



- 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.

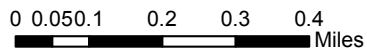
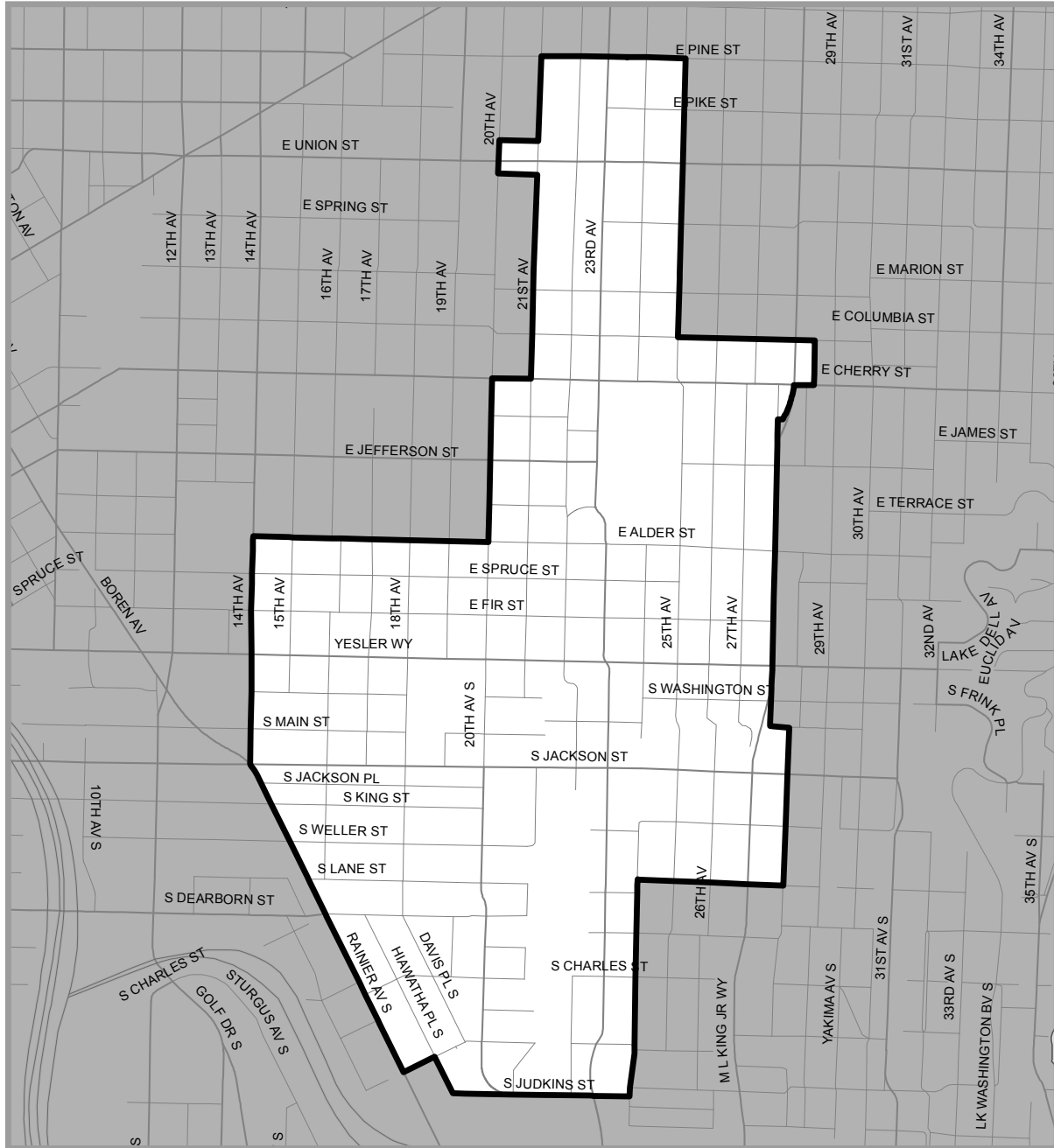
neighborhood planning element

B-6

January | 2005 (2015)



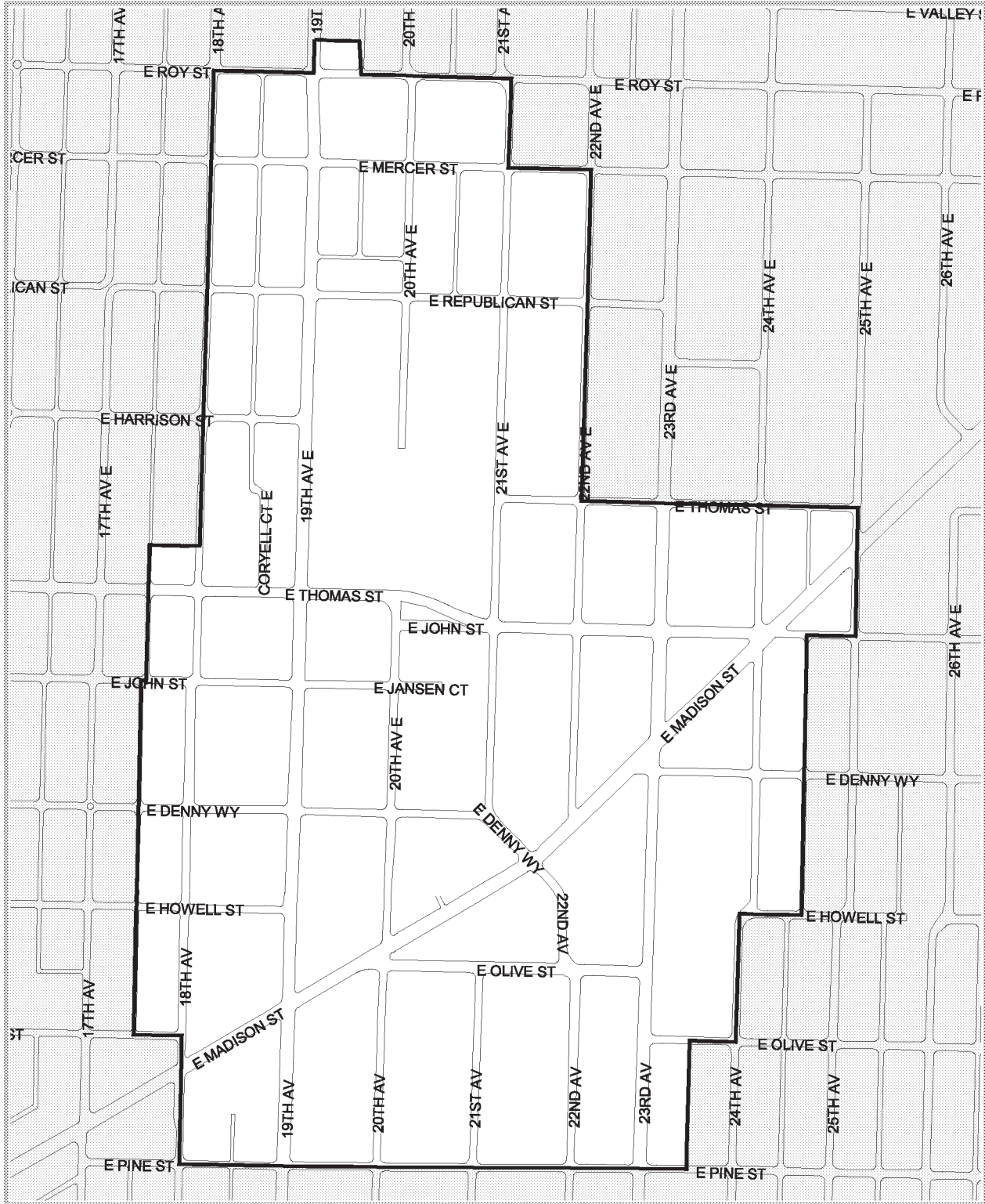
23RD & UNION-JACKSON Residential Urban Village



