote development that is consistent with the development objectives of different land use districts and to promote other goals and policies of this Plan. The proportion of floor area that may be gained through TDRs from particular sources may be limited. Limit sites eligible to transfer TDRs to those that provide limited downtown resources of public benefit, such as low-income housing, designated landmark structures or historic structures in historic districts, and open space, except where TDRs are allowed to be sent to nearby lots in areas where a variable scale of development is desired.

**DT-LUP12** Engage in a joint pilot program with King County to further regional growth management goals by providing incentives to protect and maintain rural character and direct residential growth to urban centers through the transfer of development credits from certified rural properties to sites in specified downtown areas. After an initial period, evaluate the performance of the program and the availability of continued funding from King County, and determine whether to continue, modify, or terminate the program.

**urban design policies**

**DT-UDP1** Encourage the preservation, restoration and re-use of individual historic buildings and groupings of buildings threatened by development pressure through development regulations and incentives.

**DT-UDP2** Consider designating as Seattle Landmarks additional downtown buildings and groups of buildings that impart a strong sense of character and place through a combination of historic importance and significance in terms of architectural, cultural and/or social interest.

**DT-UDP3** Provide the following development incentives to increase the attractiveness of pre-

serving landmark structures and encourage adaptive reuse of historic resources:

Seattle Landmarks Transfer of Development Rights. Allow the transfer of development rights from designated Seattle Landmarks located in downtown areas where these resources are most threatened by development pressure. Subject transfers from designated Seattle Landmarks to limits, including limits on sending and receiving sites implementing Policy LU 11: Transfer of Development Rights, and to other appropriate conditions to promote the rehabilitation and public enjoyment of designated landmark features.

**Incentives.** Provisions for allowing floor area above the base should not create incentives for the demolition of designated landmark structures.



Floor Area Allowance. Within downtown mixed-use residential zones where the floor area of existing structures may exceed the density limits for non-residential use, provide an economic incentive for the use and rehabilitation of designated Seattle Landmarks by allowing the total existing floor area of a landmark structure committed to long term preservation to be occupied by permitted non-residential uses, regardless of FAR limits and without use of bonuses or TDR. Allow this incentive under the conditions that there is no reduction in the amount of floor area occupied by residential use prior to rehabilitation nor any increase in the floor area in non-residential use beyond the total floor area of the structure prior to rehabilitation. Consider limiting this incentive to lots not benefiting from other incentives, such as TDR transfers.

- DT-UDP4** Regulate the height of new development generally to:
1. accommodate desired densities of uses and communicate the intensity and character of development in different parts of downtown;
  2. protect the light, air and human scale qualities of the street environment, particularly in areas of distinctive physical and/or historic character; and
  3. provide transition to the edges of downtown to complement the physical form, features and landmarks of the areas surrounding downtown.

**DT-UDP5** Prescribe for all areas of downtown specific height limits that reflect topographic conditions and a strong relation to the street pattern and the overall urban form of downtown and adjacent areas. Use the

following criteria in determining appropriate height limits and provisions for limited additions or exceptions:

1. **Transition.** Generally taper height limits from an apex in the office core toward the perimeter of downtown, to provide transitions to the waterfront and neighborhoods adjacent to downtown.
2. **Existing Character.** Through height limits, recognize and enhance the existing scale and unique character of areas within downtown including the retail core, office core, the Pike Place Market, Belltown, the waterfront, Pioneer Square and the Chinatown/International District.
3. **Development Regulations.** Coordinate development regulations with height limits.
4. **Boundaries.** Coordinate height limits and land use district boundaries.
5. **Height Above Specified Limits.** Increased height beyond the limits specified for downtown zones may be considered only when the public purpose served by the additional height justifies higher buildings, and the height increase is generally consistent with the criteria above.

**DT-UDP6** Employ development standards that guide the form and arrangement of large buildings to reduce shadow and wind impacts at the street level, promote a human scale, and maintain a strong physical relationship with the pedestrian environment. In areas where consistency of building form is important to maintaining an identifiable character and function, regulate building bulk to integrate new and existing development.



Limit the bulk of tall buildings in residential areas to provide for light, air and views at street level and reduce the perceived scale of the buildings.

Vary development standards to reduce impacts of large-scale buildings by district consistent with the desired scale and development pattern in the area.

**DT-UDP7** Consider allowing under appropriate conditions the transfer of unused development rights between nearby sites, regardless of the use on the sending site, to encourage a diversity of building scale within office and retail districts, subject to limits on sending and receiving sites and on the amounts of square feet that may be used on receiving sites. See Policy LU 11: Transfer of Development Rights.

**DT-UDP8** Designate as view corridors street segments providing street level views of important natural features, which may include views to Elliott Bay, West Seattle, Mount Rainier and the Olympic Mountains. Protect view corridors through regulations controlling actions within the public right-of-way, as well as through reasonable development standards for abutting property, consistent with Policy UD 9: View Corridor Setbacks. Consider impacts on designated view corridors in the evaluations of street vacations and encroachments.

**DT-UDP9** Require setbacks on specified segments of designated view corridors where there is potential for maintaining a scope of view wider than the street right-of-way from uphill areas as redevelopment occurs. On sites abutting these street segments, require setbacks of the upper portions of buildings to allow for a wider view corridor than would occur if development extended to the street property line. Adjust the height and depth of these setbacks in relation to topography to balance multiple objectives of providing a pedestrian-oriented building base integrated with the

established development pattern, maintaining a wide scope of view, and minimizing impacts on the development potential of abutting properties where setbacks are required.

**DT-UDP10** As appropriate for each land use district and type of street environment desired, maintain a strong relationship between buildings and the sidewalk environment through specific street level development standards. The standards are intended to:

1. make streets enjoyable and pleasant places to be;
2. provide visual interest for pedestrians;
3. provide a comfortable sense of enclosure along the street;
4. integrate individual buildings within the streetscape;
5. bring the activity occurring within buildings into direct contact with the street environment;
6. provide strong edges to clearly define public open spaces; and
7. ensure adequate conditions to support higher density development occurring on abutting properties.

Address through street level development standards the major components of the streetscape. Consider regulating or requiring features including:

1. street walls,
2. facade transparency,
3. blank wall limitations,
4. overhead weather protection,
5. street landscaping, and
6. screening of parking.



Coordinate street level development standards with the Pedestrian Street Classification System, established by Policy T 10: Street Classification System. Vary standards according to the classification of the street to reflect the predominant character of the area and the street's relative importance to pedestrian circulation.

Where appropriate, allow flexibility necessary to accommodate desirable public amenities by exempting street frontages occupied by public open space meeting the criteria for bonused open space amenities from street level development standards that might otherwise be in conflict.

**DT-UDP11** Regulate uses at street level in certain areas in order to generate pedestrian interest and activity in conformance with policies for the pedestrian environment. Promote street level uses to reinforce existing retail concentrations, enhance main pedestrian links between areas, and generate new pedestrian activity where appropriate to meet area objectives without diluting existing concentrations of retail activity.

Promote active and accessible uses at the street level of new development where it is important to maintain the continuity of retail activity.

Consider measures to promote street level space of adequate size and sufficient flexibility to accommodate a variety of retail and service activities. Encourage incorporation, as appropriate, of street level uses as part of open space public amenity features provided for a floor area bonus to promote activity and increase public use of these spaces.

To encourage active and accessible street level uses throughout downtown, consider appropriate exemptions of these uses from floor area limits.

**DT-UDP12** Regulate signs to:

1. allow adequate identification of businesses and allow businesses to advertise their products;
2. add interest to the street level environment;
3. protect public safety;
4. reduce visual clutter, and
5. enhance the appearance and safety of the downtown area.

Generally discourage signs not oriented to persons at street level. Limit signs on roofs and the upper floors of buildings, intended primarily to be seen from a distance.

Continue the present policy of restricting the issuance of permits for new billboards, including that existing billboards may be maintained and repaired, but not expanded or structurally altered.

Subject signage within the Pioneer Square Preservation District, International Special Review District and the Pike Place Market Historical District to the regulations and approval of the appropriate boards or commissions.

**DT-UDP13** Further promote the urban design and development objectives of these policies through the City's design review process to ensure that downtown development is orderly, predictable, and aesthetically pleasing.



open space policies

**DT-OSP1** Expand downtown open space as a comprehensive network to:

1. promote an orderly, visually pleasing and active environment for workers, residents and visitors;
2. reinforce desired land use patterns;
3. provide links among areas within and surrounding downtown; and
4. improve pedestrian circulation.

Expand the open space system through:

1. development of new parks and/or other open space
2. adaptation of streets not critical to vehicular circulation to increase right-of way use for pedestrian circulation;
3. incorporation of open space, as appropriate, in major public projects;
4. a system of incentives to promote development of public open space as part of new downtown projects through bonuses for private development of public open space and/or transfer of development rights from sites providing public open space;
5. encouragement of amenities to enliven open spaces.

**DT-OSP2** Support the addition of major new public open spaces to the downtown open space network to meet the needs of downtown's growing employment and residential populations. Promote new open space development consistent with the Comprehensive Plan's open space goals and adopted policies of downtown neigh-

borhood plans. Open space projects to be considered for potential development in the future include the following:

1. **Harborfront Open Space.** To improve public access and enjoyment of the shoreline, and to better integrate east/west pedestrian connections between the Harborfront promenade and the rest of downtown by developing open space where appropriate opportunities exist along the waterfront.
2. **Westlake Circle.** To provide a formal downtown terminus of Westlake Avenue and complement the special character desired for this potential boulevard; and to better integrate the retail core with the Denny Triangle neighborhood, by locating public open space in the area bounded by Stewart Street, Olive Way, and Fifth and Sixth Avenues.
3. **International District Community Gardens.** To perpetuate the existing use of the Community Gardens on the Chinatown/International District hilltop by providing public access and supporting the completion of property acquisition for the gardens.

**DT-OSP3** Consider major public projects, such as the City Hall and convention center, as opportunities for adding significant public open space downtown. Consider including public open space in these projects when it is consistent with their function and integrate new open space with surrounding parks and public spaces, as appropriate. Any redevelopment of the existing Convention Place transit station site should include a public open space component.



**DT-OSP4** Accommodate active and passive pedestrian space on portions of existing street rights-of-way designated as Green Streets in accordance with the Pedestrian Classification Policy (Policy T10) and maps adopted by ordinance. Classify the various street segments comprising a Green Street according to desired vehicle circulation characteristics. In residential areas, generally develop Green Streets to reinforce neighborhood character. Encourage neighborhood commercial activities at appropriate locations along Green Streets to enliven the space with outdoor cafes, stalls and displays to the extent consistent with the basic transportation use of the right-of-way. In office and mixed use areas, improve Green Streets to provide a focus for new development and add open space for the enjoyment of workers, residents, and shoppers. Encourage interesting street level uses and pedestrian amenities to enliven the Green Street space and lend a special identity to the surrounding area.

Establish procedures to address some issues related to the development of green streets, such as development of general design standards, approval mechanisms, and maintenance agreements to coordinate Green Street implementation with adjacent private development. Establish a design process to guide development of specific design plans for each Green Street.

**DT-OSP5** Open Space Amenity Features. In zones with a base and maximum FAR, consider allowing increases in density above the base FAR to encourage development of public open space to meet the open space needs of higher density development and help achieve downtown open space goals. Consider, when appropriate, including conditions requiring dedication of such space in perpetuity. Coordinate the various incentives for providing open space to promote an equitable distribution of open space resources among downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for downtown in the Comprehensive Plan. Include the following as possible options for providing open space features to gain additional floor area:

1. **On-site Public Open Space.** Allow additional floor area for a variety of outdoor and interior features provided on a project site for public use. Such amenities should be highly visible and easily accessible to the public from the street; be of appropriate design and adequate size to function as useable space; be enlivened by uses and other features, including public art, that attract activity; and be designed and sited to respond to the surrounding context and maximize public use.
2. **Off-site Public Open Space.** Consider allowing office developers to provide required open space as public open space not located on their project sites to gain floor area above the base FAR. In addition to features similar to the on-site public amenities described above, other off-site features could include:

Green Street Improvement. Encourage private participation in the development of designated Green Streets as new projects are built by allowing increases



in floor area above the base FAR for cash contributions or construction of green street improvements in accordance with Green Street plans.

**DT-OSP6** Consider allowing the transfer of development rights from sites identified as desirable and appropriate locations for public open space. Include as conditions of the transfer that the sending site or open-space portion of the site be improved for public use as open space and dedicated in perpetuity to that use. Coordinate the various incentives for providing open space, including open space TDR, to promote an equitable distribution of open space resources among downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for downtown in the Comprehensive Plan.

**DT-OSP7** Generally require major residential and office developments in downtown to provide open space and/or recreation space adequate to meet the needs of project occupants and to offset the demands that high density developments place on existing open space resources. As appropriate, provide incentives to encourage project developers to meet this requirement by providing open space accessible to the public, either on the project site or at a nearby location.

Consider extending open space requirements to other uses upon finding that these uses generate demands for open space.

**economic development policies**

**DT-EP1** Promote development consistent with this plan. Consider the impact on economic development in the planning of major public projects and consider public actions to facilitate private development. Where possible, encourage private sector cooperation in implementing actions such as training and employment for target population groups.

**DT-EP2** Seek to expand employment, training and placement opportunities for Seattle residents with the objectives of:

1. expanding opportunities to target employment population;
2. providing a mechanism for the coordination and funding of training and referral programs; and
3. encouraging public/private partnerships in employment and training.

**housing policies**

**DT-HP1** Address the desired balance of housing affordable to the full range of household income levels through a collaborative effort between the City and downtown neighborhoods. Seek to achieve the Downtown Urban Center housing growth target and goals for the number and affordability of downtown housing units in the adopted policies of the downtown neighborhood plans.

Balance adopted neighborhood plan goals to achieve overall housing goals for downtown. Consider these goals as the City develops and implements housing programs and as City funds and other public resources are distributed. Promote the maintenance and preservation of housing affordable to low- and low-moderate income households.



**DT-HP2** To strive to achieve an adequate balance in employment and housing activity and to meet downtown housing goals, promote public and private actions for developing a significant supply of affordable downtown housing to help meet demand generated by downtown employment growth.

Public/Private Partnerships. Work with downtown neighborhoods, businesses, and public and non-profit organizations to meet downtown housing goals, especially with regard to implementing programs to develop and maintain affordable downtown housing units.

Light Rail Station Area Development. Review all light rail station area development plans to identify opportunities for high-density transportation efficient housing in these areas and to address potential impacts on existing housing resources.

**DT-HP3** Address the demand for housing for low-income households downtown, including that generated by downtown growth that is not being met by the private market, and help offset the pressure of downtown growth on existing affordable housing resources, through provisions to encourage or require the development of affordable housing, especially for households with incomes between 0 percent and 80 percent of the median income for the region. To this end, within downtown office, retail, mixed use commercial, and mixed use residential areas consider, among other strategies, conditioning floor area upon a voluntary agreement for the provision of lower income housing or a payment to a fund for that purpose. To further downtown housing goals, limit housing developed through such a program to areas permitting housing within the boundaries of the Downtown Urban Center, except that additional areas may be included if such an expansion of

the program would be consistent with the goals of both the Downtown Urban Center Plan and the adopted policies of other relevant neighborhood plans. Density bonuses shall not be granted for any housing developed within the Pike Market Mixed zone, where other mechanisms are available to achieve the housing objectives of this land use district.

Require that housing provided serve a range of lower-income households, particularly those with incomes below 80 percent of median income. Where housing is provided under a mitigation rationale, it should be based on the estimated additional needs resulting from new commercial or residential development.

**DT-HP4** Promote the integration of downtown residents of different income levels by encouraging new development that includes units affordable to households with a range of incomes, including low-income residents. Seek through the administration of funds available for new low-income housing to encourage projects with units affordable to households with a range of incomes, and consider additional incentives or requirements for promoting this type of development.

**DT-HP5** Pursue strategies for maintaining existing downtown housing resources, including but not limited to the following:

Preservation of project-based Section 8 Housing. Seek to promote preservation of federally-assisted housing units in downtown Seattle that are at risk of conversion to market rate rentals or other uses.

Minimum housing maintenance. To prevent the deterioration and abandonment of sound downtown housing units, consider and evaluate alternatives for a minimum maintenance program including incentives to discourage the neglect of sound housing.





Publicly Supported Housing Programs. Aggressively seek funds and target programs as appropriate to rehabilitate existing structures, construct new low and low-moderate income units and provide rent subsidies. Review annually public housing resources and the findings of the housing monitoring program and programs targeted to the most cost-effective actions to achieve goals for the number of low-income units to be provided by the Year 2014.

**DT-HP6** When proposed major projects funded by government agencies have an impact on low-income housing, consider, when appropriate, measures to mitigate that impact.

**DT-HP7** In addition to providing for housing, pursue strategies to enhance the livability of downtown for existing residents and to provide a high quality neighborhood environment to attract future residents, including encouraging, as appropriate, the location of public school facilities within or easily accessible to downtown.

human services policies

**DT-HS1** Address the demand for child care services generated by downtown employment growth by including in the conditions for achieving bonus floor area the provision of child care facilities on project sites, or payment to a fund for providing child care facilities at appropriate locations within downtown.

Child care facilities provided as part of the conditions for bonus floor area must serve a percentage of lower-income families on a free or reduced fee basis, in order to address the needs of lower-paid employees in downtown buildings.

Portions of public open space provided for a floor area bonus may be restricted to satisfy requirements for outdoor space associated with child care centers.



**DT-HSP2** Support human services to meet the needs of downtown workers and residents through direct public action and consider incentives to encourage developers to include these uses in new private development.

Seek to maintain and expand human services for the downtown low-income population through public actions and the encouragement of private participation, recognizing the relationship between low income housing needs and human services. Promote collaboration between the City and the community to address human services issues.

To enhance the mix of activity within downtown and accommodate human service needs, encourage private development to include provision for human services, including such uses as shelter housing, by, for example, exempting appropriate human service uses from chargeable floor area and by providing assistance for specific projects.

**DT-HSP3** Maintain a Downtown Human Services Fund to provide services to meet the needs of low-income residents and workers.

**DT-HSP4** Strive to maintain the provision of human services for low income downtown residents and workers as a high priority for the use of federal and state funds received by the City for health and human services programs.

**DT-HSP5** Consider the needs of target populations in locating human service facilities throughout downtown. Administer funds available for human services to insure coordination of housing and human services needs of the downtown low income population. Seek to avoid over concentration of human service facilities in any one area of downtown and encourage the location of needed facilities in areas lacking such facilities.

## transportation policies

**DT-TP1** Recognize the critical role that high capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through downtown. Seek to improve the system, through actions by the City, with Sound Transit and King County Metro Transit, and other transit agencies that:

1. provide capacity to meet forecast transit growth;
2. reduce travel time by transit;
3. reduce transit rider crowding on sidewalks;
4. reduce diesel bus noise and odor; and
5. provide an attractive and pleasant street environment for the pedestrian and transit rider.

**DT-TP2** Improve and expand the street level elements of the regional transit system to provide the primary mode of vehicular travel among downtown activities. Integrate the system with the transit tunnel, the pedestrian circulation network, peripheral parking facilities and other modes of travel to downtown including the ferry system, intercity bus and intercity rail.

Base Circulation System. Promote a base circulation system including modifications to existing service and additional downtown routes to improve access within downtown and between downtown and adjacent neighborhoods. In considering improvements to the base circulation system, examine the potential for using the monorail, waterfront streetcar, shuttles, and regional bus service to enhance the base circulation system and improve local service.



Long Range System and Incentives Agreement. Seek a long range program of transit circulation improvements, together with an incentives agreement defining the appropriate mechanisms for increasing service to be developed among the King County Department of Transportation Transit Division, Sound Transit and the City.

**DT-TP3** Strive to retain a ride-free zone and consider possible future expansion based on transit demand, finances, and operational conditions.

**DT-TP4** Promote the efficiency of the regional highway system and major arterials within downtown for vehicular access and circulation. Discourage through traffic within downtown's residential and shopping areas as well as those surrounding downtown. Facilitate the smooth flow of peak-hour traffic on downtown streets providing access to the regional highway network.

Support projects intended to improve access to and local circulation within downtown, taking into account other downtown goals and policies.

**DT-TP5** Promote pedestrian circulation as the principal method of movement for trips within downtown. Improve the street level environment as the primary component of the pedestrian network. Strive to make the pedestrian network accessible to the elderly and disabled.

Continue to support a comprehensive program of public improvements to streets and sidewalks in coordination with the transportation, open space, land use and urban design policies. Consider the following pedestrian circulation improvement projects:

1. **Downtown Transit Corridor** (Streets above the Transit Tunnel). Surface pedestrian improvements to improve

access to transit stations as part of planning for transit station area development.

2. **Spot Improvements.** A program of location- specific pedestrian improvements at major bus stops and high volume pedestrian locations.
3. **Green Streets.** Design and development of designated green streets in downtown neighborhoods for added passive and active pedestrian space in accordance with the adopted policies of neighborhood plans, the Green Street policies, and these policies.
4. **Belltown Boulevard.** Development of a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through Belltown as an extension of the Downtown Transit Corridor.
5. **Westlake Boulevard.** Development of a landscaped boulevard with widened sidewalks along Westlake Avenue between Olive Way and Denny Way, consistent with the Belltown, Denny Triangle and Commercial Core neighborhood plans. Coordinate potential extension to South Lake Union with neighborhood planning for that area.
6. **Waterfront Linkages.** Improvements to east-west pedestrian connections and access through downtown and between downtown and the waterfront, including additional hill-climb opportunities as part of both public and private projects.
7. **Linkages across I-5.** Look for opportunities to re-establish connections between Downtown and adjacent areas by enlarging existing crossings, creating crossings under, or constructing lids over I-5 that can also provide



opportunities for development or open space.

**DT-TP6** Seek to accommodate increased pedestrian volumes resulting from more intensive development, improve pedestrian circulation, and enhance the downtown pedestrian environment, by considering conditioning certain development on, or requiring new development to provide, the following features:

1. **Sidewalk Widening.** Minimum sidewalk width requirements in high volume pedestrian areas. Consider requiring the street level of buildings to be set back from the street property line, in order to provide pedestrian space to accommodate additional pedestrian trips and transit activity associated with higher density development, and to enable properties in such areas to benefit reciprocally from the pedestrian traffic and transit activity. Vary the sidewalk width requirements according to the transportation function and anticipated volume of pedestrian traffic of the street, as indicated by the street classification system established in Policy T10.
2. **Overhead Weather Protection.** Overhead weather protection covering portions of the sidewalk along active, high volume pedestrian streets in order to enhance pedestrian comfort and to enable properties to gain reciprocal benefits from encouraging pedestrian activity. Overhead weather protection may include nonstructural features like canopies, awnings and marquees or structural features like building overhangs and arcades.

**DT-TP7** To encourage improvements that enhance pedestrian circulation and increase pedestrian comfort, consider floor area bonuses

for the following features provided in specified locations:

1. **Hillclimb Assist.** To assist pedestrian movement up and down steeply sloping sites between parallel avenues by providing pedestrian corridors that incorporate mechanical features such as elevators or escalators.
2. **Shopping Corridor.** To enhance pedestrian circulation and promote the concentration of shopping activity in the retail core and adjacent areas where pedestrian volumes are highest by providing through-block passages lined with shops connecting parallel avenues.
3. **Transit Station Access.** To integrate the pedestrian network with the transit tunnel system and to minimize sidewalk conflicts in office and retail areas on sites near transit stations by improving access to the system.

Base approval of the bonus on special evaluation criteria to ensure that the location and design of the transit station access is well integrated with the transit system and street level pedestrian network. Bonus eligibility of particular features may be discontinued if the City finds that the need for additional such features has declined in relation to other downtown priorities.

**DT-TP8** Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level.

**DT-TP9** Encourage and enhance bicycle access to and within downtown. Allow bicycles to use all downtown streets. Establish routes or corridors to connect downtown with the citywide network of bicycle routes. Provide bicycle storage facilities in major new public and private development. Within bicycle



corridors, study specific improvements, including signing or actions to increase bicycle safety.

Explore opportunities to create dedicated bicycle facilities on streets within downtown.

**DT-TP10** Classify downtown's streets according to the desired functional relationships of the various uses of the right-of-way. Through this classification system, integrate multiple vehicular and pedestrian needs, minimize modal conflicts, reflect and seek to do the following: reinforce adjacent land use, and provide a basis for physical changes and improvements. Use this system as a guide to identify and prioritize capital improvements and operating changes.

Classify downtown streets under categories addressing three primary functions:

1. traffic function,
2. transit function, and
3. pedestrian function.

**Traffic Classification.** Classify downtown streets according to the arterial street classifications of the Seattle Comprehensive Transportation Program (SCTP). The primary intent of this system is to promote vehicular use of streets that is consistent with Policy T4: Vehicular Access and Circulation Improvements.

**Transit Classification.** Classify downtown streets according to the transit street classifications of the SCTP. Use these classifications to coordinate improvements to the street right-of-way and abutting development so that high volumes of buses occur on streets with adequate sidewalk space for waiting riders.

**Pedestrian Classification.** Establish pedestrian classifications for all downtown streets. The primary intent of this classification system is to coordinate improve-

ments to the street right-of-way and abutting development to comfortably and safely accommodate anticipated pedestrian volumes and reinforce desired conditions for pedestrian circulation consistent with the Urban Design policies. Designate each downtown street according to the following categories and functions:

- **Class I:** High volume pedestrian activity street providing a major link in downtown pedestrian circulation.
- **Class II:** Moderate pedestrian activity street providing a secondary link in the pedestrian circulation system.
- **Green Street:** Link in pedestrian circulation system and element of open space bonus system.

**DT-TP11** Limit the size and location of curb cuts providing vehicular access to abutting property in order to minimize conflicts with other uses of the street right-of-way, particularly pedestrian and transit activity. Use the Street Classification System to guide the number, size and location of curb cuts. Place the greatest emphasis for minimizing curb cuts on Class I Pedestrian Streets and Principal Transit Streets because of their importance to downtown pedestrian circulation, with access from alleys and Class II Pedestrian Streets generally preferred. Generally, discourage access from Green Streets, with curb cut controls evaluated on a case by case basis during the planning of individual Green Streets. Standards for the location and size of curb cuts may be modified to accommodate steep slopes or other special conditions, taking into consideration pedestrian safety and the smooth flow of traffic.



**DT-TP12** Through a variety of actions, seek to provide an adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools and bicycles as alternatives to commuting by auto. In this balancing, generally maintain tighter restrictions on parking serving low-occupancy auto commuters who add to peak period traffic congestion, while allowing more flexibility for parking associated with trips for non-peak activities, such as shopping.

**DT-TP13** Maintain maximum parking requirements to restrict the supply of available long-term parking and to encourage use of alternatives to commuting by auto. Favor short-term parking to meet shopper and visitor needs over long-term parking. Exempt residential use from parking requirements within downtown where residents can walk or have convenient transit access to work and services, in order to promote affordable housing and reduce auto dependency.

**DT-TP14** Exempt floor area occupied by short term parking from the calculation of permitted floor area to recognize the difference in impacts between short term parking and other kinds of uses and to provide an incentive for projects to include short term parking to meet shopper and visitor parking needs. Short term parking means parking that is marketed, priced or operated in a manner that encourages its use as parking for shoppers and other non-commuters.

**DT-TP15** Generally require new development to provide off-street loading spaces to accommodate building service and delivery needs without disrupting traffic and street level pedestrian activity.

**DT-TP16** To ensure consistency with overall land use and transportation policies for downtown, limit development of parking as the principal use on a lot, as described below:

1. **Short Term Parking Garages.** To facilitate shopping and access to personal services, allow short term parking garages in all areas except residential districts and the waterfront west of Alaskan Way, unless specified otherwise pursuant to adopted neighborhood plan policies.
2. **Long Term Parking Garages.** In determining to what extent to allow garages for long-term parking, consider the following potential impacts: congestion; negative impacts on adjacent pedestrian and land use activities; encouragement of travel in single occupant vehicles; and conflicts with transportation management programs established to reduce such travel.
3. **Permanent Surface Parking Lots.** Prohibit permanent surface parking lots in most areas to avoid disruption of the pedestrian environment at street-level, maintain the level of activity and intensity of development desired downtown, and discourage single occupant vehicle travel. Identify areas where the impacts associated with permanent surface parking lots may be mitigated and consider permitting them in such areas, subject to mitigating conditions.
4. **Interim Surface Parking Lots.** Where permanent surface parking lots are prohibited, consider allowing interim surface parking lots for a restricted time period when the property would otherwise be unused pending redevelopment, in office, retail, and mixed commercial areas, excluding Special Review Districts.



- 5. **Principal Use Parking Garages.**  
To support residential development, consider allowing principal use parking garages in residential districts where such facilities are compatible with the desired neighborhood character.

**DT-TP17** Consider use of a downtown parking fund to facilitate the construction of parking facilities supporting downtown land use and transportation policies and recognized neighborhood plans, at locations consistent with the policies of this plan. Potential fund sources include contributions in lieu of constructing required accessory parking on site, revenues from existing and future public parking facilities, property or business assessment districts formed to construct downtown parking, and proceeds from the sale of revenue bonds or other bonds for parking construction.

## Downtown Neighborhood (Urban Center Village) Goals & Policies:

### Belltown

#### housing goals

- B-G1** A neighborhood where growth provides a varied housing stock and a wide range of affordability.
- B-G2** A neighborhood with tools to preserve its housing stock and prevent displacement of low and low-moderate income residents.

#### housing policies

- B-P1** Seek to assist nonprofit developers to develop new affordable housing in the neighborhood.
- B-P2** Seek to preserve the existing neighborhood scale and character by developing tools that both encourage the retention of existing buildings and encourage the creation of a variety of new small scale buildings.
- B-P3** Develop methods to integrate and stabilize the current population, respect neighborhood character and serve as a catalyst for the rest of the planning objective.
- B-P4** Support the neighborhood's identified goals for housing affordability.
- B-P5** Support projects that will increase artist housing.
- B-P6** Strive to increase the amount of housing production achieved through the Bonus and Transfer of Development Rights Program.
- B-P7** Strive to preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized units.

neighborhood plans: Downtown

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- B-P8** Improve and use a variety a tools to create and preserve affordable housing, such as increased funding and regulatory mechanisms (e.g., the land use code affordable housing requirement, and Transfer of Development Rights (TDR) and Bonus programs).
- B-P9** Develop tools for owners of existing affordable rental housing to make property improvements at low cost, in order to minimize increases in rents.
- B-P10** Strive to maintain the affordability of existing federally subsidized housing.
- B-P11** Strive to establish and maintain ongoing monitoring of housing affordability as the market changes over time.
- B-P12** Promote voluntary first-right-of-refusal agreements between local property owners and tenants, through means such as developing programs to assist non-profit agencies to identify willing property owners.
- B-P13** Research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

land use goals

- B-G3** A neighborhood with a vibrant streetscape.
- B-G4** A neighborhood with a mixed use character with an emphasis on residential and small business activity.
- B-G5** A Belltown with neighborhood design guidelines and design review.

land use policies

- B-P14** Promote pedestrian activity through such methods as eliminating "dead spots" of street level activity.

- B-P15** Provide opportunities for artists and start-up businesses through techniques such as live/work space and the temporary use of vacant "transitional" buildings.
- B-P16** Promote human scaled architecture, particularly ground level retail uses.
- B-P17** Increase neighborhood involvement in design review and development review.
- B-P18** Strive to preserve and enhance the intended residential character of Belltown by limiting the amount of off-site commercial advertising in the neighborhood.
- B-P19** Maintain designated view corridors.
- B-P20** Develop public/private investment strategies for a healthy business climate that attracts and supports the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents and to attract visitors for a healthy business climate.
- B-P21** Promote opportunities for small businesses to find affordable sites within Belltown.

transportation goal

- B-G6** A circulation system that enables people to live, work, shop, and play in Belltown and all of Downtown without a car.

transportation policies

- B-P21** Accommodate vehicular access, egress and parking that support residences, businesses, institutions and destinations within Belltown.
- B-P22** Manage routing and growth of vehicular traffic to minimize use of Belltown as a through-corridor and to mitigate neighborhood impacts.

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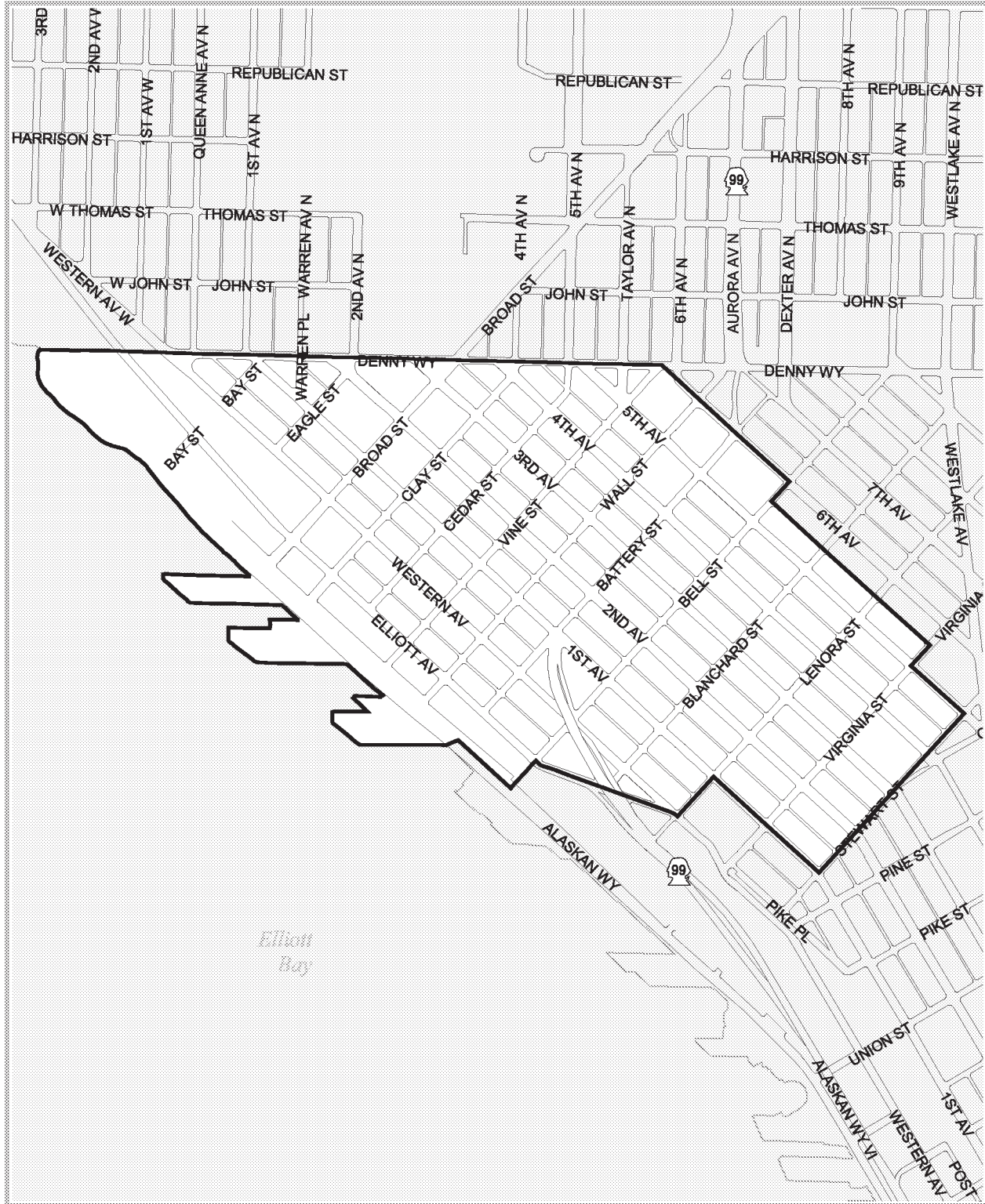




<p><b>pedestrian environment goals</b></p> <p><b>B-G7</b> A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at-grade access.</p> <p><b>B-G8</b> A neighborhood with a sense of seamless transition between public and private space, and a sense of ownership of public spaces.</p>	<p><b>parking policy</b></p> <p><b>B-P27</b> Strive to establish and maintain adequate levels of parking in the neighborhood for residents and the customers of businesses while enhancing street level activities and aesthetics.</p>	<p>neighborhood plans: Downtown</p>
<p><b>pedestrian environment policy</b></p> <p><b>B-P23</b> Encourage citizens to view streets as front porches, alleys as back doors, and parks (both public and private) as yards and gardens.</p>	<p><b>alleys goal</b></p> <p><b>B-G11</b> A neighborhood with alleys that are viable pedestrian and bicycle routes and business access points, and maintain their function for service access.</p>	
<p><b>transit goal</b></p> <p><b>B-G9</b> A neighborhood served by an efficient and easy-to-use transit system.</p>	<p><b>alleys policies</b></p> <p><b>B-P28</b> Promote well used, safe and clean alleys.</p> <p><b>B-P29</b> Promote the use and sense of ownership of alleys through the consideration of tools such as naming alleys and allowing the numbering of business and residences whose entries face alleys.</p>	<p><b>B-10</b></p>
<p><b>transit policies</b></p> <p><b>B-P24</b> Explore methods to consolidate transit service into major corridors within the neighborhood.</p> <p><b>B-P25</b> Seek to develop well designed and managed multi-modal hubs in the neighborhood.</p> <p><b>B-P26</b> Seek to improve transit access to other neighborhoods, especially to Capitol Hill and the University District.</p>	<p><b>green streets goals</b></p> <p><b>B-G12</b> A neighborhood with well designed and constructed green street improvements on designated green streets.</p> <p><b>B-G13</b> A neighborhood with well designed streetscapes that enhance the character and function of Belltown's streets and avenues.</p>	
<p><b>parking goal</b></p> <p><b>B-G10</b> A neighborhood with sufficient parking to meet the needs of Belltown residents and the customers of businesses, and where the provision of adequate parking does not encourage people to choose car trips over other modes.</p>	<p><b>green streets policy</b></p> <p><b>B-P30</b> Encourage the use of the Belltown Streetscape Guidebook and Green Street Guidelines when designing street and sidewalk improvements.</p>	



# BELLTOWN Urban Center Village



-  VILLAGE BOUNDARY
-  EDGE OF PAVEMENT

neighborhood plans: Downtown

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**community enrichment & social services goals**

- B-G14** A thriving, integrated community that takes a stewardship role in the community.
- B-G15** A neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.

**community enrichment & social services policy**

- B-P31** Encourage increased communication between social service providers and the community at large.

**public safety and neighborly regulations goal**

- B-G16** A neighborhood where it is safe to live, work and play.

**public safety and neighborly regulations policies**

- B-P32** Strive to increase participation in the Belltown Crime Prevention Council and Block Watch Programs through outreach.
- B-P33** Promote awareness of Crime Prevention Through Environmental Design (CPTED) techniques.
- B-P34** Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity.

**Chinatown/ International District**

**cultural & economic vitality goal**

- ID-G1** Thriving businesses, organizations, and cultural institutions.

**cultural & economic vitality policies**

- ID-P1** Support marketing activities that promote neighborhood businesses, events and cultural opportunities.
- ID-P2** Work with the Chinatown/International District community to develop business improvement strategies to encourage greater customer patronage to individual businesses.
- ID-P3** Encourage new business development and location within the neighborhood.
- ID-P4** Emphasize night-time activity to tap into a new market for businesses.
- ID-P5** Support development of a multi-purpose community recreation center with space for community programs and associations.
- ID-P6** Improve utility infrastructure, when appropriate, to support community needs.

**housing diversity & affordability goal**

- ID-G2** A neighborhood with diverse and affordable housing.

**housing diversity & affordability policies**

- ID-P7** Seek to diversify housing stock to include more moderate income and family housing.
- ID-P8** Seek additional affordable housing strategies to preserve existing low-income units and households.
- ID-P9** Explore resources and strategies for upgrading existing sub-standard and vacant buildings.

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neighborhood plans: Downtown

safe & dynamic public spaces goal

**ID-G3** Create safe and dynamic public spaces.

safe & dynamic public spaces policies

**ID-P10** Support specific programming to deliberately activate the parks, especially Kobe Park.

**ID-P11** Look for ways to incorporate design elements for crime prevention throughout the neighborhood, especially in parks, parking facilities and alleyways.

**ID-P12** Increase pedestrian safety by adding additional stop signs and crosswalk striping, where appropriate.

**ID-P13** Build on partnerships which can work together to provide additional pedestrian amenities such as pedestrian street lighting, street trees, street furniture and informational kiosks that enhance the pedestrian environment.

**ID-P14** Target Jackson Street, Dearborn Street and 5<sup>th</sup> Avenue for pedestrian improvements.

accessibility goal

**ID-G4** An accessible neighborhood, with access within and to the neighborhood, for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes and walking.

accessibility policies

**ID-P15** Seek to reduce auto congestion at key intersections.

**ID-P16** Work with Metro and Sound Transit to find ways to maximize service to residents, customers and employees in the neighborhood.

**ID-P17** Improve bicycle route markings and related bicycle facilities, including bicycle racks within the neighborhood.

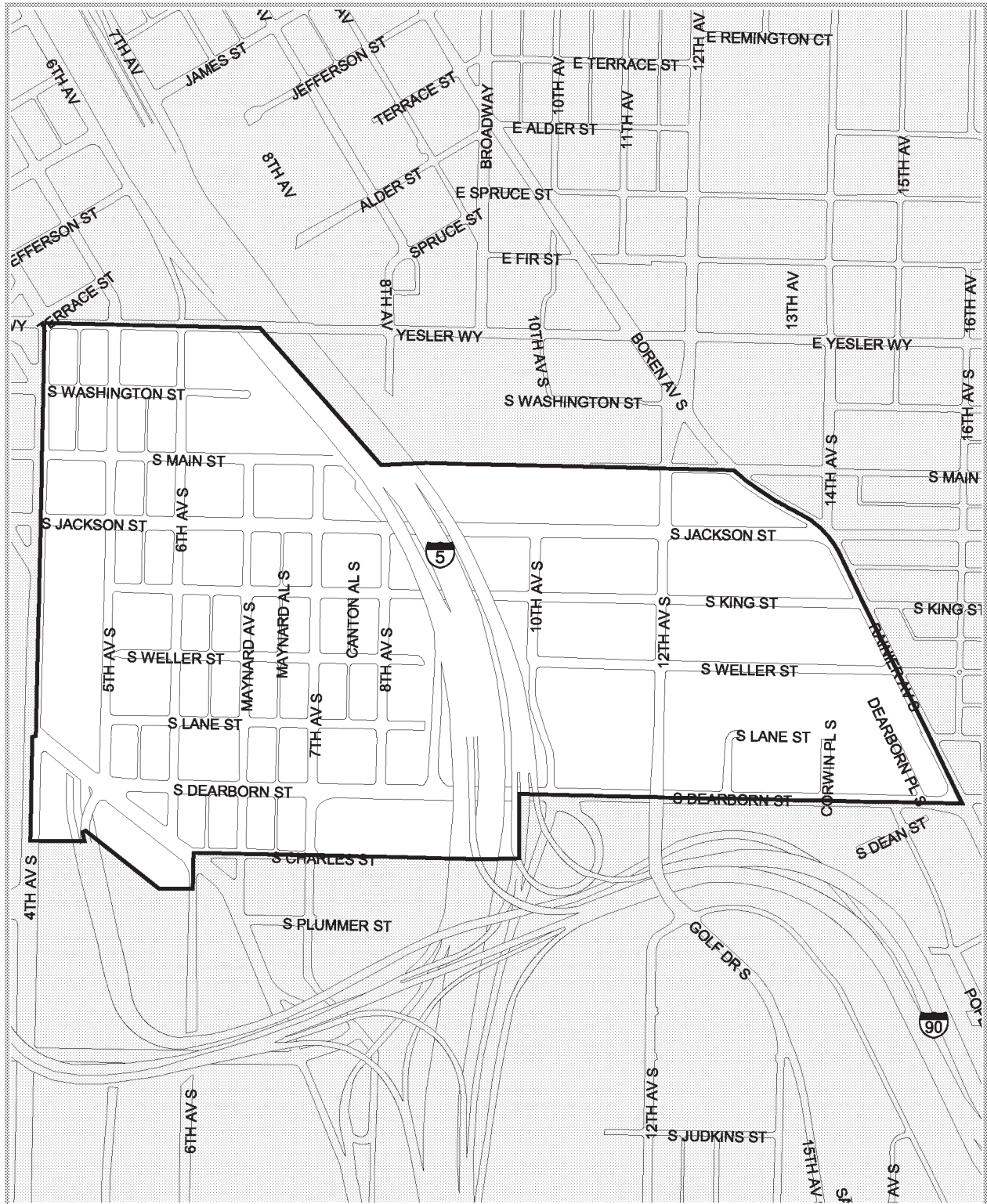
**ID-P18** Increase short term parking opportunities within the neighborhood.

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# CHINATOWN-INTERNATIONAL DISTRICT Urban Center Village

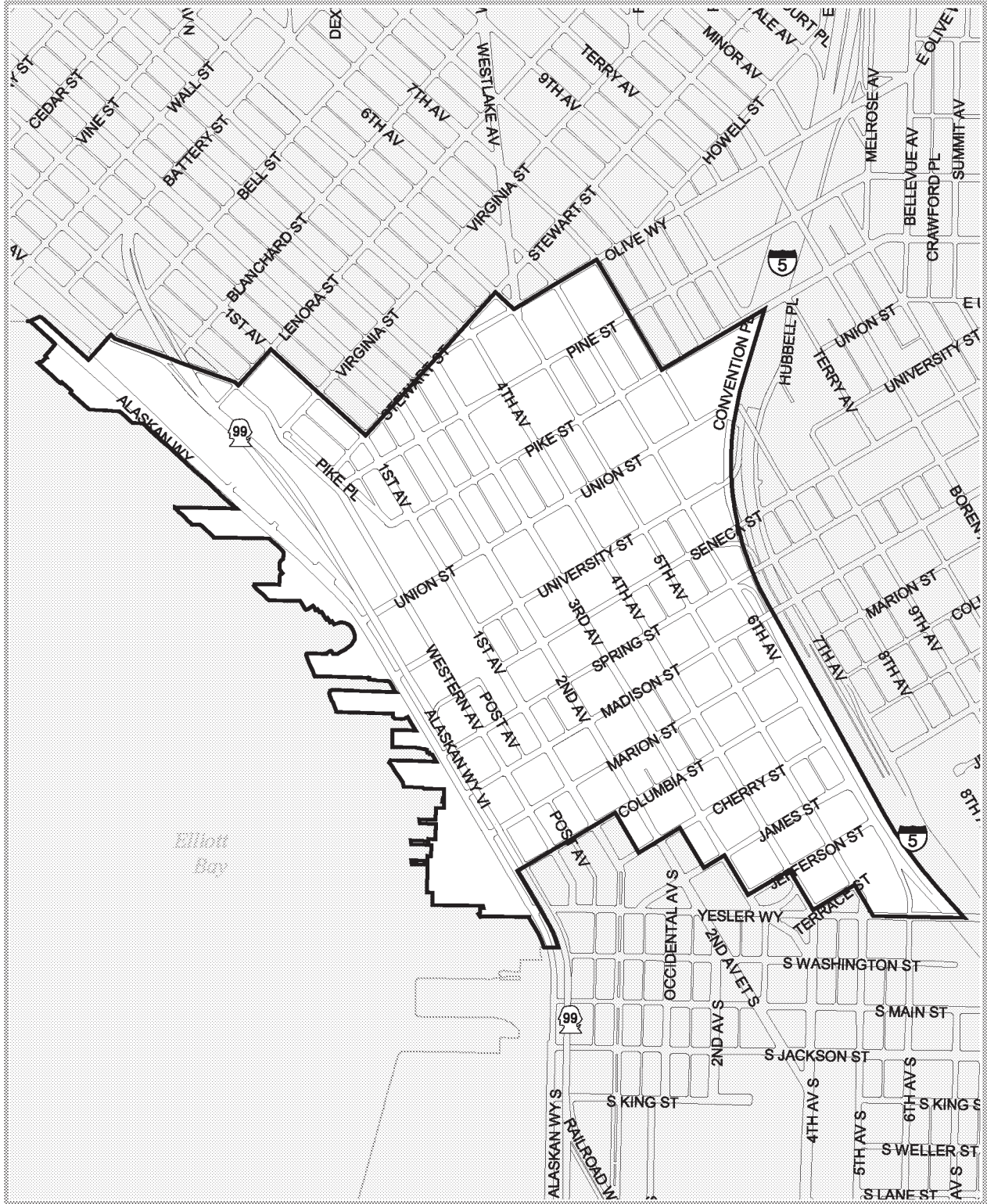


0 500 1000 Feet

— VILLAGE BOUNDARY  
— EDGE OF PAVEMENT



# COMMERCIAL CORE Urban Center Village



-  VILLAGE BOUNDARY
-  EDGE OF PAVEMENT

neighborhood plans: Downtwon

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## Commercial Core

### goals

- COM-G1** Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.
- COM-G2** Promote a unique neighborhood identity for the Commercial Core.

### policies

- COM-P1** Explore revising public benefit bonuses and incentive programs regulated by the Land Use Code to stimulate desirable development and support neighborhood goals.
- COM-P2** Encourage variety in architectural character and building scale.
- COM-P3** Strive to maintain the neighborhood's historic, cultural and visual resources.
- COM-P4** Seek to provide housing affordable to households with a range of income levels.
- COM-P5** Guide development and capital projects throughout the entire Downtown area through development of a unified urban design strategy that provides a vision for new public facilities, waterfront connections, pedestrian environments, transit linkages and open space.
- COM-P6** Strive to take advantage of opportunities to develop new public open space and encourage development of a system of connected green spaces and open public areas.
- COM-P7** Use Green Streets and open space as a means to improve urban design character and provide amenities that support growth.

- COM-P8** Seek to improve the cleanliness and safety of streets and public spaces.
- COM-P9** Seek to improve the pedestrian qualities of streets and public spaces.
- COM-P10** Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.
- COM-P11** Work with transit providers to promote convenient transit and public access to and through the Commercial Core.
- COMPP12** Seek opportunities to improve mobility throughout the Commercial Core.
- COM-P13** Seek to increase coordination among downtown human services providers.



## Denny Triangle

### housing goal

**DEN-G1** A diverse residential neighborhood with an even distribution of income levels.

### housing policies

**DEN-P1** Seek an even distribution of household income levels.

**DEN-P2** Explore the use of bonuses, zoning, TDRs and City investment to encourage housing throughout the Denny Triangle Neighborhood.

**DEN-P3** Maintain a supply of low-income units in the Denny Triangle neighborhood throughout the life of the plan.

### land use goal

**DEN-G2** A mixed-use neighborhood that combines commercial office space, retail sales and services, social and public services, and a residential population.

### land use policies

**DEN-P4** Consider a variety of land use tools, including increased height limits and floor area ratios, design review processes, bonuses for public benefit features and exempting housing and retail space from floor area ratio to stimulate both residential and commercial development.

**DEN-P5** Encourage a mix of low, moderate and market rate affordable housing throughout the neighborhood, incorporated into projects that mix commercial and residential development within the same projects.

**DEN-P6** Support creation of "residential enclaves" of predominantly residential development along key green street couplets at 9<sup>th</sup> and Terry Avenues and Bell and Blanchard Streets identifiable as residential neighborhoods by small parks, improved streetscapes, retail functions and transportation improvements that support neighborhood residents and employees alike.

### urban form goal

**DEN-G3** A diverse, mixed-use character that provides a transit and pedestrian-friendly atmosphere.

### urban form policies

**DEN-P7** Encourage the development of gateway markers at major entryways to the neighborhood along Denny Way.

**DEN-P8** Encourage redevelopment of small triangular parcels as neighborhood gateways.

**DEN-P9** Encourage the creation of new open spaces, including at Westlake Circle and at the Olive/Howell wedge.

**DEN-P10** Encourage the creation of open space as part of new public projects.

**DEN-P11** Support redevelopment of Westlake Boulevard as a boulevard.

**DEN-P12** Designate and support the development of green streets in the neighborhood.

**DEN-P13** Strive to accomplish goals for open space as defined for urban center villages, such as:

- One acre of Village Open Space per 1,000 households;
- All locations in the village must be within approximately 1/8 mile of Village Open Space;





# DENNY TRIANGLE Urban Center Village



0 500 1000 Feet

**—** VILLAGE BOUNDARY  
**—** EDGE OF PAVEMENT



- Dedicated open space must be at least 10,000 square feet in size, publicly accessible and usable for recreation and social activities;
- There should be at least one usable open space of at least one acre in size where the existing and target households total 2,500 or more;
- One indoor, multiple use recreation facility
- One dedicated community garden for each 2,500 households in the Village, with at least one dedicated garden site.

transportation goal

**DEN-G4** Reduce external transportation impacts while improving internal access and circulation.

transportation policies

**DEN-P14** Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions.

**DEN-P15** Use partnerships with transit providers to improve the basic transit route structure, system access and connectivity to better serve the neighborhood.

**DEN-P16** Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.

**DEN-P17** Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.

**DEN-P18** Consider development of traffic improvement plans to lessen the impact of regional automobile traffic on the Denny Triangle neighborhood.

**Pioneer Square**

open space goal

**PS-G1** A community with a strong quality of life including public art and cleanliness.

open space policies

**PS-P1** Encourage the inclusion of an artist in the design of publicly funded projects.

**PS-P2** Improve gardening, cleaning and maintenance of public spaces within Pioneer Square through the coordination of city departments and private or non-profit cleaning companies.

**PS-P3** Recognize the importance of Occidental Corridor as the "center" of the neighborhood.

**PS-P4** Strive to improve park areas within Pioneer Square through grant funding and technical assistance.

**PS-P5** Reclaim Pioneer Square alleys for positive uses through improved cleanliness and safety programs.

public safety goal

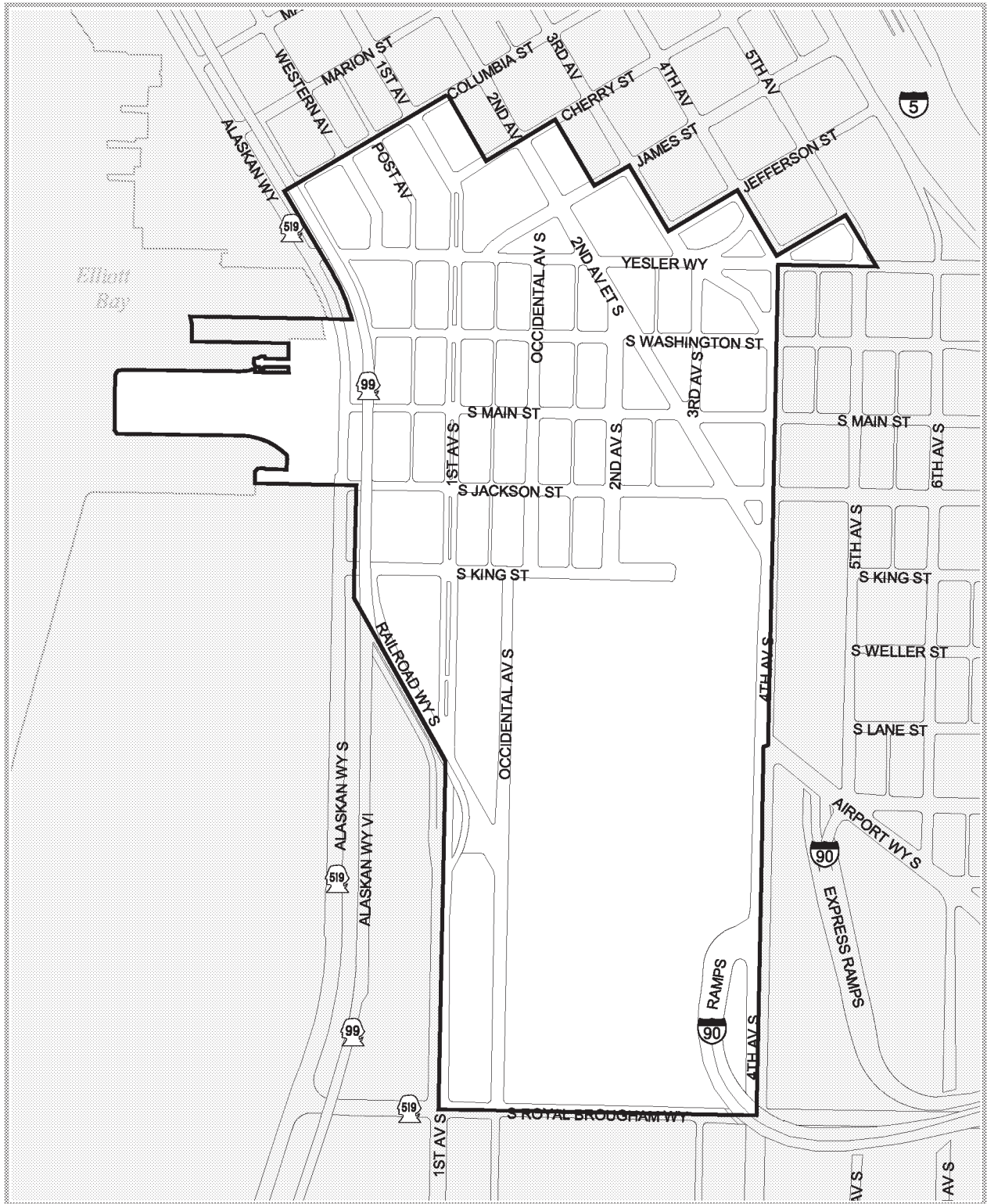
**PS-G2** A community that invites pedestrian and tourist activity through a high level of civil behavior and cleanliness.

public safety policies

**PS-P6** Raise and maintain a high level of public behavior and civility standards through police enforcement and participation by neighborhood groups.



# PIONEER SQUARE Urban Center Village



**—** VILLAGE BOUNDARY  
**- - -** EDGE OF PAVEMENT



neighborhood plans: Downtown

**PS-P7** Continue to support Good Neighbor Agreements between existing social service providers and the neighborhood.

housing goal

**PS-G3** A diverse community with a significant residential population.

housing policies

**PS-P8** Encourage housing development through both new construction and renovation of existing structures.

**PS-P9** Encourage the retention and development of artist live/work space.

**PS-P10** Encourage the development of incentive packages for housing construction and rehabilitation.

**PS-P11** Encourage the development of housing opportunities for a mix of incomes.

**PS-P12** Encourage concurrent development of businesses necessary to support residents in new housing developments.

economic development goal

**PS-G4** A diverse and unique community with an eclectic mix of businesses and major community facilities.

economic development policies

**PS-P13** Recognize the Qwest Field North Lot development as a business anchor in the neighborhood.

**PS-P14** Encourage coordination between development projects, neighborhood enterprise and the local labor pool - especially low-income and shelter residents.

**PS-P15** Strive to maintain local access to Pioneer Square during major events.

**PS-P16** Support neighborhood efforts to develop business support and communication system.

transportation & utilities goal

**PS-G5** A community with an efficient transportation system that provides efficient access to sites inside and outside neighborhood boundaries.

transportation & utilities policies

**PS-P17** Coordinate with other responsible agencies to develop access opportunities to the neighborhood through transit and pedestrian methods.

**PS-P18** Strive to improve infrastructure to accommodate increased pedestrian and traffic uses.

**PS-P19** Strengthen coordination of alley improvements among city department and involved neighborhood groups.

**PS-P20** Encourage the development of a community-parking program in order to provide access for residents, especially during events.

B-10

January | 2005



**B-11 Eastlake**

**community design goals**

- EL-G1** A residential lakefront community primarily defined by low to moderate residential density, pedestrian-scale mixed-use development, neighborhood services, Lake Union maritime uses and compatible architectural styles.
- EL-G2** A safe and interesting streetscape with pedestrian activity, a strengthened commercial identity and residential community, and reduced conflicts between residential and commercial uses along Eastlake Avenue E.
- EL-G3** A neighborhood that values and preserves its traditional diversity and scale of development, and that respects its ecology and environment.
- EL-G4** A community with pedestrian activity, and attractive close-in and distant views along streetscapes, alleys and shorelines.
- EL-G5** A community where the residential growth is consistent with Eastlake's character, size, scale, infrastructure and public services, and occurs in locations appropriate for residential uses.

**community design policies**

- EL-P1** Encourage the consolidation of commercial and residential uses on Eastlake Avenue East into districts or nodes that would: strengthen the identity of each area; reduce the potential for conflicts between land uses; increase residential development along parts of Eastlake Avenue East; increase the development of neighborhood-serving businesses at street level; and direct vehicle access and parking to alleys and side streets.

- EL-P2** Identify, preserve, enhance and create a variety of attractive and interesting views from and of public spaces.
- EL-P3** Anticipate and minimize, through zoning regulations and/or design review guidelines, to be prepared for the Eastlake area, the potential for impacts on residential uses from the close proximity, orientation, or incongruent scale of commercial development, including the loss of privacy, sunlight or air, or increased noise, artificial light or glare.
- EL-P4** Seek opportunities to conserve Eastlake's older structures as defining elements of Eastlake's architectural and historic character and as a resource for affordable housing and commercial spaces.
- EL-P5** Through design review, promote interaction between the community, developer, designers, and decision-makers to help ensure buildings contribute to and enhance Eastlake's character.
- EL-P6** Explore the development of live/work units in areas that allow commercial development.
- EL-P7** Buildings are an important part of Eastlake's views and residential and commercial streetscapes, and their designs should reflect the neighborhood's lowrise, finely textured scale, comparatively small development sites, and the individuality of its architectural expressions.
- EL-P8** Pedestrian connections between buildings should occur at the street level. Avoid skybridges on public property and rights-of-way in Eastlake; when connections across such public land and rights-of-way are necessary, pursue below grade connections to buildings that do not detract from activity at the street level, the streetscape and public views.

neighborhood plans: Eastlake

**B-11**

January | 2005



neighborhood plans: Eastlake

**EL-P9** Promote interesting, safe, and diverse pedestrian connections that are compatible with and sensitively designed for abutting land uses.

**EL-P10** Strive to preserve, restore and maintain Eastlake's historic cobblestone streets.

**EL-P11** Enhance Lynn Street between Eastlake and Boylston Avenues East as a gateway to the Eastlake neighborhood, a view corridor, and an important pedestrian connection without expanding its existing street or right-of-way width.

**EL-P12** Use and development of Eastlake's shoreline properties should strengthen and enhance the neighborhood's existing maritime uses, recreational uses, habitat and floating home community through the future use and development of Eastlake's shoreline properties.

**EL-P13** Maintain, enhance, and nurture the Seward School as a public school, historic landmark, and focus of community identity and social, civic and recreational activities.

**EL-P14** In the Eastlake Residential Urban Village, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply.

B-11

open space goals

**EL-G6** A neighborhood that cherishes and preserves its urban ecological health.

**EL-G7** An open space network providing a variety of experiences that promotes community, ecology, learning and stewardship, and that serves Eastlake and the larger region for current and future generations.

January | 2005

open space policies

**EL-P15** Encourage Eastlake residents, businesses and public facilities to plant native vegetation on public and private properties.

**EL-P16** Encourage the use of landscaping, berms and other natural sound absorption techniques to reduce noise and create an aesthetically pleasing environment or wildlife habitat.

**EL-P17** Provide open space for wildlife and plant habitat, pedestrian connections, and passive and active recreation. For individual open space sites, identify the primary purpose from among these four purposes, plan for compatible uses and discourage incompatible uses.

**EL-P18** Strive to create an attractive, identifiable gateway ("North Gateway") to Eastlake and the adjoining neighborhoods that provides open space, art and community identity.

transportation goals

**EL-G8** A neighborhood where seniors, children and people with disabilities can stroll and cross streets safely, where bicyclists are safe, buses are frequent and bus stops convenient, where truck access is good and where though traffic, freeway noise and pollution are controlled.

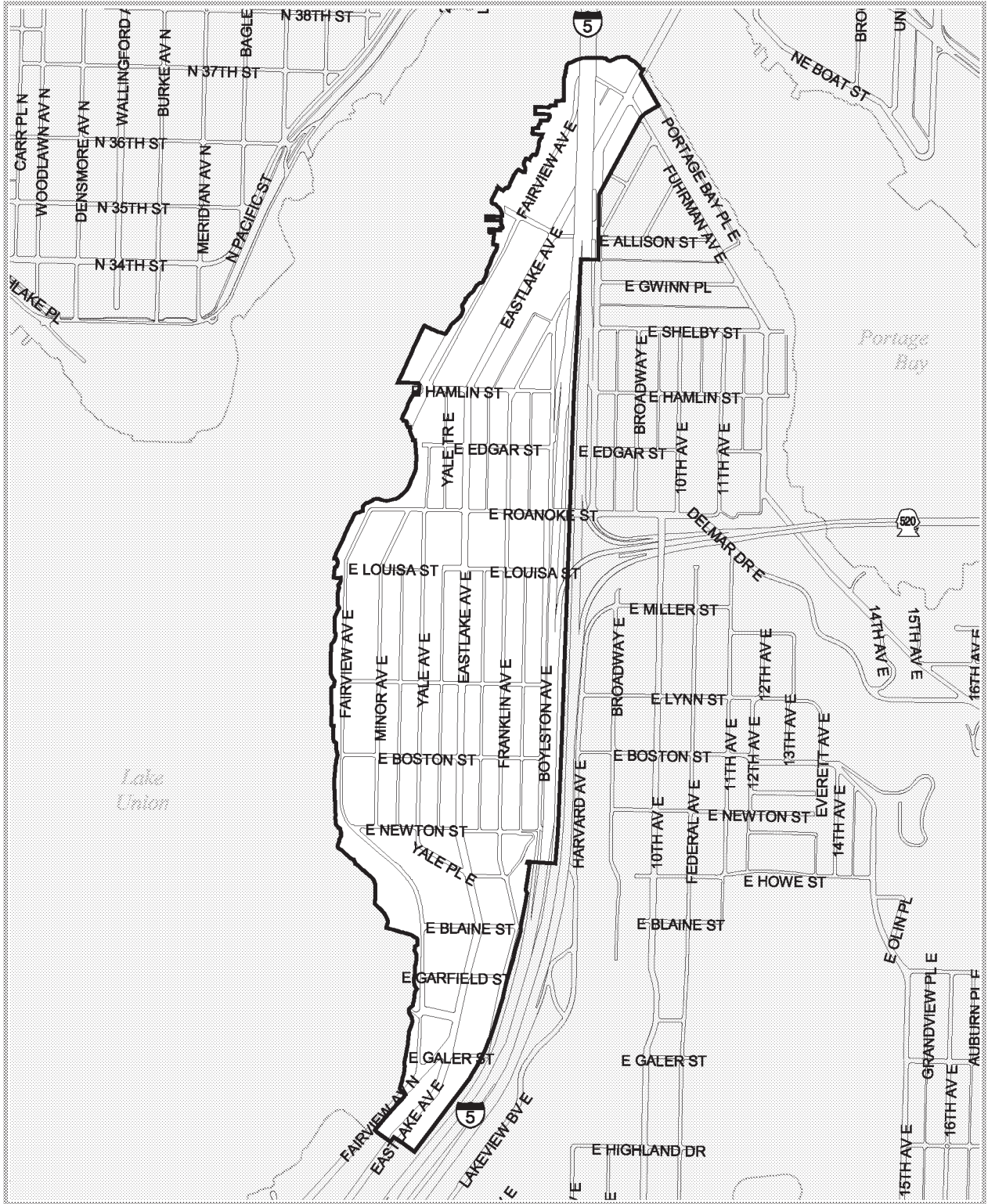
transportation policies

**EL-P19** Strive to improve pedestrian facilities including street crossings, sidewalks and other walkways, especially along Eastlake Avenue.

**EL-P20** Strive to establish additional pedestrian connections where they do not now exist, such as under or over Interstate-5 or along the shoreline.



# EASTLAKE Residential Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT



- EL-P21** Strive to enhance Fairview Avenue East north of E. Newton St. through traffic calming and other pedestrian safety improvements.
- EL-P22** Strive to reduce freeway-related noise, air and water pollution.
- EL-P23** Support the neighborhood's visibility and identity from Interstate-5 through such means as landscaping and signage.
- EL-P24** Seek to implement the City's Urban Trail system within this neighborhood by completing pedestrian connections.

main street goal

- EL-G9** A neighborhood where residents and employees also shop and dine, that attracts and retains quality retail and services businesses, that is lively and busy during the day and evening and that has a clean and vital Main Street that adds to the sense of community.

main street policies

- EL-P25** Seek to attract new businesses and customers.
- EL-P26** Pursue traffic, parking and local and express transit service improvements. King County/Metro busses that use Eastlake Ave E. should include at least two stops within the Eastlake neighborhood.

- EL-P27** Seek to provide more planted medians for those parts of Eastlake Avenue in which businesses and abutting property owners support them.

diversity goal

- EL-G9** A neighborhood in which neighbors know and help one another, value diversity, welcome people of any race, age, family makeup and economic status, maintain a close relationship with businesses and schools and in which community is a reality.

diversity policies

- EL-P28** Promote diversity among Eastlake's residents and strengthen their relationship with Eastlake's public school.
- EL-P29** Build ties between Eastlake's business and residential communities.

affordable housing goal

- EL-G10** A neighborhood including all socioeconomic groups with some housing units affordable to people with low incomes.

affordable housing policy

- EL-P30** Seek to expand housing opportunities in Eastlake for those with incomes under 80 percent, and especially for those under 50 percent, of the citywide median income.





**B-12 First Hill**

**community character goals**

- FH-G1** A community with a culturally and economically diverse residential population, that is also a major employment center, home to many of the region's state-of-the-art medical centers and related facilities.
- FH-G2** An active, pedestrian-friendly Urban Center Village that integrates residential, commercial, and institutional uses, and maintains strong connections to surrounding neighborhoods and the Urban Center.

**community character policies**

- FH-P1** Encourage mixed-use development in the Madison Street district to create more of a visual and functional center to the neighborhood and strengthen the relationship between the residential and commercial areas in First Hill.
- FH-P2** [ Policy deleted by ordinance 122313. ]
- FH-P3** Seek opportunities to provide additional community facilities to serve the existing diverse population and the new residents and employees projected to move into the neighborhood within the next fifteen years.
- FH-P4** Encourage the implementation of public safety measures to provide a safe environment for residents, employees, and patrons.
- FH-P5** Encourage major institutions and public projects to work to preserve, maintain, and enhance the important qualities of the neighborhood plan, i.e. open space, housing, and pedestrian environment.

**economic development goal**

- FH-G3** A thriving business district which serves the needs of residents, employees, and visitors to First Hill.

**economic development policy**

- FH-P6** Encourage longer hours of operation and an increased variety of businesses in First Hill.

**housing goals**

- FH-G4** A neighborhood which provides a variety of housing opportunities that are compatible with other neighborhood goals, and maintains the economic mix of First Hill residents.

**housing policies**

- FH-P7** Encourage new housing development on underutilized sites.
- FH-P8** Explore joint housing development opportunities with the private sector, major institutions, and other public agencies.
- FH-P9** Encourage the retention and preservation of existing housing.
- FH-P10** Support a neighborhood infrastructure of attractive amenities and public facilities. that attracts the development of new housing and preserves existing housing.
- FH-P11** Support the development of a strong commercial district that also serves the needs of the residential areas.

**public safety goal**

- FH-G5** A safe community for residents, employees, visitors, and shoppers.

neighborhood plans: First Hill

**B-12**

January | 2005 (2007)



public safety policies

- FH-P12** Encourage a 24-hour activity climate and increased street activity throughout the neighborhood as a crime deterrent by promoting eyes-on-the-street surveillance.
- FH-P13** Support community-based organizations and encourage partnerships with law enforcement agencies to make the neighborhood more safe and secure.
- FH-P14** Encourage the use of crime prevention through environmental design techniques for buildings, streets, and parks to minimize the ability for crime to take place.

human needs & development goals

- FH-G6** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

human needs & development policies

- FH-P15** Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.
- FH-P16** Seek to improve communication between people, organizations and communities dealing with human needs and development issues.
- FH-P17** Seek to address human support needs in the neighborhood.
- FH-P18** Seek a comprehensive approach in addressing the human needs and problems of persons within the neighborhood.

parks, open space, & community facilities goals

- FH-G7** A neighborhood with safe, accessible, and well-maintained parks, open space, and community facilities that meet the current and future needs of a growing community.

parks, open space, & community facilities policies

- FH-P19** Seek new opportunities for the creation of useable and safe parks and open space.

transportation goals

- FH-G8** A neighborhood which provides for the safe and efficient local- and through-traffic circulation of automobiles, transit, bicycles, and pedestrians.

transportation policies

- FH-P20** Seek to resolve transportation and parking problems associated with being both a major medical employment center and a residential urban center village and improve the environment for pedestrians.



# FIRST HILL Urban Center Village



0 500 1000 Feet

 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT



neighborhood plans: Fremont

B-13

January | 2005

## B-13 Fremont

### community character goals

- F-G1** A neighborhood with unique character and opportunities that make Fremont the "Center of the Universe."
- F-G2** A neighborhood with rich and varied urban streetscapes.
- F-G3** A neighborhood with a cohesive sense of community woven together by neighborhoods on both sides of Aurora Avenue N. south of Woodland Park.
- F-G4** A neighborhood that encourages the retention of important scenic view opportunities throughout the neighborhood.

### community character policies

- F-P1** Encourage unique recreational and aesthetic amenities within the Urban Village.
- F-P2** Recognize Fremont's core retail area (downtown Fremont) and shoreline (Lake Union and the Ship Canal) as important local urban amenities.
- F-P3** Encourage the development of public art, cultural amenities, and unique design treatments consistent with Fremont's character for the enjoyment and enrichment of users.
- F-P4** Strive to provide street amenities that will create an attractive urban environment and that recognize the importance of both vehicular and pedestrian uses.
- F-P5** Coordinate street improvements with other neighborhoods, where appropriate, to ensure a consistent approach.

- F-P6** Recognize the importance of commercial activities and adjacent residential neighborhoods and, seek to balance and accommodate the needs of both on Fremont's streets.
- F-P7** Develop methods to link the communities on both sides of Aurora Avenue N. to create a more cohesive and high quality urban environment.
- F-P8** Strive to provide linkages that will enhance the livability of the Fremont neighborhood and encourage exchange between east and west, including the development of common open space.
- F-P9** Seek opportunities for improved vehicle access across/under Aurora Avenue N.
- F-P10** Strive to protect public view corridors and scenic opportunities throughout Fremont.
- F-P11** Explore ways to support incubator businesses in the City.
- F-P12** Consider capital improvements and infrastructure to be important for the Leary Way, upper Fremont Avenue North, and Stone Way business areas, as well as for the Fremont Hub Urban Village, because these areas provide goods and services to the Fremont Urban village and their adjoining residential areas, and are accessible by walking, bicycling, car-pooling, or public transit.
- F-P13** In the area where the Wallingford Urban Village and the Fremont Planning Area overlap (the area bounded by Stone Way on the east, N. 45<sup>th</sup> Street on the North, Aurora Ave. N. on the West, and N. 40<sup>th</sup> Street on the South) maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.



**housing goals**

- F-G5** A neighborhood that is a desirable and an affordable community in which to live.
- F-G6** A neighborhood with a mix of housing affordability and types that enhance Fremont's unique character.
- F-G7** A neighborhood with a stable residential population.

**housing policies**

- F-P14** Make use of existing tools to address affordable housing needs.
- F-P15** Encourage programs and land use code regulations that support a mix of housing types and a range of affordability.
- F-P16** Encourage the development of housing in commercial areas.
- F-P17** Increase opportunities for home ownership.
- F-P18** Develop incentives for families to locate in the Fremont community.
- F-P19** Encourage the development of housing for senior citizens.
- F-P20** Seek to maintain existing, and encourage new, affordable rental housing.
- F-P21** Encourage neighborhood design quality, creativity, and character consistent with Fremont neighborhood design guidelines.
- F-P22** Encourage attractive, pedestrian-oriented streetscapes through design guidelines, zoning refinements, and streetscape improvements.
- F-P23** Support the creation of public art at key sites in the community.

**F-P24** Encourage high density housing to locate in mixed-use areas and in close proximity to transit corridors.

**transportation: planning for the future goal**

**F-G8** A neighborhood with an efficient, safe, and community-compatible transportation system.

**transportation: specific identified transportation systems issues goals**

- F-G9** A neighborhood with efficient connections to Aurora Avenue N.
- F-G10** A Stone Way Corridor which balances the needs of industrial access and general traffic capacity with bicycle and pedestrian safety.

**transportation: specific identified transportation systems issues policies**

- F-P25** Seek to develop efficient and safe connections between all sections of Fremont and Aurora Avenue N.
- F-P26** Seek to reduce or eliminate the use of local residential streets for access to Aurora Avenue N.
- F-P27** Seek to improve safety and convenience for pedestrians and bicyclists crossing Aurora Avenue N.
- F-P28** Strive to improve safety, access and circulation for local vehicular traffic, pedestrians and bicycles.
- F-P29** Strive to improve access to waterfront industrial areas.

neighborhood plans: Fremont

**B-13**

January | 2005 (2015)



neighborhood plans: Fremont

B-13

January | 2005

transportation: transit service & transportation modes goals

- F-G11** A neighborhood served by a high level of public transportation that is responsive to community needs.
- F-G12** A neighborhood that encourages the use of modes of transportation other than the single-occupant automobile.
- F-G13** A neighborhood with active programs, such as car sharing, that reduce residents' reliance on ownership and operation of personal autos.

transportation: transit service & transportation modes policies

- F-P30** Seek to improve the convenience of transit access and transit connections in and around Fremont.
- F-P31** Strive to maximize Fremont access to planned citywide and regional transit services (e.g., Monorail, Sound Transit, water taxi, etc.)
- F-P32** Seek to establish safe and convenient pedestrian circulation to, from, and within the downtown Fremont commercial area.
- F-P33** Improve safety and convenience of bicycle travel within and through the Fremont neighborhood.

transportation: downtown Fremont access & circulation goal

- F-G14** A "downtown" Fremont with excellent circulation and accessibility.

transportation: downtown Fremont access & circulation policy

- F-P34** Seek to improve downtown Fremont streets and traffic control systems to ensure efficient circulation and accessibility.

transportation: arterial corridor pedestrian improvement goal

- F-G15** A neighborhood with convenient and safe pedestrian access along and across arterials.

transportation: arterial corridor pedestrian improvement policy

- F-P35** Provide appropriate pedestrian crossings on arterials.

transportation: bicycle improvements goal

- F-G16** A neighborhood with convenient and safe options for bicycle travel within and through the Fremont neighborhood.

transportation: bicycle improvements policies

- F-P36** Strive to improve connections among the main bicycle routes and trails passing through and serving Fremont.
- F-P37** Encourage street improvements for bicycle safety and convenience where needed.

transportation: traffic management/ calming & spot improvement goal

- F-G17** A neighborhood that is safe for local travel and with minimal cut-through traffic on residential streets.

transportation: traffic management/ calming & spot improvement policy

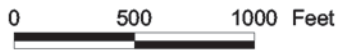
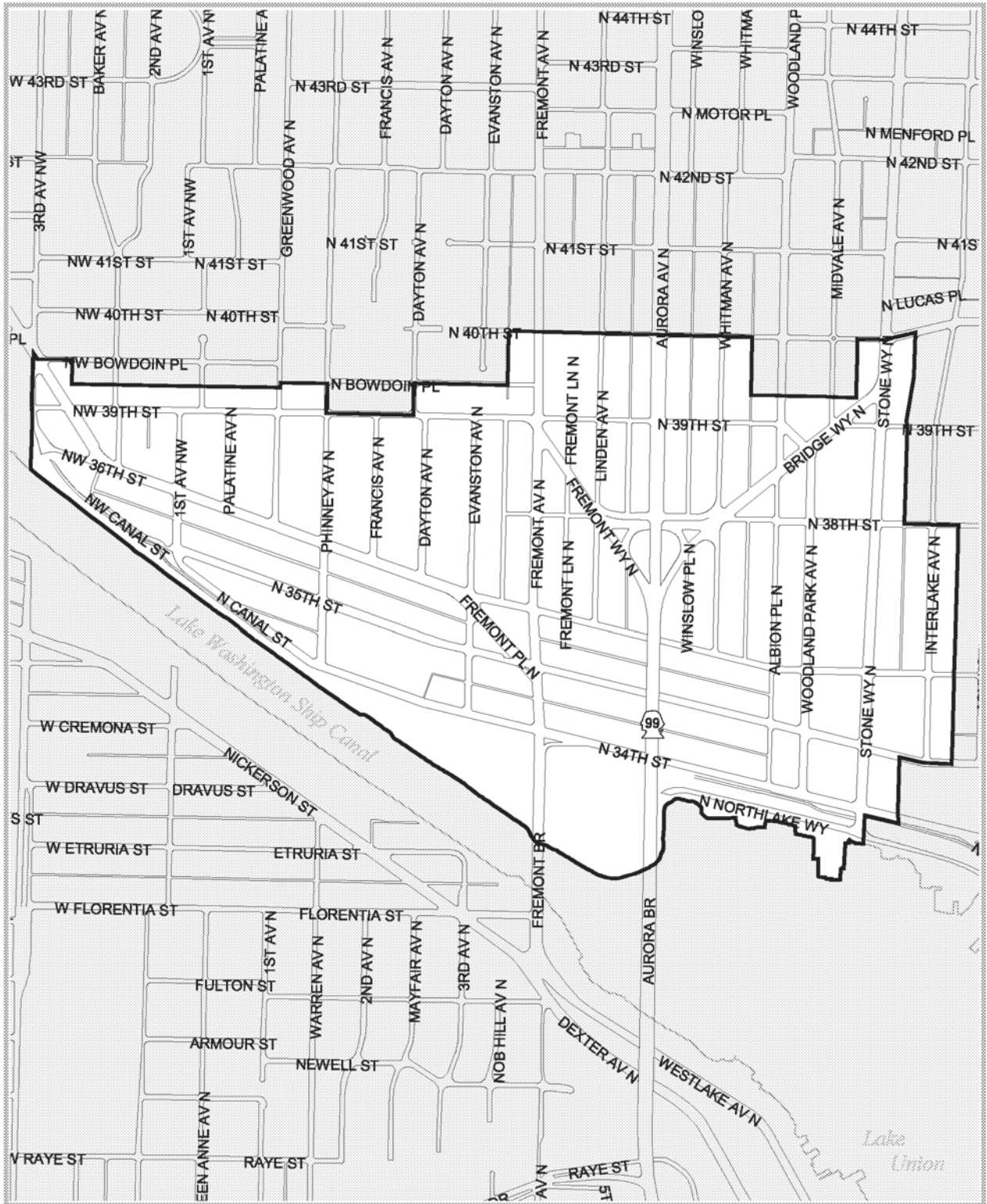
- F-P38** Seek to provide local safety improvements and traffic calming measures.

Fremont arts goals

- F-G18** A neighborhood that promotes its cultural and historic identity through the arts.
- F-G19** A neighborhood with community arts and cultural facilities and opportunities.



# FREMONT Hub Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT



**F-G20** A neighborhood that supports the existing infrastructure of arts organizations to promote and fund public art.

**F-G21** A neighborhood with public access to art.

**F-G22** A neighborhood that encourages employment and small business development in conjunction with the arts.

**F-P42** Strive to ensure the inclusion of art in all public and private development.

**F-P43** Seek to utilize available publicly owned properties for cultural resource uses such as art and performing arts.

**Fremont arts policies**

**F-P39** Encourage support of the arts, artists and arts organizations.

**F-P40** Encourage the dissemination of information for artists, businesses and residents regarding City of Seattle regulatory matters.

**F-P41** Seek to promote awareness and recognition of Fremont public art.

**F-P44** Seek to make public and non-profit use a priority for publicly owned properties.

**F-P45** Strive to promote and fund public art and community arts groups.

**Fremont arts: artist live/work housing goal**

**F-G23** A neighborhood with a supply of artist studios and artist live/work spaces.

**Fremont arts: artist live/work housing policies**

**F-P46** Seek to preserve existing artist studio spaces in Fremont.

**F-P47** Encourage the development of artist live/work housing.

**B-14 Georgetown**

**seattle design district goal**

**G-G1** A healthy Georgetown area economy that capitalizes on the presence of the regionally significant design and gift centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical visibility of these industries.

**seattle design district policies**

**G-P1** Encourage the development of a "design district" to capitalize on the economic vibrancy of the design and gift centers and the associated businesses.

**G-P2** Encourage economic development efforts designed to market design- and gift-related trades.

**Georgetown residential neighborhood anchor goal**

**G-G2** A residential community that recognizes, preserves and enhances Georgetown's residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character and buildings.

**Georgetown residential neighborhood anchor policies**

**G-P3** Seek to retain Georgetown's residentially-zoned lands as a means of providing affordable homeownership opportunities.

**G-P4** Seek to provide community facilities that meet a range of needs in the residential area of Georgetown.

**G-P5** Promote opportunities for the reuse of historic structures and other significant buildings and seek to create linkages between historic preservation and economic revitalization.





**G-P6** Seek opportunities for creating recreational facilities that can serve both the local residential population and employees.

**G-P7** Recognize Georgetown's historic character and buildings and the presence of the design center when developing amenities and programs to reinforce Georgetown's image as a quality place to live, work, raise a family, and/or own a business.

**safer Georgetown goal**

**G-G3** A community that is safe and is perceived as safe for living, working, and doing business.

**safer Georgetown policies**

**G-P8** Emphasize crime prevention and community policing as public safety measures to help make Georgetown safe for residents, business owners, and employees.

**G-P9** Strive to raise public safety awareness in the business community and increase interaction between business people and the Seattle Police Department.

**G-P10** Seek ways to abate serious nuisance problems and develop strategies to address criminal activity.

**promoting industry & family wage jobs goal**

**G-G4** An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and ways for linking Georgetown residents to local jobs.

**promoting industry & family wage jobs policies**

**G-P11** Retain industrial-zoned land in Georgetown, while seeking out the potential to promote commercial and retail uses in commercial zones.

**G-P12** Promote the growth, development, and retention of industries and commerce that have the opportunity to flourish in Georgetown.

**G-P13** Balance the needs of water-dependent uses and natural/environmental habitat goals for the Duwamish Waterway.

**G-P14** Seek ways to develop, train, and connect the local workforce with Georgetown employers.

**code enforcement & permit processing goal**

**G-G5** A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.

**code enforcement & permit processing policy**

**G-P14** Strive to deliver efficient, timely, and responsive code enforcement and permit processing as a means of promoting economic vibrancy and residential quality of life in Georgetown.

**economic development goal**

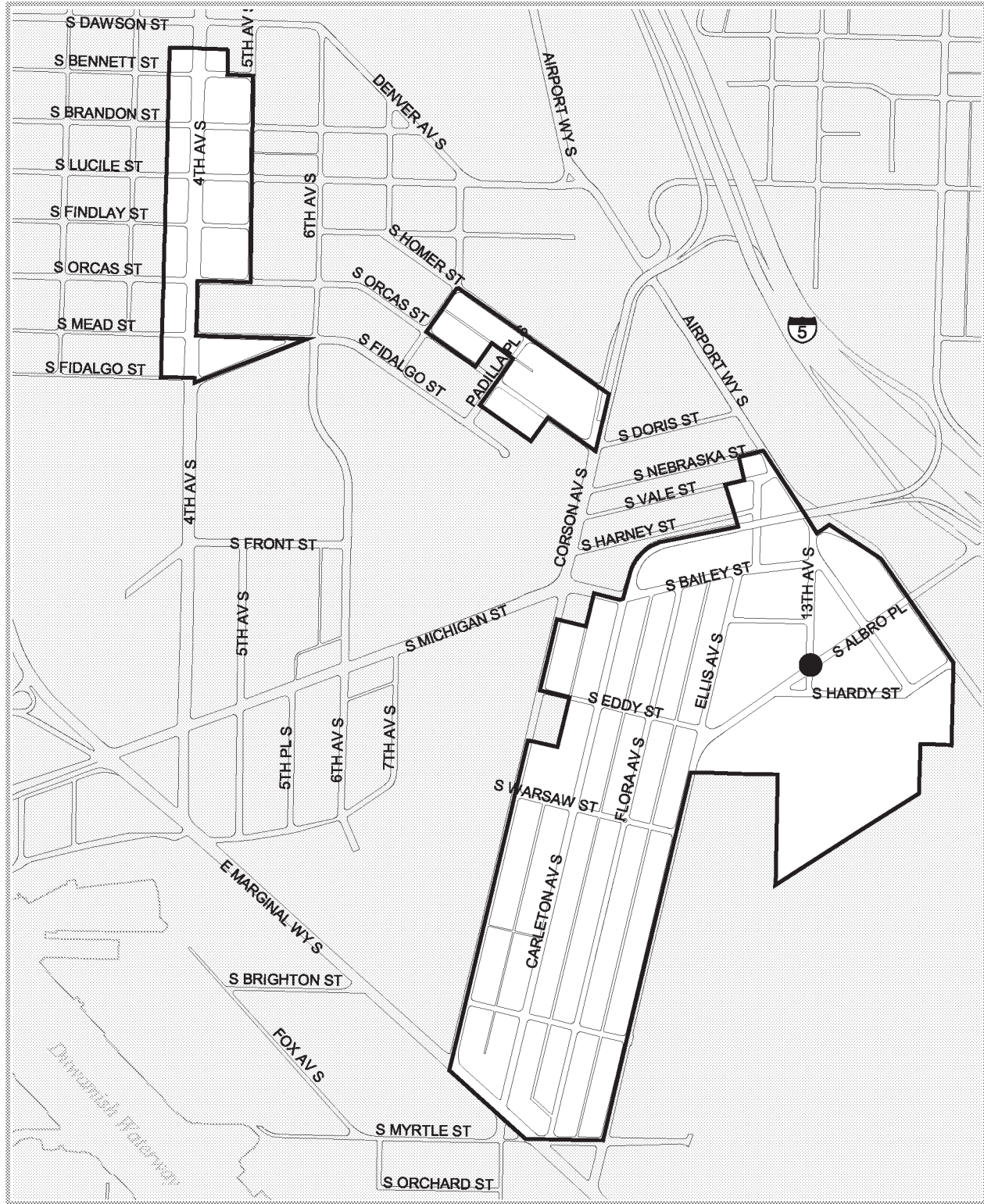
**G-G6** A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

**economic development policy**

**G-P16** Work with the community to explore ways of marketing Georgetown's commercial zones for commercial use, to help preserve industrial zones for industrial use, and to help encourage shopping opportunities for local residents in the commercial zones.



# GEORGETOWN Neighborhood Anchor



ANCHOR LOCATION



COMMERCIAL & RESIDENTIAL ZONED AREAS



EDGE OF PAVEMENT

Note: the Georgetown neighborhood does not include an area designated as an urban village. The commercial and residential zoned areas boundary is shown for illustrative purposes only.



**transportation facilities goal**

**G-G7** An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the non-motorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.

**transportation facilities policies**

- G-P17** Strive to minimize traffic congestion within the Georgetown neighborhood.
- G-P18** Work with other jurisdictions, such as King County and the City of Tukwila, to promote regional freight mobility for the Georgetown neighborhood and the Greater Duwamish Manufacturing/Industrial Center.
- G-P19** Address traffic safety concerns for both pedestrians and vehicles in Georgetown through means that could include improvements to roads and sidewalks.
- G-P20** Promote opportunities for non-motorized transportation in the Georgetown neighborhood.
- G-P21** Work with Sound Transit, King County Metro Transit, and the residential and business communities to provide convenient and efficient transit mobility throughout Georgetown.

**the environment goals**

**G-G8** A community sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry

**G-G9** A community that reduces environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.

**the environment policies**

- G-P22** Promote awareness among Georgetown residents, employees, business owners, and property owners of environmental quality issues such as air, soil, and ground-water pollution.
- G-P23** Work with other jurisdictions to protect the environmental quality of the Duwamish watershed.
- G-P24** Seek ways to monitor the environmental impacts of the King County International Airport in the Georgetown community, while recognizing its economic significance.



neighborhood plans: Duwamish

B-15

January | 2005

### B-15 Greater Duwamish Manufacturing/Industrial Center

#### jobs & economics goals

- GD-G1** The Duwamish Manufacturing/Industrial Center remains economically vital.
- GD-G2** Public infrastructure adequate to serve business operations in the Duwamish Manufacturing/Industrial Center is provided.
- GD-G3** Land in the Duwamish Manufacturing/Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities and commercial fishing activities.
- GD-G4** The City regulatory environment facilitates location and expansion of industrial businesses in the Duwamish Manufacturing/Industrial Center.

