

# Public Facilities & Services Technical Report

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Prepared for: Seattle Downtown Regional  
Center Plan

Prepared by: BAE Urban Economics

# Downtown Seattle Regional Center Plan

## DRAFT Public Facilities and Services Analysis

Prepared for: City of Seattle

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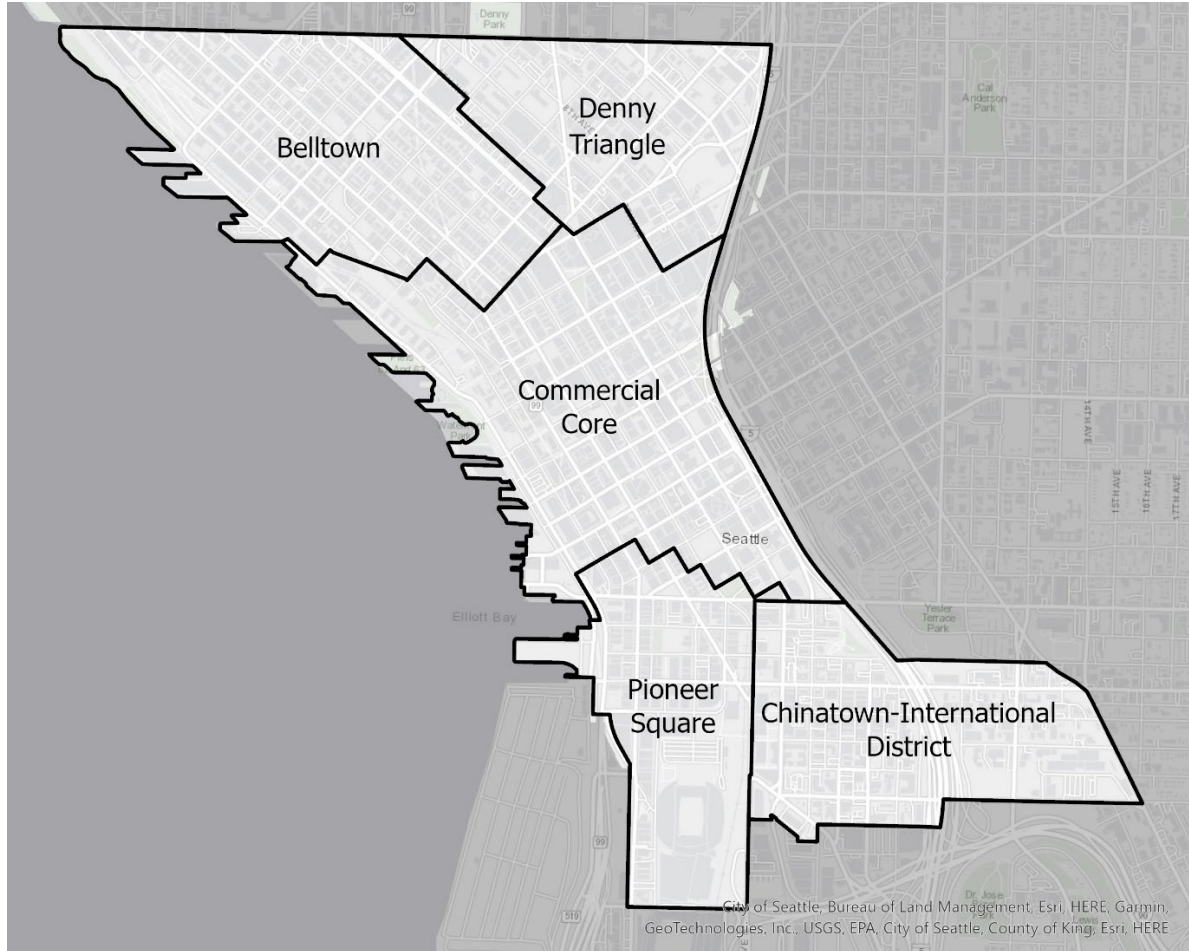
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# Introduction

Downtown Seattle has long been the most important economic and cultural hub in the Puget Sound region, and over the next two decades it is projected that Downtown will also become Seattle's largest residential neighborhood. The City's Draft One Seattle Comprehensive Plan anticipates that this growth will continue, adding 60,000 jobs and 13,500 new housing units Downtown between 2024 and 2044. As noted in the 2024 Draft Environmental Impact Statement (DEIS), housing and job growth will increase the demand for public facilities and services.