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MADISON-MILLER Residential Urban Village



neighborhood plans: Central Area

B-6

January | 2005 (2013)



- CA-P43** Provide opportunities and support to facilitate start-up small businesses.
- CA-P44** Encourage partnerships among businesses to create a safe and active commercial district.
- CA-P45** Seek opportunities to strengthen partnerships between the community and the Seattle Police Department.
- CA-P46** Support crime prevention programs that create partnerships between the broad diversity of the community, the businesses and the City to decrease crime and to address underlying conditions that may encourage crime.
- CA-P47** Support efforts to improve the appearance and cleanliness of business districts.

human service and community building goals

- CA-G11** The Central Area is a connected and caring community that nurtures and supports all its members especially the children, youth and the elderly, and provides programs and services needed by its diverse community.
- CA-G12** The Central Area has strong schools with excellent programs and strong enrollment with no achievement gap, providing opportunities for all students to succeed and have bright futures.
- CA-G13** The Central Area is a neighborhood in which the community, community-based organizations, service organizations, education/training institutions and the City work together to create pathways to meaningful employment for all its youth.
- CA-G14** To support cultural diversity, there is improved access to education and employment training opportunities for all, especially for its diverse youth.

- CA-G15** All Central Area youth are empowered and have strong leadership skills.
- CA-G16** The Central Area has strong organizations and local leaders who work to anchor the cultural diversity of this neighborhood.

human service and community building policies

- CA-P48** Encourage local institutions, community-based organizations, and other agencies to provide life-long learning opportunities needed by the Central Area's diverse community.
- CA-P49** Provide all Central Area youth with required skills and experience needed for future careers. Maximize the capability of local institutions and program providers such as Seattle Vocational Institute to serve such needs.
- CA-P50** In the Central Area, support the growth of jobs for teenagers, especially those most in need of a path to a successful future.
- CA-P51** Provide the Central Area youth with cultural education and recreational opportunities that embrace its diversity.
- CA-P52** Enhance community pride through multicultural activities such as community festivals, youth mentoring and other youth programs.
- CA-P53** Support innovative and effective youth services.
- CA-P54** Encourage Central Area youth to actively engage in community activities and develop leadership skills, especially those most in need of such support.
- CA-P55** Provide seniors with needed resources and assistance and opportunities to engage with the community.



CA-P56 Provide supportive services for the immigrant/refugee and African American communities.

CA-P57 Support programs and organizations that nurture local leadership within the Central Area.

parks and open space goal

CA-G17 A community with functional, well maintained and connected parks, open space, and recreational facilities to serve the Central Area's diverse population.

parks and open space policies

CA-P58 Facilitate community involvement such that park facilities, improvements and programming better reflect the needs of the neighborhood.

CA-P59 Seek opportunities within the commercial districts to create open spaces for community gathering.

CA-P60 Seek opportunities for public open space on unused or unimproved properties.

CA-P61 Promote greening and beautification of the neighborhood through local citizen participation.

CA-P62 Work with community members, organizations, schools and institutions to provide park stewardship.

23rd avenue corridor goals

CA-G18 The three community nodes along 23 rd Ave at Jackson, Union and Cherry are each distinct with a different niche, but together they exhibit or demonstrate the shared identity of the Central Area. These community nodes together serve the diversity of cultures in the Central Area and continue to be home to those businesses and institutions that are central to the African American community:

- 23rd and Jackson - The largest of the three community nodes with larger scaled mixed use developments. It is the community's center for general goods and services including education, arts, places of worship and gathering, parks, a library, housing, social services and places to shop for daily household needs. It is a local and regional destination that draws a broad mix of people.

- 23rd and Union - A medium sized community-serving node with mixed use developments. This node has locally owned businesses and institutions and continues to serve as the center of the African American community. It is a neighborhood scale destination that builds on existing assets and draws customers from the larger neighborhood.

- 23rd and Cherry - This is a smaller scaled community-serving node with finer grained mixed use developments. This node has an abundance of community assets including parks/ open space, Garfield High School and Community Center, teen center, arts programs, and small businesses, in particular ethnic restaurants, that create a unique identity for this node. It draws a broad mix of people, especially youth.

23rd avenue corridor policies

CA-P63 Encourage new pedestrian-friendly mixed-use development and increased housing density in and around the 23 rd Avenue and Jackson Street commercial area. Include small and large businesses, opportunities for startup businesses, and affordable housing while preserving existing gathering spaces.

CA-P64 Support additional retail, restaurants, services, and office space at 23 rd and Yesler to increase activity on the sidewalks.



CA-P65 Encourage new pedestrian-friendly mixed-use development at 23rd and Union that includes neighborhood serving shops and services, opportunities for startup businesses, affordable housing and live/work housing while respecting the small scale and historic character of this node.

CA-P66 Preserve small-scale neighborhood character, immigrant and refugee owned businesses while providing a greater variety of shops and services at 23rd and Cherry and an activated street frontage.

CA-P67 Improve access and connectivity to community assets at 23rd and Cherry and activate space around Garfield High School, Garfield Community Center, and Medgar Evers Pool.

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 16th to 24th Avenues that serves both local and destination shoppers with a variety of shops and services.

CA-G20 A vibrant, revitalized pedestrian-oriented commercial node at Madison St. between 19th Avenue and 23rd Avenue that principally serves local residents.

CA-G21 A destination/entertainment center at 23rd and Madison serving as the Central Area's northern commercial anchor.

Madison-Miller policies

CA-P69 Encourage increased housing density at 23rd and Madison. As one tool for implementing this policy, consider the Residential Small Lot zone to be appropriate for single family

areas south of E. Madison St. within the Madison-Miller Residential Urban Village.

A. The portion of East Madison Street within the Madison-Miller Residential Urban Village is designated a principal commercial street.

CA-P70 Seek entertainment facilities (e.g. entertainment complex), destination retail, convention and conference facilities and other like businesses at 23rd 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."