#### jobs & economics policies

- GD-P1** Recognize the significant contribution of the industries and businesses in the Duwamish Manufacturing/Industrial Center in terms of the jobs they create, and the export and tax revenues they generate.
- GD-P2** Strive to retain existing businesses and promote their viability and growth, with particular emphasis on small businesses.
- GD-P3** Encourage new industrial businesses that offer family-wage jobs to locate in the area.
- GD-P4** Encourage site assembly that will permit expansion or new development of industrial uses.

- GD-P5** Limit the location or expansion of non-industrial uses, including publicly sponsored non-industrial uses, in the Duwamish Manufacturing/Industrial Center.
- GD-P6** Strive to separate areas that emphasize industrial activities from those that attract the general public.
- GD-P7** Continue to promote timeliness, consistency, coordination and predictability in the permitting process.

#### land use goals

- GD-G5** Land in the Duwamish Manufacturing/Industrial Center is sufficient to allow an increase in the number of family-wage industrial jobs that can be filled by workers with diverse levels of education and experience.
- GD-G6** The Duwamish waterway continues as a working industrial waterfront that retains and expands in value as a vital resource providing family-wage jobs and trade revenue for the City, region and state.
- GD-G7** The City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish Manufacturing/Industrial Center when considering the siting of public uses there.

- GD-G8** The Duwamish Manufacturing/Industrial Center remains a Manufacturing/Industrial Center promoting the growth of industrial jobs and businesses and strictly limiting incompatible commercial and residential activities.

#### land use policies

- GD-P8** Strive to protect the limited and non-renewable regional resource of industrial, particularly waterfront industrial, land from encroachment by non-industrial uses.



- GD-P9** Distinguish between the industrial zones in the Duwamish Manufacturing/Industrial Center by the amount and types of uses permitted in them.
- GD-P10** If industrial land south of South Park is annexed to the City, include much of it in the Duwamish Manufacturing/Industrial Center, with appropriate land use controls to encourage industrial uses and discourage non-industrial uses.
- GD-P11** Strive to maintain sufficient capacity in the shoreline areas for anticipated water-dependent industrial uses.
- GD-P12** Seek to preserve the Duwamish Waterway's ability to function as the City's gateway to the Pacific and to provide adequate nearby land for warehousing and distribution that serve the shipping industry.
- GD-P13** Especially along the waterway, discourage conversion of industrial land to non-industrial uses.
- GD-P14** Maintain shoreside freight access to and from the waterway.
- GD-P15** Strive to increase the trade revenues generated by Seattle's water-dependent industries.
- GD-P16** Consider a variety of strategies, including possible financial incentives, to retain and attract marine businesses.
- GD-P17** Encourage other jurisdictions to:
  1. avoid locating non-industrial uses in the Duwamish Manufacturing/Industrial Center;
  2. consolidate public facilities to minimize the amount of land consumed by the public sector; and
  3. pursue joint operations and co-location so that facilities can serve more than one jurisdiction.

- GD-P18** Encourage public agencies, including City agencies, to explore ways of making property available for private industrial uses when disposing of property in the Duwamish Manufacturing/Industrial Center.
- GD-P19** Prohibit certain commercial uses and regulate the location and size of other commercial uses in the Manufacturing/Industrial Center.
- GD-P20** Seek to integrate stadium and stadium-related uses into the Duwamish Manufacturing/Industrial Center by creating an overlay district limited to the area near the stadiums that discourages encroachment on nearby industrial uses, creates a pedestrian connection from the stadiums north to downtown, and creates a streetscape compatible with Pioneer Square.

**transportation goals**

- GD-G9** A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.
- GD-G10** The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes.
- GD-G12** The transportation network in the Duwamish Manufacturing/Industrial Center emphasizes the mobility of freight and goods.
- GD-G13** Rail service in the Duwamish Manufacturing/Industrial Center remains safe and efficient.
- GD-G14** Well-maintained streets and facilities serve all the properties in the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.



**GD-G15** Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.

**GD-G16** The public transit system provides employee access to the Duwamish Manufacturing/Industrial Center while minimizing impacts on freight mobility.

#### transportation policies

**GD-P21** Strive to enhance access throughout the Duwamish Manufacturing/Industrial Center by means such as signal coordination, roadway channelization, grade separation and pavement rehabilitation.

**GD-P22** Encourage use of Airport Way as an alternate route for commute trips that might otherwise use 1<sup>st</sup> and 4<sup>th</sup> Avenues.

**GD-P23** Strive to maintain the existing capacity on roadways and bridges and encourage use of under-used facilities.

**GD-P24** Encourage maintenance of a connection across the Duwamish River that provides access to the South Park area while allowing the river to continue serving marine traffic.

**GD-P25** Strive to maintain arterial/rail crossings until those crossings can be replaced with grade separations.

**GD-P26** Recognize and strive to address the cumulative traffic effects that transportation and development projects in and near the Duwamish Manufacturing/Industrial Center can have on freight mobility.

**GD-P27** Pursue opportunities and develop partnerships to provide grade separations between rail and auto/truck traffic along key east-west routes for enhanced speed and reliability while maintaining safety for both travel modes.

**GD-P28** Encourage the design of bicycle and pedestrian facilities in the Duwamish Manufacturing/Industrial Center that minimize conflicts between motorized and non-motorized traffic and promote both traffic flow and safety.

**GD-P29** Strive to maintain waterborne and roadway access to seaport facilities.

**GD-P30** Strive to maintain access for air cargo to the King County International Airport.

**GD-P31** Strive to facilitate east-west freight movement in the Duwamish Manufacturing/Industrial Center, particularly through the Royal Brougham, Spokane Street and Michigan Street corridors.

**GD-P32** Strive to maintain efficient freight movement along designated truck routes in the Duwamish Manufacturing/Industrial Center.

**GD-P33** Strive to maintain reasonable access to regional transportation facilities for goods distribution from all areas of the Duwamish Manufacturing/Industrial Center.

**GD-P34** Recognize the importance of inter-modal connections for the movement of freight between the state highway system, rail yards, barge terminals, Port terminals, airports and warehouse/distribution centers.

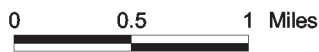
**GD-P35** Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/Industrial Center.

**GD-P36** In setting priorities for roadway repairs in the Manufacturing/Industrial Center, consider the importance of those facilities to freight mobility.

**GD-P37** Consider setting speed limits for trains high enough to limit the length of time trains block streets at grade crossings.



# DUWAMISH Manufacturing/Industrial Center



CENTER BOUNDARY



- GD-P38** Encourage railroad operations in which switching and signals enhance the speed and reliability for passenger and freight trains.
- GD-P39** Encourage a working relationship between the City and property and business owners in the area to identify possible funding sources for non-arterial road and drainage improvements.
- GD-P40** Encourage the efficient use of transit opportunities, including the E-3 busway, to expedite the movement of event patrons in and out of the Duwamish Manufacturing/Industrial Center.
- GD-P41** Encourage the management of event parking in ways that minimize the impacts on congestion in the Duwamish Manufacturing/Industrial Center.
- GD-P42** Strive to maintain parking that serves local businesses during special events.
- GD-P43** Strive to maintain sufficient rail spurs to accommodate existing and potential future business needs in the Duwamish Manufacturing/Industrial Center.
- GD-P44** Encourage employees in the Duwamish Manufacturing/Industrial Center to use public transit for commuting to work through means such as employer subsidized bus passes and enhanced transit service.
- GD-P45** Seek to minimize impacts on freight mobility in the design of new or expanded transit facilities in the Duwamish Manufacturing/Industrial Center.

**utilities goal**

- GD-G17** The network of utilities is sufficient to meet the needs of businesses in the area.

**utilities policies**

- GD-P46** Strive to maintain affordable rates for City-operated utilities serving the Duwamish Manufacturing/Industrial Center.
- GD-P47** Strive to provide stormwater facilities that help increase pavement durability.

**environmental remediation goal**

- GD-G18** Sufficient incentives exist in the industrial area so that the private sector can remedy environmental contamination and contribute to the expansion of the industrial job base.

**public safety goals**

- GD-G19** The community makes use of crime prevention resources in the Duwamish Manufacturing/Industrial Center and adjacent residential communities to control crime and increase the sense of security in the area.
- GD-G20** Public investments contribute to a sense of community identity and enhance public safety.

**public safety policies**

- GD-P48** Recognize crime prevention as a significant contributor to economic vitality in the Duwamish Manufacturing/Industrial Center and to the quality of life in the surrounding residential communities.
- GD-P49** Encourage the use of community policing techniques to increase personal safety.
- GD-P50** Consider techniques such as neighborhood identification and wayfinding signs to increase pride in the community and to facilitate navigation through the Duwamish Manufacturing/Industrial Center.





**B-16 Green Lake**

**community character goals**

- GL-G1** A vibrant residential urban village with pedestrian-friendly streetscapes that preserve and enhance the unique scale and character of the village.
- GL-G2** A neighborhood with a safe and attractive pedestrian and bicycle network of streets, districts and corridors.

**community character policies**

- GL-P1** Support zoning designations that will encourage new development to harmonize with the existing historical building, streetscapes and pedestrian-friendly character.
- GL-P2** Strive to create a vital and identifiable "main street" along Woodlawn Avenue.
- GL-P3** Encourage linkages between the lake and the commercial district through public open space, such as a public plaza.
- GL-P4** Strengthen and enhance the existing architectural character and scale of the urban village.
- GL-P5** Encourage a lively and thriving business core.
- GL-P6** Strive to create safe and attractive pedestrian network linkages to Green Lake, Sound Transit and other community resources.
- GL-P7** Encourage commercial facades that are distinctive and that enhance neighborhood character and the overall visual quality of the streetscape.

**GL-P8** Seek to enhance the visual and pedestrian appeal of key streets radiating from the lake.

**GL-P9** Encourage improvements that will provide a sense of entry/gateway into the Green Lake neighborhood.

**transportation goal**

**GL-G3** A street system that safely and efficiently accommodates traffic volumes with sufficient capacity, speed.

**transportation policies**

- GL-P10** New development should be designed to encourage the use of public transportation and discourage single-occupant vehicular use.
- GL-P11** Encourage an integrated transportation and transit system with positive impacts on existing uses and long-term redevelopment opportunities.

**parking goal**

**GL-G4** An urban village with an adequate parking supply for residents and businesses that does not detract from village character and does not create significant traffic impacts.

**parking goal**

**GL-P12** Encourage the better use of existing parking and examine new and innovative parking options.

**transit goal**

**GL-G5** A neighborhood with convenient, predictable and reliable transit service that provides access to surrounding activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.

neighborhood plans: Green Lake

**B-16**

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## transit policies

- GL-P13** Encourage frequent and reliable transit service.
- GL-P14** Strive to improve local neighborhood transit and citywide transit connections to Green Lake.
- GL-P15** Consider alternative transit technology, including the use of smaller buses and vans, on low-ridership routes.

## traffic calming goal

- GL-G6** A neighborhood with good auto access and safe streets that do not significantly encourage additional traffic, particularly in residential areas.

## traffic calming policy

- GL-P16** Strive to minimize the impact of automobile and transit traffic on the neighborhood.

## bicycle access goal

- GL-G7** A neighborhood with safe, efficient bicycle facilities.

## bicycle access policies

- GL-P17** Improve bicycle safety and access to the neighborhood and regional system for both transportation and recreation purposes.
- GL-P18** Support the development of the bicycle/pedestrian corridor linkages that connect Green Lake to regional trail systems such as the Burke-Gilman Trail.
- GL-P19** Strive to provide facilities and other improvements for bicycles in the neighborhood.
- GL-P20** Promote cycling for short to medium-length trips and commutes to work.

## pedestrian facilities goal

- GL-G8** A neighborhood with safe, accessible and enjoyable pedestrian facilities.

## pedestrian facilities policies

- GL-P21** Provide improvements for good pedestrian access to Green Lake, with particular focus on persons with disabilities, including curb cuts for wheelchair users.
- GL-P22** Strive to ensure wheelchair accessibility to Green Lake Park.
- GL-P23** Strive to improve pedestrian access across both Aurora Ave. N. and Interstate 5.

## housing goals

- GL-G9** An urban village with affordable housing opportunities.
- GL-G10** A neighborhood with housing for a range of income levels that is compatible with the existing single-family character of the neighborhood.

## housing policies

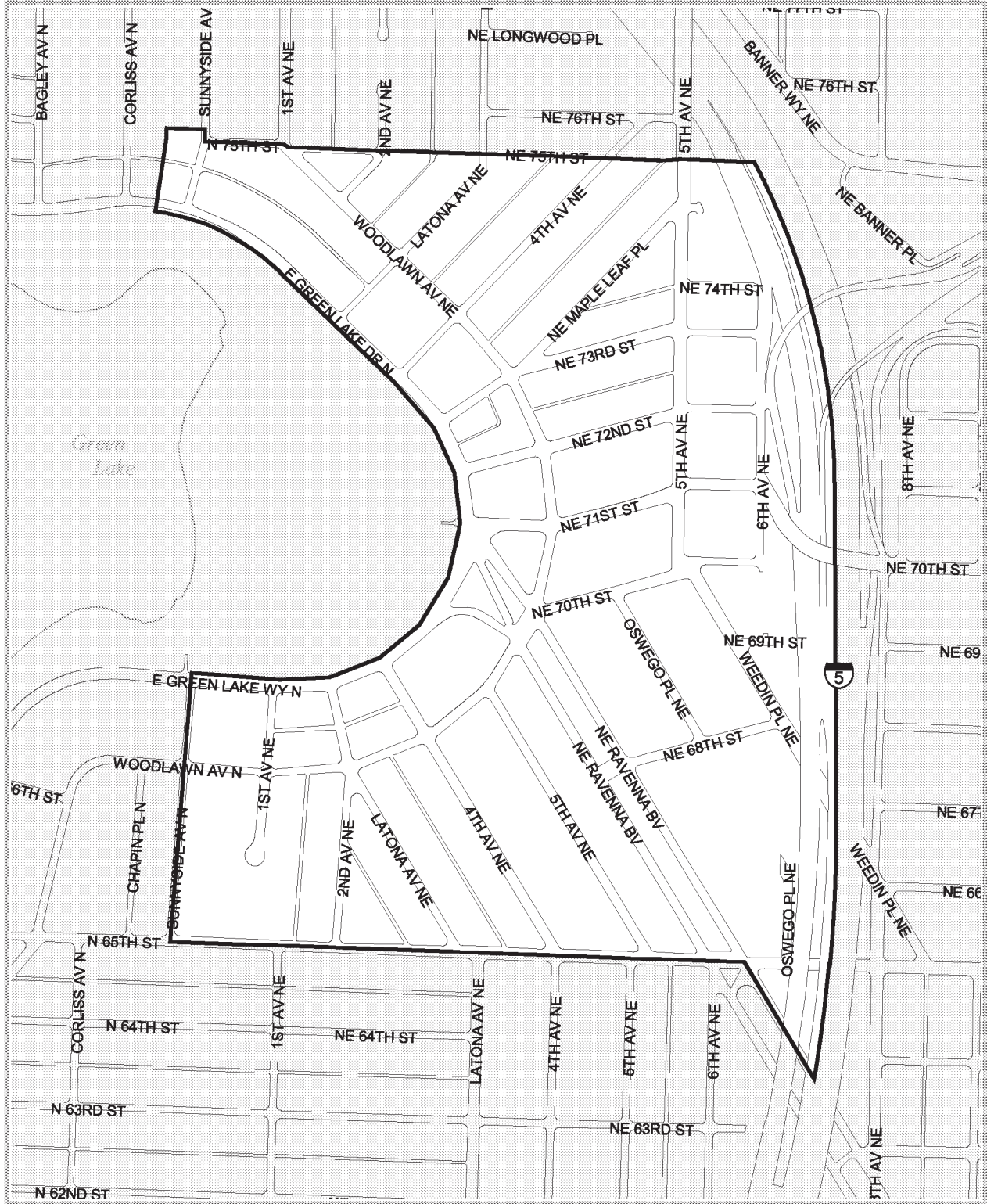
- GL-P24** Encourage development that is supportive of housing goals and mixed-use development.
- GL-P25** To support the vision of the Green Lake residential urban village and its housing goals and to accommodate growth targets, Midrise 60 zoning is appropriate in the area bounded by Interstate 5, 5<sup>th</sup> and 6<sup>th</sup> Avenues NE, NE Maple Leaf Place, and NE 70<sup>th</sup> Street.

## land use goal

- GL-G11** A community with neighborhood design guidelines that continue and enhance the desired community character.



# GREEN LAKE Residential Urban Village



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT



land use policies

- GL-P26** Seek to preserve scale and rhythm between structures, especially in areas bordering single-family homes.
- GL-P27** Seek to conserve noteworthy structures and their structural components.

human services goals

- GL-G12** An urban village with enhanced availability of human services.
- GL-G13** A neighborhood with a community center that provides meeting and arts facilities and social services for neighborhood residents.

human services policies

- GL-P28** Provide community facilities with social and recreation opportunities that match the diversity and demographics of the neighborhood, including the needs of teens and seniors.
- GL-P29** Encourage cooperative efforts with the school district to enhance community use of school properties.

parks & open space goal

- GL-G14** A neighborhood with green space and other recreation opportunities throughout the planning area that are equally accessible to all residents regardless of disability.

parks & open space policies

- GL-P30** Strive to increase the amount of open space in the neighborhood.
- GL-P31** Enhance the health and quality of vehicle and pedestrian corridors by adding trees and other vegetation.

- GL-P32** Support the creation of additional recreational activities and increased awareness of and accessibility to recreational resources.

habitat issues goals

- GL-G15** A neighborhood with an abundance of native habitat that supports native wildlife.
- GL-G16** A community with restored and protected natural drainage systems.

habitat issues policies

- GL-P33** Pursue open space and habitat improvements opportunities on public lands that provide multiple environmental benefits.
- GL-P34** Encourage public involvement, appreciation and stewardship of native habitats.
- GL-P35** Support increased environmental education and interpretation opportunities and public awareness of environmental issues.
- GL-P36** Support programs for water quality and watershed awareness.
- GL-P37** Recognize the natural drainage system as a centerpiece of environmental education, habitat restoration and revegetation activities.

economic development goal

- GL-G17** A neighborhood with a vital business community.

economic development policies

- GL-P38** Recognize the neighbor-friendly character and vitality in the neighborhood's four principal commercial areas.



- GL-P39** Strive to attract and nurture a positive mix of independent, pedestrian-oriented businesses serving local needs.
  
- GL-P40** Encourage businesses and new development to establish and maintain pedestrian gathering areas, such as green space, sculptures, and fountains.

## B-17 Greenwood/Phinney Ridge

### land use & community character goals

- G/PR-G1** A vital Greenwood commercial area with a pedestrian-friendly streetscape.
  
- G/PR-G2** A neighborhood with vital, pedestrian-friendly main streets that connect all the commercial areas.
  
- G/PR-G3** A neighborhood with streets that are green, tree-lined, pedestrian and bicycle-friendly, and contribute to an integrated open space system.
  
- G/PR-G4** A neighborhood with public viewscales and view corridors available for public enjoyment.
  
- G/PR-G5** A high-quality living environment with areas of higher densities concentrated where services are located.
  
- G/PR-G6** A neighborhood that grows in a manner that is compatible with existing scale and character.
  
- G/PR-G7** A neighborhood where the scale and character of historical or existing single-family areas have been maintained.
  
- G/PR-G8** A neighborhood where public amenities and necessary infrastructure are focused to areas planned for growth.
  
- G/PR-G9** A neighborhood with a strong sense of identity and history.

### land use & community character policies

- G/PR-P1** Encourage the conservation of original structures and facades that define Greenwood/Phinney's architectural and historic character.



neighborhood plans: Greenwood/Phinney

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- G/PR-P2** Encourage integrated design guidelines that promote mixed use development similar to historic neighborhood development patterns as well as a high level of neighborhood design quality, creativity and character.
- G/PR-P3** Seek to strategically place public facilities near the Main Street along Greenwood Ave N and Phinney Ave N and N 85<sup>th</sup> Street.
- G/PR-P4** Encourage development in commercial and multi-family zones that is consistent and compatible with neighborhood scale and character.
- G/PR-P5** Encourage easy access by foot, bicycle and transit to the urban village and along the Main Street along Greenwood Ave N and Phinney Ave N and N 85<sup>th</sup> Street.
- G/PR-P6** Encourage the use of decorative paving, lighting, plantings and benches to encourage a vital and pedestrian friendly main street.
- G/PR-P7** Seek to provide infrastructure to support growth as and where growth occurs.
- G/PR-P8** Seek to provide a landscaped civic plaza around the Phinney Neighborhood Association building near the intersection of N 67<sup>th</sup> Street and Phinney Avenue N.
- G/PR-P9** Strive to preserve the existing public view corridors that characterize the openness of the neighborhood and seek to provide new view corridors where possible.

**G/PR-P10** Consider capital improvements and infrastructure to be important for the commercial area along Greenwood/ Phinney Avenue N from the Woodland Park Zoo to N 105<sup>th</sup> street, as well as for the Greenwood/Phinney Ridge Residential Urban Village, because this area provides goods and services to the Greenwood/ Phinney Ridge Residential Urban Village and their adjoining residential areas, and is accessible by walking, bicycling, car-pooling, or public transit.

housing goal

**G/PR-G10** A neighborhood with a varied housing stock and a wide range of affordability that serves a diverse population.

housing policies

- G/PR-P11** Support the development of Accessory Dwelling Units (ADUs) as a means to accommodate planned housing growth.
- G/PR-P12** Encourage the maintenance of existing viable housing stock for affordable housing.
- G/PR-P13** Support programs that allow existing owners and renters to stay in their homes.
- G/PR-P14** Support the development of smaller affordable housing units.

public safety goal

**G/PR-G11** A neighborhood with a low crime rate, safe streets, no graffiti and lighting for safety.

public safety policies

- G/PR-P15** Strive to provide excellent police presence in the neighborhood.
- G/PR-P16** Encourage community involvement in programs and activities that promote public safety.



**human needs & development goals**

- G/PR-G12** Vibrant arts organizations that are supported and strengthened by the community.
- G/PR-G13** A neighborhood with well-maintained and strong human service facilities and programs.

**human needs & development policy**

- G/PR-P17** Encourage community involvement in programs and activities that promote the arts.

**parks, open space & community facilities goals**

- G/PR-G14** A neighborhood with active and vibrant neighborhood meeting places.
- G/PR-G15** A neighborhood with an abundance of opportunities for active and passive recreation.
- G/PR-G16** A full-service recreational facility that serves the Greenwood/Phinney Ridge urban village.
- G/PR-G17** A neighborhood with a full service library.

**parks, open space & community facilities policies**

- G/PR-P18** Strive to create and maintain active and vibrant community facilities, such as the Phinney Neighborhood Center and a new community center in Greenwood.
- G/PR-P19** Provide a variety of opportunities for active and passive recreation in the neighborhood.
- G/PR-P20** Seek accessibility and attractiveness at all community facilities

**G/PR-P21** Encourage new development, both public and private, to provide trees and greenery, pedestrian amenities, and improved streetscapes as part of facility design.

**G/PR-P22** Strive to create a variety of green spaces through landscaping with benches or other amenities which encourage people to linger, gather, and converse.

**G/PR-P23** Encourage the co-location of compatible community programs and activities.

**G/PR-P24** Consider vacant/undeveloped land and surplus city-owned properties, such as Seattle City Light right-of-way, within the neighborhood for recreational use and as green space.

**G/PR-P25** Encourage a network of bikeways and walkways that are safe, clearly identifiable and attractive which connect neighborhoods to parks, neighborhoods to neighborhoods, and commercial areas to open space.

**G/PR-P26** Explore mechanisms, including LIDs, as an option to fund comprehensive infrastructure improvements.

**environment goals**

**G/PR-G18** A neighborhood that protects and improves ecological and environmental health and that supports environmental awareness.

**G/PR-G19** Neighborhood streets with good storm drainage.

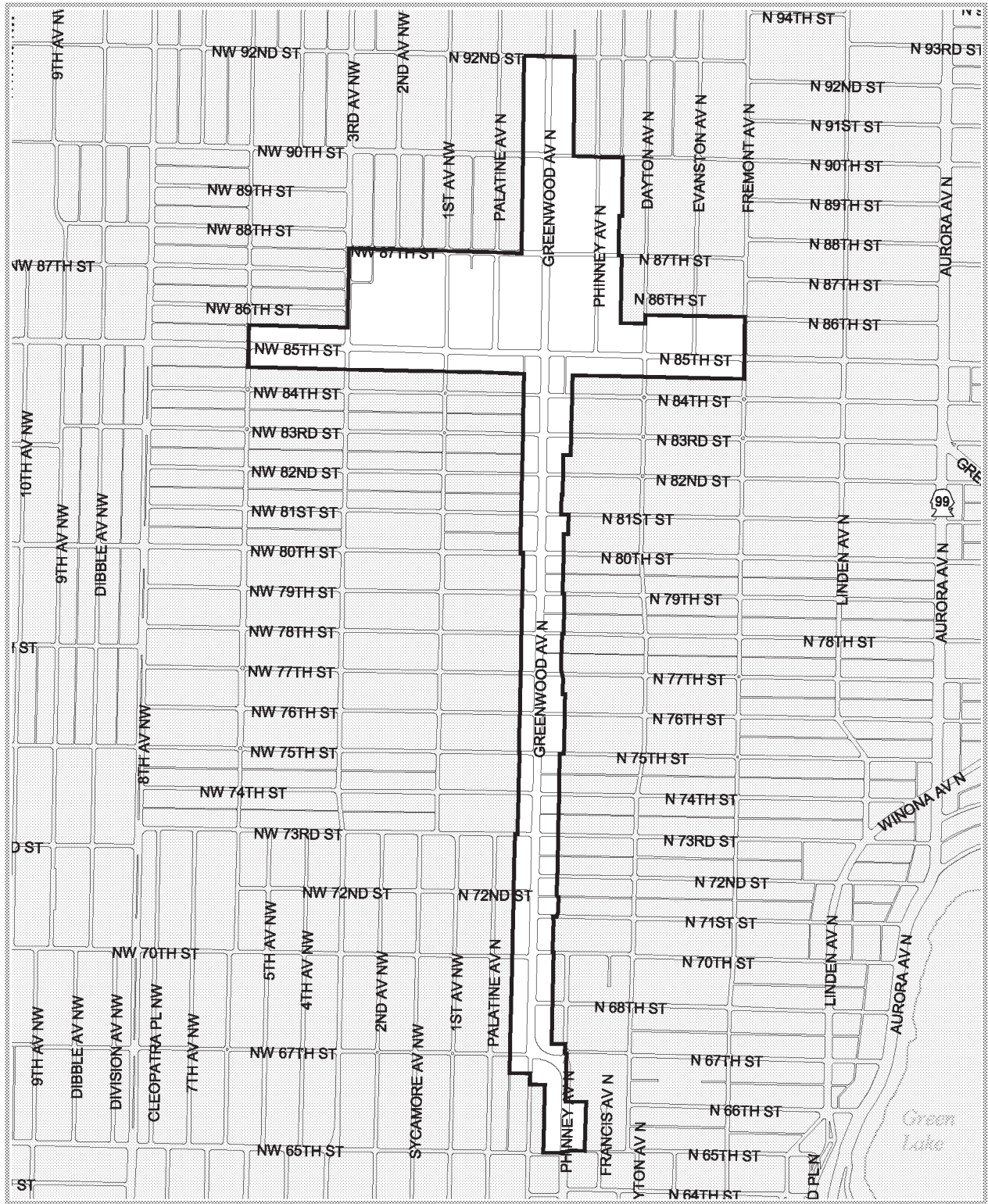
**environment policies**

**G/PR-P27** Strive to increase infiltration of runoff by minimizing the use of impermeable surfaces.

**G/PR-P28** Encourage the development of systems that both control runoff and improve water quality.



# GREENWOOD-PHINNEY RIDGE Residential Urban Village



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT

neighborhood plans: Greenwood/Phinney

B-17

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**G/PR-P29** Seek to mitigate storm overflow surges into Pipers Creek and other waterways.

**G/PR-P30** Strive to improve the ecological function of Pipers Creek.

**G/PR-P31** Promote environmental education and outreach in the neighborhood.

**transportation goals**

**G/PR-G20** A neighborhood with adequate off-street parking facilities throughout the commercial area.

**G/PR-G21** A neighborhood where heavily traveled streets are pedestrian friendly and attractively landscaped.

**G/PR-G22** A neighborhood with efficient and safe traffic flow and numerous safe pedestrian crossings.

**G/PR-G23** A neighborhood circulation system that minimizes vehicular traffic impacts on residential areas.

**G/PR-G24** A neighborhood with convenient, and frequent transit service that provides access to neighborhood commercial and activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.

**G/PR-G25** A neighborhood with a variety of available transportation modes.

**G/PR-G26** Neighborhood streets with adequate and safe public walkways.

**transportation policies**

**G/PR-P32** Strive to minimize the negative impacts of parking and vehicular access on residential streets.

**G/PR-P33** Strive to implement a street tree program with priority on the most visible locations such as along arterials and in commercial areas.

**G/PR-P34** Seek to extend the regional trail systems that link to the Burke-Gilman Trail.

**G/PR-P35** Strive to "green" N and NW 85<sup>th</sup> Street within the commercial area.

**G/PR-P36** Strive to ensure safe and convenient pedestrian access across and under Aurora Avenue N. to Green Lake Park.

**G/PR-P37** Seek transit operations that move traffic more efficiently, and have convenient pedestrian access to transit stops.

**G/PR-P38** Seek to coordinate traffic signals throughout the neighborhood and to improve traffic flow at 85<sup>th</sup> Street and Greenwood Avenue N.

**G/PR-P39** Encourage new development to be designed in ways that encourage the use of public transportation and discourage single-occupant vehicular use.

**G/PR-P40** Encourage additional transit opportunities, such as a shuttle service to link with other transit and shuttle routes, and tie in with the proposed Sound Transit light rail system.

**G/PR-P41** Look for opportunities to link existing and future public parking facilities with shuttle and bus systems as well as pedestrian walkways as an incentive to minimize local neighborhood car trips.

**G/PR-P42** Strive to provide improvements for pedestrians to cross busy streets at selected locations, with particular focus for persons with disabilities.



**G/PR-P43** Encourage the participation of the community in the planning and prioritizing of transportation improvement projects such as walkways, traffic calming, bike and pedestrian trails, transit facilities and traffic signal timing, traffic capacity distributions and modifications and others.

**G/PR-P44** Strive to provide public walkways on streets where they are needed and in areas prioritized by the neighborhood with an emphasis on the Main Streets along Greenwood Ave N and Phinney Ave N and N 85<sup>th</sup> Street.

## B-18 Morgan Junction

### community character goal

**MJ-G1** An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

### traffic & transportation goal

**MJ-G2** A community that is conveniently accessible by transit and automobile, and where walking and biking are an integral part of the transportation system.

### traffic & transportation policies

**MJ-P1** Seek to develop design modifications for Fautleroy Way so that it is more integrated aesthetically.

**MJ-P2** Enhance pedestrian access and vehicle and bicycle mobility throughout the neighborhood, with particular attention to the Fautleroy Way, the California Avenue SW, and the 35<sup>th</sup> Avenue SW corridors.

**MJ-P3** Encourage pedestrian and bicycle linkages to other Seattle neighborhoods.

### parks & open space goal

**MJ-G3** A community with an appealing nature, with attractive landscaping and pleasant parks and gathering places where walking and biking are easy and enjoyable.

### parks and open space policies

**MJ-P4** Seek future open space opportunities and acquisitions to provide additional "breathing room" to the Morgan Junction neighborhood.



- MJ-P5** Seek to keep unused and unimproved street rights-of-way and alleys in City ownership, eliminate encroachment on these areas, and identify them with clear public signage to encourage public use.
- MJ-P6** Seek opportunities, particularly within the business district, to provide additional open space and to create open space/plazas that serve as community gathering places.
- MJ-P7** Encourage the creation of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- MJ-P8** Seek opportunities to reclaim unneeded portions of public rights-of-way to develop open space and trails where appropriate and support the "Green Crescent" concept described in the Morgan Junction Neighborhood Plan.
- MJ-P9** Seek opportunities to revegetate parks and open spaces with native plants and reintroduce native plant species to appropriate habitats.
- MJ-P10** Support the development of distinctive neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.
- MJ-P11** Seek to provide safe, green, and aesthetically pleasing arterial streets through the neighborhood with improvements focused on Fautleroy Way SW and California Avenue SW.

**business district goal**

- MJ-G4** A community with a vital commercial district which provides restaurants, stores and services to meet the needs of local residents.

**business district policy**

- MJ-P12** Strive to balance the goal of a compact urban village with the need for adequate

parking, traffic circulation and pedestrian safety on neighborhood streets.

**housing & land use goal**

- MJ-G5** A community with strong single-family neighborhoods and compatible multi-family buildings offering a wide range of housing types for all people.

**housing and land use policies**

- MJ-P13** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones, except where, as part of a development proposal, a long-standing neighborhood institution is maintained and existing adjacent community gathering places are activated, helping to meet MJ-P6.
- MJ-P14** Ensure that use and development regulations are the same for single-family zones within the Morgan Junction Urban Village, as those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area.
- MJ-P15** The special Lowrise 3 (L3) and Lowrise 4 (L4) locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Morgan Junction Residential Urban Village
- MJ-P16** Strive to achieve adequate levels of parking for new commercial, mixed-use and multi-family buildings and use other parking management techniques that minimize spillover parking into residential areas.
- MJ-P17** Encourage parking standards for new multi-family development that reflect the ratio of vehicle ownership per multi-family dwelling unit in Morgan Junction.

neighborhood plans: Morgan Junction

B-18

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**MJ-P18** Encourage parking standards for new development that reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Licensing data.

**MJ-P19** Explore methods to discourage increasing height limits in the commercial and multi-family zones above the currently existing levels and encourage developers of new multifamily and commercial buildings to locate mechanical, heating, ventilation and air conditioning equipment within the envelope of the building structure.

**MJ-P20** Support and promote existing programs and policies that help low and fixed income people, especially seniors, retain ownership of their homes.

**MJ-P21** Encourage the preservation of well-managed low-income housing both inside and outside the urban village.

**MJ-P22** Promote home ownership for people of diverse backgrounds and income levels, and encourage a wide range of building styles.

**MJ-P23** As provided in city-wide Comprehensive Plan housing policy, and as implemented through the City's Consolidated Plan, consider the proximity of existing publicly-supported housing to the Morgan Junction Urban Village when considering the location of additional publicly supported housing.

#### community & culture goal

**MJ-G6** A community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle.

#### community & culture policies

**MJ-P24** Support the provision of public art throughout the business district and in new public spaces.

**MJ-P25** Seek opportunities to develop public gathering spaces.

**MJ-P26** Encourage human services providers to work closely with neighborhood organizations in coordinating programs that benefit consumers and the larger community.

**MJ-P27** Strive to improve library services to better serve the Morgan Junction community.

**MJ-P28** Support community activities for children, teens and families.

#### public safety goal

**MJ-G7** A safe community with active crime prevention programs and a strong police presence.

#### public safety policies

**MJ-P29** Use the new SW Police Precinct to improve public safety services in the Morgan Junction.

**MJ-P30** Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of new open space sites, pedestrian trails and traffic improvements.

**MJ-P31** Seek to improve communication between individuals, organizations, and communities dealing with safety issues.

**MJ-P32** Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

#### capital facilities goal

**MJ-G8** A neighborhood with public facilities that are assets to both the neighborhood and community activities.





capital facilities policies

- MJ-P33** Seek to involve the Morgan Junction community in planning efforts for the use of public facilities in the planning area.
- MJ-P34** Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- MJ-P35** Encourage the retention and re-use of public facilities within the Morgan Junction neighborhood that would serve long-term goals and needs of the community.

**B-19** North Beacon Hill

land use & housing goal

- NBH-G1** A well-defined mixed-use residential neighborhood where the lives of Beacon Hill residents are enhanced, in part, through affordable and diverse housing options available throughout the neighborhood.
- NBH-G2** A vibrant mix of housing close to the light rail station.

land use & housing policies

- NBH-P1** Encourage sensitive transitions between development densities throughout the urban village; in particular between the Town Center and surrounding residential areas.
- NBH-P2** To enable any implementation of rezoning to be considered under Policy P1, that portion of Beacon Avenue South located within the boundaries of the North Beacon Hill Residential Urban Village is designated a principal commercial street.
- NBH-P3** Encourage a mix of unit prices and sizes through use of incentives, requirements on development, direct City funding, and/or surplus property programs.
- NBH-P4** Encourage affordable, family-sized homes through incentives, requirements on development, direct City funding, and/or surplus property programs. In particular, strive to preserve, or when needed, replace affordable family-sized apartments.
- NBH-P5** Encourage a balance of affordable rental and homeownership housing through incentives, direct City funding, and surplus property programs.
- NBH-P6** Encourage the development of housing close to the light rail station.



**NBH-P7** Capture the opportunity created by light rail to support affordable housing development close to the light rail station by including homes appropriate for different family sizes, so that residents are able to stay in the neighborhood, even as the housing market changes over time.

**NBH-P8** Seek to maintain the character of low density multifamily areas in the northern portion of the urban village while providing opportunities for additional mixed-use residential development in the retail core in the southern portion of the urban village.

**NBH-P9** Allow alternative housing types, such as cottage housing, in single-family zones to support affordable choices while preserving the single-family character.

**NBH-P10** Support a continuing mix of small businesses and encourage new small businesses by providing technical assistance and access to financing.

**town center goals**

**NBH-G3** A civic gathering space appropriate and flexible for the diversity of cultures living in the neighborhood.

**NBH-G4** An urban village with a strong overall business district image and identity that is home to a variety of commercial services, including a grocery store and a mix of small, local and ethnic businesses.

**NBH-G5** Higher-density development surrounds the light rail station and is responsive to the neighborhood context at a variety of scales, from single-family houses to multi-story buildings.

**NBH-G6** A redevelopment of El Centro de la Raza that builds on the site's history and serves as a defining civic element of the Town Center.

**NBH-G7** A Town Center urban form that transitions from denser development at the Town Center core to less dense and single-family residential neighborhoods in a manner that is responsive to the context and character of the North Beacon Hill neighborhood

**town center policies**

**NBH-P11** Retain local access to food, including a grocery store in the commercial core.

**NBH-P12** Promote services that can serve neighborhood residents who commute by light rail, such as childcare, close to the station.

**NBH-P13** Preserve and support the expansion of the role of El Centro as a cultural and service center, including current social services such as childcare and a food bank.

**NBH-P14** Support a multicultural gathering venue.

**NBH-P15** Support mixed-use development on the El Centro site through appropriate zoning or regulatory changes.

**NBH-P16** Recognize the importance of the library as a focal point for a community with an ethnically diverse population, a significant number of whom are young, and its role as a symbol of pride and identity.

**NBH-P17** Guide future development and potential re-zones so they contribute to an urban form and character at the Town Center that is responsive to the North Beacon Hill vision.

**public safety goal**

**NBH-G8** North Beacon Hill is an active and safe neighborhood for a diversity of people, throughout the day and evening.

**public safety policy**

**NBH-P18** Encourage additional eyes on the street over the course of the day and evening through community programs and festivals, the design of new developments and other means.

neighborhood plans: North Beacon Hill

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transportation: pedestrian improvements goal

**NBH-G9** An urban village that is a pleasant place to walk with good access to alternative transportation, where lively, friendly and safe streetscapes encourage pedestrians and bicyclists, and where roadways are seen as public access for walkers, bicycles, and buses as well as cars.

transportation: pedestrian improvements policies

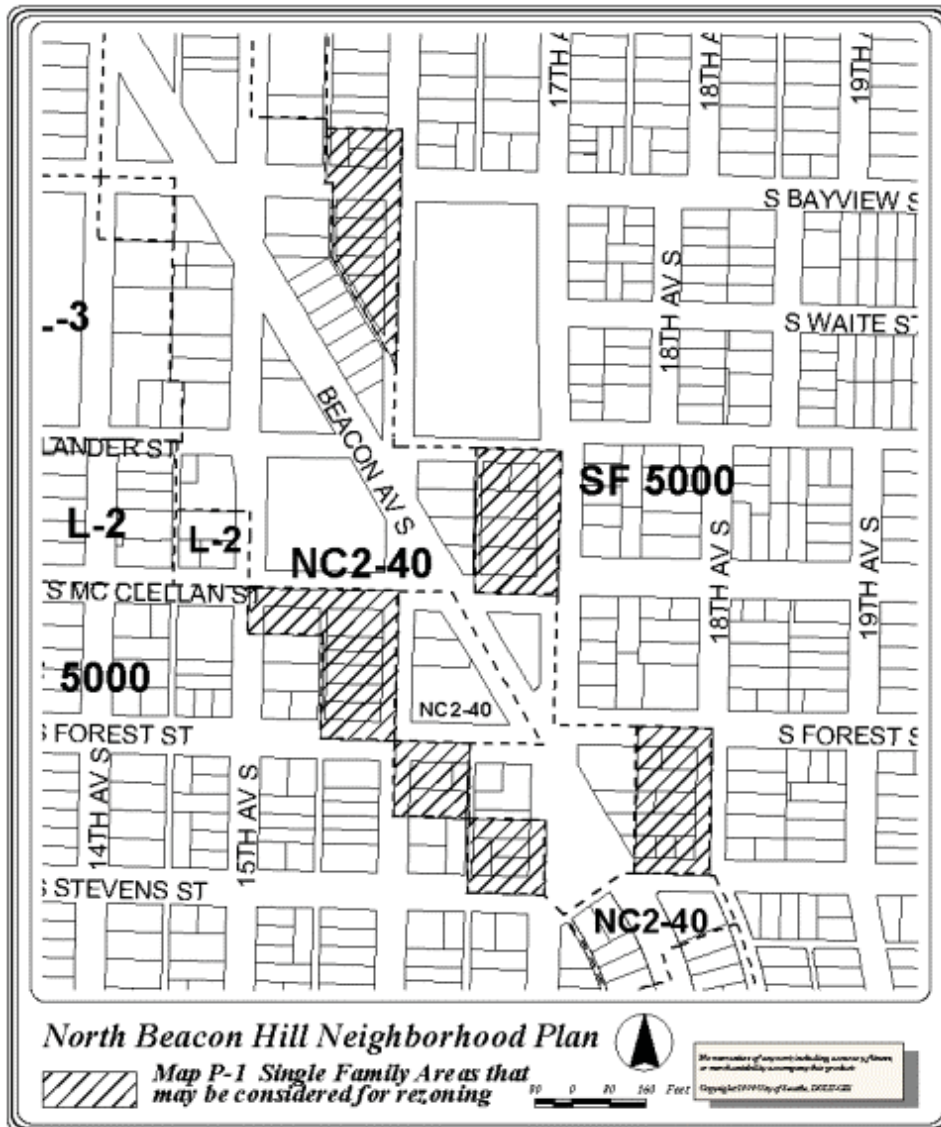
**NBH-P19** Enhance pedestrian safety along key streets within the urban village and discourage projects that would hinder pedestrian access.

**NBH-P20** Seek improvements, such as crosswalks, pedestrian-activated crossing signals, signage, curb bulbs or other devices that will improve pedestrian safety along Beacon Ave. S., that support increased access to shopping and transit.

**NBH-P21** Provide for improved and safe pedestrian access to the North Beacon Hill Library through the design of surrounding streets and walkways.

transportation: transit service goals

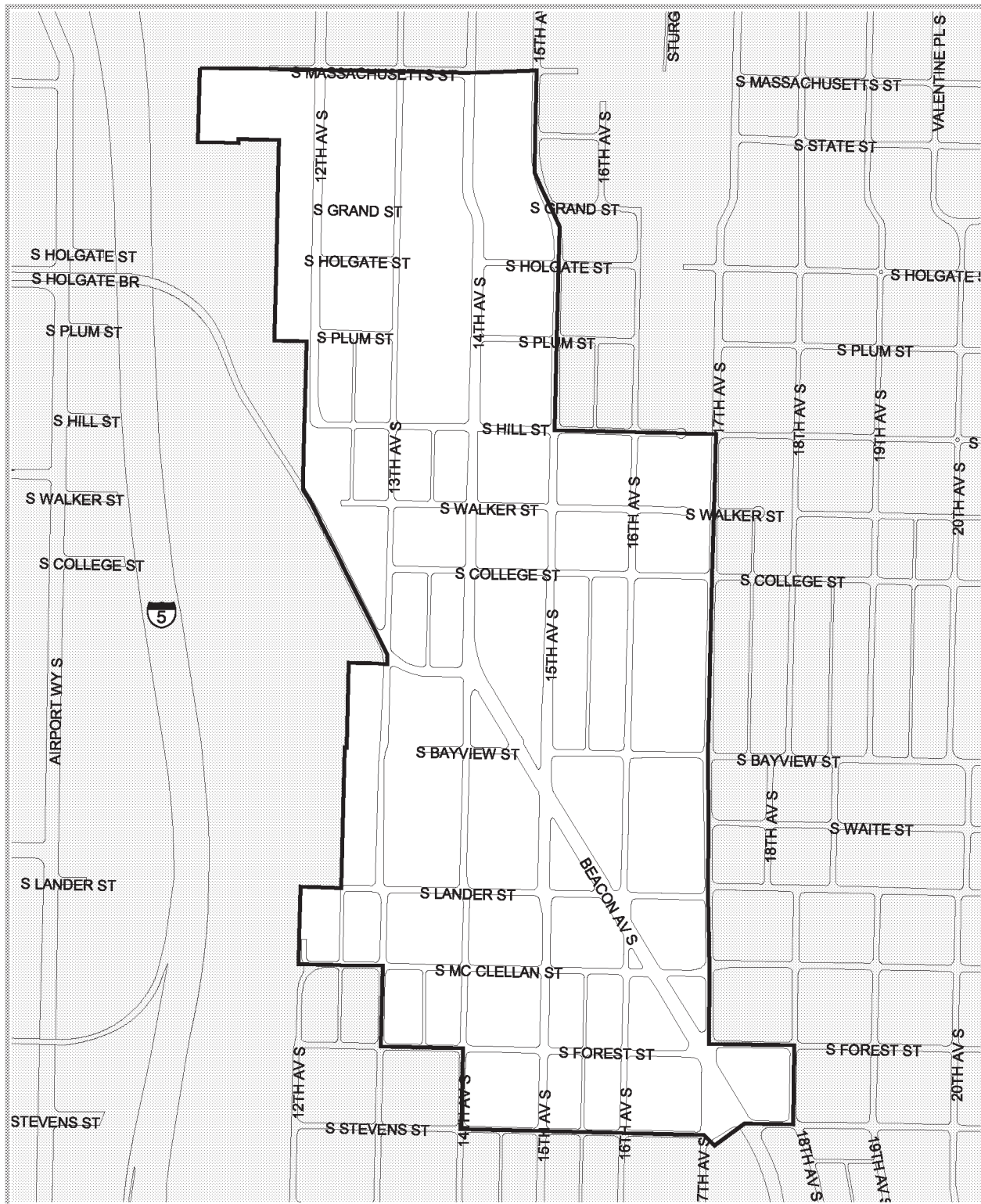
**NBH-G10** An urban village with transit service that serves the needs of the existing popula-







## NORTH BEACON HILL Residential Urban Village



**—** VILLAGE BOUNDARY  
**---** EDGE OF PAVEMENT



tion and also provides for improvements to serve the neighborhood's projected population growth.

**NBH-G11** An urban village with an established neighborhood station and transit linkages to all other alternative transit modes available.

transportation: transit service policies

**NBH-P22** Recognize the current high levels of transit ridership on North Beacon Hill and support improvements to transit systems to encourage continued transit ridership and less reliance on the automobile.

**NBH-P23** Strive to improve transit connections within Beacon Hill and to and from other neighborhoods to create a seamless transportation network for the neighborhood.

**NBH-P24** Support the effort by King County Metro Transit to improve the transit system in and around Beacon Hill.

transportation: traffic calming goals

**NBH-G12** A residential urban village in which neighborhood traffic functions efficiently and safely and in which traffic calming devices that improve pedestrian safety are placed at strategic locations.

**NBH-G13** Recognition of the link Beacon Avenue Boulevard provides through the entire neighborhood planning area.

transportation: traffic calming policies

**NBH-P25** Recognize the existing residential character of many streets within the urban village and support mechanisms to protect these streets from increased traffic.

**NBH-P26** Strive to implement neighborhood traffic - calming control devices and strategies that protect local residential streets from through - traffic, short-cutting, high

volumes, and high - speed traffic as growth occurs within the urban village.

**NBH-P27** Recognize the unique topography and location of North Beacon Hill and its connections to major arterials, freeway access points, and sports- stadium destinations and seek ways to mitigate the resulting traffic impacts on residential street systems.

**NBH-P28** Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north/south and east/west street grid and creates irregular intersections and difficulties for pedestrian crossings.

**NBH-P29** Use the Pedestrian Master Plan, which recognizes the importance of Beacon Ave. S., to identify and prioritize pedestrian improvements.

**NBH-P30** Use the Bicycle Master Plan, which recognizes the importance of Beacon Ave. S., to identify, prioritize and improve bicycle connections to Downtown, Jefferson Park and Rainier Valley.

**NBH-P31** Encourage improvements on Beacon Avenue that enhance its functional use and physical appearance.

open space & urban design goals

**NBH-G14** An urban village that provides open space amenities and utilizes design guidelines for future development that benefits the neighborhood and contributes to a livable environment.

**NBH-G15** A range of well-maintained parks and community open spaces in the urban village core with programs that accommodate a diversity of uses and users.

open space & urban design policies

**NBH-P32** Seek to create additional public open space amenities within the urban village through future public acquisition and en-



**B-20**

**North Neighborhoods  
(Lake City)**

**getting around goal**

**NN-GA1** A comprehensive multi-use, neighborhoods-oriented transportation network integrates with regional and intra-city transportation systems and services.

**getting around policies**

- NN-P1** Reduce the impact of cut-through traffic in neighborhoods and use neighborhood input in selecting and designing mitigation measures.
- NN-P2** Strive to create safe pedestrian ways, especially for children walking between schools and transit stops on Lake City Way, NE 125<sup>th</sup> Street, and 15<sup>th</sup> Avenue Northeast.
- NN-P3** Improve access from residential neighborhoods to the Civic Core and the business district.
- NN-P4** Enhance opportunities for non-motorized travel in the planning area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.
- NN-P5** Require installation of curbs, gutters, and sidewalks as part of any new multi-family or commercial development in the planning area along both residential and arterial streets that meets threshold standards established in the City's Street Improvement Manual. Encourage the installation of sidewalks, curbs, gutters, and sidewalk lighting for any new or substantially renovated multi-family or commercial development in the planning area along both residential and arterial streets.

courage the inclusion of public open space in private development.

**NBH-P33** Recognize that public streets are part of the open space network within the urban village and strive to improve the physical character and quality of the key pedestrian streets.

**NBH-P34** Consider the development of pedestrian and bicycle trails through publicly owned greenbelts throughout North Beacon Hill.

**NBH-P35** Develop, through public programs and public/private partnerships, at key locations within the commercial core along Beacon Avenue, small civic open spaces, gateways, landscaped features and pedestrian streetscape amenities.

**parks & recreation goal**

**NBH-G16** A neighborhood with parks that serve the needs of both regional and local users.

**parks & recreation policies**

- NBH-P36** Explore and support opportunities to increase usable open space in parks that serve the neighborhood, including at Jefferson Park.
- NBH-P37** Seek to create small pocket parks throughout the urban village, either through City acquisition or private development.
- NBH-P38** Continue to develop neighborhood-specific cultural programming and design elements in Seattle's parks.
- NBH-P39** Seek to preserve scenic views from parks located within the neighborhood.
- NBH-P40** Encourage opportunities for public art within the neighborhood's parks.

neighborhood plans: North Neighborhoods

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neighborhood plans: North Neighborhoods

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Lake City Way goal

**NN-LCW1** Lake City Way has a pleasant, safe “boulevard” look and feel that accommodates both local and through traffic and transit as well as pedestrian use.

Lake City Way policies

**NN-P6** Along Lake City Way, seek to redesign driveway access where safety problems exist.

**NN-P7** Minimize the ‘dividing’ effect of Lake City Way on the business district and the community.

**NN-P8** Establish a pedestrian-friendly atmosphere and ‘boulevard’ look and feel for Lake City Way.

**NN-P9** In conjunction with maintenance or improvements to Lake City Way, seek to preserve, repair or re-establish adjacent riparian and wetland systems.

**NN-P10** Using neighborhood input, develop bike routes through the planning area to eliminate the need for bicyclists to travel on Lake City Way.

civic core goal

**NN-CC1** A cluster of public community facilities is conveniently located and serves the area’s projected population.

civic core policies

**NN-P11** Consider co-location, consolidation and expansion of community facilities and property.

**NN-P12** Provide walking and biking paths inside and to the Civic Core.

business, economic development goal

**NN-BED1** New businesses and employers are attracted to the Lake City business

district and new private commercial investment is stimulated.

business, economic development policies

**NN-P13** Provide infrastructure that will support current business and residential population as well as future growth.

**NN-P14** Strive to “underground” utilities when sidewalk and street improvements are made within the planning area.

**NN-P15** Support and encourage home-based businesses in residential areas while protecting the neighborhood character.

community networks goal

**NN-CN1** Opportunities exist for effective civic involvement by individuals and organizations throughout the planning area.

community networks policies

**NN-P16** Maintain the open and inviting character of community councils and the North District Council so persons and organizations of the planning area will feel encouraged toward civic participation.

**NN-P17** Build on existing programs and resources, creating new programs or efforts only to fill gaps which existing programs and resources cannot provide.

public safety & crime prevention goal

**NN-PSCP1** A perception and reality of security and safety exists throughout the planning area.

public safety & crime prevention policies

**NN-P18** Support programs and facilities that effectively address the causes of crime and prevent crime and public safety problems.



- NN-P19** Use design standards to provide safe pedestrian and bicycle travel.
- NN-P20** Use environmental design techniques and guidelines to reinforce crime prevention
- NN-P21** Provide appropriate levels of police and fire protection to all places within the planning area.
- NN-P22** Seek to identify and remedy known crime problems as they develop.

**natural systems goal**

- NN-NS1** The area's watershed, green areas, and habitat corridors are preserved and improved.

**natural systems policies**

- NN-P23** Strive to avoid the degradation of natural systems.
- NN-P24** Strive to avoid land use actions that negatively affect sensitive ecosystems and natural systems. When avoidance is not possible, employ effective natural mitigation methods and try to find ways to take protective measures.
- NN-P25** Encourage and support businesses and industries that employ sound environmental practices.

**open spaces goal**

- NN-OS1** Parks, public recreation facilities and community areas are safe, clean, multi-use wherever possible, and responsive to local needs.

**open spaces policies**

- NN-P26** Support the provision of usable open space at 1/2 mile intervals.
- NN-P27** Act cooperatively with community councils, neighborhoods, appropriate City departments and the Seattle School District in the

development of joint-use or other types of cooperative agreements.

- NN-P28** Foster mutual support and reciprocity by urging schools in the planning area to proactively seek partnership with neighborhood residents and community councils.
- NN-P29** Encourage the development of transit-connection waiting areas and access routes that are safe, pleasant, and augment open space resources.
- NN-P30** Encourage the inclusion of publicly accessible gathering areas or provide for such areas in a nearby location in developments of one block or larger size.
- NN-P31** Encourage the inclusion of rooftop and/or common area courts devoted to green open space and/or children's play areas in multi-family developments of six or more family units.
- NN-P32** Strive to make all parks and public gathering spaces ADA accessible.

**hub urban village goal**

- NN-HUV1** A unique urban area fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

**hub urban village policies**

- NN-P33** Support the use of regulatory tools, including zoning, that promote vibrant, pedestrian oriented development.
- NN-P34** New multi-family housing in commercial zones within pedestrian-designated zones in the HUV will be mixed-use, with a non-residential use on the street level.
- NN-P35** Encourage new development in the HUV to include adequate provision for the needs of pedestrians.

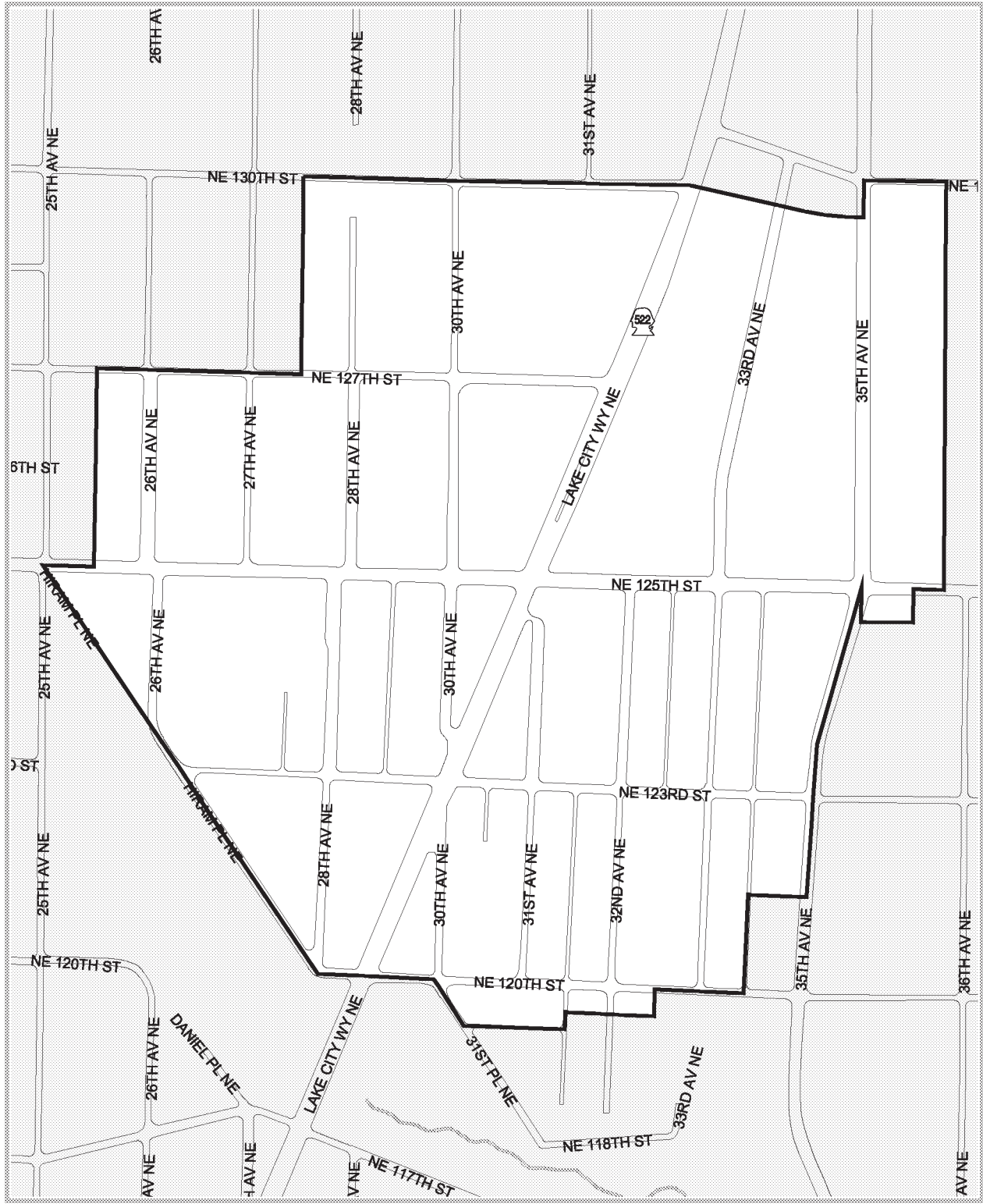
neighborhood plans: North Neighborhoods

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# LAKE CITY Hub Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT



**housing demand goal**

**NN-HD1** Mixture of high quality housing exists and the established residential areas are protected from encroachment by, and impacts of, other uses.

**housing demand policies**

**NN-P36** Encourage development of non-single-family parcels adjacent to single-family zoning to provide transitions or buffers adequate to protect the single-family area from adverse impacts.

**NN-P37** Encourage innovative and affordable housing types responsive to market demand and neighborhood desires, including live/work, studio, and in-home business.

**NN-P38** This policy is to be considered in the review of future rezones in the area defined by 15<sup>th</sup> Ave NE on the west, NE 95<sup>th</sup> Street on the south, NE 145<sup>th</sup> Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would:

- increase the permitted density, bulk, or height of structures in residential or commercial use, except for rezones from a commercial (C) zone to a neighborhood commercial (NC) zone or any rezone in the vicinity of the Civic Core, defined as the area roughly bounded by 128th Avenue NE on the north, Lake City Way on the east, 30th Avenue NE and 125th Street to the south, and 27th Avenue NE to the west;
- change a neighborhood commercial (NC) to a commercial (C) zone; or
- change a commercial to an industrial zone.

This policy shall not apply to rezones proposed in close proximity to a high capacity transit station outside of the urban village. Any rezone should be done in cooperation with the community.

**human services goal**

**NN-HS1** Human services serve current and future populations.

**human services policies**

**NN-P39** Seek to acquire land for capital facilities and other resources in anticipation of population growth, based on demographic projections.

**NN-P40** Periodically assess the effectiveness of current services through means such as community reviews or performance audits.

**design review goal**

**NN-DR1** Significant community influence over the quality, function and appearance of future development is accomplished through effective use of design review guidelines.

**design review policies**

**NN-P41** Require design review for all multi-family and commercial development meeting Design Review Program thresholds, in the zones to which the Design Review Program applies, anywhere in the North Neighborhoods' planning area.

**NN-P42** Seek to protect existing riparian and wetland areas and re-establish interrupted systems.

**NN-P43** Seek to provide clear, safe separation of pedestrian and vehicular areas on all arterials and within the HUV.

**NN-P44** Provide amenities along sidewalks which are attractive and safe.

**B-21 North Rainier****town center goal**

- NR-G1** A Town Center that concentrates housing, commercial uses, services and living-wage employment opportunities; that is well served by transit and nonmotorized travel options; and that is well designed and attractive to pedestrians.

**town center policies**

- NR-P1** Recognize the "Town Center" as the area where land use designations facilitate transit-oriented development to promote appropriate development around the light rail station.
- NR-P2** Foster development of a shopping district comprised of businesses that provide products and services meeting the needs of community members from different cultural backgrounds.
- NR-P3** Promote uses around transit facilities such as businesses open into the evening hours, and housing that provides "eyes on the street."
- NR-P4** Encourage the construction of physical improvements and activity programming that are culturally relevant to people with disabilities throughout the Town Center.
- NR-P5** Provide sufficient utility capacity within the Town Center to support the desired future density.
- NR-P6** Within mixed-use zones in the Station Area Overlay District, define and consider minimum residential densities in new buildings in order to create the critical mass of people and activity for a Town Center.

**housing goals**

- NR-G2** Housing in the neighborhood meets community needs for a range of household incomes and unit sizes, and makes a

compatible transition from higher-intensity mixed-use and multifamily residential to single-family areas.

- NR-G3** Development within the Town Center prioritizes housing that serves households across a range of incomes.

**housing policies**

- NR-P7** Seek to promote the highest intensity residential development in the proposed "Town Center," the focal point of mixed-use commercial and residential development.
- NR-P8** Encourage additional multifamily or mixed-use development in the following areas: south of the Rainier/ MLK intersection within the urban village, and continue south toward Rainier Valley Square Shopping Center; and in vacant parcels located east to 23rd Ave. S. and west to 17th Ave. S. around the intersection of Massachusetts St. and Rainier Ave. S.
- NR-P9** Seek to maintain single-family zoned areas within the urban village, but allow rezones to Residential Small Lot to encourage cluster housing developments and bungalow courts. Any single-family-zoned area within the urban village is appropriate for any of the small-lot single-family designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single-family land.
- NR-P10** Include a portion of single-family area located between 24th Ave. S. and 25th Ave. S. north of S. McClellan St. within the urban village and within the Station Area Overlay District, and support a multifamily zoning designation for the area that would allow more compact residential development.
- NR-P11** Seek partnerships with local social service providers, and continue to develop programs such as down payment assistance to develop affordable and attractive





home-ownership opportunities in the North Rainier Valley.

**NR-P12** Use design guidelines within the North Rainier Hub Urban Village so that higher-density development includes well-designed structures that respond to the desired future physical character and existing positive attributes of the surrounding natural environment and the neighborhood.

**NR-P13** Encourage a mix of home prices and sizes through use of incentives, requirements on development, and/or funding.

**economic development goals**

**NR-G4** A vibrant business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley.

**NR-G5** The neighborhood retains sufficient zoning capacity to facilitate employment growth.

**NR-G6** A local economic climate in which North Rainier's unique small businesses can remain economically viable, and have the opportunity to grow as the Town Center grows.

**NR-G7** North Rainier Hub Urban Village is known as a "Green Hub" providing green jobs and training, and green development.

**economic development policies**

**NR-P14** Seek to maintain the general commercial zoning that is outside the proposed Town Center in order to provide a land supply that promotes higher-wage manufacturing, distribution, and office and professional employment.

**NR-P15** In fulfilling its role as the hub urban village for the Rainier Valley, North Rainier should include training programs and jobs for youth that prepare them for family-wage jobs in the area and region.

**NR-P16** Strive to facilitate the vitality of existing retail and businesses that help meet the

neighborhood's employment goals and serve as destination businesses for customers from the Rainier Valley and beyond in addition to meeting the daily needs of residents.

**NR-P17** Provide technical and financial support to small business that meet the needs of the ethnic and cultural businesses in the neighborhood.

**NR-P18** Strengthen local business associations that include and support the presence and growth of businesses owned by immigrant and minority community members.

**NR-P19** Support and expand the existing diverse mix of generally small-scale businesses.

**NR-P20** Encourage the inclusion of affordable commercial space in new development.

**NR-P21** Support training programs and jobs in North Rainier that capitalize on the green technology market in order to support the role of North Rainier as the hub urban village within the Rainier Valley.

**NR-P22** Identify and promote opportunities for green infrastructure and development.

**community life goals**

**NR-G8** North Rainier Valley's network of parks, recreational facilities, open spaces, and arts and culture programs are functioning and are well utilized.

**NR-G9** Ethnic and cultural diversity is a continued presence in the businesses and community.

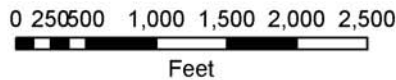
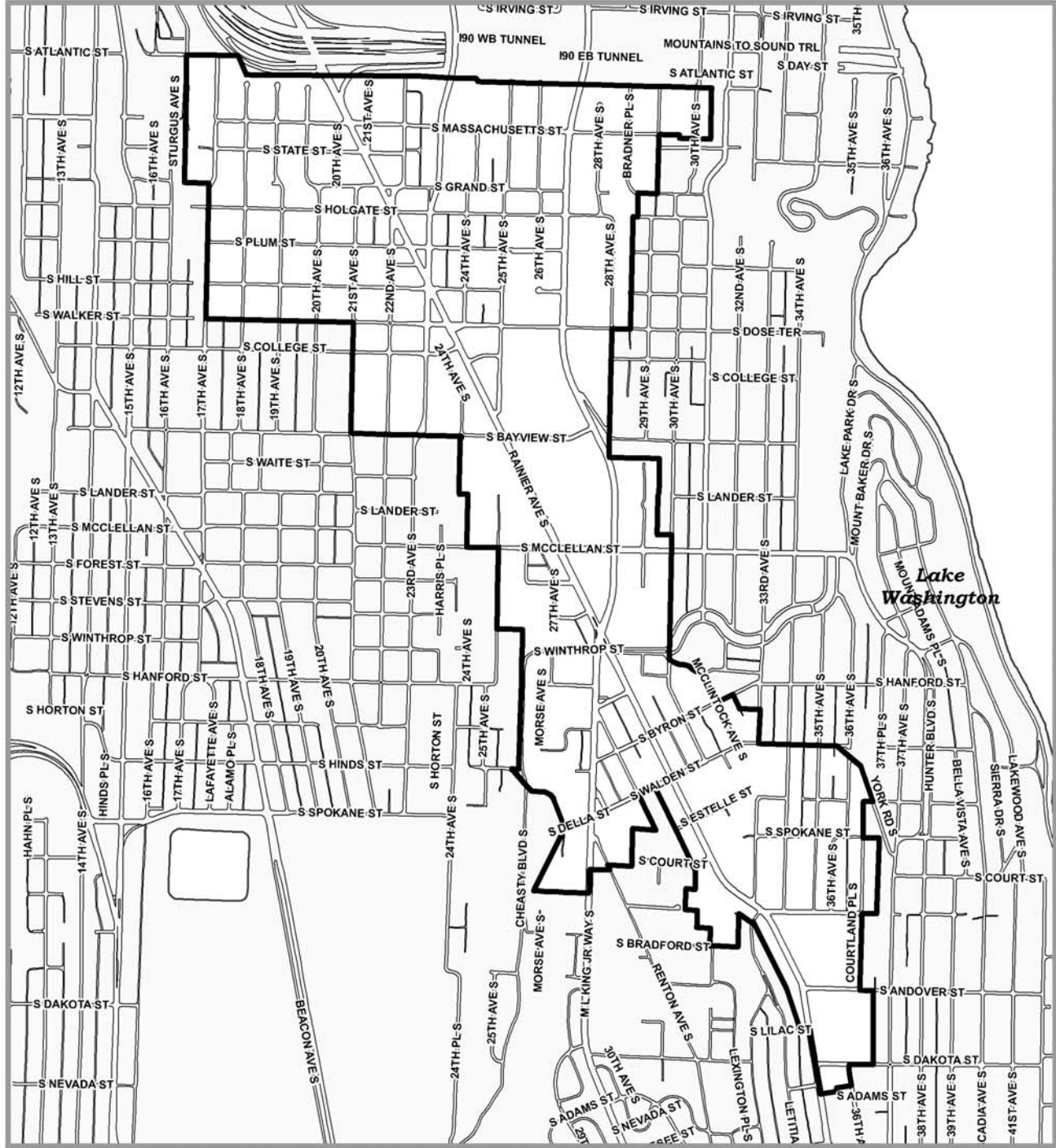
**NR-G10** A community that supports and provides opportunities for neighborhood youth.



**NR-G11** The transportation and housing needs of residents of North Rainier's community service facilities are met.

**NR-G12** North Rainier is known as a safe and hospitable neighborhood through its residents'



# NORTH RAINIER Hub Urban Village



 Village Boundary  
 Edge of Pavement



increased awareness of community-based crime prevention programs.

**community life policies**

- NR-P23** Enhance community pride through establishment of a multicultural community center, multicultural community festivals, mentoring, and programs that support positive and safe activities for youth.
- NR-P24** Promote the location of cultural community centers and services in the transit-accessible areas of the neighborhood.
- NR-P25** Support local agriculture and access to locally grown food through public mechanisms such as P-Patches and the Cultivating Communities program, as well as nonprofit and private mechanisms including farmers markets and on-site landscaping.
- NR-P26** Seek to meet the transit, access, and housing needs of users of North Rainier's community service facilities.
- NR-P27** Encourage housing and employment opportunities for people with special needs.
- NR-P28** Encourage community-based efforts for cross-cultural integration among the business owners as well as among the broader community.
- NR-P29** Seek ways to enhance North Rainier's built environment through actions such as neighborhood-wide clean-ups and "adopt-a-street" programs, rehabilitation and re-use of old or historic buildings, and through reclaiming public land for public use (i.e., street ends, planting strips, and City-owned vacant lots and buildings).
- NR-P30** Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.
- NR-P31** Seek to promote community improvement projects that can be acted upon through

community-based efforts, as well as through public investment.

**open space goal**

- NR-G13** Cheasty Boulevard and Greenbelt has been reclaimed and developed in a manner consistent with the 1909 Olmsted Parks and Boulevards Plan.
- NR-G14** A "ring of green" surrounding the urban village with strong connections to the greenbelts, boulevards and parks, augmented with a hierarchy of open spaces.

**open space policies**

- NR-P32** Support partnerships with Parks, SDOT, DON, utilities, nonprofits and the community to enhance street-end stairs, and create safe trails where appropriate through the surrounding greenbelts.
- NR-P33** Design parks and open spaces and programming to accommodate users of diverse ages, interests and cultures.
- NR-P34** Consider using levy funds, general funds and partnerships with developers, to create a hierarchy of public and private open spaces that are publicly accessible and address the gaps identified in the Parks Gap Analysis.
- NR-P35** Seek to preserve environmentally sensitive hillsides, particularly those in the Cheasty Greenbelt, and seek to protect them from further residential development

**transportation & transit service goals**

- NR-G15** Good connections between the North Rainier Valley, Mount Baker, and the Beacon Hill that encourage use of the Link Light Rail station.
- NR-G16** Neighborhoods adjacent to Rainier Avenue S and MLK, Jr. Way have effective traffic circulation and have implemented traffic calming strategies/facilities.



**NR-G17** A neighborhood served by a network of safe streets with amenities for pedestrians and bicyclists.

**NR-G18** Rainier Ave. S. is a highly functioning multi-modal "complete street" that serves as the spine of the Rainier Valley and retains its existing vistas of Mount Rainier.

**NR-G19** Continue to develop Martin Luther King Jr. Way S. as a "complete street, " and part of the neighborhood's network of streets with amenities for pedestrians, bicyclists, and transit riders.

**NR-G20** A transformed Rainier Avenue S. between S. Bayview St. and Martin Luther King Jr. Way S. that functions as a pedestrian-oriented main street.

**transportation & transit service goals**

**NR-P36** Promote alternative transportation programs, such as bicycle commuting, local hiring, van pools, and transit ridership.

**NR-P37** Create seamless pedestrian and bicycle links within the Town Center, and to the surrounding community facilities.

**NR-P38** Prioritize development of universally accessible routes between the Town Center and locations such as Lighthouse for the Blind and Center Park.

**NR-P39** Ensure that standards for new development projects will accommodate a vibrant pedestrian environment throughout the Town Center.

**NR-P40** Enhance access throughout the Town Center for people of all ages and abilities.

**NR-P41** Support actions that improve the pedestrian and transit functions along Rainier Avenue S. between S. Bayview St. and MLK Jr. Way S. so that the section becomes more of a local main street for the North Rainier neighborhood.

**B-22 Northgate**

**goals**

**NG-G1** A place where people live, work, shop, plan and go to school—all within walking distance.

**NG-G2** A thriving, vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods transformed from an underutilized, auto-oriented office/retail area.

**land use & housing goals**

**NG-G3** The surrounding single-family neighborhoods are buffered from intense development in the core, but have ready access to the goods, services, and employment located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile (the core area is shown on Map G3).

**NG-G4** The most intense and dense development activity is concentrated within the core.

**NG-G5** Commercial activity outside the core is smaller in scale and allows for a mix of uses that serve the adjacent residential neighborhoods.

**land use & housing policies**

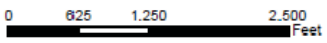
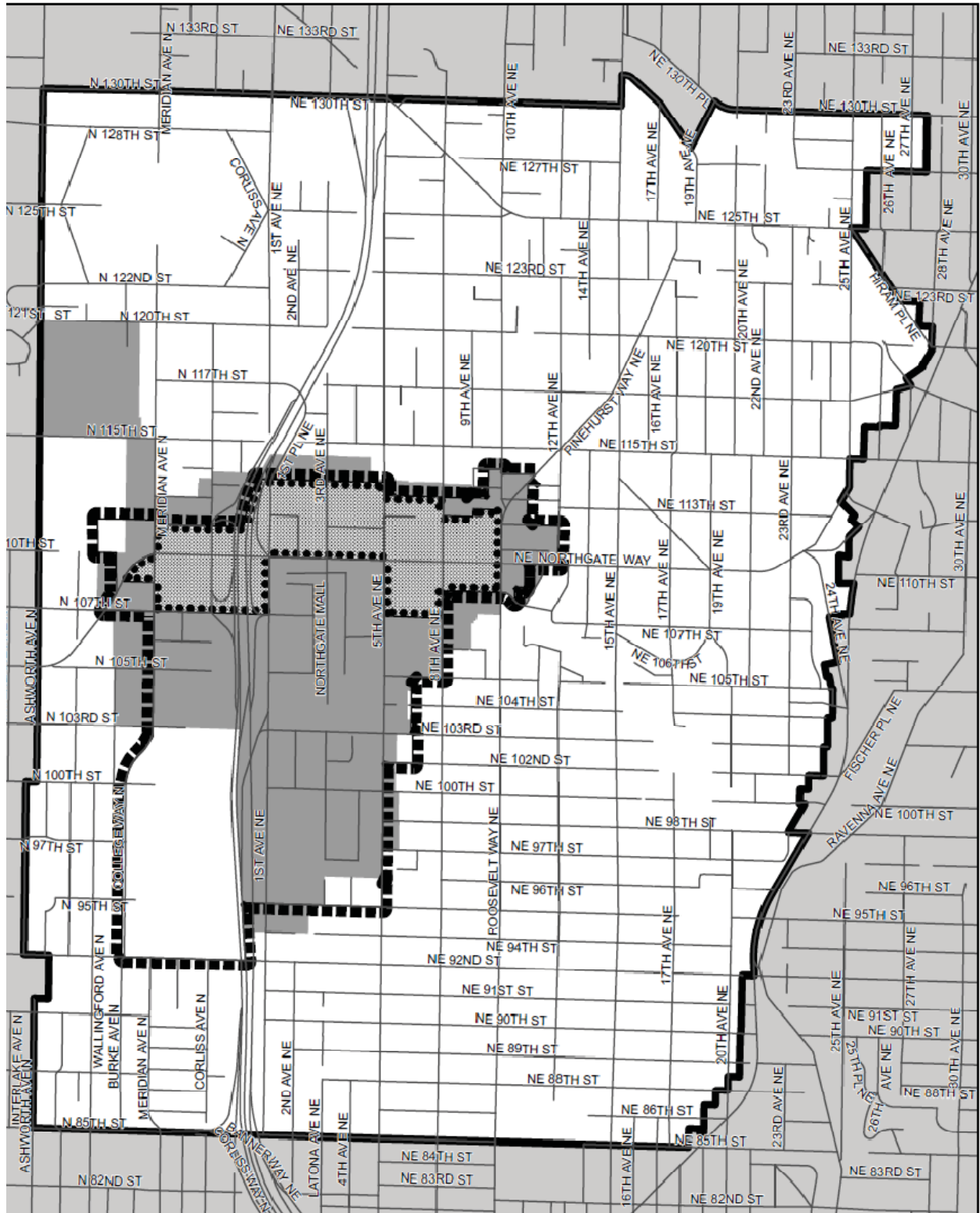
**NG-P1** Encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.

**NG-P2** Use land use regulation to cause new development to locate close to transit stops and provide good pedestrian and bicycle connections throughout the area so that



# NORTHGATE

Map of the North Core Area within the Northgate Urban Center and Overlay District



**Legend**

- North core subarea
- Northgate urban center
- Northgate core
- Northgate overlay district



intra-area vehicular trips and locally generated traffic are reduced.

- NG-P3** Use a Northgate Overlay District to address the special characteristics of development in the area.
- NG-P4** Concentrate employment activity where the infrastructure and transportation system can best accommodate it.
- NG-P5** Promote a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations.
- NG-P6** Promote additional multifamily housing opportunities for households of all income levels to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.
- NG-P7** Reduce conflicts between activities and promote a compatible relationship between different scales of development by maintaining a transition between zones where significantly different intensities of development are allowed.
- NG-P8** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single family-zoning on properties meeting the locational criteria for single-family zones.
- NG-P8.5** Support future potential rezones to higher intensity designations in the North Core Subarea. In considering such rezones, pay particular attention to the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.

### transportation goals

- NG-G6** An economically viable commercial core with improved alternative means of access, good vehicular and pedestrian circulation, and an enhanced, interesting environment that attracts customers, visitors, and employers.
- NG-G7** Medium to high density residential and employment uses are concentrated within a 10-minute walk of the transit center, reducing the number and length of vehicle trips and making travel by foot and bicycle more attractive.

### transportation policies

- NG-P9** Promote the efficiency of the transportation system by accommodating more person trips rather than vehicle trips.
- NG-P10** Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate Area.
- NG-P11** Promote pedestrian circulation with an improved street level environment by striving to create pedestrian connections that are safe, interesting and pleasant.
- NG-P12** Manage parking supply, location and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or high occupancy vehicle (HOV) usage, or detracting from the creation of an attractive pedestrian environment.
- NG-P13** Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.



**NG-P14** Seek to control impacts of a high capacity transit station on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.

**open space goal**

**NG-G8** Quality open space exists in sufficient quantity and variety to meet the needs of workers, shoppers, students, and visitors, as well as recreational and natural spaces for the growing residential population.

**open space policy**

**NG-P15** Promote a system of open spaces and pedestrian connections, to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

**drainage policy**

**NG-P16** Promote reduction of potential runoff into Thornton Creek, and encourage restoration of the Creek to enhance aquatic habitat and absorb more runoff.

**human services & community facilities policy**

**NG-P17** Encourage quality human services for all segments of the population.

**financing goal**

**NG-P18** Explore and seek to develop a variety of strategies for financing implementation of these goals and policies.

**B-23 Othello**

**land use & housing goals**

- O-G1** A neighborhood that offers a broad range of activities to serve the diverse needs of the community and to encourage neighborhood sustainability, including residential, commercial, retail, service, cultural, and open space uses.
- O-G2** A neighborhood that supports the broad economic, cultural and family-size diversity of this neighborhood by keeping housing affordable with a balance of both single-family and multifamily housing for both renters and owners.
- O-G3** The core Town Center, around the light rail station, is economically strong and serves the multicultural community who live, work and shop here.
- O-G4** The Othello Residential Urban Village has parks, recreational facilities, and open spaces that are designed and programmed to accommodate users of diverse ages, interests and cultures, and that allow for informal interactions of people from different cultures.

**land use & housing policies**

- O-P1** Encourage dense urban development in the Town Center in a manner that creates a vibrant and active commercial district supportive of the community, along with residential infill development to increase the housing supply.
- O-P2** Maintain and augment affordable housing to keep a range of housing prices and unit sizes and a balance of rental and owner-occupied housing.

neighborhood plans: Othello

**B-23**

January | 2005 (2012)



neighborhood plans: Othello

B-23

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- O-P3** Encourage well - designed multifamily development to contribute to the development of a mixed-use town center development.
- O-P4** Encourage development of housing available in a range of prices and sizes, including affordable family-sized homes with amenities for families.
- O-P5** Increase opportunities for affordable homeownership by working with lenders, and non-profit and for-profit developers.
- O-P6** Encourage the preservation of affordable housing resources through rehabilitation of existing single-family residences.
- O-P7** Encourage lenders to design mortgage programs, products , and educational materials that meet the needs of a diverse neighborhood.
- O-P8** Support low-income, senior and disabled renters and homeowners with supportive services that will allow them to continue to live in the neighborhood.
- O-P9** In partnership with local, state, and federal agencies, ensure the preservation of a supply of subsidized housing units in the neighborhood.
- O-P10** Encourage service providers and managers to provide security and decent physical condition for transitional housing to better integrate this housing into the surrounding neighborhood.
- O-P11** Encourage a range of affordable and market rate residential uses in mixed-use development that is within short walking distance of a light rail station.
- O-P12** Use the light rail station as a gateway with appropriate transitions to the Othello Residential Urban Village.

- O-P13** Promote development standards that accommodate a vibrant pedestrian environment throughout the Town Center.
- O-P14** Support a uniquely identifiable Town Center that is a destination for international food and cultural experiences.
- O-P15** Coordinate with other public and private agencies to plan, develop, operate and maintain park and recreational facilities.
- O-P16** Promote public safety in parks through partnerships with local organizations and law enforcement, defensible design, lighting, and landscaping.
- O-P17** Encourage the development of pocket parks throughout the neighborhood in unopened rights-of-way and other surplus public property.
- O-P18** Use the P-patch program as a means of increasing open space and neighborhood amenities.

economic development goals

- O-G5** Ethnic diversity of Othello merchants, a key asset of this neighborhood, is supported and maintained over the years.
- O-G6** The retail and commercial core of the Othello Residential Urban Village is an attractive and vibrant area for neighborhood residents and visitors.
- O-G7** Othello has vibrant commercial areas with diverse economic opportunities for area residents, including family-wage jobs and a variety of employment.
- O-G8** A continuum of opportunities for education, training, skills enhancement, and job placement that responds to the changing needs of the work place locally and regionally , and is readily available to neighborhood residents and workers.





# OTHELLO Residential Urban Village



VILLAGE BOUNDARY  
 EDGE OF PAVEMENT

neighborhood plans: Othello

B-23

January | 2005 (2012)

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economic development policies

- O-P19** Support a vibrant and attractive multicultural Town Center in providing a range of goods for those who live, work and shop in the neighborhood.
- O-P20** Encourage retail and services that are destination businesses for customers from the Rainier Valley and beyond, as well as those that support the culturally specific daily needs of the community.
- O-P21** Promote retail, restaurant and entertainment uses that are pedestrian- oriented , that provide a high level of street activity , and that create a secure environment for people and businesses.
- O-P22** Strive to develop pedestrian amenities to link commercial areas, transportation facilities, residential areas and parks.
- O-P23** Support implementation of coordinated long-term strategies for commercial district improvement including support for existing or expanding small businesses and ethnically based businesses to maintain the multicultural character.
- O-P24** Develop strategies that keep commercial space affordable for small businesses, especially culturally based businesses.
- O-P25** Support family-wage jobs in the neighborhood.
- O-P26** Support innovative employment opportunities, including green businesses and training programs.
- O-P27** Support programs that help residents be successful in their jobs including training and apprenticeships.

transportation goals

- O-G9** The neighborhood has a safe and effective network of buses and trains that supports land use goals and adequately serves the community.
- O-G10** Improve circulation within the existing capacity of the arterial street system to provide cost-effective mobility and minimal neighborhood disruption.
- O-G11** There are safe and convenient pedestrian and bicycle transportation alternatives to and from residential areas, parks, schools, civic buildings, and commercial and employment areas.

transportation policies

- O-P28** Mitigate the impact of arterial traffic on pedestrian activity and promote the safety of pedestrians by providing pedestrian amenities along arterials.
- O-P29** Create safe pedestrian and bicycle access to light rail and bus service, and to the business district, especially from the east and west.
- O-P30** Encourage King County Metro to provide effective bus service through the neighborhood to the light rail station and surrounding community facilities.
- O-P31** Work with the community to identify measures for residential streets, such as traffic circles, on-street parking, and street trees to mitigate impacts from nearby arterials.
- O-P32** Design streets for pedestrian safety, especially at light rail crossings.
- O-P33** Provide nonmotorized connections to open spaces.



**public safety goal**

**O-G12** This neighborhood is, and feels, safe for people and businesses -- from crime as well as from accidents while walking, biking and driving.

**public safety policies**

**O-P34** Work in partnership with the community , Seattle Police Department, and other agencies to identify public safety “hot spots” and appropriate courses of remedial action such as Block Watch programs, security lighting, and the Holly Park Merchants Assoc. Business Watch.

**O-P35** Encourage partnerships among businesses to create a safe and active commercial district.

**O-P36** Create a secure environment for people to walk and gather.

**O-P37** Create a secure environment for people and businesses.

**O-P38** Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.

**community building goals**

**O-G13** A tightly knit community where people know how, and want , to get involved in community activities.

**O-G14** Othello offers positive and safe activities for youth, including apprentice programs, recreation opportunities and jobs specifically for teens.

**O-G15** To support cultural diversity, there is improved access to education and employment training opportunities for all, including support specifically for immigrant and refugee families.

**community building policies**

**O-P39** Encourage property and business owners to enhance and maintain the cleanliness and appearance of residential and commercial areas.

**O-P40** Support culturally inclusive local business associations that support the vitality of a business district that serves the entire community.

**O-P41** Support the growth of jobs for teenagers in the neighborhood.

**O-P42** Encourage local institutions to meet the needs of the residents through opportunities for life-long learning in the neighborhood.

**O-P43** Improve the availability of community facilities for local organizations in the Othello Residential Urban Village.

**O-P44** Provide recreational and cultural programs and activities in parks and community centers that are relevant to the diverse population.

**O-P45** Support the creation of a variety of open spaces for informal public gathering and recreation, including an open space in the Town Center that can be used for community functions such as a farmers’ market and cultural celebrations.

**O-P46** Enhance community pride through multicultural community festivals, youth mentoring and other youth programs.

**O-P47** Support key cultural assets such as the Filipino Community Center, Lao Highland Community Center, and cultural media.

**O-P48** Seek opportunities and partnerships to create a shared cultural center that could accommodate offices and gathering/performance space for various multicultural and interest groups.



**B-24 Pike/Pine**

**community character goal**

**P/P-G1** A community with its own distinct identity comprised of a mix of uses including multi-family residential, small scale retail businesses, light manufacturing, auto row and local institutions.

**community character policies**

**P/P-P1** Strengthen the neighborhood's existing mixed-use character and identity by encouraging additional affordable and market-rate housing, exploring ways of supporting and promoting the independent, locally owned businesses, seeking increased opportunities for art-related facilities and activities, and encouraging a pedestrian-oriented environment.

**P/P-P2** Seek to preserve the architectural and historic character of the neighborhood by exploring conservation incentives or special district designations.

**economic development goal**

**P/P-G2** A neighborhood of thriving and diverse businesses that support both lively day-time and night-time activities. A destination for retail, arts, and entertainment.

**economic development policies**

**P/P-P3** Encourage the development of new tools that support and promote the independent, locally owned businesses in order to improve their economic vitality and plan their development while maintaining and enhancing the unique character of the neighborhood.

**P/P-P4** Strive to maintain the unique character of the neighborhood by creating programs for business retention and recruitment

with a focus on supporting small, independent businesses.

**P/P-P5** Collaborate with other organizations in the creation of an attractive, safe, clean, pedestrian friendly environment in which businesses thrive.

**P/P-P6** Seek to preserve and encourage the mix of light manufacturing, wholesaling, high-tech, and auto-related businesses that co-exist with smaller retailers.

**P/P-P7** Support the creation of a synergistic relationship between the business community and the broader neighborhood in order to promote the shared goals of maintaining the unique character of the neighborhood while improving its livability.

**housing goal**

**P/P-G3** A neighborhood that welcomes increased residential densities, with additional affordable and market-rate housing, and proper infrastructure to support the densities.

**housing policies**

**P/P-P8** Encourage diversity of housing while seeking to maintain existing low-income housing.

**P/P-P9** Seek additional resources for the preservation of existing, affordable rental housing.

**P/P-P10** Promote opportunities for owners of existing affordable rental housing to obtain financing to make property improvements without impacting rent levels.

**P/P-P11** Promote the additional development of new or rehabilitated housing units, through tools such as code modifications, incentives, and providing flexibility during development review.

neighborhood plans: Pike/Pine

B-24

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## PIKE/PINE Urban Center Village



VILLAGE BOUNDARY  
 EDGE OF PAVEMENT



**P/P-P12** Promote the development of mixed-use structures in general commercial areas of the Pike/Pine neighborhood, especially compatible mixed uses such as artist live-work space.

**P/P-P13** Work with non-profit housing organizations in identifying and implementing affordable housing projects.

human needs & development goal

**P/P-G4** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

human needs & development policies

**P/P-P14** Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.

**P/P-P15** Seek to improve communication between people, organizations and communities dealing with human needs and human development issues.

**P/P-P16** Seek new tools to address human support needs in the neighborhood.

**P/P-P17** Seek a comprehensive approach in addressing the human needs and problems of persons within the urban center and Citywide.

urban design goal

**P/P-G5** A neighborhood with a distinct identity that provides a distinct and active pedestrian environment and a balance of basic amenities that serves a dense urban center village.

urban design policies

**P/P-P18** Encourage the attraction and passage of pedestrians to and from downtown and adjacent neighborhoods by seeking to provide improved environments along key pedestrian streets.

**P/P-P19** Seek to develop the 'core area' east of Broadway into an active pedestrian center with connections to adjoining neighborhoods.