In support of the Downtown Regional Center Plan, this Public Facilities and Services Analysis provides an analysis of Downtown's existing public facilities and services and capital investment programs for planned projects that will serve the area, as well as the area's ability to accommodate future growth. Public facilities and services included in this report are categorized as follows: culture and recreation, utilities, public health and safety, and education. Furthermore, this report analyzes the distribution of public facilities across Downtown's five neighborhoods, Belltown, Denny Triangle, Commercial Core, Pioneer Square, and Chinatown- International District (CID). Downtown Seattle, the study area for this analysis, and its neighborhoods are displayed below in Figure 1.

**Figure 1. Study Area**

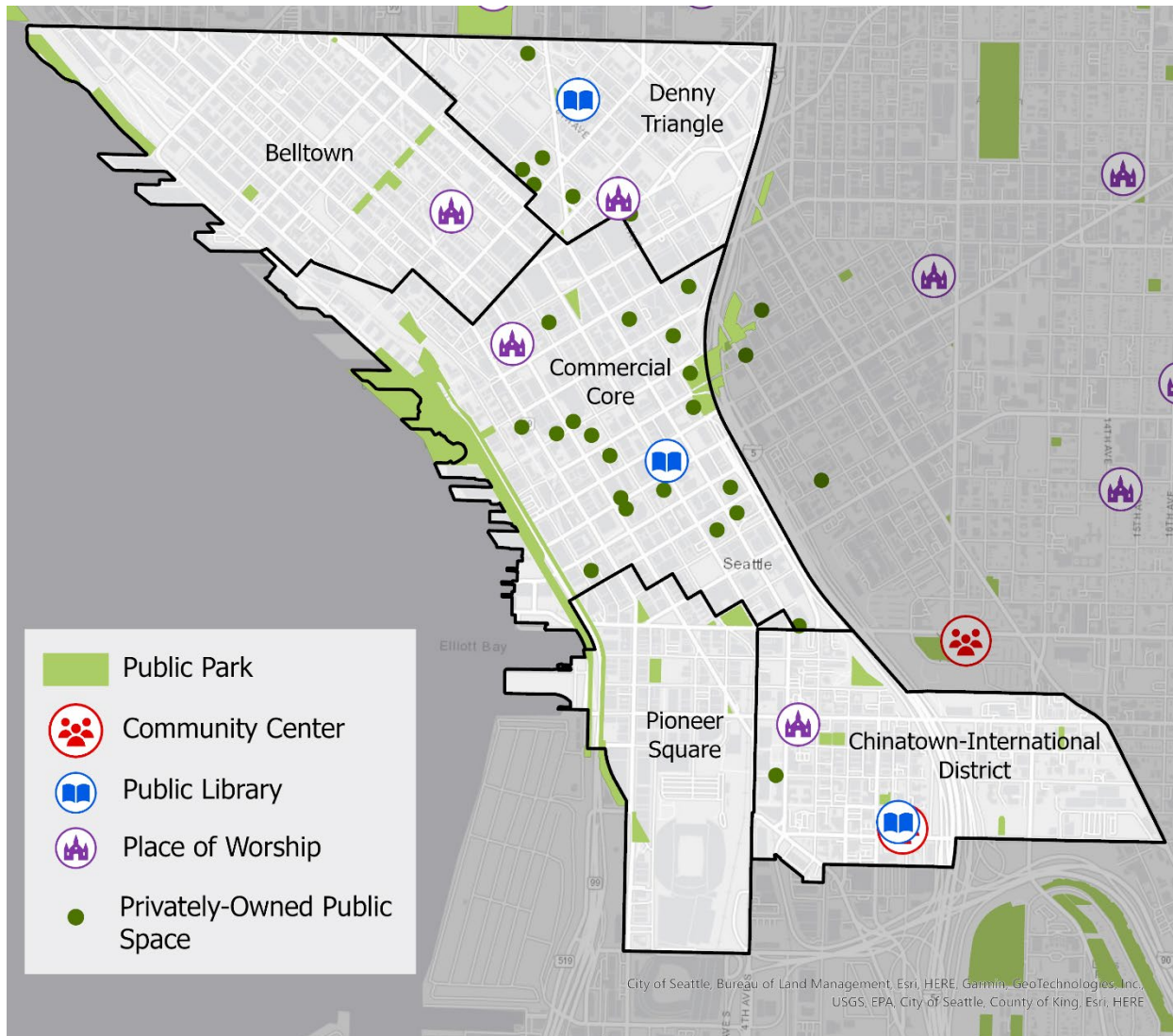


Source: City of Seattle, BAE, 2024.

# Culture and Recreation

Local culture and recreation facilities – parks, libraries, public spaces, community centers, public art, and places of worship – contribute to community members' quality of life by providing opportunities for social interaction, physical activity, environmental conservation, and community pride. While Downtown is home to several major tourist attractions, namely Lumen Field, Pike Place Market, and the Seattle Aquarium, this analysis investigates smaller-scale facilities, primarily those managed by the City of Seattle, and their distribution across Downtown neighborhoods. Local culture and recreation facilities in Downtown are offered by the Seattle Parks and Recreation (SPR) Department, the Seattle Office of Arts & Culture (ARTS), the Seattle Department of Transportation (SDOT), and the Seattle Public Library (SPL), as well as private and non-profit entities. Figure 2 displays Downtown's distribution of the following culture and recreation facilities: public parks, community centers, public libraries, places of worship, and privately-owned public spaces.