12th avenue goal

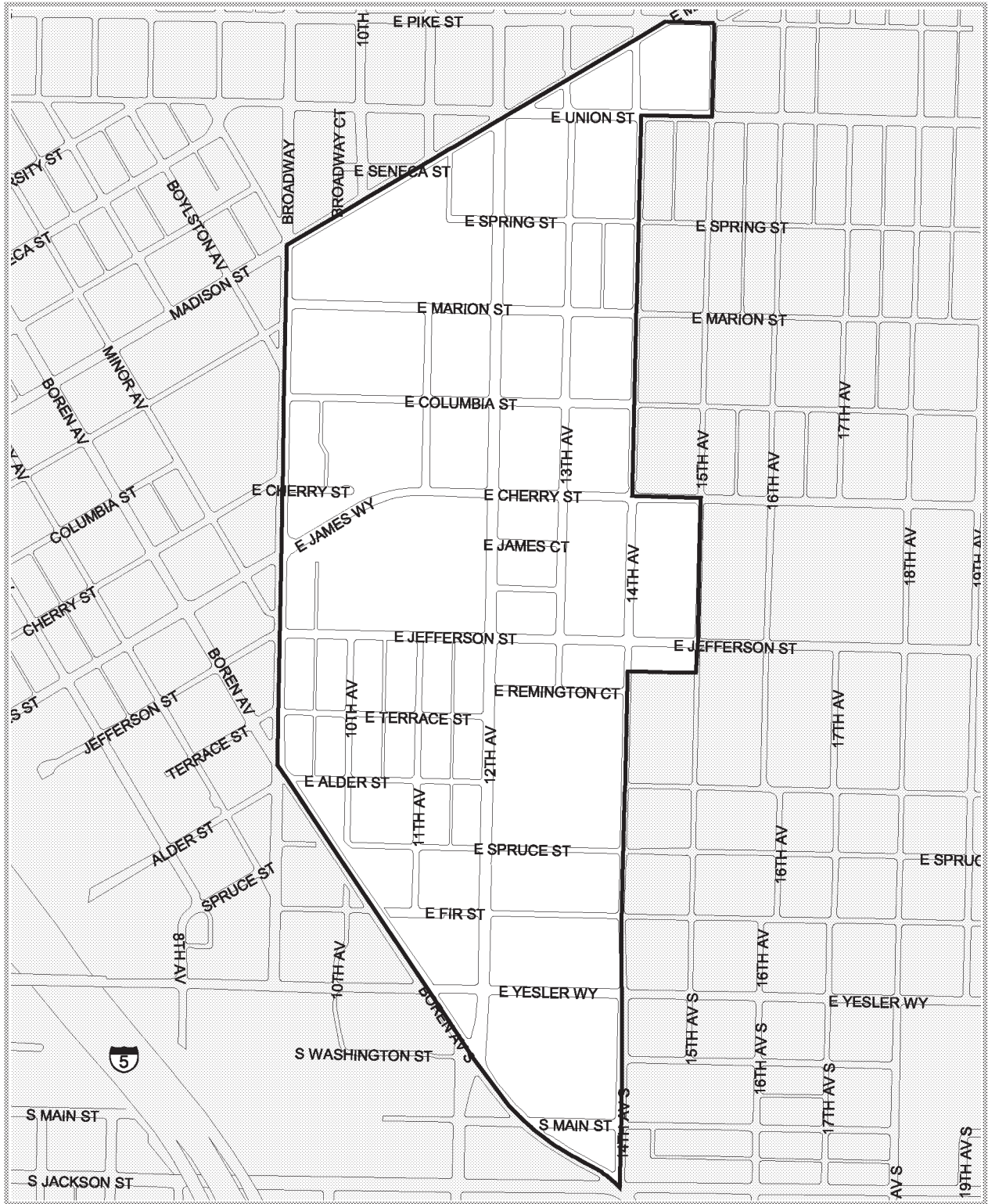
CA-G22 A thriving mixed-use residential and commercial area with a "main street" including services and retail that is attractive and useful to neighborhood residents and students, and public spaces that foster a sense of community, near the intersection of several diverse neighborhoods and major economic and institutional centers.

12th avenue policies

CA-P73 Encourage increased housing density where appropriate, such as on 12th 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.



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



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.



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.



human services policies

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.

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.



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)



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.

B-13

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.

January | 2005

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.



- 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

January | 2005 (2012) (2015)



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.

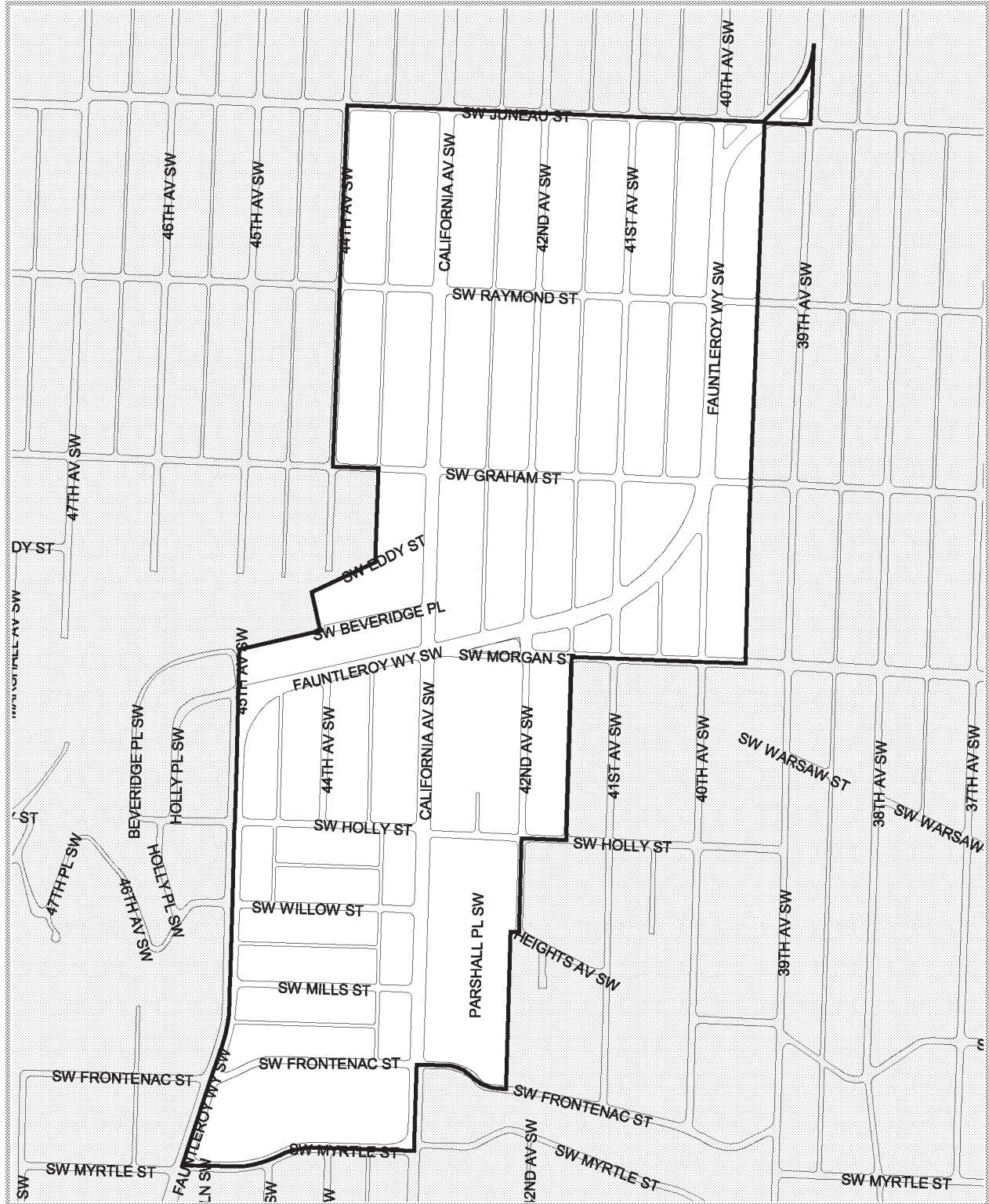
MJ-P32 Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