**P/P-P20** Strive to enhance awkward intersections where streets come together at odd angles for use as unique urban plazas and strive to improve pedestrian safety along Madison and elsewhere.

**P/P-P21** Seek to enhance sidewalks and alleys to make a better overall environment for pedestrians as well as retail activities.

**P/P-P22** Seek to enhance available open space and seek additional opportunities for pocket parks, community garden, children's play spaces, and other recreational activities.

**P/P-P23** Strengthen the recognition of the West End as the major entry point into the neighborhood.

**P/P-P24** Seek opportunities to enhance parking and traffic calming opportunities on primarily residential cross streets, along Pike and Pine.

transportation goal

**P/P-G6** A neighborhood transportation network which facilitates movement of residents, workers, students, visitors, and goods with a particular emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.



**transportation policies**

- P/P-P25** Encourage the use of traffic calming measures to enhance pedestrian and bicycle travel, slow vehicular traffic, and direct through traffic away from non-arterial streets.
- P/P-P26** Support the designation of key pedestrian linkages as Green Streets.
- P/P-P27** Seek to provide safer and easier crossings for pedestrians throughout the neighborhood.
- P/P-P28** Promote the improvement of primary sidewalk systems and pedestrian connections.
- P/P-P29** Encourage the completion and expansion of the urban trails system in order to provide increased bicycle access to the Pike/Pine neighborhood.

**transit goal**

- P/P-P30** Seek to improve the speed, frequency and reliability of transit serving the Pike/Pine neighborhood.

**transit policies**

- P/P-P31** Strive to make transit convenient, understandable, and easy to use.
- P/P-P32** Encourage the development of additional transit options which serve the neighborhood.
- P/P-P33** Encourage good access to light rail systems from the Pike/Pine neighborhood.

**parking policies**

- P/P-P34** Encourage parking management and transportation demand management practices as a means to reduce parking in the neighborhood.
- P/P-P35** Encourage the use of residential parking zones in the neighborhood, including areas within the Neighborhood Commercial or Commercial zones and establish curb space priorities.
- P/P-P36** Discourage long-term commuter parking and park-and-ride lots in the neighborhood.
- P/P-P37** Promote the reduction of car ownership of residents to minimize parking demand.

**freight mobility policy**

- P/P-P38** Strive to provide adequate access to merchants and to major institutions for deliveries and freight movement.

**arts & culture goals**

- P/P-G7** A neighborhood that fosters the creation of arts and cultural activities and facilities in a community that brings together many diverse talents and interests.

**arts & culture policies**

- P/P-P39** Promote the establishment of a community-based arts organization that would function in an integrated role with other Pike/Pine organizations and those in surrounding neighborhoods.
- P/P-P40** Support and promote arts events and projects in the Pike/Pine neighborhood.

neighborhood plans: Pike/Pine

**B-24**

January | 2005 (2012)



## B-25 Queen Anne

### goals

- QA-G1** Queen Anne is recognized for the uniqueness of its different neighborhoods, including the Urban Center, each with distinctive physical characteristics and a strong sense of community.
- QA-G2** Queen Anne has many single-family, multifamily, and mixed-use neighborhoods which preserve cultural and historic resources and which include affordable, subsidized, and special needs housing.
- QA-G3** The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood which enjoys a strong relationship with Seattle Center.
- QA-G4** Human service needs are addressed in the Queen Anne community.
- QA-G5** Queen Anne is a neighborhood which meets the parks and open space needs of its population by maintaining existing parks, identifying future needs, providing connections between parks and the community, and enhancing historic Queen Anne Boulevard.
- QA-G6** Queen Anne retains its unique natural environment while providing a safe urban Environment.
- QA-G7** Queen Anne recognizes the impacts that traffic congestion may have on the community's quality of life and strives to address traffic and transportation issues while improving the efficiency of the local and regional transportation system.
- QA-G8** Queen Anne is a community which encourages access to a wide range of transportation modes.

- QA-G9** Queen Anne is a neighborhood with a vibrant and sustainable business community and safe commercial districts.
- QA-G10** Queen Anne's businesses are accessible and meet the needs of the community.

### policies

- QA-P1** Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne's community character with open space, street trees, and other vegetation.
- QA-P2** Preserve the character of Queen Anne's single-family and mixed-use neighborhoods.
- QA-P3** Seek to maintain and establish quality design in the Queen Anne area. Through neighborhood design guidelines and design review, consider unique or particular local design characteristics, and include consideration of signage, adjacent public ROWs, and historic boulevards.
- QA-P4** Recognize and promote Queen Anne's historic resources through such means as developing a Roy Street Conservation District, preserving and enhancing the historic Queen Anne Boulevard and providing information about and incentives to preserve residential structures.
- QA-P5** Encourage an attractive range of housing types and housing strategies to retain Queen Anne's eclectic residential character and to assure that housing is available to a diverse population.
- QA-P6** Create a unique urban identity in Queen Anne's Urban Center which includes an attractive multifamily residential neighborhood identified by its distinctive park-like character and surrounding mixed use areas.

neighborhood plans: Queen Anne

B-25

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- QA-P7** Seek to establish high capacity transit/ multi-modal node(s) in the Urban Center which will be centrally-located and convenient to residents, businesses, and Seattle Center.
- QA-P8** Promote affordable locations for business in the Urban Center.
- QA-P9** Enhance the unique character of each business district.
- QA-P10** The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Upper Queen Anne Residential Urban Village.
- QA-P11** Provide for an attractive and harmonious transition between different land uses, including commercial areas and single-family areas.
- QA-P12** Legal non-conforming uses exist in Queen Anne's single-family neighborhoods, and these shall be allowed to remain at their current intensity, as provided in the Land Use Code, to provide a compatible mix and balance of use types and housing densities.
- QA-P13** Accessory dwelling units (ADUs) in single-family zones, in the Queen Anne planning area, should continue to be limited to the principal residential structure, and consider requiring that they be subordinate in size and character in order to discourage the development of duplexes and other multi-family structures in these zones.
- QA-P14** Encourage Seattle Center to plan and implement development which will enhance the quality of life in the Queen Anne neighborhood.
- QA-P15** Seek ways to ensure that Seattle Center remains a vibrant and valuable community resource and a premier regional amenity.

- QA-P16** Encourage the development of a unique urban residential neighborhood in the Urban Center through such means as allowing Single-Purpose Residential buildings in designated portions of Neighborhood Commercial 3 (NC3) zones.
- QA-P17** Strive to develop a Queen Anne neighborhood facility in the Urban Center which will serve the needs of the community as a community and resource center.
- QA-P18** Promote methods of assuring that existing housing stock will enable changing households to remain in the same home or neighborhood for many years.
- QA-P19** Seek to maintain Queen Anne parks and open spaces and replace aging parks facilities used by the public, and seek to ensure no net loss of parks, park facilities, or open spaces while recognizing the need for a citywide balance in ongoing maintenance and investment.
- QA-P20** Accommodate a range of uses in parks to meet the needs and interests of the Queen Anne population.
- QA-P21** Strive to meet the open space and parks and recreation needs of the Queen Anne population, including the Urban Center.
- QA-P22** Strive to provide trails and non-motorized linkages throughout and around Queen Anne.
- QA-P23** Seek to provide abundant green spaces and streetscapes throughout Queen Anne.
- QA-P24** Preserve and encourage the enhancement and development of Historic Queen Anne Boulevard as a major park/recreation/pedestrian trail element.
- QA-P25** Seek to retain and enhance the habitat value of Queen Anne's open spaces and undeveloped public lands.



neighborhood plans: Queen Anne

B-25

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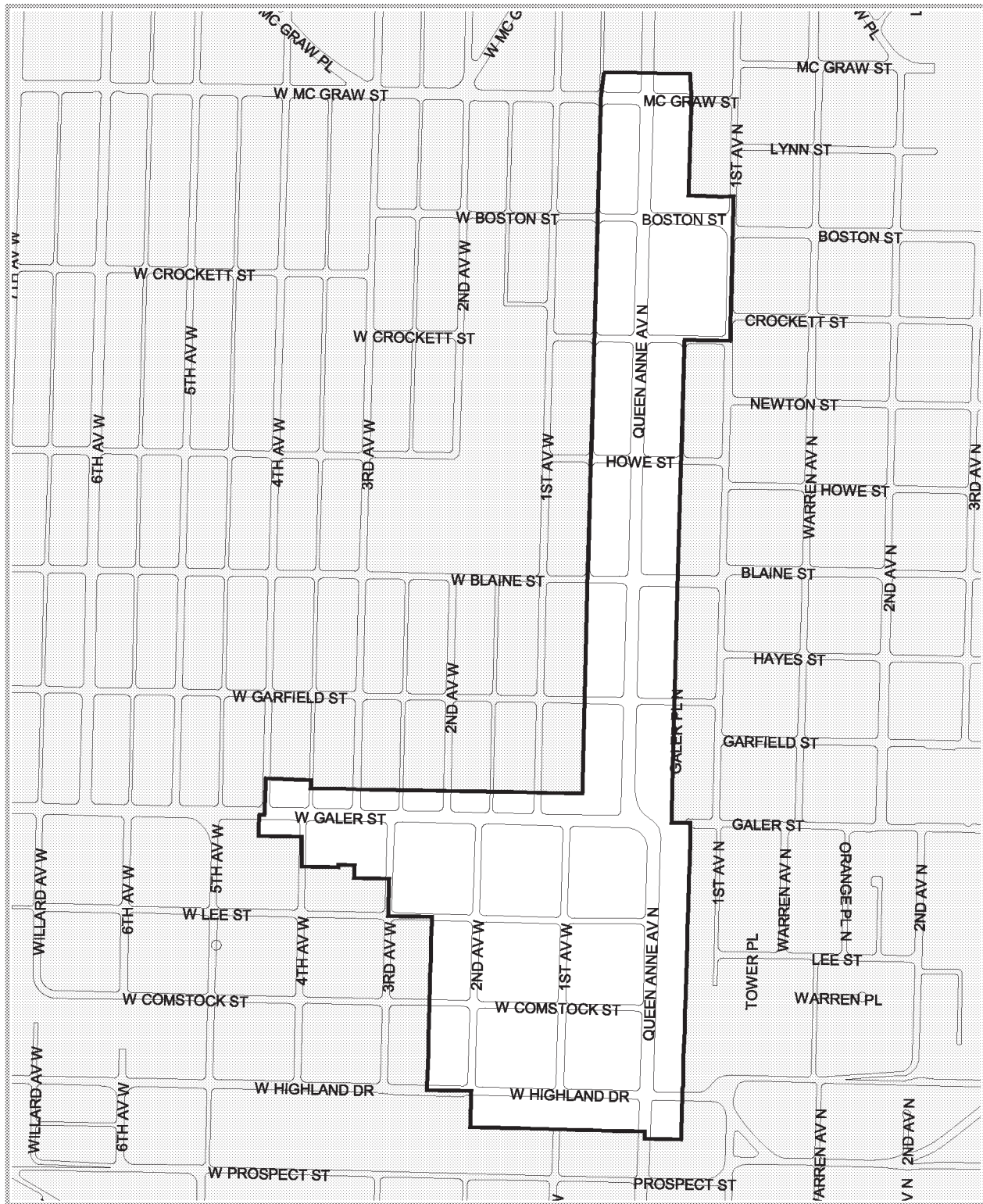
- QA-P26** Protect the ecological integrity of critical areas.
- QA-P27** Ensure appropriate drainage in Queen Anne's open spaces and critical areas.
- QA-P28** Ensure that public park lands are retained and maintained for public use.
- QA-P29** Strive to diversify transportation modes and emphasize non-SOV travel within the Queen Anne neighborhood.
- QA-P30** Seek to find solutions to Queen Anne's traffic congestion.
- QA-P31** Promote a human-scale and character within the heart of the Urban Center and strive to reduce industrial through traffic.
- QA-P32** Promote enhanced mobility and mobility options between Queen Anne and other neighborhoods, employment centers, and recreation centers.
- QA-P33** Transportation facilities and services should be consistent with and enhance Queen Anne's unique urban character.
- QA-P34** Strive to provide multi-modal linkages and access to and within Queen Anne and adjacent employment centers.
- QA-P35** Strive to provide high-capacity transit services, including light-rail, to the Urban Center.
- QA-P36** Strive to provide convenient and efficient transit linkages throughout Queen Anne with an emphasis on linking Upper Queen Anne and the Urban Center.
- QA-P37** Strive to provide improved facilities for transit.
- QA-P38** Strive to provide a system of bicycle facilities and routes within and around Queen Anne to encourage increasingly safe and convenient commuter and rec-

reational bicycle use as an alternative to motorized travel.

- QA-P39** Strive to provide convenient and safe bicycle and pedestrian access between Queen Anne and the Elliott Bay waterfront.
- QA-P40** Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.
- QA-P41** Seek to alleviate parking problems in the Queen Anne planning area.
- QA-P42** Strive to ensure adequate facilities, such as lighting, for safety in pedestrian and parking areas in Queen Anne's business districts.
- QA-P43** Strive to ensure that Queen Anne's commercial areas and business districts are safe from crime.
- QA-P44** Strive to find solutions to the parking needs of Queen Anne's business districts.
- QA-P45** Seek to fill identified market gaps in Queen Anne and support locally-owned businesses and other businesses that meet the needs of the local population.



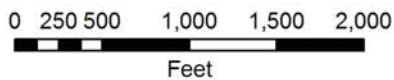
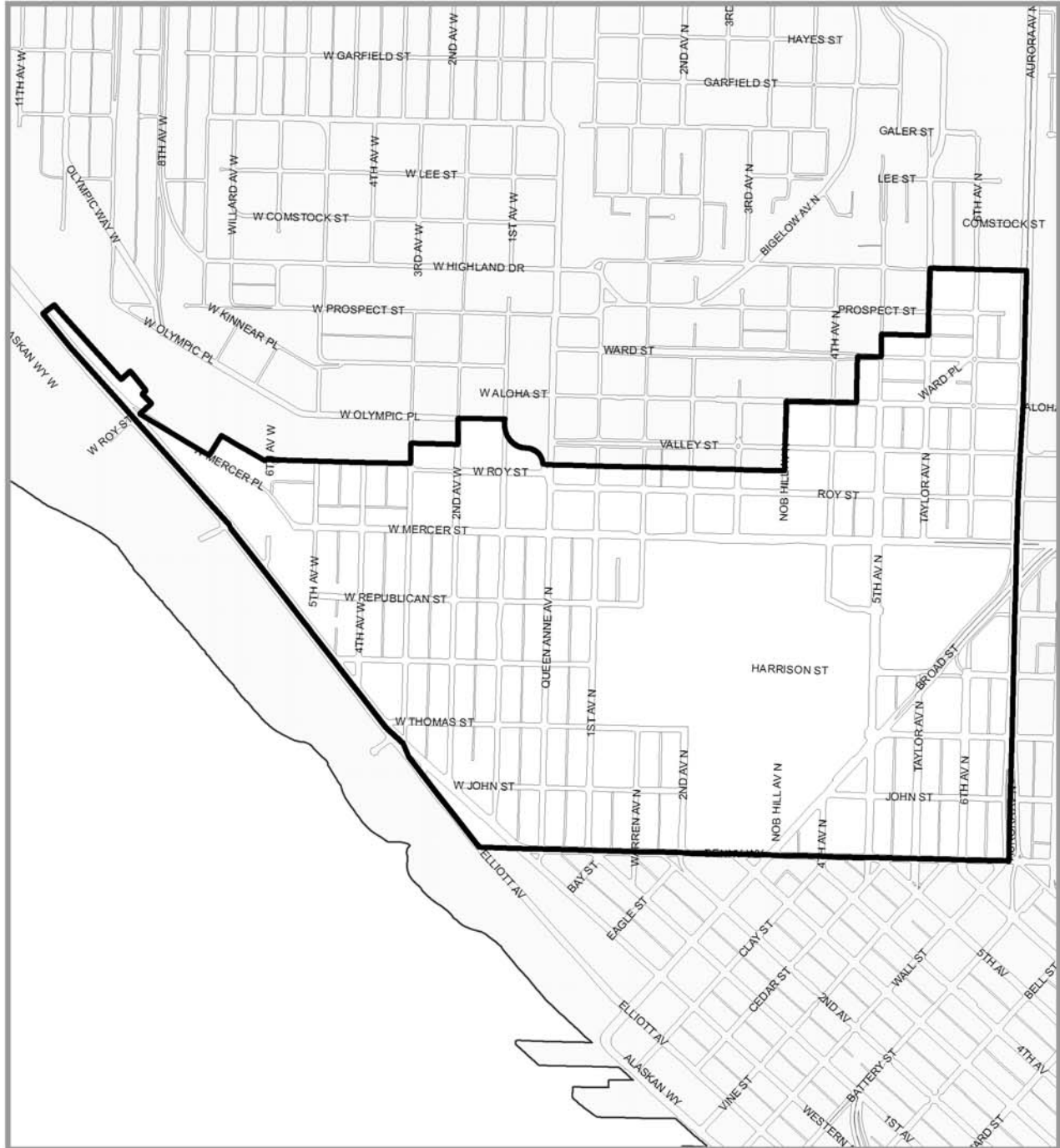
## UPPER QUEEN ANNE Residential Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT



# UPTOWN Urban Center



Village Boundary  
 Edge of Pavement



**B-26 Rainier Beach**

**land use goals**

- RB-G1** A diverse and vibrant neighborhood composed of pedestrian-friendly, transit-connected business districts and affordable and attractive residential areas.
- RB-G2** For Rainier Beach, the “town center” is an interconnected and vibrant set of places where the community comes together. These places reflect the diverse cultures, histories, and traditions that collectively give Rainier Beach its identity.

**land use policies**

- RB-P1** Encourage the revitalization of the S. Henderson Street corridor as a safe and attractive conduit between the light rail station at Martin Luther King, Jr. Way S. and the commercial center along Rainier Avenue South.
- RB-P2** Seek to promote transit-oriented development around Rainier Beach’s light rail station at Martin Luther King, Jr. Way S. and South Henderson Street.
- RB-P3** Encourage mixed-use housing and commercial development in the “Beach Square” area bounded by S. Henderson Street to the north, Rainier Avenue South to the south and west, and Seward Park Avenue South to the east.
- RB-P4** Seek to preserve the character of Rainier Beach’s single family zoned areas. Encourage residential small lot opportunities within single-family areas within the designated residential urban village. In the area within the residential urban village

west of Martin Luther King Way S., permit consideration of rezones of single-family zoned land to mixed-use designations.

- RB-P5** Encourage the City to support rezones within the Rainier Beach Residential Urban Village for projects that:
  - A. meet the overall community vision,
  - B. promote redevelopment of underutilized and derelict sites, and
  - C. result in pedestrian-friendly, well-designed new buildings.

**transportation & transit facilities goals**

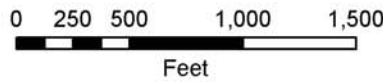
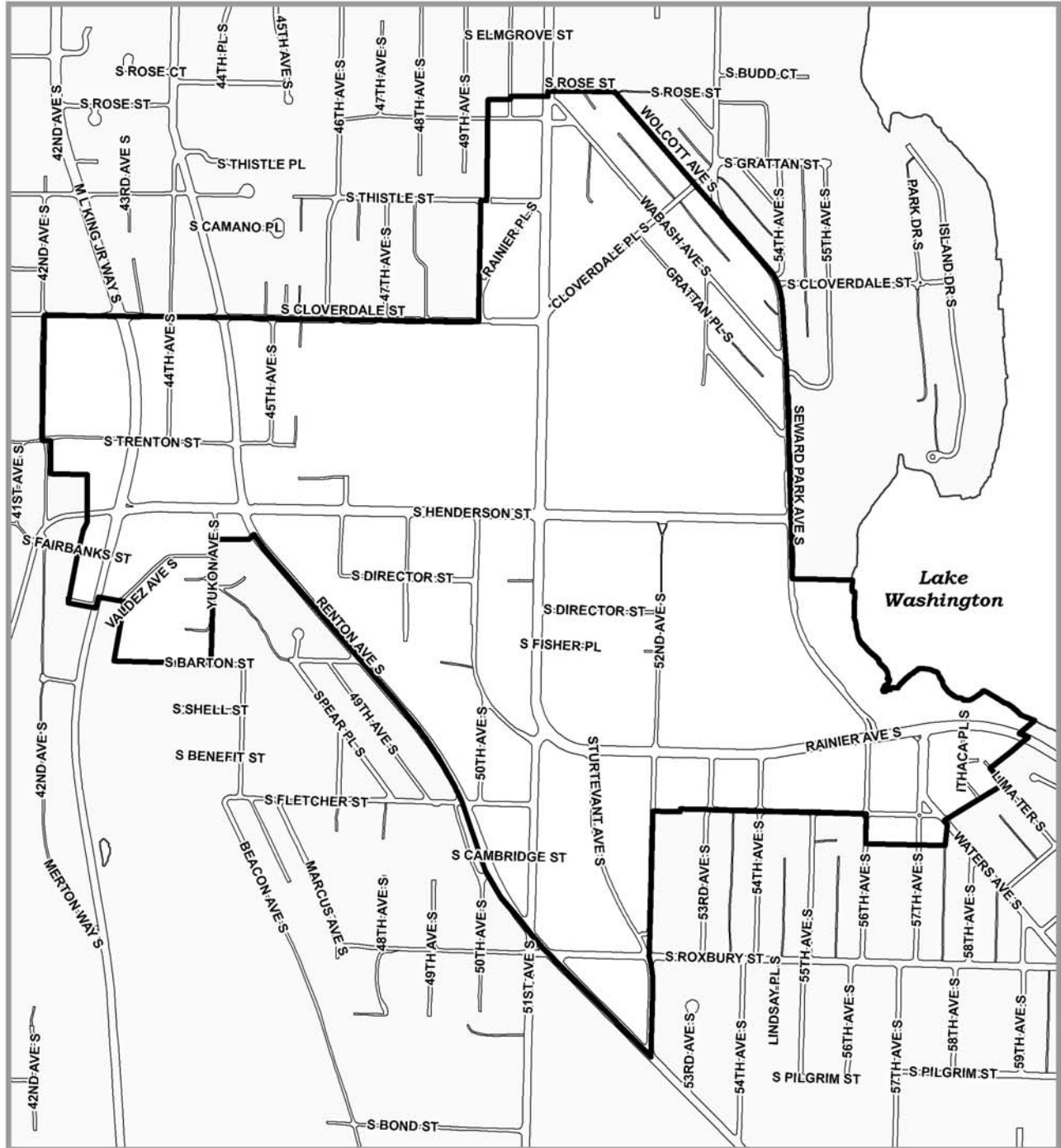
- RB-G3** A community with safe streets, pedestrian- and bicycle-friendly facilities, and an efficient, multi-modal transit system that supports access to shops, schools, services, places of worship, etc. that are necessary to lead a healthy lifestyle, and connects Rainier Beach residents and employees to other parts of the Rainier Valley and the region. A safe walking environment should be free from crime, and protected from motorists. It should also include amenities such as landscaping, street trees and public art that contribute to an enjoyable environment.
- RB-G4** Integrated transportation improvements that serve the community.



**transportation & transit facilities policies**

- RB-P6** Improve residential streets to best serve residential neighborhoods.
- RB-P7** Seek to promote non-motorized travel throughout Rainier Beach by providing facilities for pedestrians and bicyclists (as outlined in the Southeast Transportation Study, and Pedestrian and Bicycle Master Plans), particularly at the business nodes along the S. Henderson



# RAINIER BEACH Residential Urban Village



-  Village Boundary
-  Edge of Pavement



Street corridor, near the light rail station, and around the "Beach Square" commercial core.

- RB-P8** Explore a range of alternative transportation modes and solutions that would support the concepts of sustainability and environmental responsibility.
- RB-P9** Seek to strengthen provisions for code enforcement of transportation related violations such as speeding, and parking violations.
- RB-P10** Coordinate transportation improvements with other infrastructure and programmatic actions (such as public art, parks, or economic development) so that those improvements contribute positively to the neighborhood's identity.

**housing goal**

- RB-G5** A community that meets the housing needs of its economically diverse and multicultural population and provides opportunities at all economic levels.
- RB-G6** Retain and develop affordable (low and moderate income) housing, especially where such housing is accessible to transit.

**housing policies**

- RB-P11** Encourage attractive multifamily development, affordable to the neighborhood's economically diverse population, particularly along Rainier Avenue South from South Holly Street to South Cloverdale Street, and as part of South Henderson Street revitalization efforts.
- RB-P12** Seek to preserve the economic, racial/ethnic, and cultural diversity of Rainier Beach's population by providing affordable housing, including home-ownership opportunities, through capital funding and incentive programs (e.g. Multifamily Tax Exemption), and land use / zoning tools, including, where appropriate, rezones.

- RB-P13** Seek to promote townhomes and mixed-use buildings as the preferred development pattern for meeting the housing growth target for the Rainier Beach residential urban village.
- RB-P14** Address the causes of the perception of crime, the lack of personal safety, and the detraction from Rainier Beach's community character such as by cleaning up derelict residential properties.
- RB-P15** Increase opportunities for home-occupation, and live-work development that allows ground floor business including small-scale retail and services in the station area and along S. Henderson St.
- RB-P16** Encourage affordable family-sized units through incentives, requirements on development, direct City funding, and/or reuse of publicly owned property.

**capital facilities goals**

- RB-G7** A community with a variety of parks and open spaces, civic facilities, waterfront access, and a trail system that promotes the existing open space sites, and the enjoyment of new public spaces.
- RB-G8** Connected parks and open space that serve the community.
- RB-G9** Use the arts and public art, in particular, to engage and express Rainier Beach's cultural diversity.

**capital facilities policies**

- RB-P17** Support the Rainier Beach Urban Farm and Wetland Project to convert the Parks Department's Atlantic Street Nursery into an urban farm and wetlands restoration project.
- RB-P18** Seek to retain existing parks and recreation facilities, and strive to improve maintenance of these facilities.



**RB-P19** Recognize the importance of actively programming, strengthening connections to the community and maintaining the Rainier Beach Community Center and South Shore Middle School to help foster a civic core.

**RB-P20** Seek to promote the development of pedestrian trails that connect residential areas to the commercial core, and bring pedestrians from the Rainier View neighborhood down to the lower Rainier Beach valley.

**RB-P21** Improve connections to, and circulation within, public spaces (South Shore k-8, Rainier Beach Playfield, Rainier Beach High School and between Beer Sheva and Pritchard Beach).

**RB-P22** Seek to include art created by local artists, and that includes the input of ethnic and minority communities in exploring themes and locations, in public works construction projects in Rainier Beach.

**RB-P23** Seek to ensure coordination between City departments, private service providers and volunteers for the maintenance, cleaning, and general landscape upkeep of Rainier Beach's public streets and civic areas.

economic development goal

**RB-G10** A revitalized commercial business core that attracts the patronage of local and citywide residents and employees through an attractive, safe, and clean built environment.

**RB-G11** A strong local economy for Rainier Beach.

**RB-G12** Strong entrepreneurship that creates jobs and grows the local economy.

economic development policies

**RB-P24** Seek to promote "Beach Square" as Rainier Beach's hub of commercial retail activity.

**RB-P25** Support and expand the existing character and diverse mix of small-scale, minority

and immigrant-owned businesses nodes around Rainier Ave S and S Rose Street; Rainier Ave South and 56 th /57 th Ave. South; and the rail station.

**RB-26** Encourage partnerships among local housing providers, community development corporations, neighborhood and business organizations, and the City to assist with economic revitalization in Rainier Beach.

**RB-P27** As part of community development, seek to provide programs that equip individuals and families with the tools for achieving sustainable wealth creation; managing their money; making sound financial decisions; and building wealth.

**RB-P28** Consider strategies for employing youth when funding and implementing economic development programs.

**RB-P29** Encourage Sound Transit to develop its properties south of the rail station in ways that create permanent, well-paying jobs.

**RB-P30** Build on the asset of community diversity and consider the specific needs of minority and immigrant-owned businesses when undertaking economic development.

**RB-P31** Use streetscape improvements to enhance the character of the town center and support small, locally-owned businesses located there.

human development goal

**RB-G13** Strong schools with excellent programs and strong enrollment, that encourage and support the educational development of exceptional students.

**RB-G14** Education is integrated as an innovative and connected learning system into all levels of community life for all residents, resulting in the empowerment of the community and the promotion of lifelong learning.





- RB-G15** Strong institutions and activities that engage and support Rainier Beach youth.
- RB-G16** Ready access to healthy food.
- RB-G17** Community-based implementation of neighborhood plan recommendations and other community projects.
- RB-G18** Neighborhood spaces that support Rainier Beach's many cultures.
- RB-G19** Arts and public art, in particular, are used to engage and express Rainier Beach's cultural diversity.
- RB-G20** A positive identity for Rainier Beach based on its unique strengths.
- RB-G21** A safe Rainier Beach neighborhood.

**human development policies**

- RB-P32** Create strong partnerships between Seattle School District and the City of Seattle to support capital and programmatic improvements for schools in the Rainier Beach area.
- RB-P33** Integrate the concept of life-long learning including education and job-related activities into the programs provided by the schools and by the neighborhood's entire educational system.
- RB-P34** Seek to attract a community college facility that serves the Rainier Beach community in order to offer local college level studies and to establish connections to four-year colleges.
- RB-P35** Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.
- RB-P36** Seek to facilitate and improve the participation of parents and adults in the neighborhood schools by encouraging formation of active PTAs and by outreach to the non and limited English-speaking population of Rainier Beach.

- RB-P37** Encourage a community grass-roots approach to involve religious organizations and other influential organizations in community education issues.
- RB-P38** Work with existing community organizations and/or create new community organizations to implement plan update recommendations.
- RB-P39** Use public relations strategies to highlight Rainier Beach's community identity as a thriving and interconnected community with diverse households and supported by strong social and cultural institutions and services.
- RB-P40** Improve public safety when implementing any project or program within the community.
- RB-P41** Build and sustain a positive relationship between Seattle Police and the diverse cultures in Rainier Beach.

**B-27 Roosevelt**

**land use goals**

- R-LUG1** Foster development in a way that preserves single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses.
- R-LUG2** Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed use and commercial development along the commercial arterials that extend from the core.
- R-LUG3** Promote the design of private development and public facilities that protects and enhances public views and vistas.



land use policies

- R-LUP1** Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development.
- R-LUP2** Support the infill development of commercial zoned properties that are vacant or underutilized.
- R-LUP3** Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway and commercial corridors.

transportation goals

- R-TG1** Accommodate anticipated increases in transit, truck and automobile traffic on arterials.
- R-TG2** Balance the use of arterials for the movement of people and goods with parking needs.
- R-TG3** Minimize cut-through traffic on non-arterial streets.
- R-TG4** Respect the Olmsted legacy of Ravenna Boulevard as an element of the city's transportation and open space systems.
- R-TG5** Ensure that Roosevelt continues to be well integrated into the regional transportation infrastructure.

transportation policies

- R-TP1** Acknowledge that the existing built street environment must accommodate foreseeable traffic increases and provide interface with the light rail station.
- R-TP2** Promote sidewalk design on principal and minor arterials to encourage pedestrian use and improve pedestrian safety.

parking goals

- R-TG6** Promote the preservation of on-street parking for residents and their guests on minor arterials without bus routes and local access streets.
- R-TG7** Promote the efficient use of on-street parking on principal and minor arterials.

parking policies

- R-TP3** Promote the equitable distribution of parking on commercial and residential access streets to provide a safe flow of traffic relative to traffic volume and optimize the amount of on-street parking.
- R-TP4** Prioritize parking in commercial areas for business customers.

safety goal

- R-TG8** Street design and traffic control on principal and minor arterials should provide for pedestrian safety and promote a healthy walking environment.

safety policies

- R-TP5** Design traffic signals, crosswalks and sidewalks to improve pedestrian safety and encourage walking.
- R-TP6** Promote site planning that reduces conflicts between pedestrians and vehicles.

light rail goal

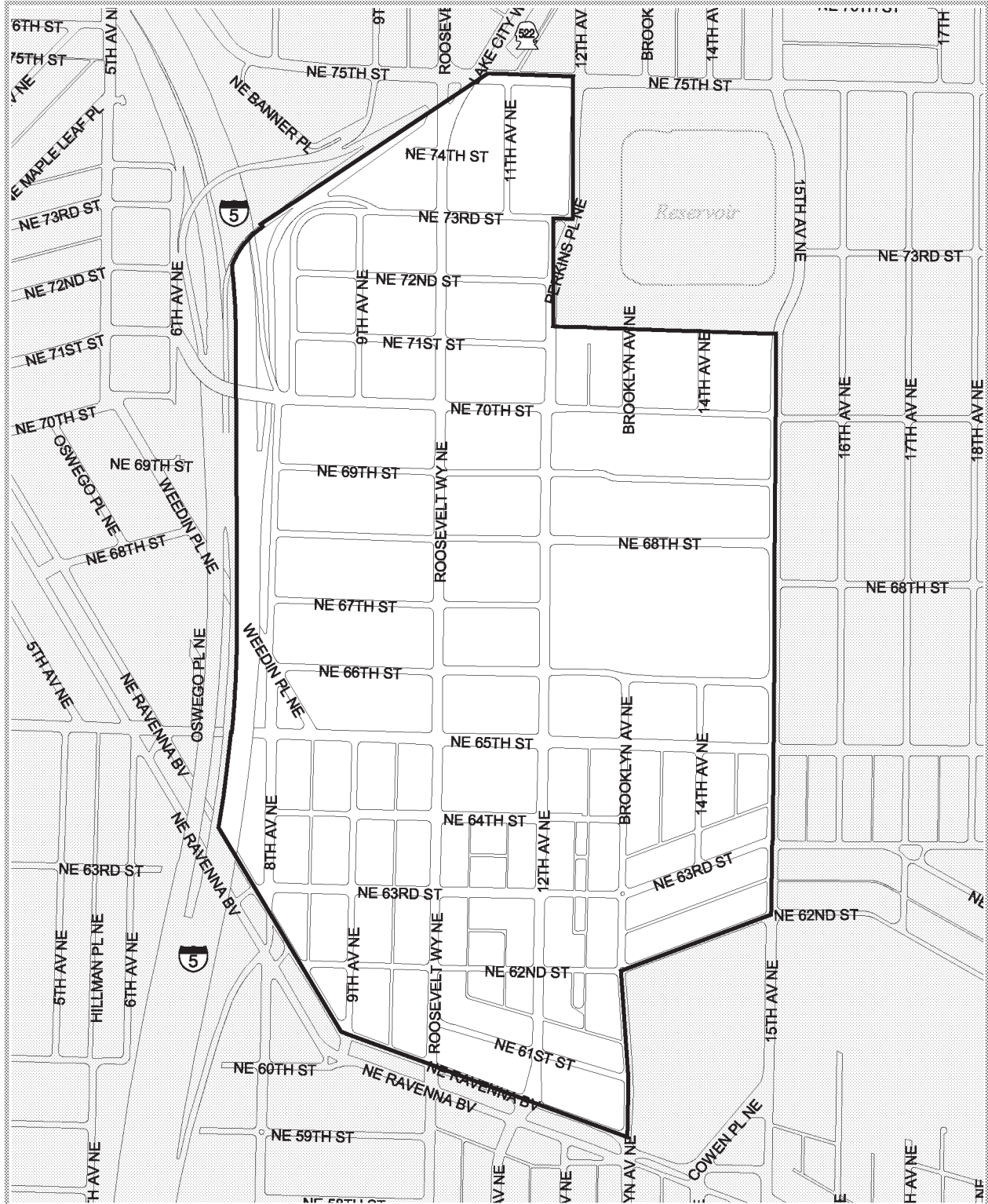
- R-TG9** Promote and support the integration of the Sound Transit Light Rail Station into the transportation network of the Roosevelt Urban Village.

light rail policies

- R-TP7** Promote a surface transit routing scheme that provides convenient, effective and frequent access to the light rail station.



# ROOSEVELT Residential Urban Village



0 500 1000 Feet

**—** VILLAGE BOUNDARY  
**---** EDGE OF PAVEMENT

neighborhood plans: Roosevelt

B-27

January | 2005 (2012)



neighborhood plans: Roosevelt

- R-TP8** Promote elements in the design of the light rail station that provide functional loading and unloading for vehicles, including surface transit.
- R-TP9** Promote improvements of pedestrian and bicycle facilities to ensure safe and convenient access to the light rail station.
- R-TP10** Protect on-street parking for residents and neighborhood commercial patrons from light rail users who commute to the station by automobile.

housing goals

- R-HG1** Protect and maintain the architectural heritage of Roosevelt's Craftsman, bungalow and Tudor style housing while embracing growth of well designed buildings of an appropriate scale.
- R-HG2** Create housing types that can provide housing opportunities for a wide range of residents and households with varying incomes and housing needs.
- R-HG3** Accommodate most of the expected residential growth by encouraging larger development in and around the Roosevelt Urban Village's light rail station and commercial core.

housing policies

- R-HP1** Promote the preservation and maintenance of existing single-family homes in single-family zones and control impacts to homes on the edge of the single-family zones.
- R-HP2** Encourage an appropriate fit of scale and architectural character in all new developments.
- R-HP3** Encourage extended families and families with children to reside in Roosevelt.
- R-HP4** Encourage housing options for people with disabilities, senior citizens, and those with low or moderate-income levels.

- R-HP5** Create housing opportunities that allow Roosevelt residents to stay in the neighborhood through various life stages.
- R-HP6** Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.

capitol facilities goals

- R-CFG1** As growth in the neighborhood occurs and density increases, provide public open spaces and indoor and outdoor community gathering places for neighborhood enjoyment.
- R-CFP2** Provide safe, well-maintained parks and open spaces with a variety of facilities that will promote positive activity.

capital facilities policies

- R-CFP1** Protect the value of Roosevelt's public spaces by controlling shadow impacts from surrounding development, enhancing and maintaining the landscape and facilities, and preserving public views from these spaces of the Olympic Mountains and Mount Rainier, the downtown Seattle skyline, and other City Landmarks.
- R-CFP2** Promote increased use of existing public open spaces.
- R-CFG3** Provide open space to support higher density residential development in appropriately zoned areas, including public plazas and other urban amenities in the commercial core and at the light rail station.
- R-CFP4** Consider redevelopment of under-used or decommissioned properties or facilities as a way to increase the amount of parks and recreation facilities and open space in the neighborhood.
- R-CFP5** Promote the design and programming of existing open spaces and facilities for alternative activities and shared uses.

B-27



**R-CFP6** Provide trails and corridors that connect existing and new parks and open spaces, to create an open space network.

**utilities goals**

**R-UG1** Maintain and enhance access for Roosevelt residents and businesses to the broadest range of utility systems available within Seattle.

**R-UG2** Help achieve overall City goals to reduce the use of energy and the production of non-recyclable waste and to increase the reuse of storm water and the recycling of solid waste.

**R-UG3** Reduce the visual impact of utilities in the Roosevelt neighborhood.

**utilities policies**

**R-UP1** Promote Roosevelt as a neighborhood of high technology connectivity.

**R-UP2** Strive to ensure that all residents and businesses have equal access to public and private utilities and programs that reduce cost and waste.

**R-UP3** Encourage the participation by all Roosevelt residents and businesses in voluntary programs for yard waste reduction and recycling, rain water collection and reuse, solar connection to the City's electrical grid and other such programs as may be sponsored the City, private utilities or other public organizations.

**R-UP4** Promote the use of sustainable building products and energy/water conserving fixtures in all new construction.

**R-UP5** Encourage the screening of above ground utility facilities, such as electrical substations, with either landscaping or artistic treatments.

**economic development goals**

**R-EDG1** Promote the health of the Roosevelt neighborhood commercial core and foster a strong, vibrant, pedestrian-oriented neighborhood business district.

**R-EDG2** Take advantage of the location of the light rail station by promoting mixed-use development that includes both businesses and multifamily housing near the station to serve the diverse population of the Roosevelt neighborhood.

**R-EDG4** Recognize that Roosevelt's cultural resources, including schools, institutions, traditions, historic resources, and creative people, are important contributors to our neighborhood economy, as well as to the city.

**economic development policies**

**R-EDP1** Support retention and growth of existing businesses, industries, and small firms within the Roosevelt Urban Village, and actively seek to attract new businesses appropriate to the neighborhood context and infrastructure.

**R-EDP2** Promote opportunities for business development related to users of the Roosevelt light rail station.

**R-EDP3** Encourage development of live/work arrangements within traditional commercial and office spaces, as a way to encourage small business owners to live in the neighborhood.

**R-EDP4** Strengthen ties with schools, institutions, arts and cultural entities, non-profits, and other organizations and recognize their contributions of economic diversity, living wage jobs and economic activity to the neighborhood.



human development goals

- R-HDG1** Make Roosevelt a neighborhood that supports a variety of life styles and families of all sizes, where all can be involved in community and neighborhood life.
- R-HDG2** Create an environment for sustainable living, accessible health care, education, and housing within the Roosevelt community.

human development policies

- R-HDP1** Create opportunities that build connections through community service and volunteering.
- R-HDP2** Promote respect and appreciation for diversity in the Roosevelt Neighborhood and compassion for those in the neighborhood who are disadvantaged.
- R-HDP3** Promote public safety through active community involvement and good urban design.
- R-HDP4** Foster a family-friendly environment and activities that promote cross-generational participation and that increase youths' attachment to the community.
- R-HDP5** Support programs that provide assistance to disadvantaged individuals and families.

environment goals

- R-EG1** Maintain a healthy natural environment as the Roosevelt neighborhood accommodates growth.
- R-EG2** Maintain and enhance the legacy of environmental stewardship in the Roosevelt neighborhood.

environment policies

- R-EP1** Protect and enhance the urban forest on public and private property to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil and provide habitat.

- R-EP2** Discourage the use of chemical products on lawns and gardens and for household use and discourage impervious ground surfaces to help protect the quality of Seattle's water bodies.
- R-EP2** Maintain and enhance environmental quality through the use of natural systems to reduce pollution and greenhouse gases in the air and to clean and control storm water runoff.
- R-EP3** Promote conservation of resources and energy, and use of sustainable building products through education, design review and community action.
- R-EP4** Strive to protect and retain exceptional trees and groups of trees that enhance Roosevelt's historical, cultural, environmental and aesthetic character.
- R-EP5** Promote the use of environmentally friendly modes of transportation and other ways of reducing greenhouse gases, such as alternative heating systems and reduced use of gasoline-powered devices.
- R-EP6** Promote site planning and building design that reduce energy use through natural lighting, natural ventilation and solar orientation.
- R-EP7** Promote street and other outdoor lighting fixtures that reduce light pollution, such as through the use of hoods and downward orientation.



**B-28 South Lake Union**

**neighborhood character goals**

- SLU-G1** A vital and eclectic neighborhood where people both live and work, where use of transit, walking and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life and amenities to support and attract residents, employees and visitors.
- SLU-G2** A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.
- SLU-G3** A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.
- SLU-G4** A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations.
- SLU-G5** A neighborhood that supports this and future generations by providing community-based historical, cultural, artistic and scientific learning and enrichment activities for children, residents, employees and visitors.

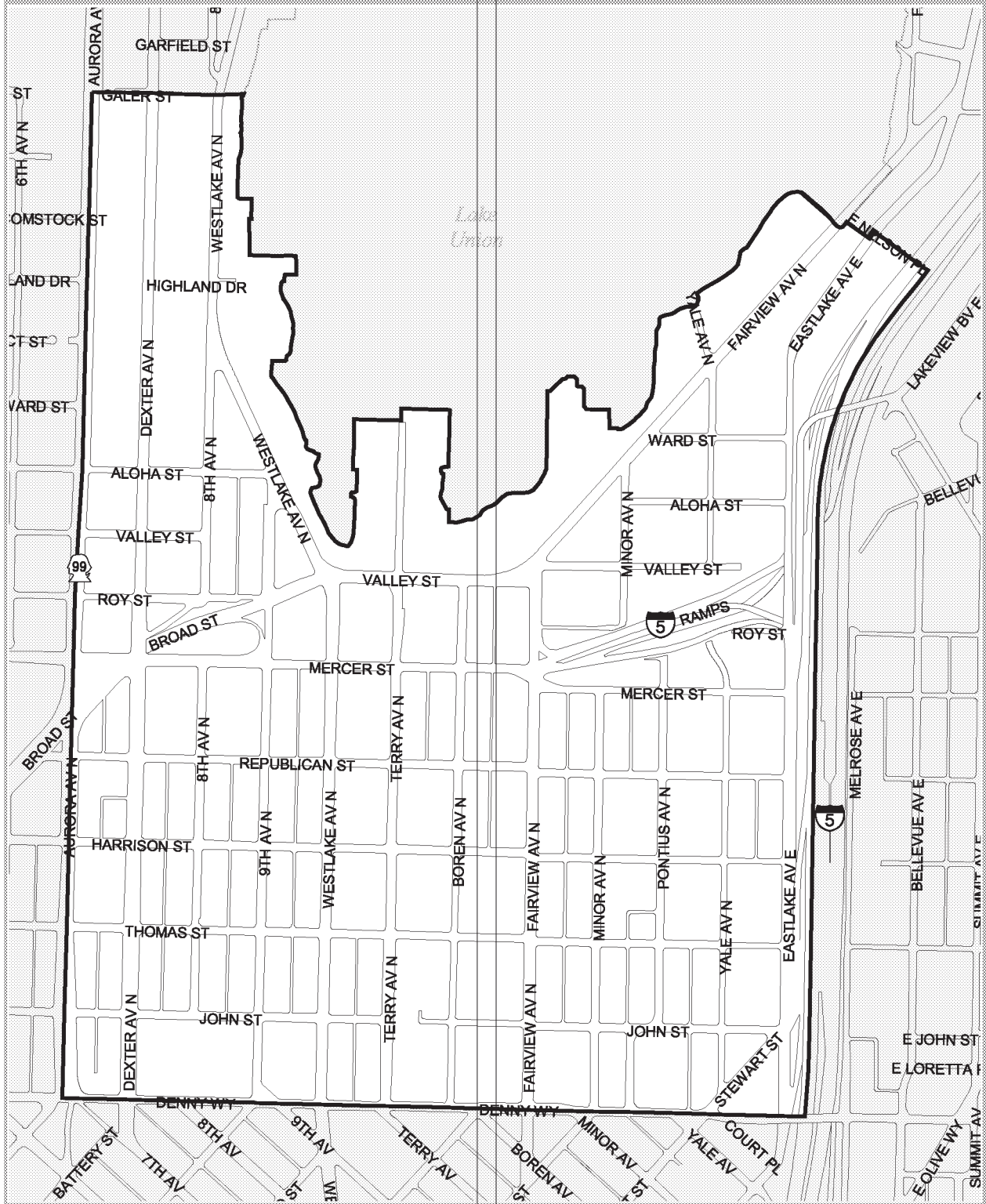
**neighborhood character policies**

- SLU-P1** Encourage the co-location of retail, community, arts and other pedestrian-oriented activities in key pedestrian nodes and corridors.
- SLU-P2** Promote diversity of building styles and support the diverse characters of neighborhood sub-areas.
- SLU-P3** Encourage public and private developers to consider existing neighborhood character

- when designing projects adjacent to parks and historical sites.
- SLU-P4** Work with the community to develop strategies to make the neighborhood safe for all community members.
- SLU-P5** Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.
- SLU-P6** Establish incentives to encourage preservation, reuse and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past and promote diversity of character and building types.
- SLU-P7** Support existing organizations that provide for an eclectic and livable community, including arts and culture, human services, maritime and educational organizations.
- SLU-P8** Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial and downtown-core service businesses traditionally occupying the neighborhood.
- SLU-P9** Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences and technology, and sustainable building.
- SLU-P10** Foster a collaborative and creative community through interaction among community members and different types of organizations in the community, including those engaged in arts and culture, human services and education, as well as neighborhood businesses and organizations.
- SLU-P11** Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing and displaying art



### SOUTH LAKE UNION Hub Urban Village



0 500 1000 Feet

 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT





- that meet the diverse needs of artists and arts organizations.
- SLU-P12** Provide for a livable community by encouraging artistic activities that create a positive street presence.
  - SLU-P13** Seek to incorporate the arts into the design of public projects and the use of public spaces.
  - SLU-P14** In order to support neighborhood families, encourage existing and new schools and childcare facilities in South Lake Union and adjacent neighborhoods.
  - SLU-P15** Recognize the heritage of the neighborhood and the rich diversity of neighborhood businesses and organizations as opportunities for learning.
  - SLU-P16** Encourage the development of higher education, apprenticeship and internship opportunities and adult learning offerings that build on the innovative climate of the community.

**transportation goals**

- SLU-G6** A livable, walkable community that is well served by transit and easy to get around by foot, bike or transit.
- SLU-G7** A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.
- SLU-G8** A well-connected neighborhood with bicycle, pedestrian, waterborne and vehicular access to adjacent neighborhoods.
- SLU-G9** A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.

**transportation policies**

- SLU-P17** Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets.

- SLU-P18** Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools and arts facilities.
- SLU-P19** Collaborate with businesses, developers, housing providers and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters.
- SLU-P20** Develop flexible off-street parking requirements that provide parking adequate to a building's occupants and encourage the use of transit, walking, bicycling and other non-automotive modes.
- SLU-P21** Encourage the efficient use of on-street parking for neighborhood businesses, residents and attractions through innovative parking management and pricing strategies.
- SLU-P22** Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.
- SLU-P23** Seek to provide improved access to and connections across Aurora Avenue North that result in a more integrated and efficient transportation system for multiple transportation modes.
- SLU-P24** Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.
- SLU-P25** Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.



**parks & open space goal**

**SLU-G10** Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

**parks & open space policies**

- SLU-P26** Support South Lake Union Park as a local and regional waterfront attraction that celebrates the area's natural history and maritime heritage.
- SLU-P27** Support Cascade Playground and related facilities as a community resource and model for sustainable parks development.
- SLU-P28** Support Denny Park's historic character while identifying opportunities to encourage more use of the park.
- SLU-P29** Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations to support existing park and open space projects and to provide for new open spaces to support the growth of the neighborhood.
- SLU-P30** Encourage the acquisition and development of public or private spaces that provide for active play and recreation.
- SLU-P31** Use visual and physical connections between open spaces, adjacent streets and surrounding activities to stimulate positive social interactions.
- SLU-P32** Identify opportunities for alternatives to traditional open spaces, including green streets and recognition and use of Lake Union as recreation and open space.

**housing goals**

**SLU-G11** A wide range of housing types is integrated into the community, accommodat-

ing households that are diverse in their composition and income.

**SLU-G12** Housing in South Lake Union is affordable for and attractive to workers in South Lake Union, to enable people to live near their jobs.

**housing policies**

- SLU-P33** Provide incentives or requirements for provision of housing for people across a range of incomes in a variety of housing types, particularly in mixed-income buildings.
- SLU-P34** Encourage affordable housing units throughout the community through new construction and preservation of existing buildings.
- SLU-P35** Encourage both rental and ownership housing.
- SLU-P36** Promote housing, amenities, and services, including schools and childcare, community center, library programs and other public services that promote a healthy community and that will attract more families to move into the South Lake Union neighborhood.
- SLU-P37** Encourage employers to develop and participate in strategies that allow employees to live near their work.
- SLU-P38** Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood.
- SLU-P39** Identify locations within South Lake Union where housing could be particularly concentrated to create viable urban residential communities.
- SLU-P40** Promote the development of live-work housing, especially when designed to meet the special needs of groups like artists and their families.



**sustainability goal**

**SLU-G13** A neighborhood that acts as a model for sustainable redevelopment.

**sustainability policies**

**SLU-P41** Encourage low-impact development and activities that can control consumption of resources, improve public health and safety, and provide for multiple environmental benefits.

**SLU-P42** Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.

**SLU-P43** Provide for a stable and reliable supply of electrical power to South Lake Union, which has facilities with unique load and service requirements, such as high-technology and biotechnology research laboratories.

**SLU-P44** Explore new sources of energy for heating and cooling, renewable energy, distributed co-generation, and energy conservation, at the building, block and neighborhood level.

**SLU-P45** Encourage building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street level.

**SLU-P46** Seek to increase tree coverage, reintroduce native plant species into the neighborhood and provide for additional wildlife habitat appropriate to the urban environment.

**B-29 South Park**

**goals**

**SP-G1** A great place to live and work.

**SP-G2** A community where neighbors are encouraged to know one another and join in making decisions about the future of the South Park community.

**SP-G3** A community inviting to households with children, where people value children's safety and education.

**SP-G4** A neighborhood where residents of all cultures, incomes and ages are welcome.

**SP-G5** A "people place" at all times of the day.

**policies**

**SP-P1** Collaborate with South Park residents, businesses and organizations in future planning efforts that impact South Park.

**SP-P2** Encourage community-building opportunities for South Park's residents.

**SP-P3** Encourage inter-jurisdictional partnerships that address issues in South Park that transcend jurisdictional boundaries.

**land use goal**

**SP-G6** Maintain and enhance South Park's residential character.

**land use policies**

**SP-P4** Seek to maintain industrial land for industrial and commercial uses.

**SP-P5** Seek to maintain residential land for residential uses. Multifamily and split zoned lots, adjacent to commercial zoning along 14<sup>th</sup> Avenue South, may be rezoned to commercial zoning to provide increased space for parking that supports commercial uses.

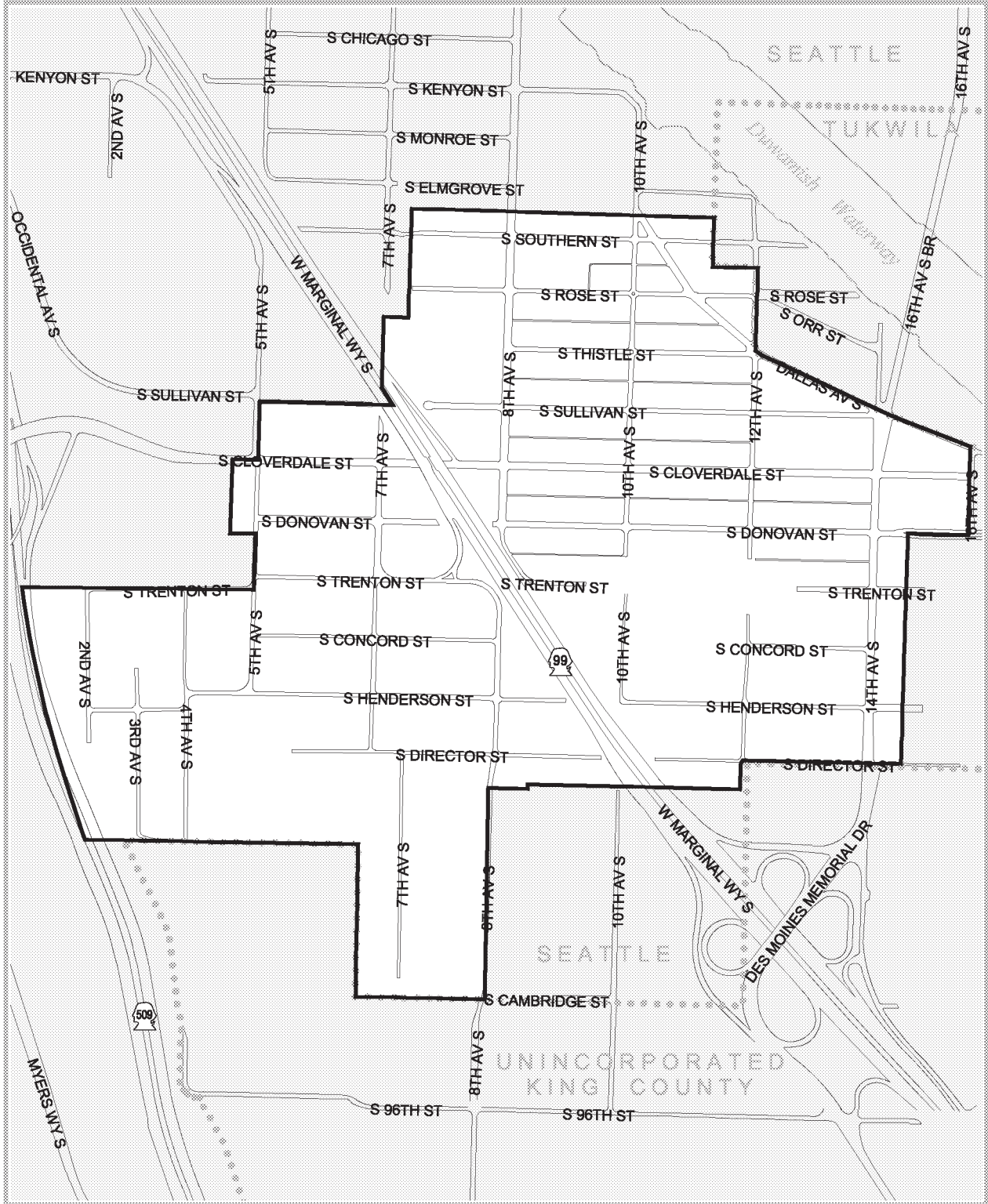
**transportation goal**

**SP-G7** A community where people feel safe and comfortable walking, riding a bicycle, using



neighborhood plans: South Park

### SOUTH PARK Residential Urban Village



B-29

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public transportation, or driving a vehicle and where streets are pleasant and public spaces are safe.

**transportation policies**

**SP-P6** Seek to promote an active, attractive, accessible pedestrian environment.

**SP-P7** Consider opportunities to increase accessibility within the neighborhood, including across Highway 99.

**housing goal**

**SP-G8** The development of new, and the preservation of existing, single-family detached housing affordable to low-income households.

**housing policies**

**SP-P8** Encourage the maintenance of existing housing.

**SP-P9** Work in partnership among various levels of government to address low-income housing needs that transcend jurisdictional boundaries.

**capital facilities goal**

**SP-G9** Public facilities that reflect South Park's residential character and role as the service center for surrounding areas.

**capital facilities policies**

**SP-P10** Continue seeking grass-roots involvement in identifying and siting desired capital projects and public facilities.

**SP-P11** Continue to provide for the maintenance of public facilities within South Park.

**utilities policies**

**SP-P12** Continue seeking grass-roots involvement in siting utility facilities for South Park.

**SP-P13** Seek to provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrading activities, to minimize the cost and public inconvenience of road and right-of-way trenching activities.

**SP-P14** Seek to coordinate utility capital expenditure planning with capital investment planning by County departments, where appropriate.

**environment goal**

**SP-G10** A community where residents and businesses practice responsible stewardship of the environment.

**environment policies**

**SP-P15** Seek to include quality environmental practices in the execution of public works in South Park.

**SP-P16** Support the efforts of local organizations that are working to create a healthier environment.

**economic development policy**

**SP-P17** Seek training opportunities for South Park residents which will help them to compete for meaningful and productive employment, earn a living wage and meet the needs of business.

**cultural resources policy**

**SP-P18** Encourage public art within South Park.



**B-30**

**University Community  
Urban Center**

**goals**

- UC-G1** Stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.
- UC-G2** Vibrant commercial districts serving local needs and offering regional attractions.
- UC-G3** An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle and automobile, and minimizes negative impacts to the community.
- UC-G4** A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances home ownership opportunities with rental unit supply.
- UC-G5** A community with a wide range of neighborhood recreation facilities and open space and which meets the Comprehensive Plan's open space goals.
- UC-G6** A community that builds a unique physical identity on its historical and architectural resources, attractive streets, university campus, and special features.
- UC-G7** An urban center that is home to the University of Washington; the region's foremost educational institution which is expanding to meet new challenges while enhancing the surrounding community.
- UC-G8** A community in which public education resources are readily available.
- UC-G9** A community that is regionally recognized for its arts and cultural activities and that

uses cultural activities as a community building asset.

- UC-G10** An integrated social service delivery network that serves the entire community.
- UC-G11** A community where people are and feel safe.
- UC-G12** A community where the historic resources, natural elements, and other elements that add to the community's sense of history and unique character are conserved.
- UC-G13** A community that supports innovation, discovery, and job creation through collaboration between businesses and the University.

**policies**

- UC-P1** In pursuit of Comprehensive Plan Housing Element policies encourage lower density housing types in the Roosevelt, University Heights, and Ravenna areas of the community, with options at a variety of affordability levels.
- UC-P2** South of 50th and west of 15th, encourage high quality development with a variety of building types, enhancing a vibrant mixed-use area with excellent proximity to the University and to the Sound Transit Light Rail station.
- UC-P3** Continue to strengthen pedestrian-oriented retail on University Way through physical improvements to the street and sidewalk and encouraging property and business owners to improve frontages. Encourage new improvements to University Way north of NE 50th St.
- UC-P4** Strengthen a diverse mix of retail and commercial activities on NE 45<sup>th</sup> Street and Roosevelt Avenue NE.
- UC-P5** Support the University Village Shopping Center's activities in a way that furthers economic and housing goals while requir-



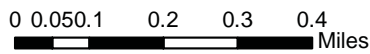
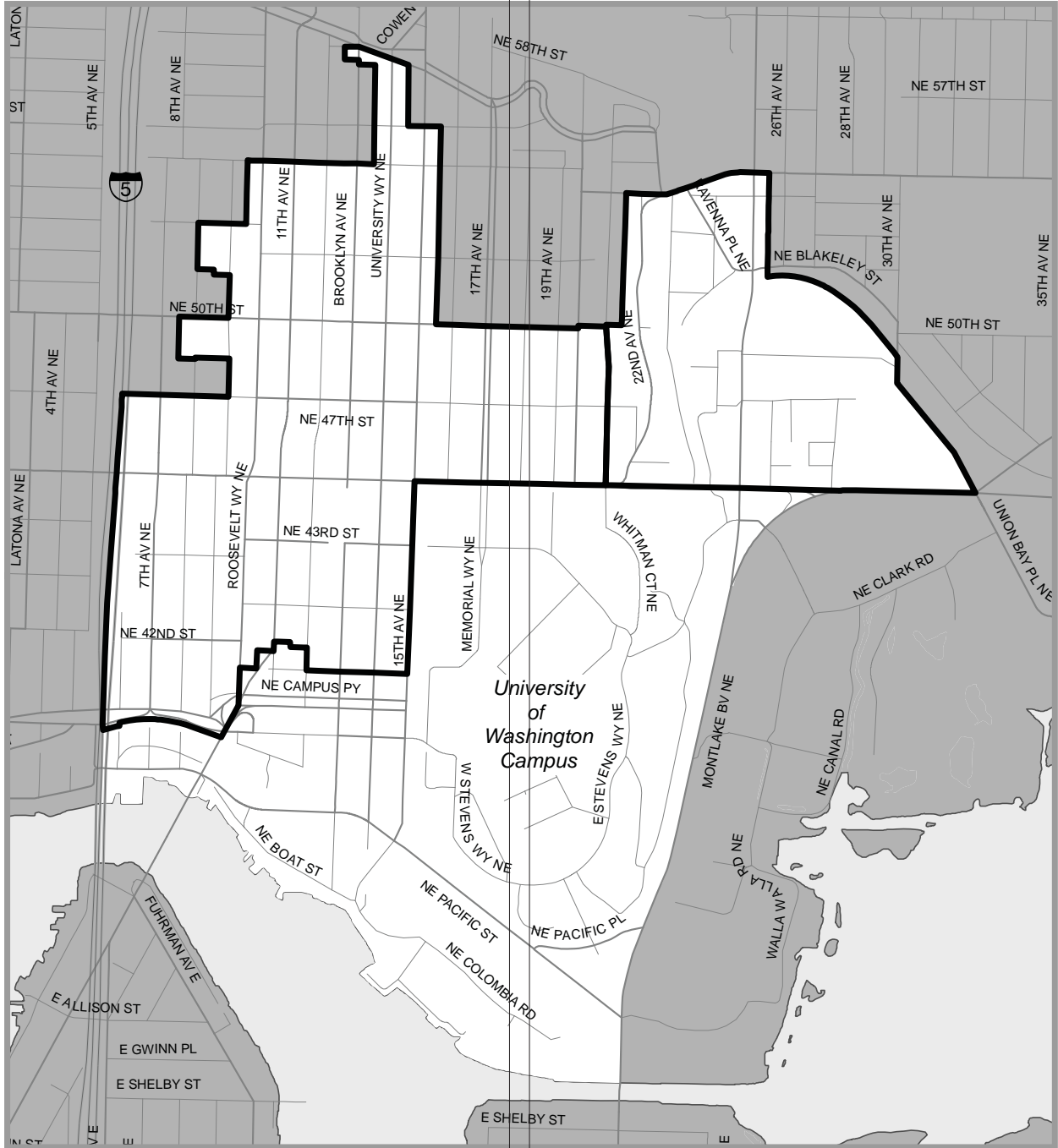
ing mitigation of significant and cumulative impacts according to SEPA.

- UC-P6** Encourage the development of retail businesses that serve local needs on 25<sup>th</sup> Avenue NE, and encourage the redevelopment of a diverse mix of housing and compatible retail, where appropriate, in adjacent areas.
- UC-P7** Involve the community and contiguous neighborhoods in the monitoring of traffic, and the identification of actions needed to preserve the multi-modal capacity of the principal arterial streets, to accommodate projected growth and protect residential streets from the effects of through-traffic.
- UC-P8** In pursuit of Comprehensive Plan Transportation Policies, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in citywide modal plans.
- UC-P9** Take advantage of Sound Transit improvements and coordinate local transportation needs and impacts and facilitate intermodal connections, such as bus, streetcar, bicycle, pedestrian travel, and surface vehicle traffic.
- UC-P10** Work with King County Metro and Community Transit to create efficient bus circulation. Address bus layover impacts, bus routing, and transfer issues as well as street improvements to facilitate transit.
- UC-P11** Carefully manage parking to provide needed accessibility while minimizing traffic and on-street parking impacts when considering on-street parking actions, off-street parking requirements for new development, and public parking development. Strongly discourage "park-and-ride" parking for commuters.
- UC-P12** Employ a variety of strategies to effectively provide for identified housing needs, including preservation of some existing housing while accommodating growth with a diversity of unit types, sizes and affordability.

- UC-P13** To maintain safe housing for all, and to reduce conflicts between student and non-student neighbors, encourage collaboration between residents, the City, and the University to enforce code requirements.
- UC-P14** Employ a variety of strategies to bring housing development to desired affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.
- UC-P15** In order to serve existing residents to the north and emerging residential neighborhoods, support the community services cluster roughly along NE 50<sup>th</sup> Street., which includes a wide variety of public, recreational, educational, community, and human services, plus churches, playfields, and other facilities.
- UC-P16** Employ a variety of strategies to increase open space, such as park acquisition through a major open space funding program, improvement of and better access to existing assets, adding open space functions in rights-of-way, and creation of small spaces with new development.
- UC-P17** Encourage the establishment of a local open space fund that can be used to purchase and improve small parcels when the opportunity arises, and to support programming and maintenance costs.
- UC-P18** Provide better physical connections from the University District to the UW campus, with particular emphasis on the campus entrance at NE 43rd St and, more broadly, opening the west edge of central campus along 15th Ave NE.
- UC-P19** South of NE 50th St and west of 15th Ave NE, network of open spaces integrated with development, including improved sidewalks and pedestrian pathways that increase accessibility through and along long



# UNIVERSITY COMMUNITY Urban Center



O:\cgis1\COMPLAN\future\_landuse\Neighborhood Plan Figure X.mxd

**—** VILLAGE BOUNDARY





blocks. Provide open space and recreation facilities for seniors.

**UC-P20** Pursue the creation of a centrally-located, flexible open space, ideally within two blocks of the Sound Transit light rail station at Brooklyn and 43rd. Surround this open space with active uses, and manage it to ensure that it is a positive addition to the neighborhood.

**UC-P21** In University Way-15<sup>th</sup> Avenue NE corridor between NE 55<sup>th</sup> Street and NE 41<sup>st</sup> Street, encourage the provision of more sidewalk cafes, alley activation, and street-oriented public space through both public and private investment.

**UC-P22** In the Ravenna Urban Village, seek to protect and enhance natural areas and features.

**UC-P23** Seek to preserve and enhance the following design characteristics within the community: Pedestrian orientation and visual interest to the pedestrian, high quality, human-scaled design details in larger buildings, streetscape continuity on commercial corridors, integration between the UW campus and the surrounding community, buildings with attractive open space and low rise multi-family development that fits with the design character of adjacent single family houses.

**UC-P24** Enhance gateways into the University Community, especially at NE 45<sup>th</sup> St and 7<sup>th</sup> Ave NE, NE 45<sup>th</sup> St at 15<sup>th</sup> Ave NE, the Sound Transit light rail station, the "landing" of the University Bridge at NE 40<sup>th</sup> St 25<sup>th</sup> Avenue NE at NE 55<sup>th</sup> Street, and NE 45<sup>th</sup> Street at 25<sup>th</sup> Avenue NE. "Gateways" means visual enhancements that signify entries into the community, such as improved landscaping, signage, artwork, or architectural features

**UC-P25** Accommodate new University growth in a way that benefits the surrounding community.

**UC-P26** Work to connect and integrate the campus and the community visually, physically, socially, and functionally.

**UC-P27** Ensure that the University Community plays an active role in the UW's Campus Master Plan on subjects of mutual interest.

**UC-P28** Pursue opportunities to work with Seattle Public School District #1 in locating a public school in the community, capitalizing on the area's excellent accessibility and proximity to the University of Washington.

**UC-P29** Work with Seattle Public School District #1 to ensure appropriate, equitable school resources are available in the community, including after-school activities and facilities.

**UC-P30** Encourage the local coordination of arts and cultural activities, including museums, theaters, commercial activities, galleries, classes, performance halls, arts groups and informal performance groups, for the mutual enhancement of those efforts.

**UC-P31** Provide the opportunity for local public involvement in City-sponsored art projects and the design of major public facilities.

**UC-P32** Ensure that the full range of cultural activities and backgrounds is represented in publicly-funded arts.

**UC-P33** Foster the coordinated efforts of local social service providers to identify and meet the specific service delivery needs in the urban center.

**UC-P34** Encourage effective partnerships between service providers and integrate these efforts into other community improvement activities.



- UC-P35** Place a high priority on controlling illegal activities on streets and in public spaces.
- UC-P36** Encourage legitimate uses and a sense of ownership in parks and public spaces.
- UC-P37** Support public safety through urban design.
- UC-P38** Seek to conserve the special historic and cultural resources in the University Community including significant structures on commercial corridors, registered landmarks, and significant public structures.
- UC-P39** Identify and conserve areas of special design character, such as Greek Row and 17<sup>th</sup> Avenue NE boulevard.

capital facilities & utilities

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express the vision of the University Community Urban Center.



**B-31 Wallingford**

**urban villages goal**

**W-G1** A neighborhood with a vital commercial district serving the residential core.

**urban villages policies**

- W-P1** Protect the character and integrity of Wallingford's single family areas.
- W-P2** Discourage single purpose residential development in the key business district along 45<sup>th</sup> Avenue N and NE.
- W-P3** Allow for consideration of future downzones to encourage small lot or cottage development and affordable housing types or to respond to unanticipated development pressure.
- W-P4** Use Wallingford Neighborhood Design Guidelines for reviewing commercial and multi-family development to encourage design that is consistent with the neighborhood's character, while maintaining and promoting a vital business community.
- W-P5** Strive to create open space opportunities in underserved areas.
- W-P6** Give significant attention to infrastructure within the urban village and for heavily used facilities serving the urban village.
- W-P7** In as much as the Wallingford Residential Urban Village has substantially exceeded its household growth target, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Wallingford Residential Urban Village.

**housing goal**

**W-G2** A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.

**housing policies**

- W-P8** Promote a high rate of homeownership within the Wallingford area.
- W-P9** Seek to make a wide variety of housing types available to meet the needs of diverse populations and families and explore options to provide affordable homes.
- W-P10** Encourage a wide range of public facilities and other amenities such as parks, open space, library and meeting rooms that encourage and promote neighborhood stability.
- W-P11** Encourage development of housing for a wide range of incomes.
- W-P12** Encourage retention of a wide range of age groups residing in Wallingford.
- W-P13** Allow development of home businesses that do not adversely affect the character of the residential community.
- W-P14** Encourage the development of Accessory Dwelling Units in the community as a housing affordability strategy.

**transportation goal**

**W-G3** A neighborhood of pleasant and exciting streets that promote walking, transit use and interactions between neighbors.

**transportation policies**

**W-P15** Strive to create an efficient street network for cars, trucks, pedestrians, buses and bicycles and to promote safety for all modes.

neighborhood plans: Wallingford

**B-31**

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# WALLINGFORD Residential Urban Village



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT



- W-P16** Strive to eliminate local safety hazards to pedestrians and traffic and to discourage cut-through traffic on residential streets.
- W-P17** Work to provide convenient access to, and network connectivity of, the transit system.
- W-P18** Seek to provide for commercial parking availability, and use of existing parking, and to eliminate spillover parking in residential areas.
- W-P19** Strive to create streets with sidewalks that are pleasant public places with safe and convenient street crossings and a balanced interaction between pedestrian, bicycle, car, bus and truck traffic.

**business health goal**

- W-G4** A neighborhood that maintains and promotes a vital business community.

**business health policies**

- W-P20** Encourage efficient utilization of existing parking opportunities along the business corridor.
- W-P21** Strive to maintain, promote and beautify a vital business community which is clean, safe and accessible.

**community building goal**

- W-G5** A neighborhood that feels like "a small town in the big city."

**community building policies**

- W-P22** Encourage neighborhood based efforts to enhance a sense of community and individual empowerment and strengthen community organization.
- W-P23** Work to provide excellent city-neighborhood collaboration and communication.

- W-P24** Promote volunteerism to help make best use of our most valuable resource — our knowledgeable and caring community members.

**human services policies**

- W-P25** Encourage human services in Wallingford that are closely attuned to the neighborhood's internal needs yet recognize the needs of the larger community.
- W-P26** Encourage early communication and notification and meaningful participation by Wallingford residents in the siting of human service facilities.

**special opportunities goal**

- W-G6** A neighborhood with public facilities that are assets to both the neighborhood and the service providers.

**special opportunities policies**

- W-P27** Strive to involve and consider the Wallingford community in planning for the use of all public facilities in Wallingford.
- W-P28** Encourage agencies responsible for public facilities to maintain and rehabilitate existing public facilities as necessary to make them assets to the neighborhood and to preserve their historic value.
- W-P29** Consider acquisition of facilities owned by other public agencies, such as the Seattle School District, as they become available based on viability for long-term use.

**South Wallingford goal**

- W-G7** A neighborhood south of N/NE 40<sup>th</sup> St. that reflects the residents' desire for a pedestrian-friendly neighborhood, with strong connections to the Wallingford Urban Village and to public spaces along the shoreline, while maintaining the viability of the existing marine-industrial and commercial activities.

neighborhood plans: Wallingford

**B-31**

January | 2005 (2012) (2013) (2015)



South Wallingford policies

- W-P30** Maintain the shoreline's marine industrial zoning in order to preserve the water-dependent use and the working waterfront character of the Wallingford shoreline.
- W-P31** Provide opportunities for small, pedestrian-oriented businesses in South Wallingford while preserving the economic vitality of existing businesses and opportunities for their reasonable redevelopment.
- W-P32** Pursue opportunities to provide public access between the residential community and the shoreline area.
- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from viewpoints and parks.
- W-P34** Control impacts of regional traffic on South Wallingford's residential, commercial and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

**B-32** West Seattle Junction

**B-32**

community character goal

**WSJ-G1** A small town community with its own distinct identity comprised of a strong single-family residential community and a vibrant mixed use business district serving the surrounding residential core.

community character policies

- WSJ-P1** Seek to maintain and enhance a compact mixed-use commercial core, with small town character, located between 41<sup>st</sup> and 44<sup>th</sup> Avenues SW and SW Genesee Street and SW Edmunds Street, by encouraging improved traffic flow, pedestrian safety and amenities, and architectural image.
- WSJ-P2** Target city investments into areas where growth is expected to occur, especially within the village "core" located between 41<sup>st</sup> and 44<sup>th</sup> Avenues SW and SW Genesee Street and SW Edmunds Street.

economic development within the commercial core goal

**WSJ-G2** A vibrant center of shopping, dining, and cultural opportunities that supports both daytime and nighttime activity.

economic development within the commercial core policies

- WSJ-P3** Encourage attractive, higher density mixed-use development within the commercial core at a height compatible with the neighborhood's small-town scale.
- WSJ-P4** Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.
- WSJ-P5** Seek to reinforce pedestrian orientation, enhance the architectural character of the area, and promote interaction between the community, property owners, and developers to encourage new buildings that contribute to and enhance the Junction's character.
- WSJ-P6** Encourage a human scale design of buildings and public spaces to be accessible to pedestrians, safe, well lit, and clean.



**WSJ-P7** Encourage efforts to maintain and preserve local “landmark” buildings within the business district.

**Fauntleroy gateway into the junction goal**

**WSJ-G3** A community gateway near Fauntleroy Way and Oregon Street that reflects the character of the rest of the neighborhood, presents a positive image, and provides a safe and pleasant pedestrian environment, efficient traffic flow and a pleasant and positive aesthetic appearance.

**Fauntleroy gateway into the junction policies**

**WSJ-P8** Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.

**WSJ-P9** Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35<sup>th</sup> Ave SW to California Ave SW.

**transportation goal**

**WSJ-G4** A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.

**transportation policies**

**WSJ-P10** Enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood, with particular attention to the Junction commercial core, the Fauntleroy Way Corridor, the California Avenue SW Corridor, and the 35<sup>th</sup> Avenue SW Corridor.

**WSJ-P11** Encourage pedestrian and bicycle linkages among the three West Seattle Junctions (Admiral, West Seattle, and Morgan) and

to and form other Seattle neighborhoods via the Spokane Street corridor.

**WSJ-P12** Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.

**housing & land use goal**

**WSJ-G5** A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.

**housing & land use policies**

**WSJ-P13** Maintain the character and integrity of the existing single-family areas.

**WSJ-P14** Encourage programs that help low- and fixed-income people, especially seniors, retain ownership of their homes.

**WSJ-P15** Encourage opportunities to provide affordable market-rate housing in the neighborhood for Junction workers.

**parks & open space goals**

**WSJ-G6** A desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.

**WSJ-G7** A neighborhood with a cohesive identity and aesthetics, which respects the urban forest and native habitat.

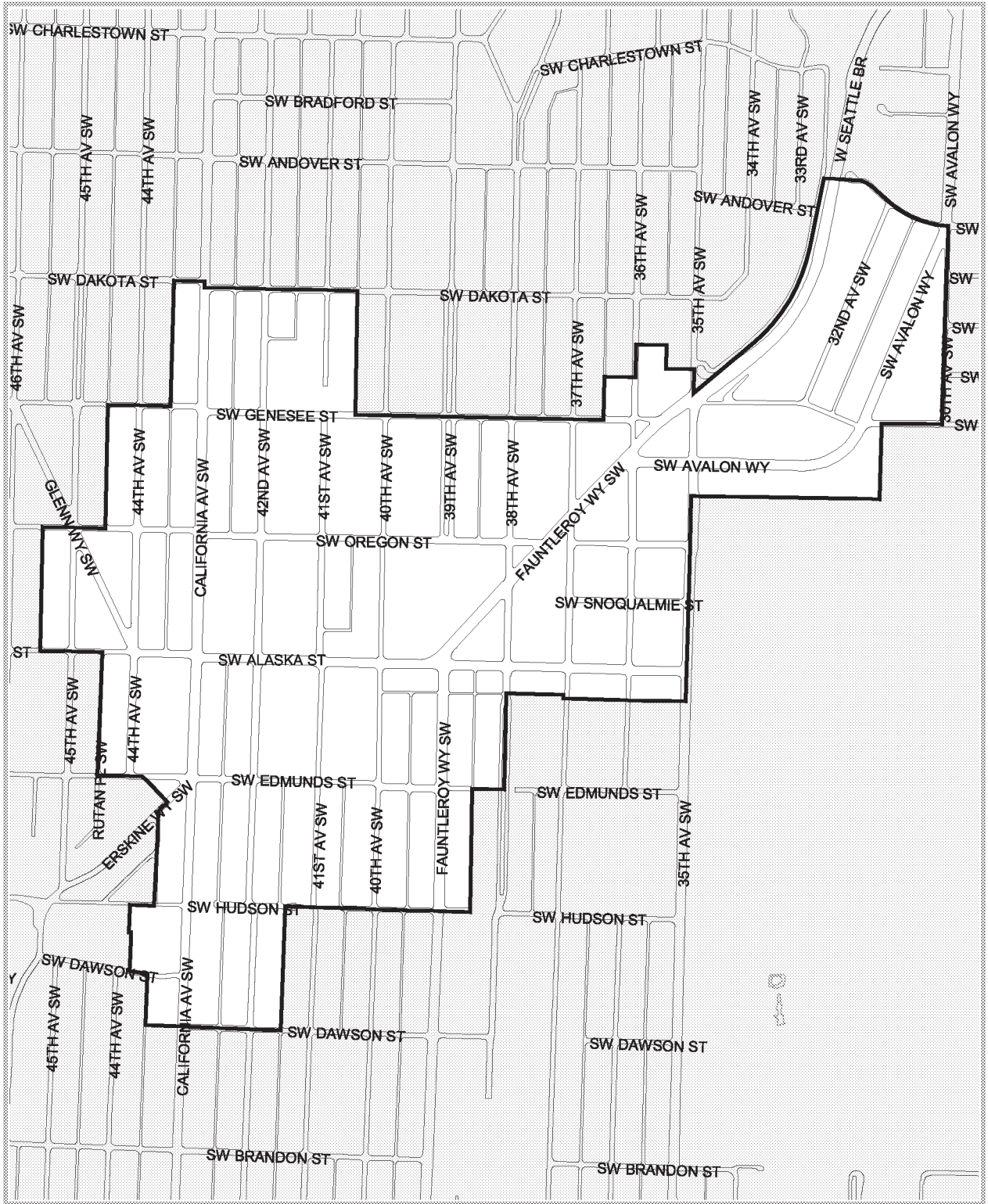
**parks & open space policies**

**WSJ-P16** Encourage the provision of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.

**WSJ-P17** Seek opportunities to reclaim unneeded portions of street right-of-way to develop open space and trails where appropriate and explore opportunities to support the “Open Space Lattice” concept.



# WEST SEATTLE JUNCTION Hub Urban Village



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT





- WSJ-P18** Explore opportunities within the business district to create community gathering places.
- WSJ-P19** Promote greening and beautification of the neighborhood through local citizen participation.
- WSJ-P20** Enhance the urban forest within existing parks and open space areas.
- WSJ-P21** Support the maintenance and restoration of native habitat and species in existing parks, open spaces, and street right-of-ways.

**cultural arts goal**

- WSJ-G8** A neighborhood community with a distinctive flavor in arts and culture, yet integrated into the overall arts and cultural community in West Seattle.

**cultural arts policies**

- WSJ-P22** Support the provision of public art throughout the Junction.
- WSJ-P23** Strive to integrate art into the business district and at new open space sites.
- WSJ-P24** Encourage multi-cultural outreach for and participation the arts throughout West Seattle.

**human development & public safety goal**

- WSJ-G9** A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing population.

**human development & public safety policies**

- WSJ-P25** Encourage human services providers to work closely with neighborhood organizations in developing programs that benefit clients and the larger community.
- WSJ-P26** Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.
- WSJ-P27** Promote the use of good environmental design to improve the safety of new open space sites, pedestrian trails and new development.

**capital facilities goal**

- WSJ-G10A** neighborhood with public facilities that are assets to both the neighborhood and the service providers.

**capital facilities policies**

- WSJ-P28** Seek to involve the Junction community in planning efforts for the use of the public facilities in the Planning Area.
- WSJ-P29** Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- WSJ-P30** Encourage the retention and re-use of public facilities within the Junction neighborhood that would serve long-term goals and needs of the community.



### B-33 Westwood/Highland Park

#### community character goal

**W/HP-G1** A diverse community with two distinct areas, Westwood and Highland Park, comprised of a mix of single and multi-family residential areas, significant public facilities, regional and local commercial businesses, and natural resource opportunities that together offer a variety of choices for its residents.

#### community character policies

**W/HP-P1** Encourage and strengthen a community-wide network of safe and convenient connections that unite Westwood and Highland Park and link major open spaces, transit facilities, commercial areas, schools, and other community facilities.

**W/HP-P2** Seek to reclaim and enhance a major natural resource, Longfellow Creek, as a central linkage promoting recreational, environmental, and historical themes.

**W/HP-P3** Strive to preserve existing single-family areas and increase the attractiveness of multi-family residential areas that offer a range of attractive and safe housing choices affordable to a broad spectrum of the entire community.

**W/HP-P4** Promote a system-wide and comprehensive transportation approach for West Seattle that strongly encourages safe, convenient, and efficient local improvements that serve the community.

**W/HP-P5** Seek to strengthen the neighborhood's economic core, Westwood Town Center (a regional and local retail/service center) and the 16<sup>th</sup> Avenue Business District.

**W/HP-P6** Encourage a civic center and recreational complex anchor that serves the entire community for the Denny/Sealth Recreation Area.

#### economic development goal

**W/HP-G2** A vibrant center of shopping that serves and attracts local residents within both communities.

#### economic development policies

**W/HP-P7** Seek to revitalize the Triangle Commercial Core (16<sup>th</sup> Avenue SW Business District and Westwood Town Center) through pedestrian amenities, parking management, transit enhancements to create an anchor business district that attracts and serves local residents.

**W/HP-P8** Encourage programs that promote the local business community through collaborative marketing activities and neighborhood celebration events.

#### urban design & community anchors goal

**W/HP-G3** A community that reflects the unique local character of the Westwood and Highland Park neighborhoods, with community anchors, a safe and pleasant pedestrian environment, and a positive aesthetic appearance.

#### urban design & community anchors policies

**W/HP-P9** Encourage physical gateway improvements at key entry points and within the business districts that identify Seattle's Westwood and Highland Park neighborhoods.

**W/HP-P10** Seek to create a sense of place along major streets that visually and functionally promotes the rights of pedestrians through decorative crosswalks, pavings, and landscaping at key intersections.

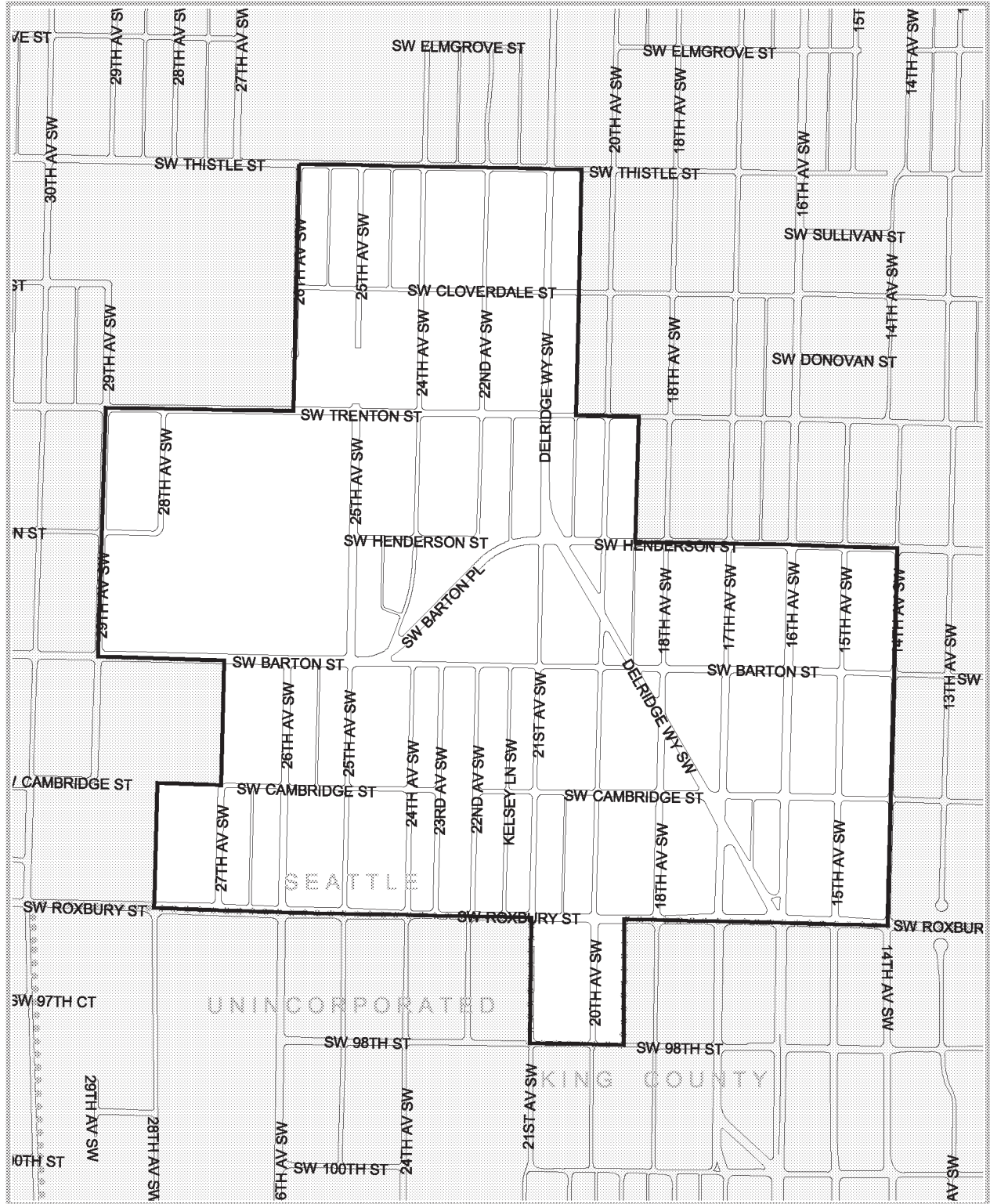
neighborhood plans: Westwood

B-33

January | 2005 (2012) (2013) (2015)



# WESTWOOD-HIGHLAND PARK Residential Urban Village



0 500 1000 Feet

**—** VILLAGE BOUNDARY  
**---** EDGE OF PAVEMENT



neighborhood plans: Westwood

**W/HP-P11** Promote a sense of community identity and pride through the use of public artwork, sculptures, and streetscape improvements along major arterials.

**transportation & pedestrian systems goal**

**W/HP-G4** A neighborhood that facilitates movement of people and goods with a particular emphasis on increasing pedestrian safety and access, supporting the economic centers, and encouraging a full range of convenient transportation choices to residents.

**transportation & pedestrian systems policies**

**W/HP-P12** Seek to enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood.

**W/HP-P13** Encourage the coordination of transportation capital improvements across all of West Seattle.

**W/HP-P14** Seek to improve arterial streets that promote pedestrian safety and mobility throughout the neighborhood.

**W/HP-P15** Promote the safe and convenient operation of the Delridge Way SW corridor by seeking to improve traffic flow, intersection operation, transit accessibility, and pedestrian and bicycle facilities.

**W/HP-P16** Seek to establish excellent east/west pedestrian linkages with pedestrian improvements along SW Trenton Street and SW Thistle Street.

**W/HP-P17** Seek excellent internal east-west transit linkages within the neighborhood.

**housing goal**

**W/HP-G5** A community with both single-family and multi-family residential areas and the amenities to support the diverse population.

**housing policies**

**W/HP-P18** Seek to maintain the character and integrity of the existing single family areas.

**W/HP-P19** Encourage new housing development that serves a range of income-levels.

**W/HP-P20** Promote the attractiveness of higher density residential areas through the enhancement of basic infrastructure and amenities.

**W/HP-P21** Encourage quality design in townhouses, cottage houses, and accessory dwelling units.

**W/HP-P22** Promote mixed-use projects featuring quality housing opportunities within the Triangle Commercial Core.

**W/HP-P23** Seek to ensure safe and well-maintained housing.

**W/HP-P24** Support the Seattle Housing Authority and other non-profits in the development of high quality housing that serves the low-income.

**W/HP-P25** Encourage new residential development through zoning tools such as Residential Small Lot Development, and incentives in multi-family zones and commercial zones.

**parks & open space goal**

**W/HP-G6** A community with accessible and functional parks, open space, recreational facilities, and natural systems that are connected to serve Westwood and Highland Park's diverse population.