**Figure 2. Culture and Recreation Facilities**



**Notes:**

(a) This data originates from the City of Seattle’s public geospatial data portal, SeattleGeoData, and King County’s public geospatial data portal, the KCGIS Center. This data may not be inclusive of all culture and recreational facilities. This map displays community centers managed by SPR and libraries managed by SPL only.

(b) Places of Worship are included in this map only to illustrate their proximity to other facilities; The report does not evaluate Places of Worship in more detail.

Source: City of Seattle, King County, BAE, 2024.

## Community Center

Downtown Seattle has one SPR- managed community center, the International District/Chinatown Community Center, located next door to the International District/Chinatown Branch of SPL. The community center was built in 2004 and has a variety of facilities including a gym, kitchen, basketball court, music room, and meeting rooms. The community center offers recreational sports, teen programs, and



a monthly community meal. Additionally, Downtown Seattle has a senior community center at Pike Place Market, the Pike Market Senior Center and Food Bank. The Pike Market Senior Center and Food Bank is a nonprofit organization that provides programming, services, and meals to people aged 55 and up, as well as a food bank for people of all ages. This organization is supported by Seattle Human Services; the Pike Place Market Foundation; the King County Veterans, Senior, and Human Services Levy; the Pike Place Market Public Market Center; and, United Way of King County.