capital facilities goal

MJ-G8 A neighborhood with public facilities that are assets to both the neighborhood and community activities.



MORGAN JUNCTION Residential Urban Village



0 500 1000 Feet

VILLAGE BOUNDARY
 EDGE OF PAVEMENT

neighborhood plans: Morgan Junction



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.



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

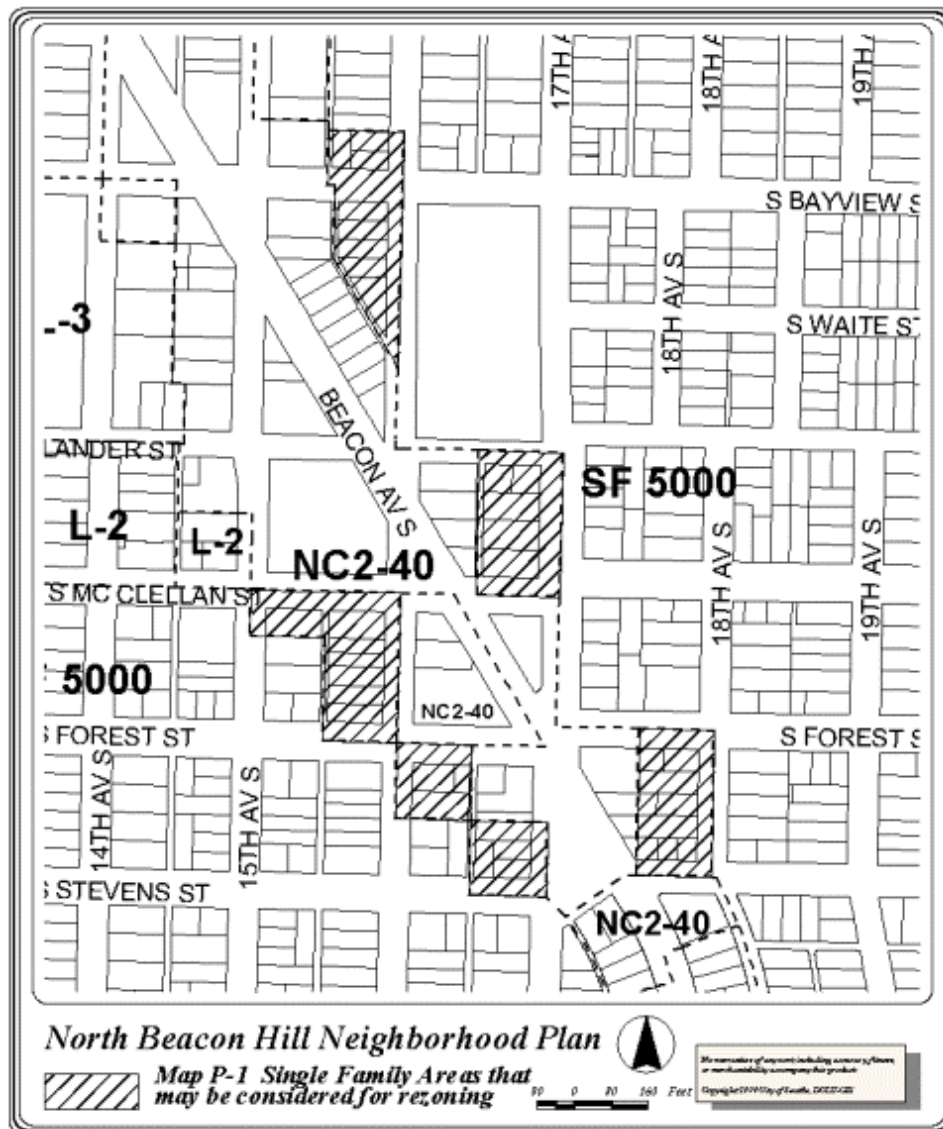
NBH-P19 Enhance pedestrian safety along key streets within the urban village and discourage projects that would hinder pedestrian access.

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-





B-20

North Neighborhoods (Lake City)

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.

getting around goal

NN-GA1 A comprehensive multi-use, neighborhoods-oriented transportation network integrates with regional and intra-city transportation systems and services.

getting around policies

NN-P1 Reduce the impact of cut-through traffic in neighborhoods and use neighborhood input in selecting and designing mitigation measures.

NN-P2 Strive to create safe pedestrian ways, especially for children walking between schools and transit stops on Lake City Way, NE 125th Street, and 15th Avenue Northeast.

NN-P3 Improve access from residential neighborhoods to the Civic Core and the business district.

NN-P4 Enhance opportunities for non-motorized travel in the planning area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.

NN-P5 Require installation of curbs, gutters, and sidewalks as part of any new multi-family or commercial development in the planning area along both residential and arterial streets that meets threshold standards established in the City’s Street Improvement Manual. Encourage the installation of sidewalks, curbs, gutters, and sidewalk lighting for any new or substantially renovated multi-family or commercial development in the planning area along both residential and arterial streets.

neighborhood plans: North Neighborhoods

B-20



neighborhood plans: North Neighborhoods

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.

B-20

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- NN-P19** Use design standards to provide safe pedestrian and bicycle travel.
- NN-P20** Use environmental design techniques and guidelines to reinforce crime prevention
- NN-P21** Provide appropriate levels of police and fire protection to all places within the planning area.
- NN-P22** Seek to identify and remedy known crime problems as they develop.

natural systems goal

- NN-NS1** The area’s watershed, green areas, and habitat corridors are preserved and improved.

natural systems policies

- NN-P23** Strive to avoid the degradation of natural systems.
- NN-P24** Strive to avoid land use actions that negatively affect sensitive ecosystems and natural systems. When avoidance is not possible, employ effective natural mitigation methods and try to find ways to take protective measures.
- NN-P25** Encourage and support businesses and industries that employ sound environmental practices.

open spaces goal

- NN-OS1** Parks, public recreation facilities and community areas are safe, clean, multi-use wherever possible, and responsive to local needs.

open spaces policies

- NN-P26** Support the provision of usable open space at 1/2 mile intervals.
- NN-P27** Act cooperatively with community councils, neighborhoods, appropriate City departments and the Seattle School District in the

development of joint-use or other types of cooperative agreements.