B-33



**parks & open space policies**

- W/HP-P26** Strive to reclaim and enhance the Longfellow Creek corridor by creating a comprehensive trail system that enhances public access and links the neighborhoods to the existing parks and other trail systems and other community attractions.
- W/HP-P27** Encourage direct public access through observation points to Longfellow Creek and its environs that features the importance of natural systems and the neighborhood's geological history.
- W/HP-P28** Seek to coordinate the Longfellow Creek Legacy Trail Project with the Delridge neighborhood's creek trail system to help achieve a coordinated community trail system.
- W/HP-P29** Seek to acquire property for small parks and open space to serve the community.
- W/HP-P30** Support community-wide recreational opportunities for the Denny/Sealth Recreation Area.

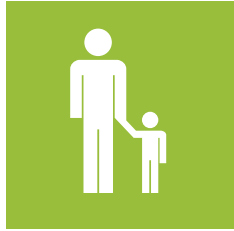
**human development & public safety goal**

- W/HP-G7** A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing and diverse population.

**human development & public safety policies**

- W/HP-P31** Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.
- W/HP-P32** Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of parks, open spaces, pedestrian/bike trails, and traffic improvements.





# Human Development Element

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# Human Development Element

## Vision Statement

The City of Seattle invests in people so that all families and individuals can meet their basic needs, share in our economic prosperity, and participate in building a safe, healthy, educated, just and caring community.

**A**

## Building Supportive Relationships within Families, Neighborhoods & Communities

### goals

- HDG1** Make Seattle a place where people are involved in community and neighborhood life; where they help each other and contribute to the vitality of the city.
- HDG2** Create a caring community that nurtures and supports children and families.

### discussion

Healthy, sustainable and safe communities do not just happen — they are the product of people working together and investing time, energy and commitment. Children and youth are critical to the future of the City and region. The entire community should share in supporting their growth and development. City government has an important role to play, but institutions alone cannot create or sustain community. By their involvement in civic and neighborhood activities, people see the impact of their own actions, recognize the difference they make, and can become acquainted with the people around them. This reinforces the understanding that personal responsibility is crucial to the development of a vibrant, growing community. Government can support efforts by encouraging participation from all sectors of the community.

### policies

- HD1** Work toward achieving a sense of belonging among all Seattle residents.
  - a. Promote opportunities that bring people together to help them build connections to each other, their peers, their neighbors and the greater community.
  - b. Enhance opportunities for intergenerational activities.
  - c. Strive to reach people in new ways to encourage broad participation in neighborhood and community activities and events.
- HD2** Promote volunteerism and community service.
  - a. Enhance people's access to information about opportunities to contribute their time, energy or resources.
  - b. Encourage young people of all ages to be involved in creating and participating in community service projects.
- HD3** Strengthen efforts to involve people in the planning and decision-making that affect their lives.
- HD4** Encourage other governments, schools, institutions and community based organizations to provide opportunities for people's participation in discussions that shape decisions about their neighborhoods and communities.

human development element

**A**

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human development element

- HD5** Encourage people to take responsibility for their lives and to nurture their families, children and circle of friends.
- HD6** Encourage people to be informed and involved, so they can make educated choices about their lives and assist in finding community solutions to issues and problems and responses to opportunities.
- HD7** Promote the investment by adults in the healthy development of the community's children and youth.
- HD8** Emphasize prevention and early intervention to reduce risks and strengthen resiliency of children and youth.
- HD9** Enhance opportunities that help children and youth gain skills and self-esteem, and foster a sense of hope and optimism about the future.
- HD10** Reinforce efforts that strengthen the ability of children, youth and families to help themselves and each other. Promote activities that help teach children and youth to act responsibly, and acknowledge young people's accomplishments.

**B Food to Eat & a Roof Overhead**

**B**

**goal**

- HDG3** Strive to alleviate the impacts of poverty, low income and conditions that make people, especially children and older adults, vulnerable.
- HDG3.5** Strive to provide access to healthy, affordable food to all households in the city.

**discussion**

Seattle's economic future and quality of life depend on the development of its people. There are people,

especially frail elders, individuals and families, who lack food or shelter, who are vulnerable, or face barriers to functioning independently. The community should help them flourish and participate fully in the life of the city. The City recognizes its role in making Seattle the kind of place people of all ages want to live and raise their families, and those who are most vulnerable will have access to assistance they need. The safety of such vulnerable populations may also need special attention before and after an emergency or disaster. Certain policies pertaining to low income and special needs housing and emergency shelters may be found in the Housing Element.

**policies**

- HD11** Encourage coordinated service delivery for food, housing, health care, and other basic necessities of life to promote long-term self-reliance for vulnerable populations.
- HD11.1** Guide the operation of safe and healthy transitional encampments to allow temporary shelter for those who are homeless.
- HD11.5** Coordinate service delivery plans for vulnerable populations in the event of an emergency or disaster.
- HD12** Strive to assist and enhance efforts that help older people meet their basic needs, maintain their independence as long as possible, and remain in their neighborhoods of choice.
- HD13** Encourage public and private efforts that support food banks and nutrition programs, especially to meet the nutritional needs of infants, children and the elderly, and other vulnerable populations.
- HD13.5** Seek to expand access to healthy food by encouraging better distribution and marketing of healthy options in a greater diversity of places and by addressing nutrition standards in City purchasing programs.



- HD13.6** Encourage local food production, processing, and distribution through the support of home and community gardens, farmers markets, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.
- HD13.7** Consider using City land, including parks and surplus property, to expand our capacity to grow, process, distribute, and access local foods.

**C** **The Education & Job Skills to Lead an Independent Life**

**goals**

- HDG4** Promote an excellent education system and opportunities for life-long learning for all Seattle residents.
- HDG4.5** Strengthen educational opportunities for all Seattle students.
- HDG5** Promote development of literacy and employability among Seattle residents.

**discussion**

The City of Seattle recognizes the importance of a well educated population and young people with the skills to pursue opportunities and careers of their choice. The City recognizes the need to work with other public agencies, nonprofit agencies, community groups and the business community to make quality education and opportunities for learning and training available to children, youth and adults. Certain policies pertaining to employment and training may be found in Section A. Labor Force Education, Development and Training in the Economic Development Element.

**policies**

- HD14** Encourage parent, volunteer, business and community support for education and their involvement in schools.
- HD15** Strive to support families so their children can be ready to learn as they enter school. Help coordinate service delivery to families and their children through school-linked programs and support services.
- HD16** Work with the Seattle Public Schools to create safe learning environments in and after school that promote academic and personal achievement for all children. Recognize that community-based learning through service projects has value both to the student and the community.
- HD17** Work with schools, libraries, community centers, agencies and organizations to link services into a seamless system that helps students stay in school, including co-location and joint use of facilities to make a broader variety of services available to students.
- HD18** Enhance opportunities for increased access to literacy development and English-as a Second Language (ESL) resources.
- HD19** Work with community colleges, universities and other institutions of higher learning to promote life-long learning opportunities for community members and encourage the broadest possible use of libraries, community centers, schools, and other existing facilities throughout the city, focusing on development of these resources in urban villages areas.

human development element





**HD20** Work with schools and other educational institutions, community-based organizations, businesses and other governments to develop strong linkages between education and training programs and employability development resources.

## D Effective Disease Prevention, Access to Health Care, Physical & Mental Fitness for Everyone

### goal

**HDG6** Create a healthy environment where all community members, including those currently struggling with homelessness, mental illness and chemical dependence, are able to aspire to and achieve a healthy life, are well nourished, and have access to affordable health care.

### discussion

Health is a major determinant of quality of life and the ability to participate fully in the community. The City recognizes the importance of health care for all of Seattle's residents, particularly the poor and uninsured. Local efforts should help people who experience greater health risks and adverse conditions and should focus on primary prevention through effective policies. The City encourages the King County Board of Health to create and support policies with measurable outcomes based on the most current science, best practices and promising approaches to preventing acute and chronic disease. The City will regularly evaluate the effectiveness of Board of Health policy implementation based on indicators of the number of healthy years lived by people in Seattle. Certain policies pertaining to recreation may be found in Section E. Open Space Network of the Land Use Element; and policies pertaining to the environment may be found in the Land Use, Transportation and Capital Facilities Elements.

### policies

- HD21** Encourage Seattle residents to adopt healthy and active lifestyles to improve their general health and well-being to increase their number of healthy years lived. Provide opportunities for people to participate in fitness and recreational activities and to enjoy available open space.
- HD22** Work toward the reduction of health risks and behaviors leading to chronic and infectious diseases and infant mortality, with particular emphasis on populations disproportionately affected by these conditions.
- HD22.5** Collaborate with community organizations and health providers to advocate at the State level for expanded access to health insurance and to expanded coverage for preventive care and long-term health.
- HD23** Work to reduce environmental threats and hazards to health in the workplace, at home and at play.
- a. Make use of the City's building and fire codes, food licensing and permit processes, and hazardous materials and smoking regulations for fire and life safety protection.
  - b. Collaborate through joint efforts among City agencies, such as fire, police, and construction and land use to address health and safety issues in a more efficient manner.
  - c. Prepare land use plans in ways that support development and design that promote physical activities, use safe materials, and protect water and air quality.



- HD24** Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, and addiction services.
  - a. Collaborate with community organizations and health providers to advocate for quality health care and broader accessibility to services.
  - b. Pursue co-location of programs and services, particularly in under-served areas and in urban village areas.
- HD24.5** Support increased access to preventive interventions at agencies that serve the homeless, mentally ill and chemically dependent populations. Pursue co-location of health services at these and other agencies serving those disproportionately affected by disease.
- HD25** Work with other jurisdictions, institutions, health care providers and community organizations to develop a strong continuum of community-based long-term care services.

**E A Safe Haven from All Forms of Violence & Abuse**

**goals**

- HDG7** Strive to reduce violence and fear of crime.
- HDG8** Help individuals, families, neighborhoods, and communities participate in addressing their safety concerns.
- HDG8.1** Promote the health and well-being of all women, children and families in Seattle by moving toward the elimination of unintended pregnancy.

**HDG8.2** Achieve an increased sense of security and a decrease in the per capita incidence of crimes, as indicated by decreased homicides, aggravated assaults, residential burglaries, and auto theft; increased perception of police presence; and decreased perception of crime.

**discussion**

Public safety is an individual, family, and social responsibility — not just a job for the City and Seattle Police Department. It is more than enacting and enforcing laws. It goes beyond preventing crime. It includes human service efforts that prevent problems before they begin, and intervene early before problems become serious. The City recognizes that building safer communities requires the commitment of all of Seattle's residents, youth and adults alike. City government can act as a catalyst in this effort. It can help build partnerships and make connections between the individuals, agencies and other groups that work to address persistent community and neighborhood problems.

**policies**

- HD26** Encourage efforts that enhance strong family relationships and healthy child development and work in partnership with the state, King County and community agencies to prevent violence and injury, in areas such as child abuse, sexual assault, domestic violence, firearms injury, and violence associated with substance abuse.
- HD27** Encourage a policing strategy that works in partnership with the community to reduce crime through prevention, education and enforcement, and encourages communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.

human development element

**E**

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## human development element

F

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**HD27.1** Promote the availability of comprehensive family planning services for all Seattle residents, regardless of income, age or background.

**HD28** Strive to provide competent, professional and efficient City criminal justice services, including law enforcement, prosecution and adjudication. Seek to: find and hold accountable those who commit crimes; reduce recidivism; and achieve a fair and just system.

**HD28.1** Encourage community support for family planning efforts such as making available age-appropriate comprehensive sexuality education and increasing awareness of the community impact associated with unintended pregnancy.

**HD29** Work with neighborhood groups, community agencies and other levels of government to educate people about crime prevention, firearm safety, and organized neighborhood safety activities. Use the joint efforts of City agencies, such as fire, police and construction and land use, and community organizations to identify and address safety concerns.

**HD30** Make public safety a consideration in design and management of public spaces to prevent crime and fear in public facilities and gathering places, streets and parking and shopping areas.

**HD31** Enhance efforts that support informal monitoring, foster legitimate activities, and give people a sense of ownership and control over their neighborhood.

**HD31.1** Work with the state, King County and community organizations to maintain and promote effective, state-of-the-art family planning strategies and programs.

**HD32** Strengthen the linkage between public safety and human services to encourage lawful behavior, reduce vulnerabilities of street populations, and address family violence and sexual assault.

**HD33** Strive to prevent youth crime and reduce youth violence and gang activity.

- a. Promote efforts that increase youths' attachment to the community, involvement in legitimate activities, commitment to and success in education and employment, and participation in the community.
- b. Support activities that are wholesome alternatives to crime and violence.
- c. Involve young people in discussions about community crime and prevention.
- d. Work with the Seattle School District to make schools safe for all youth.

**HD34** Work with the state and King County to focus criminal justice efforts on preventing the most seriously threatening and predatory crimes and violent drug-related crimes.

**HD35** Work with the state, King County and community organizations to connect local detention facilities with the health and human services systems.



**HD36** Recognize the interdependence among the courts, jails, prosecutors and police and encourage better coordination of resources. Promote sharing of information for greater efficiency in the criminal justice system.

**HD36.1** Periodically report on crime statistics and the public perception of safety to guide future decisions about programs and resource allocation that can help control crime and make Seattle residents feel safer in the city.

**HD37** Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.

**F** **A Multi-Cultural City with Freedom from Discrimination**

**goals**

**HDG9** Promote respect and appreciation for diversity, including economic, racial, cultural and individual differences.

**HDG10** Provide equal opportunity and fair access to services.

**discussion**

Seattle benefits from a diverse citizenry. We can capitalize on the varied heritage, talents and perspectives of our members to build a stronger community. The City recognizes that every human being should have the opportunity to succeed, to contribute and to be treated with dignity.

**policies**

**HD38** Encourage community efforts that work toward achieving a diversity of ages, incomes, household types and sizes, and cultural backgrounds throughout the city and region.

**HD39** In addition to upholding federal, state and local laws against discrimination and bias crimes, work to promote human rights and mutual respect and to end intolerance and divisiveness. Reach out and bring people together in ways that build bridges between individuals and between groups.

**HD40** Celebrate diversity through community activities and events that recognize different groups. Bring people together to experience and learn about ethnic and cultural traditions. Involve children, youth and adults of all ages in intergenerational activities to lend support to and learn from each other.

**HD41** Work to improve access to City and community services and to remove obstacles that keep people from receiving the services they need.

a. Improve facility and program accessibility through implementation of the Americans with Disabilities Act.

b. Enhance opportunities for people with low incomes, disabilities, limited English-speaking ability, and other barriers to service to participate fully in community life and to access assistance.

**HD42** Promote culturally responsive and relevant service delivery. Strive to ensure that City-funded agencies and services provide appropriate service.

human development element

**F**

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**HD43** Provide opportunities for diverse representation of people and interests on City of Seattle boards, commissions, advisory committees, and in the neighborhood planning implementation.

**G****Coordination & Joint Planning of Services****goal**

**HDG11** Develop a more flexible, comprehensive, coordinated and efficient system of services that addresses whole needs of people, families and communities.

**discussion**

Through the use of its limited resources, the City has an important role to play in building efficient human service and public safety systems with easy access for people. The City of Seattle contracts with community based organizations and invests in them to help build capacity with the goal of assisting them in delivering the highest quality services possible to community residents.

Access, linkages, and quality assurance help make services work better for individuals, families and neighborhoods. Neighborhood-based service delivery helps integrate people into their communities. Co-location of services and other collaborative efforts can improve access. Specialized services may not be provided in a given neighborhood, so good information on service locations throughout the community and transportation are important. Certain policies pertaining to transportation may be found in Section G. Transit and Public Transportation of the Transportation Element.

**policies**

- HD44** Encourage cooperative planning, decision-making and funding for health and human service delivery throughout the region. Join with other public and private institutions in the region to strive for a stable and adequate funding base for services that support safe and healthy communities.
- HD45** Promote effective, efficient community-based and community-delivered services using a combination of public, private, community and personal resources.
- HD46** Strive to provide better and more coordinated information to people about the availability of services in the community and make use of available and new technologies to improve access to services and information.
- HD47** Encourage customer-focused services with feedback from those who use them and involvement of consumers in identifying needs and planning for service delivery.
- HD48** Encourage connections between services that coordinate, link and integrate public, private and community-based services. Facilitate collaboration of programs through the use of City funding.
- HD49** Encourage consideration of issues like transportation and the need for dependent care in planning for health, human services, employment and recreation programs.
- HD50** Encourage neighborhood organizations to address a broad range of human issues in a context of both neighborhood strengths and needs to identify solutions to service concerns and find ways to make service delivery more accessible and user-friendly.





**HD51** Work to ensure equitable sharing and siting of facilities in ways that promote access and efficient use of community resources.

- a. Use siting policies and good neighbor guidelines to strive for distribution of services that considers the needs of consumers and the community and focuses growth in urban village areas.
- b. Encourage use of existing facilities and co-location of services, including joint use of schools and City and community facilities, to make services more available in urban village areas.

**HD52** Collaborate with community organizations and other jurisdictions to advocate for strong health, human service and public safety systems, including services for which the City does not carry primary responsibility, such as mental health and substance abuse.

**HD53** Seek effective ways to measure program performance and results, balancing accountability and efficiency with the need to encourage service innovation.

**HD54** Consider the special needs of teens and young adults in planning and designing community facilities and programs; increase awareness of programs and activities available to teens and young adults, and directly seek information from this group on how programs and activities can be improved to better meet their needs.

**HD55** Together with community partners, the City will establish and monitor key indicators of overall social and health conditions.





# Cultural Resource Element

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# Cultural Resource Element

## A Community

### discussion

Seattle is a city of communities. Some communities are defined as an identifiable place (neighborhoods) with particular physical conditions, tradition or history. Other communities are not geographically based, but rather are defined by people sharing a common identity, heritage or experience. Within a community, people learn about themselves and customs, and traditions are kept alive.

Communities provide a place for people to meet and share experiences. By exploring the culture, heritage and customs of other communities, people learn how they fit into the larger Seattle community and beyond. Celebrating the diversity of our communities encourages civil behavior among citizens. By teaching tolerance, fueling natural inquisitiveness, and expanding understanding, cultural resources contribute to conditions that make it possible for people from different backgrounds to live together with mutual respect.

### celebrating diversity & strengthening a sense of belonging goals

- CRG1** A city that welcomes diversity; works to raise awareness and understanding of the city and its peoples; and nurtures the ethnic and cultural traditions of its diverse citizenry.
- CRG2** A city where the sense of community is strong, opportunities for people to interact with each other are many, and conditions that contribute to isolation and segregation are discouraged.

### celebrating diversity & strengthening a sense of belonging policies

- CR1** Encourage and support communities in celebrating, preserving, and transmitting their traditions through cultural and heritage activities, the arts, education, publishing and reading, and public events.
- CR2** Involve neighborhoods in public projects, including publicly-sponsored art and cultural events, so that the projects reflect the values of, and have relevance and meaning to, the neighborhoods in which they are located. Encourage projects that are challenging and thought provoking, as well as beautiful, fun and entertaining.
- CR3** Use cultural resources to promote cross-cultural awareness and depict differing points of view in order to foster open and intentional exploration of the issues and conditions that tend to divide communities, so that actions can be taken to confront and overcome these conditions.

### fostering a sense of place goals

- CRG3** A city that values, maintains and enhances the resources that establish the public realm, including schools, libraries, museums and other cultural facilities, streets and public rights-of-way, government facilities and public open spaces, and promotes the use of these places for public gathering and cultural expression.
- CRG4** A city that uses public projects and activities to help define Seattle's identity, especially civic spaces that provide residents and visitors with strong symbols of the city or neighborhood identity.



**fostering a sense of place policies**

**CR4** Continue Seattle's long tradition of providing a rich variety of public open spaces, community gardens, and public facilities to provide residents with recreational and cultural opportunities, promote environmental stewardship and attract desirable economic development.

**CR5** Capitalize on the potential that public projects have for serving as symbols of the city, and for expressing the identity and special character of the area where they are located by encouraging public art and excellent urban design and architecture that:

- respond to local climate conditions, respect the surrounding context, use local building and landscaping materials, emphasize conservation, and draw on the region's cultural heritage;
- communicate the purpose of the project and the identity, history and uniqueness of different places within the city;
- enhance accessibility; and
- integrate art into the design of the project.

**CR6** Capitalize on opportunities for promoting community identity through the design of street space, preserving or encouraging, for example:

- street furnishings that reflect the ethnic heritage or architectural character of the surrounding neighborhood;
- artworks and markers commemorating important events or individuals;

- details that can reinforce community identity and authenticity such as light standards, street name markers, original granite curbing and cobblestone paving or types of street trees; or

- space for landscaping projects.

**using cultural resources to implement the urban village strategy goal**

**CRG5** A city that regards the community-building potential of cultural resources as an integral part of its growth management strategy—the urban village strategy.

**using cultural resources to implement the urban village strategy policies**

**CR7** Promote the development or expansion of cultural facilities, including libraries, schools, parks, performing arts and art exhibition facilities, museums, and community centers, in areas designated as urban villages and urban centers.

**CR8** In general, use the hierarchy of urban village designations to guide the siting of different types of cultural facilities, directing those facilities that attract large numbers of people to urban centers, because these areas: function as major commercial centers and gathering places; have unparalleled regional access through the regional transit system; and will accommodate a substantial amount of the city's growth over the next 20 years. All types of urban villages are suitable for small cultural facilities. The scale of facilities should generally be compatible with the character of the neighborhood in which they are located.



**CR9** Work with neighborhoods and agencies to identify resources of historic, architectural, cultural, artistic, or social significance, especially in urban centers and urban villages. Encourage neighborhood-based efforts to preserve these resources, and apply public resources where appropriate. Identify structures, sites and public views, in addition to those already recognized, that should be considered for protection measures.

**CR10** Foster public life throughout the city by providing open spaces that are well-integrated into the neighborhoods they serve and function as “public living rooms” for informal gathering and recreation, especially in more densely populated urban centers and urban villages.

**B Civic Identity**

**discussion**

Each of us views Seattle from our own experiences and interests. While there is great value in celebrating the identities of the many different communities within the city, it is equally important to maintain a shared identity of Seattle. Identifying ourselves as one community enables us to pull together and support pursuits that benefit the city as a whole.

Some of what defines Seattle's identity is timeless — its spectacular setting amid mountains and water, the terrain and its marine climate. The special relationship between the people of Seattle and this environment has helped shape who we are, and instilled an awareness that our treatment of the environment has direct consequences on us and on future generations.

A large part of Seattle's special identity and civic pride is derived from its heritage. From the Native Americans who first established trading centers along the Duwamish to the continuing waves of newcomers from around the world, all have left their mark.

Over time, Seattle has acquired many features that people have come to identify with the city. Among these are its distinctive neighborhoods and public art, the Space Needle and Seattle Center, the Olmsted network of parks and boulevards, Pioneer Square and other historic neighborhoods, the Pike Place Public Market, the University of Washington, and the downtown skyline, distinguished by landmarks such as the Smith Tower.

cultural resource element

**B**

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Seattle's identity is also tied to its function as a commercial city, with origins as a frontier port and rail terminus exporting the region's resources. In the past, the city's somewhat isolated location lessened the impact of trends influencing other parts of the country, allowing more of its own identity to show through. More recently, Seattle's position as a gateway to the Pacific, global commercial center and transportation hub has dramatically increased exposure to and influence from the outside world.

Today, Seattle has a distinct and prominent place in the culture of the Puget Sound region. A vibrant arts community and a concentration of cultural institutions within Seattle have given the city a national reputation as a cultural center.

Seattle remains a work in progress. One of the few constant characteristics of this city is that it is always changing. So, in addition to the challenge of defining who we are, we also have the challenge of expressing what we want this city to become.

### providing a sense of continuity & community through our historic legacy goals

**CRG6** A city that celebrates and strives to protect its cultural legacy and heritage, to preserve and protect historic neighborhoods and to preserve, restore and re-use its built resources of cultural, heritage, architectural, or social significance in order to maintain its unique sense of place and adapt to change gracefully.

**CRG7** A city that preserves the integrity of the cultural resources under City control, including public art and archaeological and historic resources, and fosters in the community a sense of personal responsibility and stewardship for all cultural resources.

### providing a sense of continuity & community through our historic legacy policies

- CR11** Identify and protect landmarks and historic districts that define Seattle's identity and represent its history, and strive to reduce barriers to preservation. As appropriate, offer incentives for rehabilitating and adapting historic buildings for new uses.
- CR12** Preserve and enhance the City Archives as a unique cultural resource for documenting the human experience in Seattle.
- CR13** Promote partnerships among cultural heritage agencies in City government — e.g., the City Archives, Seattle Public Library, Urban Conservation — and community organizations to develop interpretative and educational programming about Seattle's heritage.
- CR14** Increase awareness of the community's heritage by promoting cultural preservation programs or activities, and by encouraging public participation in documenting Seattle's history, especially the participation of the elderly who provide the most direct connection with the past.
- CR15** Identify and work with others to explore ways to preserve Seattle's archaeological resources. Initiate and support efforts to educate Seattle citizens about these resources.
- CR16** Set an example by maintaining a high standard for the care of City-owned cultural resources to encourage owners of properties having value as cultural resources to do the same.



**defining & advancing Seattle's place in the region & the world goals**

**CRG8** A city that continually builds on the strengths of its cultural resources to advance as an international cultural center.

**CRG9** A city that maintains its place as the cultural center of the region, while participating as a partner in the region's network of cultural infrastructure — universities and educational institutions, libraries, arts and heritage organizations and facilities, and creative individuals and supporters — to sustain this infrastructure and provide greater access for all.

**defining & advancing Seattle's place in the region & the world policies**

**CR17** Promote partnerships among the City and other public and private entities in the region to:

- provide mutual support for the preservation, maintenance and development of regional cultural facilities where people experience world-class cultural events; and
- make these resources visible, accessible and integrated with the community.

**CR18** Encourage other jurisdictions in the region to help Seattle sustain and enhance the cultural facilities located in Seattle that serve the region as a whole.

**CR19** Recognize that the city's Major Institutions (universities and hospitals) represent cultural resources for the neighborhoods in which they are located, the region and beyond, and work with these institutions as they develop plans for the future to encourage greater public access and enjoyment of these resources.

**CR20** Because of their central location and historic role as the region's meeting places, and the added benefits that come from having a recognized district of related activities, continue to support the concentration of regional cultural facilities in downtown Seattle and Seattle Center.

**CR21** Promote artistic exploration and exchange worldwide through many avenues, including Seattle Sister Cities Program, and through cultural partnerships with Africa, the Asian Pacific Rim, Latin America, Mexico and other countries represented in Seattle's population.

**CR22** Develop portions of the surplus Naval Station Puget Sound at Sand Point into a multi-purpose regional facility to support the arts and cultural activity.

**developing the economy goal**

**CRG10** A city that utilizes its wealth of cultural resources to promote employment, small business development, trade, and tourism and to attract businesses to the Pacific Northwest.

**developing the economy policies**

**CR23** Document and increase public awareness of the tremendous contributions that cultural resources make to the city's fiscal well being.

**CR24** Foster an urban environment and cultural activities that are true to the values and needs of the city's citizens, because a city that promotes its own identity will, in the long run, sustain its attractiveness to visitors without compromising its integrity.

cultural resource element

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- CR25** Recognize the economic value of Seattle's cultural resources in attracting tourism; re-invest a share of the revenue derived from tourism to sustain and expand cultural resources.
- CR26** Promote collaboration among the business community and organizations involved in cultural resources to make cultural experiences accessible to the widest possible public.

## C Learning

### discussion

Cultural resources influence what and how we learn. Participation in creative processes as part of learning teaches people to adapt to change. This is especially important for young people who will need to be flexible to face the challenges of an increasingly complex and rapidly changing world.

Business leaders understand that today's international marketplace demands workers whose education develops their critical thinking, problem-solving abilities, creativity and interpersonal skills — all attributes cultivated by the arts. In Creative America, the President's Committee on the Arts and the Humanities states: "Educators observe that students develop creative thinking through the arts and transfer that capacity to other subjects. Studies also show that when the arts are a strong component of the school environment, drop-out rates and absenteeism decline."

Seattle has many sources of cultural activity — spanning areas as diverse as grunge music, film, folk dancing, cutting edge theater, opera, and hand-blown glass art. These resources provide personal enrichment and enjoyment, and unique learning opportunities that may also ignite the spark of interest that defines a life's work for many citizens.

### increasing access & opportunities for learning goals

- CRG11** A city that is a laboratory for life-long learning, where people of all ages are afforded opportunities to continually enrich their lives.
- CRG12** A city where cultural resources are learning tools that can help individuals achieve both self-fulfillment and a productive place in the community.



**increasing access & opportunities for learning policies**

- CR27** Encourage informal opportunities for learning and enjoyment through creative ways of presenting cultural resources to the public, such as poetry and graphic art on transit, presentations at major public events, the treatment of information on public flyers and billing statements, and library resources and programming.
- CR28** Take advantage of the opportunities that facilities attracting large numbers of people present for teaching about the community and its history.
- CR29** Work in partnership with artists, arts organizations, ethnic, cultural, musical and community associations, and education institutions to foster opportunities for life-long cultural exploration for all citizens.
- CR30** Encourage schools to make their facilities available to Seattle's neighborhoods for cultural programs, and community services, meetings and gatherings.

**establishing a strong foundation: focus on youth goal**

- CRG13** A city where children are exposed to cultural resources, educated about Seattle's history and various cultures, and have opportunities to explore their own talents and creativity.

**establishing a strong foundation: focus on youth policies**

- CR31** Encourage programs for students to develop their creativity and arts skills as part of their development as confident, well-rounded individuals, both for their lifelong enjoyment and to prepare them for careers in the creative arts or to apply their creative abilities in other professions and pursuits.
- CR32** Encourage public art projects that involve youth in design and implementation.
- CR33** Support cultural programs, especially for at-risk youth, both in schools and in settings outside school, that involve artists and scholars in partnership with cultural organizations and institutions.
- CR34** Create opportunities for Seattle students to be exposed to many cultures in a variety of venues throughout the city, so that their education may be well-rounded.

cultural resource element



## D Creative Expression

### discussion

Each of us has the need to establish our own identity and express who we are. Although individuals must take the initiative to discover and pursue those things that add meaning to their lives, their success depends on an environment that encourages people to engage in these pursuits. Seattle will be a safer, more dynamic community if individuals have access to positive outlets for self-expression. Teenagers and young adults are one group that can especially benefit from these outlets because this is a critical time of life when such experiences will influence the type of adults they will become.

Free expression is the basis of our democratic tradition, and a healthy cultural life is vital to a democratic society. The raising of differing opinions, the coming together for the free exchange of ideas, and finding ways to express new ideas and challenge old ones are all aspects of the democratic process sustained by our cultural resources.

### encouraging individual expression & participation in community life goals

**CRG14** A city that integrates arts and cultural activities into the day-to-day experiences of city and community life and in which cultural resources for individual self-expression are widely accessible.

**CRG15** A city that values and supports the full array of arts, artists and arts organizations, including, but not limited to, written, visual, musical, traditional and performing arts, for their ability to entertain, inspire, challenge and add dimension and enjoyment to the lives of Seattle citizens.

### encouraging individual expression & participation in community life policies

**CR35** Promote partnerships among the City and other public and private entities in the region to:

- continue to refine and articulate roles of City, County and State government as supporters and promoters of cultural expression;
- simplify and coordinate funding processes; and
- promote the development of strong arts and heritage organizations that provide cultural programming.

**CR36** Encourage support for cultural resources through individual and corporate philanthropy; show how contributions will benefit both donor and recipient. Publicly recognize and celebrate gift giving of all types and levels.

**CR37** Increase opportunities for non-professionals and young people to participate in a variety of public events, festivals and projects, because amateur activity enlivens community life and cultivates deeper appreciation and involvement in cultural activities.

**CR38** Reduce barriers to the involvement of people with disabilities in cultural activities.

**CR39** Develop a better understanding of how the city's different arts' communities function. Assess the needs of these communities to better recognize and act on opportunities to support them.



- CR40** Increase opportunities for artists to apply their skills and creativity in the delivery of public services, in the planning and design of capital improvements or in the design and delivery of public information.
  
- CR41** Facilitate volunteer public arts projects, such as community murals, by identifying locations where art is desirable, can be accommodated safely, and will be enjoyed by many people.
  
- CR42** Encourage performances and events in non-traditional settings, such as neighborhood parks, community centers, schools, transit stations, housing projects and public areas in private development, to reach new audiences and increase access for people who otherwise would be unable to attend.



# Environment Element

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# Environment Element

## A Introduction

### discussion

Environmental stewardship is a core value of this Plan, and it plays an integral role in guiding how the City accommodates growth and provides services. There are many ways the City can protect and improve the environment while acting in its roles as a large employer, builder, land owner and regulator. For example, the City can lead by its own behavior in delivering services, operating its facilities and managing its land in an environmentally sustainable manner.

When environmental goals compete with other City goals, such as those related to economic development, the City is committed to giving just consideration to the environmental goals to protect the functions that natural systems can perform and to prevent harmful effects on human health. The City will continue to engage the community about ways in which the City can give consideration to the "precautionary principle," which generally provides:

"Where threats of serious or irreversible harm to people or nature exist, anticipatory action will be taken to prevent damages to human and environmental health, even when full scientific certainty about cause and effect is not available, with the intent of safeguarding the quality of life of current and future generations."

This element of the Plan contains broad environmental goals and policies. Some of the Plan's other elements include goals and policies addressing how environmental values specifically relate to the topics covered in those elements. For instance, the Land Use Element includes policies governing development near environmentally critical areas such as wetlands and stream corridors, and the Transportation Element addresses possible environmental impacts and improvements associated with transportation choices.

### goal

**EG1** Protect and improve the quality and function of the city's air, land, and water resources because of their relationship to human health, wildlife and the region's natural heritage.

### policy

**E1** Explore ways for City actions and decisions to have positive effects on the natural environment and human health, and to avoid or offset potential negative effects, including those caused by private projects permitted by the City.

**B****Relationship to Economic Development****C****Natural Systems Approach****goal**

- EG2** Maintain a healthy natural environment as central to Seattle's economic development and as a competitive advantage in attracting and retaining family-wage jobs and workers.

**goal**

- EG3** Use natural systems to maintain and enhance environmental quality by having them perform such functions as cleaning air and water, and controlling storm water runoff.

**policies**

- E2** Incorporate the improvement of the natural environment into the City's planning efforts and capital development projects. For instance, plan for transportation systems that control impacts on air quality and climate-change, as well as on water pollution and the consumption of fossil fuels.
- E3** Promote sustainable management of public and private open spaces and landscaping, such as by preserving or planting native and naturalized vegetation, removing invasive plants, engaging the community in long-term maintenance activities, and using integrated pest management.
- E4** Strive to protect and retain certain trees and groups of trees that enhance Seattle's historical, cultural, environmental and aesthetic character.
- E5** Maintain the health of natural habitats on private property through a combination of education, incentives and development standards that recognize and promote sound practices by private land owners.
- E6** Create partnerships with organizations in the private sector and engage the community to protect and enhance Seattle's urban ecosystems and habitat.
- E7** Control the impacts of noise, odor, and light, litter, graffiti, junk cars, trash, and refuse in order to protect human health and the livability of the urban environment.

**policies**

- E8** In order to reduce the financial investment in built infrastructure while controlling the environmental impacts that infrastructure can cause, explore opportunities to restore or productively use the functions that a healthy ecosystem can provide in conjunction with, or as a substitute for, built infrastructure.
- E8.1** Use trees, vegetation, amended soil, bioretention, and other green stormwater infrastructure, where feasible, to manage stormwater runoff and reduce the impacts of development.
- E9** Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest's abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, and increase property values.
- E10** Strive to increase the amount of permeable surface and remove unnecessary impervious surfaces.

environment element

B-C

January | 2005 ('08) ('09) ('12) ('15)





**D Aquatic Areas**

**goals**

- EG4** Recognize and enhance the value of Seattle's aquatic areas, including Puget Sound, the lakes, creeks, rivers, and the associated shorelines for their contributions to the quality of life in Seattle.
- EG5** Pursue the long-term health of Seattle's creeks, shorelines and other water bodies by taking actions that address flooding, water quality, habitat and barriers to fish passage.
- EG6** Strive to minimize the number and extent of combined sewer overflow events occurring annually in the City.

**policies**

- E11** Identify long-term goals and develop plans or strategies for improving the environmental quality of each of the city's aquatic areas, including a long-term plan to restore and sustain Seattle's creeks. Consider in these plans or strategies the use of incentives, regulations and other opportunities for action to restore and sustain the long-term health of Seattle's creeks and shorelines.
- E12** Take steps to improve water quality and the health of the city's aquatic areas, such as by eliminating the use of chemicals that have negative impacts on aquatic or human health, especially on City-owned property or rights-of-way.
- E12.5** Promote the reduction of the amount of pesticides, herbicides, and artificial fertilizers used for urban agriculture within the city.
- E13** Strive to achieve flows in creeks that will support a variety of aquatic life and that will control flooding and property damage caused by unregulated flows.

**E14** Promote both public and private opportunities to improve water quality and help store aquatic habitat in the city's creeks, lakes, rivers and marine waters and their shorelines, so that these habitats are healthy for native wildlife and people.

**E Climate Change**

**discussion**

Climate change is a global challenge. The impacts of greenhouse gases, no matter where they are emitted, affect us all. Seattle City government can reduce emissions by coordinating land use with existing and planned transportation systems to reduce car trips and facilitate other transportation choices, by supporting energy conservation and low carbon energy sources, by reducing waste generating, by promoting public education, and by reducing emissions from City government operations.

Seattle is a regional employment center and, as such, is a locus for the generation of greenhouse gas emissions from industry and traffic that are the shared responsibility of the region, state, and nation. By monitoring and responding to emissions within Seattle's geographic boundaries, Seattle can contribute to regional reduction in greenhouse gases. Some efforts to reduce emissions will be opportunities for innovations that support local jobs.

This Comprehensive Plan addresses the period between 2004 and 2024. Studies prepared by national and international organizations indicate that developed countries must reduce greenhouse gases as much as 80 percent in carbon dioxide equivalents (CO<sub>2</sub>e) below 1990 levels by 2050 in order to achieve climate stabilization.

With the City's long-standing commitment to environmental stewardship and as home to the nation's first carbon neutral electric utility, Seattle is well positioned to be a leader in emissions reduction. Building on this history of stewardship and leadership, in

environment element

**D**

January | 2005 (2008) (2009) (2012) (2013)



2011 the City Council adopted carbon neutrality by 2050 as the City's climate goal.

Meeting targets for reductions in greenhouse gas emissions will require community support and action, political leadership and innovation. Without such leadership and innovation, there is a risk that the City may not continue to make necessary progress in meeting these goals. Seattle can, and should, be in the forefront of developing new economic opportunities in industrial sectors that can positively affect greenhouse gas reduction.

The Urban Village Strategy is a powerful tool for helping to achieve the City's climate goals. Since the transportation sector is the largest single source of greenhouse gas emissions, the Urban Village Strategy's focus on concentrating new housing and jobs near one another and near frequent transit service will reduce reliance on cars and lower the number of vehicle miles driven. This Comprehensive Plan's approach for the City to take a large proportion of the region's growth will also help to reduce the number of long-distance commute trips made and lower per capita emissions across the region.

While concerted efforts to reduce greenhouse gas emissions are critical, historic emissions remain and will continue to affect the global climate. Therefore, in addition to doing its part to reduce the effects of climate change, the City must also prepare for and adapt to the effects of climate change.

E-F

goal

- EG7** Reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and become carbon neutral by 2050.
- EG7.3** Seattle will act as a regional and national leader by becoming carbon neutral.
- EG7.5** Prepare for and adapt to the likely effects of climate change through the development, ongoing assessment, and implementation of the Climate Action Plan.

Sector	2020 Targets (% reduction compared to 2008)	2030 Targets (% reduction compared to 2008)
<b>Transportation</b>		
Passenger	14% reduction in vehicle miles traveled (VMT)  35% reduction in GHG emissions per mile of Seattle vehicles	20% reduction in VMT  75% reduction in GHG emissions per mile of Seattle vehicles
Freight	25% reduction in GHG emissions per mile of Seattle vehicles	50% reduction in GHG emissions per mile of Seattle vehicles
<b>Buildings</b>		
Residential	8% reduction in energy use	20% reduction in energy use
Commercial	5% reduction in energy use	10% reduction in energy use
Both	15% reduction in tons of carbon dioxide equivalent (CO <sub>2</sub> e) per billion BTU for residential and commercial buildings combined	25% reduction in tons of CO <sub>2</sub> e per billion BTU for residential and commercial buildings combined
<b>Waste</b>		
	Increase diversion rate to 69%	Increase diversion rate to over 70%
	50% reduction in methane emissions commitment per ton of waste disposed	50% reduction in methane emissions commitment per ton of waste disposed
<b>TOTAL GHG EMISSION REDUCTION</b>		
	30% reduction in emissions by 2020	58% reduction in emissions by 2030
	87% reduction in emissions by 2050 (% reduction compared to 2008)	

policy

- E15** Work with private and public sector partners to achieve the goal of reducing climate-changing greenhouse gas emissions.
- E15.1** Build infrastructure and provide services for pedestrians, bicycles, electric vehicles and transit to facilitate movement around the city by means other than fossil-fueled automobiles.



- E15.2** Consider innovative measures that would encourage and facilitate use of alternatives to single-occupant vehicles, such as parking maximums for new development, parking taxes or fees.
- E15.3** Continue to recognize the value of planning for transportation facilities at the same time as for the location, type and density of future housing and jobs as a way to reduce the need for future residents and workers to travel by automobile.
- E15.4** Work to reduce greenhouse gas emissions through energy efficiency and low-carbon energy sources in buildings.
- E15.5** For itself and the general public, the City should anticipate the effects of climate change and make plans for adapting to those effects.
- E15.6** Establish energy efficiency standards for new buildings, consistent with applicable law, and encourage existing buildings to also achieve those standards.
- E15.7** Reduce emissions associated with solid waste by reducing the amount of waste generated and by operating efficient collection and disposal systems.
- E15.8** Encourage local food production as a way to decrease the environmental and climate impacts of the food production and distribution systems.

**F** City Operations

goal

**EG8** Continuously improve the City's environmental performance in its roles as a large employer, builder and maintainer of capital facilities, land owner and regulator to not

only improve the natural environment but also to set an example for others' behavior.

**EG9** Reduce fossil-fuel consumption in constructing new and renovating existing City-owned buildings to one-half the U.S. average for each building type.

policies

**E16** In the operations of City government, strive to reduce the use of resources and toxics, prevent pollution, reuse existing resources such as historic structures, control waste, and protect natural areas and biodiversity. Repairs of City-owned buildings should employ green building practices.

**E17** To improve the City's environmental performance, set targets, use innovative approaches, encourage employees, and coordinate with other government entities.

**E18** Collect data and regularly report on the sustainability measures and numeric goals in this plan to inform and enable citizens and decision-makers to consider alternative policies or programs, where outcomes differ from what was intended. Conduct an inventory of greenhouse gas emissions in Seattle at least every three years. Use data, public input, and approaches developed by other public agencies and private organizations that address sustainability. Consider combining this monitoring activity with the one described in the Urban Village Element of this Plan.

**G** Source Control

goal

**EG10** Reduce consumption of fossil fuels in all new City government buildings in the following increments (percent reduction from 2007 U.S. average for each building type):

environment element





environment element

60% in 2010;  
70% in 2015;  
80% in 2020;  
90% in 2025; and  
Carbon Neutral by 2030 (meaning new buildings will use no fossil fuel or greenhouse gas-emitting energy to operate).

**EG11** Make waste reduction, pollution prevention and recycling integral parts of how City government and others in the city conduct their daily business.

policies

**E19** Reduce consumption of resources and promote conservation of energy, water and material resources among all sectors of the community, including City government.

**E20** Consider long-term environmental costs, in City planning, purchasing and operating decisions. For instance, look at all of the environmental impacts caused by materials from their production to disposal.

**E21** Seek to meet greenhouse gas emission goals EG7 - EG10.

**H** Seattle's Trees

discussion

The existence of tree canopy and significant trees in the city are important to retaining the livability of the City as growth occurs.

The significance of trees is reflected not only in the policies in this Environment Element, but also in the significant number of policies distributed throughout this Plan. The reader may want to see the following related policies: UVG40, LU39, LU40, LU41, LU53.1, LU151, LU165, T13, U10, A-P33, BL-P13, BL-P18, BL-P27, CH/B-P15, ID-P13, GL-P31, G/PR-G3 A, G/PR-P21, G/PR-P33, QA-P1, R-EP1, R-EP4, SLU-P46, and

CR6. Also see the discussion in the Transportation Element, in section E, "Improving the Environment."

policies

**E21** Strive to protect and retain certain trees and groups of trees that enhance Seattle's historical, cultural, environmental and aesthetic character.

**E22** Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest's abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, provide food, and increase property values.

**E23** Achieve no net loss of tree canopy coverage, and strive to increase tree canopy coverage to 40 percent, to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, provide habitat, and mitigate the heat island effect of developed areas.

**E24** Update the tree canopy inventory in the Urban Forest Management Plan at least every 10 years to measure progress toward the goal of increased canopy coverage.



# Urban Village Appendix

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B	Urban Village Figure A-2	UV-A3





# Urban Village Element Appendix

**Urban Village Figure A-1  
Citywide Open Space & Recreation Facility Goals**

City Open Space	Goal	Area
Breathing Room Open Space	1 Acre per 100 residents	Citywide
Usable Open Space	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
Recreation Facilities	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and athletic fields are contained in the Parks Comprehensive Plan	Citywide, except as modified by Village Open Space and Recreation Goals

**Urban Village Figure A-2  
Urban Village Open Space & Recreation Facility Goals**

Goal	Urban Center Villages	Hub Urban Villages	Residential Urban Villages
Urban Village Open Space Population-based Goals	One acre of Village Open Space per 1,000 households. For the Downtown Commercial Core: one acre of Village Open Space per 10,000 jobs.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
Urban Village Open Space Distribution Goals	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre. For low density areas: all locations within 1/4 mile of any qualifying Village Open Space.
Qualifying Criteria for Village Open Space	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
Village Commons, Recreation Facility and Community Garden Goals	At least one usable open space of at least one acre in size (Village Commons) where the existing and target households total 2,500 or more. (Amended 11/96). One indoor, multiple-use recreation facility serving each Urban Center. One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons). One facility for indoor public assembly. Same as for Urban Center Villages.	At least one usable open space, of at least one acre in size (Village Commons), where overall residential density is ten households per gross acre or more. One facility for indoor public assembly in Villages with greater than 2,000 households. Same as for Urban Center and Hub Villages.







# Land Use Appendix

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# Land Use Appendix

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# Land Use Appendix

Land Use Figure A-1  
Existing Land Area Occupied by Specific Uses by Urban Centers and Urban Villages

Location	Gross Acres	Rights-of-Way	Net Acres*	Single Family	Multi-Family	Com-mercial/ Mixed-Use	Indus-trial	Major Institu-tion And Public Facilities/ Utilities	Open Space**	Vacant	Other***
Belltown	219	96	123		19	85	4	3	6	5	11
Denny Triangle	143	66	77		4	64	0	6	0	1	18
Commercial Core	275	120	156		11	107	1	21	9	3	15
Pioneer Square	141	50	91		4	63	4	7	2	10	10
Chinatown-International District	172	76	96	1	7	66	10	3	3	7	15
<b>Downtown Urban Center</b>	<b>950</b>	<b>408</b>	<b>542</b>	<b>1</b>	<b>46</b>	<b>385</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>26</b>	<b>70</b>
Capitol Hill	397	152	245	22	145	43	1	15	14	6	8
Pike/Pine	131	53	78	0	18	42	6	6	4	1	8
First Hill	228	93	135	1	43	47		19	5	10	26
12th Avenue	160	47	113	6	21	25	7	46	0	6	12
<b>First Hill/ Capitol Hill Urban Center</b>	<b>916</b>	<b>345</b>	<b>571</b>	<b>29</b>	<b>227</b>	<b>157</b>	<b>14</b>	<b>85</b>	<b>23</b>	<b>23</b>	<b>53</b>
Ravenna	123	26	97	4	34	48	6	0	3	1	3
University Campus	342	54	288		9	11	2	261	1	0	8
University District Northwest	287	111	177	18	71	61		17	4	5	10
<b>University Community Urban Center</b>	<b>752</b>	<b>190</b>	<b>562</b>	<b>22</b>	<b>115</b>	<b>120</b>	<b>8</b>	<b>278</b>	<b>8</b>	<b>6</b>	<b>20</b>
Northgate	411	111	300	6	72	177	1	23	16	4	17
South Lake Union	339	145	194	0	8	127	25	7	14	13	19
Uptown	333	112	221	4	41	150	6	8	7	5	18
<b>Urban Centers Total</b>	<b>3,701</b>	<b>1,312</b>	<b>2,389</b>	<b>62</b>	<b>509</b>	<b>1,116</b>	<b>73</b>	<b>442</b>	<b>88</b>	<b>76</b>	<b>197</b>
Ballard	425	150	274	47	113	74	11	15	6	7	7

Location	Gross Acres	Rights-of-Way	Net Acres*	Single Family	Multi-Family	Commercial/Mixed-Use	Industrial	Major Institution And Public Facilities/Utilities	Open Space**	Vacant	Other***
Bitter Lake Village	352	62	290	14	55	135	38	31	10	7	4
Fremont	213	81	133	14	41	47	18	5	4	4	2
Lake City	142	40	103	5	38	42	4	5	5	4	4
North Rainier	455	147	308	82	37	68	43	14	34	30	7
West Seattle Junction	226	88	138	38	34	47	2	10	1	7	4
<b>Hub Urban Villages Total</b>	<b>1,814</b>	<b>568</b>	<b>1,246</b>	<b>199</b>	<b>318</b>	<b>413</b>	<b>115</b>	<b>80</b>	<b>59</b>	<b>59</b>	<b>27</b>
23rd & Union-Jackson	516	167	350	129	81	39	8	40	32	21	7
Admiral	98	30	68	12	11	17		13	14		1
Aurora-Licton Springs	327	95	232	54	76	40	23	25	9	5	7
Columbia City	313	95	217	68	49	32	4	14	17	32	6
Crown Hill	173	50	123	75	18	22	1	4	2	1	1
Eastlake	200	91	109	13	48	36	2	2	5	3	1
Green Lake	109	49	60	11	25	12	0	9	2	0	1
Greenwood-Phinney Ridge	94	31	63	4	12	40	1	2	0	2	2
Othello	375	94	281	87	58	27	5	27	9	64	4
Madison-Miller	145	50	95	27	36	15	0	5	8	4	3
Morgan Junction	114	39	75	40	18	11	0	4	0	0	0
North Beacon Hill	131	51	80	35	25	9	0	4	3	3	0
Upper Queen Anne	53	21	32	1	13	13	0	4		0	0
Rainier Beach	290	70	219	48	43	34	4	44	16	30	2
Roosevelt	158	61	97	51	9	18	1	13	0	6	2
South Park	263	80	184	116	20	6	5	5	15	15	1
Wallingford	257	99	158	79	29	31	2	12	4	1	2
Westwood-Highland Park	275	81	194	99	40	37	2	11		6	1
<b>Residential Urban Villages Total</b>	<b>3,891</b>	<b>1,254</b>	<b>2,638</b>	<b>949</b>	<b>611</b>	<b>440</b>	<b>58</b>	<b>240</b>	<b>139</b>	<b>193</b>	<b>40</b>

Location	Gross Acres	Rights-of-Way	Net Acres*	Single Family	Multi-Family	Commercial/Mixed-Use	Industrial	Major Institution And Public Facilities/Utilities	Open Space**	Vacant	Other***
Ballard-Interbay-Northend	932	218	713	4	2	154	166	283	5	97	9
Greater Duwamish	4,928	1,126	3,802	13	4	283	1,457	1,493	30	502	82
<b>Manufacturing Industrial Centers Total</b>	<b>5,859</b>	<b>1,344</b>	<b>4,515</b>	<b>17</b>	<b>6</b>	<b>436</b>	<b>1,624</b>	<b>1,776</b>	<b>35</b>	<b>599</b>	<b>91</b>
Outside Villages	37,886	9,676	28,210	17,592	1,715	667	121	1,561	5,377	1,108	110
<b>City Total</b>	<b>53,151</b>	<b>14,153</b>	<b>38,998</b>	<b>18,818</b>	<b>3,159</b>	<b>3,072</b>	<b>1,991</b>	<b>4,099</b>	<b>5,698</b>	<b>2,035</b>	<b>465</b>

\* Net acres = Gross acres minus rights-of-way

\*\* Some acreage may be also counted in Rights-of-Way as City-Owned Open Space includes boulevards

\*\*\* Other Includes Parking, Easements, Unspecified uses

Source: King County Department of Assessments, 2014

Land Use Figure A-2  
**Population and Housing per Acre by Urban Center and Urban Village**

Location	Total Population (2010)	Population / Acre	Housing Units (2010)	Housing Units / Acre
Belltown	11,961	55.2	9,984	46.0
Denny Triangle	3,248	21.8	2,971	19.9
Commercial Core	5,917	21.6	3,651	13.3
Pioneer Square	2,252	16.2	1,023	7.3
Chinatown-International District	3,466	22.0	2,393	15.2
<b>Downtown Urban Center Total</b>	<b>26,844</b>	<b>28.7</b>	<b>20,022</b>	<b>21.4</b>
Capitol Hill	18,279	45.6	13,474	33.6
Pike/Pine	4,413	36.7	3,442	28.6
First Hill	8,681	37.4	6,592	28.4
12th Avenue	4,519	28.4	1,972	12.4
<b>First Hill/Capitol Hill Urban Center Total</b>	<b>35,892</b>	<b>39.4</b>	<b>25,480</b>	<b>27.9</b>
University District Northwest	13,654	47.1	6,426	22.1
Ravenna	3,323	26.7	1,617	13.0
University Campus	5,727	16.9	226	0.7
<b>University Community Urban Center Total</b>	<b>22,704</b>	<b>30.1</b>	<b>8,269</b>	<b>11.0</b>
Northgate	6,369	14.3	4,238	9.5
South Lake Union	3,774	10.7	2,781	7.9
Uptown	7,300	21.5	5,799	17.1
<b>Urban Centers Total</b>	<b>102,883</b>	<b>27.5</b>	<b>66,589</b>	<b>17.8</b>

Location	Total Population (2010)	Population / Acre	Housing Units (2010)	Housing Units / Acre
Ballard	10,078	24.5	6,963	16.9
Bitter Lake Village	4,273	10.8	3,074	7.8
Fremont	3,960	18.6	2,558	12.0
Lake City	3,899	25.2	2,419	15.6
North Rainier	4,908	10.6	2,201	4.7
West Seattle Junction	3,788	17.0	2,544	11.4
<b>Hub Urban Villages Total</b>	<b>30,906</b>	<b>16.6</b>	<b>19,759</b>	<b>10.6</b>
23rd & Union-Jackson	9,468	18.3	5,058	9.8
Admiral	1,528	13.8	1,054	9.5
Aurora-Licton Springs	6,179	19.3	3,267	10.2
Columbia City	3,937	14.1	1,885	6.8
Crown Hill	2,459	14.6	1,193	7.1
Eastlake	5,084	26.3	3,543	18.3
Green Lake	2,904	27.0	2,008	18.7
Greenwood-Phinney Ridge	2,927	20.6	1,729	12.1
Othello	7,267	19.1	2,435	6.4
Madison-Miller	4,066	27.9	2,414	16.6
Morgan Junction	2,046	18.2	1,267	11.3
North Beacon Hill	2,900	23.2	1,380	11.0
Upper Queen Anne	2,143	26.9	1,570	19.7
Rainier Beach	3,583	14.0	1,486	5.8
Roosevelt	2,384	14.0	1,198	7.0
South Park	3,448	10.7	1,282	4.0
Wallingford	5,350	20.3	2,940	11.2
Westwood-Highland Park	4,606	14.0	2,123	6.5
<b>Residential Urban Villages Total</b>	<b>72,279</b>	<b>18.0</b>	<b>37,832</b>	<b>9.4</b>
Ballard-Interbay-Northend	1,658	1.8	667	0.7
Greater Duwamish	1,064	0.2	415	0.1
<b>Manufacturing Industrial Centers Total</b>	<b>2,722</b>	<b>0.5</b>	<b>1,082</b>	<b>0.2</b>
Outside Villages	399,870	10.6	183,254	4.8
<b>City Total</b>	<b>608,660</b>	<b>11.5</b>	<b>308,516</b>	<b>5.8</b>

Source: U.S. Census Bureau, Decennial Census 2010

Land Use Figure A-3  
**Jobs Per Acre by Urban Center and Urban Village**

Location	Jobs* (2010)	Jobs / Acre
Belltown	17,988	83.0
Denny Triangle	16,120	108.1
Commercial Core	84,080	307.0
Pioneer Square	10,454	75.0
Chinatown-International District	7,739	49.1
<b>Downtown Urban Center Total</b>	<b>136,381</b>	<b>145.6</b>
Capitol Hill	5,444	13.6
Pike/Pine	5,033	41.8
First Hill	26,106	112.6
12th Avenue	5,054	31.8
<b>First Hill/Capitol Hill Urban Center Total</b>	<b>41,637</b>	<b>45.7</b>
University District Northwest	4,696	16.2
Ravenna	2,708	21.7
University Campus	25,568	75.3
<b>University Community Urban Center Total</b>	<b>32,972</b>	<b>43.7</b>
Northgate	11,430	25.7
South Lake Union	19,644	55.7
Uptown	13,911	41.0
<b>Urban Centers Total</b>	<b>255,975</b>	<b>68.4</b>
Ballard	5,447	13.2
Bitter Lake Village	3,100	7.8
Fremont	7,468	35.0
Lake City	1,600	10.3
North Rainier	3,614	7.8
West Seattle Junction	2,695	12.1
<b>Hub Urban Villages Total</b>	<b>23,924</b>	<b>12.8</b>
23rd & Union-Jackson	4,269	8.3
Admiral	1,400	12.7
Aurora-Licton Springs	2,334	7.3
Columbia City	1,902	6.8
Crown Hill	847	5.0
Eastlake	5,065	26.2
Green Lake	1,456	13.5
Greenwood-Phinney Ridge	1,705	12.0
Othello	1,378	3.6
Madison-Miller	1,065	7.3
Morgan Junction	430	3.8
North Beacon Hill	559	4.5
Upper Queen Anne	1,556	19.5
Rainier Beach	1,088	4.2
Roosevelt	1,496	8.8

Location	Jobs* (2010)	Jobs / Acre
South Park	1,035	3.2
Wallingford	2,784	10.6
Westwood-Highland Park	1,367	4.2
<b>Residential Urban Villages Total</b>	<b>31,736</b>	<b>7.9</b>
Ballard-Interbay-Northend	14,205	15.2
Greater Duwamish	58,744	12.6
<b>Manufacturing Industrial Centers Total</b>	<b>72,949</b>	<b>13.0</b>
Outside Villages	77,591	2.0
<b>City Total</b>	<b>462,175</b>	<b>8.7</b>

\* Jobs are reported "covered employment," which refers to positions covered by the Washington Unemployment Insurance Act.

Source: Washington State Employment Security Department Quarterly Census of Employment and Wages and Puget Sound Regional Council. March 2010

Land Use Figure A-4  
**Employment by Industry Sector 1995-2010**

Sector	1995	% Share	2000	% Share	2010	% Share	% Change 1995-2010	% Change 2000-2010
Construction, Resources	15,282	3.6%	22,645	4.5%	16,748	3.6%		-35.2%
Finance, Insurance, Real Estate	35,253	8.3%	42,471	8.4%	31,970	6.9%		-32.8%
Manufacturing	38,050	8.9%	37,104	7.4%	26,417	5.7%		-40.5%
Retail	31,504	7.4%	41,984	8.3%	36,921	8.0%		-13.7%
Services	185,899	43.6%	235,336	46.8%	237,882	51.5%		1.1%
Warehousing, Transportation, Utilities	40,545	9.5%	43,636	8.7%	29,206	6.3%		-49.4%
Government	51,571	12.1%	47,565	9.5%	48,468	10.5%		1.9%
Education	28,625	6.7%	32,094	6.4%	34,570	7.5%		7.2%
<b>Total</b>	<b>426,729</b>	<b>100%</b>	<b>502,835</b>	<b>100%</b>	<b>462,180</b>	<b>100%</b>	<b>7.7%</b>	<b>-8.8%</b>

Jobs are a report of "covered employment," which refers to positions covered by the Washington Unemployment Insurance Act. The Act exempts the self-employed, proprietors and corporate officers, military personnel, and railroad workers, so those categories are not included in the dataset. Covered Employment accounts for approximately 90% of all employment.

\*The method of identifying jobs by sector has changed since 1995, and it is not practical to compare employment by sector between 1995 and later years.

Source: Washington State Employment Security Department Quarterly Census of Employment and Wages and Puget Sound Regional Council. March, 1995 and 2010



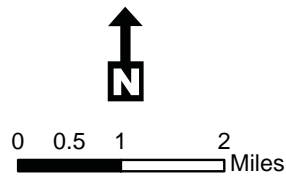
Land Use Figure A-5

# Population Density 2010

## Total Population Density by Census Block

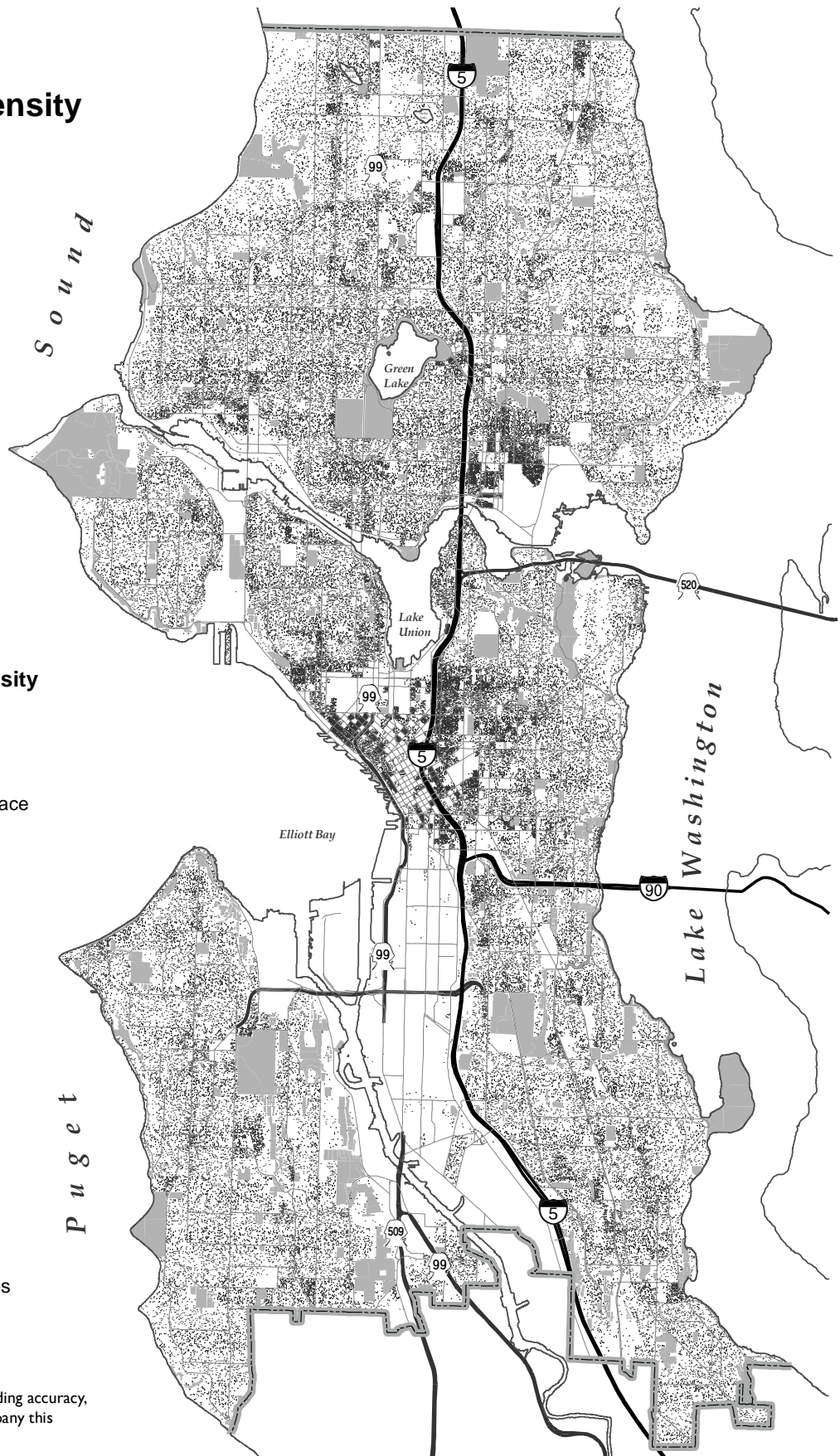
- 1 Dot = 5
- People
- Parks and Open Space

Source: U.S. Census Bureau,  
Summary File 1  
April 1, 2010



2014 City of Seattle




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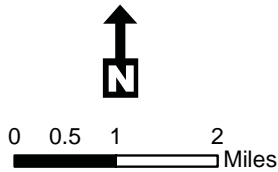
Land Use Figure A-6

# Household Density 2010

## Household Density by Census Block

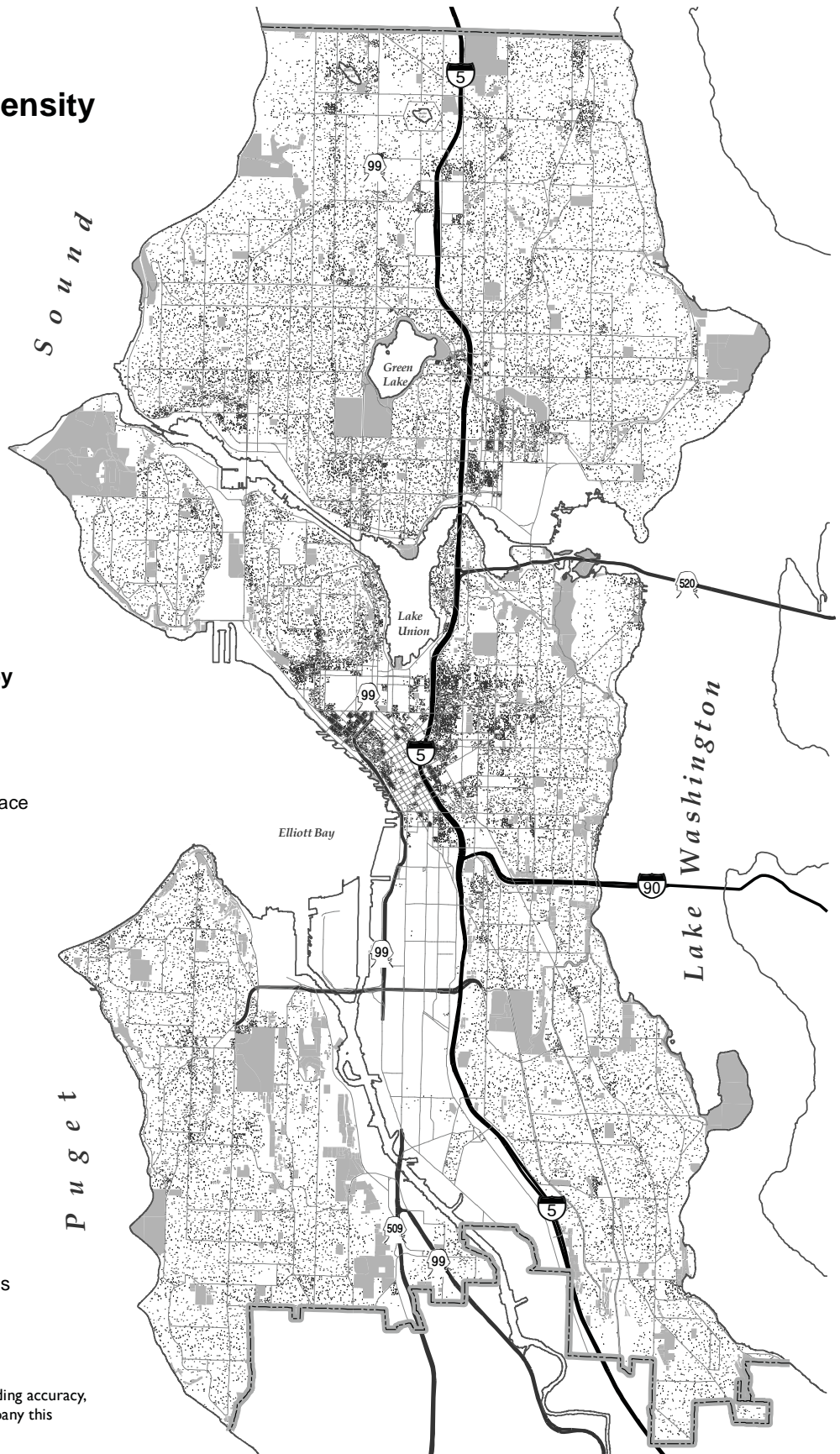
-  1 Dot = 5
-  Households
-  Parks and Open Space

Source: U.S. Census Bureau,  
Summary File 1  
April 1, 2010



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Land Use Figure A-7

# Employment Density 2010

## Total Covered\* Employment Density by Census Tract

-  1 Dot = 5
-  Jobs in 2010
-  Parks and Open Space

\* Covered Employment refers to positions covered by the Washington Unemployment Insurance Act.

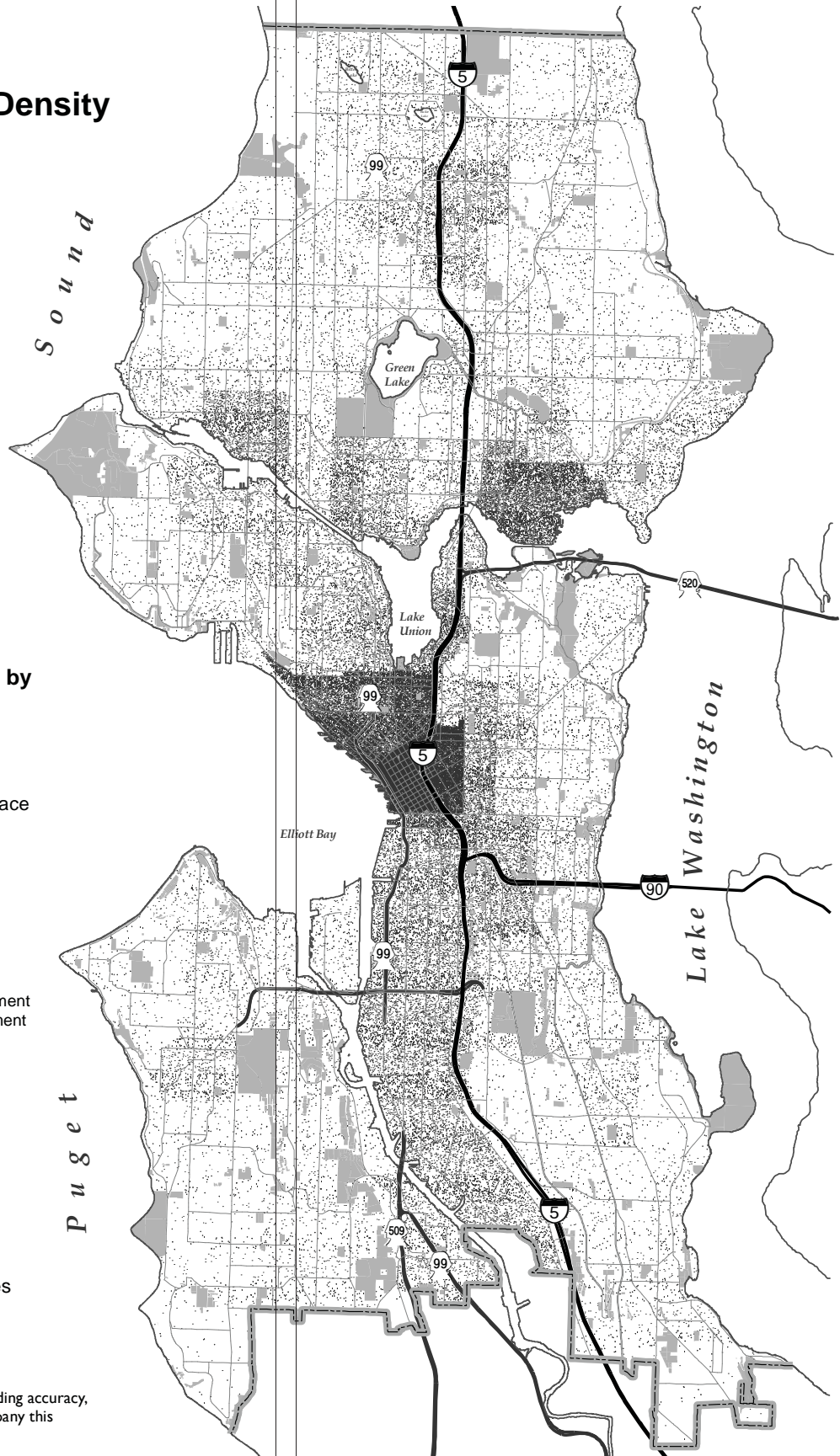
Source: Washington State Employment Security Department Quarterly Census of Employment and Wages and Puget Sound Regional Council. March, 2010



0 0.5 1 2 Miles

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Land Use Figure A-8

# Generalized \* Existing Land Use

land use appendix

### Existing Land Use

-  Single Family
-  Multi-Family
-  Commercial/Mixed-Use
-  Industrial
-  Major Institution And Public Facilities/Utilities
-  Parks/Open Space/Cemeteries
-  Vacant

\* Generalized land use indicates the majority use for the block.

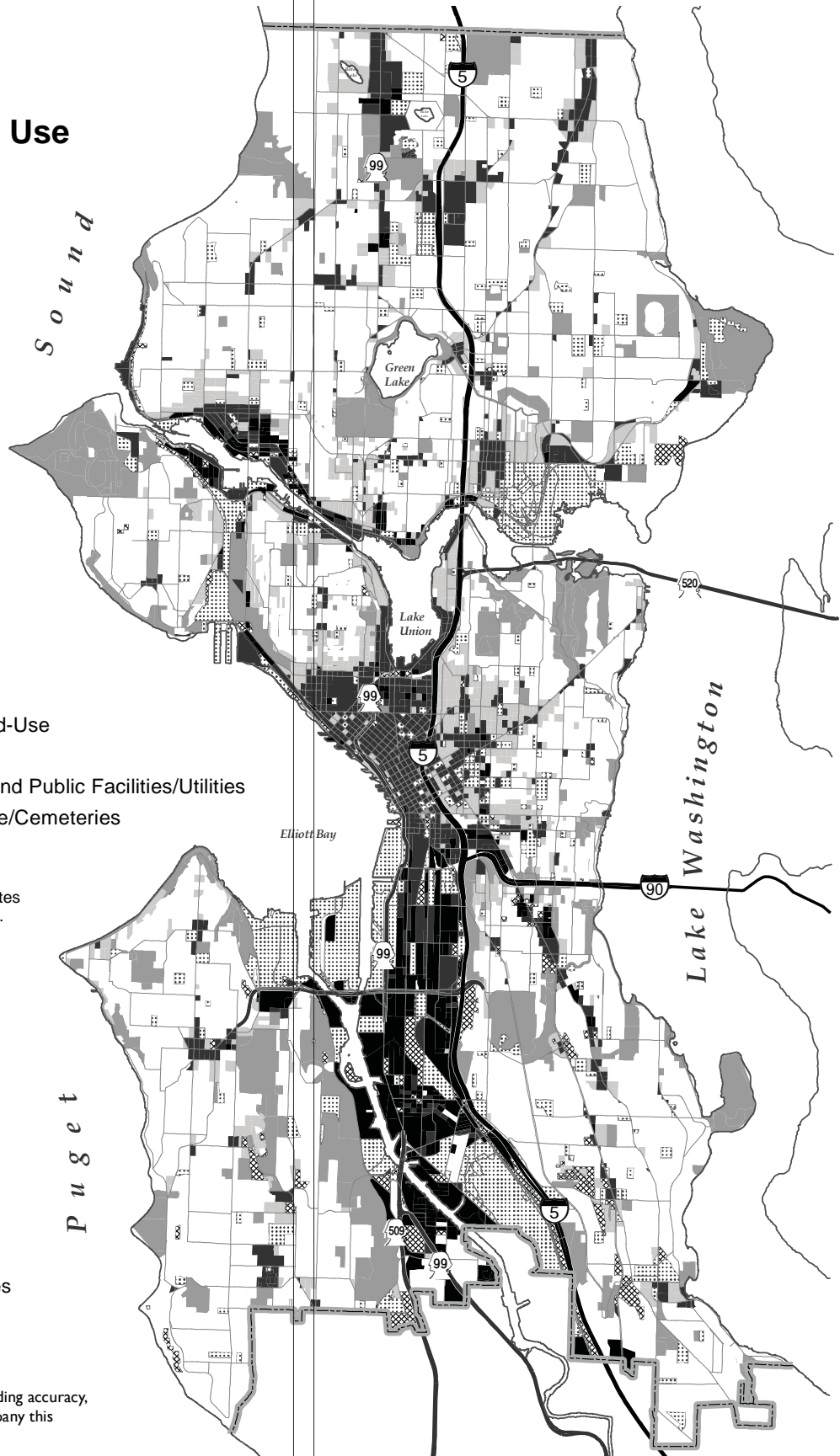
Source: King County Department of Assessments 2014



0 0.5 1 2 Miles

2014 City of Seattle

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# Transportation Appendix

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Many of the terms used in the Transportation Element and Appendix may be unfamiliar to the casual reader. There are useful glossaries in the State of Washington Department of Commerce's Transportation Guidebook (<http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf>) and the state Department of Transportation's website titled Growth Management Act (GMA) Comprehensive Plan Resources (<http://www.wsdot.wa.gov/planning/community/GMA.htm>) and also on WSDOT's website, (<http://www.wsdot.wa.gov/Publications/Manuals/index.htm>). Additional glossaries can be found at <http://www.fhwa.dot.gov/planning/glossary/index.cfm> and <http://trblist.org/subjectglossaries>

The purpose of providing the information in this Appendix, and related information in the Transportation Element, is to comply with the requirements of RCW Chapter 36.70A (Growth Management Act) by showing land use assumptions used in estimating travel; estimated traffic impacts to state-owned transportation facilities based on those assumptions; facilities and service needs, including level of service standards for local arterials and state highways; forecasts of traffic; and the availability of financing and a financing plan to show how these identified needs will be met.



# Transportation Appendix

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# Transportation Appendix

**A**

## Land Use Assumptions Used in Estimating Travel<sup>1</sup>

To estimate future travel levels, assumptions were made for a variety of factors related to future population, employment, and transportation facilities. These include the number and geographic distribution of both households and employment in Seattle and the region, characteristics of households and jobs (e.g., number of residents per household, household income), and the transportation network (e.g., streets, transit routes). Then, a computer model was used to predict the total number of person-trips between various zones, the number of trips that would use various modes (e.g., car, bus, bike, walk), and the resulting vehicle traffic volumes on various streets throughout the city.

### existing conditions

In 2010, the census counted 608,660 people living in Seattle; 2014 City estimates place the current number at about 640,500 people. But many other people visit Seattle for a range of purposes, such as working, shopping, education, tourism, medical appointments, pass-through travel, and other reasons.

Seattle covers about 53,113 acres of land. Most areas of the city are of predominantly one type of land use (e.g., residential, commercial, or industrial). About 40 percent of the city's land area is occupied by residential uses. In 2010, there were approximately 308,500 housing units in the city. Estimates in 2012 placed the total number of housing units in the city at about 312,850 units. The area north of the ship canal has more of its land area occupied by housing than mid-Seattle (south of the ship canal to I-90) or south Seattle (south of I-90).

Street rights-of-way take up the next largest amount of land, almost 27 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 13 percent of the land area. Parks occupy slightly more than nine percent;

1. (RCW 36.70A.070 (6) (a) (ii))

cemeteries, reservoirs, and other uses occupy six percent; and the remainder of land is vacant.

### regional land use assumptions

The Puget Sound Regional Council (PSRC) conducts regional planning for the four-county (Snohomish, King, Pierce, and Kitsap) central Puget Sound region. The PSRC's Vision 2040 Growth Strategy and Transportation Plan presents a vision and array of strategies designed to achieve goals of growth management, transportation demand management, and improved transportation investment decisions. The PSRC provides population and employment forecasts for the region, and encourages growth in ways that focus future population and employment growth into urban centers, which formally include the Urban Centers that are defined in this Comprehensive Plan.

### Seattle land use assumptions

Seattle's growth assumptions for the period from 2015 through 2035 are 70,000 new housing units and net growth in employment of 115,000 jobs. This is the City's share of the region's projected housing and employment growth between 2015 and 2035, identified through the countywide process conducted by the Growth Management Planning Council.

The growth assumptions for the Urban Centers are as follows:

Urban Center	Housing Units	Jobs
Downtown	10,000	30,000
First Hill/Capitol Hill	7,000	4,000
South Lake Union	4,700	20,000
Uptown	3,500	3,500
University District	2,700	8,000
Northgate	1,600	5,000
Greater Duwamish Manuf./Industrial Center	NA	3,000
BINMIC	NA	1,500

**B** Facilities and Services Needs<sup>2</sup>

Seattle's street network consists of approximately 1,534 miles of arterials, including some that are designated state routes, and more than 2,400 miles of non-arterials (see Transportation Figure A-1). In the arterial system there are 620 miles of principal arterials, 566 miles of minor arterials, and 348 miles of collector arterials. High-occupancy vehicle (HOV) lanes exist on some arterials and limited access facilities as shown in Transportation Figure A-2.

**transit**

Public transit in Seattle is provided by three agencies. King County Metro provides bus, trolley and streetcar services that cover most of King County. Community Transit and Sound Transit operate express bus services to Seattle from King, Snohomish and Pierce Counties. As of 2014, King County Metro serves a population of more than 2 million people in a service area greater than 2,000 square miles. It operates more than 1,800 vehicles on about 214 bus, trolley and dial-a-ride routes. Included are 159 electric trolley buses serving 14 routes along almost 70 miles of two-direction overhead wires. Its 2012 ridership was more than 114 million passengers. Transportation Figure A-3 shows bus routes in Seattle.

King County Metro operates a 1.3-mile long tunnel under Third Avenue and Pine Street from the International District to 9th Avenue and Pine Street. The tunnel has four operational stations, and connects to I-90 at the south end and to the I-5 express lanes at the north end. The tunnel supports joint bus and light rail service until such time as light rail train service is too frequent to safely operate joint services in the tunnel.

Sound Transit is the regional transit authority for the Puget Sound area (which includes portions of King, Snohomish and Pierce Counties.) Sound Transit operates light rail service connecting Downtown Seattle

with SeaTac Airport and has construction underway to extend service northward to Lynnwood. That construction will deliver light rail service to Capitol Hill and Husky Stadium by 2016, and to the University District, Roosevelt and Northgate by 2021. Routing is shown on Transportation Figure A-4.

There are 11 Link light rail stations currently in Seattle: in the Rainier Beach, Othello, Columbia City, North Rainier/Mt. Baker, Beacon Hill, SODO/Lander Street, and SODO/Royal Brougham Way neighborhoods; and four in the Downtown transit tunnel. Weekday average ridership averages more than 37,000 passengers (2014).

Sound Transit also provides Sounder commuter rail services during peak hours along existing rail lines from Downtown Seattle northward to Everett and southward to Tacoma and Lakewood.

Metro, Sound Transit and WSDOT operate approximately 18 park and ride facilities with approximately 2,262 parking spaces in Seattle. (See Transportation Figure A-5.)

2 (RCW 36.70A.070 (6) (a) (iii))

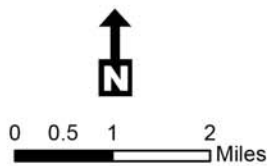


### Transportation Figure A-1

## Arterial Classification

-  Interstate/State Route
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Not Designated
-  County Arterial

Data Sources:  
City of Seattle GIS

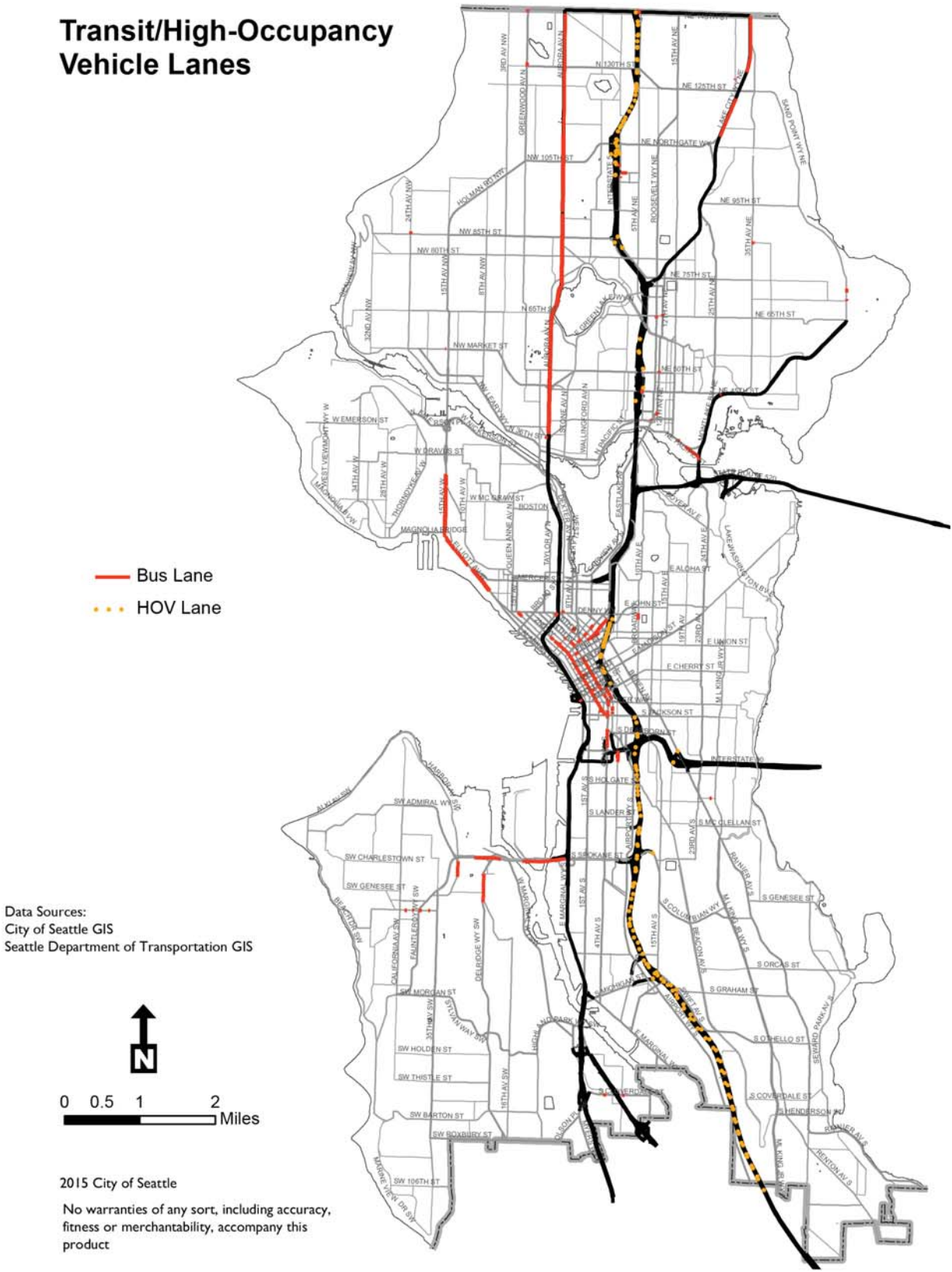


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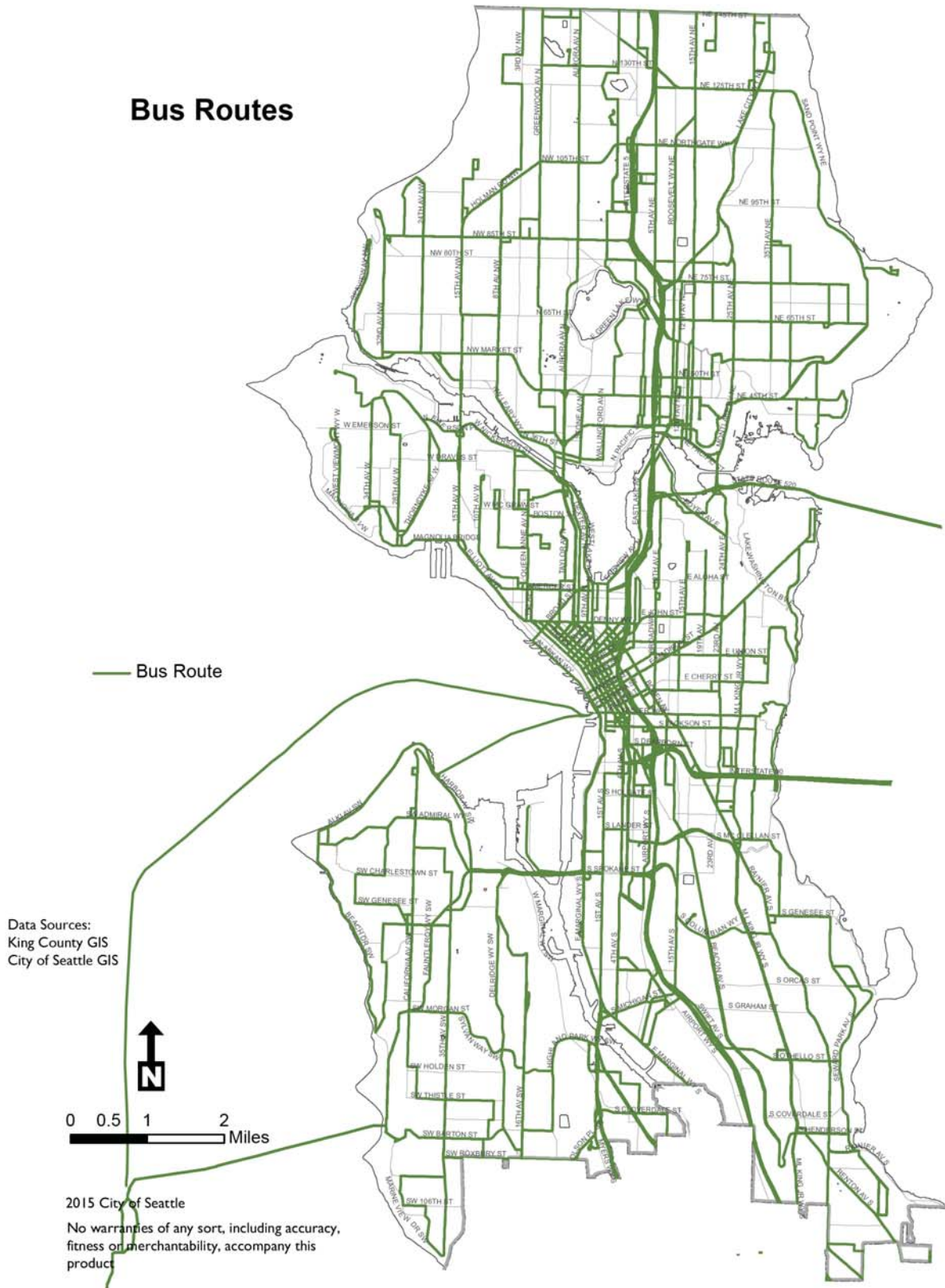
### Transportation Figure A-2

## Transit/High-Occupancy Vehicle Lanes



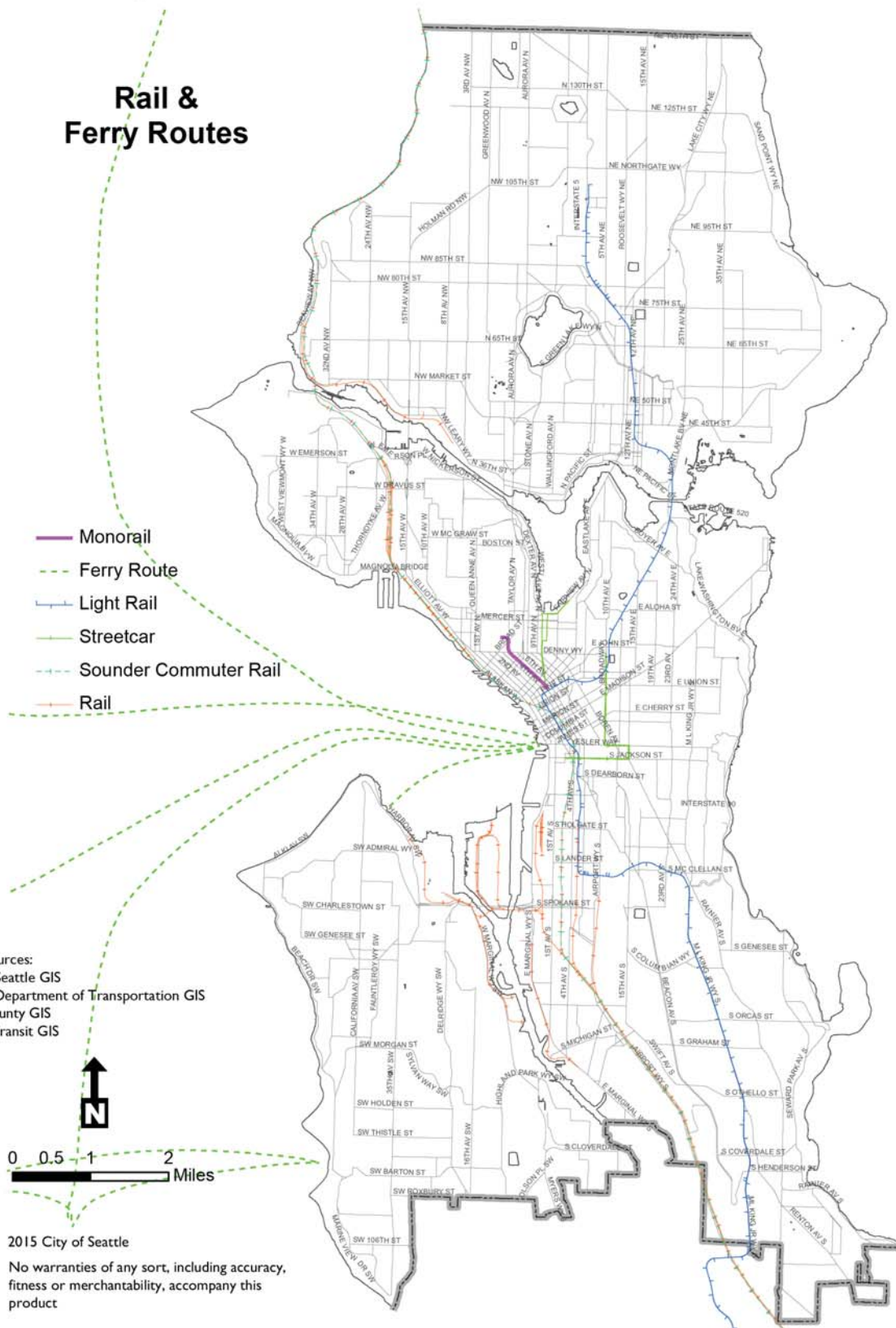
### Transportation Figure A-3

## Bus Routes

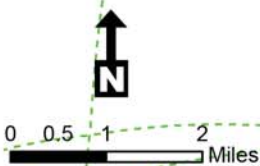


Transportation Figure A-4

### Rail & Ferry Routes



Data Sources:  
 City of Seattle GIS  
 Seattle Department of Transportation GIS  
 King County GIS  
 Sound Transit GIS



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**Transportation Figure A-5  
Park & Ride Facilities**

Lot	Name	Address	Spaces	Amenities/Routes/Notes
N/A	Montlake Station	Montlake Blvd E & SR 520	0	54 Bike Lockers Metro: 25, 43, 48
703	Green Lake Park & Ride	6601 8th Ave NE	411 *	22 Bike Lockers  Metro: 48, 64, 66, 67, 76, 242, 316 Sound Transit: 542 *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
505	Lamb of God Lutheran Church	12509 27th Ave NE	21	Metro: 41
706	North Seattle Interim Park & Ride	402 NE 103rd St.	156	Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556
758	Northgate Mall Park & Ride Garage	NE 103rd St & 1st Ave NE	280 *	Spaces located on floors 1 and 2  Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556 *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
753	Northgate Transit Center	10200 1st Ave NE	296 *	12 Bike Lockers  12 On-Demand Bike eLockers Ticket Vending Machines Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556 Boarding Locations Map *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
753.1 and 753.2	Northgate Transit Center East Park & Ride	3rd Ave NE & NE 103rd St	448 *	Spaces include 50 for carpool  Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556 *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
710	South Jackson Park Park & Ride	5th Ave NE & NE 133rd St	46	Metro: 242
760	Thornton Place Garage	3rd Ave NE & NE 100th St	350 *	Garage Floors P1 & P2  Hours: Monday-Friday 6 a.m. - 8 p.m. Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995

Transportation Figure A-5 (Continued)  
Park & Ride Facilities

Lot	Name	Address	Spaces	Amenities/Routes/Notes
				Sound Transit: 555, 556 *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
749	Airport & Spokane Park & Ride	Airport Way S & S Spokane St	25	Metro: 101, 102, 106, 131, 150, 177, 178, 190 Sound Transit: 590, 592, 593, 594, 595
550	Beverly Park First Baptist Church	11659 1st Avenue S	12	Metro: 128, 131
N/A	Columbia City Station	4818 Martin Luther King Jr Way S	0	37 Bike Lockers  No Metro or Sound Transit Parking Available Paid Parking Nearby Ticket Vending Machines Sound Transit: Central Link Light Rail Closest Bus Route: Metro: 8
591	Community Bible Fellowship	11227 Renton Avenue S	29	Metro: 106
562	Holy Family Church	9641 20th Avenue SW	23	Metro: 22, 113, 125 Sound Transit: 560
738	Olson Place & Myers Way Park & Ride	9000 Olson Pl SW	100	Metro: 60, 113
N/A	SODO Station	500 S Lander St	0	16 Bike Lockers Sound Transit: Central Link Light Rail
553	Sonrise Evangelical Free Church	610 SW Roxbury St	10	Metro: 60, 113
744	Southwest Spokane St Park & Ride	3599 26th Avenue SW	55	Metro: 21, 37 Express

Source: King County Metro. "Park and Ride Information." Last modified 2014. <http://metro.kingcounty.gov/tops/parknride/>.

bicycles and pedestrians

Bicycles are classified as “vehicles” in the Seattle Traffic Code and have the right to use all streets in the city except where explicitly prohibited. Bicycling is steadily growing in popularity as an everyday commuting method and as recreational activity. Transportation Figure A-6 illustrates the location of seven categories of bike facilities. There are more than 300 miles of bicycle facilities as of 2013, including 78 miles of bicycle and climbing lanes, 92 miles of shared lane pavement markings, 6 miles of neighborhood greenways, 47 miles of multi-use trails, 128 miles of signed routes, and more than 2 miles of other on- and off-street bicycle facilities. A recently updated Bicycle Master Plan and an Implementation Plan spell out the approach to expanding the network further to increase its connectivity, completeness and safety.