- NN-P28** Foster mutual support and reciprocity by urging schools in the planning area to proactively seek partnership with neighborhood residents and community councils.
- NN-P29** Encourage the development of transit-connection waiting areas and access routes that are safe, pleasant, and augment open space resources.
- NN-P30** Encourage the inclusion of publicly accessible gathering areas or provide for such areas in a nearby location in developments of one block or larger size.
- NN-P31** Encourage the inclusion of rooftop and/or common area courts devoted to green open space and/or children’s play areas in multi-family developments of six or more family units.
- NN-P32** Strive to make all parks and public gathering spaces ADA accessible.

hub urban village goal

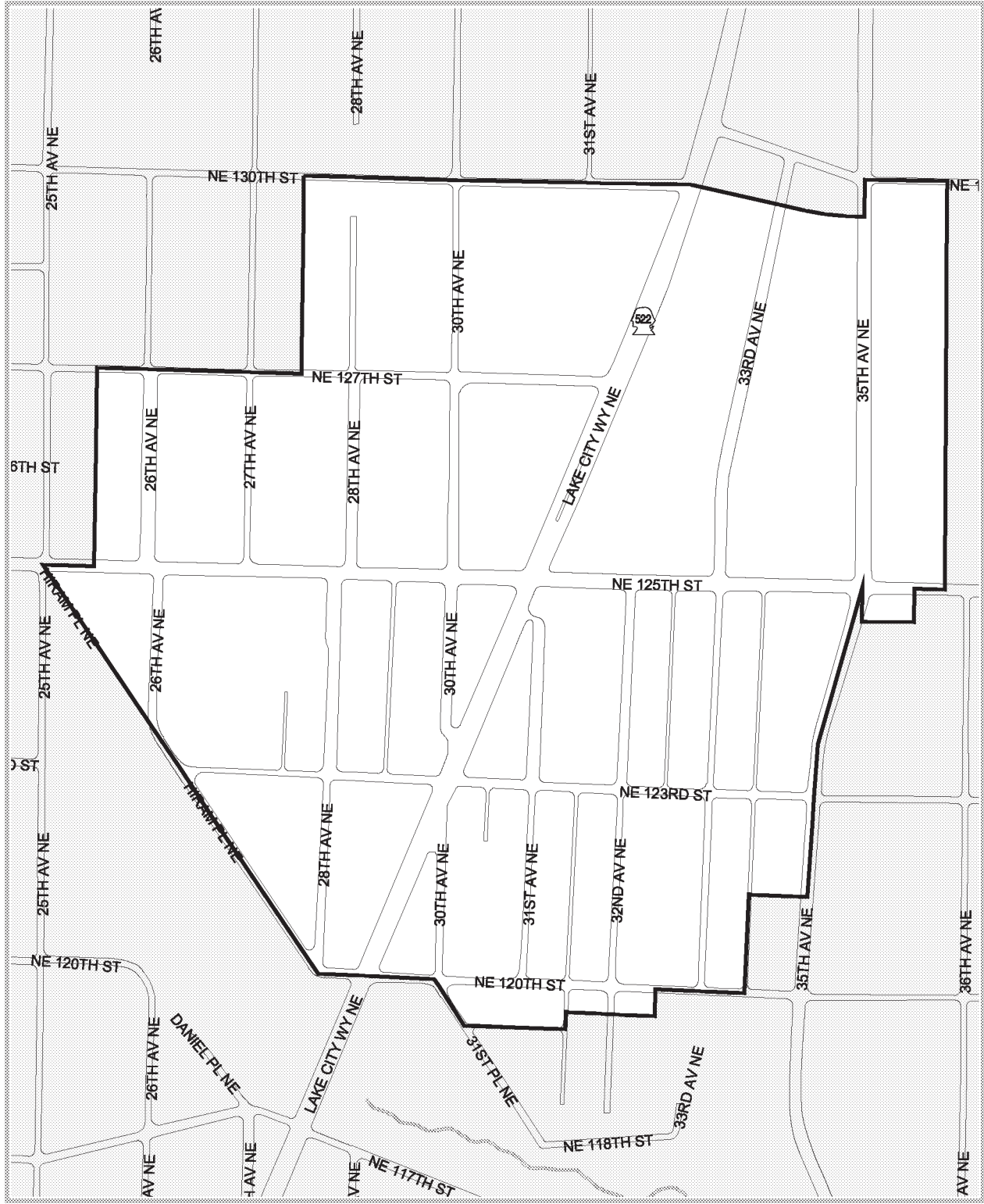
- NN-HUV1** A unique urban area fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

hub urban village policies

- NN-P33** Support the use of regulatory tools, including zoning, that promote vibrant, pedestrian oriented development.
- NN-P34** 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.



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 15th Ave NE on the west, NE 95th Street on the south, NE 145th Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would:

- increase the permitted density, 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.