Bicycle racks are provided in neighborhood commercial areas and downtown, and some work places provide secure, weather protected bike parking, showers, and lockers. As of 2010, the City had installed over 2,550 bike racks across the city. Seattle’s Land Use Code also requires that many new developments include bike parking where parking is built for cars.

As of 2010, Seattle had more than 2,200 miles of sidewalks, nearly 5,000 crosswalks, almost 27,000 curb ramps, 500 stairways, and 39 lane miles of 12-foot wide trails (see pedestrian facilities mapped in Transportation Figure A-7). Over the past decade, the City has made progress in addressing gaps in sidewalk coverage by pursuing construction of sidewalks or asphalt walkways in numerous locations where they were lacking, within the constraints of budgeted funding. However, there remain several areas around the city, such as residential neighborhoods north of N 85th Street, that lack sidewalks because they were originally developed when sidewalks were not required. The pace of new sidewalk construction in 2009 was approximately 25 block-equivalents.

parking

On-street parking occurs in the public right-of-way and is therefore regulated by the City through the creation of no-parking and special-use parking zones, time-of-day restrictions, parking duration limits, pay stations/meters, and residential parking zones. Over the past decade, the City has modernized its pay stations/meters and continues to do so with innovations such as pay-by-phone. It also has pursued more active management of on-street parking rates in order to accomplish goals for availability of on-street parking for motorists wishing to park. This improves residents’, visitors’ and shoppers’ ability to reliably find parking when and where they need it.

Residential parking zones (RPZ’s) are designed to protect Seattle’s residential neighborhoods from parking impacts and congestion from major employment and/or retail centers. In an RPZ, on-street parking is generally restricted to one or two hours, except for residents and guests who display special RPZ decals. Existing RPZ’s include the following communities: Montlake, Squire Park, West Seattle-Fauntleroy, Capitol Hill, Wallingford, University District, First Hill, Eastlake, Magnolia, North Queen Anne, North Capitol Hill, Uptown (Seattle Center), Central District (Garfield High School), Belmont/Harvard, Mount Baker (Franklin High School), North Beacon Hill, Licton Springs (North Seattle Community College), Cowen Park/Roosevelt, Ravenna Bryant. The RPZ program is slated for review in 2015, with the objective to review program goals and seek refinements that will respond to current needs and priorities with respect to neighborhoods’ on-street parking.

Off-street parking facilities are usually privately-owned and operated. The City regulates the location and size of garages and lots through the Land Use Code. Facilities with paid parking pay a licensing fee.

Carpools receive preferential parking treatment through City programs, allocation of on-street parking spaces, and Land Use Code requirements for carpool parking in new developments.

**rail**

**Passenger Rail:** Amtrak operates trains over 900 miles of Burlington Northern tracks in the state and provides service to 16 cities. The Empire Builder provides daily service from Seattle to Spokane and on to Chicago; the Amtrak Cascades runs four times a day to/from Portland, and twice daily to/from Vancouver, B.C. The Coast Starlight runs daily connecting Seattle to Portland, Oakland and on to Los Angeles. Sound Transit operates two Sound train routes on the same tracks to between Seattle/Tacoma-Lakewood and Seattle/Everett.

**Freight:** Burlington Northern Santa Fe (BNSF) owns and operates a mainline dual-track from Portland to Seattle. Union Pacific owns and operates a single mainline track with two-way train operations between Tacoma and Seattle. BNSF owns and operates tracks that extend north from downtown Seattle to Snohomish County and then east to Spokane.

There are four **intermodal terminals** servicing the Duwamish Industrial area: BNSF Railway operates the Seattle International Gateway yard north of S. Hanford Street. Union Pacific Railroad operates the Seattle Argo Yard just south of Spokane St off of Diagonal/Denver Avenues. Port of Seattle terminals include intermodal facilities at Terminals 5 and 18. BNSF's Interbay rail yard is north of downtown Seattle.

Rail-line capacity depends on train length, operating speeds, the number of switch crossover points, and whether the line has one- or two-way traffic. Current train speed limits in the City are 10, 20, or 40 mph depending on the segment.

**other intermodal facilities**

The Port of Seattle owns, operates or supports marine, rail, and air intermodal facilities. Port of Seattle facilities include nine commercial marine terminals, four ocean container terminals with 31 container cranes, and a deep-draft grain terminal. Steamship operators have direct service to Asia, Europe, Latin American and domestic markets (Alaska and Hawaii.)

Services are offered by 17 ocean carriers; about 30 tug and barge operators; and BNSF Railway and Union Pacific railroads, operating intermodal yards. Transportation Figure A-8 shows Port of Seattle facilities located in Seattle.

**air transportation**

There are five commercial aircraft landing facilities in the greater Seattle metropolitan area: Seattle-Tacoma International Airport (Sea-Tac), operated by the Port of Seattle and located in the City of SeaTac; King County International Airport; the Kenmore Air Harbor and Seattle Seaplanes facilities based in Seattle's Lake Union; and the Lake Washington seaplane base near Kenmore. Transportation Figure A-9 shows air facilities in the City of Seattle.

**water transportation**

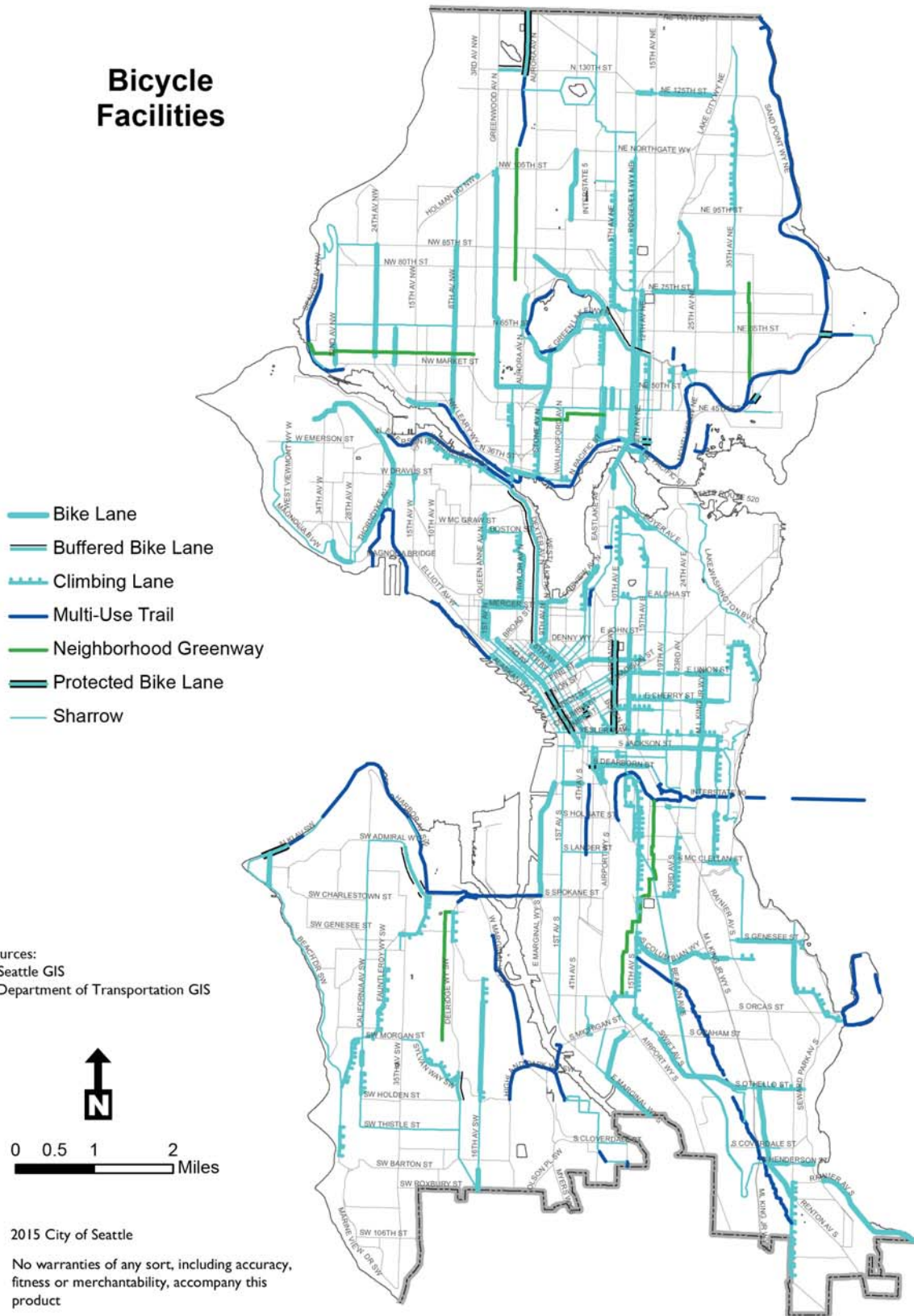
The Washington State Ferry (WSF) system operates two terminals in Seattle Colman Dock in downtown Seattle, and the Fautleroy terminal in West Seattle. Passenger-and-vehicle service is provided on two ferry routes from Colman Dock to Bainbridge Island and to Bremerton. Passenger-and-vehicle ferries link Fautleroy with Vashon Island and Southworth. King County operates a Water Taxi service in Elliott Bay connecting to West Seattle.

In 2015, the cruise ship terminals at Bell Street Cruise Terminal at Pier 66 and Smith Cove Cruise Terminal at Terminal 91 will serve seven major cruise lines including Carnival, Celebrity Cruises, Holland America Line, Norwegian Cruise Line, Princess Cruises, Oceania Cruises and Royal Caribbean. Each ship call brings in \$2.4 million to the local economy. Overall, the Seattle cruise industry generates 3,404 jobs and \$407.8 million in annual business revenue.

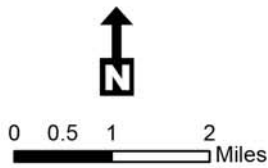


# Transportation Figure A-6

## Bicycle Facilities



Data Sources:  
 City of Seattle GIS  
 Seattle Department of Transportation GIS

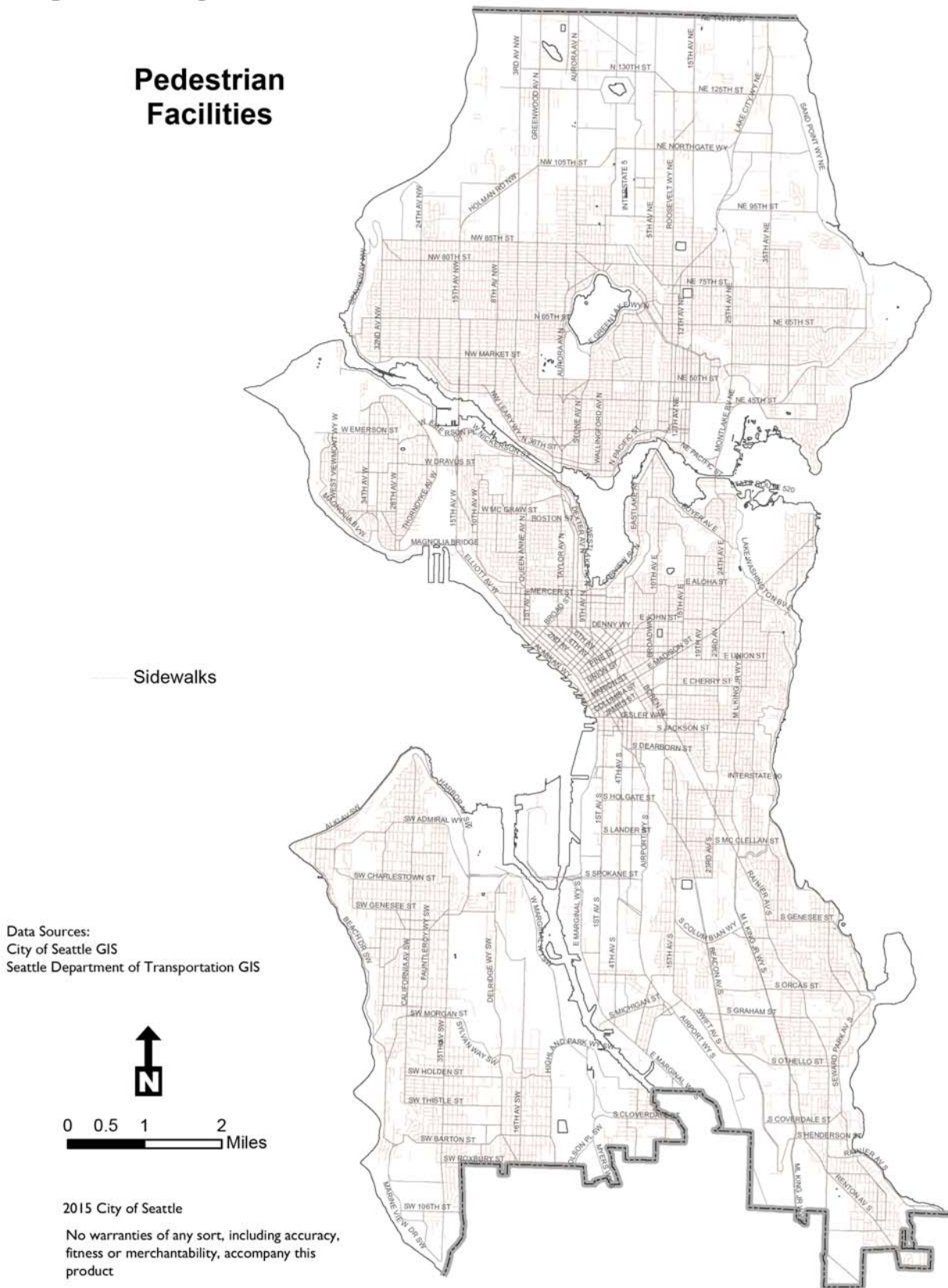


2015 City of Seattle

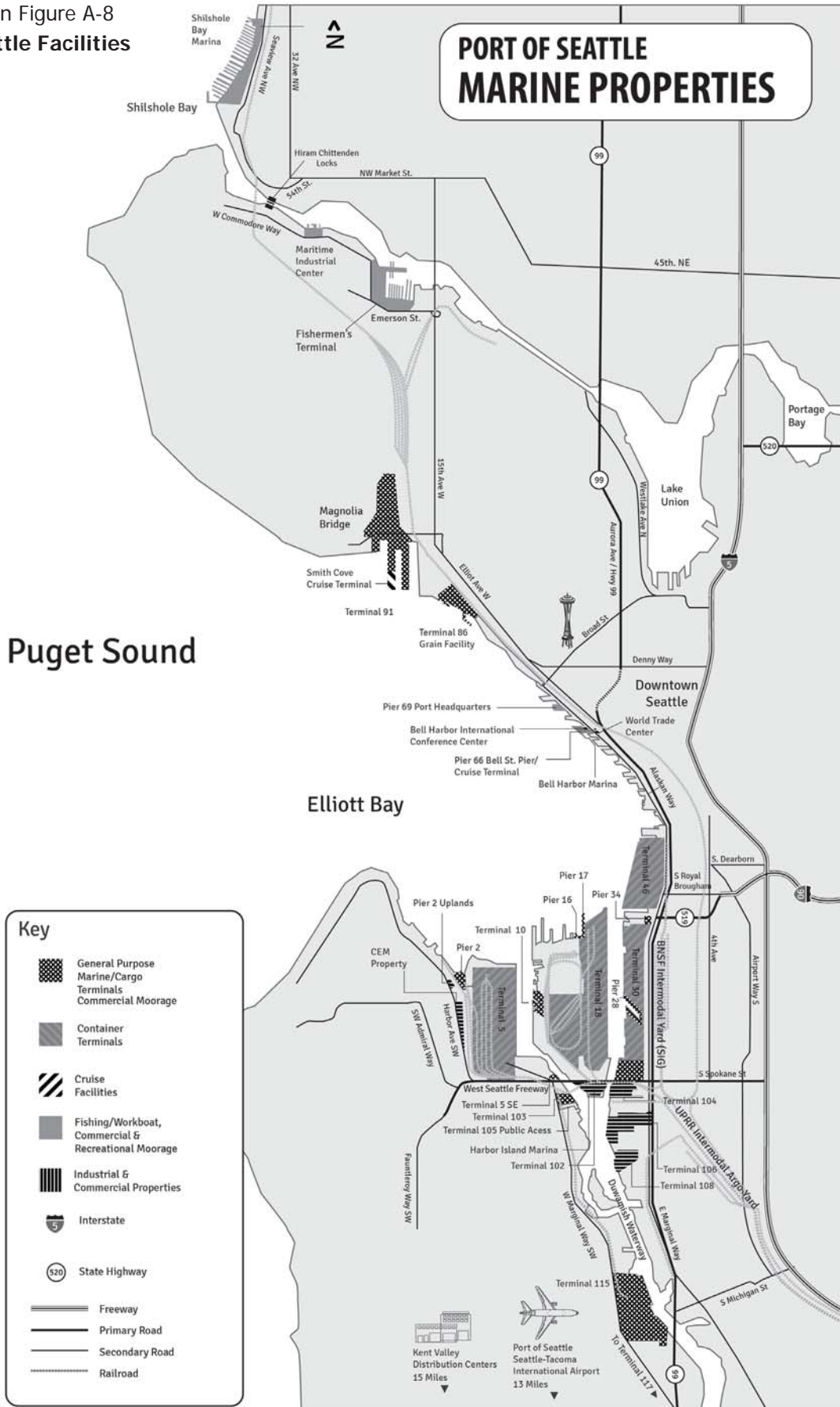
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product

# Transportation Figure A-7

## Pedestrian Facilities

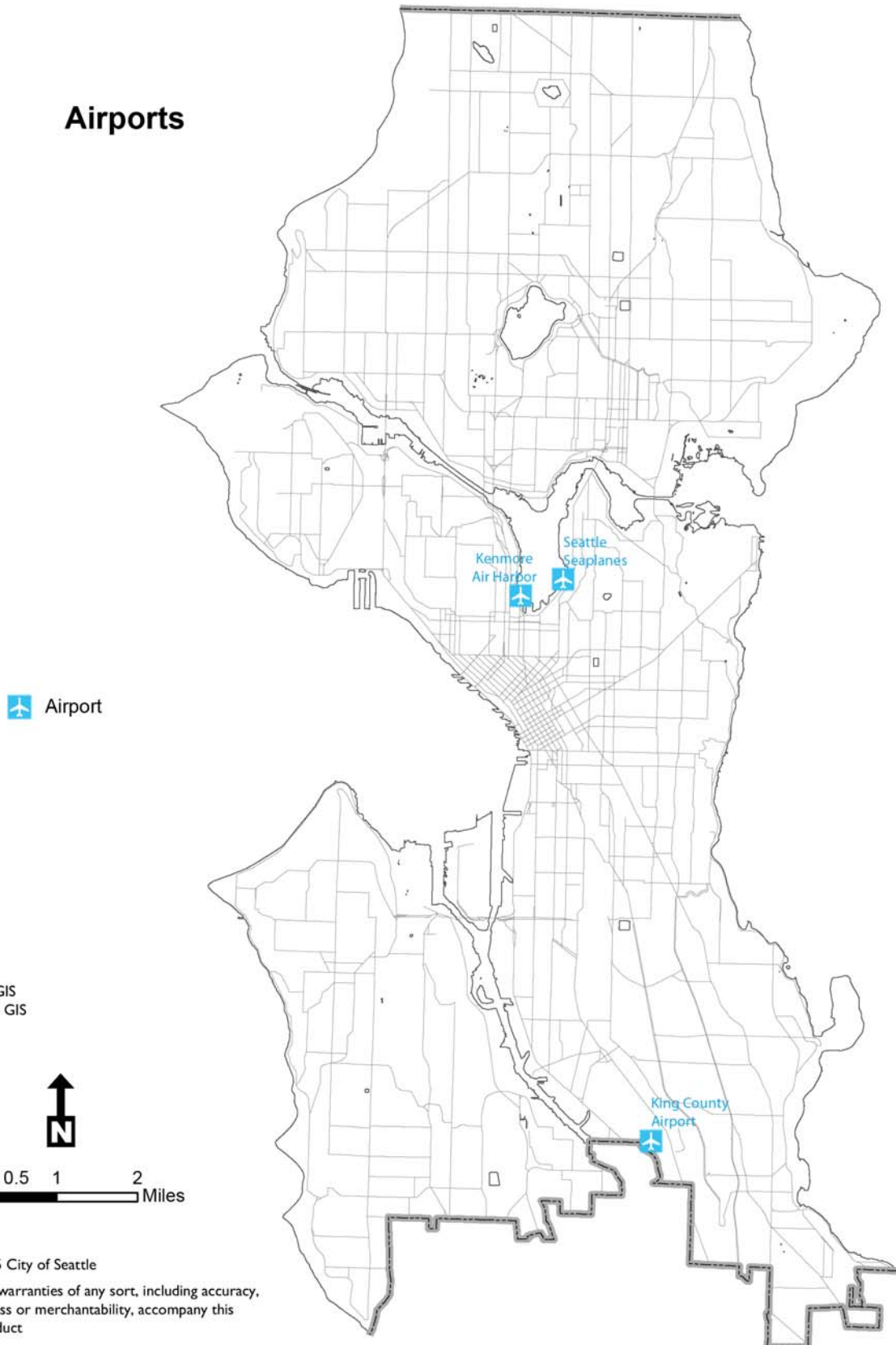


Transportation Figure A-8  
**Port of Seattle Facilities**



### Transportation Figure A-9

## Airports



C

**Local Level of Service Standards for Arterials and Transit Routes<sup>3</sup>**

**traffic forecasts**

The v/c ratios in Transportation Figure A-11 are based on a model that reflects the PSRC Regional Transportation model. However, the model also modifies PSRC's model to better represent street conditions such as arterial speeds, future transit routing and service levels, the distribution of trips and choice of transportation modes.

The model's current and 2035 region-wide and city-limit traffic volume estimates are shown in the following table. These inform the Comprehensive Plan's assumed future v/c ratios. The methodology used is that traffic volumes are modeled for arterial streets for the year 2035 and compared to current conditions as of 2014/2015. The modeled volumes are then totaled for all arterials crossing a particular screenline. These totals are then compared to the sum of the arterials' rated capacities. The arterial capacity ratings were systematically reviewed and updated in 2015 to provide a consistent and accurate basis for comparison. This yields a ratio of volume-to-capacity (v/c) for each direction of traffic for each screenline.

<b>Total vehicle-miles-of-travel (VMT) for the region (per day):</b>	
Existing:	81.1 million
2035 forecasts:	105.3 million (+30%)

<b>Traffic volume at north city limit (vehicles per day):</b>	
Existing:	360,800
2035 forecasts:	464,900 (+29%)

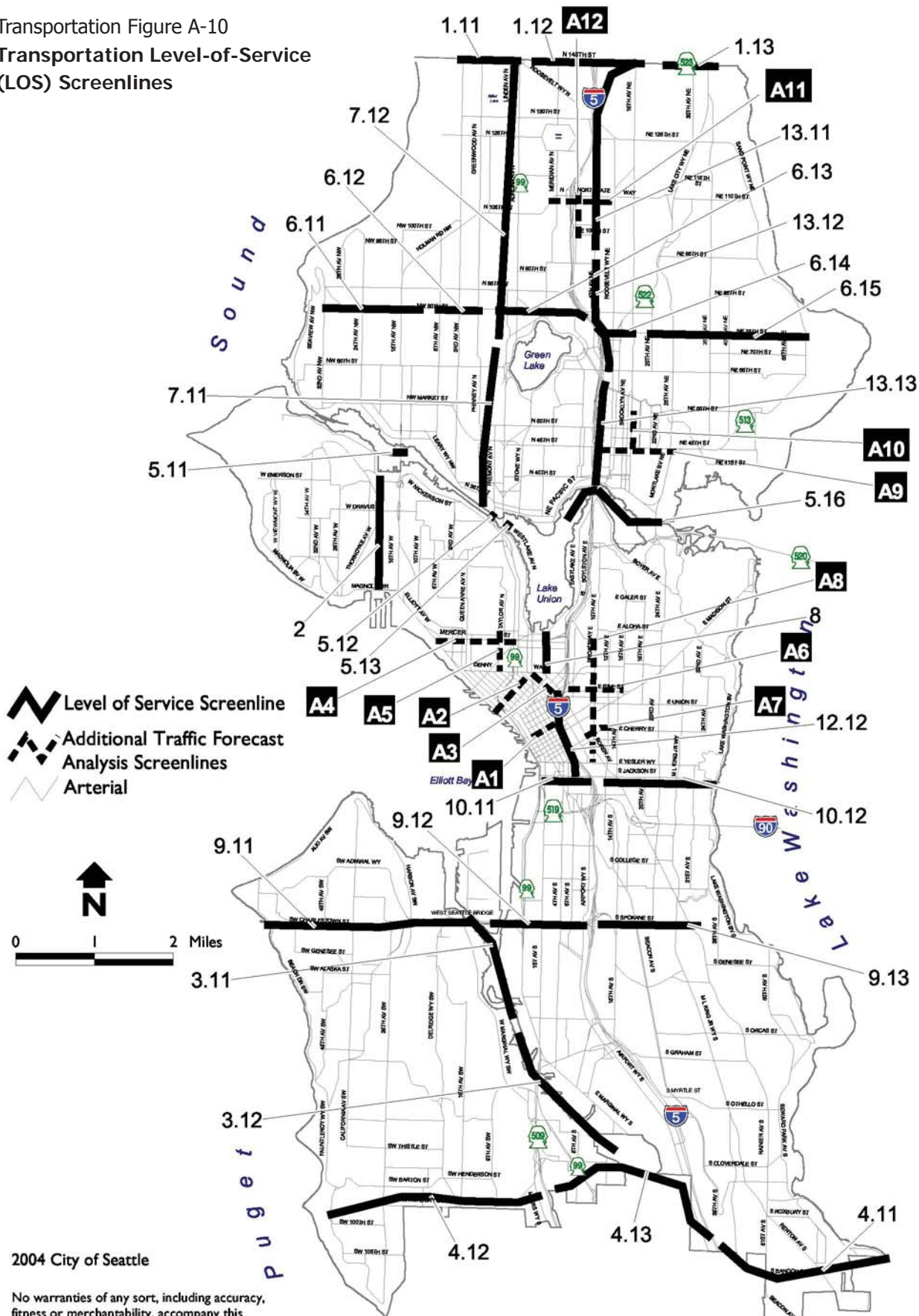
<b>Traffic volume at south city limit (vehicles per day):</b>	
Existing:	503,600
2035 forecasts:	637,500 (+27%)

<b>Traffic volume at east city limit (SR 520 and I-90) (vehicles per day):</b>	
Existing:	213,000
2035 forecasts:	269,500 (+27%)

<sup>3</sup> (RCW 36.70A.070. (6)(A)(iii)(B)), (RCW 36.70A.070.(6)(A)(iii)(C))

Transportation Figure A-10  
Transportation Level-of-Service  
(LOS) Screenlines

transportation appendix



2004 City of Seattle

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Transportation Figure A-10 is a map illustrating the location of 42 screenlines. Thirty of these screenlines are part of the City's evaluative system for level of service (LOS) performance and correspond to the screenlines in Transportation Figure A-11. Twelve other screenlines (labeled as A1 - A12 on Transportation Figure A-10) focus geographically on Seattle's urban centers.

A screenline methodology is favored because it addresses the broader geographic impacts of development and travel patterns. The methodology recognizes that no single intersection or arterial operates in isolation. Motorists have choices, and they select particular routes based on a wide variety of factors such as avoiding blocking conditions, and minimizing travel times. Accordingly, this analytic methodology focuses on a "traffic-shed" where the screenlines measure groups of arterials among which drivers logically can choose to travel.

Transportation Figure A-11 lists for each screenline the current conditions and modeled traffic results for the evening peak hour in year 2035, in comparison to the LOS standard for each screenline. The standards are expressed as vehicle-to-capacity (v/c) ratios of 1.0 or 1.20, which indicates a level of use equivalent to 100 percent or 120 percent of rated roadway capacity, measured during peak commute times.

With the anticipated implementation of the Comprehensive Plan, the future transportation and circulation conditions in the 2035 evening peak hour at all of the screenlines will not exceed the City's adopted LOS standards for peak hour congestion.

This Plan includes policies to improve transit service and related transit capital facilities, as well as to improve non-motorized transportation facilities, to provide ways for people to avoid the traffic congestion inherent in dense urban centers and urban village areas.

These results are evaluated in more detail below.

- The forecasted screenline v/c ratios for the year 2035 evening peak hour range from 0.38 to 1.19.
- Future peak hour traffic conditions will continue to reflect patterns similar to today, with the

heaviest congestion at bridge locations including the Ballard Bridge (v/c = 1.19 northbound), the West Seattle Freeway and Spokane St. bridges (collectively a v/c = 1.15 westbound), the University and Montlake Bridges (collectively a v/c = 0.96 northbound and 1.06 southbound), and the Aurora Bridge (v/c = 0.94 northbound and 0.82 southbound).

- Congestion is also projected to increase in other locations as well. This is due to growth or, in some cases, related to future planned road improvements addressing automobiles and bicycles. With respect to the latter factor, this analysis makes conservative assumptions about potential loss of automobile travel lanes. As part of future projects such as bicycle-serving "cycle tracks," a determination would be made contemporaneous with that project whether and how automobile travel lanes would be diminished. This caveat applies to all references below to future bicycle projects.
- Volumes on Aurora Ave N, Lake City Way N, Greenwood Ave N, and 3rd Ave NW near the north city limits will continue to be heavy during evening commutes, and will contribute to conditions that approach or slightly exceed the rated capacity level by 2035. (Screenlines 1.11, 1.13).
- Volumes on MLK Jr. Way S., Rainier Ave S., and Renton Ave S. near the south city limits will continue to grow, and will contribute to greater use of capacity in the southbound peak direction, approaching the rated capacity level by 2035. (Screenline 4.11).
- Southbound volumes toward southeast Seattle measured at S. Jackson St. and at S. Spokane St will contribute to conditions that reach a v/c ratio of approximately 0.90, or using about 90 percent of rated capacity by 2035. This partly reflects the potential for changes in capacity related to future possible bicycle improvements (Screenlines 9.13 and 10.12). See above caveat about future bicycle improvements.

Transportation Figure A-11  
**Level of Service:**  
**Screenline Volume-to-Capacity (V/C) Ratios**

Level-of-Service Screenline No.	Screenline Location	Span of Streets	LOS Standard	2013 PM Peak		2035 PM Peak	
				Dir.	V/C Ratios	Dir.	V/C Ratios
1.11	North City Limit	3rd Ave NW to Aurora Ave N	1.20	NB	0.70	NB	1.03
				SB	0.57	SB	0.80
1.12	North City Limit	Meridian Ave N to 15th Ave NE	1.20	NB	0.41	NB	0.76
				SB	0.32	SB	0.61
1.13	North City Limit	30th Ave NE to Lake City Way NE	1.20	NB	0.73	NB	0.96
				SB	0.63	SB	0.83
2	Magnolia	Magnolia Bridge to W. Emerson Place	1.00	EB	0.53	EB	0.56
				WB	0.55	WB	0.56
3.11	Duwamish River	West Seattle Freeway and S. Spokane St	1.20	EB	0.61	EB	0.69
				WB	0.87	WB	1.15
3.12	Duwamish River	1st Ave S and 16th Ave S	1.20	EB	0.35	EB	0.38
				WB	0.52	WB	0.55
4.11	South City Limit	M L King Jr Way to Rainier Ave S	1.00	NB	0.47	NB	0.57
				SB	0.63	SB	0.98
4.12	South City Limit	Marine View Drive SW to Myers Way S	1.00	NB	0.37	NB	0.56
				SB	0.42	SB	0.72
4.13	South City Limit	SR 99 to Airport Way S	1.00	NB	0.41	NB	0.58
				SB	0.45	SB	0.73
5.11	Ship Canal	Ballard Bridge	1.20	NB	0.99	NB	1.19
				SB	0.52	SB	0.72
5.12	Ship Canal	Fremont Bridge	1.20	NB	0.71	NB	0.79
				SB	0.54	SB	0.71
5.13	Ship Canal	Aurora Ave N Bridge	1.20	NB	0.81	NB	0.94
				SB	0.62	SB	0.82
5.16	Ship Canal	University and Montlake Bridges	1.20	NB	0.80	NB	0.96
				SB	0.87	SB	1.06
6.11	South of NW 80th St	Seaview Ave NW to 15th Ave NW	1.00	NB	0.45	NB	0.52
				SB	0.43	SB	0.49
6.12	South of NW 80th St	8th Ave NW to Greenwood Ave N	1.00	NB	0.66	NB	0.87
				SB	0.49	SB	0.77
6.13	South of NE 80th St	Linden Ave N to 1st Ave NE	1.00	NB	0.44	NB	0.55
				SB	0.27	SB	0.41
6.14	South of NE 80th St	5th Ave NE to 15th Ave NE	1.00	NB	0.65	NB	0.76
					0.53	SB	0.67



Transportation Figure A-11 (Continued)  
**Level of Service:**  
**Screenline Volume-to-Capacity (V/C) Ratios**

Level-of-Service Screenline No.	Screenline Location	Segment	LOS Standard	2013 PM Peak		2035 PM Peak	
				Dir.	V/C Ratios	Dir.	V/C Ratios
6.15	South of NE 80th St	20th Ave NE to Sand Point Way NE	1.00	NB	0.49	NB	0.64
				SB	0.47	SB	0.58
7.11	West of Aurora Ave N	Fremont Pl N to N 65th St	1.00	EB	0.48	EB	0.55
				WB	0.58	WB	0.66
7.12	West of Aurora Ave N	N 80th St to N 145th St	1.00	EB	0.50	EB	0.56
				WB	0.57	WB	0.66
8	South of Lake Union	Valley Street to Denny Way	1.20	EB	0.78	EB	0.92
				WB	0.78	WB	0.83
9.11	South of Spokane St	Beach Dr SW to W Marginal Way SW	1.00	NB	0.51	NB	0.59
				SB	0.58	SB	0.71
9.12	South of Spokane St	E Marginal Way S to Airport Way S	1.00	NB	0.47	NB	0.60
				SB	0.52	SB	0.71
9.13	South of Spokane St	15th Ave S to Rainier Ave S	1.00	NB	0.45	NB	0.67
				SB	0.58	SB	0.89
10.11	South of S Jackson St	Alaskan Way S to 4th Ave S	1.00	NB	0.56	NB	0.64
				SB	0.65	SB	0.84
10.12	South of S Jackson St	12th Ave S to Lakeside Ave S	1.00	NB	0.48	NB	0.74
				SB	0.58	SB	0.91
12.12	East of CBD	S Jackson St to Howell St	1.20	EB	0.35	EB	0.39
				WB	0.45	WB	0.52
13.11	East of I-5	NE Northgate Way to NE 145th St	1.00	EB	0.71	EB	0.84
				WB	0.59	WB	0.78
13.12	East of I-5	NE 65th St to NE 80th St	1.00	EB	0.44	EB	0.50
				WB	0.41	WB	0.53
13.13	East of I-5	NE Pacific St to NE Ravenna Blvd	1.00	EB	0.55	EB	0.62
				WB	0.54	WB	0.67
A1	North of Seneca St	1st Ave to 6th Ave	NA	NB	0.55	NB	0.67
					0.40	SB	0.59
A2	North of Blanchard	Elliott Ave to Westlake Ave	NA	NB	0.43	NB	0.55
				SB	0.36	SB	0.52
A3	East of 9th Ave	Lenora St to Pike St	NA	EB	0.36	EB	0.44
				WB	0.32	WB	0.43
A4	South of Mercer St	Elliott Ave W to Aurora Ave N	NA	NB	0.78	NB	0.93
					0.51	SB	0.78

Transportation Figure A-11 (Continued)  
**Level of Service:**  
**Screenline Volume-to-Capacity (V/C) Ratios**

Level-of-Service Screenline No.	Screenline Location	Segment	LOS Standard	2013 PM Peak		2035 PM Peak	
				Dir.	V/C Ratios	Dir.	V/C Ratios
A5	East of 5th Ave N	Denny Way to Valley St	NA	EB	0.39	EB	0.55
				WB	0.40	WB	0.48
A6	North of Pine St	Melrose Ave E to 15th Ave E	NA	NB	0.45	NB	0.53
				SB	0.50	SB	0.63
A7	North of James St – E Cherry St	Boren Ave to 14th Ave	NA	NB	0.62	NB	0.72
				SB	0.57	SB	0.78
A8	West of Broadway	Yesler Way to E Roy St	NA	EB	0.50	EB	0.57
				WB	0.60	WB	0.71
A9	South of NE 45th St	7th Ave NE to Montlake Blvd NE	NA	NB	0.70	NB	0.79
				SB	0.70	SB	0.75
A10	East of 15th Ave NE	NE 45th St to NE 52nd St	NA	EB	0.52	EB	0.54
				WB	0.46	WB	0.53
A11	South of Northgate Way (N/NE 110th St)	N Northgate Way to Roosevelt Way NE	NA	NB	0.50	NB	0.66
				SB	0.49	SB	0.61
A12	East of 1st Ave NE	NE 100th St to NE Northgate Way	NA	EB	0.48	EB	0.61
					0.62	WB	0.88

Results for areas around Seattle's six urban centers are summarized as follows.

**Downtown:** Screenlines 10.11, 12.12, A1, A2, and A3 pass through or along the edge of the Downtown Urban Center, some encompassing north-south avenues, and some encompassing east-west streets. Higher v/c ratios reflect higher future volumes on most avenues and streets, and increased congestion. However, for all five of these screenlines, the future v/c ratios will remain below 1.0 in 2035 with Comprehensive Plan implementation and thus meet LOS standards.

**Uptown:** For the Uptown Urban Center, screenline A4 is an east-west screenline south of Mercer St extending as far west as Elliott Ave W and east to include Aurora Ave N, while screenline A5 is drawn north-south between 5th Ave N. and Taylor Ave N. The predicted increase in congestion, reaching above a v/c ratio of 0.90 for northbound traffic, relates to major traffic volumes on Elliott Ave W, Aurora Ave N.

It also relates to a possible reduction in capacity on 5th Ave N if bicycle improvements reduce lanes for motorized vehicle travel. Measures of east-west travel congestion will worsen but remain well below a 1.0 v/c ratio; improvements enabling a two-way Mercer Street add capacity in the westbound direction.

**South Lake Union:** For the South Lake Union Urban Center, Screenline 8 is drawn north-south at Fairview Ave N. Volumes will continue to increase, and road improvements will continue to occur for a number of years into this planning period. The v/c ratios for both directions along this screenline will decline by 2035, with higher evening congestion levels in the eastbound direction reflected by a v/c ratio of 0.93. However, the ratio will remain below the 1.20 LOS standard for this screenline.

**First Hill/Capitol Hill:** Screenlines A6, A7, and A8 are drawn through the First Hill/ Capitol Hill Urban Center. Screenline 12.12 is on the west edge of

the First Hill/Capitol Hill Urban Center adjacent to Downtown. For all four of these screenlines, the year 2035 v/c ratios under the Comprehensive Plan will remain well below the 1.20 LOS standard that applies to Screenline 12.12. Although the findings for Screenline A7 and A8 illustrate a somewhat elevated congestion level in all directions in the area between Boren Ave and 14th Ave by 2035, near James Street, and for travel east-west across Broadway, these areas are currently often congested at peak hours.

**University District:** For the University District Urban Center, screenlines 5.16 and 13.13 cover the south and west boundaries of the Urban Center, while screenline A9 passes east-west through the Center and screenline A10 is drawn north-south through the Center. Higher v/c ratios suggest higher volumes and a degree of increased congestion by 2035. However, the year 2035 v/c ratios will be below 1.0 for all four of these screenlines in the peak commuting directions. At the University and Montlake Bridges, evening peak hour volumes will continue to be high, and the southbound volumes on the University Bridge are projected to exceed the northbound volumes. This may reflect the diverse range of destinations of University employees and students. Given the pass-through nature of many evening commuters, the projected volumes for Roosevelt Way NE and Montlake Blvd. NE would continue to be high and grow slightly by 2035.

**Northgate:** For the Northgate Urban Center, screenline A11 is drawn east-west just south of Northgate Way, while screenline A12 passes north-south just east of 1st Ave NE. Screenline 13.11 also measures east-west traffic crossing 5th Ave NE. The year 2035 v/c ratios for these three screenlines will worsen but remain below 1.0. The measures of east-west traffic both indicate increasing congestion that will reach v/c ratio levels of approximately 0.8 to 0.9, meaning much of the available capacity will be used by 2035. The analysis also shows relatively high volumes west of I-5, for westbound Northgate Way and for both directions of Meridian Ave N.

State highway level of service standards

There are two different types of State highways with segments in Seattle with two different Level of Service standards. The larger facilities are "Highways of Statewide Significance" (HSS), These are I-5, I-90, SR 99, SR 509, SR 519, SR 520, and SR 522. Highways of Statewide Significance include, at a minimum, interstate highways and other principal arterials needed to connect major communities in the state.

For all the HSS, the State defines a level of service standard of "D." RCW 36.70A.070(6)(a)(iii)(C) provides that local jurisdictions' Comprehensive Plans should indicate LOS for state-owned facilities, but specifies that local concurrency requirements do not apply to the HSS routes. Including LOS standards for HSS is a communication and coordination tool in local plans, so that the State of Washington has a current understanding of performance on their facilities. Accordingly, the State legislation that designates HSS also directs the State Transportation Commission to give higher priority for correcting identified deficiencies on highways of statewide significance.

Non-HSS facilities (also called "Highways of Regional Significance") in Seattle are SR 513, SR 523, and SR 99 (only those portions south of S Holden St). These highways are monitored by the Puget Sound Regional Council for regional planning purposes. For these highways the Level of Service standard is "E/mitigated."

state-funded highway improvements & local improvements to State highways

The City of Seattle will continue to coordinate with the Washington State Department of Transportation (WSDOT) for consistency in plans and projects. Transportation Figure A-12 shows the known anticipated major projects for the metropolitan area that will address State highways and facilities including ferries, and an indication of project status as applicable today and/or into the future until 2035.

These are the primary projects in the city and broader metropolitan area that will affect the functioning of portions of the State highway system

within the City's boundaries. Planned local system improvements are diverse; these are addressed as presented in the City's functional plans, including but not limited to the Transit Master Plan, Pedestrian Master Plan, Bicycle Master Plan, and the successor document to the Transportation Strategic Plan.

Transportation Figure A-12  
**State Highway Project List**

Project	2015	2035
SR 99 tunnel (with tolls)		x
SR 520 HOV lanes to Montlake	x	x
Second Montlake Bascule Bridge		
SR 520 Tolling	x	x
I-90 HOV lanes	x	x
I-405 Widening (SR 167 to SR 527)		x
Passenger-only Ferries (Kingston, Southworth, Juanita)		
Montlake Blvd NE HOV Lane and ITS Improvements		x

## D

## Estimated Traffic Improvements to State-Owned Transportation Facilities

Transportation Figure A-13 includes, for State highways, the latest existing conditions information and future modeled conditions for 2035. This data is organized by "average annual daily traffic" (AADT), "average weekday daily traffic" (AWDT), and a calculation of the modeled increase in AWDT for each highway segment expressed as a percentage.

AWDT is emphasized here as an analytical tool because it is the most representative of the peak commuting periods when volumes and congestion are highest. Existing conditions are based on available information from WSDOT, with factoring to estimate AADT in certain locations. By contrast, the modeled future conditions forecasts AWDT. These raw model volume results for 2035 were further analyzed by using the "difference method."<sup>4</sup>

Forecasts are for particular components of State facilities including HOV lanes, express lanes and collector-distributor lane volumes. Note the explanation on page 29 of the different LOS for state highways designated as "HSS" and those designated as Highways of Regional Significance.

4 The findings are consistent with findings of the "Draft Environmental Impact Statement for the Seattle Comprehensive Plan Update" (May 2015) and were made using a consistent methodological approach.

Transportation Figure A-13  
**State Highway Traffic Volumes – 2013 - 2035**

State Highway	Location (Roads here are cross-streets that show approx. endpoints of State Hwy. segments)	Direction	2013 Avg. Annual Daily (AADT)	2013 Avg. Weekday Daily (AWDT) Volume	2035 Avg. Annual Daily (AADT) Volume	2035 Avg. Week-day Daily (AWDT) Volume	% Change In AWDT From 2013 To 2035
I-5	Boeing Access Rd. - Swift Ave. S	NB	95,900	100,300	115,000	120,200	20%
		SB	104,500	109,200	120,700	126,300	16%
I-5	Corson - Columbia Way S/West Seattle Bridge	NB	103,800	108,600	119,400	124,800	15%
		SB	121,500	127,100	135,300	141,500	11%
I-5	I-90 - James St.	NB	133,200	139,300	162,600	170,100	22%
		SB	146,900	153,600	164,900	172,400	12%
I-5	Lakeview Blvd. E - SR 520	NB	123,700	139,800	142,200	160,700	15%
		SB	114,200	129,000	132,100	149,300	16%
I-5	SR 520 - NE 50 <sup>th</sup> St.	NB	133,400	135,900	156,100	158,900	17%
		SB	121,900	124,100	138,000	140,500	13%
I-5	NE 65 <sup>th</sup> St. - SR 522	NB	117,700	119,900	137,900	140,400	17%
		SB	119,000	121,200	135,500	138,000	14%
I-5	NE 130 <sup>th</sup> St. - NE 145 <sup>th</sup> St.	NB	98,000	99,800	114,300	116,300	17%
		SB	98,700	100,400	116,200	118,300	18%
I-90	Rainier Ave. S - Lake Washington (mainline)	EB	65,000	70,300	82,600	89,200	27%
		WB	68,100	72,500	89,700	95,600	32%
SR 99	14 <sup>th</sup> Ave. S - S Cloverdale St.	NB	16,300	19,200	21,100	24,800	29%
		SB	13,700	16,200	15,700	18,500	14%
SR 99	W Marginal Way S- S Michigan St. (1st Ave. S Br.)	NB	44,000	48,500	56,700	62,500	29%
		SB	42,000	46,300	54,100	59,700	29%
SR 99	E Marginal Way - West Seattle Bridge	NB	21,300	23,500	30,100	33,200	41%
		SB	17,700	19,500	25,500	28,100	44%
SR 99	1 <sup>st</sup> Ave. S Ramps - Seneca/Spring	NB	33,900	37,400	31,100	34,300	-8%
		SB	36,100	39,800	29,300	32,300	-19%
SR 99	Raye St. - Bridge Way N	NB	32,900	36,000	42,600	46,500	29%
		SB	36,100	39,500	46,800	51,200	30%
SR 99	Winona Ave. N - N 80 <sup>th</sup> St.	NB	14,700	16,100	18,900	20,600	28%
		SB	17,300	18,900	23,100	25,300	34%
SR 99	Roosevelt Way N - N 145 <sup>th</sup> St.	NB	14,400	15,700	20,700	22,600	44%
		SB	14,600	16,000	21,700	23,800	49%
SR 99	S 112 <sup>th</sup> St. - S Cloverdale St.	NB	26,500	28,800	36,700	39,900	39%
		SB	26,600	28,900	35,200	38,300	33%

Transportation Figure A-13 (Continued)  
**State Highway Traffic Volumes – 2013 - 2035**

State Highway	Location (Roads here are cross-streets that show approx. endpoints of State Hwy. segments)	Direction	2013 Avg. Annual Daily (AADT)	2013 Avg. Weekday Daily (AWDT) Volume	2035 Avg. Annual Daily (AADT) Volume	2035 Avg. Weekday Daily (AWDT) Volume	% Change In AWDT From 2013 To 2035
SR 513	SR 520 Ramps - NE Pacific St. (Montlake Br.)	NB	16,600	18,100	20,700	22,600	25%
		SB	19,400	21,300	23,000	25,100	18%
SR 513	Montlake Blvd. NE - Union Bay Pl. NE	EB	18,600	20,300	18,600	20,300	0%
		WB	19,400	21,300	19,400	21,300	0%
SR 522	Roosevelt Way NE - 12 <sup>th</sup> Ave. NE	EB	12,300	13,500	14,300	15,700	16%
		WB	15,700	17,200	18,100	19,700	15%
SR 522	NE 137 <sup>th</sup> St. - NE 145 <sup>th</sup> St.	NB	15,100	16,500	18,100	19,800	20%
		SB	16,900	18,500	22,800	24,900	35%
SR 523	5 <sup>th</sup> Ave. NE - 15 <sup>th</sup> Ave. NE	EB	13,900	15,200	14,300	15,600	3%
		WB	13,100	14,300	14,800	16,200	13%
SR 520	Between I-5 and Montlake Blvd.	EB	30,000	33,900	34,700	39,200	16%
		WB	42,600	48,100	48,900	55,200	15%
SR 520	Between Montlake Blvd.-Lake Washington	EB	30,100	33,900	35,600	40,200	19%
		WB	32,100	36,300	39,300	44,500	23%
SR 519	1 <sup>st</sup> Ave. S - 4 <sup>th</sup> Ave. S	EB	14,800	16,100	18,100	19,800	23%
		WB	12,200	13,400	12,200	13,400	0%

Footnote for Transportation Figure A-13:

\*SR 99 14th Ave/Cloverdale Street: SR 99 south of Holden Street is a Highway of Regional Significance, with a level of service of "E/ Mitigated

Findings in Transportation Figure A-13 also show impacts on various segments of state highways and are described more specifically as follows:

- **I-5 Downtown and north of Downtown** – Future weekday daily volumes (AWDT) will increase by between 13-18 percent by 2035 in both directions in the four studied segments of I-5 north of Downtown. Daily volumes in the central segment of I-5 through Downtown will increase by 12-22 percent and be the most-used portions of I-5 in Seattle. Future volumes in segments farther from Downtown will also grow but volumes will be comparatively lesser than in the segments nearest Downtown. This is an expected pattern, given the number of motorists that use I-5 and enter or exit from places including the University District, Wallingford, Green Lake, Roosevelt, and other neighborhoods in northwest and northeast Seattle. The added volumes through the day could exacerbate congestion, most notably during peak commuting periods, which could diminish overall freeway efficiency and performance.
- **I-5 south of Downtown** – Future volumes (AWDT) will increase by 15-20 percent northbound and 11-16 percent southbound by 2035 in two studied segments south of Downtown. Approaching Downtown from the south, the segment between I-90 and James Street would experience an approximately 22 percent increase in AWDT, likely due to volume contributions from I-90 and other local sources. The AWDT volumes on I-5 south of Downtown, ranging from approximately 120,000 to 140,000 vehicle trips, would be about 25 percent lower than for the segment of I-5 just north of Downtown.
- **I-90** – I-90 will experience AWDT increases of approximately 27 to 32 percent by 2035, with westbound volumes increasing to about 96,000 per day, slightly exceeding eastbound volumes.
- **SR 520** – For this highway that has experienced volume decreases due to the initiation of tolling, and construction east of Lake Washington, the projected future conditions are for increases in AWDT volumes of about 15 to 23 percent by 2035. This will be equivalent to an increase of about 5,000 to 6,000 vehicles in the eastbound direction, reaching about 40,000 vehicles per day east of Montlake, and about 44,500 vehicles per day in the west-

bound direction east of Montlake. Closer to I-5, the projected AWDT will reach approximately 55,000 vehicles in the westbound direction by 2035. Tolling is likely to continue to limit the rate of growth in usage over time on SR 520.

- **SR 99 Downtown and north of Downtown** – This highway is anticipated to operate in a tunnel through Downtown by 2035, which may mean a change in volume trends compared to current operations. For three studied segments of SR 99 north of Downtown, future AWDT would increase by about 28 to 34 percent between the lower Queen Anne and Green Lake vicinities, and would increase by up to 45 to 50 percent in the segment near the north city limits at N 145th St. The projected volumes in this vicinity would be highest in the portion nearest Lake Union and the Ship Canal, reaching about 46,000 – 50,000 vehicles per day AWDT in each direction, while in the other segments farther north, the volumes would range from about 20,000 – 25,000 vehicles per day in each direction.
- **SR 99 south of Downtown** – South of Downtown, SR 99 provides access to the SODO and Greater Duwamish industrial areas, as well as southwest Seattle and points south including Burien and Tukwila. South of South Park, SR 99 reconnects to I-5 in Tukwila. The 1st Avenue S Bridge crosses the Duwamish Waterway and accommodates traffic to/from Georgetown and the King County International Airport vicinity as well. The variety of its connections and configurations leads to different trends for projected AWDT. This includes: anticipated AWDT increases of approximately 29 percent in each direction at the 1st Avenue S Bridge (approximately 60,000 to 63,000 vehicles in each direction); increased volumes in the SODO area north of Georgetown of 40 to 44 percent (28,000 to 33,000 vehicles in each direction); and similar gains in the southern segment near South Park of 25 to 40 percent (22,000 to 30,000 vehicles in each direction).
- **SR 522 (Lake City Way)** – Future volumes (AWDT) would increase by about 15 percent in each direction in Roosevelt near I-5 (15,000 to 20,000 vehicles in each direction), and by 20 to 35 percent in each direction in Lake City near the north city limits at NE 145th Street (20,000 to 25,000 vehicles in each direction). These trends

likely reflect anticipated increases in commuting traffic as well as projected traffic growth over time contributed to by nearby neighborhoods such as Lake City and Northgate.

- SR 513 (Montlake Blvd. to Sand Point Way) – Future volumes (AWDT) would increase by about 17 to 25 percent in this segment that includes the Montlake Bridge just north of SR 520. This would represent AWDT volumes of approximately 25,000 vehicles per day southbound and 22,600 vehicles per day northbound. This would exacerbate congestion during peak hours in this route that is used heavily for daily commuting. However, other analysis indicates that the future 2035 conditions would still meet the LOS standards for the applicable screenline that covers both the University Bridge and the Montlake Bridge.
- SR 519 (Edgar Martinez Way) – Future volumes (AWDT) would increase by about 23 percent in the eastbound direction for this segment that provides access to/from the Port of Seattle and SODO industrial area near the major sports stadiums. No increase in the westbound direction was projected in the modeling.
- SR 523 (NE 145th St. east of I-5) – This route provides east-west access from Lake City and Lake Forest Park to I-5 and is on the north city limits boundary. Future volumes (AWDT) would increase modestly by 3 to 13 percent, reaching volumes of approximately 16,000 vehicles in each direction by 2035.

impacts on adjacent jurisdictions

Four jurisdictions are adjacent to the City of Seattle: the City of Shoreline, and the City of Lake Forest Park along Seattle's north boundary, and the City of Tukwila and King County along Seattle's south boundary. Several major arterials that connect to streets in these jurisdictions near the Seattle borders were selected for analysis. For each arterial, the existing PM peak hour traffic volume and forecasted year 2035 traffic volume were compared to the rated capacity of the arterial, yielding a volume-to-capacity (v/c) ratio. The results of this analysis are shown in Transportation Figure A-14.



Transportation Figure A-14  
**Arterials Reaching Adjacent Jurisdiction**  
**PM Peak Hour Capacities, Volumes and V/C Ratios**

**A. Major arterials within Seattle just south of the Seattle/King County-Shoreline-Lake Forest Park Border (145<sup>th</sup> St.)**

Arterial	Existing (2014) - PM Peak Hour						2035 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	V/C Ratio	Capacity	Volume	V/C Ratio	Capacity	Volume	V/C Ratio	Capacity	Volume	V/C Ratio
Greenwood Ave. N	1,940	1,223	0.63	1,940	838	0.45	1,940	1,740	0.90	1,940	1,221	0.63
Aurora Ave. N	2,100	1,681	0.80	2,000	1,223	0.61	2,100	2,427	1.16	2,000	1,879	0.94
Meridian Ave N	770	312	0.41	770	162	0.21	770	581	0.75	770	369	0.48
5th Ave. NE	770	366	0.48	770	205	0.27	770	550	0.71	770	340	0.44
15th Ave NE	2,040	891	0.44	2,040	640	0.31	1,010	891	0.88	1,010	727	0.72
30th Ave NE	770	433	0.56	770	365	0.47	770	592	0.77	770	550	0.71
Lake City Way	2,150	1,697	0.79	2,040	1,388	0.68	2,150	2,215	1.03	2,040	1,790	0.88

**B. Major arterials within Seattle just north of Seattle/King County Border**

Arterial	Existing (2014) - PM Peak Hour						2035 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	V/C Ratio	Capacity	Volume	V/C Ratio	Capacity	Volume	V/C Ratio	Capacity	Volume	V/C Ratio
26th Ave SW	770	401	0.52	770	336	0.44	770	522	0.68	770	374	0.49
16th Ave SW	770	292	0.38	770	216	0.28	770	524	0.68	770	250	0.32
Olson Pl. SW	2,040	1,442	0.71	2,040	1,070	0.52	1,010	1,442	1.43	1,010	1,070	1.06
Myers Way S	1,540	264	0.17	1,540	190	0.12	1,540	670	0.43	1,540	230	0.15
8th Ave S	770	93	0.12	770	99	0.13	770	222	0.29	770	99	0.13
14th Ave S	1,540	498	0.32	1,540	394	0.26	1,540	848	0.55	1,540	584	0.38
Renton Ave S	770	570	0.74	770	393	0.51	770	951	1.23	770	501	0.65
Rainier Ave S	1,460	967	0.66	1,460	663	0.45	1,460	1,421	0.97	1,460	991	0.68
E Marginal Way S	2,040	699	0.34	2,040	703	0.34	2,040	994	0.49	2,040	779	0.38
Airport Way S	2,000	756	0.38	2,000	356	0.18	1,000	1,123	1.12	1,000	822	0.82
M L King Jr. Way S	2,040	1,297	0.64	2,040	1,076	0.53	2,040	1,885	0.92	2,040	1,078	0.53
51st Ave S	770	351	0.46	770	219	0.28	770	698	0.91	770	310	0.40

For all but five instances for the arterials shown in Transportation Figure A-14, the PM peak hour v/c ratio is below 1.0, indicating that there currently is remaining traffic capacity and that the capacity will continue into the forecasted future. The exceptions are:

- Aurora Avenue N (SR 99), as the primary north-south highway arterial to/from Shoreline, is projected to experience considerable growth in evening peak hour volumes by 2035 (nearly 750 added vehicles), which will raise the projected northbound v/c ratio from 0.80 to 1.16.
- Lake City Way (SR 522), as the primary north-south highway arterial in north Seattle to/from Lake Forest Park, is projected to experience considerable growth in evening peak hour volumes by 2035 (nearly 520 added vehicles), which will raise the projected northbound v/c ratio from 0.79 to 1.03.
- Olson Place SW, a route to/from White Center and Burien, may experience a projected v/c ratio of 1.43 in the peak westbound direction by 2035, but this is tempered by a recognition that the conservative analysis of road capacity predicts a reduced capacity with a possible future bicycle improvement, and the future volumes for 2035 are not otherwise projected to increase over existing 2014 volumes. A similar effect on the eastbound direction of travel on Olson Place SW leads to a projected congestion level measured as a 1.06 v/c ratio. Future bicycle facility design would determine whether vehicle lanes would actually be reduced; given the street's width such reductions ultimately might not be needed.
- Renton Ave S, a route to/from Skyway and the City of Renton, is projected to experience growth of approximately 380 vehicles in the southbound direction by 2035, which will raise the corresponding v/c ratio to 1.23.
- Airport Way (a route to/from Tukwila), like Olson Place SW, may be affected in its capacity by a future possible bicycle improvement, and given projected increases in peak hour traffic southbound (360 added vehicles) could experience congestion measured as a v/c ratio of 1.12.

In other locations, including Rainier Ave. S and MLK Jr. Way S., both leading toward the City of Renton, projected v/c ratios of 0.97 and 0.92 respectively indicate future increases in traffic and probable congestion.

These modeled traffic volume and v/c findings for 2035 reflect growth not only under Seattle's Comprehensive Plan, but also the probable growth in the adjacent jurisdictions and throughout the central Puget Sound region that contributes to total traffic growth. Much of the traffic on these arterials is and will continue to be through-traffic, although the destinations of some motorists will be to and from Seattle as well as the neighboring jurisdictions.

In addition to the City of Seattle's analysis of transportation impacts on adjacent jurisdictions, as described in this section, Seattle continues to work with the adjacent jurisdictions to coordinate traffic operations and to minimize cross-boundary impacts.

## E

## Intergovernmental Coordination Efforts<sup>5</sup>

This section describes the City's intergovernmental coordination efforts during the development of the Comprehensive Plan, and potential impacts of the plan on the transportation systems of adjacent jurisdictions.

Seattle is an active member of the Puget Sound Regional Council (PSRC), which is charged with certifying that local transportation plans are consistent with regional plans and goals. The City supports PSRC's Vision 2040, a transportation/land use plan that describes linking high density residential and employment centers throughout the region by high capacity transit and promoting a multi modal transportation system. Vision 2040's goals are carried forward by this Comprehensive Plan.

5 (RCW 36.70A.070(6)(a)(v))

The PSRC provides population, employment, and transportation data to Seattle and other jurisdictions. Coordination is established via this centralized information resource. The PSRC is charged with allocating certain federal funds. Seattle has participated in establishing the criteria and selection process to determine how funds will be distributed among transportation projects.

The City of Seattle cooperates with the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council regarding improvements to state transportation facilities and services and to ensure that the City's plans are consistent with the State Transportation Plan and the Transportation 2040 plan. The PSRC also monitors State highways of regional significance, such as non-HSS, for regional planning purposes.





# Housing Appendix

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# Housing Appendix

## A Introduction

### broad policy framework and context

The state Growth Management Act requires each local jurisdiction to include an inventory and analysis of existing and projected housing needs in its Comprehensive Plan. King County's Countywide Planning Policies (CPPs) provide additional direction and guidance for the inventory and analysis of local housing supply and housing needs.

The information in this appendix addresses the requirements of GMA and the CPPs. As required, the analysis provided in the Housing Appendix addresses existing and projected housing needs for all economic segments in Seattle as well as for the special needs populations in the community.

The first sections of the appendix describe the City's projections for the total amount of housing needed to accommodate growth in Seattle and the amount of capacity within the city for future residential development at a range of housing densities.

The next sections of this appendix provide information on the characteristics of Seattle's population and households. This includes data on the extent of housing cost burdens and other indicators of housing-related needs experienced by Seattle's extremely-low, very-low, and low-income households. Information is also presented on Seattle's special needs populations, including homeless persons. Information on disparities in housing cost burdens and homelessness by race and ethnicity is presented in order to support planning consistent with the City's Race and Social Justice Initiative (RSJI) and the Seattle Comprehensive Plan core value of social equity.

Subsequent sections in this appendix describe recent growth and characteristics of Seattle's existing housing market, and present information on the affordability of the existing rental and owner housing supply. An analysis is included on the gaps between existing housing need and the amount of rental housing affordable and available at low income levels. Projec-

tions are then provided on the amount of housing needed to accommodate growth by income level.

Sections near the end of the appendix describe the City's strategies for addressing affordable housing, inventory rent- and income-restricted housing within Seattle, and provide rough projections for continued production of income and rent-restricted housing. The Housing Appendix concludes with a summary of key findings on existing and projected affordable Housing Needs. Information on the data sources employed may be found after the summary of key findings.

### housing needed to accommodate growth

The King County Countywide Planning Policies, which are prepared by the Growth Management Planning Council and ratified by local jurisdictions in the county, provide cities in the county with a common set of policies and guidelines for developing local comprehensive plans. The CPPs also facilitate coordinated planning for growth through a collaborative process to allocate expected housing and employment growth to local jurisdictions within the county.

Every five years, the Washington state Office of Financial Management (OFM) provides forecasts of population growth for each county. (In King County, the population forecast is converted to housing units because local governments can more reliably track housing units on a frequent basis.) In 2010, the Countywide Planning Policies were updated to include new 25-year housing and employment growth allocations for all jurisdictions in the county. For Seattle, the 25-year housing growth allocation was 86,000 housing units.

Compared with the previous growth estimates, the updated estimates in the CPPs reflect greater residential growth rates in the county as a whole as forecast by OFM. The allocation of 20-year growth estimates was also based on the Puget Sound Regional Council's regional growth strategy, which emphasizes growth in "Metropolitan Cities," which



in King County comprise the cities of Seattle and Bellevue. The allocation was further informed by other factors such as demographic and development trends, zoned capacity, and local policy and market factors.

To correspond with the 20-year planning period in Seattle's Comprehensive Plan, the City of Seattle translated the 25-year housing and employment growth allocations for Seattle into a 20-year growth estimate of 70,000 housing units. The amount of housing needed to satisfy affordability needs for low-income households is discussed later in the appendix. The 20-year estimate for employment growth in Seattle during the Comprehensive Planning period is 115,000 jobs. (These 20-year growth estimates are for net increases in the numbers of housing units and jobs.)

## B Residential Capacity

The City's Department of Planning & Development (DPD) maintains a development capacity model to estimate the amount of development that could be added within Seattle under current land use zoning and given certain assumptions about likelihood of redevelopment and ultimate development densities achievable in these zones. The City uses development capacity estimates to inform regional and countywide growth planning and to determine potential outcomes of planning efforts conducted for areas of the city.

Housing Figure A-1 contains residential estimates generated from DPD's Development Capacity Model. This figure shows the amount of residential development capacity for Seattle as a whole, and also shows how these estimates are distributed by major zoning classification within the city, and by areas inside and outside the city's urban centers and villages.

Overall, Seattle has under current zoning the development capacity to accommodate 220,000 additional housing units, which provides ample development capacity for accommodating the City's residential growth estimate of 70,000 units between 2015 and 2035. Together, the city's mixed-use and residential zones are intended to provide Seattle with devel-

opment capacity to accommodate a wide range of housing types in a spectrum of densities.

About 75 percent of Seattle's capacity for the development of additional housing units is in zones that allow a mix of residential and commercial uses. Land zoned Commercial or Neighborhood Commercial accounts for 60 percent of the city's total residential development capacity. Downtown zones account for another 15 percent of total residential development capacity.

The remaining 25 percent of Seattle's residential development capacity is in residential zones, with 20 percent of the total in zones allowing multifamily structures and 5 percent of the city's residential development capacity in single-family zones.

The number of units that the development capacity model estimates could be built with current zoning totals 220,000, which is more than two-thirds the number of housing units that currently exist in the city. The large amount of development capacity provided by Seattle zoning is consistent with Seattle's role as a metropolitan city in the Puget Sound Regional Growth Strategy.

Housing Figure A-1 also shows capacity estimates for land within individual urban centers and hub urban villages and within residential urban villages in aggregate. More than three-quarters (77 percent) of the development capacity for new housing is found within the city's urban centers and villages, consistent with the policies in the Comprehensive Plan to concentrate development within those areas.

About 43 percent of the city's overall residential development capacity is within urban centers, with Downtown having the largest share of the city's six urban centers. Hub urban villages contribute about 16 percent of Seattle's total residential development capacity, and residential urban villages contribute about 18 percent.

Housing Figure A-1  
**Seattle Residential Development Capacity Model Estimates**

	Existing Single-Family Housing Units*	Existing Multi-family Housing Units*	Total Existing Housing Units*	Residential Development Capacity (Housing Units)**	Share of City's Total Residential Growth Capacity
<b>Total</b>	<b>133,980</b>	<b>174,080</b>	<b>308,060</b>	<b>223,710</b>	<b>100%</b>
<b>By Future Land Use classification</b>					
Single Family	125,160	9,380	134,550	10,960	5%
Multifamily	7,480	104,040	111,520	46,800	21%
Commercial/ Mixed-Use	820	39,920	40,740	132,440	59%
Downtown	330	18,530	18,860	33,510	15%
Industrial	150	260	400	0	0%
Master Planned Community	0	560	560	N/A	N/A
Major Institution	50	1,390	1,430	N/A	N/A
City-Owned Open Space	0	0	0	0	0%
<b>By location inside or outside of Seattle's Urban Center and Villages</b>					
Urban Centers	1,010	64,410	65,410	96,860	43%
Downtown	330	18,530	18,860	33,510	15%
First Hill/Capitol Hill	370	26,270	26,640	19,010	9%
Northgate	30	4,350	4,380	10,970	5%
South Lake Union	0	2,690	2,690	20,280	9%
Uptown	40	5,920	5,960	4,170	2%
University	240	6,650	6,890	8,930	4%
<b>Hub Urban Villages</b>	<b>1,880</b>	<b>19,010</b>	<b>20,890</b>	<b>36,230</b>	<b>16%</b>
<b>Residential Urban Villages</b>	<b>8,560</b>	<b>29,820</b>	<b>38,380</b>	<b>39,390</b>	<b>18%</b>
<b>Manuf. Industrial Centers</b>	<b>140</b>	<b>210</b>	<b>350</b>	<b>30</b>	<b>0%</b>
<b>Outside Villages</b>	<b>122,410</b>	<b>60,630</b>	<b>183,040</b>	<b>51,210</b>	<b>23%</b>

Sources: Seattle City Department of Planning & Development, Development Capacity Model (Model Run Date: January 2014).

\* Existing housing units from King County Assessor's database, January 2014. (Yields somewhat lower estimates than other sources.)

\*\* These are adjusted residential capacity estimates from the model: in all mixed-use zones, commercial, neighborhood commercial and most downtown zones, all future development is considered mixed-use with the mix of residential and other uses varying by zone based on completed projects from 1995-2005. Master Planned Communities and Major Institutions are not included in the Development Capacity model.

## C Broad Trends in Seattle's Population and Households

This section contains a summary of recent trends in the basic characteristics of Seattle's population and households.

This summary uses estimates from the 2000 and 2010 decennial censuses and the most recent three-year tabulation of American Community Survey (ACS) data, which is from 2011 to 2013. This summary is intended to provide broad context for the more detailed analysis of household characteristics and housing needs provided in subsequent sections of the appendix.

Seattle has seen substantial growth in population, households, and housing units since the 2010 Census. The Washington State Office of Financial Management (OFM) produces official population estimates for cities and counties on an annual basis. As of April 2014, OFM estimates that Seattle contained approximately 640,500 residents, 302,100 households, and 323,400 housing units.

### Population Characteristics

Seattle has the largest population of cities in King County and the broader Seattle-Tacoma-Bellevue Metro Area. Seattle is the 23rd most populous city in the U.S. The 2010 Census counted Seattle's population at 608,660. From 2000 to 2010, Seattle's population grew by 8 percent.

The 2010 Census results showed that more than a third (33.7 percent) of Seattle residents are persons of color, up from 32.1 percent in 2000<sup>1</sup>. The three-year estimates from the 2011-2013 ACS indicate that the number and share of Seattle's population who are persons of color has continued to increase. However, decennial census and the recent ACS estimates show that the increase in the population of color has occurred much more slowly in Seattle than in the balance of King County. (See Housing Figure A-2.)

Between 2000 and 2010, the number of people of color declined in many of the census tracts located in the central and southeast portions of Seattle.

The 2010 Census indicates that children under 18 make up roughly 15 percent of the city's population. Between 2000 Census and 2010, the number of children in Seattle increased, but at a pace slightly slower than the overall population growth rate. However, the number of young children (under age 5) increased much more quickly.

Families with children are substantially underrepresented in Seattle compared with the balance of King County. Recent data indicate that this is starting to change, but trends differ greatly by race. Recent increases in Seattle's population of children have mainly been from the growing numbers of white, non-Hispanic children living in the city. In the balance of King County, increases in the child population have, in contrast, been driven by a rapid rise in the number of children of color.

1. The Census collects information on Hispanic/Latino ethnicity in a separate question from race. "Persons of color" encompass Hispanics and Latinos of any race as well as persons who are any race other than White alone.

## Housing Figure A-2

**Growth in Total Population and Population Under 18  
Including Detail for the Population of Color and for the White, Non-Hispanic Population**

	Seattle		Remainder of King County	
	2000 to 2010	2010 to 2011-2013 ACS	2000 to 2010	2010 to 2011-2013 ACS
<b>Total population</b>	8.0%	4.5%	12.7%	3.7%
Population of color	13.4%	5.4%	69.0%	8.4%
White, not-Hispanic population	5.5%	4.1%	-5.0%	1.1%
<b>Population under 18 years of age</b>	6.5%	7.4%	5.7%	1.5%
Population of color under 18	2.1%	3.2%	63.8%	6.7%
White, non-Hispanic pop. under 18	10.7%	11.2%	-19.9%	-3.2%

Sources: Census 2000 and 2010 estimates; 2011-2013 American Community (ACS) 3-year period estimates.

The 2010 Census indicates that young adults (i.e., adults between 18 and 34 years of age) comprise about one-third of Seattle's population.

The 2010 Census found that seniors (persons age 65 and over) comprise about 11 percent of Seattle's population. The number of seniors in Seattle, as well as the percentage share of the city's population who are seniors, declined between 2000 and 2010. However, the 2011-2013 ACS estimates suggest that the number of seniors in the city is starting to increase as individuals in the baby boom generation begin reaching their senior years.

### Household Characteristics

The 2010 Census tallied 283,510 households in Seattle. This represents an increase of roughly 25,000 households, or 9.7 percent, since the 2000 Census.

Between 2000 and 2010, the average number of persons per household in Seattle declined from 2.08 to 2.06. This slight decline reflects the continuation,

but marked slowing, of a long-term trend toward smaller household sizes both locally and nationally.<sup>2</sup>

The 2010 Census found that about 43 percent of households in Seattle are family households, less than half of which are families with children. About 19 percent of Seattle's households are families with related children.<sup>3</sup> The majority (57 percent) of Seattle's households are non-family households, and most of these non-family households are persons living alone. In 2010, one-person households comprised 41 percent of Seattle's total households. The increasing number of one-person households has been a key driver contributing to the broader decline in the city's household size.

In Seattle, renter households outnumber households who own their home. Of Seattle households counted in the 2010 Census, 51.9 percent were renter households and 48.1 percent were owner households. The trend in recent decades has been one of gradually declining homeownership rates.<sup>4</sup> The most recent three-year American Community Survey

2. The most recent three-year period estimates available from the Census Bureau's American Community Survey indicate that the average household size in Seattle is now about 2.12 persons, which is higher than the household size in 2010. The recent increase in Seattle's household size reflects a decrease in the rate of household formation that occurred in the U.S. as a whole in the wake of the recent recession. It is likely that the increase in household size will be temporary.

3. These figures on family households with children refer to households in which there is at least one child under 18 years of age who is related to the householder.

4. Annual estimates from the Census Bureau's American Community Survey indicate that the downward trend in homeownership rates was interrupted temporarily during the housing bubble that occurred in the later half the last decade. However, estimated homeownership rates in the city began to decline toward the end of the decade after the housing bubble burst and the effects of the recent recession took hold.

estimates show that the share of Seattle households who rent has continued to increase: per the 2011-2013 ACS, approximately 54 percent of Seattle's households rent. The share of households in Seattle who are renters is likely to increase as multifamily housing units (which are more commonly renter-occupied than owner-occupied) continue to increase as a share of the city's housing stock.

### Population in Group Quarters

The 2010 Census found that one in twenty Seattle residents lived in group quarters such as college/university student housing (with about 11,800 persons), nursing facilities (2,600 persons), and correctional facilities (2,000 persons).

## D

### Analysis of Key Household Characteristics

The CHAS special tabulations provide local communities with a set of ACS data specially designed to facilitate the analysis of housing needs. The analysis provided below is based CHAS data from ACS surveys conducted over course of five years between 2006 and 2010.

The 2006-2010 CHAS data reflect an estimated 280,470 total households in Seattle. The household totals in the CHAS estimates are lower than currently exist in Seattle. Today, Seattle contains more than 300,000 households.<sup>5</sup>

Tenure refers to whether a household owns or rents the housing unit in which they live. As indicated in Housing Figure A-3, approximately 51 percent of households in the 2006-2010 CHAS estimates rent. It is important to view these estimates in the context of the period in which they were collected. The 2006-2010 CHAS estimates include the housing boom in the mid-2000s, the Great Recession, and the steep downturn in the housing market in the wake of that recession. As noted in the previous section of the appendix, the share of Seattle households who rent is now closer to 54 percent.

### Housing Figure A-3

#### Total Households and Household by Tenure, Seattle

Total households	280,470	100.0%
Owner households	137,090	48.9%
Renter households	143,380	51.1%

Source: American Community Survey (ACS) 2006-2010 5 Year Estimates, Comprehensive Housing Affordability Strategy (CHAS) Special Tabulation produced by the U.S. Census Bureau for the Department of Housing and Urban Development.

Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error.

### Income Distribution

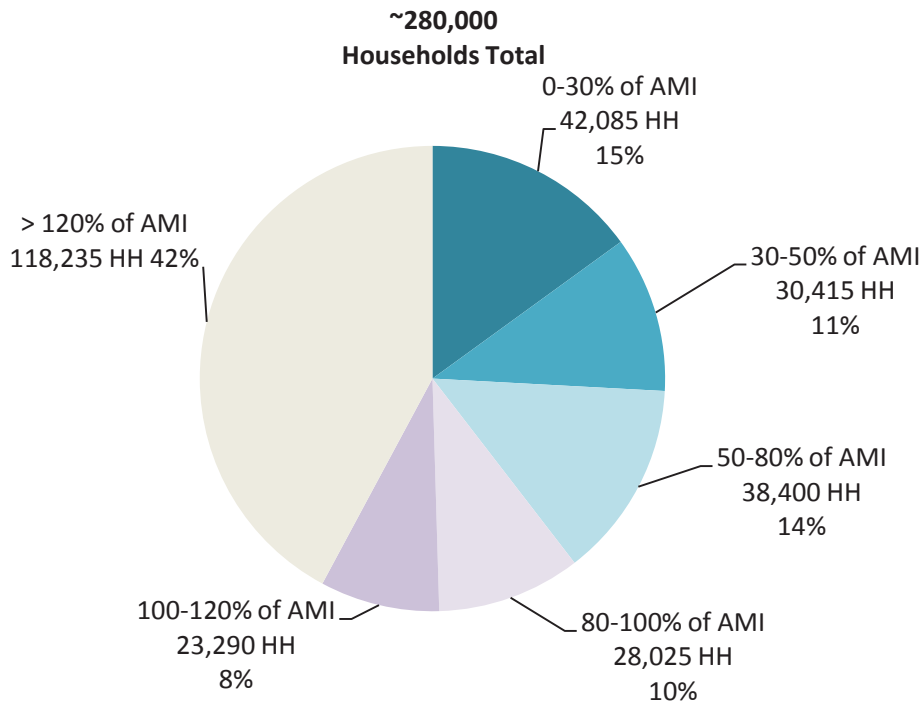
There is a wide distribution of incomes among Seattle households as shown in the pie chart in Housing Figure A-4.

- Households with incomes below 80 percent of AMI comprise almost 40 percent of total households in Seattle.
- About 26 percent of all Seattle households fall below 50 percent of AMI.
- Households in the middle income categories above 80 percent of AMI and up to 120 percent of AMI comprise about 18 percent of Seattle households.
- Roughly 42 percent of households in Seattle have incomes above 120 percent of AMI.

The distribution of household incomes varies a great deal by tenure. Compared with owner households, renter households are much more likely to have incomes lower than 80 percent of AMI. A majority of renter households, but only about 1 in 5 owner households, are in the extremely low- to low-income categories. About 40 percent of renter households have incomes of no higher than 50 percent of AMI, in contrast with an 11 percent share of owner households.

5. The previous section of the appendix summarizes more recent data available from other sources. The state Office of Financial Management estimates that Seattle contained 302,100 as of April 2014.

Housing Figure A-4  
**Seattle Households by Household Income Category**



Source: CHAS special tabulation of ACS 2006-2010 5-year estimates.

Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error. Income ranges are expressed as a percentage of Area Median Income (AMI), calculated based on the annual median income for a family of four for the Seattle area, as published by HUD, with adjustments according to household size.

### Households with Unaffordable Housing Cost Burdens

A broadly used standard for housing affordability regards housing costs that consume up to 30 percent of a household's income to be affordable. This standard evolved as a general indicator of the share of income that a household can spend on housing and still have enough income left over for other essentials such as food, clothing, and transportation.

Based on the 30 percent standard, the U.S. Department of Housing and Urban Development considers households to be cost-burdened if they spend more than 30 percent of their household income on housing costs, and severely cost burdened if they spend more than 50 percent of their household income on housing costs. (This appendix refers to households as "moderately" cost burdened if the households

spend more than 30 percent but not more than 50 percent of their income on housing.)

Approximately 38 percent of all households in Seattle, or roughly 105,000 households, are cost burdened at either a moderate or a severe level. About 21 percent of all Seattle households are "moderately" cost-burdened. Approximately 17 percent of all Seattle households, are severely cost-burdened.

### Cost Burdens by Tenure and Household Income

Renter households are more likely than owner households to be burdened by housing costs they cannot afford.

- About 42 percent of renter households are cost burdened.
- A lower but still sizable 33 percent share of owner households are also cost burdened.

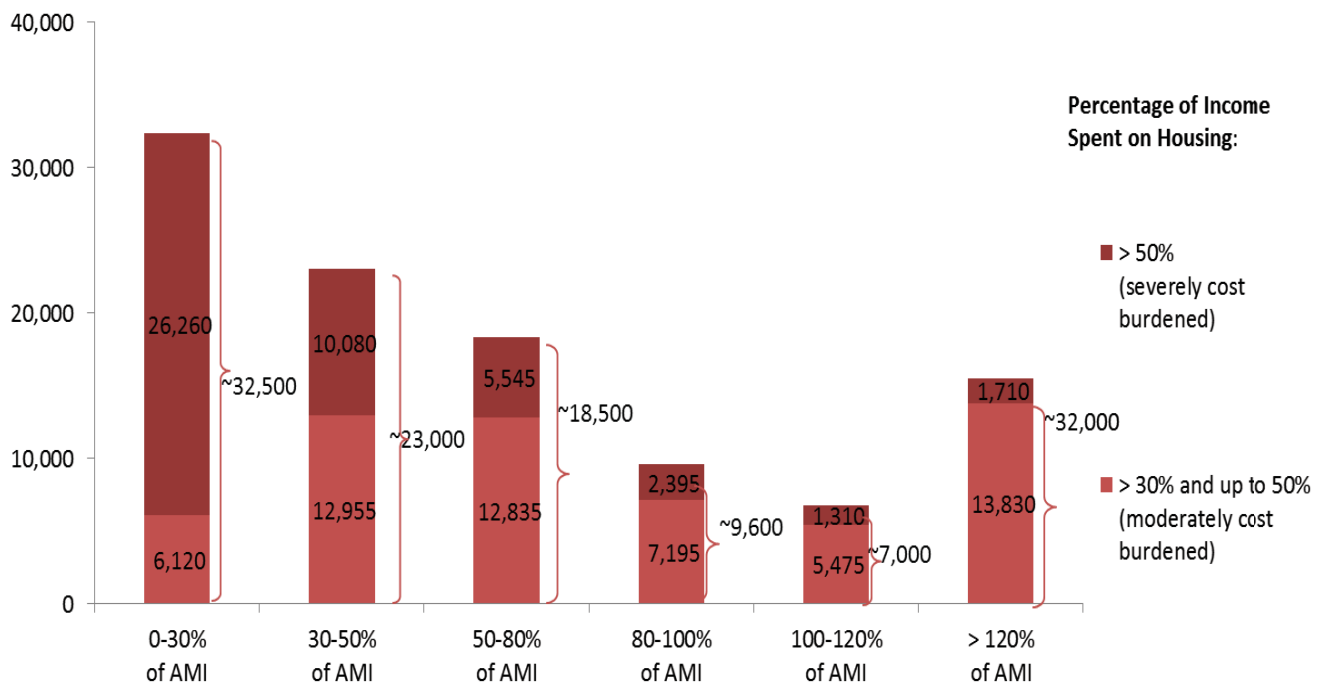
The greater prevalence of cost burdens among renter households is primarily due to the higher prevalence of severe burdens among these households: roughly 21 percent of renter households, compared to 13 percent of owner households, are severely cost burdened.

Housing Figure A-5 shows that more than three-quarters of households in both the extremely low-income

and very low-income categories spend more than 30 percent of income on housing and that more than 60 percent of households with extremely low incomes spend more than half of their income on housing.

Housing Figure A-6 provides additional detail on the prevalence of cost burdens by tenure and household income category.

Housing Figure A-5  
**Seattle Households (by Income Category)**  
**Who are Moderately or Severely Housing Cost-Burdened**



Source: 2006-2010 5-Year Estimates from the American Community Survey CHAS Dataset.

Housing Figure A-6  
**Housing Costs as a Percentage of Household (HH) Income  
 with Detail by Tenure and Income Category, Seattle**

	0-30% of AMI	30-50% of AMI	50-80% of AMI	80-100% of AMI	100-120% of AMI	>120% of AMI	TOTAL
<b>Estimated numbers of owner-households with housing costs who are:</b>	7,265	8,400	12,585	11,390	11,580	85,855	137,090
up to 30% of HH income (not cost burdened)	780	2,830	5,130	5,355	6,150	71,165	91,420
not computed (no/negative income)	570						570
>30% of HH income (total cost burdened):	5,915	5,570	7,455	6,035	5,430	14,690	45,100
>50% of HH income (severely cost burdened)	4,865	3,840	3,795	2,055	1,270	1,600	17,425
30-50% of HH income (moderately cost burdened)	1,050	1,730	3,660	3,980	4,160	13,090	27,675
<b>Estimated percent of owner households with housing costs who are:</b>							
up to 30% of HH income (not cost burdened)	10.7%	33.7%	40.8%	47.0%	53.1%	82.9%	66.7%
not computed (no/negative income)	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
>30% of HH income (total cost burdened):	81.4%	66.3%	59.2%	53.0%	46.9%	17.1%	32.9%
>50% of HH income (severely cost burdened)	67.0%	45.7%	30.2%	18.0%	11.0%	1.9%	12.7%
30-50% of HH income (moderately cost burdened)	14.5%	20.6%	29.1%	34.9%	35.9%	15.2%	20.2%
<b>Estimated number of renter households with housing costs who are:</b>	34,820	22,015	25,815	16,635	11,710	32,380	143,380
up to 30% of HH income (not cost burdened)	6,000	4,550	14,890	13,080	10,355	31,530	80,410
not computed (no/negative income)	2,355						2,360
>30% of HH income (total cost burdened):	26,465	17,465	10,925	3,555	1,355	850	60,610
>50% of HH income (severely cost burdened)	21,395	6,240	1,750	340	40	110	29,875
30-50% of HH income (moderately cost burdened)	5,070	11,225	9,175	3,215	1,315	740	30,735
<b>Estimated percent of renter households with housing costs who are:</b>							
up to 30% of HH income (not cost burdened)	17.2%	20.7%	57.7%	78.6%	88.4%	97.4%	56.1%
not computed (no/negative income)	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
>30% of HH income (total cost burdened):	76.0%	79.3%	42.3%	21.4%	11.6%	2.6%	42.3%
>50% of HH income (severely cost burdened)	61.4%	28.3%	6.8%	2.0%	0.3%	0.3%	20.8%
30-50% of HH income (moderately cost burdened)	14.6%	51.0%	35.5%	19.3%	11.2%	2.3%	21.4%

Source: CHAS special tabulation of ACS 2006-2010 5-year estimates.

Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error. Margins of error associated with ACS estimates may be substantial especially for small population and household groups.



### Household Characteristics by Race and Ethnicity

Shortly after taking office, Mayor Murray issued Executive Order 2014-02 to reaffirm and further detail the City's commitment to RSJI. This executive order declared that the City will incorporate a racial equity lens in citywide initiatives including those to those related to affordable housing and planning for equitable growth and development.

Data are presented and in the following pages to identify the extent of disparities in housing needs and opportunities by race and ethnicity. Consideration of these disparities is vital to informing planning for housing consistent with RSJI.

### Tenure by Race and Ethnicity

While a slight majority (53 percent) of White, non-Hispanic households own their homes, most households of color<sup>6</sup> (63 percent) are renters. The share of Asian households who rent is only slightly more than half, but renting is much more prevalent for households in which the householder is Hispanic or Latino, Native American, Pacific Islander, or Black or African American. Close to or more than 70 percent of these households rent.

### Household Income Distribution by Race and Ethnicity

Seattle's households of color are disproportionately likely to have incomes that are extremely low or very low, a pattern that applies not only to households of color overall, but also to each of the individual racial and ethnic groups of color for which the CHAS data are tabulated.

- Households of color, as a group, are twice as likely as White, non-Hispanic households to have a household income that is extremely low: about 24 percent of households of color compared to 12 percent of White, non-Hispanic households. Furthermore, about 16 percent of households of

- color compared to 13 percent of White, non-Hispanic households have very low incomes.
- Over half of Black households have incomes no higher than 50 percent of AMI: about 35 percent of Black households have extremely low incomes, and 17 percent have very low incomes.
- Having an extremely low or very low income is almost as common for Native American households and Pacific Islander households: over 40 percent of households in each of these groups have incomes at or below 50 percent of AMI.

Racial and ethnic disparities in income levels exist for both renters and owners. Disparately low incomes are especially evident for Black or African American households—both renter and owner, and for Asian renter households. (See Housing Figure A-7)

6. Households of color are households in which the householder is of Hispanic origin or a race other than White alone. (The Census Bureau considers race and ethnicity to be separate concepts and tabulates Hispanic origin separately from race. The Bureau tabulates race and ethnicity of households based on the characteristics of the householder. This does not imply that all household members are of the same race/ethnicity as the householder.)

Housing Figure A-7  
**Household Income Distribution by Race and Ethnicity of Householder by Tenure, Seattle**

	Broad Categories		Specific Racial and Ethnic Groups of Color				Totals
	White alone, not Hispanic	Of Color	Asian alone, not Hispanic	Black or African-American	Other (incl. Native American, Pacific Islander, and multiple race)	Hispanic or Latino, any race	
<b>Total owner households</b>	109,100	28,015	14,995	5,900	3,870	3,250	137,115
<b>Owner Household Income Percent of HUD Area Median Family Income</b>							
less than or equal to 30%	5%	7%	6%	12%	6%	4%	5%
greater than 30% but less than or equal to 50%	6%	9%	7%	12%	6%	11%	6%
greater than 50% but less than or equal to 80%	8%	13%	14%	15%	9%	10%	9%
greater than 80% but less than or equal to 100%	8%	11%	11%	12%	10%	8%	8%
greater than 100%	74%	61%	62%	49%	68%	67%	71%
<b>% of HUD Area Median Family Income—Cumulative</b>							
less than or equal to 50%	10%	15%	13%	24%	13%	15%	11%
less than or equal to 80%	19%	29%	27%	39%	22%	25%	21%
<b>Total renter households</b>	95,575	47,785	16,975	13,390	7,570	9,850	143,360
<b>Renter Household Income % of HUD Area Median Family Income</b>							
less than or equal to 30%	19%	34%	36%	45%	25%	23%	15%
greater than 30% but less than or equal to 50%	14%	18%	16%	19%	18%	18%	18%
greater than 50% but less than or equal to 80%	18%	17%	16%	14%	22%	21%	12%
greater than 80% but less than or equal to 100%	13%	9%	8%	7%	12%	13%	31%
greater than 100%	36%	21%	23%	15%	23%	24%	24%
<b>% of HUD Area Median Family Income—Cumulative</b>							
less than or equal to 50%	33%	52%	53%	65%	42%	42%	33%
less than or equal to 80%	52%	70%	69%	79%	65%	63%	45%

Source: CHAS special tabulation of ACS 2006-2010 5-year estimates.

Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error. Margins of error associated with ACS estimates may be substantial especially for small population and household groups. Households of color have a householder who is of Hispanic origin or a race other than White alone. Due to their small numbers, Native American and Pacific Islander households are included in the "other" category.

### Prevalence of Housing Cost Burdens by Race and Ethnicity

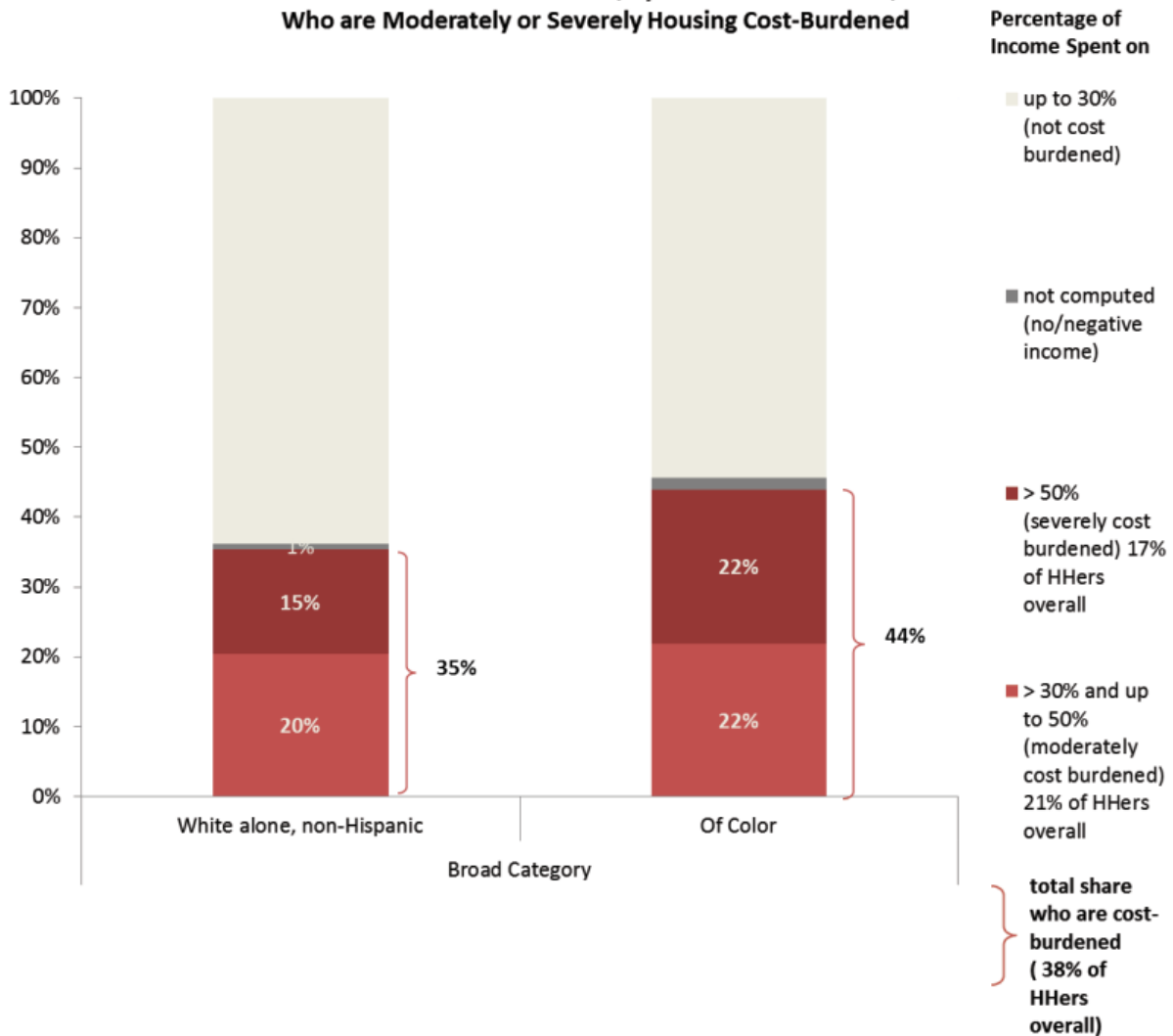
Unaffordable housing cost burdens fall disproportionately on households of color. This is the case among both owners and renters. Housing Figure A-8 provides additional detail.

- Overall, as shown in Housing Figure A-8, about 44 percent of households of color are moderately or severely cost-burdened compared with 35 percent of White, non-Hispanic households. About 22 percent of householders of color are severely cost burdened, compared to roughly 15 percent of White, non-Hispanic households.

- Among most racial and ethnic groups analyzed, cost burdens are more common for renter households than owner households. Data for Hispanic households suggest a potential exception to this pattern.
- Overall, about 47 percent of renter households of color are burdened by unaffordable housing costs compared with 40 percent of White, non-Hispanic renter households.

Housing Figure A-8

#### Shares of Seattle Households, By Race of Householder, Who are Moderately or Severely Housing Cost-Burdened



Housing Figure A-9 shows that rates of cost burden vary among renter households by race and ethnicity.

A separate and earlier analysis performed for the 2009-2012 Consolidated Plan for Housing and Community Development used 2006 ACS micro data to identify the characteristics of households who were more likely to be severely cost burdened. Highlights are summarized in Housing Figure A-10.

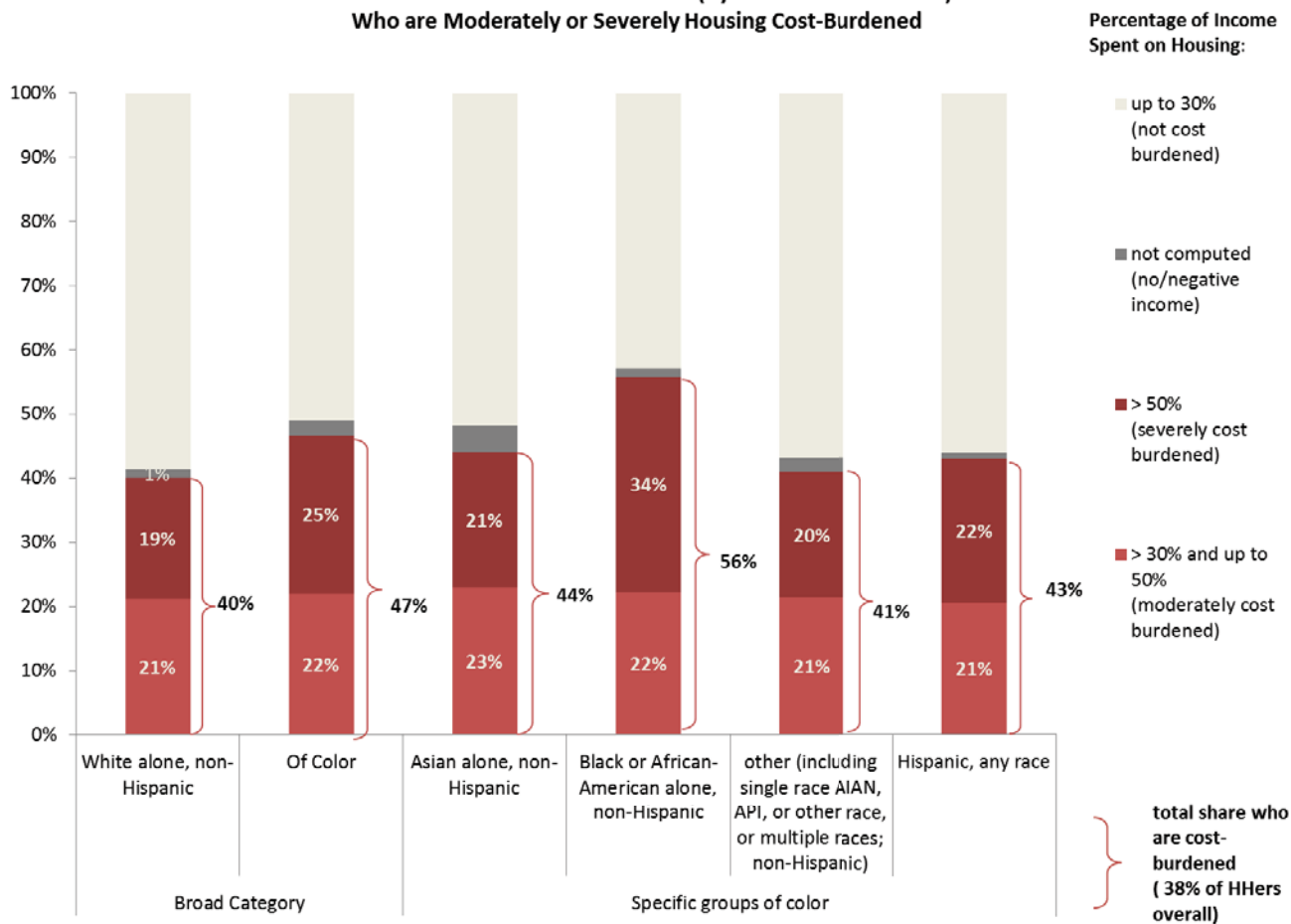
### Maps Showing Selected Household Characteristics

HUD's Community Planning and Development (CPD) Office provides an online set of mapping tools for analyzing housing needs at the local and neighborhood level. Screenshots of selected "CPD Maps" for Census Tracts in and around Seattle are included in this appendix. Maps showing household characteristics are

housing appendix

Housing Figure A-9

#### Shares of Seattle Renter Households (By Race of Householder) Who are Moderately or Severely Housing Cost-Burdened



Source: 2006-2010 5-Year Estimates from the American Community Survey CHAS Dataset.

Housing Figure A-10  
**Groups of Renter Households  
 More Likely To Be Severely Cost-Burdened**

**HOUSEHOLD INCOME**

- Incomes of 0% to 50% of Seattle's Median Income\*

**AGE OF HOUSEHOLDER**

- Age 25 and below
- Seniors

**RACE**

- Black or African American
- Other non-white

**TYPE OF HOUSEHOLD**

- Female single parents
- Households with 2 or more children
- Persons living alone

*Source: City of Seattle Office of Housing analysis of 2006 American Community Survey "PUMS" microdata for 2009-2012 Consolidated Plan.*

*\*The 2006 ACS PUMS analysis used Seattle Median Income rather than HAMFI, but the 2005-2009 ACS finds that households with incomes of 0-50% of HAMFI are also more likely to be severely cost burdened.*

on pages 18 to 21 and maps about the affordability of the housing supply are on pages 27 to 31.

The shading for the CPD maps in this appendix was generated using the default "natural breaks" setting for highlighting variation within a region. The resulting data ranges are different from one map to the other and are shown in the legend accompanying each map.

These maps are based on the ACS CHAS data collected from 2007 to 2011, which is a slightly later time-period than other ACS CHAS data analyzed in this appendix.<sup>7</sup>

**Shares of Households by Income Category**

The trio of maps (Housing Figures A-11, A-12, and A-13) that follow show estimated shares of households in Census Tracts who have incomes equal to or below three AMI-based income thresholds: 30 percent of AMI, 50 percent of AMI, and 80 percent of AMI (As elsewhere in this appendix, AMI is adjusted by household size and other factors and is synonymous with HUD's Area Median Family income.)

7 The interactive CPD mapping tool is online at <http://egis.hud.gov/cpdmaps/>. More information about the tool and the data that populate the maps is available in the CPD Maps Desk Guide.

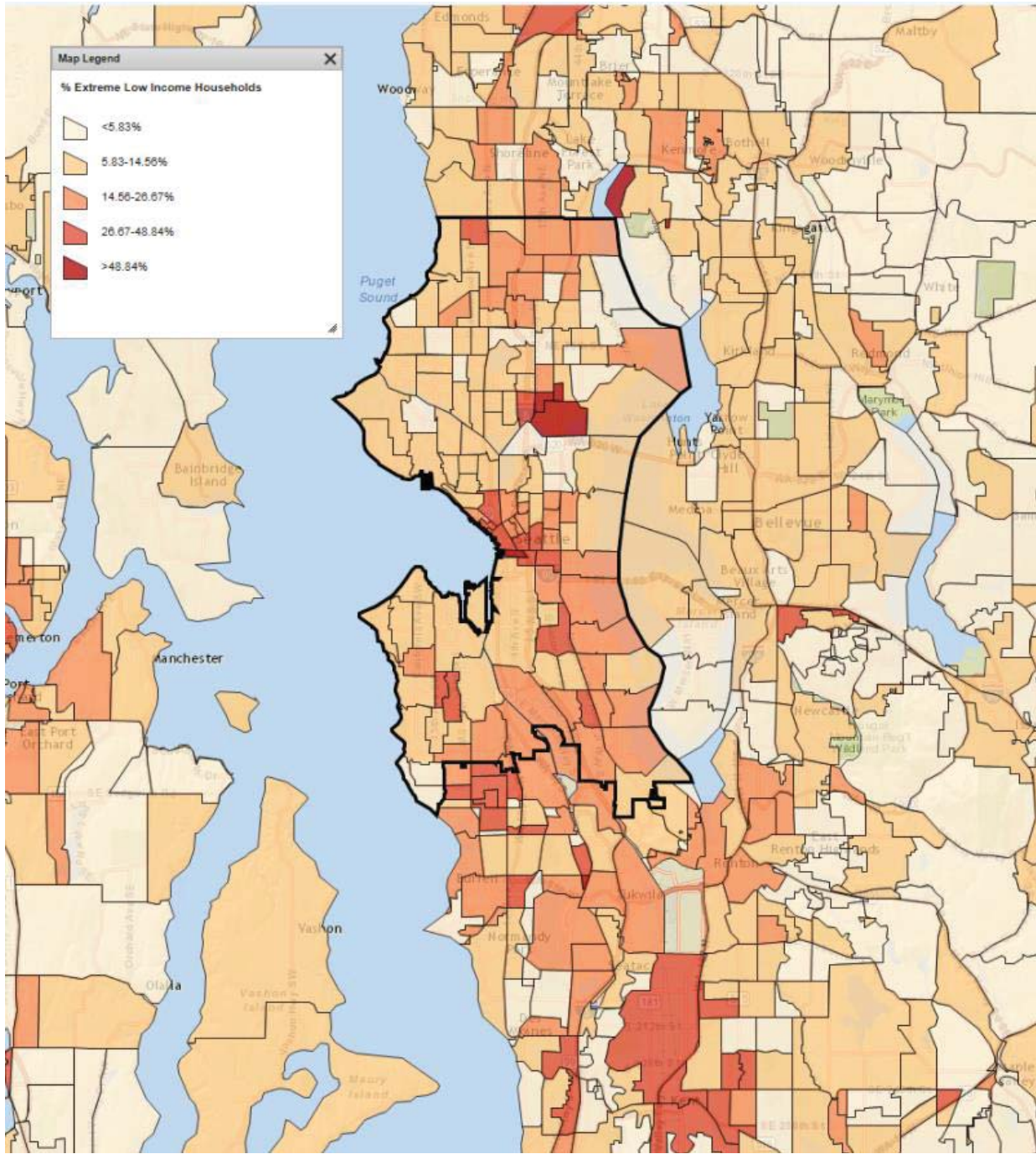
These maps reveal a great deal of variation between Census Tracts. In Seattle, the shares of households who have low incomes tend to be largest in and around Seattle's Downtown, the University District, and in portions of South Seattle in Delridge and along Rainier Valley. This pattern also includes neighborhoods south and slightly southeast of Seattle's city limits where more than half of the households in many census tracts have incomes below 80 percent of AMI. There are also some census tracts in North Seattle where relatively large shares of households have low incomes, i.e., in the Broadview/Bitterlake area and in a diagonal grouping of tracts that runs from the Aurora Licton Springs neighborhood through Northgate and into Lake City. Concentrations of extremely low-income households are more distinct and found in a smaller number of tracts in and around Seattle than are concentrations of households below 80 percent of AMI.

**Prevalence of Housing Cost Burdens**

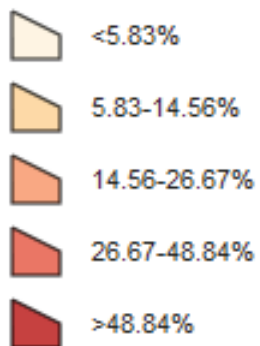
Housing Figure A-14 shows the estimated percentages of households in each census tract who are shouldering monthly housing costs that are more than 30 percent of their income. Not surprisingly, high concentrations of cost-burdened households are found in many of the census tracts where there are large shares of households with low incomes.

Housing Figure A-11

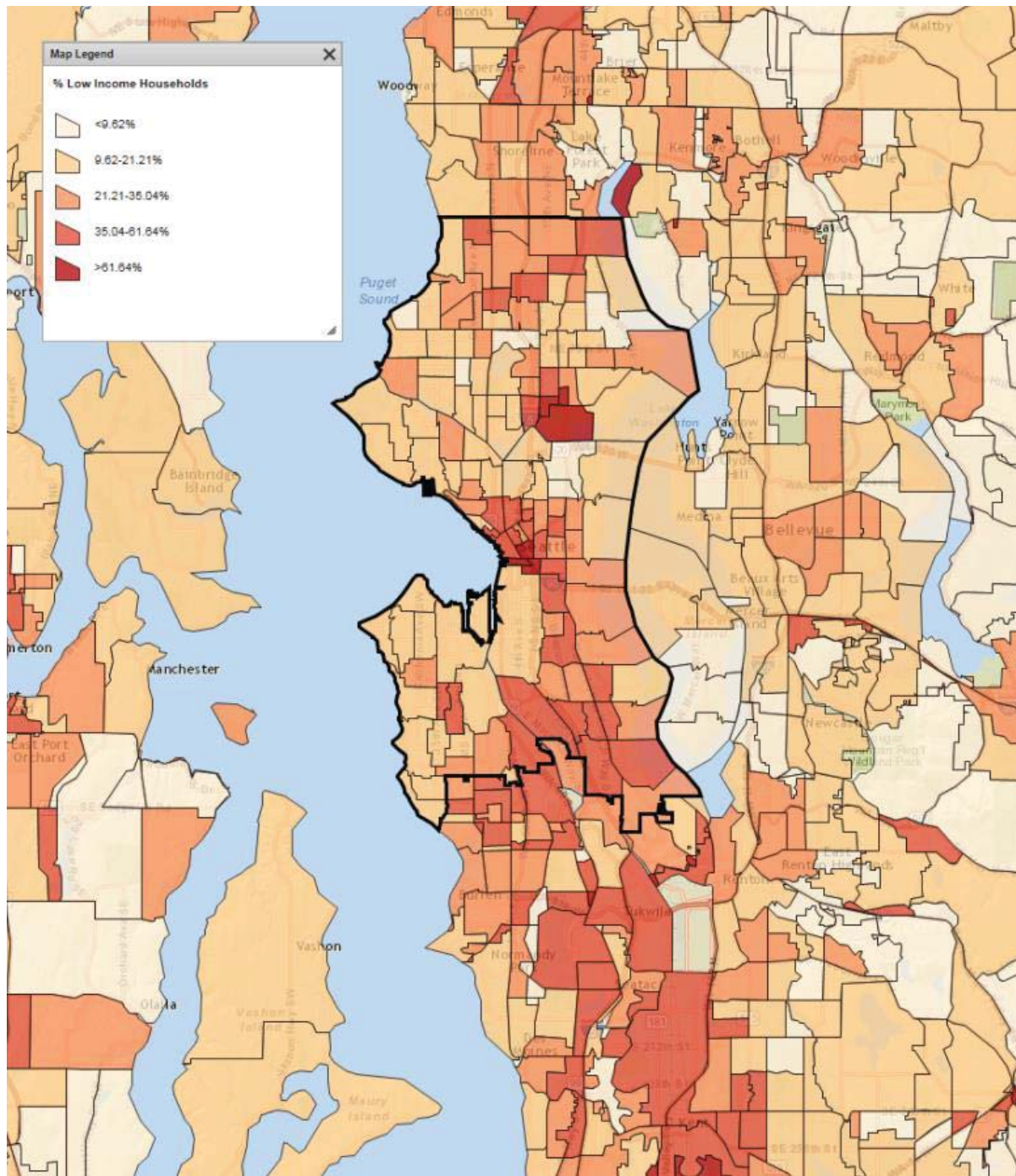
Share of Households with Income At or Below 30 Percent of AMI



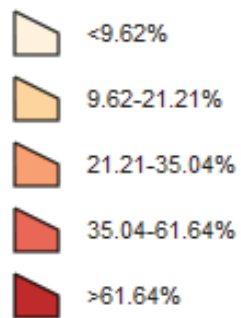
Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)



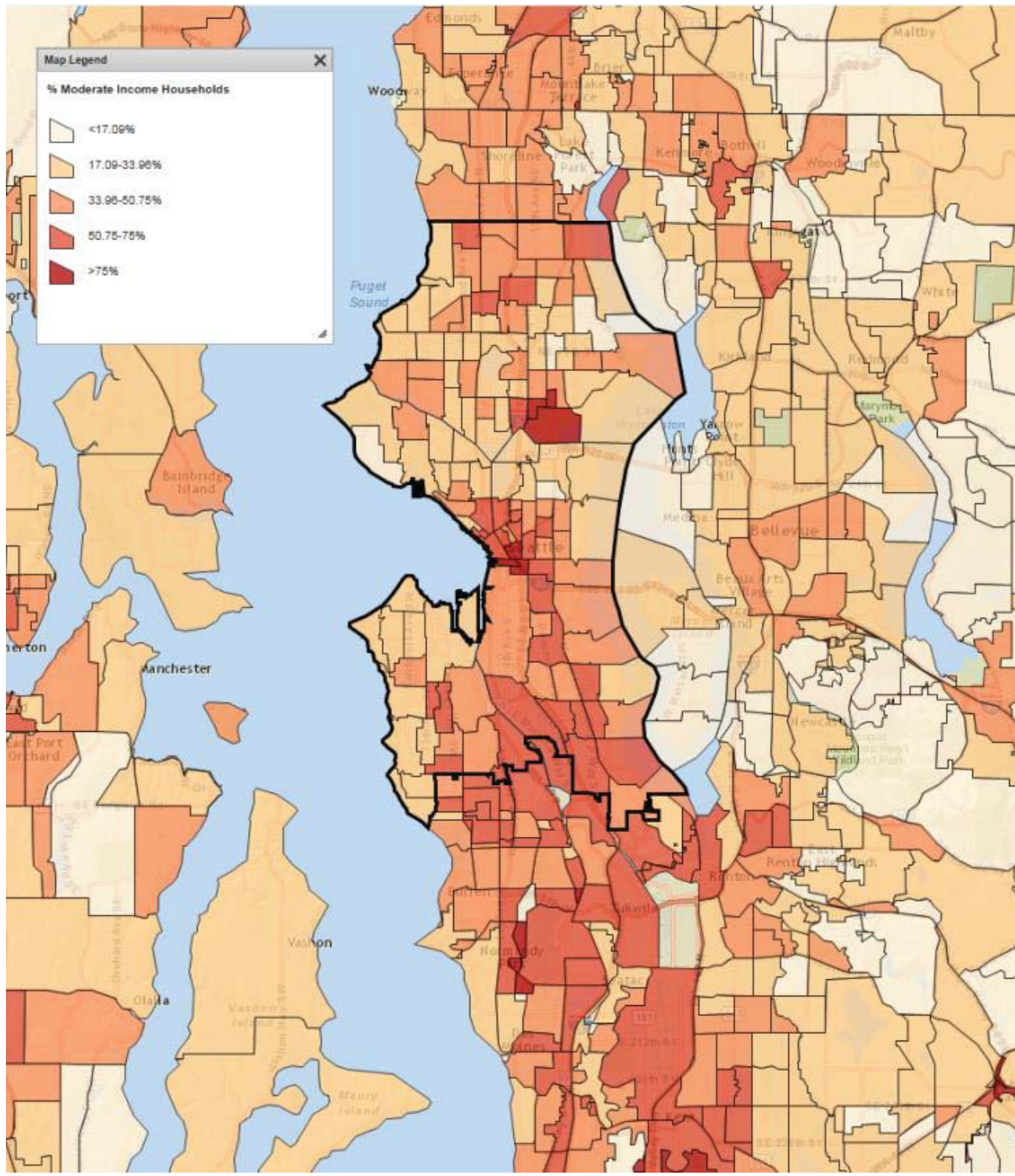
Housing Figure A-12  
**Share of Households with Income At or Below 50 Percent of AMI**








Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)



Housing Figure A-13  
Share of Households with Income At or Below 80 Percent of AMI

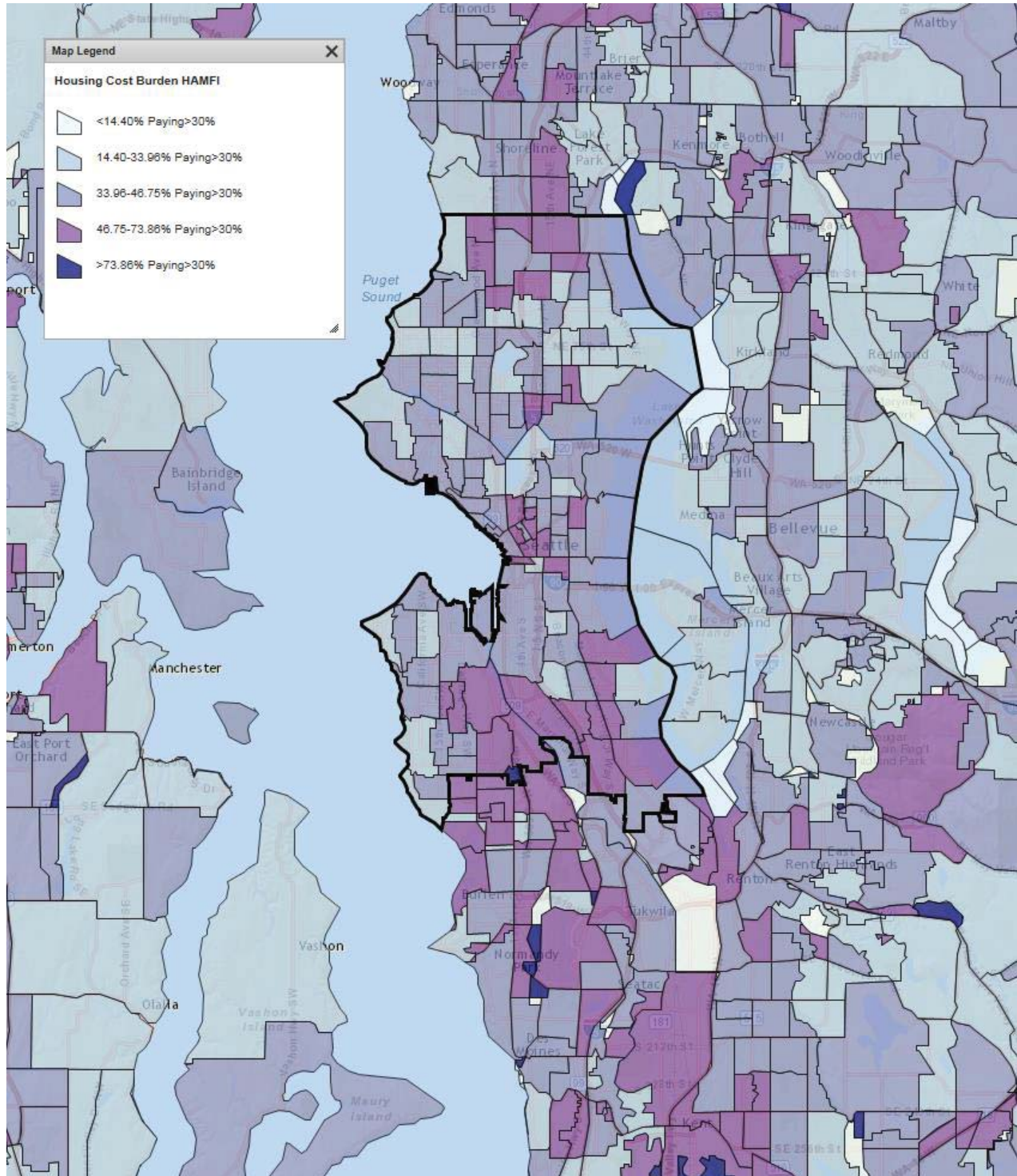


-  <17.09%
-  17.09-33.96%
-  33.96-50.75%
-  50.75-75%
-  >75%

Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)



Housing Figure A-14  
Share of Households with Housing Cost Burden



Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

## E Special Needs Populations

The Growth Management Act and the King County Countywide Planning Policies direct cities to address special needs populations in their Comprehensive Plan housing needs analyses.<sup>8</sup>

### Special Needs Populations in Group Quarters

The Decennial Census includes a tabulation of the population residing in group quarters. The 2010 Census enumerated 24,925 persons living in group quarters in the city of Seattle.

Many group quarters categories are devoted to serving, or mostly serve, persons who can be broadly regarded as special needs populations. Housing Figure A-15 shows 2010 Census data for the subset of group quarters categories that have a primary function of serving special needs populations. As shown in Housing Figure A-15, this is almost 10,400 persons. About 2,800 of these persons were counted in institutional facilities, primarily in nursing facilities; and about 7,600 were counted in non-institutional facilities. A large majority of the population in nursing facilities were seniors age 65 and over.

The largest non-institutional category (2,550 persons) was in emergency and transitional shelters. A 2010 Census Special Report on the Emergency and Transitional Shelter Population found that Seattle had the seventh largest emergency and transitional shelter populations among places in the U.S. with a population of 100,000 or more. The Census counted 2,900 persons under "other non-institutional facilities." A large portion of the persons counted in this category may be homeless.

<sup>8</sup> The Puget Sound Regional Council's Housing Element Guide (July 2014) indicates that special needs housing "refers broadly to housing accommodations for individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are homeless."

Housing Figure A-15  
Population in Special-Needs Associated Group Quarters Categories (2010 Census)

Special-Needs Associated Group Quarters Categories	Estimated Population in Seattle
<b>Total:</b>	<b>10,371</b>
<b>Institutionalized persons:</b>	<b>2,823</b>
Juvenile facilities:	115
Group homes for juveniles (non-correctional)	58
Residential treatment centers for juveniles (non-correctional)	57
Nursing facilities/Skilled-nursing facilities	2,588
Other institutional facilities:	120
Mental (Psychiatric) hospitals and psychiatric units in other hospitals	53
Hospitals with patients who have no usual home elsewhere	2
In-patient hospice facilities	65
<b>Noninstitutionalized persons:</b>	<b>7,548</b>
Other noninstitutional facilities:	7,548
Emergency and transitional shelters (with sleeping facilities) for homeless persons	2,550
Group homes intended for adults	1,387
Residential treatment centers for adults	637
Workers' group living quarters and Job Corps centers	70
Other noninstitutional facilities:	2,904
o Soup Kitchens	
o Regularly Scheduled Mobile Food Vans	
o Targeted Non-Sheltered Outdoor Locations	
o Living Quarters for Victims of Natural Disaster	
o Religious Group Quarters and Domestic Violence Shelters	

Source: 2010 Decennial Census

### Homeless Persons from One Night Count and Agency Data

A homeless needs assessment is contained in Seattle's 2014-2017 Consolidated Plan for Housing and Community Development.

One night each January a count of homeless persons is conducted at locations in Seattle and elsewhere in King County in an effort to identify the extent and nature of homelessness. The One Night Count has two components: a count of unsheltered homeless, which is conducted by the Seattle/King County Coalition on Homelessness, and a count and collection by agency staff of information on people being served during that the same night in emergency shelters and transitional housing programs.

### Unsheltered Homeless

Information about the unsheltered homeless from the 2014 One Night Count is shown in Housing Figure A-16. This Housing Figure A-16 summarizes the gender, age, and location of unsheltered homeless persons counted in locations within Seattle and in King County as a whole. Almost three-quarters (74 percent) of the more than 3,100 unsheltered homeless persons counted in King County were in Seattle.

Housing Figure A-16  
**One Night Count: Unsheltered Homeless Persons (January 2014)**

	Seattle	King County as a Whole (including night owl buses)
<b>Total</b>	<b>2,303</b>	<b>3,123</b>
<b>Age and gender</b>		
Men	619	944
Women	143	213
Gender unknown	1,527	1,942
Minor (under 18)	14	24
<b>Location</b>		
Benches	51	56
Parking Garages	14	15
Cars/Trucks	730	993
Structures	357	409
Under roadways	228	249
Doorways	206	228
City Parks	54	88
Bush-es/undergrowth	64	118
Bus stops	22	26
Alleys	43	47
Walking Around	244	302
Other	290	592

Source: Seattle/King County Coalition on Homelessness, <http://www.homelessinfo.org/onc.html>

### Sheltered Homeless

The King County Community Services Division tabulates information for the portion of the One Night Count focusing on the sheltered population. The two largest demographic segments of the sheltered homeless population in King County are 1) persons in families with children and 2) single adult men age 25 years or older. While members of families with children comprise the majority (69 percent) of the transitional housing population, single adult men are the majority (57 percent) in emergency shelters. A substantial number of persons identified as veterans. Reporting on issues such as disabilities and health conditions is voluntary. The most commonly reported disabilities and health conditions reported were mental illness, alcohol or substance abuse, and physical disability.

Additional information and analysis on Seattle's homeless is included in the Homeless Needs Assessment section in the City's 2014-2017 Consolidated Plan for Housing and Community Development. During the course of the 2012 Annual Homeless Assessment Report (AHAR) reporting year, Seattle shelters participating in the "Safe Harbors" system assisted more than 7,486 people in single-individual shelters (for households without children) as well as more than 1,072 people within families with one or more children.

The Consolidated Plan highlights a number of key findings regarding the characteristics of the sheltered homeless population, including:

- Over half (58 percent) of the individuals in shelters for adults without children report having a disability.
- There were more than 643 children under the age of 18 served in emergency shelters in Seattle, and over 43 percent of these were less than 5 years old.
- More than a third of the persons in transitional housing programs for families with children were in a household with five or more people.
- People of color, particularly Black/African Americans, are disproportionately represented among those who are homeless in the shelter/transitional housing system, representing 28 percent of people served in single adult emergency shelters and 71 percent of people served in family shelters.

## F Seattle Housing Market

The Comprehensive Plan underwent its previous substantial update in 2004. The total number of housing units in Seattle grew by 42,870 between the beginning of 2005 and the end of 2014. Annual housing production in Seattle varied greatly over that 10-year period, influenced by broader economic trends including the 18-month Great Recession of December 2007 to June of 2009.

Within the 10 years from 2005 to 2014, an initial peak in Seattle's annual housing growth was reached in 2009 with production that year totaling nearly 7,000 net new units. This was followed by a precipi-

tous drop in housing production due to the Great Recession. Annual production accelerated rapidly between 2011 and 2014. In 2014, over 7,500 net new housing units were built in Seattle, the highest figures recorded over the past 20 years. (See Housing Figure A-17.)

Housing Figure A-17  
**Housing Units Built, Demolished, and Net New Units by Year (2005 - 2014)**

Year	Units Built	Units Demolished	Net New Units
2005	3,669	(551)	3,118
2006	3,456	(575)	2,881
2007	4,531	(882)	3,649
2008	4,937	(985)	3,952
2009	7,334	(341)	6,993
2010	3,943	(309)	3,634
2011	2,305	(169)	2,136
2012	3,252	(577)	2,675
2013	6,621	(337)	6,284
2014	8,308	(760)	7,548

Source: Citywide Residential Permit Report, Department of Planning & Development, 2015

Consistent with Seattle's Urban Village Strategy, the large majority of the net new housing units added in the city from 2005 to 2014 were built in urban centers and urban villages. Specifically, an estimated 33,401 units (78 percent of all housing units added in the city during that period) were built in urban centers and urban villages. This includes the addition of 19,344 units (45 percent of the city's total growth) in urban centers, and the addition of another 14,081 units (33 percent of the city's total growth) in urban villages outside of centers.<sup>9</sup>

<sup>9</sup> Figures for 2005 to 2014 from the "Urban Center / Village Residential Growth Report," City of Seattle Department of Planning & Development." (Report generated on April 6, 2015 from DPD Permit Data Warehouse.)

### Owner Housing Market

Housing Figure A-18 identifies the eight Northwest Multiple Listing Service (NWMLS) market areas located within Seattle which are referred to in Housing Figures A-19, A-20, and A-21.

Housing Figures A-19 to A-21 provide data on median sales prices for closed sales from 2005 through 2014 for these areas. The home sales reflected in these Housing Figures include condominiums as well as other homes. Note that in the Downtown submarket area (#701), condominiums comprise 100 percent of home sales. Prices in these Housing Figures are inflation adjusted to 2014 dollars.

#### Housing Figure A-18

#### Key to Northwest Multiple Listing Service (NWMLS) Market Areas within Seattle

#	Area
140	West Seattle
380	Central Seattle SE, Leschi, Mt Baker, Seward Park
385	Central Seattle SW, Beacon Hill
390	Central Seattle, Madison Park, Capitol Hill
700	Queen Anne, Magnolia
701	Downtown Seattle
705	Ballard, Greenlake, Greenwood
710	North Seattle

Source: Northwest Multiple Listings Service, 2014

As reflected in Housing Figure A-19, home prices in all but one of the eight NWMLS areas in Seattle peaked in either 2006 or 2007. The median sales price for homes in the Central Seattle (area #390) reached a record high in 2014; however, median sales prices in other market areas were still 4 percent to 21 percent lower in 2014 than they were in 2006/2007. Post-recession median sale prices have increased more slowly in South Seattle and Downtown compared to the rest of the city, with the Downtown market area 11 percent lower, West Seattle (area #140) and Southeast Seattle (market area #380) 15 percent lower, and Beacon Hill (area #385) 21 percent lower than their previous peak highs in 2007/2006.

Housing Figure A-20 shows how median sale prices for new construction homes compare to the median sale prices for all residential sales in Seattle's submarkets. Based on NWMLS data for sales that closed in 2014, median sales prices for new construction homes are substantially higher compared to median sales prices for total residential sales. (New construction homes comprised 9 percent of Seattle's total closed sales in 2014 and averaged 13 percent of total sales in 2005 through 2013, peaking in 2008 at 19 percent of total sales.)

Housing Figure A-21 displays median sales prices for new construction homes (again, including condominiums). Median sales prices for new construction

#### Housing Figure A-19

#### Median Sales Price by Seattle NWMLS Submarket for Residential Sales, including Condominiums

NWMLS Submarket Area	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
140	\$385K	\$367K	\$329K	\$312K	\$366K	\$364K	\$413K	\$439K	\$450K	\$414K
380	\$380K	\$356K	\$307K	\$298K	\$338K	\$370K	\$400K	\$448K	\$438K	\$403K
385	\$335K	\$315K	\$258K	\$265K	\$309K	\$337K	\$383K	\$422K	\$403K	\$374K
390	\$493K	\$459K	\$446K	\$422K	\$445K	\$408K	\$455K	\$470K	\$492K	\$455K
700	\$534K	\$517K	\$464K	\$449K	\$488K	\$495K	\$527K	\$559K	\$556K	\$543K
701*	\$430K	\$423K	\$437K	\$415K	\$407K	\$445K	\$455K	\$485K	\$483K	\$436K
705	\$479K	\$447K	\$409K	\$396K	\$431K	\$414K	\$460K	\$487K	\$499K	\$466K
710	\$475K	\$436K	\$412K	\$403K	\$443K	\$435K	\$466K	\$514K	\$504K	\$478K

Source: Northwest Multiple Listings Service King County Statistical Report (December) 2005 through 2014. Inflation adjusted to 2014 dollars based on Consumer Price Index, All Urban Consumers, Seattle-Tacoma-Bremerton, Base Period 1982-84 = 100, Annual for 2005-2014.  
 \* All sales in the Downtown submarket area (#701) are condominiums.

homes dipped after the great recession in all sub-markets, but have increased substantially in recent years. With respect to new construction homes, all eight Seattle submarkets registered year 2014 median sales prices that were higher than pre-recession median sales prices.

Housing Figure A-20  
**New Construction Residential Sales Relative to All Residential Sales**

NWMLS Submarket Area	2014 Median Sale Price for New Construction Residential Compared to 2014 Median Sale Price for All Residential	Share of Total Residential Sales for New Construction Homes in 2014
140	14% higher	12%
380	32% higher	10%
385	58% higher	10%
390	33% higher	17%
700	28% higher	10%
701*	191% higher	4%
705	28% higher	14%
710	37% higher	8%

Source: Northwest Multiple Listings Service King County Statistical Report, (December) 2014.

\* All sales in the Downtown submarket area (#701) are condominiums.

Housing Figure A-21  
**Median Sales Price by Seattle NWMLS Submarket for New Construction Residential Sales, Including New Construction Condominiums**

NWMLS Submarket Area	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
140	\$440K	\$414K	\$315K	\$321K	\$364K	\$348K	\$405K	\$406K	\$422K	\$402K
380	\$500K	\$474K	\$350K	\$322K	\$358K	\$376K	\$394K	\$411K	\$427K	\$449K
385	\$528K	\$407K	\$313K	\$370K	\$422K	\$381K	\$471K	\$456K	\$474K	\$461K
390	\$654K	\$523K	\$546K	\$431K	\$440K	\$444K	\$452K	\$501K	\$520K	\$448K
700	\$685K	\$611K	\$490K	\$421K	\$469K	\$514K	\$546K	\$590K	\$613K	\$522K
701*	\$1.25M	\$906K	\$551K	\$478K	\$447K	\$450K	\$460K	\$527K	\$548K	\$454K
705	\$613K	\$546K	\$490K	\$339K	\$374K	\$370K	\$438K	\$468K	\$486K	\$412K
710	\$650K	\$682K	\$425K	\$351K	\$380K	\$408K	\$432K	\$456K	\$473K	\$407K

Source: Northwest Multiple Listings Service King County Statistical Report (December) 2005 through 2014. Inflation adjusted to 2014 dollars based on Consumer Price Index, All Urban Consumers, Seattle-Tacoma-Bremerton, Base Period 1982-84 = 100, Annual for 2005-2014.

\* All sales in the Downtown submarket area (#701) are condominiums.

## Rental Housing Market

This section provides an overview of Seattle's rental housing market based on average rents for market-rate apartment units within apartment complexes containing 20 or more units. The average rents are courtesy of Dupre+Scott Apartment Advisors based on the market surveys they conduct.

Average rents in Seattle have increased and are substantially higher than they were ten years ago. Although they dipped slightly following the Great Recession, average rents resumed rising between 2010 and 2011. Average rents then rose at an accelerated pace from 2011 to 2014.

One-bedroom apartments are the most common size of apartment unit in Seattle. Between 2005 and 2014, the average rent for one-bedroom apartments increased an estimated 35 percent. In these units, the average rent as measured per net rentable square foot (NRSF) increased an estimated 27 percent (see Housing Figure A-22).

Housing Figure A-22  
Seattle Average Rent per Unit and per Net Rentable Square Foot –  
1 Bedroom Apartment Units, Fall 2014

Year	Average Rent Per Unit	Average Rent Per NRSF
2005	\$1,045	\$1.55
2006	\$1,047	\$1.54
2007	\$1,147	\$1.65
2008	\$1,148	\$1.66
2009	\$1,130	\$1.65
2010	\$1,135	\$1.62
2011	\$1,160	\$1.64
2012	\$1,206	\$1.70
2013	\$1,302	\$1.83
2014	\$1,412	\$1.97

Source: Dupre+Scott Apartment Advisors, Apartment Vacancy Report, units in 20+ unit complexes, fall 2014, Seattle – 14 market areas; inflation adjusted to 2014 dollars based on Consumer Price Index, All Urban Consumers, Seattle-Tacoma-Bremerton, Base Period 1982-84 = 100, August for 2005-2014

housing appendix

Housing Figure A-23  
Average Market Rents by Unit Type and Market Area, Fall 2014

Dupre+Scott Market Area	All Units	Studio	1-BR	2-BR/1 B	2 BR/2 B	3 BR/3 B
Seattle (city as a whole)	\$1,488	\$1,169	\$1,412	\$1,605	\$2,156	\$2,411
North Seattle						
Ballard	\$1,563	\$1,244	\$1,489	\$1,696	\$2,345	\$1,850
Greenlake, Wallingford	\$1,557	\$1,347	\$1,444	\$1,599	\$2,170	\$2,115
North Seattle	\$1,130	\$988	\$1,020	\$1,252	\$1,407	\$1,749
University	\$1,361	\$1,094	\$1,240	\$1,441	\$1,968	\$1,963
Central Seattle						
Belltown, Downtown, South Lake Union	\$1,906	\$1,301	\$1,841	\$2,265	\$2,918	\$4,116
Capitol Hill, Eastlake	\$1,462	\$1,149	\$1,430	\$1,836	\$2,285	\$2,835
Central	\$1,446	\$1,131	\$1,380	\$1,534	\$1,934	\$2,191
First Hill	\$1,395	\$1,088	\$1,409	\$1,764	\$2,339	\$2,728
Madison, Leschi	\$1,370	\$930	\$1,284	\$1,577	\$1,694	
Magnolia	\$1,396	\$1,216	\$1,248	\$1,541	\$1,681	\$2,144
Queen Anne	\$1,525	\$1,117	\$1,469	\$1,767	\$2,309	\$2,579
South Seattle						
Rainier Valley	\$1,128	\$1,202	\$1,042	\$1,174	\$1,727	
Beacon Hill	\$1,071	\$890	\$1,055	\$1,318	\$1,226	
West Seattle	\$1,283	\$1,188	\$1,211	\$1,283	\$1,843	\$2,079

Source: Dupre+Scott Apartment Advisors, Apartment Vacancy Report, units within 20+ unit complexes, 14 D+S-defined market areas within Seattle, fall 2014

Housing Figure A-23 shows estimated average market rents for apartment units in 14 Seattle neighborhood market areas. For each market area, the Housing Figure A-23 shows overall average rents as well as average rents by number of bedrooms. At approximately \$1,070 per unit, average rents are most affordable in the Dupre+Scott "Beacon Hill" market area, followed by the "Rainier Valley" and "North Seattle" (generally north of 85th street) market areas at approximately \$1,130 per unit. Average market rents in the Downtown and South Lake Union market areas are approximately 28 percent higher than the estimated average market rent of \$1,488 for Seattle as a whole.

In the 14 Dupre+Scott rental market areas within Seattle, the 5-year average vacancy rate has been less than 5 percent. (A vacancy rate of 5 percent is commonly recognized as the equilibrium point signaling relative balance between supply and demand). As of fall 2014, market vacancy rates were averaging between 0.4 percent and 3.8 percent of units in complexes with 20 or more units. In Seattle's three most affordable rental market areas – Beacon Hill, Rainier Valley, and North Seattle – vacancy rates were averaging an estimated 2.2 percent.

Housing Figure A-24 shows average rents per unit for apartment units in Seattle by the age of the apartment complex. Average rents are markedly higher for the newest cohorts of units. Seattle's most affordable rents are in complexes that were built over a century ago and in the 1970s.

Housing Figure A-24  
**Average Rent (Fall 2014) Per Unit by Age of Housing**

Period in Which Built	Average Rent
2010-2015	\$1,822
2000-2009	\$1,731
1990-1999	\$1,550
1980-1989	\$1,230
1970-1979	\$1,083
1960-1969	\$1,117
1940-1959	\$1,174
1920-1939	\$1,137
1900-1919	\$1,060

Source: Dupre+Scott Apartment Advisors, Apartment Vacancy Report, units in 20+ unit complexes, 14 D+S-defined market areas within Seattle.

## Affordability of Seattle's Overall Housing Supply

In an earlier section, this appendix examined ACS CHAS data on housing cost burdens to provide insights into the challenges that households in Seattle experience in affording the housing in which they live. CHAS data can also be used to describe the affordability of a community's housing supply independently of the households who currently live in the housing units. This section uses the 2006-2010 5-year CHAS data in this manner in order to describe the affordability of Seattle's housing supply. The CHAS data summarized here categorize the affordability of each housing unit based on the income level that a household would need in order to afford the monthly housing costs associated with the unit. The analysis to produce these tables takes into account the fact that housing needs vary by household size.<sup>10</sup>

The ACS is designed to provide estimates from a representative sample of all households and housing units in communities. Like other ACS data, the CHAS data do not distinguish between housing units that are rent- and income-restricted and housing units that are market-rate (i.e., those without regulatory agreements or covenants). The estimates from the ACS CHAS data on the affordability of Seattle's housing supply refer to affordability in a broad sense; units tabulated as affordable to households at specified income levels may include market-rate as well as rent- and income-restricted units.

### Affordability of Owner Units

In order to represent the monthly costs associated with an owner-housing unit in a way that is independent of any household currently in the unit, the CHAS tabulations simulate a situation in which a household has recently purchased the unit and is making payments on an FHA-insured, 30-year

<sup>10</sup> For details on the methodology used to generate the relevant 2006-2010 CHAS tabulations, see "CHAS Affordability Analysis," by Paul Joice, U.S. Department of Housing and Urban Development, Office of Policy Development and Research, Program Evaluation Division, May 20, 2013, <http://www.huduser.org/portal/>.



mortgage under prevailing interest rates.<sup>11</sup> In the CHAS tabulations, monthly mortgage payments are regarded as affordable at a certain income level when these payments consume no more than 31 percent of monthly income. The analytical approach reflected in these tabulations provides a useful, but limited picture of ownership housing affordability in Seattle.<sup>12</sup>

For owner units, the CHAS data give estimates for the number of owner units affordable with household incomes of 0-50 percent of AMI, 50-80 percent of AMI, 80 to 100 percent of AMI, and above 100 percent of AMI. Housing Figure A-25 shows the estimated number of owner units in Seattle that are affordable within each of these affordability categories. Cumulative estimates are also shown for units affordable with

incomes at or below 80 percent AMI, and units affordable at or below 100 percent of AMI. Occupied owner units and vacant for-sale units are shown in separate columns and summed in the third column.

The analysis shows that very small numbers of owner units are affordable within the income categories of 0-50 percent of AMI and 50-80 percent of AMI. On a cumulative basis, only about 4,500 owner units, or 3 percent of the total owner units are estimated to be affordable at or below 80 percent of AMI. Another 5 percent are estimated to be affordable at 80-100 percent of AMI.

11 The CHAS data on affordability of owner units use the home value that respondents provided on the ACS questionnaire. To categorize owner units by affordability, the CHAS tabulations assume that the hypothetical owner has purchased the home at a sales price equal to the home value provided in the ACS, and--as noted--and is currently paying making payments on the mortgage for the home.

12 CHAS tabulations on the affordability of owner housing supply do not capture the ways that accumulation of equity in a home after purchase can affect a home's affordability over time. These tabulations also ignore the question of whether the down payments involved would be affordable to households on the lower side of the economic spectrum.

Housing Figure A-25  
**Affordability of Owner Units**

	Occupied owner units	Vacant-for-sale units	Total owner units
<b>Owner units:</b>	<b>136,304</b>	<b>2,955</b>	<b>139,259</b>
<b>By affordability category</b>			
Affordable with income of 0-50% of AMI	2,410	0	2,410
Affordable with income of 50-80% of AMI	1,939	15	1,954
Affordable with income of 80%-100% of AMI	6,920	205	7,125
Affordable with income above 100% of AMI	125,035	2,735	127,770
<b>By affordability level (cumulative):</b>			
Affordable with income at or below 80% of AMI	4,349	15	4,364
Affordable with income at or below 100% of AMI	11,269	220	11,489

Source: ACS CHAS 2006-2010 5-Year Estimates.

Notes:

- Income categories are based on AMI, as estimated and adjusted for household size by HUD, for the Seattle-Bellevue HUD Metro Fair Market Rent Area.
- The CHAS tables summarized in this Housing Figure A-25 exclude an estimated 750 owner-occupied and 50 vacant, for-sale housing units in Seattle that lack complete plumbing and kitchen facilities.
- ACS CHAS data do not distinguish between housing units with rent restrictions and/or income restrictions and market-rate units (those without regulatory agreements or covenants). Units estimated to be affordable at specified levels may be either market-rate units or rent- and income-restricted units.
- CHAS estimates, like other estimates from ACS, are sample estimates and carry margins of error. Margins of error associated with ACS estimates may be substantial especially for small population and household groups.

## Affordability of Rental Units

Rental units are regarded as affordable at a given income level if monthly "gross rent," defined as contract rent plus tenant-paid basic utilities, equals no more than 30 percent of monthly gross income.

Housing Figure A-26 shows the estimated numbers of rental units that are affordable by income category. (The housing affordability categories included in the CHAS for rental housing differ somewhat from those for owner housing and include more detail in the lowest part of the income spectrum.)

Only 11 percent of the total rental units in Seattle have gross rents that are affordable with an income at or below 30 percent of AMI. About 22 percent of rental units in the city are affordable in the 30-50 percent of AMI category. Another 42 percent of

rental units are affordable in the 50-80 percent of AMI category.

## Maps Showing Affordability Levels of Existing Housing

Following are maps showing shares of housing units within Census Tracts in and around Seattle estimated to be affordable at specified household income levels. These maps are based on ACS CHAS data, which—as noted previously—do not distinguish between market rate and subsidized units.

These maps on housing affordability, like the previous census tract level maps in this appendix, are based on 2007 to 2011 ACS CHAS data and were generated using HUD's "CPD maps" tool. The census tracts in these maps are shaded based on "natural breaks" in the distribution of data in order to highlight variation in and around Seattle. As the map legends indicate, the data categories vary from one map to another; this is important to keep in mind when viewing these maps.

Housing Figure A-26  
**Affordability of Rental Units**

	Occupied rental units	Vacant-for-rent units	Total rental units
<b>Rental units</b>	<b>139,625</b>	<b>5,305</b>	<b>144,930</b>
<b>By affordability category</b>			
Affordable with income of 0-30% of AMI	16,325	340	16,665
Affordable with income of 30-50% of AMI	31,060	1,495	32,555
Affordable with income of 50-80% of AMI	59,355	1,790	61,145
Affordable with income above 80% of AMI	32,885	1,680	34,565
<b>By affordability level (cumulative):</b>			
Affordable with income at or below 50% of AMI	47,385	1,835	49,220
Affordable with income at or below 80% of AMI	106,740	3,625	110,365

Source: ACS CHAS 2006-2010 5-Year Estimates.

Notes:

- Unit is affordable if rent and basic utilities together cost no more than 30% of household income. Analysis assumes household size to unit size ratios that HUD uses to administer the Low Income Housing Tax Credit program.
- The CHAS tables summarized in this Housing Figure A-26 exclude the estimated 3,760 occupied rental-housing units that lack complete plumbing and kitchen facilities.
- ACS CHAS data do not distinguish between housing units with rent and/or income restrictions and market-rate units (those without regulatory agreements or covenants). Units estimated to be affordable at specified levels may include market-rate units or rent/income restricted units.
- Margins of error associated with ACS estimates may be substantial especially for small population and household groups.
- See prior tables for general notes on the ACS CHAS 2006-2010 5-Year Estimates.

The maps in this series were generated separately for owner housing units and renter housing units. They include:

- Estimated shares of owner housing units within Census Tracts that are:
  - o affordable at or below 80 percent of AMI (Housing Figure A-27)
  - o affordable at or below 100 percent of AMI (Housing Figure A-28)
- Estimated shares of rental housing units within Census Tracts that are
  - o affordable at or below 30 percent of AMI (Housing Figure A-29)
  - o affordable at or below 50 percent of AMI (Housing Figure A-30)
  - o affordable at or below 80 percent of AMI (Housing Figure A-31)

As reflected in these maps, the affordability of housing varies a great deal between areas within Seattle and between areas in Seattle and surrounding cities.

### Shares of Owner Housing Units by Affordability Level

Owner units affordable at or below 80 percent of AMI are very scarce within Seattle and in neighboring cities on the east side of Lake Washington. The vast majority of Census Tracts in Seattle and these East-side cities are tracts where only 6 percent or fewer units are affordable at or below 80 percent of AMI.

Owner units affordable at or below 100 percent of AMI are also scarce in tracts within Seattle and East-side cities, but to a somewhat lesser degree. Census Tracts to the south of Seattle and to the northeast of Seattle have larger proportions of owner units affordable at or below these income thresholds.

### Shares of Rental Housing Units by Affordability Level

The large majority of census tracts in and around Seattle have very low shares of rental units affordable at or below 30 percent of AMI. However, within the mapped area, Seattle contains many of the Census Tracts where more than 20 percent of rental units are affordable at this income level.

Rental units affordable at or below 50 percent of AMI make up 21 percent or less of the residential rental units in most Seattle census tracts. Within the mapped area, the largest shares of rental units affordable at or below 50 percent of AMI are primarily found in Southeast Seattle and south of Seattle.

Rental units affordable at or below 80 percent of AMI are notably more common in and around Seattle than are rental units affordable at lower income thresholds. However, rental units affordable at or below 80 percent of AMI make up well below half of the rental units in portions of Seattle and in large areas of neighboring cities to the east. Furthermore, units affordable at or below 80 percent of AMI make up large majorities of rental units in a small number of census tracts, most of which are south of Seattle's city limits.

### Affordability and Availability of Rental Units in Seattle

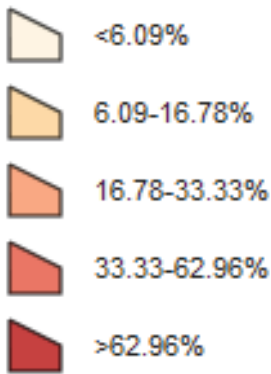
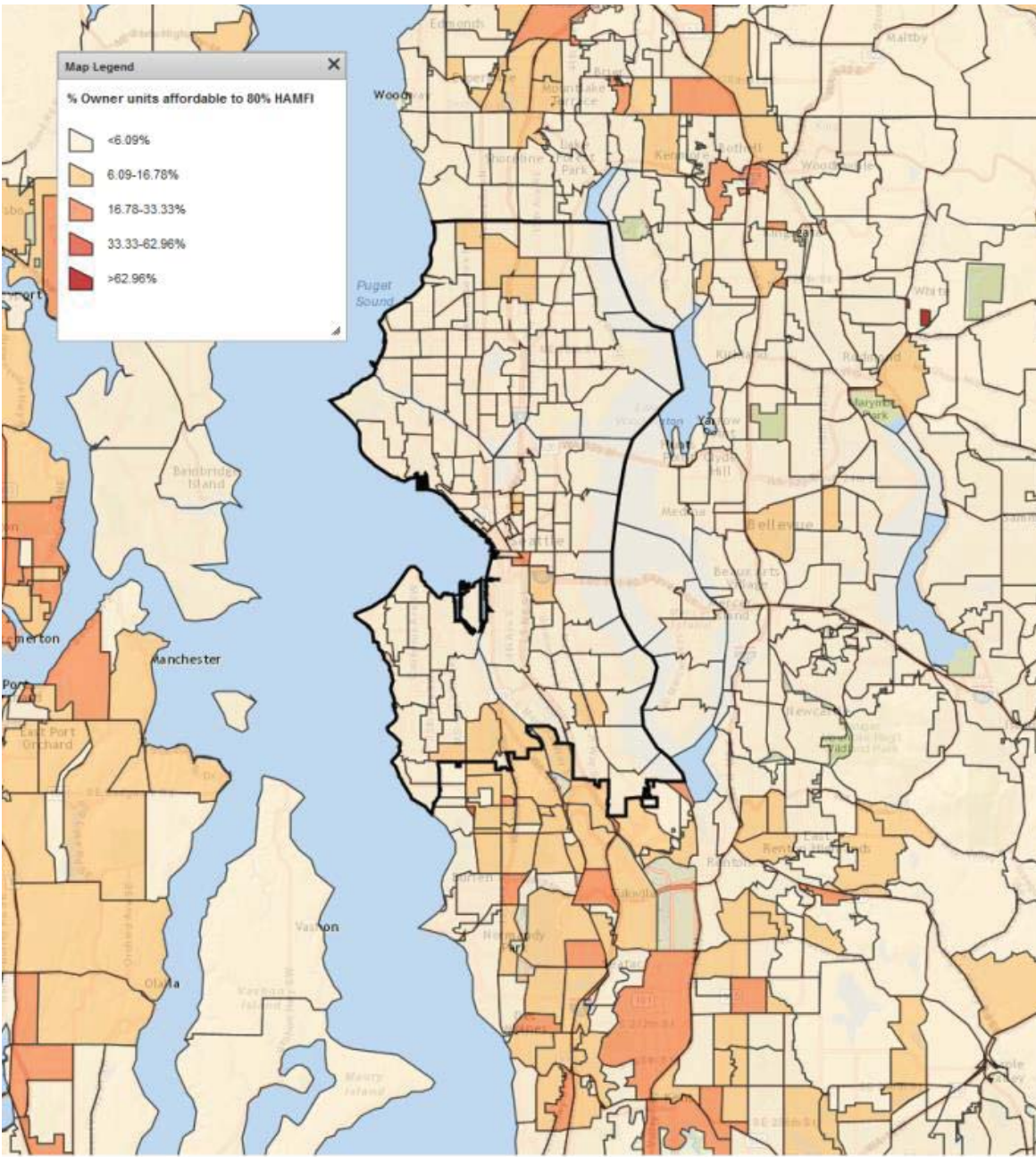
The city-level analysis of affordability presented earlier in this appendix used the ACS CHAS data to estimate how much of Seattle's overall rental housing supply is affordable within different low-income categories. Those findings provide useful but incomplete information about the degree to which the current affordability profile of rental housing in Seattle meets existing needs.

As previously described, both market-rate and rent- and income-restricted units are included the CHAS data used to analyze affordability. This helps provide a broad picture of the affordability of rental housing in the city. At the same time, it is important to consider that market-rate rental units affordable at or below a given income threshold can be occupied by households with incomes higher than that threshold.

Gaining a more useful understanding of how well the affordability profile of rental housing in Seattle is meeting the needs of renters in the city requires finding out if the housing units affordable with household incomes at or below the 30 percent, 50 percent, and 80 percent of AMI thresholds are actually *available* to households with incomes at or below these thresholds.

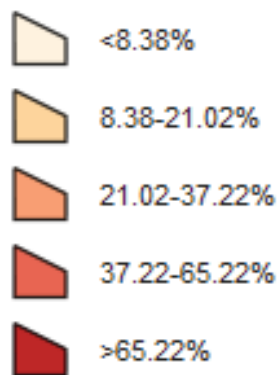
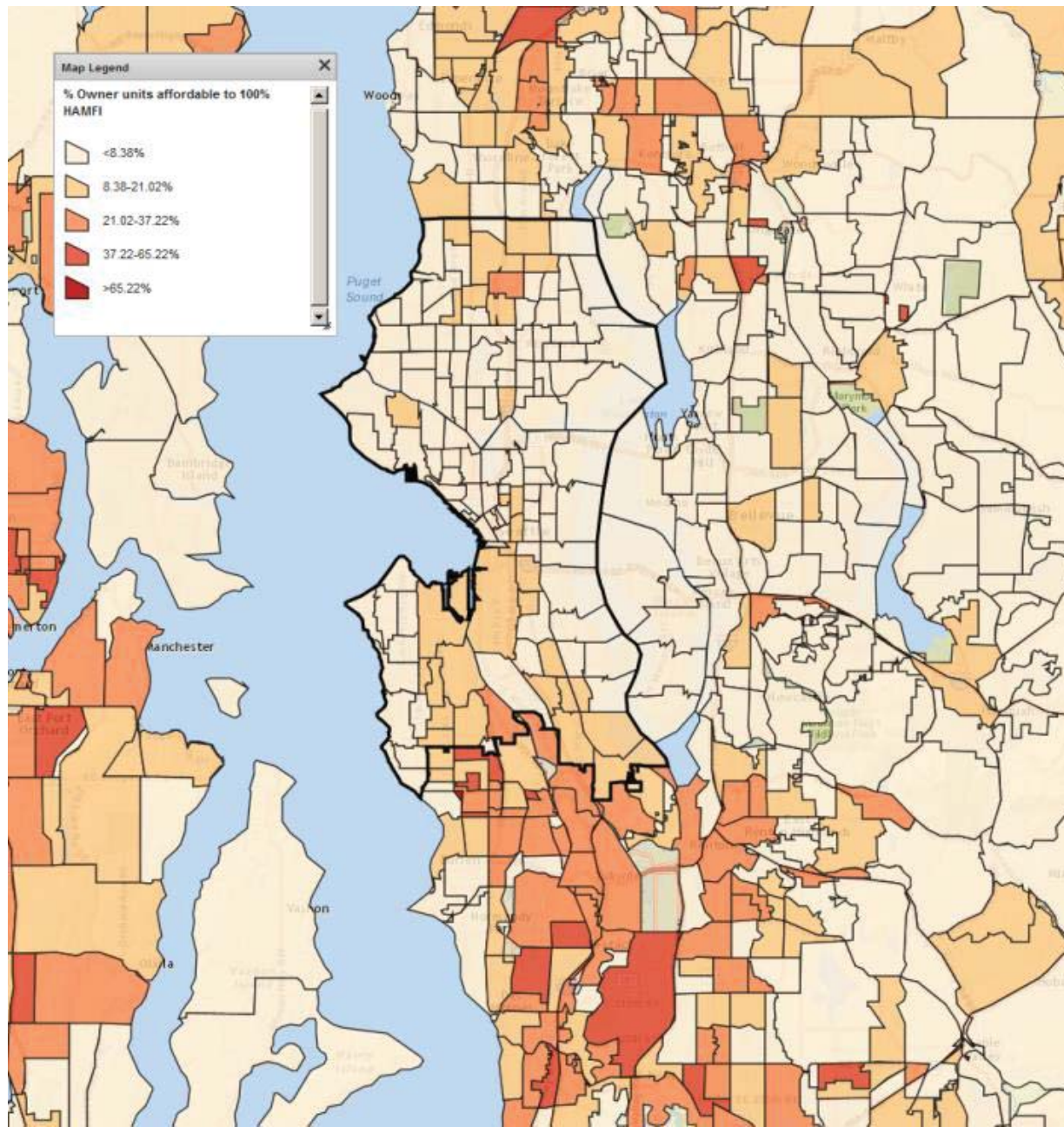
Housing Figure A-27

Share of Owner Units Affordable at or Below 80 Percent of AMI:



Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

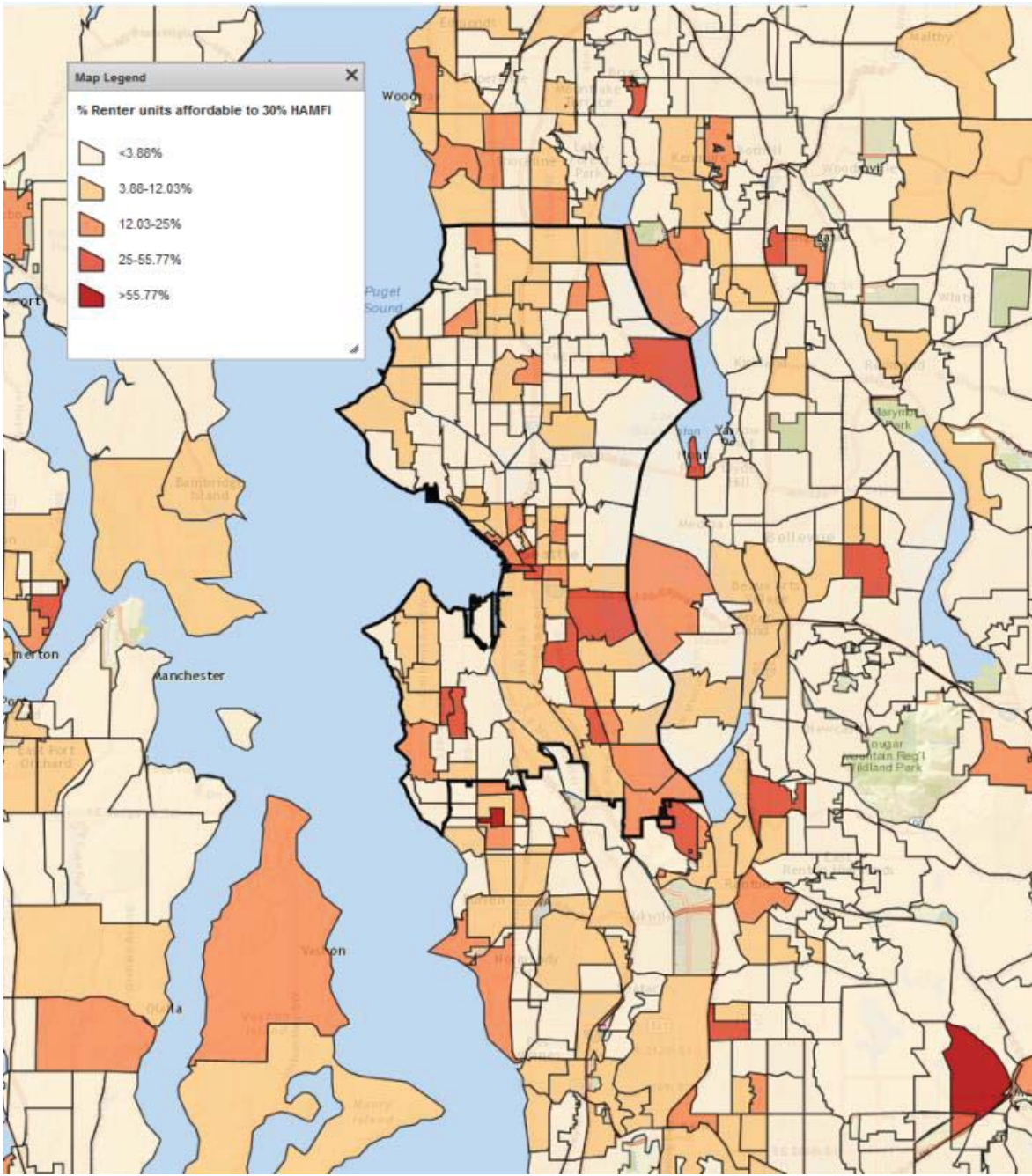
Housing Figure A-28  
**Share of Owner Units Affordable at or Below 100 Percent of AMI:**



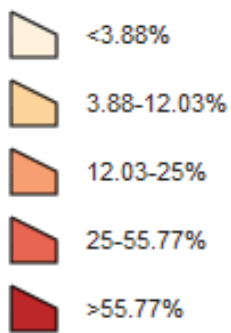
Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure A-29

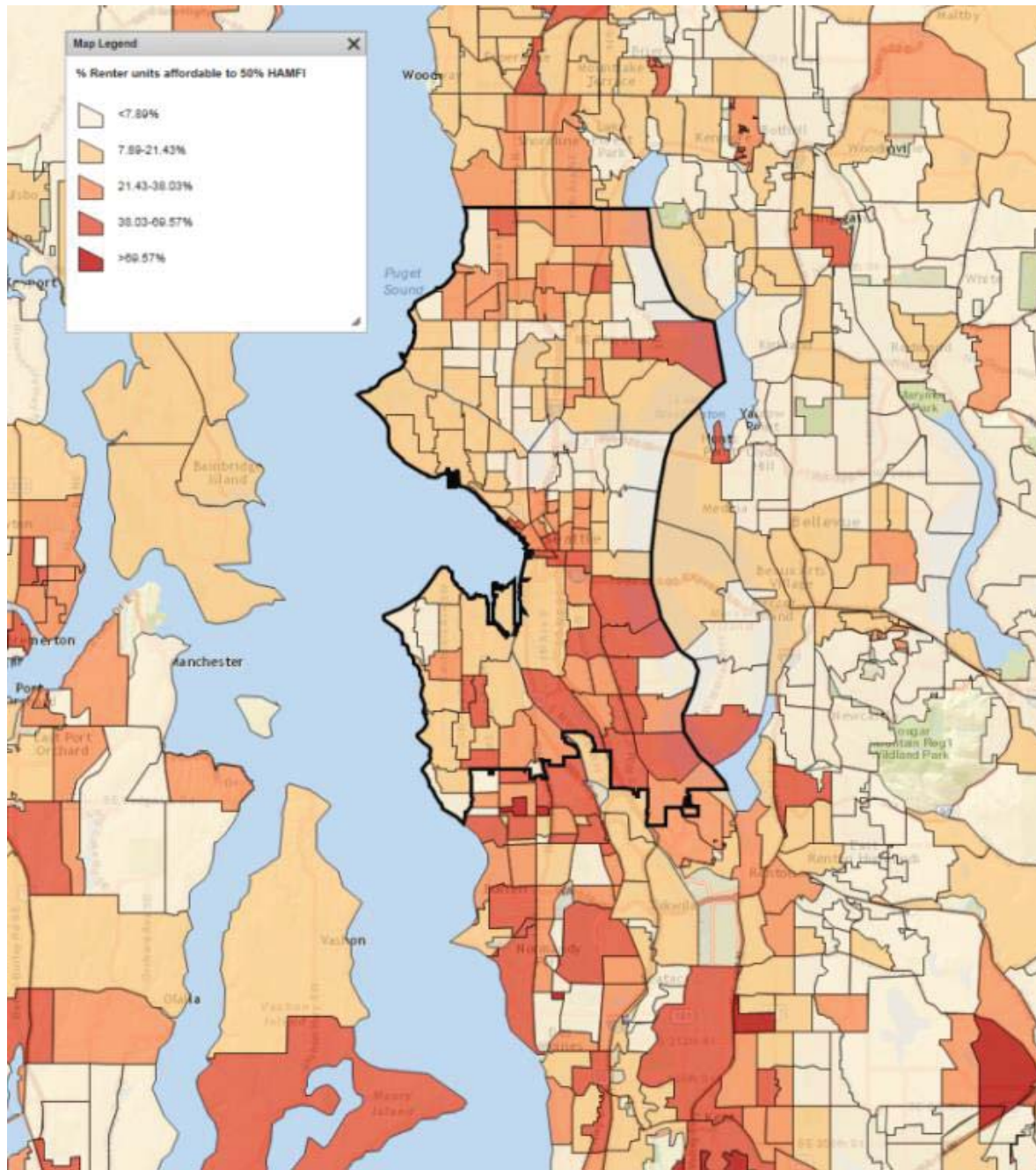
Share of Rental Units Affordable at or Below 30 Percent of AMI:



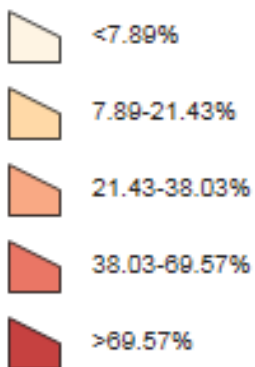
Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)



Housing Figure A-30  
Share of Renter Units Affordable at or Below 50 Percent of AMI:

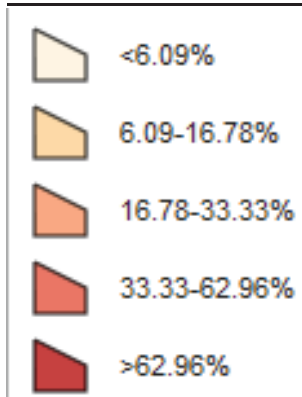
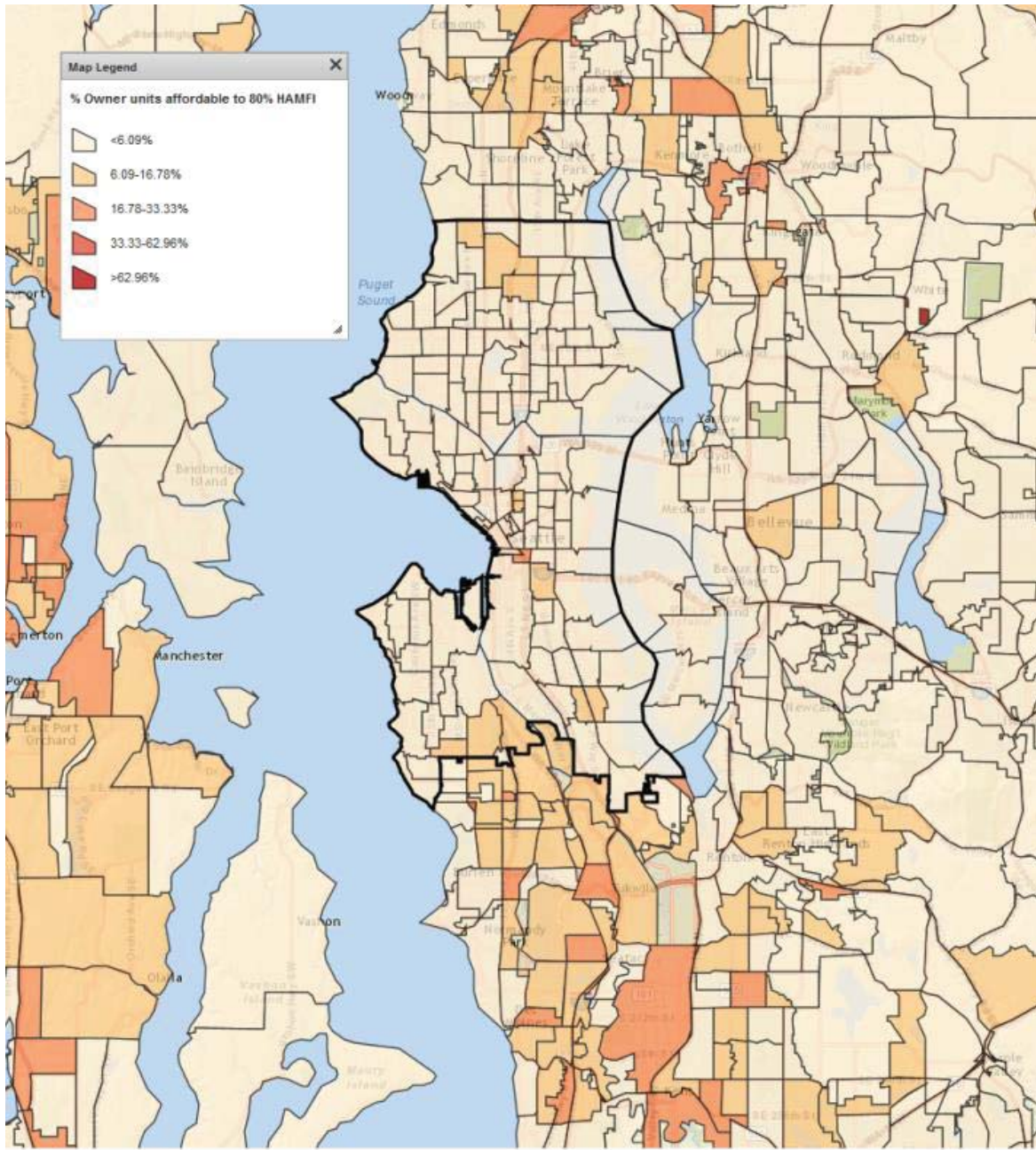


Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)



Housing Figure A-31

Share of Renter Units Affordable at or Below 80 Percent of AMI:



Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)



This section dives deeper into the CHAS data to present an analysis of the overall number of rental units that are both affordable *and available* to households at these income levels. In this analysis, units that are affordable are also considered “available” if they are either vacant or are occupied by a household whose income is at or below the specified threshold.<sup>13</sup>

Housing Figure A-32 shows the total number of renter households in each income category, the number of rental units with rents that are affordable in that category, and the number of those units that are occupied by households in that category. These numbers are used to estimate the effective shortage or surplus of affordable and available rental units that exists at or below each of the specified income levels.

For example, 5,300 of the roughly 16,000 units “affordable” at or below 30 percent of AMI are *occupied* by a household with an income that is higher than 30 percent of AMI. The 5,300 units occupied by households with incomes higher than 30 percent of AMI are estimated to be affordable—but not available—to households with incomes at or below 30 percent of AMI.

The affordability and availability analysis findings can also be expressed in ratios. For example, for every 100 Seattle renter households who have incomes at or below 30 percent of AMI, there are 48 affordable units. However, 15 of these affordable units are occupied by households with incomes above 30 percent AMI. Thus, for every 100 renter households with incomes at or below 30 percent of AMI, there are estimated to be only 33 rental units that are affordable and available.

Examining availability in tandem with affordability reveals that gaps between existing rental supply and the need for housing at low income levels are substantially larger than the gaps found when considering affordability alone.

13 This analysis for Seattle is based on the affordability and availability methodology described in “Measuring Housing Affordability,” by Paul Joice, U.S. Department of Housing and Urban Development, *Cityscape: A Journal of Policy Development and Research*, Volume 16, Number 1, 2014. A variety of other entities, including the Philadelphia Federal Reserve bank and the Washington State Affordable Housing, have employed similar analyses to assess housing needs at the local and state levels.

However, even this affordability and availability analysis in some ways underestimates unmet needs in Seattle for affordable housing.

- The estimated shortages of rental housing at each income threshold do not reveal the likely variation in the size of shortages within each of the constituent income ranges under the threshold. For example, the size of the shortage confronted by households at 60 percent of AMI is likely closer to the shortage found at 50 percent of AMI than it is to the shortage at 80 percent of AMI; and this is likely the case even though 60 percent of AMI is under the same income range as 80 percent of AMI.<sup>14</sup>
- Rents in Seattle have risen substantially since the 2006-2010 period captured in this analysis.
- This affordability and availability analysis *only* addresses rental housing and renter households.<sup>15</sup> The information presented in earlier sections on the affordability of owner housing and the high prevalence of housing cost burdens among low-income owner households are indicators that there is scant availability of owner housing affordable to low income households.
- The households in the analysis are limited to those living in housing units; as a result, the estimated shortages do not factor in the housing needs of homeless people in Seattle who are living on the streets or in temporary shelters.
- Furthermore, the data used for this analysis—like much of the other data analyzed in this appendix—only reflects households who live in Seattle. The analysis does not include households, such as households whose members work in Seattle, who may desire to live inside of Seattle but live in surrounding areas. It is likely that some households living outside of Seattle are doing so in order to access more affordable housing.

14 Tabulations needed to estimate shortages at finer income increments are not provided in the CHAS dataset. However, other tabulations in the CHAS show that the estimated prevalence of cost burdens and other housing problems tends to be higher for households closer to the bottom than the top of the 30% to 50% of AMI range as well as closer to the bottom than the top of the 50% to 80% of AMI income range.

15 Results from a similar analysis of owner housing affordability and availability would be difficult to interpret due to the way that households pay for and consume owner-occupied housing over time, which is very different than the way renters pay for housing.

Housing Figure A-32  
**Affordability and Availability of Rental Units at Specified Income Levels**

		0-30% of AMI	0-50% of AMI	0-80% of AMI
A	Total renter households with household incomes at or below income level	34,820	56,835	82,650
B	Occupied rental units that are affordable <i>and available</i> at or below income level (i.e., units with rent affordable to households at specified income level and occupied by renters at or below that income level)	11,025	30,050	69,685
C	Occupied rental units that are affordable, but not available, at or below income level (i.e., rental units with rents that are affordable at or below the specified income level but occupied by households above that income level)	5,300	17,335	37,055
D	All occupied rental units that are affordable (i.e., occupied rental units that have rents affordable at specified income level, ignoring income of current occupant HH) (B+C)	16,325	47,385	106,740
E	Vacant for-rent units that are affordable <i>and available</i> at or below income level	340	1,835	3,625
F	Total rental units that are affordable (i.e., total units—occupied or vacant—with rents affordable to households at specified income level) (D+E)	16,665	49,220	110,365
G	Total rental units that are affordable <i>and available</i> at or below income level (B + E)	11,365	31,885	73,310
H	Nominal shortage or surplus of affordable rental units at or below income level (A – F)	Shortage: 18,155	Shortage: 7,615	Surplus: 27,715
I	Effective shortage or surplus of affordable and available rental units at or below income level (A – G)	Shortage: 23,455	Shortage: 24,950	Shortage: 9,340
J	Affordable rental units per 100 renter households at or below income level (F / A * 100)	48	87	134
K	Affordable and available rental units per 100 renter households at or below income level (G / A * 100)	33	56	89

Source: ACS CHAS 2006-2010 5-Year Estimates. Notes: ACS CHAS data do not distinguish between housing units with rent and/or income restrictions and market-rate units without such restrictions. Units estimated to be affordable at specified levels may include market-rate units as well as rent/income restricted units. Housing unit estimates in this Housing Figure A-32 exclude an estimated 3,760 occupied rental housing units and 300 vacant for-rent units that lack complete plumbing and kitchen facilities. The household estimates, however, encompass all renter households, including those who live in rental units lacking complete plumbing. See prior tables for additional notes on the ACS CHAS 2006-2010 5-Year Estimates.

### Estimated Household Growth and Projected Housing Needs by Income Level

As described earlier in this appendix, the City is planning for the net addition of 70,000 households in next 20 years. In order to project the amount of housing that will be needed by income level within the planning period, this analysis makes some simplifying assumptions.

The chart shown in Housing Figure A-33 takes the income distribution of Seattle's existing households (based on HUD CHAS 2006-2010 5-year ACS estimates) and overlays this income distribution on the household growth for which the city is planning.

Based on the assumption that the income distribution for the net additional households would be the same as for existing households in Seattle:

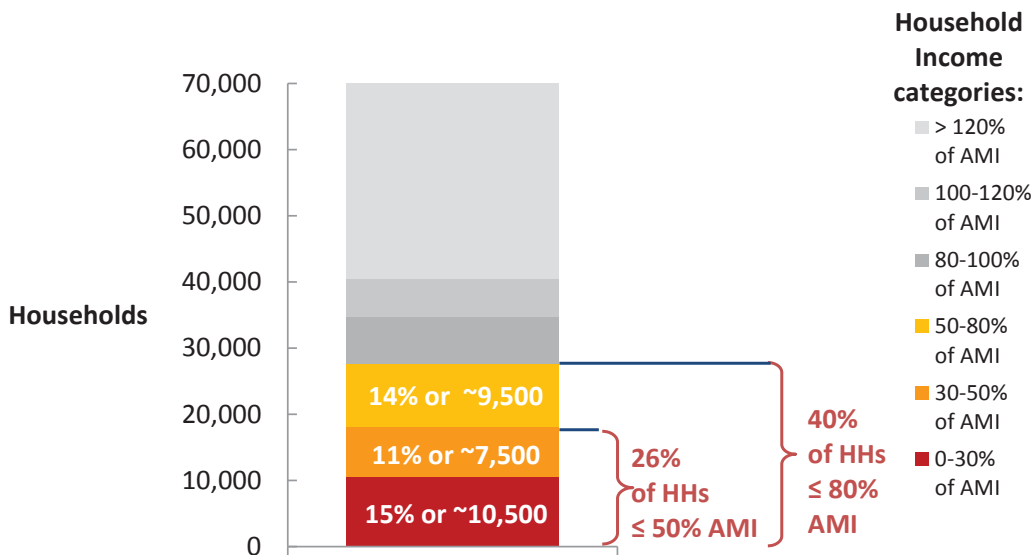
- approximately 15 percent (or about 10,500) of the 70,000 of the additional households would have incomes of 0-30 percent of AMI,
- an additional 11 percent of the 70,000 (about 7,500) would have incomes of 30-50 percent of AMI, and
- 14 percent (about 9,500) would have incomes of 50-80 percent of AMI.