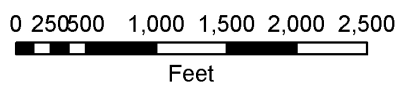
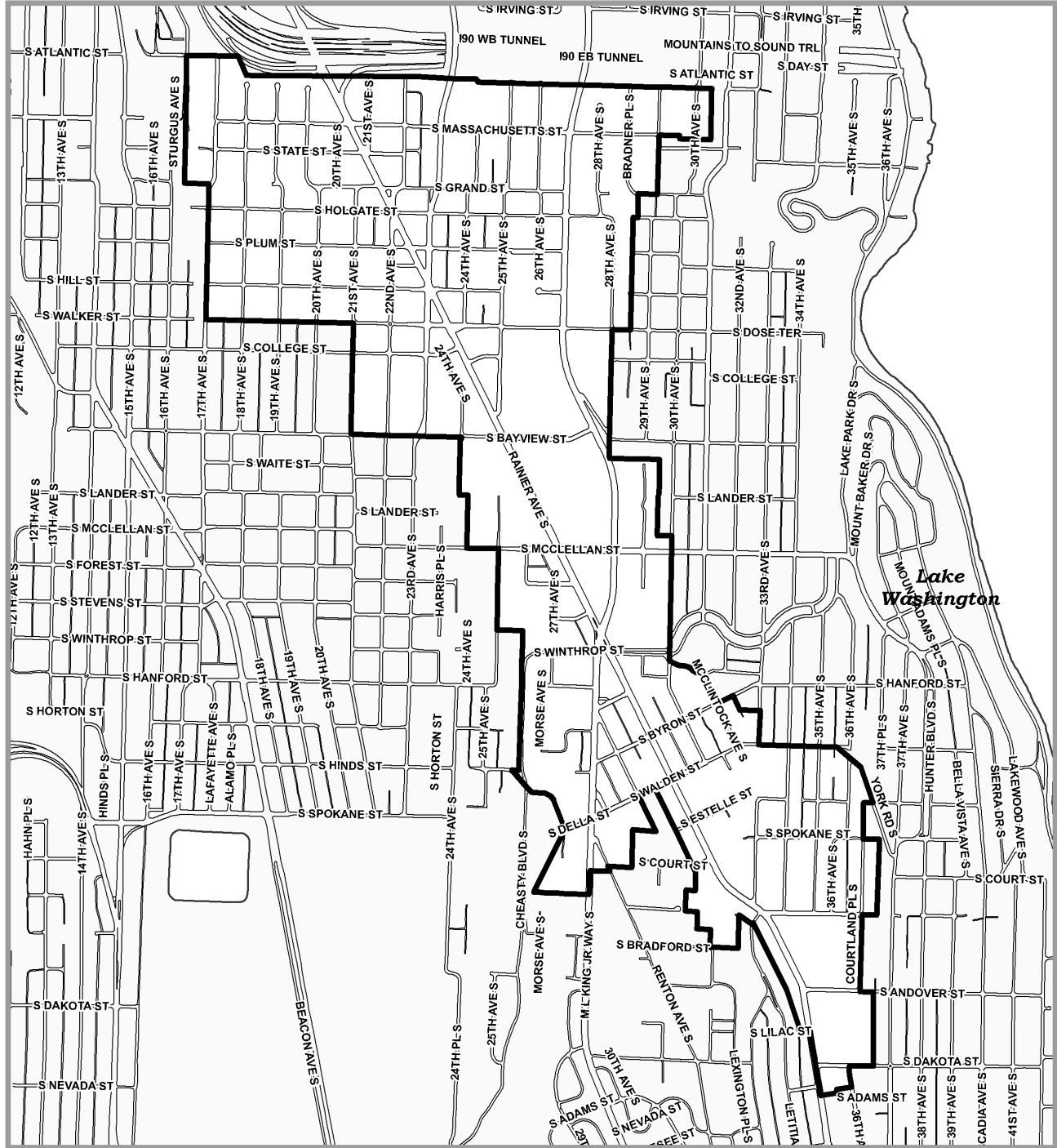
NR-G10 A community that supports and provides opportunities for neighborhood youth.

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



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.



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.



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 45th 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-



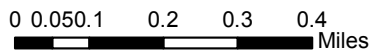
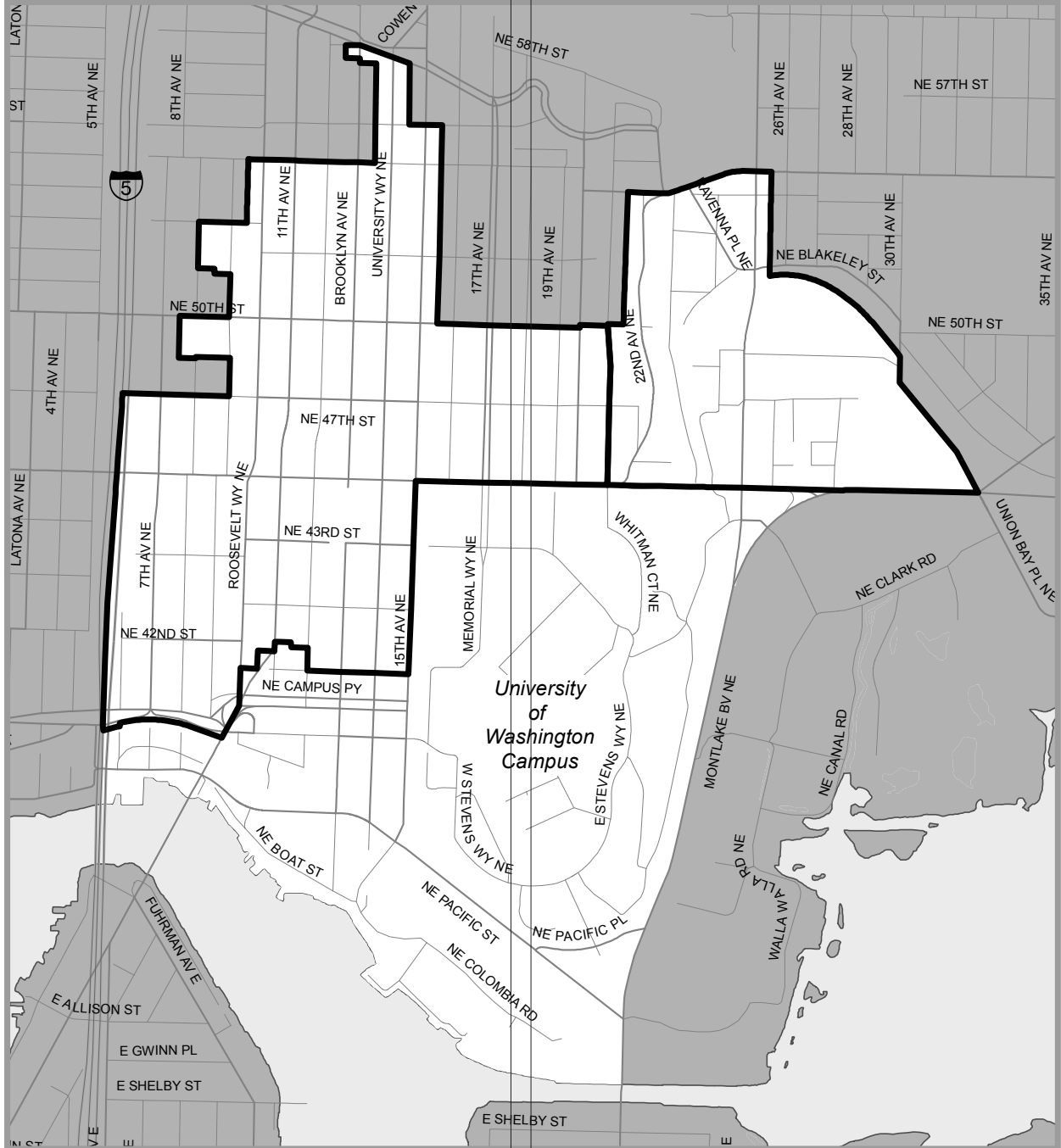
ing mitigation of significant and cumulative impacts according to SEPA.