On a cumulative basis, 26 percent (or 18,000) of the net new households would have incomes under 50 percent of AMI, and 40 percent (or 28,000) would have incomes under 80 percent of AMI.

Projecting the amount of housing needed to be affordable at each income level also requires analytical assumptions about how need could be met.

- If affordability needs are met *entirely* with rent- and income-restricted affordable housing, the amount of housing needed for households with incomes in the 0-30 percent, 30-50 percent, and 50-80 percent of AMI income categories will be essentially the same as the number of households in each of these low-income categories.
- If affordability needs within these low-income categories are met with a *combination* of rent- and income- restricted units and non-restricted (i.e., market-rate) units, the amount of housing needed to be affordable at or below income thresholds will be higher than the corresponding number of households. This is to account for the fact some of the affordable market-rate units will be occupied by households above income thresholds. Findings from the affordability and availability analysis conducted for Seattle's existing housing supply can provide insight for projecting

Housing Figure A-33  
Estimated Household Growth by Income Level



future need. At each income level analyzed, that analysis found that there are about one and a half affordable units for every affordable and available unit.<sup>16</sup>

Based on the assumptions and considerations above, the amount of housing needed to be affordable to the subset of the 70,000 net new households in low-income categories, can be expected to be at least the same as the household numbers shown in Housing Figure A-33, and could potentially be up to one and a half times those numbers.

Following are the estimated numbers of units at each income level that would be needed in order to address affordability needs associated with the addition of 70,000 households.<sup>17</sup>

- *For households with incomes of 0-30 percent of AMI:* 10,500 rent- and income-restricted affordable units (assumes that all units affordable within this category would be rent- and income-restricted given that it would be extremely unlikely that the market would produce new units affordable at this income level without subsidy or regulatory intervention).
- *For households with incomes of 30-50 percent of AMI:* 7,500 rent- and income-restricted affordable units (if need met entirely with rent/income restricted units) or an additional 11,500 affordable units (if need met with a combination of rent/income restricted- and non-restricted units).
- *For households with incomes of 50-80 percent of AMI:* 9,500 rent- and income-restricted affordable units (if need met entirely with rent/income restricted units) or 14,500 affordable units (if need met with a combination of rent/income restricted- and non-restricted units).

Summing these figures together indicates that addressing the affordability needs of the 70,000 new households would require production of roughly 27,500 to 36,500 housing units affordable at or be-

<sup>16</sup> See Housing Figure A-32 rows F and G. Figures in Housing Figure A-32 reflect the existing combination of rent/income restricted units and market-provided units. (The ACS CHAS data include both rent/income restricted and market rate units but do not distinguish these units.)

<sup>17</sup> Figures given for the units needed in each income category assume needs in previous categories are met.

low 80 percent of AMI. This is in addition to existing unmet need.

The foregoing discussion underscores the vital role that subsidized housing and other forms of rent- and income-restricted affordable housing will continue to play in addressing the affordability needs of low-income households.

The following section describes the City's strategies for addressing affordable housing needs. Through these strategies, Seattle responds to local needs within our city and helps address countywide need as required by the CPPs. Over the next 20 years, the production of rent- and income-restricted affordable units will continue to be essential, especially at the lowest income levels, which the housing market—particularly newly built market-rate housing—rarely addresses.

## H

## Strategies for Addressing Housing Needs

The City of Seattle's Office of Housing administers several affordable housing programs, which all help low-income families and individuals to thrive, and enable neighborhoods to provide a full range of housing choice and opportunity. The City's housing programs help build strong, healthy communities. The rent- and income-restricted housing units achieved through production and preservation of affordable housing, both through capital subsidies and through developer incentives, both help to stabilize lower income residents in their neighborhoods and increase opportunities for people to live in our City. These strategies are informed by knowledge of local needs as well as an understanding of the needs in King County as a whole.

### Seattle Office of Housing Programs Rental Housing Program

The Office of Housing's Rental Housing Program provides capital funding for the development of affordable rental housing in Seattle using funds from the Seattle Housing Levy, payments contributed by developers through the incentive zoning program, and federal grants. The Office of Housing coordi-

nates with other public and private funders to leverage these resources 3 to 1, with the largest sources of leverage coming from low-income housing tax credits and tax-exempt bond investment. Funding is generally provided in the form of low interest, deferred payment loans and is awarded on a competitive basis. It is available to parties from both the non-profit and for-profit sectors, although the former have been the most active in the development and ownership of Seattle's low-income housing to date.

- **2013 Funding:** \$27.1 million, including \$14 million in Housing Levy, \$6.6 million in federal grants, \$4.7 million of incentive zoning funds, and \$1.8 million in other funding
- **2013 Production:** 432 low-income housing units, including 310 new construction units, 80 acquisition-rehab units, and rehab of 42 units in the existing portfolio
- **Total Portfolio:** Cumulative production of over 11,000 low-income housing units since 1981, largely funded by voter-approved housing levies
- **Affordability Term:** Minimum 50 years
- **Income Limits:** Generally ≤ 60 percent AMI, with over half of all units rent/income restricted at ≤ 30 percent AMI. Of actual households served, 76 percent have incomes 0 to 30 percent AMI, 17 percent > 30 and ≤ 50 percent AMI, and 6 percent > 50 and ≤ 80 percent AMI.
- **Populations Served:** General priorities include formerly homeless individuals and families, seniors and people with disabilities, and low-wage working households. Racial/ethnic makeup of households served is 43 percent White non-Hispanic, 29 percent Black/African American non-Hispanic, 12 percent Asian non-Hispanic, 3 percent Native American non-Hispanic, 7 percent Multi-Racial non-Hispanic, and 6 percent Hispanic.
- **Weblink:** <http://www.seattle.gov/housing/development>

### Incentive Zoning for Affordable Housing

In certain zones, Seattle's incentive zoning program enables development to achieve extra floor area beyond a base limit when affordable units are provided ("performance option") or when a fee is paid to support the development of affordable housing

("payment option"). With the latter option, the affordable units can be built either in that same neighborhood or in other neighborhoods with light rail or other direct frequent transit connections to areas experiencing employment and residential growth.

- **2013 Production:** 16 units produced on-site in 5 projects, and \$2.8 million of in-lieu payments
- **Total Portfolio:** 106 rent/income restricted units in 16 projects since 2010, and \$48.5 million of in-lieu payments since 2001
- **Affordability Term:** Minimum 50 years
- **Income Limits:** Up to 80 percent AMI for rental and 100 percent AMI for owner-occupied housing; In-lieu payments support the Rental Housing and Homeownership Programs
- **Incentive Zoning areas:** [http://www.seattle.gov/housing/incentives/IncentiveZoning\\_Housing\\_Map.pdf](http://www.seattle.gov/housing/incentives/IncentiveZoning_Housing_Map.pdf)
- **Weblink:** <http://www.seattle.gov/housing/incentives/LandUseCode.htm>

### Multifamily Tax Exemption

Multifamily Tax Exemption is a voluntary program that allows developers to receive a property tax exemption on the residential improvements of a development for up to 12 years. While the tax exemption is in effect, 20 percent of the housing units in the building must be rent-restricted for income-eligible households. The tax exemption is available in 39 target areas in Seattle, which constitute 73 percent of the land zoned for multifamily development. Approximately 40 percent of all projects currently in development in Seattle have opted to participate in the program. The program complements a separate State tax exemption for projects with 75 percent of units serving households ≤ 50 percent AMI.

- **2013 Production:** 693 rent/income restricted units in 41 projects approved
- **Total Portfolio:** 3,133 rent/income restricted units in 87 projects since 1998, with another 1,686 units in 83 projects expected to be complete by 2017
- **Affordability Term:** Up to 12 years
- **Incomes Served:** Up to 65-85 percent AMI, depending on number of bedrooms
- **MFTE Areas:** [http://www.seattle.gov/housing/incentives/MFTE\\_RTA\\_Map.pdf](http://www.seattle.gov/housing/incentives/MFTE_RTA_Map.pdf)
- **Weblink:** <http://www.seattle.gov/housing/incentives/mfte.htm>

## Homeownership Program

The Office of Housing provides up to \$45,000 per household in down payment assistance to low-income first time home buyers, typically in the form of low-interest, deferred payment second mortgages. For resale restricted homes, Office of Housing will provide up to \$55,000. The program is marketed through partner nonprofits and lending institutions, who often supplement City funds with subsidies from additional federal and local sources. The Office of Housing also provides annual funding for homebuyer counseling, and has recently launched a foreclosure prevention outreach campaign to connect homeowners with needed resources.

- **2013 Funding:** \$2.3 million awarded, including \$1.6 million in Housing Levy and \$490,000 in federal grants, and \$147,000 in other funding
- **2013 Production:** 51 homebuyers assisted
- **Total Portfolio:** 932 homebuyers assisted since 2004, largely funded through voter-approved Housing Levies
- **Affordability Term:** Nearly 17 percent of loans are through a land trust/resale restricted model, with provisions to ensure long-term affordability for future buyers; no ongoing affordability requirement for the remainder of loans
- **Incomes Served:** Up to 80 percent AMI. Of actual households, 19 percent have incomes  $\leq$  50 percent AMI, 19 percent  $>$  50 percent and  $\leq$  60 percent AMI, and 62 percent  $>$  60 and  $\leq$  80 percent AMI.
- **Populations Served:** To date, the program has largely served families with children (40 percent) and single adults (52 percent). Racial/ethnic makeup of households served is 57 percent White non-Hispanic, 18 percent Black/African American non-Hispanic, 17 percent Asian non-Hispanic, 1 percent Native American non-Hispanic, 3 percent Other/Multi-Racial non-Hispanic, and 4 percent Hispanic.
- **Weblink:** <http://www.seattle.gov/housing/buying/programs.htm>

## HomeWise Weatherization

The HomeWise program provides energy efficiency, and health and safety improvements to houses and apartment buildings with low-income households.

Typical investment ranges from \$6,000 to \$12,000 per unit.

- **2013 Funding:** \$5.1 million total, including \$2.3 million from the State, \$1.8 million from utilities, and \$1 million in other funds
- **2013 Production:** 1,038 units, including 200 single-family and 838 multifamily units
- **Total Portfolio:** 14,103 units since 2000
- **Affordability Term:** 3 years for rental housing weatherization; no ongoing affordability requirement for homeowners
- **Incomes Served:** Eligibility varies depending on source of funding. Of actual households served, 60 percent have incomes  $\leq$  30 percent AMI, 36 percent  $>$  30 and  $\leq$  60 percent AMI, and 4 percent  $>$  60 and  $\leq$  80 percent AMI.
- **Populations Served:** Racial/ethnic makeup of households served is 44 percent White, 22 percent Black/African-American, and 20 percent Asian residents. A third of residents served are over 60 years of age.
- **Weblink:** <http://www.seattle.gov/housing/HomeWise/default.htm>

## Home Repair Loan Program

The Home Repair Loan Program helps low- to moderate-income homeowners finance critical home repairs. Eligible homeowners apply for a zero percent or 3 percent loan of up to \$24,000 (with a maximum life time benefit of \$45,000) for a term of up to 20 years. The goals for the program are to identify and make health, safety and code-related repairs, increase home energy-efficiency, and help revitalize neighborhoods.

- **2013 Funding:** \$251,000 total, with \$239,000 from CDBG and \$12,000 from the Housing Levy
- **2013 Production:** 16 loans
- **Total Portfolio:** ~2,900 loans to date
- **Affordability Term:** No ongoing affordability requirement
- **Incomes Served:** Up to 80 percent AMI. Of actual households served, over half have incomes  $\leq$  30 percent AMI, a quarter have incomes  $>$  30 and  $\leq$  50 percent AMI, and a quarter have incomes  $>$  50 and  $\leq$  80 percent AMI
- **Populations Served:** Over half of households are elderly, nearly a quarter of households are families with children, and remaining households

are non-elderly adults. Racial/ethnic makeup of households served is 59 percent White non-Hispanic, 21 percent Black/African American non-Hispanic, 12 percent Asian non-Hispanic, 4 percent Native American non-Hispanic, 2 percent Hispanic.

- **Weblink:** [http://www.seattle.gov/housing/buying/repair\\_loans.htm](http://www.seattle.gov/housing/buying/repair_loans.htm)

## Seattle's Rent and Income Restricted Housing Inventory

The Office of Housing estimates that Seattle has over 27,000 rent- and income-restricted rental housing units for extremely low- to low-income households. The middle columns in Housing Figure A-34 provide a summary of Seattle's approximate rental housing inventory with housing covenants, agreements, or other restrictions by rent/income limit and location of the housing by type of urban center/urban village. This 27,000 unit estimate does not include portable tenant-based Section 8 vouchers.

Based on Office of Housing rent/income restricted housing and DPD total housing unit estimates, slightly less than 9 percent of Seattle's total housing units are rent/income restricted. Specifically, 4.1 percent are rent restricted for households with incomes  $\leq$  30 percent of AMI, 3.7 percent are rent restricted for households with incomes  $\leq$  60 percent of AMI, and 1.0 percent are rent restricted for households

with incomes  $\leq$  80 percent of AMI. Over 80 percent of Seattle's 27,000-plus rent/income restricted units are located in urban centers and villages to help extremely low- to low-income households better access services, retail, transit, and other amenities.

Seattle's estimated rent/income restricted housing inventory of over 27,000 units includes approximately 15,000 rental units in the City of Seattle's portfolio of housing funded in part through Office of Housing's Rental Housing Program, provided by residential building owners through incentive zoning or the Multifamily Tax Exemption Program, or provided in accordance with other agreements.

An inventory from the U.S. Department of Housing and Urban Development identifies roughly 75 buildings totaling 3,500 rent/income restricted units with regulatory agreements that could expire between now and 2035. However, it is important to note that the actual universe of units in Seattle that may be at risk of loss of affordability is smaller for a number of reasons. The actual universe is smaller because the HUD list includes buildings that (a) are located outside of the city of Seattle; (b) have been funded by the Seattle Office of Housing (OH), which routinely monitors the long term affordability restrictions for OH-funded housing; (c) have mortgage loans insured under Section 221(d)(4), for which affordable housing set asides are not required; and (d) are

Housing Figure A-34  
**Estimated Rent/Income Restricted Housing Units by Income Category and Location**

Urban Centers/Villages	Rent/Income Restricted Housing Units by Income Category				Estimated Total Housing Units
	$\leq$ 30% AMI	>30 to 60% AMI	>60 to 80% AMI	Total $\leq$ 80% AMI	
Outside of Urban Center/Village	2,642	1,357	712	4,711	183,037
Urban Centers	6,403	4,101	1,087	11,591	65,412
Hub Urban Villages	976	2,677	364	4,017	20,886
Residential Urban Villages	2,507	3,318	1,031	6,856	38,377
Manufacturing Industrial Centers	41	1	0	42	345
<b>Grand Total</b>	<b>12,569</b>	<b>11,454</b>	<b>3,194</b>	<b>27,217</b>	<b>308,057</b>

Sources: Office of Housing Survey of Rent/Income Restricted Housing 2008; Office of Housing Multifamily Database 2014; DPD Development Capacity Report 2014.

owned by entities with a mission of providing long-term affordable housing for low-income households.

**Rental Housing Program:  
Profile of Households Served**

The data shown in the following three Housing Figures (Housing Figures A-35 to A-37) provide a profile of 13,690 households as reported in 2013 annual reports submitted to Office of Housing via the State's Combined Funders Annual Reporting System (WBARS). The information describes households who benefitted from a 10,850 unit subset of the Office of Housing's estimated 11,400 unit Rental Housing Program portfolio. Totals in Housing Figures A-22 to A-24 differ from total rent/income restricted units in previous tables given the differences in the timeframe and reporting parameters for the data.

Housing Figure A-35

**Seattle Rental Housing Program Units by  
Income Limit & Households by Income**

Projects in Operation and Reporting as of 12/31/13	Number of Households by Income	Percent of Households	Units by Income Restriction	Percent of Units
≤ 30% AMI	10,375	75.8%	5,630	51.9%
>30 to ≤ 50% AMI	2,253	16.5%	3,286	30.3%
> 50 to ≤ 80% AMI	853	6.2%	1,560	14.4%
> 80% AMI	209	1.5%	374	3.4%
<b>Total</b>	<b>13,690</b>	<b>100%</b>	<b>10,850</b>	<b>100%</b>

Source: Combined Funders Annual Reporting System (WBARS), Office of Housing Annual Reports, 2013  
Notes: "> 80 percent AMI" represents units in Office of Housing-funded projects that have restrictions for income and rent by other funders.

Nearly 60 percent of the Office of Housing's Rental Housing Program serves households of color. An estimated 4,100 units in the Office of Housing's Rental Housing Program portfolio are specifically regulated to serve households who have experienced homelessness. Based on annual report data the Office of Housing received in 2013, 4,829 single-person households and 821 two-plus person households were served by 4,122 homeless units. This housing is integrated with on- or off-site support services.

Housing Figure A-36  
**Seattle Rental Housing Program Households  
by Race/Ethnicity**

Race/Ethnicity	Number of Households	Percent of Total
White, non-Hispanic	5,595	42.9%
Black/African American, non-Hispanic	3,817	29.2%
Asian/Pacific Islander, non-Hispanic	1,587	12.2%
American Indian or Alaska Native, non-Hispanic	378	2.9%
Multi-Racial, non-Hispanic	935	7.2%
Hispanic	741	5.7%
Total Households Reporting Race/Ethnicity in 2013	13,053	100.0%

Source: Combined Funders Annual Reporting System (WBARS), Office of Housing Annual Reports, 2013

Housing Figure A-37

**Seattle Rental Housing Program Average  
Household Size and Household Income**

Unit Type	Average Size of Households	Average Annual Income of Households	Income of Households as Percent of Area Median Income
Studio	1.04	\$10,536	17%
1-Bedroom	1.29	\$16,841	26%
2-Bedroom	2.71	\$22,980	30%
3-Bedroom	4.09	\$22,859	29%
4-Bedroom	5.99	\$30,235	31%
5-Bedroom	8.17	\$26,243	22%

Source: Combined Funders Annual Reporting System (WBARS), Office of Housing Annual Reports, 2013.

**Continued Production**

Based on historic program production, the City's Office of Housing (OH) estimates that roughly the following numbers of rent- and income-restricted housing units would continue to be produced or newly preserved annually under existing affordable housing programs:



J

**Concluding Summary: Key Findings on Existing and Projected Affordable Housing Needs**

With long-term affordability covenants of 50 years' duration:

- Rental Housing Program: approximately 400 affordable units per year (funded by the Seattle Housing Levy, incentive zoning fees and subsidies from federal, state, and local sources)
- Incentive Zoning on-site performance: approximately 25 affordable units per year
- There is potential for more units to be produced though the City's existing Incentive Zoning program if the program is changed and/or expanded to new areas.

With shorter-term affordability covenants of 12 years' duration:

- Multifamily Tax Exemption: approximately 325 to 375 affordable units per year

These figures are for rent- and income-restricted housing funded and incentivized by the City; affordable units created without such involvement by the City are not included. These figures also do not account for the loss of rent- and income-restricted units, including the loss of Multifamily Tax Exemption units due to expiration of 12-year housing affordability covenants.

As described previously, the Rental Housing Program operated by the City's Office of Housing provides capital funding for the production and preservation of low-income housing using funds from the Seattle Housing Levy, incentive zoning payments, and subsidies from other governmental sources. The production estimates above are based on a continuation of programs in place in 2014 and assume stable state, county and federal resources. However, it is important to note that many sources of outside government funds have been shrinking and that there is a significant risk that affordable housing resources from county, state, and federal agencies will decline.

This Housing Appendix includes an analysis of Seattle's existing and projected affordable housing needs. Key findings based on these analyses are summarized below.

There are currently an estimated 27,200 rent/income restricted housing units in Seattle. Even with these units and the low-cost units provided by the market, large gaps remain between the demand for and supply of housing affordable to households at low income levels. Substantial shares of low-income households are shouldering unaffordable housing cost burdens. The shortages of affordable housing and the percentage shares of households who are cost-burdened are the largest for households in the lowest income categories.

The analysis of existing needs includes an examination of the affordability and availability of rental housing. Described on pages 42-44, that analysis provides a useful but partial picture of existing unmet housing needs. That analysis finds that the numbers of renter households in Seattle with incomes at or below extremely low-income (30 percent of AMI) and very low-income (50 percent of AMI) thresholds greatly exceed the numbers of rental units that are affordable and available to households with incomes at or below these thresholds. Gauged at 80 percent of AMI, the estimated shortage in affordable and available units is lower, but is still substantial.

- The existing shortage in rental housing affordable and available at or below 30 percent of AMI is an estimated 23,500 units.
- The existing shortage in rental housing affordable and available at or below 50 percent of AMI is an estimated 25,000 units.
- The existing shortage in rental housing affordable and available at or below 80 percent AMI is an estimated 9,300 units.

Seattle is expecting residential growth in the next 20 years to total 70,000 households. This appendix provides a rough projection of housing affordabil-

ity needs associated with these households. (See pages 45 to 47.) Meeting the affordability needs associated with these new households would require production of an additional 27,500 to 36,500 housing units affordable at or below 80 percent of AMI, including 10,500 rent/income restricted housing units for extremely low-income households. This is in addition to units to address existing unmet affordability needs.

The City's Office of Housing estimates that, based on historic production, roughly 750 to 800 rent- and income-restricted units could be produced annually with the City's existing programs. (See page 54.)

This includes:

- roughly 425 units per year through programs providing for long-term affordability (the Rental Housing Program and Incentive Zoning Program); and
- approximately 325-375 units through the Multifamily Tax Exemption Program, which has shorter-term affordability covenants

Over the course of 20 years, this could total as many as 16,500 rent- and income-restricted units. This total could be higher if the existing incentive zoning program is changed and/or expanded to new areas. However, also of note is that expirations of affordability covenants—in some existing buildings and in a portion of new projects with short-term affordability requirements—will occur over the next 20 years.

The data analyzed in this appendix indicate that in order to make substantial progress in addressing existing unmet affordability needs and address the affordability needs of new households, it will be necessary to increase production of affordable housing to rates that are much higher than those achieved historically. Additional strategies and resources will also be needed for preservation of quality, low-cost housing for longer-term affordability.

### Data Sources

Findings presented in this appendix regarding housing supply and housing needs in Seattle are based on a variety of data sources. One of the main sources used is the "CHAS" special tabulation of American Community Survey (ACS) prepared by

the U.S. Census Bureau for the U.S. Department of Housing and Urban Development (HUD), otherwise known as the Consolidated Housing Affordability Strategy (CHAS) data.

Certain aspects of the ACS CHAS data are important to note. As sample-based estimates, the ACS CHAS estimates carry margins of error. These margins of error can be substantial, particularly for small groups of households. Margins of error are not reported on the ACS CHAS tabulations. To provide reasonably reliable statistics at the local level, HUD obtains CHAS tabulations based on ACS data pooled over a period of five years.

The 5-year CHAS estimates from the 2006-2010 American Community Survey (ACS) provide the main data source for analyses in this appendix regarding household income, housing cost burden, and affordability of Seattle's housing supply. These were the most recent CHAS data available at the time the analysis for this appendix began. The CHAS data, like other ACS data, do not distinguish whether housing units are income- and rent-restricted.

Other key sources of data reported and analyzed in this appendix include the following.

- Standard tabulations of Decennial Census and American Community Survey (ACS) published by the U.S. Census Bureau.
- Rental market data from Dupre+Scott Apartment Advisors, Inc. and home sales data from the Northwest Multiple Listing Service.
- Department of Planning and Development's permit database and development capacity model provide information on recent housing growth and estimated capacity for additional residential growth under current zoning.
- Seattle's Consolidated Plan for Housing and Community Development.
- Information from the Office of Housing on income- and rent-restricted housing.

Data reported from these sources vary with respect to time periods covered due to availability and other considerations.



# Capital Facilities Appendix

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# Capital Facilities Appendix

## Capital Facilities Figures

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# Capital Facilities Appendix

A

## Inventory of Fire, Police & School Facilities, Supplemental Capacity Information & Future Facility Needs

The following sections contain the inventory, planning goals and future needs for Fire, Police and Schools. Information for Seattle Public Utilities (Water, Drainage and Wastewater, and Solid Waste) and Seattle City Light is included in the Utilities Appendix.

The following matrix summarizes the information found in this Appendix, including a summary of the planning goals, existing facilities, and identified six and 20 year needs.

### fire department: inventory

The Seattle Fire Department provides fire protection and emergency medical services throughout the city from 33 fire stations and Harborview Medical Center. Headquarters for the department are located at Fire Station 10 in Pioneer Square. Fire Department facilities and capacities are shown in Capital Facilities Figure A-1 and the location list provided below.

capital facilities appendix

### Fire, Police & School Facilities

Facility	Planning Goal	Existing Facilities	Six Year Needs	Anticipated 20 Year Needs
<b>Fire</b>	Maintain a response time of 4 minutes or less to 90% of all fire and EMS emergencies	33 existing fire stations currently provide response performance at 78% for EMS and 80% for fire.	Rebuild or remodel 19 fire stations, upgrade 13 others.	Additional stations in Northgate & South Lake Union. New command & control center & new Station 5.
<b>Police</b>	Patrol units allocated around-the-clock based on calls for service. Location and size of facilities not critical to service provision. Facilities planning is based on guidelines for public safety office space.	5 Precincts, Mounted Patrol, Kennel, Harbor Unit, Seattle Police Headquarters, Public Safety Building	North Precinct expansion or replacement	
<b>Schools</b>	<b>Elementary School</b> - 380-535 students, 4 ac. site size <b>Middle School</b> - 600 - 800 students, 12 ac. site size <b>High School</b> - 1,000 - 1,600 students, 17 ac. site size	62 Elementary Schools, 10 Middle Schools, 11 High Schools, 16 Alternative Schools, Admin. Buildings, Memorial Stadium, Closed schools	Current Building Excellence Program Phase II (a Capital Improvement Plan) will renovate, replace, and/or add to 17 schools	The District's Facility Master Plan calls for all schools built before 1973 to be modernized or replaced over the next 20 years.

A

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Each station provides a full range of fire protective services including fire suppression, emergency medical, rescue and salvage. While each station is equipped with at least one fire engine (except Fire Station 14), other equipment varies by facility. The Fire Department has 33 engine companies, 11 ladder truck companies, two fire boats, four aid units, seven paramedic units and other specialized units including heavy rescue, hazardous materials, and marine fire fighting that provide a broad range of emergency services to existing development.

**fire department: planning goals**

In 2002, the Seattle Fire Department responded to all EMS related calls in four minutes or less 77.5 percent of the time and to all fire related calls in four minutes or less 79.56 percent of the time. The fire-fighting industry has set four minutes 90 percent of the time as a desirable response time.

Response time is influenced directly by the availability of fire personnel, equipment, traffic conditions, and the number and location of fire stations. Further, firefighter and equipment requirements indirectly affect station requirements. Buildings and associated densities are critical factors in estimating fire fighter requirements. These requirements are estimated on an annual basis through the City's budget process.

**fire department: existing capacity & anticipated future needs**

The current facilities and their distribution are inadequate to maintain the desired response time to existing development and the amount of new development expected over the next six years in the Urban Centers and throughout the city. Additional EMS capabilities will be needed downtown near South Lake Union, SODO, Northgate, and the Central District. A new Fire Alarm Center is needed to replace the current facility, and all 33 stations need major upgrades, renovation or replacement in order to continue to provide service. In order to serve expected growth over the next 20 years, the Fire Department will need a new station in the Northgate area and most likely one in the downtown area. A new command and control center will also be needed.

In 2003, Seattle voters approved the Fire Facilities and Emergency Response Levy Under, which will provide about \$167 million to: upgrade, renovate, or replace 32 neighborhood fire stations; construct a new training facility and upgrade the Department's Fire Alarm Center; establish emergency preparedness facilities and disaster response equipment that includes a seismically safe Emergency Operations Center, emergency community supplies, emergency shelter power generators, and emergency water supply capacity for fire fighting in the event the City's fire hydrants are disabled; and a new, large platform fire boat, a rehabilitated and enhanced Chief Seattle fireboat, and a new fast attack small fire rescue boat.

The Department is exploring relocation and renovation/rebuilding options to promote service efficiencies and to address space needs for larger equipment. In addition, the Department is currently evaluating its emergency medical capabilities and staffing or equipment additions that may be desirable to improve emergency medical service. Additionally, the Department is reviewing its capabilities for providing enhanced services related to homeland security and natural disasters.

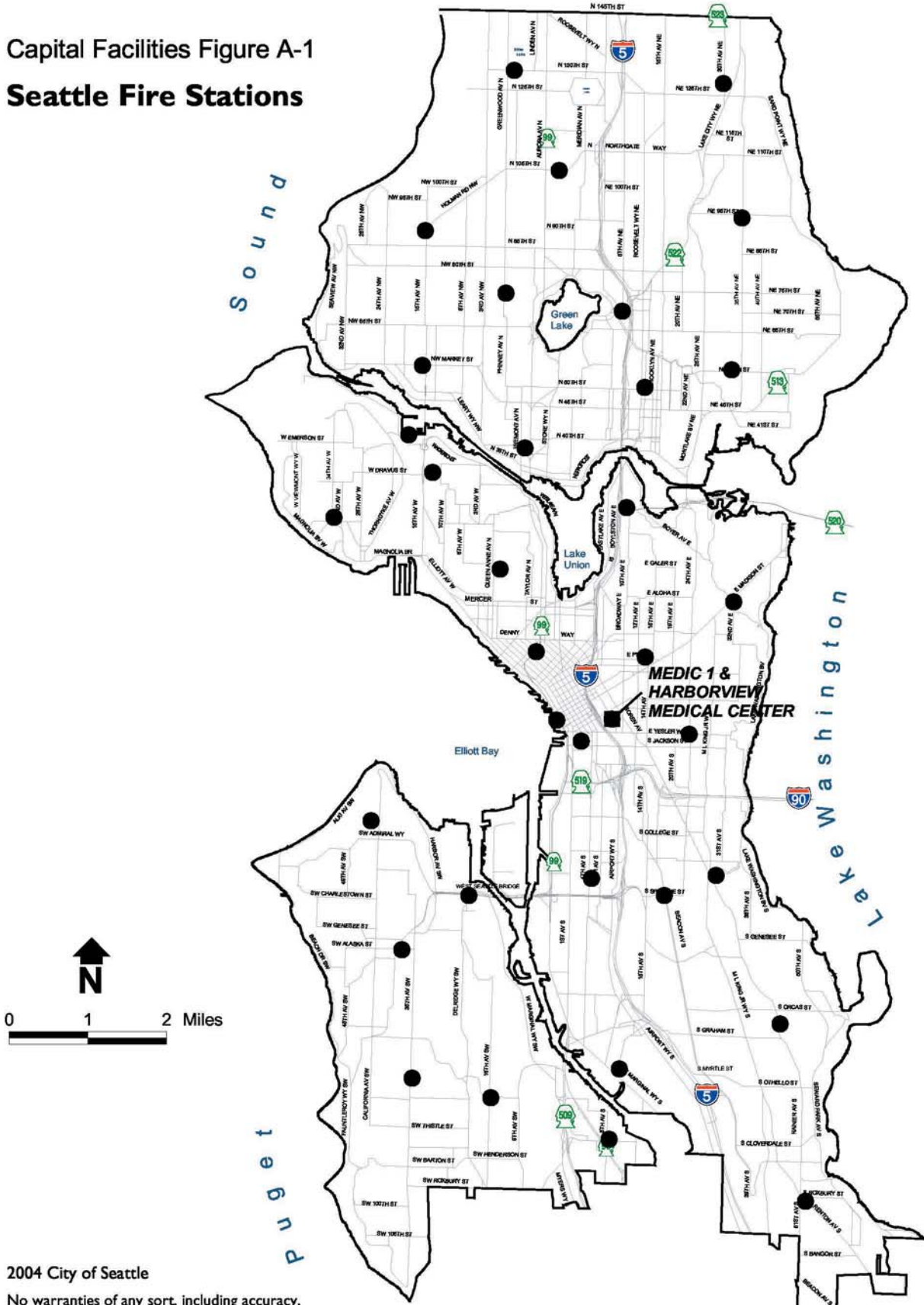
### Locations & Capacities of Fire Department Facilities

Station	Address	Capacity (Equipment)	Medic & Spec. Units
SFD 2*	2334 4 <sup>th</sup> Ave.	Engine, Ladder	Aid
SFD 5 ‡	925 Alaskan Way	Engine	Fireboat
SFD 6 ‡	101 23 <sup>rd</sup> Ave. S	Engine, Ladder	
SFD 8 ‡	110 Lee St.	Engine, Ladder	
SFD 9 ‡	3829 Linden Ave. N	Engine	Air Unit
SFD 10*	301 2 <sup>nd</sup> Ave. S	Engine, Ladder	Aid, Hazmat
SFD 11	1514 SW Holden St.	Engine	
SFD 13‡	3601 Beacon Ave. S	Engine	
SFD 14‡	3224 4 <sup>th</sup> Ave. S	Ladder	Aide, Rescue Unit
SFD 16‡	6846 Oswego Pl. NE	Engine	Medic
SFD 17‡	1050 NE 50 <sup>th</sup> St.	Engine, Ladder	
SFD 18	1521 NW Market St.	Engine, Ladder	Medic, Hose Wagon
SFD 20‡	3205 13 <sup>th</sup> Ave. W	Engine	Marine Support Unit
SFD 21‡	7304 Greenwood Ave. N	Engine	Mass Casualty Unit
SFD 22‡	901 E Roanoke St.	Engine	Communications Van
SFD 24	401 N 130 <sup>th</sup> St.	Engine	
SFD 25	1300 E Pine St.	Engine, Ladder	Aid, Power Unit, Hose Wagon
SFD 26	800 S Cloverdale St.	Engine	Air Unit
SFD 27	1000 S Myrtle St.	Engine	USAR, MMST
SFD 28‡	5968 Rainier Ave. S	Engine, Ladder	Medic
SFD 29	2139 Ferry Ave. SW	Engine	
SFD 30‡	2931 S Mount Baker Blvd.	Engine	
SFD 31	1319 N Northgate Way	Engine, Ladder	Medic, Power Unit
SFD 32	3715 SW Alaska St.	Engine, Ladder	Medic
SFD 33	9645 Renton Ave. S	Engine	
SFD 34	633 32 <sup>nd</sup> Ave. E	Engine	
SFD 35‡	8729 15 <sup>th</sup> Ave. NW	Engine	
SFD 36	3600 23 <sup>rd</sup> Ave. SW	Engine	Marine Response Van
SFD 37‡	7300 35 <sup>th</sup> Ave. SW	Engine	
SFD 38‡	5503 33 <sup>rd</sup> Ave. NE	Engine	
SFD 39‡	12705 30 <sup>th</sup> Ave. NE	Engine	
SFD 40‡	9401 35 <sup>th</sup> Ave. NE	Engine	
SFD 41‡	2416 34 <sup>th</sup> Ave. W	Engine	
HMC	325 9 <sup>th</sup> Ave.		

\*City of Seattle Landmark or located in City landmark/special review district

‡ City historic resource survey properties

# Capital Facilities Figure A-1 Seattle Fire Stations



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**police department: inventory**

The Seattle Police Department currently provides law enforcement patrol services to the city from five precincts. The locations and capacities of these precincts are shown in Figure A-2 and the list below:

1. North Precinct, at 10049 College Way North, serves the area north of the Ship Canal to the City limits and has a capacity of 16,779 square feet (sq. ft.).
2. West Precinct, located at 810 Virginia Street serves Queen Anne, Magnolia, the downtown core, and the area west of I-5 and north of Spokane Street, and has a capacity of 50,960 sq. ft. (including the 9-1-1 center).
3. East Precinct, located at 1519 12<sup>th</sup> Avenue, serves the area north of I-90 to the Ship Canal and east of I-5, including the Eastlake Community and has a capacity of 40,000 sq. ft.
4. South Precinct, at 3001 S Myrtle Street, serves Southeast Seattle, the area south of I-90 to the city limits and has a capacity of 13,688 sq. ft.
5. The Southwest Precinct, at 2300 SW Webster, serves West Seattle and the Duwamish Waterway and has a capacity of 28,150 sq. ft.

Other Police facilities owned and/or operated by SPD include:

1. The facility for Mounted Patrol Unit at 9200 8<sup>th</sup> SW has 18,890 sq. ft. for offices and a horse arena, and a capacity of 12 full-time stalls and space for housing related equipment and supplies.
2. The kennel for the K-9 Unit of Police dogs, located at the SPD pistol range in South Seattle near Boeing Field, has a capacity of 6,464 sq. ft., housing 6 dogs and 2 pups and related equipment and supplies.

3. The Harbor Unit facility on the north shore of Lake Union has a capacity of 3,706 sq. ft. for offices, shop, dock, and two boat sheds, plus docks which moor nine Patrol boats. The facility also has extra dock areas for temporary moorage.
4. The Seattle Police Headquarters, located at 610 5<sup>th</sup> Avenue, houses the administrative units of the police department along with a number of detective units.
5. The Public Safety Building, located at 610 3<sup>rd</sup> Avenue contains the SPD Traffic Section, a number of detective units, and warehouse functions that are scheduled to move into a new facility in 2004.

The SPD Seattle Center component handles events at the Center, as well as the Police Reserves. In addition to these permanent facilities, the Police Department has two mobile mini-precincts that they locate in various areas as activities dictate. One of the mobile mini-precincts is permanently assigned to West Seattle.

**police department: planning goals**

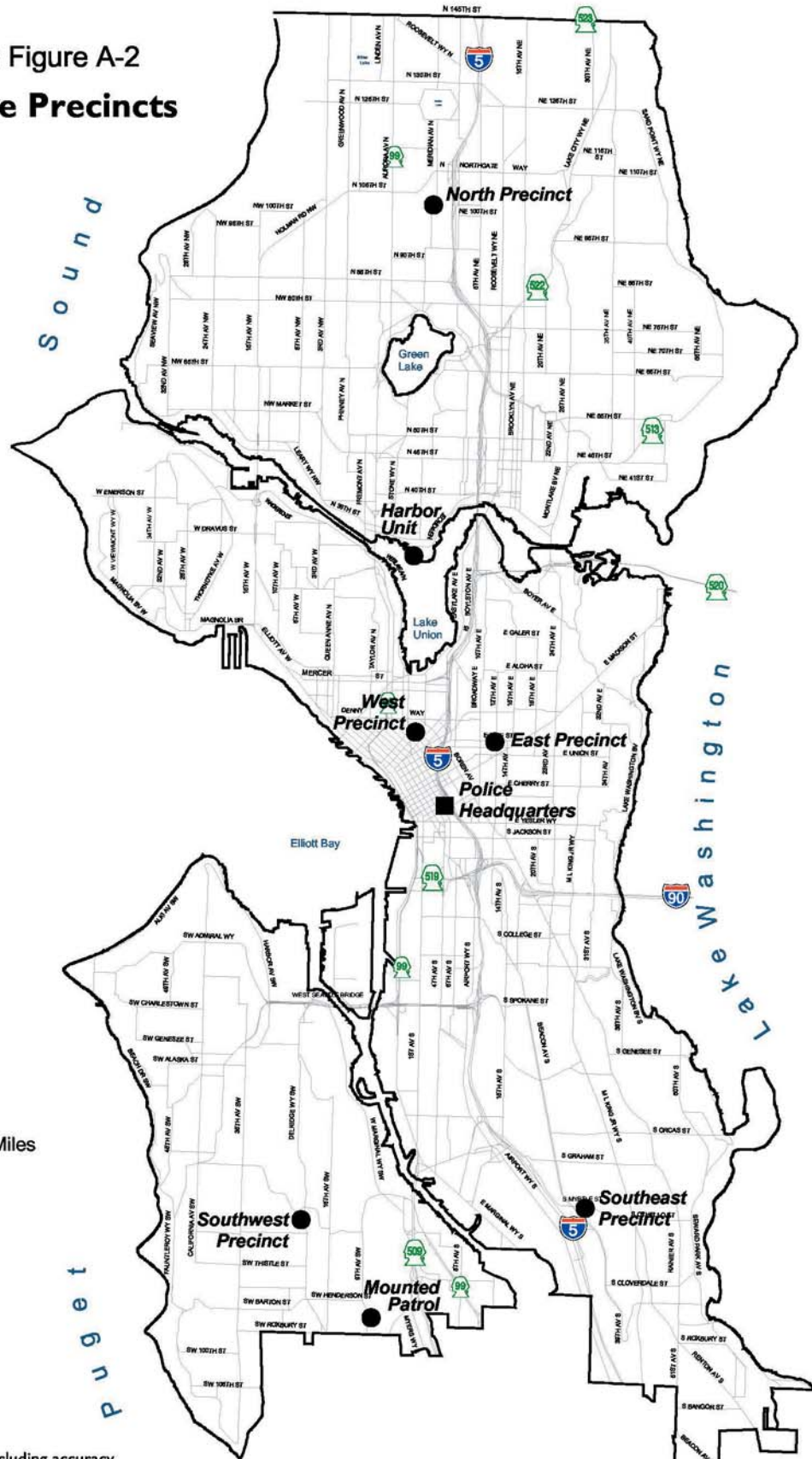
Uniform patrol law enforcement services are generally allocated based on workload, time and location. The exact location of facilities is usually not critical to the provision of uniform patrol services, since police officers are on patrol in the various sectors and calls for service are dispatched by radio or officers handle situations "on view." However, the location of facilities can be important because of distance traveled at shift change time and because good locations can enhance Police/community interaction and communication.

Because of the many and changing factors that affect staffing and space objectives of police departments, there are no universally accepted planning goals for police facilities related to performance measures. The forecast of future needs is therefore based on guidelines for office space that incorporate special space requirements related to public safety, using the East Precinct as a model.

police department: existing capacity & anticipated future needs

The North Precinct is currently overcrowded and does not meet the needs of precinct personnel. In order to serve the growth forecast under the Comprehensive Plan over the next 20 years in the Urban Centers and throughout the City, it is anticipated that additional space may be required in the North Precinct. At this time the exact space requirements are not known and will depend on a variety of factors, as discussed under Planning Goals. As the City further considers neighborhood-based policing options, the long-range plans for police facilities may change.

# Capital Facilities Figure A-2 Seattle Police Precincts



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### public schools: inventory

District facilities include 11 high schools, 10 middle schools, 62 elementary schools, 16 alternative schools and Memorial Stadium. In addition, the District has a number of closed schools. Many of the school closures occurred during the 1970's and 1980s as a result of low enrollments. The closed schools are used for temporary schools during re-modeling construction, leased to other organizations on a short or long-term basis or remain unused. In September 2002 the District opened a newly renovated administrative headquarters in SODO area, John Stanford Center for Educational Excellence. School locations are shown in Capital Facilities Figure A-3.

The capacity for school facilities varies by school type as follows: 380-535 students for elementary schools; 600-800 students for middle schools; and 1,000-1,600 students for high schools. Memorial Stadium has a seating capacity of 12,000.

### public schools: planning goals

The School District has established the following planning goals for new or modernized school facilities:

	School Size	Site Size (Minimum)
Elementary School	380, 445 or 535 students	4 acres
Middle School	600 to 800 students, except for alternative programs, which could be smaller	12 acres
High School	1,000 to 1,600 students, except for alternative programs, which could be smaller	17 acres

The District plans facilities based on where growth is expected in school age populations of children that would be expected to attend public school. Through the current "choice" student assignment plan, about 75 percent of the children that attend public schools choose and attend the school in their neighborhood and 25 percent choose other schools.

### public schools: existing capacity & anticipated future needs

In 1991, the School District completed a six-year capital improvement program, known as CIP I. In preparation for the next CIP, the School Board adopted the long-range Facilities Master Plan and Capital Improvement Program. The Capital Improvement Program was divided into several phases. Funding for the CIP, known as Building Excellence I Program (BEX I), was approved by the voters in February 1995.

The BEX I program covered six years, 1995-2000, and contained 19 projects. The projects included modernization, historic renovation, replacement and/or expansion of elementary and secondary schools, to meet existing requirements. These improvements added some capacity which reduced portable buildings and eased crowding in South Seattle.

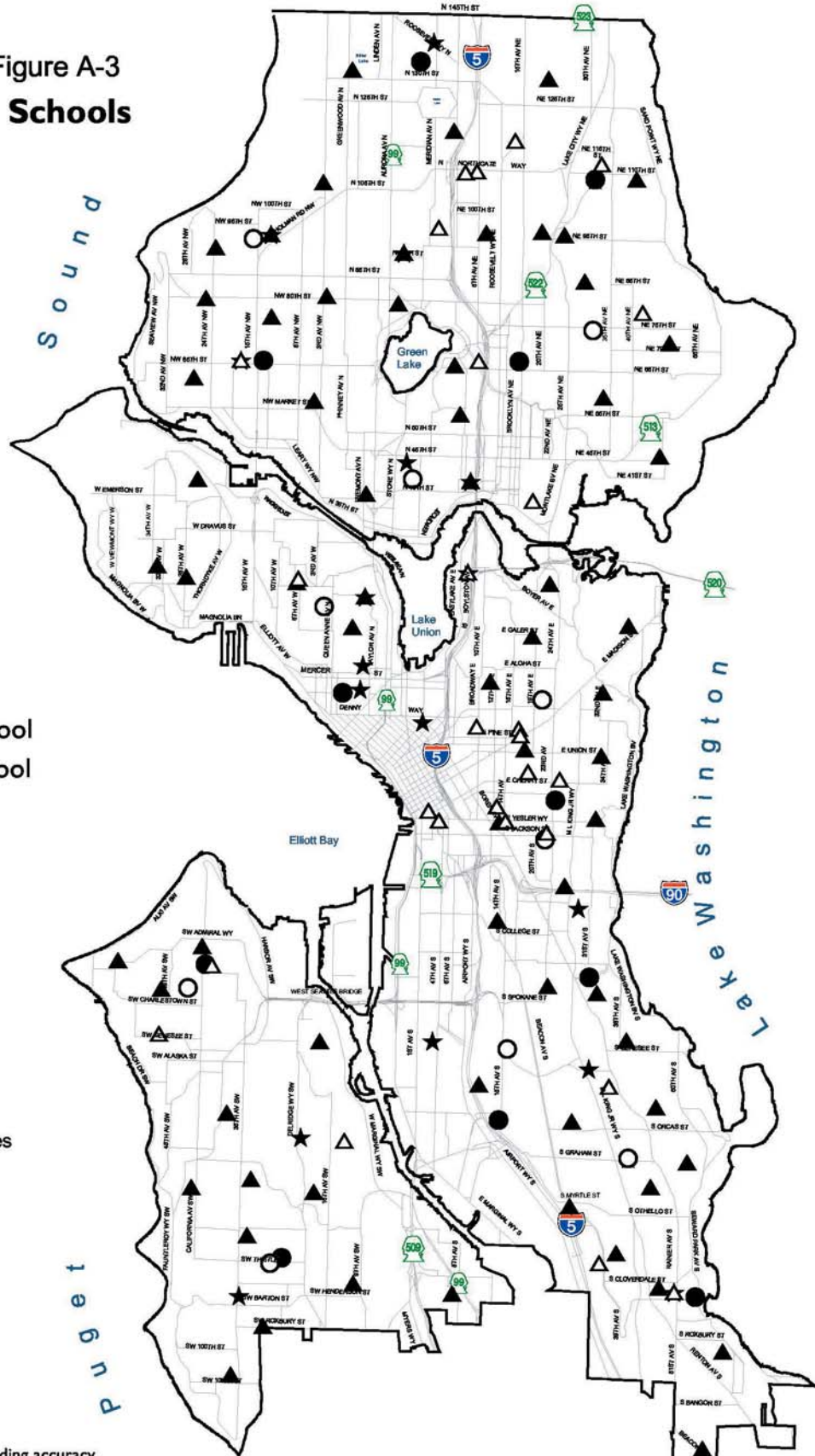
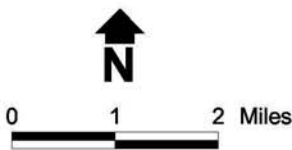
The most recent capital levy program, known as the Building Excellence II Program (BEX II), covers new construction, renovation, or additions at 17 school facilities. BEX II, approved by voters in February 2001, continues BEX I with \$398 million over the next six years.

The School District's Facilities Master Plan (FMP) guides facilities decisions through the year 2010. Over the course of the two capital improvement programs, BEX I and BEX II capacity will be added to eliminate the need for portable buildings.

The schools outlined in the FMP are in locations that can serve Urban Centers, Urban Villages and the remainder of the city. The FMP recognizes that the shift in trends, as Urban Centers and Villages develop, could be gradual or rapid and will vary throughout the city. The District is committed to reviewing and adjusting its FMP every five years, to be responsive to changing conditions.

### Capital Facilities Figure A-3 Seattle Public Schools

- High School
- Middle School
- ▲ Elementary School
- △ Alternative School
- ★ Other Facility



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**B**

**Inventory of Parks & Recreation, Library, General Government, Seattle Center, Public Health & Publicly Assisted Housing Facilities & Supplemental Capacity Information**

**parks & recreation facilities**

The City maintains a system of parks and open areas that includes 6,074 acres, or about 10 percent of the City's total land area. This includes 4,562 developed acres. Over 6,000 acres of parks and open space are deemed adequate capacity to serve a population of at least 600,000. More than 35 sites are being acquired through the 2000 Pro Parks Levy, including 16 Neighborhood Park projects, 12 Opportunity Fund projects, and 13 Green Spaces. Many of these sites are small properties in densely developed urban villages, but their acquisition will make a significant difference to the lives of the people in these under-served urban neighborhoods. Parks and open areas owned by the City and their capacities are summarized below:

	<b>Parks &amp; Open Space</b>	<b>Size of Facility</b>
61	Local parks	834 acres
18	Major urban or regional parks	2,560 acres
62	Squares, places, triangles	27 acres
33	Playfields	413 acres
38	Neighborhood playgrounds	135 acres
8	Shorelines (including 11 swimming beaches)	24 miles
	Biking and pedestrian trails	8 miles
18	Boulevards	22 miles (396 acres)
26	Green spaces	637 acres
18	Natural areas	69 acres

The City also owns a number of recreational facilities within the parks system. These structures total more than a million square feet of building space. Five new community centers will expand the capacity by more than 70,000 sq. ft. Following is a list of park system structures:

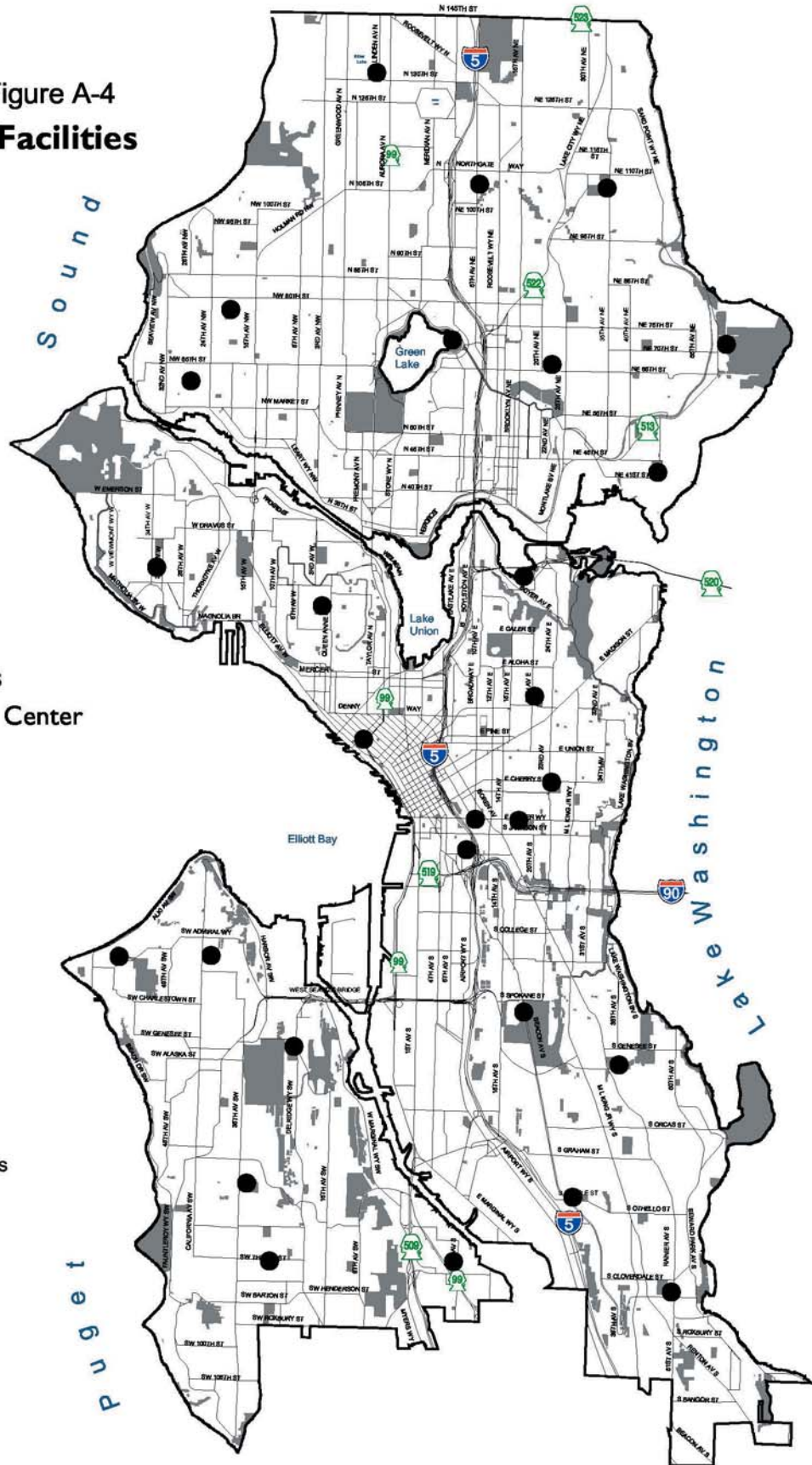
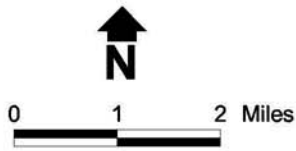
### Park System Structures

24	Community centers
10	Swimming pools (including 2 outdoor), 27 wading pools
1	Waterfront aquarium
1	Zoo: 90 acres, 45 major exhibits and buildings
1	Stadium
1	Indoor tennis center (10 indoor courts and 4 outdoor courts)
151	Outdoor tennis courts (71 with lights)
185	Athletic fields
33	Playfields
5	Golf courses, including pitch/putt (449 acres)
2	Boating and sailing centers
4	Nature interpretive centers (Carkeek Park, Seward Park, Discovery Park, and Camp Long)
6	Performing and visual art facilities
7	Historic buildings
90	Comfort stations
16	Residences and cabins
80	Picnic shelters and houses
12	Concession facilities
24	Administrative offices and headquarters
2	Museums
4	Amphitheaters
52	Miscellaneous facilities (including storage, maintenance, warehouses, chapel, visitor centers, beach/bath facilities, a rifle/pistol range and a police horse patrol barn, viewpoints and nature trails)



### Capital Facilities Figure A-4 Seattle Parks Facilities

- Community Centers**
- Existing/Funded Center
- Public Open Space**
- ▒



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## Seattle Public Library

The Seattle Public Library (SPL) operates the downtown library, 23 neighborhood libraries and a fleet of four bookmobiles. The State funded Washington Talking Book and Braille Library (WTBBL) is also administered by the SPL. The SPL rents space for three of the facilities it does not own. Locations of library facilities and their capacities are shown in Capital Facilities Figure A-5 and in the location list of library facilities provided below.

### Locations & Capacities of Library Facilities

Branch Name	Address	Square footage
Ballard	5711 24 <sup>th</sup> Ave. NW	7,296
Beacon Hill	2519 15 <sup>th</sup> Ave. S	10,800
Broadview	12755 Greenwood Ave. N	8,405
Capitol Hill	425 Harvard Ave. E	11,615
Central	1000 4 <sup>th</sup> Ave.	363,000
Columbia*	4721 Rainier Ave. S	12,420
Delridge	5423 Delridge Way SW	5,600
Douglass-Truth*	2300 E Yesler	8,008
Fremont*	731 N 35 <sup>th</sup> St.	6,060
Green Lake*	7364 E Green Lake Dr. N	8,090
Greenwood	8016 Greenwood Ave. N	7,085
High Point	6302 35 <sup>th</sup> Ave. SW	7,000
Lake City*	12501 28 <sup>th</sup> Ave. NE	9,013
Madrona-Sally Goldmark‡	1134 33 <sup>rd</sup> Ave.	1,701
Magnolia*	2801 34 <sup>th</sup> Ave. W	5,859
Mobile Services	2025 9 <sup>th</sup> Ave.	5,056
Montlake	2300 24 <sup>th</sup> Ave. E.	1,574
New Holly	7058 32 <sup>nd</sup> Ave. S	4,000
Northeast*	6801 35 <sup>th</sup> Ave. NE	15,000
Queen Anne*	400 W Garfield St.	7,931
Rainier Beach	9125 Rainier Ave. S	15,000
Southwest	9010 35 <sup>th</sup> Ave. SW	7,557
University*	5009 Roosevelt Way NE	8,104
Wallingford	1501 N 45 <sup>th</sup> St.	2,000
Wash. Talking Book and Braille Library‡	2021 9 <sup>th</sup> Ave.	10,000
West Seattle*	2306 42 <sup>nd</sup> Ave. SW	8,970

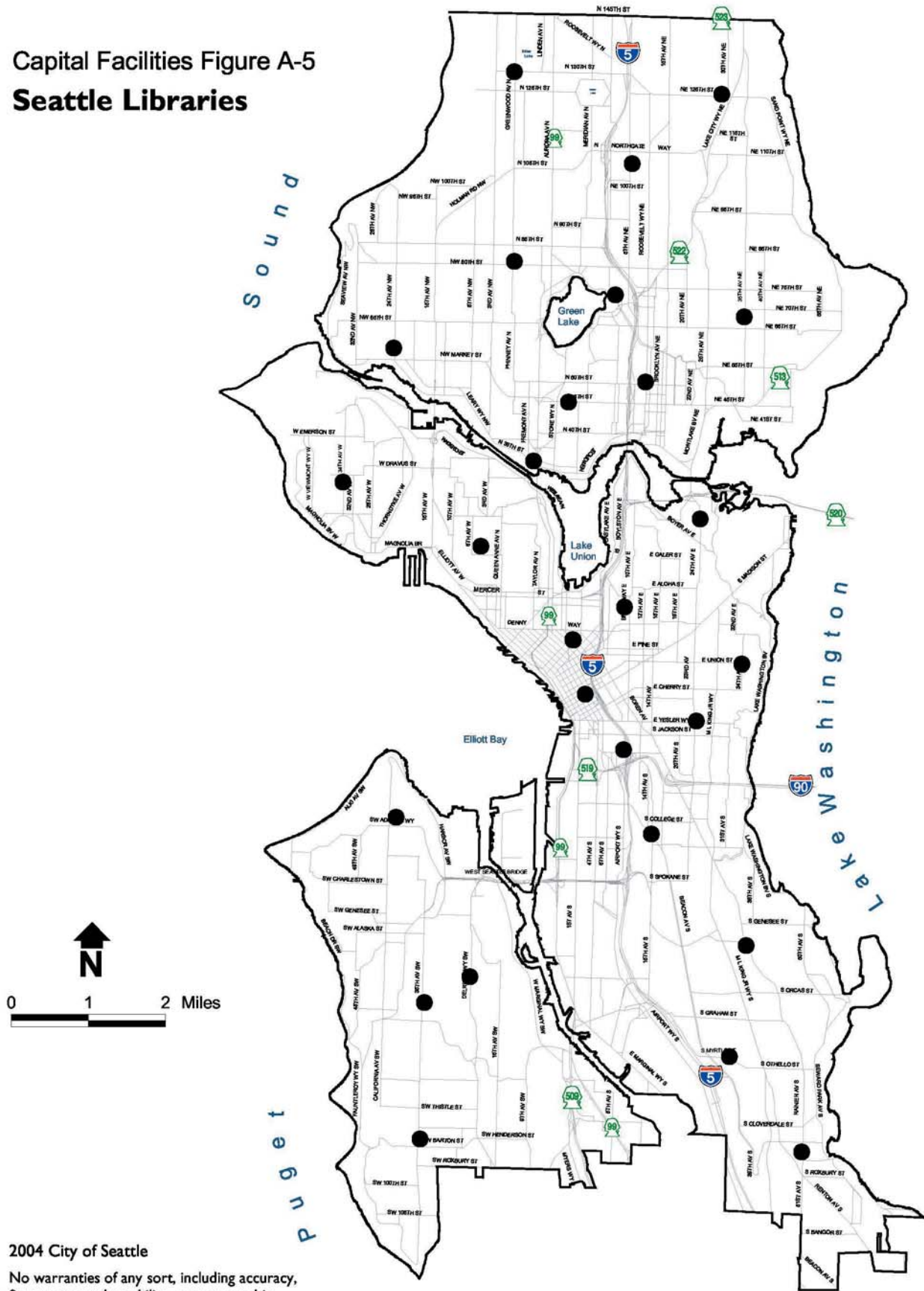
\*City of Seattle Landmark or located in City landmark/special review district

‡ City historic resource survey properties

The Library system is the process of a comprehensive capital renovation program which will increase in the capacity of many current libraries and add new libraries to the system. The table below shows the branches that will be expanded or added, and the location, if different than listed for current facilities above. An (\*) indicates a new branch.

Branch/Date expected to open	New Location if different than existing	Estimated new square-footage
Ballard – 2005	5711 24 <sup>th</sup> Ave. NW	15,000
Broadview – 2007		15,000
Douglass-Truth – 2006		15,000
Fremont – 2005		6,840
Greenwood – 2005		15,000
International District/Chinatown – 2005*	713 8 <sup>th</sup> Ave. S	3,800
Lake City – 2005		15,000
Magnolia – 2007		7,659
Montlake – 2006	2300 24 <sup>th</sup> Ave. E	5,680
Northgate – 2006*	Corner of NE 105 <sup>th</sup> St. & 5 <sup>th</sup> Ave. NE	10,000
South Park – 2006*	2407 24 <sup>th</sup> Ave. E	5,000
Southwest – 2006		15,000

# Capital Facilities Figure A-5 Seattle Libraries



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## general government

The City of Seattle is in the process of revitalizing its downtown civic campus. Currently five city-owned buildings comprise the civic campus, with a capacity of 1.7 million square feet (sq. ft.) in the downtown core: New City Hall (186,000 sq. ft.), Justice Center (272,000 sq ft), Arctic Building (101,000 sq. ft.), Alaska Building (147,000 sq. ft.) and the Seattle Municipal Tower (1 million sq. ft., of which approximately 920,000 sq. ft. are currently used for City office space). The City also leases about 24,000 sq. ft. in nearby buildings downtown. The City's Sea-Park Garage provides parking for city vehicles and visitor parking within the civic campus.

The Public Safety Building (291,000 sq. ft.) is mostly vacant, and scheduled for demolition in 2004. Current plans are to sell the Arctic and Alaska Buildings in 2004-2006. The City sold the Dexter-Horton Building (350,000 sq. ft.) in 2001.

Exclusive of fire stations and police precincts, the City owns more than 30 other general government facilities located outside of downtown, and leases an average of 50,000 sq. ft. These provide a wide variety of services, primarily to other city departments, and include maintenance shops, warehouses, and support facilities for the public safety functions.

In addition, the City also operates 13 storefront Neighborhood Service Centers located throughout the city. These offices range in size from 750 – 2,100 square feet and serve as City information and community contact points, as well as bill payment depositories. Eight are located in leased space, while five are co-located with other city facilities such as libraries, fire stations and community centers. These are shown in Capital Facilities Figure A-6.

## Seattle Center

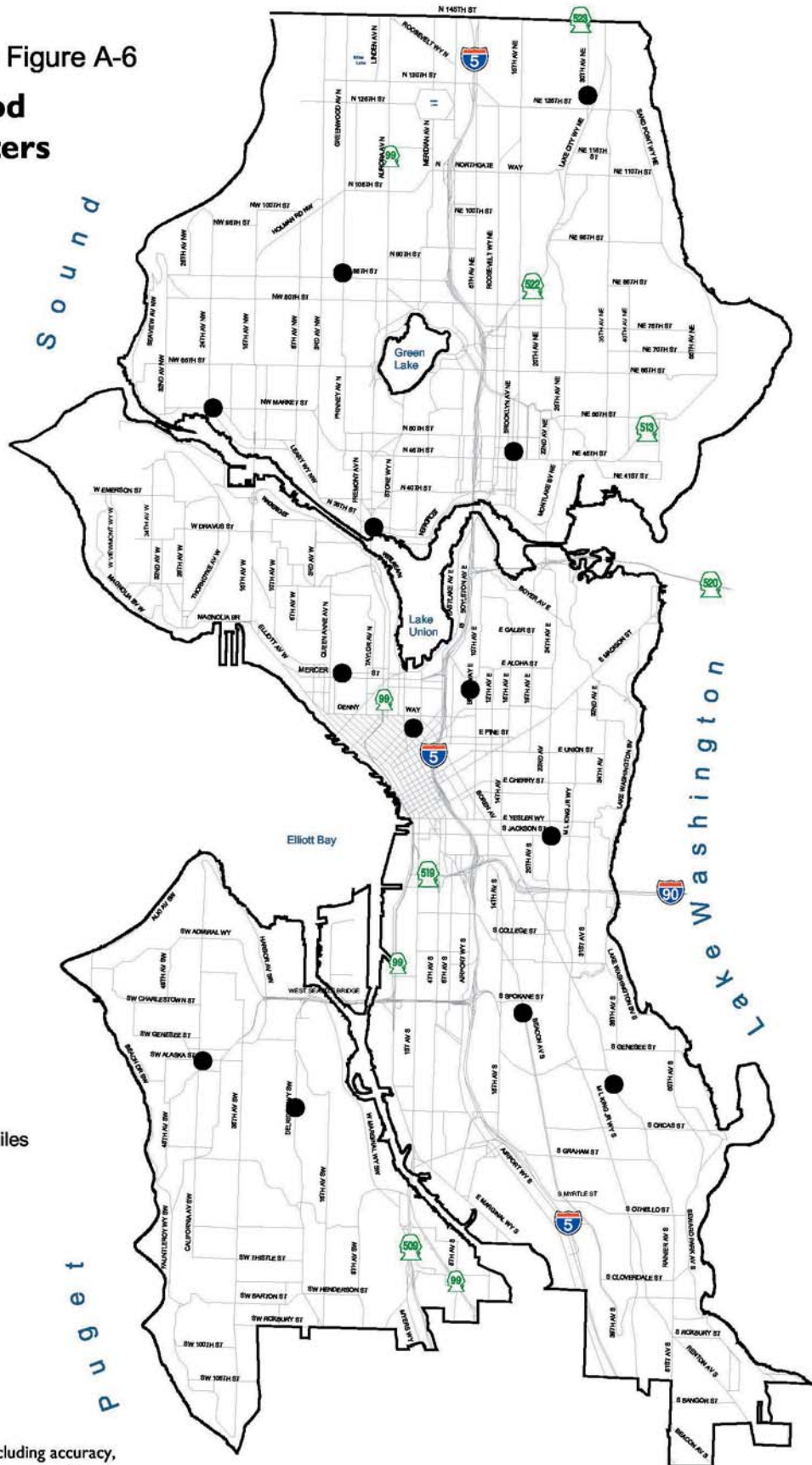
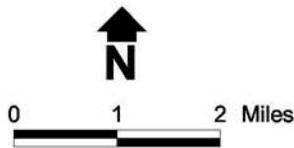
There are 37 buildings on the 87-acre Seattle Center campus totally in excess of over 2.5 million square feet. These facilities serve more than 10 million visitors a year and present over 5,000 performances or events annually. The campus meeting, performance, educational, exhibition, sports, recreational, gathering spaces and open space are dedicated to meeting the cultural, artistic, educational, recreational, and entertainment needs of the region.

The Center is home to 12 theater spaces ranging in capacity from 100 seats in the Center House Theater to 2,800 at Marion Oliver McCaw Hall and totaling nearly 6,000 seats for theatrical performances. Sports facilities include the Key Arena with a capacity of 17,000 and Memorial Stadium with a capacity of 12,000 for field events. There are two schools on the campus – a ballet school and a public high school. There are 10 fountains on the grounds and approximately 39 acres of landscaped and green open space and pedestrian ways. There are also active outdoor spaces, including the Fun Forest amusements, a basketball court, and a skate park. Seattle Center's outdoor open spaces, gardens, and fountains are a major urban oasis for active or passive and individual or group enjoyment.

The Center owns and manages four surface parking lots and two parking garages totaling 3,517 spaces. The Seattle Center is also served by the Seattle Center Monorail between downtown and the Center. The Monorail carries more than 2 million riders a year over the mile-long route.

Notable buildings and facilities on the Seattle Center campus include: Center House; Key Arena; the Space Needle; Experience Music Project; Memorial Stadium; Pacific Science Center; McCaw Hall; Phelps Center and Ballet School; Seattle Children's Theatre; Bagley Wright Theatre; Intiman Theatre; Seattle Children's Museum; Fisher Pavilion; the Northwest Rooms; Mercer Arena; and the Seattle Center Pavilion.

# Capital Facilities Figure A-6 Neighborhood Service Centers



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 No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

## public health

Public Health – Seattle & King County (Public Health) is a joint enterprise of the City of Seattle and King County and is responsible for the supervision and control of all public health and sanitation affairs in Seattle and King County. Public Health maintains a system of personal health, environmental health, health promotion and disease prevention services through 19 health centers/clinics and other service sites located in Seattle. These health facilities have a total capacity of 229,464 sq. ft. The capacity and ownership of individual facilities are listed below.

Health Facility	Size	Tenancy
Boeing Field	3,500 sq. ft.	Owned by King County
Central Area Community Health Care Center	3,298 sq. ft.	Lease
Columbia Health Center	28,094 sq. ft.	Own
Downtown Clinic and Downtown Environmental Health	23,378 sq. ft.	Lease
Harborview: STD Clinic	7,995 sq. ft.	Owned by King County
Harborview: Northwest Family Center	3,212 sq. ft.	Owned by King County
Harborview: Medical Examiner	15,868 sq. ft.	Owned by King County
Harborview: Public Health Laboratory	5,003 sq. ft.	Owned by King County
Harborview: TB Clinic	4,205 sq. ft.	Owned by King County
HIV/AIDS Prevention "Raven" Studies	3,000 sq. ft.	Lease
Housing for homeless people with TB	1,200 sq. ft.	Lease
Lake City Dental Clinic	2,000 sq. ft.	Lease
Needle Exchange	2,500 sq. ft.	Lease
North District Health Center	16,067 sq. ft.	Owned by King County
Parent and Child Health "Moms Plus"	7,200 sq. ft.	Lease
Rainier Beach Teen Clinic	800 sq. ft.	Lease
Vital Statistics	3,661 sq. ft.	Owned by King County
Wells Fargo Center	77,483 sq. ft.	Lease
Yesler Building	21,000 sq. ft.	Owned by King County

Public Health facilities are shown in Capital Facilities Figure A-7.

## publicly subsidized rental housing

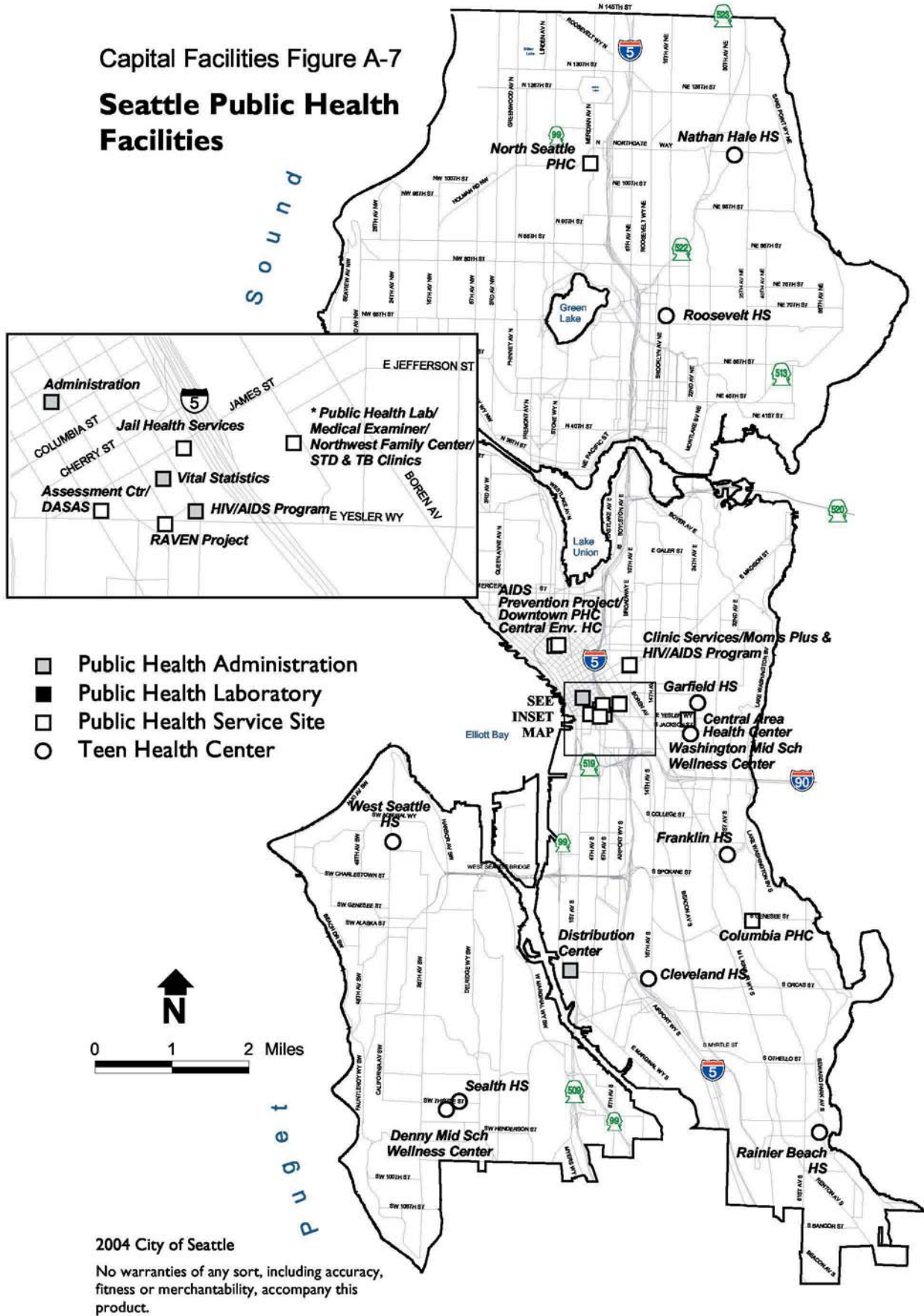
As of May 2004, the City's Office of Housing database showed 20,277 affordable rental units with capital subsidies in Seattle. As of the end of 2003, 7,793 of these units were in 238 City-funded projects. The remaining units have capital subsidies from federal, state, or county programs but are not City-funded. The following table summarizes affordability of Seattle's subsidized rental housing stock:

#### Rental Housing Units with Capital Subsidies, by Affordability Level

Affordable to Households at:	Number of Units
0-30% of MFI*	10,568
31-50% of MFI	6,230
51-80% of MFI	3,479
<b>TOTAL</b>	<b>20,277</b>

\* MFI = median family income

# Capital Facilities Figure A-7 Seattle Public Health Facilities



## C

## Inventory of Facilities Serving Urban Centers &amp; Villages

Following is an inventory of facilities that serve Urban Centers and Urban Villages. Facilities do not have to be located within the boundaries or potential boundaries of the Centers or Villages in order to serve those areas.

City facilities that are either designated City of Seattle Landmarks or historic resources (including parks that include one or more of these facilities) are identified in the lists of facilities for each urban center and village. "Historic resources" are at least 40 years old and have been reviewed by a historic preservation specialist; these resources may or may not be eligible for designation as landmarks.

## urban centers &amp; center villages

## Downtown Urban Center

Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.

Facility Type	Name	Location	Capacity
Fire Station	SFD 10	301 2 <sup>nd</sup> Ave. S	EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van
Fire Station	SFD 5‡	925 Alaskan Way	EMS: 78% in 4 mins. Fire: 80% in 4 mins. Engine Co., Fireboat
Fire Station	SFD 2*	2334 4 <sup>th</sup> Ave.	EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car
Fire Station	SFD 25	1300 E Pine St.	EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon
Police Station	West Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center

\* City landmark or located in City landmark/special review district

‡ City historic resource survey property

Facility Type	Name	Location	Capacity
Schools <sup>1</sup>	All 10 Middle Schools:		
	Denny	8402 30 <sup>th</sup> Ave. SW	740 students
	Eckstein*	3003 NE 75 <sup>th</sup> St.	852 students
	Hamilton	1610 N 41 <sup>st</sup> St.	767 students
	Aki Kurose at Sharples	3928 S Graham St.	897 students
	Madison*	3429 45 <sup>th</sup> Ave. SW	800 students
	McClure	1915 1 <sup>st</sup> Ave. W	673 students
	Meany	301 21 <sup>st</sup> Ave. E	852 students
	Mercer	1600 S Columbia	830 students
	Washington	2101 S Jackson St.	852 students
	Whitman	9201 15 <sup>th</sup> Ave. NW	830 students
	All 11 High Schools:		
	Ballard	1418 NW 65 <sup>th</sup> St.	1,600 students
	Cleveland*	5511 15 <sup>th</sup> Ave. S	783 students
	Franklin*	3013 S Mt. Baker Blvd.	1,457 students
	Garfield*	400 23 <sup>rd</sup> Ave.	1,240 students
	Nathan Hale	10750 30 <sup>th</sup> Ave. NE	1,261 students
	Ingraham	1819 N 135 <sup>th</sup> St.	1,261 students
	Rainier Beach	8815 Seward Park Ave. S	1,175 students
	Roosevelt*	1410 NE 66 <sup>th</sup> St.	1,718 students
Chief Sealth	2600 SW Thistle St.	1,066 students	
West Seattle*	3000 California Ave. SW	1,400 students	
The Center School	305 Harrison St.	300 students	

<sup>1</sup> Note that public middle schools and high schools serve a city-wide population, and are listed as serving each urban center and village.

\* City of Seattle Landmarks



### Belltown

Existing Households (HH):	3,972
Expected 6 yr. HH Growth:	1,777
Expected 20 yr. HH Growth:	6,500
Existing Jobs:	20,012
Expected 6 yr. Jobs Growth:	1,701
Expected 20 yr. Job Growth:	4,500
Land Area:	220 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Parks	Belltown Cottages*	2520 Elliott Ave.	0.2 acres
Parks	Myrtle Edwards Park	3130 Alaskan Way W	4.8 acres
Parks	Regrade Park	2251 3 <sup>rd</sup> Ave.	0.3 acres
Parks	Tillicum Place	5 <sup>th</sup> Ave. / Denny Way	0.04 acres
Parks	Denny Park	100 Dexter Ave.	4.8 acres
Parks	Victor Steinbrueck Park*	2001 Western Ave.	0.8 acres
P-Patch	Belltown P-Patch	2520 Elliott Ave.	0.1 acres: 36 plots

\* City of Seattle Landmarks

### Chinatown/International District

Existing Households (HH):	1,616
Expected 6 yr. HH Growth:	355
Expected 20 yr. HH Growth:	1,300
Existing Jobs:	3,999
Expected 6 yr. Jobs Growth:	1,060
Expected 20 yr. Job Growth:	2,800
Land Area:	171 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 <sup>th</sup> Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Parks	Hing Hay Park*	423 Maynard Ave. S	0.3 acres
Parks	International Children's Park*	700 S Lane St.	0.2 acres
Parks	Kobe Terrace*	221 6 <sup>th</sup> Ave. S	1.0 acres
Parks	City Hall Park*	450 3 <sup>rd</sup> Ave.	0.9 acres
Parks	Dr. Jose Rizal Park	1008 12 <sup>th</sup> Ave. S	9.6 acres
Parks	East Duwamish Greenbelt	2799 12 <sup>th</sup> Ave. S	88.8 acres
Parks	Harborview Park	778 Alder St.	3.6 acres
Parks	Sturgus Park	904 Sturgus Ave. S	2.2 acres

\*City of Seattle landmark or located in City landmark/special review district

## Commercial Core

Existing Households (HH):	2,059
Expected 6 yr. HH Growth:	355
Expected 20 yr. HH Growth:	1,300
Existing Jobs:	107,490
Expected 6 yr. Jobs Growth:	10,216
Expected 20 yr. Job Growth:	27,000
Land Area:	276 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 <sup>th</sup> Avenue.	363,000 sq. ft.
Parks	Freeway Park	700 Seneca St.	5.2 acres
Parks	Piers 62 and 63	1951 Alaska Way	1.87 acres
Parks	Seattle Aquarium*	Pier 59	1.99 acres
Parks	Victor Steinbrueck Park*	2001 Western Ave.	0.8 acres
Parks	Waterfront Park	1301 Alaskan Way	4.8 acres
Parks	Westlake Park	401 Pine St.	0.1 acres
Parks	Boren-Pike-Pine Park	Boren Ave. / Pike St.	0.5 acres
Parks	City Hall Park*	450 3 <sup>rd</sup> Ave.	0.9 acres
Parks	Kobe Terrace*	221 6 <sup>th</sup> Ave. S	1.0 acres
Parks	Occidental Square*	Occidental Ave. S / S Main St.	0.6 acres
Parks	Pioneer Square*	100 Yesler Way	0.3 acres

\*City of Seattle landmark or located in City landmark/special review district

## Denny Triangle

Existing Households (HH):	515
Expected 6 yr. HH Growth:	956
Expected 20 yr. HH Growth:	3,500
Existing Jobs:	19,346
Expected 6 yr. Jobs Growth:	8,930
Expected 20 yr. Job Growth:	23,600
Land Area:	143 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Parks	McGraw Square*	Stewart St./ Westlake Ave. N	0.01 acres
Parks	Westlake Square	1900 Westlake Ave. N	0.01 acres
Parks	Boren-Pike-Pine Park	Boren Ave./ Pike St	0.5 acres
Parks	Denny Park	100 Dexter Ave.	4.8 acres
Parks	Denny Playfield	Westlake Ave./ Denny Way	1.8 acres
Parks	Freeway Park	700 Seneca St.	5.2 acres

\*City of Seattle landmark

### Pioneer Square

Existing Households (HH):	407
Expected 6 yr. HH Growth:	574
Expected 20 yr. HH Growth:	2,100
Existing Jobs:	12,897
Expected 6 yr. Jobs Growth:	1,817
Expected 20 yr. Job Growth:	4,800
Land Area:	142 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft
Parks	City Hall Park*	450 3 <sup>rd</sup> Ave.	0.9 acres
Parks	Occidental Square*	Occidental Ave. S/S Main St.	0.6 acres
Parks	Pioneer Square*	100 Yesler Way	0.3 acres
Parks	Prefontaine Place*	3 <sup>rd</sup> Ave./ Yesler Way	0.1 acres
Parks	Union Station Square*	Jackson & 3 <sup>rd</sup> Ave. S	0.03 acres
Community Garden	Danny Woo Garden*	6 <sup>th</sup> Ave. S & S. Washington St.	

\*City of Seattle landmark or located in City landmark/special review district

### Capitol Hill/First Hill Urban Center

Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.

Facility Type	Name	Location	Capacity
Fire Station	SFD 25	1300 E Pine St.	EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon
Fire Station	SFD 10*	301 2 <sup>nd</sup> Ave. S	EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van
Fire Station	SFD 22 ‡	901 E. Roanoke St.	EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van
Fire Station	SFD 6 ‡	101 23 <sup>rd</sup> Ave. S	EMS: 82% in 4 mins. Fire: 95% in 4 mins. Engine, Ladder
Police Station	East Precinct	1519 12 <sup>th</sup> Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	Lowell Elementary	1058 E Mercer St.	391 students
	All 10 Middle Schools		
	All 11 High Schools		

\* City of Seattle Landmarks, or located in City landmark/special review district

‡ City historic resource survey properties

**12<sup>th</sup> Avenue**

Existing Households (HH):	1,366
Expected 6 yr. HH Growth:	147
Expected 20 yr. HH Growth:	1200
Existing Jobs:	3,463
Expected 6 yr. Jobs Growth:	454
Expected 20 yr. Job Growth:	1,200
Land Area:	160 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 <sup>th</sup> Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
	Douglass Truth Branch*	2300 E Yesler Way	8,007 sq. ft.
Community Center	Yesler Playfield & Comm. Ctr.	903 Yesler Way	4,771 sq. ft., 1.7 ac (SHA property)
Parks	Spruce & Squire Park	156 Boren Ave.	0.28 acres
Parks	Spring Street Mini Park	E Spring St./ 15 <sup>th</sup> Ave.	0.3 acres
P-Patch	Squire Park P-Patch	14 <sup>th</sup> Ave. E E Fir St.	33 plots

\*City of Seattle Landmarks

**Capitol Hill**

Existing Households (HH):	12,692
Expected 6 yr. HH Growth:	541
Expected 20 yr. HH Growth:	1,980
Existing Jobs:	7,314
Expected 6 yr. Jobs Growth:	1,135
Expected 20 yr. Job Growth:	3,000
Land Area:	397 acres

The following facilities are in addition to those listed under the Urban Center, below left:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 <sup>th</sup> Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Capitol Hill Branch	425 Harvard Ave. E	11,000 sq. ft
Parks	Bellevue Place	Bellevue Pl. E/ Bellevue Ave. E	1.4 acres
Parks	Belmont Place	Belmont Pl. E/ Belmont Ave. E	0.02 acres
Parks	Cal Anderson Park*	1635 11 <sup>th</sup> Ave.	7.4 acres
Parks	McGilvra Place	E Madison St. / Pike St.	0.06 acres
Parks	Summit Place	Belmont Ave. E/ Bellevue Pl. E	0.02 acres
Parks	Tashkent Park	511 Boylston Ave.	0.5 acres
Parks	Thomas Street Mini Park	306 Bellevue Ave. E	0.25 acres
Parks	Volunteer Parkway	14 <sup>th</sup> Ave. E, E Prospect St. to E Roy St.	2.5 acres
Parks	Williams Place	15 <sup>th</sup> Ave. E/ E John St.	0.13 acres
Parks	Boren-Pike-Pine Park	Boren Ave./ Pike St.	0.5 acres
Parks	Miller Playfield	400 19 <sup>th</sup> Ave. E	7.6 acres
Parks	Volunteer Park*	1247 15 <sup>th</sup> Ave. E	48.3 acres
P-Patch	Thomas Street Gardens	1010 E. Thomas St.	35 plots

\*City of Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district

**First Hill**

Existing Households (HH):	6,073
Expected 6 yr. HH Growth:	656
Expected 20 yr. HH Growth:	2,400
Existing Jobs:	15,063
Expected 6 yr. Jobs Growth:	2,308
Expected 20 yr. Job Growth:	6,100
Land Area:	228 acres

The following facilities are in addition to those listed under the Urban Center, left:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 <sup>th</sup> Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
	Douglass Truth Branch*	2300 E. Yesler	8,008 sq. ft.
Community Center	Yesler Playfield & Comm. Ctr.	903 Yesler Way	4,771 sq. ft., 1.7 ac (SHA property)
Parks	Boren Place	Broadway/ Boren Ave. S	0.03 acres
Parks	Boylston Place	Broadway/ Boylston Ave. E	0.005 acres
Parks	First Hill Park	University St./ Minor Ave. E	0.2 acres
Parks	Freeway Park	700 Seneca St.	5.2 acres
Parks	Harborview Park	778 Alder St.	3.6 acres
Parks	Boren-Pike-Pine Park	Boren Ave./ Pike St.	0.5 acres
Parks	Kobe Terrace*	221 6 <sup>th</sup> Ave. S	1.0 acres
Parks	Spruce and Squire Park	156 Boren Ave.	0.28 acres
Community Center	Yesler Playfield & Comm. Ctr.	903 Yesler Way	4,771 sq. ft., 1.7 ac (SHA property)
Cultivating Communities P-Patch		8 <sup>th</sup> Ave. S & S Washington St.	
Cultivating Communities P-Patch	Yesler Terrace Playground	10 <sup>th</sup> Ave. S & S Main St.	12 plots

\*City of Seattle Landmarks or located in City landmark/special review district

**Pike/Pine**

Existing Households (HH):	2,495
Expected 6 yr. HH Growth:	169
Expected 20 yr. HH Growth:	620
Existing Jobs:	3,471
Expected 6 yr. Jobs Growth:	530
Expected 20 yr. Job Growth:	1,400
Land Area:	131 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Police Station	East Precinct	1519 12 <sup>th</sup> Ave.	8.45 sq. mi. service area, 1994 population 82,265
Library	Capitol Hill Branch	425 Harvard Ave. E.	11,000 sq. ft.
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Parks	Boren-Pike-Pine Park	Boren Ave. / Pike St.	0.5 acres
Parks	Cal Anderson Park*	1635 11 <sup>th</sup> Ave.	7.4 acres
Parks	Freeway Park	700 Seneca St.	5.2 acres

\*City of Seattle Landmarks, or parks containing landmarks

**University Community Urban Center**

Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.