- UC-P6** Encourage the development of retail businesses that serve local needs on 25th 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 50th 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



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— 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-15th Avenue NE corridor between NE 55th Street and NE 41st 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 45th St and 7th Ave NE, NE 45th St at 15th Ave NE, the Sound Transit light rail station, the "landing" of the University Bridge at NE 40th St 25th Avenue NE at NE 55th Street, and NE 45th Street at 25th 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 17th 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 45th Avenue N and NE.
- W-P3** Allow for consideration of future downzones to encourage small lot or cottage development and affordable housing types or to respond to unanticipated development pressure.
- W-P4** Use Wallingford Neighborhood Design Guidelines for reviewing commercial and multi-family development to encourage design that is consistent with the neighborhood's character, while maintaining and promoting a vital business community.
- W-P5** Strive to create open space opportunities in underserved areas.
- W-P6** Give significant attention to infrastructure within the urban village and for heavily used facilities serving the urban village.
- W-P7** In as much as the Wallingford Residential Urban Village has substantially exceeded its household growth target, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply in the Wallingford Residential Urban Village.

housing goal

W-G2 A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.

housing policies

- W-P8** Promote a high rate of homeownership within the Wallingford area.
- W-P9** Seek to make a wide variety of housing types available to meet the needs of diverse populations and families and explore options to provide affordable homes.
- W-P10** Encourage a wide range of public facilities and other amenities such as parks, open space, library and meeting rooms that encourage and promote neighborhood stability.
- W-P11** Encourage development of housing for a wide range of incomes.
- W-P12** Encourage retention of a wide range of age groups residing in Wallingford.
- W-P13** Allow development of home businesses that do not adversely affect the character of the residential community.
- W-P14** Encourage the development of Accessory Dwelling Units in the community as a housing affordability strategy.

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

January | 2005 (2012) (2013) (2015)



WALLINGFORD Residential Urban Village



0 500 1000 Feet

 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 40th St. that reflects the residents' desire for a pedestrian-friendly neighborhood, with strong connections to the Wallingford Urban Village and to public spaces along the shoreline, while maintaining the viability of the existing marine-industrial and commercial activities.



South Wallingford policies

- W-P30** Maintain the shoreline's marine industrial zoning in order to preserve the water-dependent use and the working waterfront character of the Wallingford shoreline.
- W-P31** Provide opportunities for small, pedestrian-oriented businesses in South Wallingford while preserving the economic vitality of existing businesses and opportunities for their reasonable redevelopment.
- W-P32** Pursue opportunities to provide public access between the residential community and the shoreline area.
- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from viewpoints and parks.
- W-P34** Control impacts of regional traffic on South Wallingford's residential, commercial and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

B-32 West Seattle Junction

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 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street, by encouraging improved traffic flow, pedestrian safety and amenities, and architectural image.
- WSJ-P2** Target city investments into areas where growth is expected to occur, especially within the village "core" located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street.

economic development within the commercial core goal

WSJ-G2 A vibrant center of shopping, dining, and cultural opportunities that supports both daytime and nighttime activity.

economic development within the commercial core policies

- WSJ-P3** Encourage attractive, higher density mixed-use development within the commercial core at a height compatible with the neighborhood's small-town scale.
- WSJ-P4** Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.
- WSJ-P5** Seek to reinforce pedestrian orientation, enhance the architectural character of the area, and promote interaction between the community, property owners, and developers to encourage new buildings that contribute to and enhance the Junction's character.
- WSJ-P6** Encourage a human scale design of buildings and public spaces to be accessible to pedestrians, safe, well lit, and clean.



WSJ-P7 Encourage efforts to maintain and preserve local "landmark" buildings within the business district.

Fauntleroy gateway into the junction goal

WSJ-G3 A community gateway near Fauntleroy Way and Oregon Street that reflects the character of the rest of the neighborhood, presents a positive image, and provides a safe and pleasant pedestrian environment, efficient traffic flow and a pleasant and positive aesthetic appearance.

Fauntleroy gateway into the junction policies

WSJ-P8 Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.

WSJ-P9 Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35th Ave SW to California Ave SW.

transportation goal

WSJ-G4 A neighborhood which facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.

transportation policies

WSJ-P10 Enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood, with particular attention to the Junction commercial core, the Fauntleroy Way Corridor, the California Avenue SW Corridor, and the 35th Avenue SW Corridor.

WSJ-P11 Encourage pedestrian and bicycle linkages among the three West Seattle Junctions (Admiral, West Seattle, and Morgan) and

to and form other Seattle neighborhoods via the Spokane Street corridor.

WSJ-P12 Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.

housing & land use goal

WSJ-G5 A community with housing and amenities that support a population of diverse incomes, ages and other social characteristics.

housing & land use policies

WSJ-P13 Maintain the character and integrity of the existing single-family areas.

WSJ-P14 Encourage programs that help low- and fixed-income people, especially seniors, retain ownership of their homes.

WSJ-P15 Encourage opportunities to provide affordable market-rate housing in the neighborhood for Junction workers.

parks & open space goals

WSJ-G6 A desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.

WSJ-G7 A neighborhood with a cohesive identity and aesthetics, which respects the urban forest and native habitat.