Facility Type	Name	Location	Capacity
Fire Station	SFD 17‡	1050 NE 50 <sup>th</sup> St.	EMS: 75% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., , Battalion
Fire Station	SFD 38‡	5503 33 <sup>rd</sup> Ave. NE	EMS: 77% in 4 mins. Fire: 72% in 4 mins. Engine Co.
Police Station	North Precinct	10049 College Way North	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
P-Patch	University Heights*	NE 50 <sup>th</sup> St. & University Way NE	38 plots

\*City of Seattle Landmarks

‡ City historic resource survey properties

### Ravenna

Existing Households (HH):	1,057
Expected 6 yr. HH Growth:	132
Expected 20 yr. HH Growth:	480
Existing Jobs:	1,226
Expected 6 yr. Jobs Growth:	265
Expected 20 yr. Job Growth:	700
Land Area:	123 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	University Branch*	5009 Roosevelt Way NE	8,140 sq. ft.
Library	Northeast Branch*	6801 35 <sup>th</sup> Ave. NE	7,042 sq. ft.
Parks	Burke-Gilman Trail	8 <sup>th</sup> Ave. NW to NE 145 <sup>th</sup> St.	72.6 acres
Parks	Ravenna Boulevard	NE Ravenna Blvd, E Green Lake Way N/ 20 <sup>th</sup> Ave. NE	7.5 acres
Parks	Ravenna Park ‡	5520 Ravenna Ave. NE	49.9 acres
P-Patch	Ravenna P-Patch	5200 Ravenna Ave. NE	14 plots

‡ City historic resource survey properties  
 \* City of Seattle Landmarks

### University District NW

Existing Households (HH):	4,324
Expected 6 yr. HH Growth:	451
Expected 20 yr. HH Growth:	1,630
Existing Jobs:	8,625
Expected 6 yr. Jobs Growth:	1,135
Expected 20 yr. Job Growth:	3,000
Land Area:	348 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	University Branch*	5009 Roosevelt Way NE	8,140 sq. ft.
Parks	17 <sup>th</sup> Ave. NE Centerstrip	17 <sup>th</sup> Ave. NE, NE 45 <sup>th</sup> St. to NE Ravenna Blvd.	2.4 acres
Parks	Burke-Gilman Trail	8 <sup>th</sup> Ave. NW to NE 145 <sup>th</sup> St.	72.6 acres
Parks	Christie Park	NE 43 <sup>rd</sup> St./9 <sup>th</sup> Ave. NE	0.1 acres
Parks	University Playground‡	9 <sup>th</sup> Ave. NE/NE 50 <sup>th</sup> St.	2.7 acres
P-Patch	University District P-patch*	8 <sup>th</sup> Ave. NE & NE 40 <sup>th</sup> St.	65 plots

‡ City historic resource survey properties  
 \* City of Seattle Landmarks

## University Campus

Existing Households (HH):	6,295
Expected 6 yr. HH Growth:	0
Expected 20 yr. HH Growth:	0
Existing Jobs:	22,391
Expected 6 yr. Jobs Growth:	1,816
Expected 20 yr. Job Growth:	4,800
Land Area:	348 acres

The following facilities are in addition to those listed under the Urban Center, above:

Facility Type	Name	Location	Capacity
Library	University Branch*	5009 Roosevelt Way NE	8,140 sq. ft.
	University of Washington Library system	University of Washington	22,714 or .27 sq. ft./capita + .32 sq. ft./capita in citywide facilities
Parks	Burke-Gilman Trail	8 <sup>th</sup> Ave. NW to NE 145 <sup>th</sup> St.	72.6 acres
	North Passage Point Park	600 NE Northlake Way	0.8 acres
	17 <sup>th</sup> Ave. NE Centerstrip	17 <sup>th</sup> Ave. NE, NE 45 <sup>th</sup> St. to NE Ravenna Blvd.	2.4 acres

\* City of Seattle Landmarks

## Northgate Urban Center

Existing Households (HH):	3,466
Expected 6 yr. HH Growth:	820
Expected 20 yr. HH Growth:	3,000
Existing Jobs:	8,913
Expected 6 yr. Jobs Growth:	2,341
Expected 20 yr. Job Growth:	9,300
Land Area:	411 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 31	1319 N Northgate Way	EMS: 77% in 4 mins. Fire: 91% in 4 mins. Engine Co., Ladder Co., Medic Unit, Power Unit
Police Station	N Precinct	10049 College Way N	32.5 sq. mi. service area, 1990 population 207,827
Schools	Northgate Elementary	11725 1 <sup>st</sup> Ave. NE	325 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Lake City Branch*	12501 28 <sup>th</sup> Ave. NE	9,013 sq. ft.
Parks	Thornton Creek Park #6	5 <sup>th</sup> Ave. NE / NE 103 <sup>rd</sup> St., Roosevelt Way NE / NE 107 <sup>th</sup> St.	6.13 acres
Parks	Victory Creek Park	1059 Northgate Way	0.2 acres
Parks	Mineral Springs Park	10556 Meridian Ave. N	4 acres
P-Patch	Pinehurst P-Patch	12 <sup>th</sup> Ave. NE & NE 115 <sup>th</sup> St.	15 plots

\* City of Seattle Landmarks



### South Lake Union Urban Center

Existing Households (HH):	514
Expected 6 yr. HH Growth:	460
Expected 20 yr. HH Growth:	1,700
Existing Jobs:	19,018
Expected 6 yr. Jobs Growth:	1,133
Expected 20 yr. Job Growth:	4,500
Land Area:	340 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 2 *	2334 4 <sup>th</sup> Ave.	EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car
Fire Station	SFD 22 ‡	901 E Roanoke St.	EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van
Police Station	E Precinct	1519 12 <sup>th</sup> Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Capitol Hill Branch	425 Harvard Ave. E	11,000 sq. ft.
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Parks	Cascade Play-ground ‡	333 Pontius Ave. N	1.699 acres
Parks	Denny Park	Westlake Ave./ Denny Way	6.4 acres
Parks	Denny Playfield	Westlake Ave./ Denny Way	1.82 acres
Parks	Eastlake Triangle	Eastlake Ave. E/ E Prospect St.	0.075 acres

Facility Type	Name	Location	Capacity
Parks	Fairview Walkway	Fairview Ave. N/E Galer St.	0.5 acres
Parks	South Lake Union Parks	1000 Valley St.	6.2 acres
Parks	Bellevue Place	Bellevue Pl. E/Bellevue Ave. E	1.2 acres
Parks	NE Queen Anne Greenbelt	1920 Taylor Ave. N	9.4 acres
P-Patch	Cascade P-Patch	Minor Ave. N & Thomas St.	49 plots

‡ City historic resource survey properties  
 \* City of Seattle Landmarks

## Uptown Urban Center

Existing Households (HH):	3,268
Expected 6 yr. HH Growth:	359
Expected 20 yr. HH Growth:	1,312
Existing Jobs:	16,497
Expected 6 yr. Jobs Growth:	831
Expected 20 yr. Job Growth:	3,300
Land Area:	297 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 8 ‡	110 Lee St.	EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.
Fire Station	SFD 2 *	2334 4 <sup>th</sup> Ave.	EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Queen Anne Branch*	400 W Garfield	7,931 sq. ft.
Library	Central Library	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Community Center	Queen Anne Community Center	1901 1 <sup>st</sup> Ave. W	15,337 sq. ft., includes pool
Parks	Kinnear Park*	899 W Olympic Pl.	14.1 acres
Parks	Bhy Kracke	1215 5 <sup>th</sup> Ave. N	1.5 acres
Parks	Kerry Park	211 W Highland Dr.	0.3 acres
Parks	Myrtle Edwards Park	3130 Alaskan Way W	4.8 acres
Parks	Northeast Queen Anne Greenbelt	1920 Taylor Ave. N	9.4 acres
Parks	SW Queen Anne Greenbelt	W Howe St./12 <sup>th</sup> Ave. W	12.5 acres
Parks	Ward Springs Park	Ward St. & 4 <sup>th</sup> Ave. N	0.3 acres
P-Patch	Interbay	15 <sup>th</sup> W & W Wheeler St.	184 plots

‡ City historic resource survey properties

\* City of Seattle Landmarks or parks containing landmarks

hub urban villages

**Ballard**

Existing Households (HH):	4,447
Expected 6 yr. HH Growth:	410
Expected 20 yr. HH Growth:	1,520
Existing Jobs:	4,292
Expected 6 yr. Jobs Growth:	931
Expected 20 yr. Job Growth:	3,700
Land Area:	425 acres

Facility Type	Name	Location	Capacity	
Fire Station	SFD 18	1521 NW Market St.	EMS: 67% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., Medic Unit, Hose Wagon, Battalion	
Police	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.	
Schools	Adams Elementary	6110 28 <sup>th</sup> Ave. NW	450 students	
	Whittier Elementary	1320 NW 75 <sup>th</sup> St.	445 students	
	Loyal Heights Elementary	2511 NW 80 <sup>th</sup> St.	310 students	
	North Beach Elementary	9018 24 <sup>th</sup> Ave. NW	349 students	
	Salmon Bay K-8 at Monroe	1810 NW 65 <sup>th</sup> St.	599 students	
	All 10 Middle Schools			
	All 11 High Schools			
Library	Ballard Branch	5711 24 <sup>th</sup> Ave. NW	7,296 sq. ft.	
Community Center	Ballard Community Center	6020 28 <sup>th</sup> Ave. NW		
Parks	Ballard Playground	2644 NW 60 <sup>th</sup> St.	3.4 acres	
Parks	Bergen Place	5420 22 <sup>nd</sup> Ave. NW	0.2 acres	

Facility Type	Name	Location	Capacity
Parks	Marvins Garden*	22 <sup>nd</sup> Ave. NW/ Ballard Ave. NW	0.1 acres
Parks	17th Ave NW and NW 63rd St	17 <sup>th</sup> Ave. NW & NW 63 <sup>rd</sup> St.	0.7 acres
Parks	Ballard Swimming Pool	1471 NW 67 <sup>th</sup> St	1.4 acres
Parks	Gilman Playground	923 NW 54 <sup>th</sup> St.	3.9 acres
P-Patch	Greg's Garden	14 <sup>th</sup> Ave. NW & NW 54 <sup>th</sup> St.	20 plots
Parks	Thyme Patch	NW 58 <sup>th</sup> St. & 28 <sup>th</sup> Ave. NW	16 plots

\* City of Seattle Landmark

## Broadview-Bitter Lake-Haller Lake

Existing Households (HH):	2,468
Expected 6 yr. HH Growth:	340
Expected 20 yr. HH Growth:	1,260
Existing Jobs:	3,289
Expected 6 yr. Jobs Growth:	705
Expected 20 yr. Job Growth:	2,800
Land Area:	359 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 24	401 N 130 <sup>th</sup> St.	EMS: 78% in 4 mins. Fire: 68% in 4 mins. Engine Co.
Police	N Precinct	10049 College Way N.	32.04 sq. mi. service area, 1990 population 228,659
Schools	Broadview-Thomson Elementary	13052 Greenwood Ave. N	575 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Broadview Branch	12755 Greenwood Ave. N	8,161 sq. ft.
Community Center	Bitter Lake Community Center	13040 Greenwood Ave. N	
Parks	Bitterlake Playfield	13035 Linden Ave. N	7.5 acres
P-Patch	Haller Lake P-Patch	13045 1 <sup>st</sup> Ave. NE	52 plots

## Fremont

Existing Households (HH):	3,844
Expected 6 yr. HH Growth:	222
Expected 20 yr. HH Growth:	820
Existing Jobs:	4,776
Expected 6 yr. Jobs Growth:	428
Expected 20 yr. Job Growth:	1,700
Land Area:	215 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 9‡	3829 Linden Ave. N	EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	B. F. Day Elementary*	3921 Linden Ave. N	400 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Fremont Branch*	731 N 35 <sup>th</sup> St.	6,060 sq. ft.
Park	Burke-Gilman Trail	3 <sup>rd</sup> Ave. NW to NE 145 <sup>th</sup> St.	72.6 acres
	Fremont Canal Park	199 N Canal St.	0.7 acres
	B.F Day Playground*	4020 Fremont Ave. N	2.4 acres
P-Patch	Fremont P-Patch	N 39 <sup>th</sup> St. & Woodland Park Ave. N	29 plots

\*City of Seattle Landmarks

‡ City historic resource survey properties

### North

Existing Households (HH):	2,815
Expected 6 yr. HH Growth:	379
Expected 20 yr. HH Growth:	1,400
Existing Jobs:	1,556
Expected 6 yr. Jobs Growth:	730
Expected 20 yr. Job Growth:	2,900
Land Area:	142 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 39 ‡	12705 30 <sup>th</sup> Ave. NE	EMS: 78% in 4 mins. Fire: 77% in 4 mins. Engine Co.
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools <sup>1</sup>	Olympic Hills Elementary	13018 20 <sup>th</sup> Ave. NE	257 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Lake City Branch*	12501 28 <sup>th</sup> Ave. NE	9,013 sq. ft.
Parks	Albert Davis Park	12526 27 <sup>th</sup> Ave. NE	1.19 acres
Parks	Lake City Memorial Triangle	31 <sup>st</sup> Ave. NE/ Lake City Way	0.005 acres
Parks	Lake City Mini Park ‡	Lake City Way/ NE 125 <sup>th</sup> St.	0.2 acres
Parks	Lake City Playground	2750 NE 125 <sup>th</sup> St.	2.8 acres
Parks	Homewood Park	11725 Lake City Way NE	1.0 acre
Parks	Thornton Creek Natural Area	Multiple sites	2.0 acres

‡ City historic resource survey properties  
 \* City of Seattle Landmarks

### North Rainier

Existing Households (HH):	2,131
Expected 6 yr. HH Growth:	324
Expected 20 yr. HH Growth:	1,200
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	453 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 30‡	2931 Mt. Baker Blvd. W	EMS: 83% in 4 mins. Fire: 77% in 4 mins. Engine Co.
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	Muir Elementary	3301 S Horton St.	450 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Beacon Hill Branch	2519 15th Ave. S	3,327 sq. ft.
Library	Douglass-Truth Branch*	2300 E Yesler Way	8,007 sq. ft.
Library	Columbia Branch*	4721 Rainier Ave. S	5,838 sq. ft.
Parks	Amy Yee Tennis Center	2000 MLK Jr. Way S	8.5 acres
Parks	Atlantic Street Park	S Atlantic St. / Rainier Ave. S	0.1 acres
Parks	Benvenuto Viewpoint	1401 23 <sup>rd</sup> Ave. S	1.67 acres
Parks	Bradner Gardens Park	1722 Bradner Pl. S	1.6 acres
Parks	Cheasty Boulevard*	Cheasty Boulevard S/S Della St.	2.0 acres
Parks	Cheasty Greenspace	Cheasty Boulevard S/S Della St.	43.4 acres
Parks	Colman Playground	1800 Lake Washington Blvd. S	24.3 acres

Facility Type	Name	Location	Capacity
Parks	I-90 Lid	Hiawatha Pl. S & S Bush Pl. to the I-90 Bridge Trail	2.311 acres
Parks	MLK Jr. Memorial	2200 MLK Jr. Way	4.3 acres
Parks	Mount Baker Blvd.	S Mount Baker Blvd. S McClellan St ./Rainier Ave. S	3.6 acres
Parks	Sam Smith Park	23 <sup>rd</sup> Ave. S & S Atlantic St. (I-90 lid)	15.2 acres
Parks	Taejon Park	1144 Sturgus Ave. S	2.0 acres
Parks	York Playground	3327 34 <sup>th</sup> Ave. S	0.687 acres
Parks	College Street Park	S College St./ 29 <sup>th</sup> Ave. S	0.4 acres
Parks	Colman Park	1800 Lake Washington Blvd S	2.0 acres
Parks	Horton Hill Corridor	S Horton St/36 <sup>th</sup> Ave./37 <sup>th</sup> Pl. S	0.3 acres
Parks	Hunter Boulevard	Hunter Blvd. S, S Hanford St. to S Spokane St.	1.1 acres
Parks	Judge Charles M. Stokes Overlook	S Judkins St./20 <sup>th</sup> Ave S	5.2 acres
Parks	Judkins Park and Playfield	2150 S Norman St.	11.7 acres
P-Patch	Estelle Street P-Patch	3400 Rainier Ave. S	20 plots
P-Patch	Courtland PL. P-Patch	36 <sup>th</sup> Ave. S & S Spokane St.	26 plots
P-Patch	Bradner Park Gardens	29 <sup>th</sup> Ave. S & S Grand St.	61 plots
P-Patch	Colman P-Patch	3098 S Grand St.	53 plots
P-Patch	Cultivating Communities: Hillside	MLK Jr. Way S & S McClellan S	20 plots

\*City Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district

‡ City historic resource survey properties

## West Seattle Junction

Existing Households (HH):	1,995
Expected 6 yr. HH Growth:	297
Expected 20 yr. HH Growth:	1,100
Existing Jobs:	4,308
Expected 6 yr. Jobs Growth:	579
Expected 20 yr. Job Growth:	2,300
Land Area:	226 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 32	3715 SW Alaska St.	EMS: 70% in 4 mins. Fire: 75% in 4 mins. Engine Co., Ladder Co., Medic unit
Fire Station	SFD 36	3600 23 <sup>rd</sup> Ave. SW	EMS: 75% in 4 mins. Fire: 67% in 4 mins. Engine Co., Marine Response Van
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	West Seattle Branch*	2306 42 <sup>nd</sup> Ave. SW	8,178 sq. ft.
Parks	Fauntleroy Place	3951 SW Barton St.	0.098 acres
	Camp Long‡	5200 35 <sup>th</sup> Ave. SW	55.6 acres
	West Seattle Golf Course‡	4600 35 <sup>th</sup> Ave. SW	154 acres
P-Patch	Delridge	5078 25 <sup>th</sup> SW	39 plots

‡ City historic resource survey properties

\* City of Seattle Landmarks

residential urban villages

**23<sup>rd</sup> & Jackson**

Existing Households (HH):	3,360
Expected 6 yr. HH Growth:	243
Expected 20 yr. HH Growth:	900
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	515 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 6†	101 23 <sup>rd</sup> Ave. S	EMS: 82% in 4 mins. Fire: 95% in 4 mins. Engine, Ladder
Police Station	E Precinct	1519 12 <sup>th</sup> Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	Douglass-Truth Branch*	2300 E Yesler Way	8007 sq. ft., 1990 pop served 21,101, or .38 sq. ft./capita + .32 sq. ft./capita in city-wide facilities
Community Center	Garfield Community Center	2323 E Cherry St.	
Community Center	Langston Hughes Cultural Arts Center*	104 17 <sup>th</sup> Ave. S	
Parks	Dr. Blanche Lavizzo Park	2100 S Jackson St.	2.0 acres
Parks	Garfield Playfield	23 <sup>rd</sup> Ave./ E Cherry St.	9.4 acres
Parks	Gerber Park	MLK Jr. Way/ E Cherry St.	0.164 acres

Facility Type	Name	Location	Capacity
Parks	Judge Charles M. Stokes Overlook	S Judkins St./ 20 <sup>th</sup> Ave. S	0.308 acres
Parks	Judkins Park and Playfield	2150 S Norman St.	6.2 acres
Parks	Langston Hughes Cultural Arts	104 17 <sup>th</sup> Ave. S	1.029 acres
Parks	Pratt Park	Yesler Way & 20 <sup>th</sup> Ave. S	5.6 acres
Parks	Spruce Street Mini Park	160 21 <sup>st</sup> Ave.	0.7 acres
Parks	Atlantic Street Park	S Atlantic St./Rainier Ave. S	0.7 acres
Parks	Benvenuto Viewpoint	1401 23 <sup>rd</sup> Ave. S	1.67 acres
Parks	Colman Play-ground	1800 Lake Washington Blvd. S	2.8 acres
Parks	East Duwamish Greenbelt	Carkeek Dr. S/S Burns St.	89.3 acres
Parks	Firehouse Mini Park	712 18 <sup>th</sup> Ave.	0.3 acres
Parks	Flo Ware Park	28 <sup>th</sup> Ave. S/S Jackson St.	0.5 acres
Parks	Frink Park	398 Lake Washington Blvd. S	17.3 acres
Parks	1-90 Lid	Hiawatha Pl. S and S Bush Pl. to the I-90 Bridge Trail	2.311 acres
Parks	Lewis Park	1120 15 <sup>th</sup> Ave. S	1.8 acres
Parks	Nora's Woods	720 29 <sup>th</sup> Ave.	0.3 acres
Parks	Plum Tree Park	1717 26 <sup>th</sup> Ave.	0.3 acres
Parks	Powell Barnett Park	352 MLK Jr. Way	4.4 acres

Facility Type	Name	Location	Capacity
Parks	Sam Smith Park	23 <sup>rd</sup> Ave. S & S Atlantic St. (I-90 lid)	15.2 acres
Parks	Sturgus Park	904 Sturgus Ave. S	2.2 acres
Parks	Taejon Park	1144 Sturgus Ave. S	6.22 acres
P-Patch	Judkins P-Patch	24 <sup>th</sup> Ave. S & S Norman St.	39 plots

\* City of Seattle Landmark

‡ City historic resource survey properties

### Admiral

Existing Households (HH):	829
Expected 6 yr. HH Growth:	92
Expected 20 yr. HH Growth:	340
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	98 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 29	2139 Ferry Ave. SW	EMS: 77% in 4 mins. Fire: 78% in 4 mins. Engine Co., Battalion
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	LaFayette Elementary	2645 California Ave. SW	500 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	West Seattle Branch*	2306 42 <sup>nd</sup> Ave. SW	8,178 sq. ft.
Community Center	Hiawatha Community Center	2700 California Ave. SW	
Parks	California Place	California Ave SW / SW Hill St.	0.24 acres
Parks	Hiawatha Playfield*	2700 California Ave. SW	10.3 acres
Parks	Belvedere Viewpoint	3600 Admiral Way SW	1.7 acres
Parks	College Street Ravine	51 <sup>st</sup> Ave. SW/SW College St.	2.2 acres
Parks	Duwamish Head Greenbelt	Harbor Ave SW/ Fairmount Ave. SW	59.8 acres
Parks	Fairmount Park	2627 39 <sup>th</sup> Ave. SW	1.7 acres
Parks	Hamilton Viewpoint	1531 California Ave. SW	16.9 acres
P-Patch	Alki	2126 Alki SW	7 plots

\* City of Seattle Landmarks, or parks containing landmarks



### Aurora-Licton Springs

Existing Households (HH):	2,315
Expected 6 yr. HH Growth:	243
Expected 20 yr. HH Growth:	--
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	327 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 31	1319 N Northgate Way	EMS: 77% in 4 mins. Fire: 92% in 4 mins. Engine Co., Ladder Co., MedicUnit, Power unit.
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	Greenwood Branch	8016 Greenwood Ave. N	7,094 sq. ft.
Library	Greenlake Branch*	7364 E Greenlake Dr. N	8,690 sq. ft.
Parks	Licton Springs Park	9536 Ashworth Ave. N	7.6 acres
	Greenwood Park	602 N 87 <sup>th</sup> St.	2.2 acres
	Mineral Springs Park	1735 N. 107 <sup>th</sup> St.	4 acres
P-Patch	Evanston P-Patch	Evanston Ave. N & N 102 <sup>nd</sup>	42 plots

\* City of Seattle Landmarks

### Columbia City

Existing Households (HH):	1,659
Expected 6 yr. HH Growth:	200
Expected 20 yr. HH Growth:	740
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	313 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 28 ‡	5968 Rainier Ave. S	EMS: 72% in 4 mins. Fire: 81% in 4 mins. Engine Co., Ladder Co., Medic
Fire Station	SFD 30 ‡	2931 Mt. Baker Blvd. W	EMS: 83% in 4 mins. Fire: 77% in 4 mins.
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	ORCA at Columbia	3528 S Ferdinand St.	244 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Columbia Branch*	4721 Rainier Ave. S	5,838 sq. ft.
Community Center	Rainier Community Center	4600 38 <sup>th</sup> Ave. S	
Parks	Columbia Park*	4721 Rainier Ave. S	2.1 acres
Parks	Genesee Park & Playfield	4316 S Genesee St.	57.7 acres
Parks	Rainier Playfield	3700 S Alaska St.	9.5 acres
Parks	Hitt's Hill Park	Renton Ave. S & S Brandon St.	3.1 acres
Parks	Brighton Playfield	6000 39 <sup>th</sup> Ave. S	13.9 acres
Parks	Cheasty Blvd*	Cheasty Blvd. S./S. Della St.	19.3 acres
Parks	Cheasty Greenspace	Cheasty Blvd. S/S Della St.	46 acres
Parks	Cheasty Greenspace: Mt. View	Mt. View Dr. S & S Columbian Way	7.2 acres
Parks	Dearborn Park	2919 S Brandon St.	8.8 acres
Parks	Jefferson Park Golf Course	4051 Beacon Ave. S	120.7 acres
P-Patch	Findlay P-Patch	4607 S. Lucile St.	35 plots
P-Patch	Rainier Vista P-Patches	4 locations: of S Genessee & MLK Jr. Way S	Various

‡ City historic resource survey properties

\* City of Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district

## Crown Hill

Existing Households (HH):	950
Expected 6 yr. HH Growth:	84
Expected 20 yr. HH Growth:	310
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	173 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 35‡	8729 15 <sup>th</sup> Ave. NW	EMS: 77% in 4 mins. Fire: 84% in 4 mins. Engine Co.
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Greenwood Branch	8016 Greenwood Ave. N	7,094 sq. ft.
Parks	Baker Park on Crown Hill	8347 14 <sup>th</sup> Ave. NW	0.4 acres
Parks	Crown Hill Glen	8799 19 <sup>th</sup> Ave. NW	0.4 acres
Parks	Loyal Heights Playfield	2101 NW 77 <sup>th</sup> St.	6.7 acres
Parks	Soundview Playfield	1590 NW 90 <sup>th</sup> St.	10.5 acres
P-Patch	Ballard P-Patch	25 <sup>th</sup> Ave. NW & NW 85 <sup>th</sup>	69 plots

‡ City historic resource survey properties

## Eastlake

Existing Households (HH):	2,665
Expected 6 yr. HH Growth:	103
Expected 20 yr. HH Growth:	380
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	200 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 22 ‡	901 E Roanoke St.	EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van
Police Station	E Precinct	1519 12 <sup>th</sup> Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Capitol Hill Branch	425 Harvard Ave. E	11,001 sq. ft.
Library	Central	1000 4 <sup>th</sup> Ave.	363,000 sq. ft.
Parks	Fairview Walkway	Fairview Ave. N / E Galer St.	0.5 acres
Parks	Fairview Park	2900 Fairview Ave. E	0.8 acres
Parks	Lynn Street Mini Park	E Lynn St./Fairview Ave. E	0.15 acres
Parks	Roanoke Street Mini Park	950 E Roanoke St.	2.2 acres
Parks	Rogers Playground	Eastlake Ave. E / E Roanoke St.	1.9 acres
Parks	South Passage Point Park	3320 Fuhrman Ave. E	0.664 acres
Parks	Terry Pet-tus Park	E Newton St./Fairview Ave. E	0.9 acres
P-Patch	Eastlake P-Patch	2900 Fairview Ave. E	29 plots

‡ City historic resource survey properties

### Greenlake

Existing Households (HH):	1,485
Expected 6 yr. HH Growth:	108
Expected 20 yr. HH Growth:	400
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	109 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 16‡	6846 Oswego Pl. NE	EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Co., Medic
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	Green Lk. Elementary	2400 N 65 <sup>th</sup> St.	350 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Greenlake Branch*	7364 E Greenlake Dr. N	8,690 sq. ft.
Community Center	Green Lk. Community Center‡	7201 E Green Lake Dr. N	
Parks	Ravenna Boulevard	NE Ravenna Blvd, East Green Lake Way N/20 <sup>th</sup> Ave. NE	6.4 acres
Parks	Froula Playground	7200 12 <sup>th</sup> Ave. NE	2.7 acres
Parks	Green Lake Park ‡	7201 East Green Lake Dr. N	67.8 acres
Parks	NE 60 <sup>th</sup> Str. Park	5 <sup>th</sup> Ave. NE/ NE 60 <sup>th</sup> St.	0.3 acres
P-Patch	Green Lake	N 67 <sup>th</sup> St. & Linden Ave. N	29 plots

‡ City of Seattle historic resource survey properties  
 \* City of Seattle Landmarks

### Greenwood-Phinney

Existing Households (HH):	1,315
Expected 6 yr. HH Growth:	95
Expected 20 yr. HH Growth:	350
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	94 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 21‡	7304 Greenwood Ave. N	EMS: 85% in 4 mins. Fire: 80% in 4 mins. Engine Co., MCI Van
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	Greenwood Elementary	144 NW 80 <sup>th</sup> St.	250 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Greenwood Branch	8016 Greenwood Ave. N	7,094 sq. ft.
Parks	Greenwood Park	602 No 87 <sup>th</sup> St.	2.2 acres
	Sandel Playground	9053 1 <sup>st</sup> Ave. NW	3.7 acres
P-Patch	Greenwood P-Patch	343 NW 88 <sup>th</sup>	16 plots

‡ City historic resource survey properties

**Madison/Miller**

Existing Households (HH):	1,643
Expected 6 yr. HH Growth:	108
Expected 20 yr. HH Growth:	400
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	145 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 25	1300 E Pine St.	EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon
Police Station	E Precinct	1519 12 <sup>th</sup> Ave.	8.23 sq. mi. service area, facility capacity 40,000 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Douglass-Truth Branch*	2300 E Yesler Way	8,007 sq. ft.
Library	Madrona-Sally Goldmark Branch ‡	1134 33 <sup>rd</sup> Ave.	1,702 sq. ft.
Community Center	Miller Community Center	330 19 <sup>th</sup> Ave. E	
Parks	Miller Triangle	E Thomas St./20 <sup>th</sup> Ave. E	0.188 acres
	Pendleton Miller Playfield	400 19 <sup>th</sup> Ave. E	7.6 acres
P-Patch	Republican P-Patch	503 20 <sup>th</sup> Ave. E	13 plots
	Pelican Tea	19 <sup>th</sup> Ave. E & E Mercer	Communal garden
	Mad P	30 <sup>th</sup> Ave. E & E Mercer St.	15 plots
	Ida Mia	E Madison St. & Lk. Washington Blvd. E	7 plots

**MLK Jr. Way@Holly St.**

Existing Households (HH):	1,064
Expected 6 yr. HH Growth:	217
Expected 20 yr. HH Growth:	800
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	375 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 28‡	5968 Rainier Ave.	EMS: 72% in 4 mins. Fire: 81% in 4 mins. Engine Co., Ladder Co., Medic Unit
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	New Holly Branch	7058 32 <sup>nd</sup> Ave. S	3,847 sq. ft.
Parks	37 <sup>th</sup> Ave. South Park	3551 S Holly St.	5.8 acres
P-Patch	Holly Park Cultivating Communities	4 locations in Holly Park	30 plots
P-Patch	Morgan	42 <sup>nd</sup> Ave. S & S Morgan	New

‡ City historic resource survey properties

### Morgan Junction

Existing Households (HH):	1,643
Expected 6 yr. HH Growth:	108
Expected 20 yr. HH Growth:	400
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	145 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 37 ‡	7300 35 <sup>th</sup> Ave. SW	EMS: 68% in 4 mins. Fire 53% in 4 mins. Engine Co.
	SFD 32	3715 SW Alaska St.	EMS: 70% in 4 mins. Fire: 75% in 4 mins. Engine Co., Ladder Co., Medic unit
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Southwest Branch	9010 35 <sup>th</sup> Ave. SW	7,557 sq. ft.
	West Seattle Branch	2306 42 <sup>nd</sup> Ave. SW	8,178 sq. ft.
P-Patch	Lincoln Park‡	Fauntleroy Way SW & SW Webster St.	New

‡ City historic resource survey properties

### North Beacon

Existing Households (HH):	1,879
Expected 6 yr. HH Growth:	148
Expected 20 yr. HH Growth:	550
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	131 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 13 ‡	3601 Beacon Ave. S	EMS: 83% in 4 mins. Fire: 80% in 4 mins. Engine Co., Battalion
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.
Schools	Beacon Hill Elementary	2025 14 <sup>th</sup> Ave. S	325 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Beacon Hill Branch	2519 15 <sup>th</sup> Ave. S	3,327 sq. ft.
Parks	Beacon Hill Playground‡	1902 13 <sup>th</sup> Ave. S	3.0 acres
Parks	East Duwamish Greenbelt	Carkeek Dr. S /S Burns St.	79.8 acres
Parks	McClellan Place	S McClellan St. /16 <sup>th</sup> Ave. S	0.01 acres
Parks	Stevens Place	Beacon Ave. S/17 <sup>th</sup> Ave. S	0.19 acres
Community Garden	El Centro de la Raza	2524 16 <sup>th</sup> S.	
P-Patch	Beacon Bluff	S Massachusetts at 13 <sup>th</sup> Ave. S	17 plots

‡ City historic resource survey properties

## Rainier Beach

Existing Households (HH):	1,536
Expected 6 yr. HH Growth:	200
Expected 20 yr. HH Growth:	1,736
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	250 acres

Facility Type	Name	Location	Capacity	
Fire Station	SFD 33	9645 Renton Ave. S	EMS: 84% in 4 mins. Fire: 72% in 4 mins. Engine Co.	
Police Station	S Precinct	3001 S Myrtle St.	15.48 sq. mi. service area, facility capacity 13,688 sq. ft.	
Schools	Dunlap Elementary*	8621 46 <sup>th</sup> Ave. S	350 students	
	Emerson Elementary*	9709 60 <sup>th</sup> Ave. S	375 students	
	Graham Hill Elementary	5149 S Graham St.	372 students	
	Van Asselt Elementary	7201 Beacon Ave. S.	401 students	
	Whitworth Elementary	5215 46 <sup>th</sup> Ave. S.	330 students	
	Wing Luke Elementary	3701 S Kenyon St.	290 students	
	South Lake Alternative High School	8825 Rainier Ave. S.	151 students	
	All 10 Middle Schools			
	All 11 High Schools			
Library	Rainier Beach Branch	9125 Rainier Ave. S	9,006 sq. ft.	
Community Center	Rainier Beach Comm. Center.	9125 Rainier Ave. S	1.405 acres	
Parks	Fletcher Place	57 <sup>th</sup> Ave. S/S Fletcher St.	0.062 acres	
Parks	Rainier Beach Lake Cottage Park Tracts	8802 Rainier Ave. S	0.231 acres	
Parks	Rainier Beach Playfield	8802 Rainier Ave. S	9.5 acres	
Parks	Sturtevant Ravine	Sturtevant St. - between S. Roxbury St. & Rainier Ave. S	2.808 acres	
P-Patch	Thistle P-Patch	8430 42 <sup>nd</sup> Ave. S	156 plots	

\* City of Seattle Landmarks

### Roosevelt

Existing Households (HH):	1,016
Expected 6 yr. HH Growth:	92
Expected 20 yr. HH Growth:	340
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	158 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 16 ‡	6846 Oswego Pl. NE	EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Co., Medic
Police Station	N Precinct	10049 College Way N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	All 10 Middle Schools All 11 High Schools		
Library	Greenlake Branch*	7364 E Greenlake Dr. N	8,690 sq. ft.
Parks	Froula Playground	7200 12 <sup>th</sup> Ave. NE	2.7 acres
P-Patch	Roosevelt	7012 12 <sup>th</sup> Ave. NE	31 plots

‡ City historic resource survey properties  
\* City of Seattle Landmarks

### South Park

Existing Households (HH):	1,037
Expected 6 yr. HH Growth:	95
Expected 20 yr. HH Growth:	350
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	263 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 26	800 S Cloverdale St.	EMS: 70% in 4 mins. Fire: 66% in 4 mins. Engine Co., Air
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 square feet
Schools	Concord Elementary*	723 S Concord St.	275 students
	All 10 Middle Schools All 11 High Schools		
Library	High Point Branch	6302 35 <sup>th</sup> Ave. (to be opened in 2004)	7,000 sq. ft.
Library	Southwest Branch	9010 35 <sup>th</sup> Ave. SW	7,557 sq. ft.
Community Center	South Park Community Center	8319 8 <sup>th</sup> Ave. S	
Parks	South Park Meadow	9100 8 <sup>th</sup> Ave. S	1.0 acres
Parks	South Park Playground	738 S Sullivan St.	5.6 acres
P-Patch	South Park P-Patch	4 <sup>th</sup> Ave. S & S. Director	34 plots

\* City of Seattle Landmarks

## Upper Queen Anne

Existing Households (HH):	1,115
Expected 6 yr. HH Growth:	81
Expected 20 yr. HH Growth:	300
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	53 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 8 ‡	110 Lee St.	EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 911 Center
Schools	Coe Elementary	2424 7 <sup>th</sup> Ave. W	321 students
	John Hay Elementary	201 Garfield St.	459 students
	Secondary BOC at Old Hay*	411 Boston St.	400-600 students
	All 10 Middle Schools		
All 11 High Schools			
Library	Queen Anne Branch*	400 W Garfield St.	7,931 sq. ft.
P-Patch	Queen Anne P-Patch	3 <sup>rd</sup> Ave. N & Lynn St.	65 plots
P-Patch	Queen Pea	5 <sup>th</sup> Ave. N & Howe St.	34 plots

‡ City historic resource survey properties

\* City of Seattle Landmarks

## Wallingford

Existing Households (HH):	2,245
Expected 6 yr. HH Growth:	54
Expected 20 yr. HH Growth:	200
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	257 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 9 ‡	3829 Linden Ave. N	EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply
Fire Station	SFD 17 ‡	1050 NE 50 <sup>th</sup> St.	EMS: 75% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., , Battalion
Police Station	N Precinct	10049 College Way. N	32.12 sq. mi. service area, facility capacity 16,779 sq. ft.
Schools	B. F. Day Elementary*	3921 Linden Ave. N	400 students
	Bryant Elementary*	3311 NE 60 <sup>th</sup> St.	483 students
	All 10 Middle Schools		
	All 11 High Schools		
Library	Wallingford-Branch	1501 N 45 <sup>th</sup> St.	2,016 sq. ft .
Parks	Meridian Playground	4649 Sunny-side Ave. N	6.5 acres
	Wallingford Playfield	4219 Wallingford Ave. N	4.5 acres
P-Patch	Good Shepherd P-Patch	4618 Bagley Ave. N & N 47 <sup>th</sup>	43 plots

‡ City historic resource survey properties

\* City of Seattle Landmark



### Westwood-Highland Park

Existing Households (HH):	1,710
Expected 6 yr. HH Growth:	189
Expected 20 yr. HH Growth:	700
Existing Jobs:	--
Expected 6 yr. Jobs Growth:	--
Expected 20 yr. Job Growth:	--
Land Area:	276 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 11	1514 SW Holden St.	EMS: 82% in 4 mins. Fire: 81% in 4 mins. Engine Co.
Fire Station	SFD 37 ‡	7300 35 <sup>th</sup> Ave. SW	EMS: 68% in 4 mins. Fire 53% in 4 mins. Engine Co.
Police Station	Southwest Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.
Schools	All 10 Middle Schools		
	All 11 High Schools		
Library	Southwest Branch	9010 35 <sup>th</sup> Ave. SW	7557 sq. ft.
P-Patch	Longfellow Creek	25 <sup>th</sup> Ave. SW & SW Thistle	New

‡ City historic resources

### manufacturing/industrial centers

#### BINMIC

Existing Households (HH):	4,447
Expected 6 yr. HH Growth:	410
Expected 20 yr. HH Growth:	1,520
Existing Jobs:	4,292
Expected 6 yr. Jobs Growth:	931
Expected 20 yr. Job Growth:	3,700
Land Area:	425 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 2*	2334 4 <sup>th</sup> Ave.	#2, 3.8 minute response time Engine Co., Ladder, Aid, Command
Fire Station	SFD 8‡	110 Lee St.	EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.
Fire Station	SFD 9‡	3829 Linden Ave. N	EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply
Fire Station	SFD 18	1521 NW Market St.	EMS: 67% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., Medic Unit, Hose Wagon, Battalion
Fire Station	SFD 20‡	3205 13 <sup>th</sup> Ave. W	EMS: 73% in 4 mins. Fire: 65% in 4 mins. Engine Co.
Police Station	W Precinct	810 Virginia St.	11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 911 Center

‡ City historic resource survey properties

\* City of Seattle Landmarks

### Greater Duwamish

Existing Households (HH):	469
Expected 6 yr. HH Growth:	--
Expected 20 yr. HH Growth:	--
Existing Jobs:	62,696
Expected 6 yr. Jobs Growth:	2,734
Expected 20 yr. Job Growth:	10,860
Land Area:	4,936 acres

Facility Type	Name	Location	Capacity
Fire Station	SFD 5 ‡	925 Alaska Way	EMS: 78% in 4 mins. Fire: 80% in 4 mins. Engine Co., Fireboat
Fire Station	SFD 10*	301 2 <sup>nd</sup> Ave. S	EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van
Fire Station	SFD 11	1514 SW Holden	EMS: 82% in 4 mins. Fire: 81% in 4 mins. Engine Co.
Fire Station	SFD 14 ‡	3224 4 <sup>th</sup> Ave. S	EMS: 63% in 4 m;ins. Fire: 50% in 4 mins. Ladder Company, Aid Car, Rescue Unit
Fire Station	SFD 26	800 S Cloverdale St.	EMS: 70% in 4 mins. Fire: 66% in 4 mins. Engine Co., Air
Fire Station	SFD 27	1000 S Myrtle St.	EMS: 77% in 4 mins. Fire: 63% in 4 mins. Engine Co. USAR , MMST
Fire Station	SFD 29	9645 Renton Ave. S	EMS: 77% in 4 mins. Fire: 78% in 4 mins. Engine Co., Battalion
Fire Station	SFD 36	3600 23 <sup>rd</sup> Ave. SW	EMS: 75% in 4 mins. Fire: 67% in 4 mins. Engine Co., Marine Response Van
Fire Stations	Combined capacity of these stations includes: 7 Engine Companies, 2 Ladder Companies, Shift Commander, Battalion Chief, Fireboat, 2 Aid Units, HazMat Van, , Marine Response Van, Heavy Rescue Equipment, Confine Space Equipment, Mobile Air Supply		
Police Station	SW Precinct	2300 SW Webster St.	19.39 sq. mi. service area, facility capacity 28,150 sq. ft.

\* City of Seattle Landmarks, or located in City landmark/special review district

‡ City historic resource survey properties

D

### Potential Future Discretionary Projects

Besides the facilities that are included in the City's Capital Improvement Program (CIP), there are a number of prospective capital projects that the City might undertake or fund in the future. They are listed below to provide a broad view of the City's potential future capital spending. Projects are not listed in any priority order. Funding for these projects is not yet identified, and no decisions have been made to go forward with funding these projects.

- African-American Heritage Museum\*
- Aquarium Redevelopment
- Arboretum
- Blue Spruce Site Redevelopment (Seattle Center)
- Broadband Wireless Project
- City Maintenance Facility Improvements
- Downtown Circulator
- Downtown Parks
- Homeless Day Center\*
- Key Arena Enhancement Plan (Seattle Center)
- Kreielsheimer Property Development (Seattle Center)
- Memorial Stadium Relocation\*
- Memorial Stadium Site Redevelopment (Seattle Center)
- Neighborhood Planning Capital Projects
- North Police Precinct Expansion
- Public Safety Building Block Redevelopment
- Redevelopment of 2<sup>nd</sup>/John St. & Warren Ave. N. Parking Lots (Seattle Center)
- Seattle Parks and Recreation Plan 2000 (potentially updated in 2005-2006)
- PC-1 Lot at Pike Place Market
- Sand Point Redevelopment
- Seattle Center 5<sup>th</sup> Avenue Parking Lot Development
- Seattle Center Master Plan Updates
- Seattle Transit Initiative
- South Downtown Study Area Improvements
- South Lake Union Park Development
- South Lake Union Transportation Improvements
- Southwest Harbor Project \*
- Telecommunications Improvements
- TransLake\* (includes early action items)

- Urban Trails Plan Implementation
- Waterfront Plan
- West Seattle Stadium
- Zoo Parking Improvements

At the time of publication, projects with an \* are owned or sponsored by another government agency or private organization. The City might participate in funding these projects.





# Utilities Appendix

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# Utilities Appendix

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# Utilities Appendix

## A Inventory of City Utilities, Capacity Information & Future Facility Needs

### Seattle City Light

Seattle City Light (SCL) is the City-owned electric utility serving approximately 131 square miles, including all of Seattle and some portions of King County north and south of Seattle city limits.

### Seattle City Light: inventory

SCL generates between 56 percent and 75 percent of the energy that it sells to retail customers from its own facilities. This percent share varies with water conditions because all SCL-owned resources are hydroelectric. The largest facilities are the Boundary Project, on the Pend Oreille River in northeast Washington, and the Skagit Project, which consists of three hydroelectric dams (Ross, Diablo and Gorge) on the Skagit River. The Newhalem Hydroelectric Plant, located on Newhalem Creek, was built in 1921 to supply power to the Skagit Project. It was modernized in 1970 and produces a small amount of energy. The Cedar Falls Dam on the Cedar River and the South Fork Tolt Dam on the South Fork Tolt River are also smaller generating facilities owned by SCL. In addition to these power sources, SCL purchases power from the Bonneville Power Administration (BPA), including firm amounts under the Block Product and a share in the output from the Federal System (Slice Product), which depends on water conditions. SCL also holds firm power purchase contracts with a number of other suppliers in the Pacific Northwest. These contracts include power generated from hydroelectric sources, including a combined-cycle combustion turbine (Klamath Falls in Oregon) and a share in the State Line Wind Project located in Southeast Washington and Northeast Oregon. (See Utilities Figure A-1.)

SCL owns and maintains approximately 657 miles of transmission lines which carry power from the Skagit and Cedar Falls generating facilities to 14 principal substations. SCL is dependent on other transmission line owners, i.e., the Bonneville Power Administration (BPA), to bring power from its Boundary Dam hydroelectric plant and from other contracted resources, to serve its load in Seattle. The transmission grid interconnection with other utilities also provides additional reliability to meet load requirements. Power is distributed from SCL's principal substations via high voltage feeder lines to numerous smaller distribution substations and pole transformers which reduce voltage to required levels for customers. SCL owns and maintains 2,428 circuit miles of distribution lines within Seattle that deliver power from the 14 principal substations to approximately 365,200 customers. (See Utilities Figure A-2).

### Seattle City Light: existing capacity

SCL's current generation capability (owned and contracted) is adequate to serve existing customers. Because of the nature of City Light's hydroelectric system, the utility is not presently constrained by its ability to meet peak loads (typically referred to as capacity). At times, the system may be constrained in its ability to carry load over periods of heavy load hours (6 a.m. to 10 p.m.) during the winter. On an average monthly basis, City Light currently has sufficient resources to meet expected customer load in the next few years, even under serious drought conditions.

SCL sells on the wholesale energy markets the energy it does not need to meet customer load. The utility also buys energy in the wholesale markets to enhance the value of its resource portfolio and to meet occasional short-term energy deficits.

### Seattle City Light: anticipated future facilities

City Light's current contract with BPA extends through the end of September 2011 and includes an increase in the firm amount of power purchased effective in October 2006. The utility has committed to meet its load growth through 2011 with conservation and renewable resources and is on target to achieve this goal. Given projected customer load growth, no significant resource addition is anticipated until 2005 or 2006.

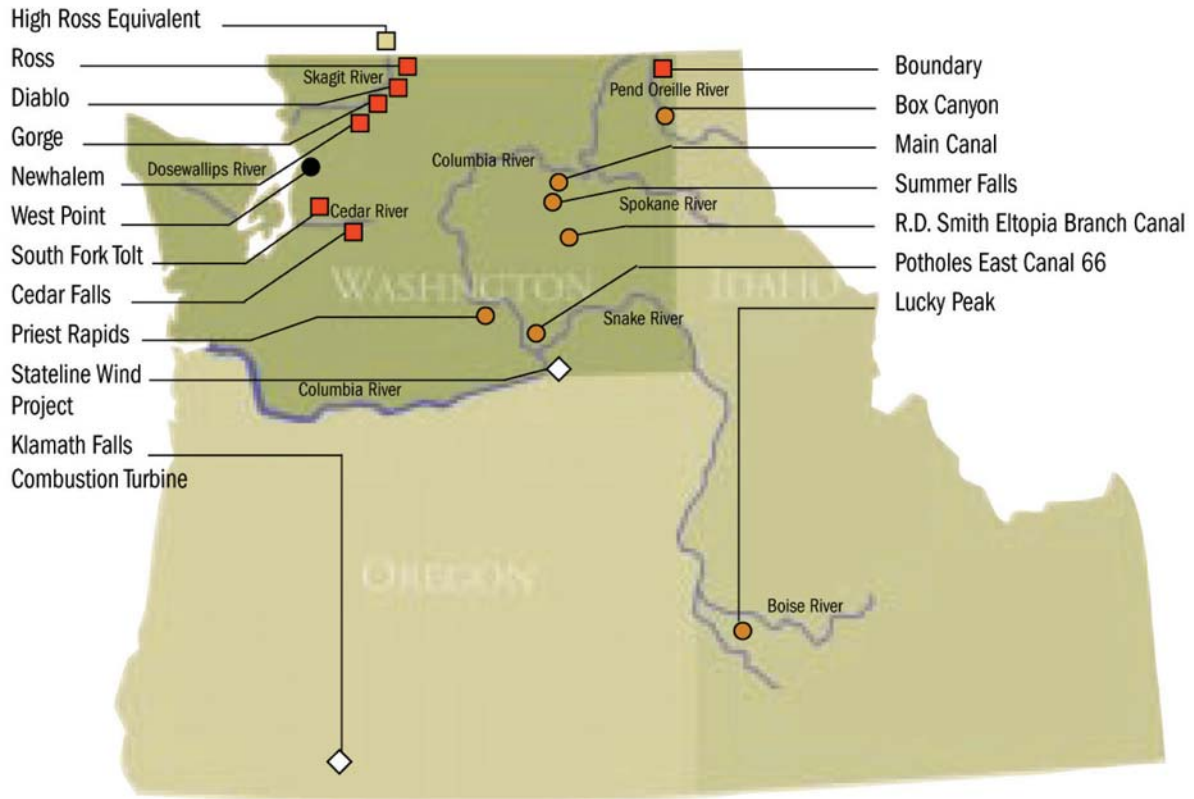
For the transmission and distribution components of SCL's system, projected growth will be accommodated by planned transmission and distribution capacity additions. The addition of a transformer at the Bothell Substation in Snohomish County will serve the principal substations from the Snohomish County line to the Lake Washington Ship Canal. Within the Comprehensive Plan's 20 year timeframe a new principal substation will be necessary downtown, with an underground transmission line connection to the South substation. Capacity would also be expanded at the North, Duwamish, Shoreline, University and Creston substations. New substations also may be built in the next five to twenty years at Interbay, in the SODO area and in South Lake Union, depending on load growth projections and emerging real construction. Substations in the Northeast and Northwest parts of the City may also be built in the 20-year period. City Light owns properties for the Interbay, NE and NW substations.



### Utilities Figure A-1

#### Energy Resources

- Owned Hydro
- Long-term Hydro Contracts
- Long-term Co-generation Contract
- Treaty Rights from British Columbia
- Other Long-term Contracts

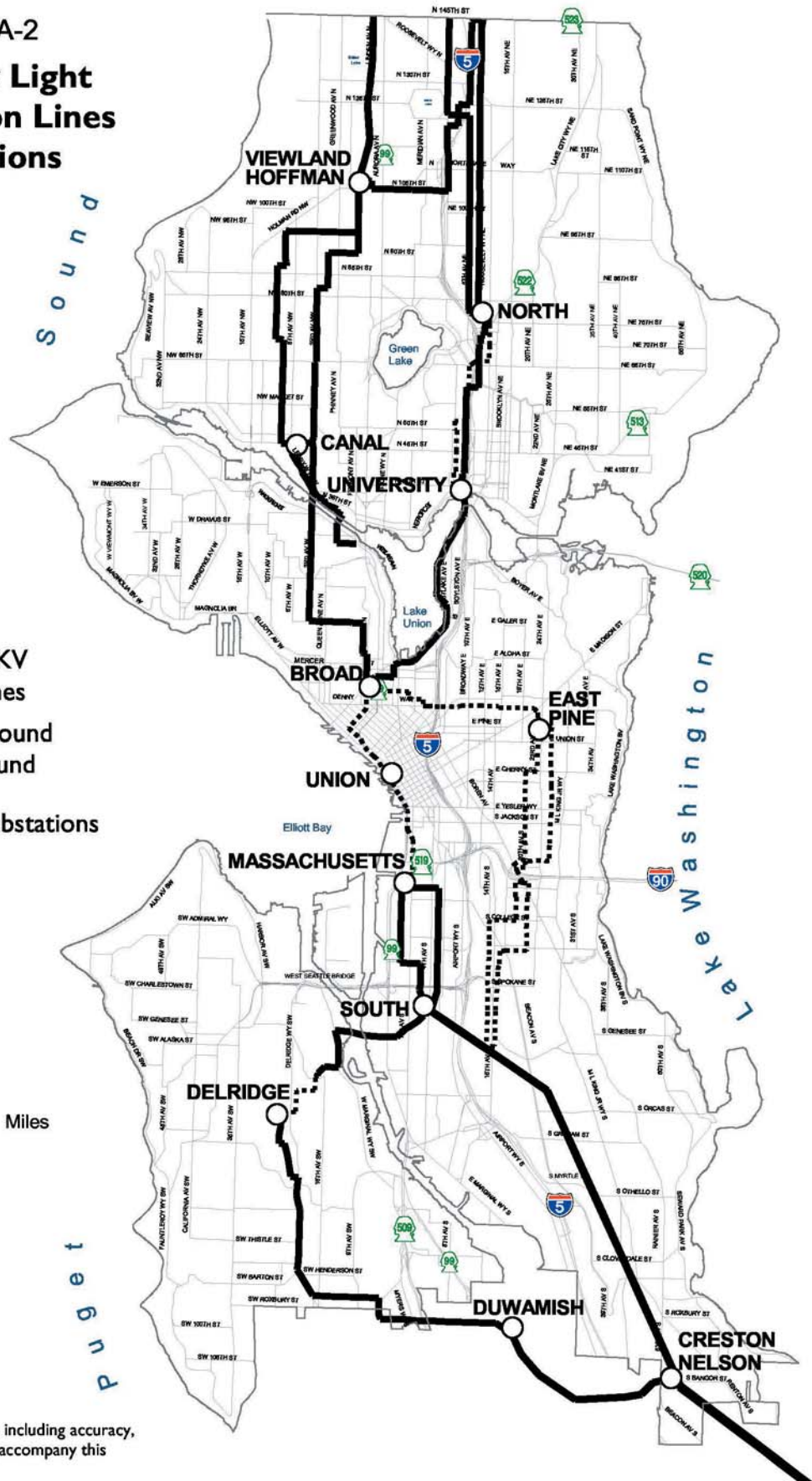
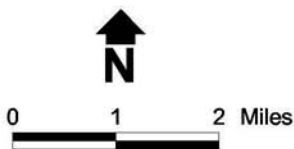


# Utilities Figure A-2 Seattle City Light Transmission Lines and Substations

230KV and 115KV  
Transmission Lines



○ Principal Substations



2004 City of Seattle

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**Seattle Public Utilities (water utility)**

Seattle Public Utilities (SPU) provides water service to customers of Seattle and portions of King County. In addition, SPU sells wholesale water to more than two dozen suburban water districts, municipalities, and nonprofit water associations ("purveyors") which serve retail water customers in most of the urban areas in north, east, and south King County, and a small part of southwest Snohomish County. (See Utilities Figure A-3). SPU operates under an Operator's Certificate granted by the State Department of Health. Information about the certificate and the water system can be found in Seattle's Water System Plan.

**Seattle Public Utilities: inventory**

SPU supplies drinking water from two major water supply sources, the Cedar River Watershed and the South Fork of the Tolt River Watershed, and a small amount of water from the Highline Well Field. The Cedar River of the Tolt River watersheds are in the Cascade Mountains, while the Highline Well Field is located north of Seattle Tacoma International Airport. Transmission pipelines carry the water to various reservoirs, standpipes, and tanks for further distribution. (See Utilities Figure A-4)

**Seattle Public Utilities: existing capacity**

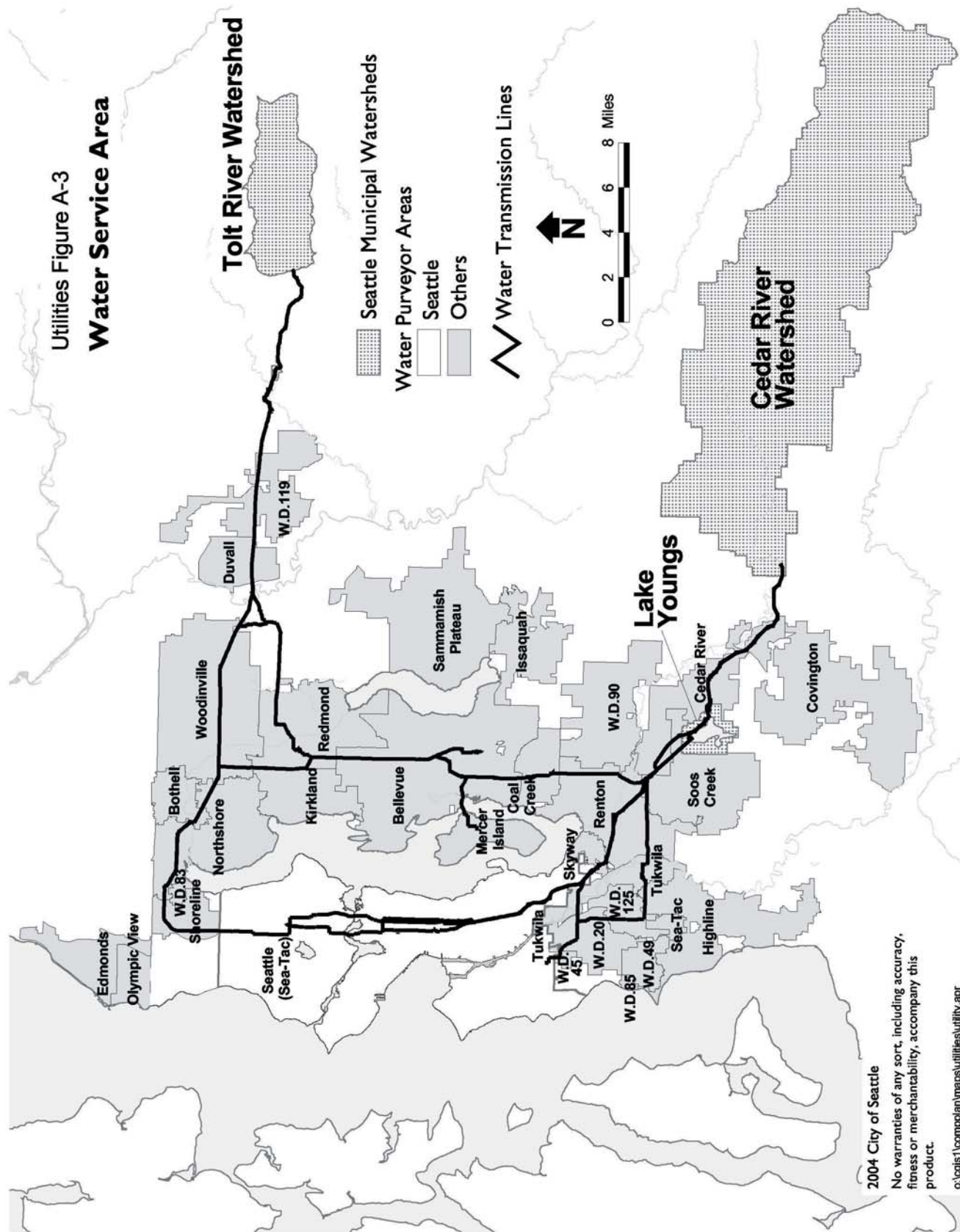
SPU's service area extends beyond the City's boundaries, making it impossible to assign for in-city service capacity figures to the supply sources and transmission lines. Snowpack, temperature and precipitation in the watershed areas are important natural factors that determine when and how much runoff will fill the reservoirs. Also affecting SPU's water supply is the environmental impact of the dams on the stream flows. Tribes and business, environmental, recreational and fisheries groups all have interests in the level of water in the streams.

The 50-year Cedar River Watershed Habitat Conservation Plan provides certainty for the City of Seattle's drinking water supply and protects and restores fish and wildlife habitats. In addition, the City recently completed a new treatment facility on the Tolt source that adds supply capacity. A new treatment facility on the Cedar source will be come online in 2004 that will improve drinking water quality. Under these current circumstances, SPU expects water supply to be adequate to serve the City's existing and forecast population for at least the next 20 years.

Distribution and storage facilities that serve Seattle residents have adequate capacity to serve the city. There are, however, a few areas that have substandard mains or experience low water pressure.

Low pressure areas include the higher elevations and other scattered locations in Maple Leaf (Maple Leaf Tank), Phinney Ridge (Woodland Park Standpipe), and Queen Anne Hill (Queen Anne Standpipe). These areas are all located near standpipe or/tanks and, therefore, receive water at or below the current design standard of 30 pounds per square inch (psi).

SPU is currently applying an asset management assessment to determine which pipelines would be replaced using the funds available in the six year CIP.

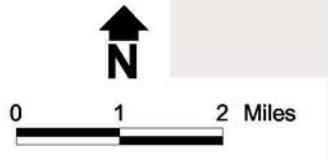


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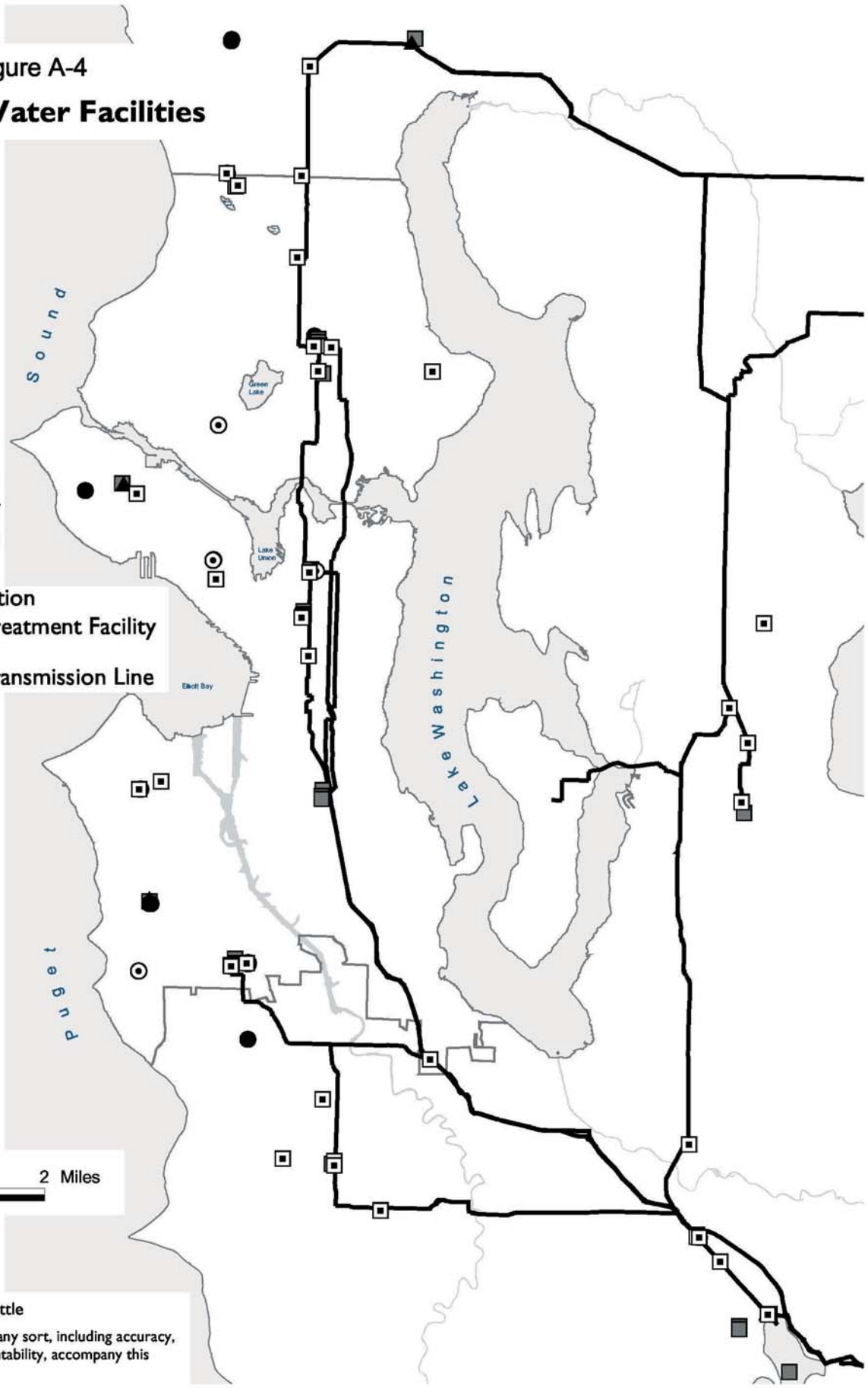
### Utilities Figure A-4

## Major Water Facilities

- Water Facilities**
- Reservoir
  - ⊙ Standpipe
  - Tank
  - ▣ Pump Station
  - ▲ Water Treatment Facility
- Water Transmission Line



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### Seattle Public Utilities: anticipated future facilities

Most of the new households to be added within the city will be in multifamily units, which have a much lower per capita water demand than single family households.

The major impact of the growth envisioned by the Comprehensive Plan on the City's water facilities will be in the distribution system. Rehabilitation and improvements to the existing distribution system will be needed to support growth over the 20 year life of the Plan. SPU will work with developers to be sure needed infrastructure is in place for the development. Most of the time, developers finance the necessary distribution facilities.

### Seattle Public Utilities: drainage & wastewater

SPU is charged with managing drainage, surface runoff, and sewer systems to meet public safety, water quality, and resource protection goals. SPU's service area covers the City of Seattle.

### Seattle Public Utilities: inventory

Although a few small areas are still served by septic systems, almost all areas of the city are served by sanitary sewers. Three types of drainage and waste water systems are used in Seattle: combined sanitary/storm water sewer, partially separated sanitary/storm water sewer, and separate sanitary and storm water sewer systems. The SPU system collects residential, commercial, and industrial wastewater and delivers it to interceptor lines operated by the regional sewage treatment agency (King County). The sewage is then treated at the West Point Sewage Treatment Plant before being discharged into Puget Sound. Two other plants, Alki and Carkeek, have been converted to treat wet weather overflows only. (See Utilities Figure A-5).

### Seattle Public Utilities: existing capacity

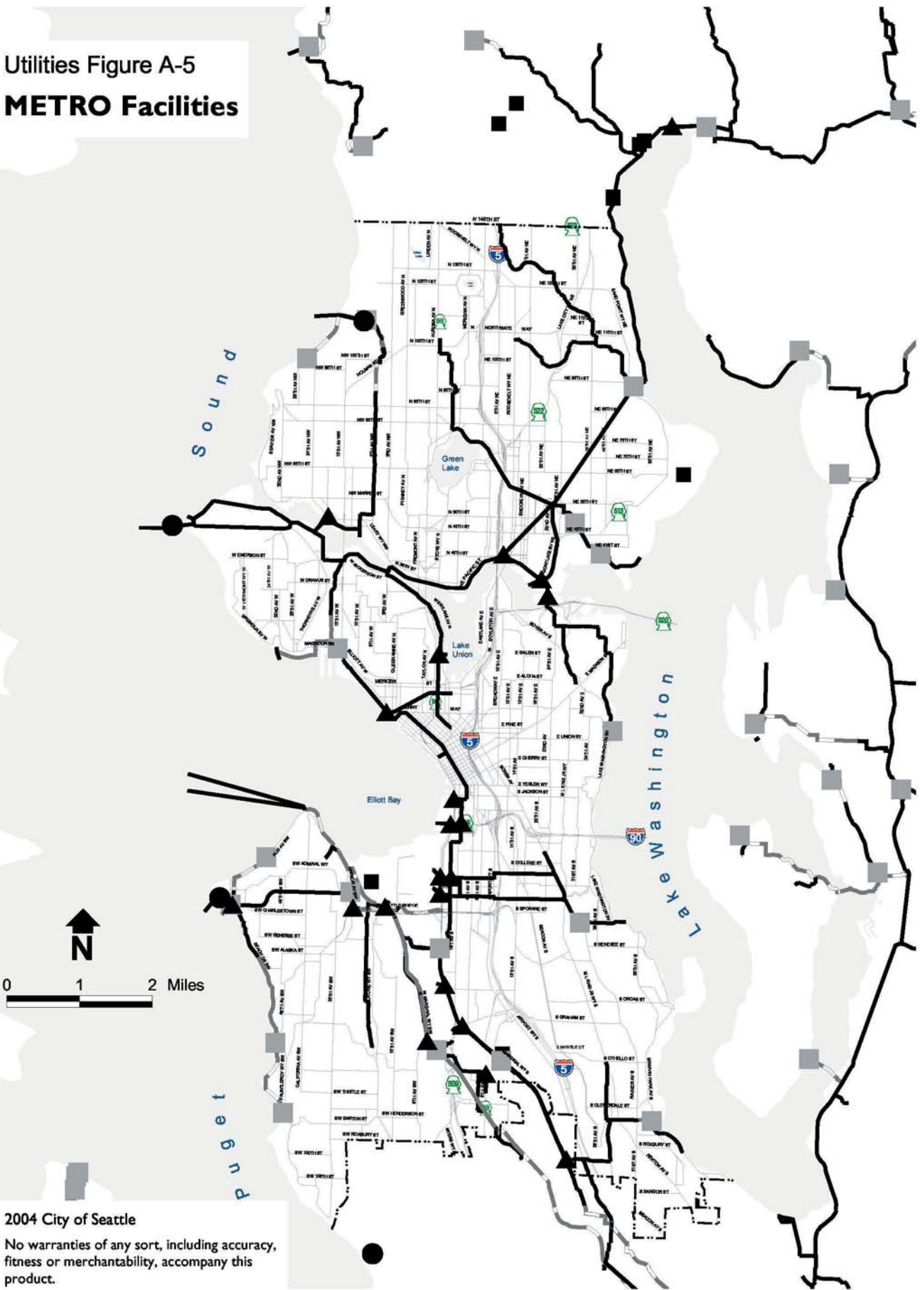
**City Drainage and Wastewater System:** The capacity of the wastewater system in some areas is limited when peak stormwater flows enter the combined systems. During or following intense or prolonged periods of rainfall, some of the systems cannot accommodate the combined runoff and sanitary sewage flows, resulting in combined sewer overflows (CSOs) being discharged into area waters. CSOs occur in both the regional and the City systems. Seattle's CSO Control Plan, adopted in 1988, and updated in 2001, addresses specific storage and separation projects to control CSOs and describes costs and schedules in a 20-year timeframe. SPU has already completed improvements to 69 of the 83 CSO locations and by the year 2006, Seattle will have reduced CSO volumes by at least 79 percent. Funding for these improvements is included in the Department's six-year CIP.

### Seattle Public Utilities: regional wastewater treatment system

The West Point Treatment Plant is a secondary treatment facility, with a capacity of 133 million gallons per day (MGD), monthly average flow. It is designed to handle a peak flow capacity of 440 MGD, with 300 MGD receiving secondary treatment and the remainder primary treatment.

The West Point Treatment Plant serves 1.3 million people including residents of Seattle, King County north of Seattle, and South Snohomish County.

# Utilities Figure A-5 METRO Facilities



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## Seattle Public Utilities: anticipated future facilities

**City Facilities:** Generally, the drainage and wastewater facilities in Seattle have been planned and sized to serve the maximum or build out conditions under zoning at the time and will be adequate to serve the level of increased growth proposed in the Plan. The capacity of the wastewater system is limited in confined areas of the city, where there have been historic hydraulic and system backup problems. These problems are being addressed through developer-funded facility upgrades and by Seattle Public Utilities' CIP.

**Regional Facilities:** Under King County's Regional Wastewater Services Plan, a third treatment plant is planned to be added in South Snohomish or North King County by about 2010 to handle the region's growth.

## Seattle Public Utilities (solid waste)

SPU contracts with private firms for the collection of residential solid waste, recyclables, and yard waste and commercial solid waste within the city; collection of commercial recyclables is handled by the private sector, SPU provides for disposal of all solid waste generated within the city through a long-term contract with Waste Management Incorporated.

## Seattle Public Utilities: inventory

The solid waste transfer system consists of four transfer stations. The two City owned transfer stations receive residential and commercial solid waste, while the two privately-owned transfer stations receive both commercial and other solid waste from within and outside the city of Seattle. Refuse is compacted into containers which are trucked to the Argo Intermodal Facility; from there, the containers are loaded onto trains for long-haul transport to a landfill owned and operated by Waste Management Incorporated in Gilliam County, Oregon. Most recyclable materials are handled by two privately-owned facilities. The City of Seattle also owns and operates two household hazardous waste facilities. (See Utilities Figure A-6 for their location).

## Seattle Public Utilities: existing capacity

### 1. Solid Waste Collection and Transfer Facility Capacity:

SPU's North and South Recycling and Disposal Stations (RDS) were designed in the 1960's for the transfer of solid waste, not for the current solid waste management strategy involving separation of recyclable materials. They were designed to handle 1,000 tons of solid waste per day (or 365,000 tons per year). In 2002, approximately 280,000 tons of solid waste were disposed of through the City's two transfer stations as well as more than 63,000 tons of yard waste, 2,000 tons of wood waste, 600 tons of metal appliances and more than 32,000 tons of other recyclables, totaling about 349,000 tons per year.

SPU is currently evaluating options for increasing the RDS's capacity to handle future self-haul and contractor trips and tons at the transfer stations as part of a comprehensive Solid Waste Facilities Master Plan that will be completed in 2003.

A portion of the collected commercial solid waste generated in the City is delivered to the two privately-owned transfer stations. These two facilities handle refuse as well as construction and demolition debris and other wastes from both inside and outside Seattle. In 1999, the two private stations handled 225,000 tons of solid waste from the City of Seattle. In recent years, Waste Management Incorporated has also built a new station for separated construction debris. The two private transfer facilities have the capability to handle 300,000 400,000 tons of waste per year including waste from Seattle's businesses. These facilities are located in the South Park area near the City's South Recycling and Disposal Station and south of downtown on South Lander Street.



Intermodal container loading capacity at Argo Yard is limited and the demand to process other domestic and international cargo through this yard is expected to increase.

**2. Recycling Processing Facilities:**

Two private "material recovery facilities" (MRFs) serve as the processing and transfer facilities for most of the recyclable materials collected from in-City residents and businesses. These facilities are Recycle Seattle and Recycle America and they process and transfer a large proportion of the 320,000 tons of residential and commercial recyclable material that was collected through the City's solid waste system in 2000. Recycle America is located in the South Park area, near the City's South Recycling and Disposal Station, and Recycle Seattle is south of downtown on South Lander Street.

**3. Disposal Facilities:**

Waste is compacted at the transfer stations into containers that are trucked to the Argo rail yard and loaded onto a train for long haul shipment to a landfill in Oregon. Presently, approximately 60 containers per day (each holding 25-28 tons), five days a week, are trucked to the railhead. The train to the landfill operates five times per week, with about 100 containers per trip. Waste containers from King, Snohomish, Island, San Juan, and Whatcom counties are also added to the train. Seattle and Washington Waste Systems (WWS) have a contract extending through March 31, 2028, and the terms of the contract are more than adequate to handle the additional waste volumes generated by projected growth.

**Seattle Public Utilities:  
anticipated future facilities**

The region's landfill capacity is large enough to last for at least the next 40-80 years. Private transfer stations have the capacity to handle projected solid waste tonnages, but SPU transfer facilities will need modifications if they are to adequately handle projected customer visits and to divert waste to effectively contribute to the City's waste reduction and recycling goals. Although the overall amount of waste generated in the city will increase with projected residential and employment growth, the percentage of waste that will be directed to disposal is expected to decrease because waste diversion through recycling is expected to increase. Seattle has adopted the goal of recycling 60 percent of its overall waste by 2008.

Residential waste is anticipated to comprise a decreasing share of the future combined waste stream. Commercial waste is projected to comprise a larger share of Seattle's waste stream in the future. Increased commercial sector waste disposal needs and an increased demand for recycling contractor services will be handled by private contractors and facilities. Representatives from both private transfer stations have indicated that the increased amount of waste can be handled within the existing facilities.

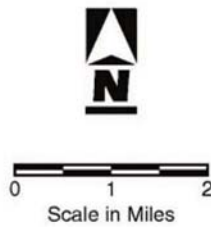
The two private materials processing facilities will handle a major share of the increase in volumes of recyclable material that will occur with projected growth. These businesses are dealing with services and markets at a regional level, so the specific impacts of increased Seattle tonnage are difficult to predict.

It is anticipated that the two City-owned transfer stations will be demolished and rebuilt to accommodate projected customer demand and diversion goals.

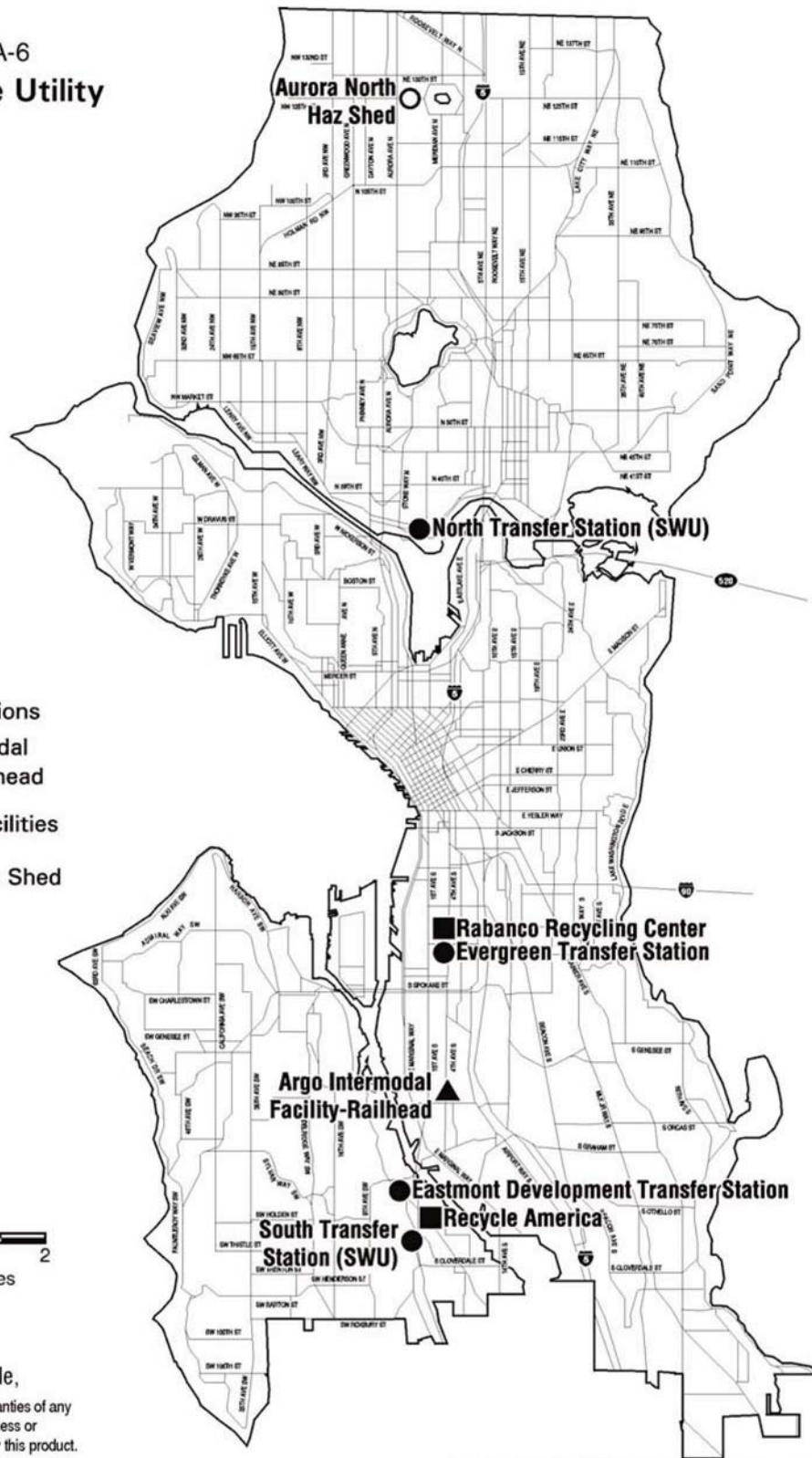
It is also anticipated that a new City-owned waste receiving and compaction station will be built in conjunction with an intermodal loading station. This intermodal solid waste transfer facility will eliminate the need to load containers at the existing Argo Yard.

Utilities Figure A-6  
**Solid Waste Utility**

- Solid Waste Transfer Stations
- ▲ Argo Intermodal Facility - Railhead
- Recycling Facilities
- Aurora N Haz Shed



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**B**

**Description & Inventory of Investor-Owned Utilities Serving Seattle**

**Puget Sound Energy**

Puget Sound Energy (PSE) is an investor-owned electric and natural gas utility serving more than 1.2 million customers in 11 Western Washington counties. In the Seattle area, PSE only provides natural gas service. PSE's distribution of natural gas involves system pressure regulation and the development and maintenance of a network of gas mains to serve the utility's customers.

PSE is supplied by Northwest Pipeline Corporation, a natural gas wholesaler with interstate pipeline facilities extending from Canada to New Mexico. Two underground transmission lines branch off from the pipeline to serve more than 116,000 natural gas customers in the Seattle area.

**QWEST Communications**

QWEST Communications (QWEST) is the telephone company subsidiary of QWEST, Incorporated—one of the seven regional holding companies resulting from the divestiture of AT&T. QWEST is the principal provider of local telephone and related services in Seattle.

Of the 11 central switching offices (COs) serving Seattle, 10 are located within the city limits. For local exchange, the COs switch calls in and between the line exchange groupings (these groupings are addressed uniquely by an area code and the first three digits of a phone number). For long distance, the COs switch calls and mediate between the long-distance network and the local originating/terminating network. Due to advances in technology, additional capacity is easily and quickly added to the system. Four main cable routes emanate from each CO, running north, south, east, and west. Connected to these main feeder routes are branch feeder routes which support thousands of local loops providing dial tone service to individual subscribers. The COs are connected by inter-exchange trunk lines that may be aerial or buried, and copper or fiber optic line.

**cellular communications**

Seattle is served numerous cellular telephone companies, the largest of which include AT&T Wireless, Cingular, Sprint PCS, T-Mobile and Verizon Wireless. Cellular telephones are radios which send and receive signals from low power, ultra high frequency antennas positioned at several cellular communication ("cell") sites. The "cellular" name is derived from the manner in which coverage is provided by the cell sites. Each cell site has a signal radius, or coverage area, of only a few miles (depending upon terrain and capacity demand for service). As a cellular telephone user passes from one cell to the next, the call is transferred to an available channel at an adjacent cell site.

The cellular phone industry is extremely volatile, so any comprehensive listing of providers or cell sites would be obsolete upon printing. There are over 500 cell sites within the city of Seattle. Ownership of the sites changes as companies enter and leave the market.

**cable television**

Two cable communications companies hold City franchises for serving Seattle residents, Comcast and Millennium Digital Media. (See Utilities Figure A-7.) The City is currently in the franchise renewal period with Comcast whose franchise expires on January 20, 2006. Millennium Digital Media's franchise expires on March 1, 2008.

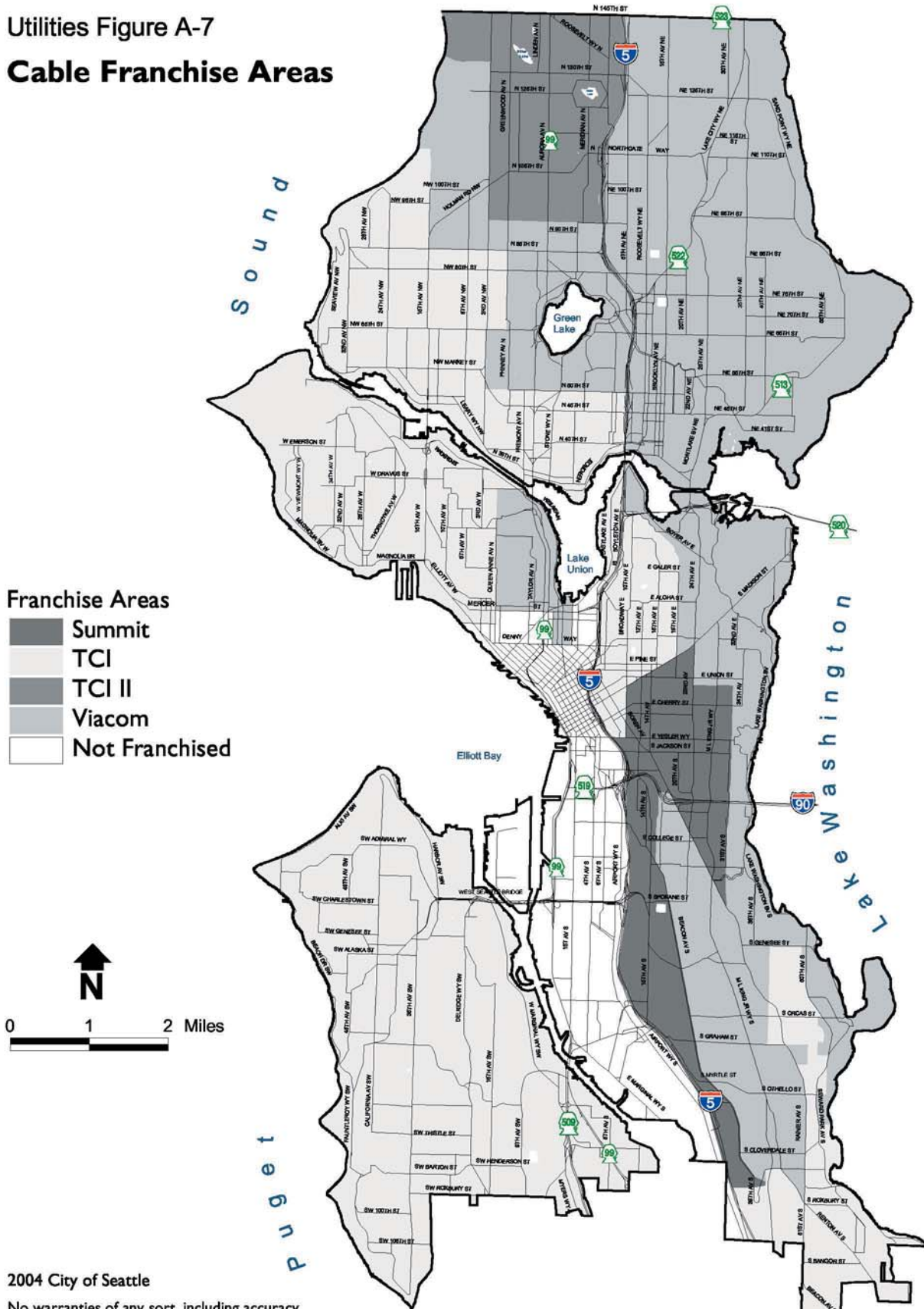
One of the primary components of a cable system is the head end site—an electronic control center where the information signal is processed for distribution through the cable system. This signal can be received off a hard line (cable), a satellite dish, microwave antennae, and/or a TV antenna. Comcast has two primary head end sites in the Seattle area. It's cable system passes 264,744 Seattle homes and serves 139,445 households. Comcast has 2,311 Aerial plant miles and 412 Underground plant miles in Seattle (includes both fiber and coaxial cable). Millennium has one head end site in Seattle, along with 155 miles of coaxial cable and 3,240 miles of fiber optic cable serving 14,998 households out of 51,463 homes passed.

### Seattle Steam

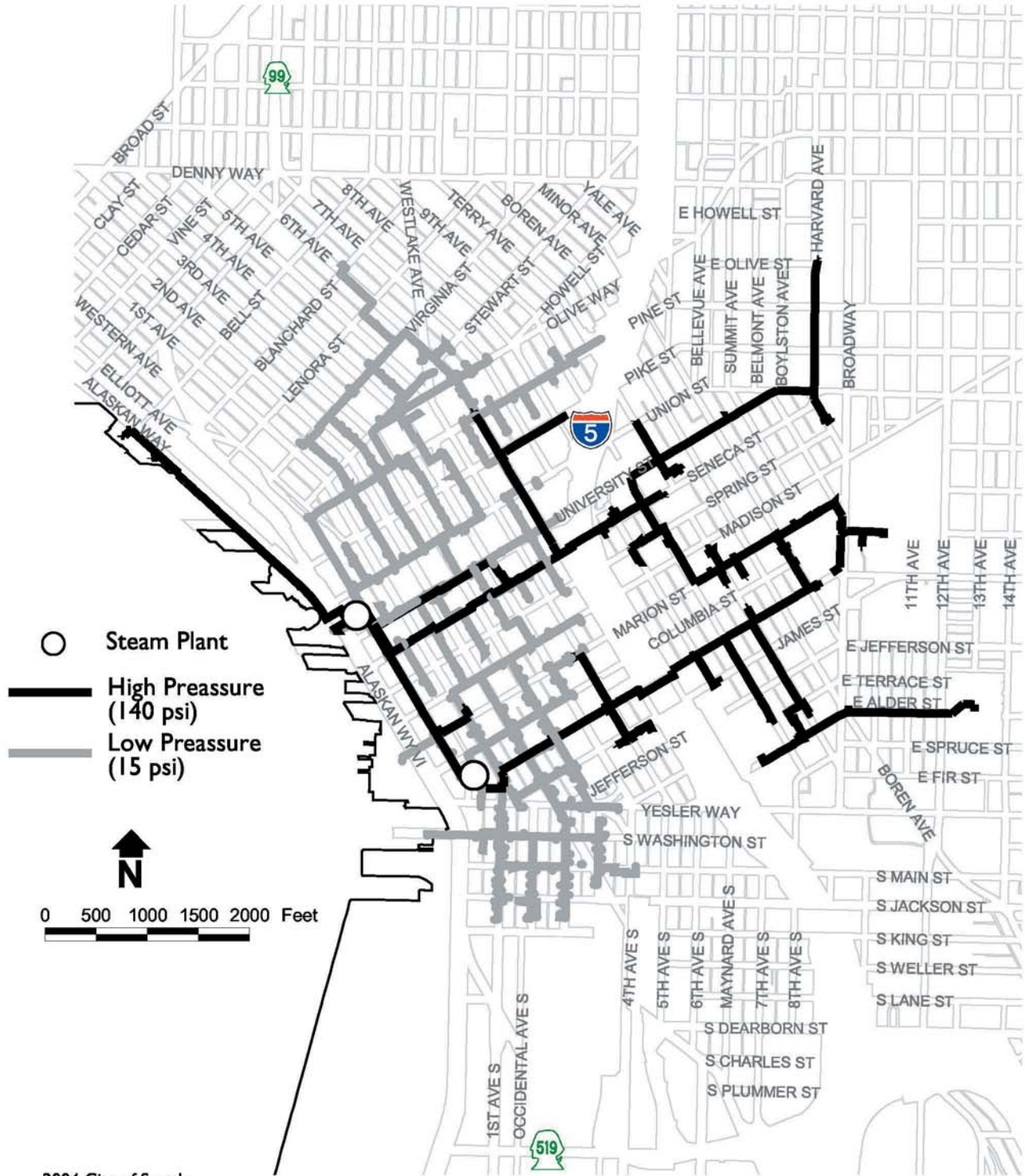
Seattle Steam is a district heating utility franchised by the City. Its service area encompasses roughly a square-mile area of the Central Business District, extending from Blanchard Street to King Street and from the waterfront to 14<sup>th</sup> Avenue, crossing over First Hill. (See Utilities Figure A-8.) The company provides steam to commercial, residential, and institutional customers for space and hot water heating, along with other uses.

Two steam-generating plants supply the network. The primary plant is located on Western Avenue at University Street. The secondary plant is located on Western Avenue near Yesler Way—the site of the original plant built in 1893. Total steam generation capacity is 750,000 pounds per hour, with boilers designed to burn either natural gas or residual oil. The network of insulated steel pipe encompasses a total length of over 18 miles beneath city streets and currently serves 220 customers.

# Utilities Figure A-7 Cable Franchise Areas



# Utilities Figure A-8 Seattle Steam Steam Pipe System



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# Economic Development Appendix

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# Economic Development Appendix

economic development appendix

## Economic Development Figures

A-1 Estimated Number of Jobs to Be Accommodated, 2002-2024 ED-A3





# Economic Development Appendix

## A Economic Development

While the Growth Management Act does not require a comprehensive plan to include an economic development element, the King County Countywide Planning Policies do require that each jurisdiction in King County include in its comprehensive plan an economic development element which will include an estimate of the type and number of jobs to be accommodated in the jurisdiction during the next 20 years.

Economic Development Figure A-1 presents the estimated number of jobs, by industry, Seattle expects to accommodate between 2002 and 2024. Total anticipated job growth for this period is estimated to be 93,000 jobs. This analysis is based on estimates of actual employment levels in 2002 and includes job growth for the two-year period prior to the 20-year window covered by this Plan. During the twenty-year period covered by this Plan, total job growth is anticipated to be 84,000 jobs.

Economic Development Figure A-1  
**Estimated Number of Jobs, by Industry, to be Accommodated in Seattle, 2002-2024**

	Estimated 2002	Change	Estimated 2024
Retail	73,221	4,432	77,653
F.I.R.E.S.	217,643	80,838	298,481
Government/ Education	91,267	6,415	97,682
W.T.C.U.	55,459	15,613	71,072
Manufacturing	41,651	-14,298	27,353
<b>TOTAL</b>	<b>479,241</b>	<b>93,000</b>	<b>563,238</b>

F.I.R.E.S. includes Finance, Insurance, Real Estate, and Services  
 W.T.C.U. includes Wholesale Trade, Transportation, Communications and Utilities

Source: Change 2003 2024 was calculated by the Planning and Development Department based on PSRC economic sector forecasts to the years 2020 and 2030 and estimates of job growth in the city to 2024.