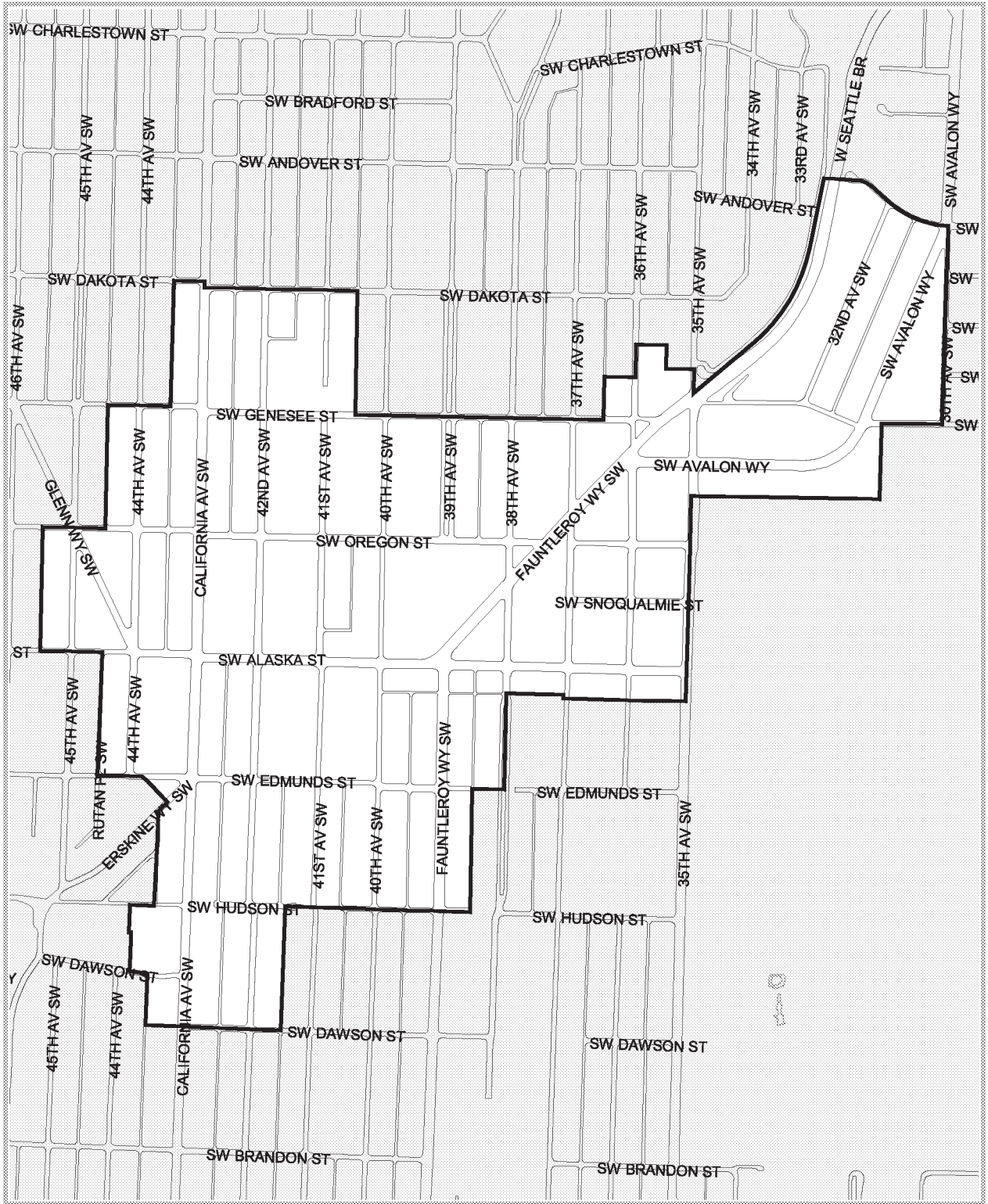
parks & open space policies

WSJ-P16 Encourage the provision of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.

WSJ-P17 Seek opportunities to reclaim unneeded portions of street right-of-way to develop open space and trails where appropriate and explore opportunities to support the "Open Space Lattice" concept.



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 16th Avenue Business District.

W/HP-P6 Encourage a civic center and recreational complex anchor that serves the entire community for the Denny/Sealth Recreation Area.

economic development goal

W/HP-G2 A vibrant center of shopping that serves and attracts local residents within both communities.

economic development policies

W/HP-P7 Seek to revitalize the Triangle Commercial Core (16th Avenue SW Business District and Westwood Town Center) through pedestrian amenities, parking management, transit enhancements to create an anchor business district that attracts and serves local residents.

W/HP-P8 Encourage programs that promote the local business community through collaborative marketing activities and neighborhood celebration events.

urban design & community anchors goal

W/HP-G3 A community that reflects the unique local character of the Westwood and Highland Park neighborhoods, with community anchors, a safe and pleasant pedestrian environment, and a positive aesthetic appearance.

urban design & community anchors policies

W/HP-P9 Encourage physical gateway improvements at key entry points and within the business districts that identify Seattle's Westwood and Highland Park neighborhoods.

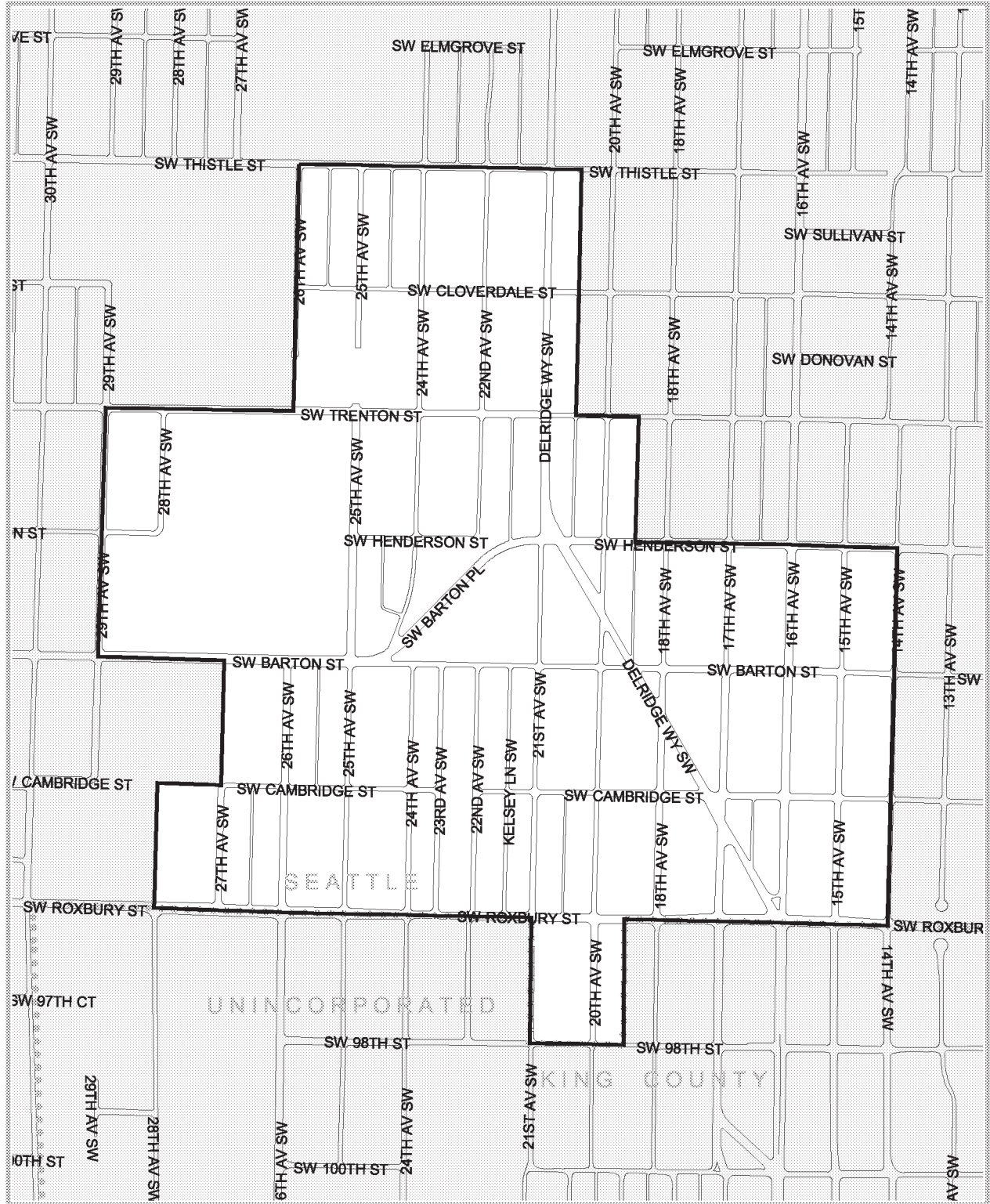
W/HP-P10 Seek to create a sense of place along major streets that visually and functionally promotes the rights of pedestrians through decorative crosswalks, pavings, and landscaping at key intersections.

neighborhood plans: Westwood

B-33



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.