## Public Art

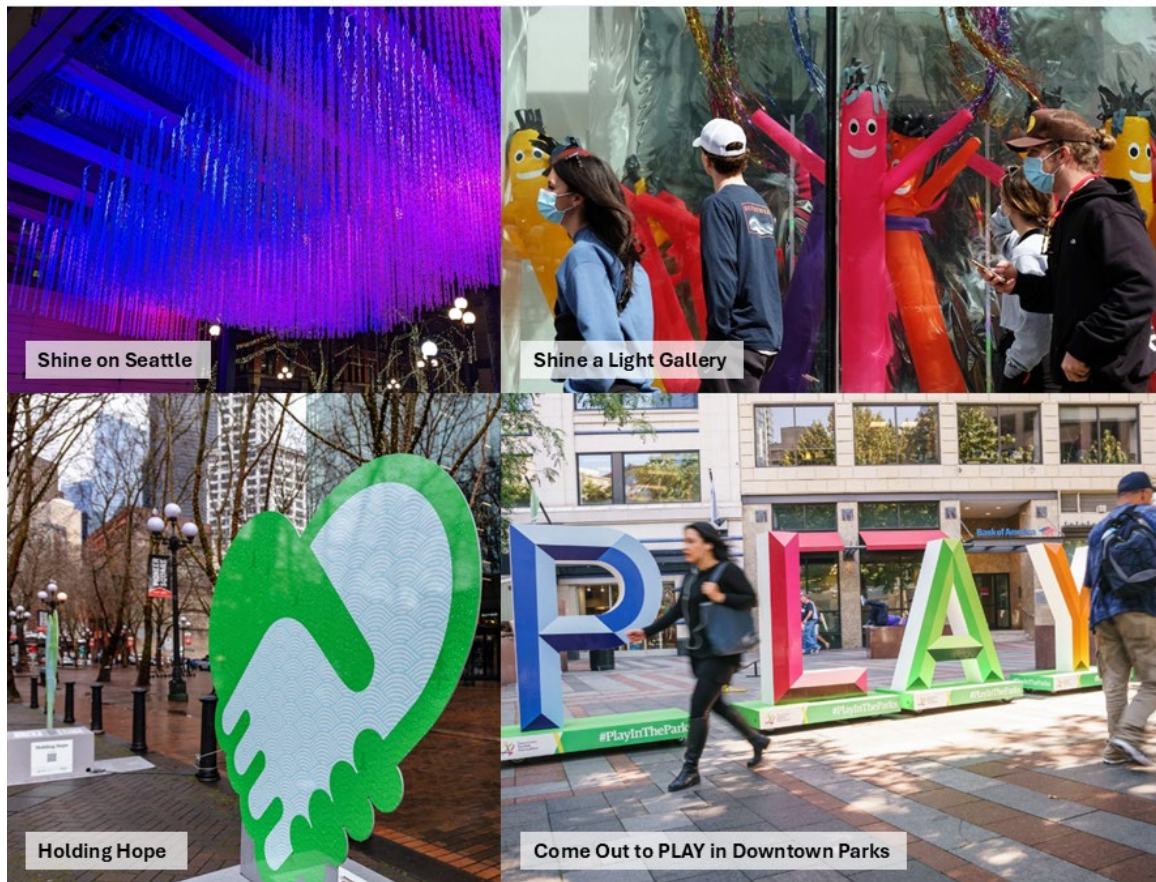
Downtown Seattle is home to numerous art installments provided through a variety of programs and organizations. Between Downtown Seattle, the Seattle Center, and South Lake Union there are over 200 public art installments spread across all neighborhoods. Temporary and permanent art installations in Downtown Seattle are coordinated by ARTS, King County, the Seattle Art Museum (SAM), and other organizations and public agencies. Recent temporary art projects listed on Downtown Seattle Association's (DSA) website are listed in Figure 3.

The City of Seattle's Public Art program, managed by ARTS, integrates artworks into public spaces. Implemented in 1973, the Public Art program mandates that one percent of eligible city capital improvement project funds are allocated to purchase and install art in parks, libraries, community centers, on public roadways, and other venues. ART provides guides and maps to encourage exploration of art installments by the public.

4Culture is the cultural funding agency for King County. 4Culture commissions artwork for public spaces in King County, manages the King County Public Art Commission, and provides consulting services to developers to integrate artwork into projects. To do so, 4Culture receives funding from Doors Open, a 0.1 percent sales tax; King County's One Percent for Art Ordinance; and a lodging tax.

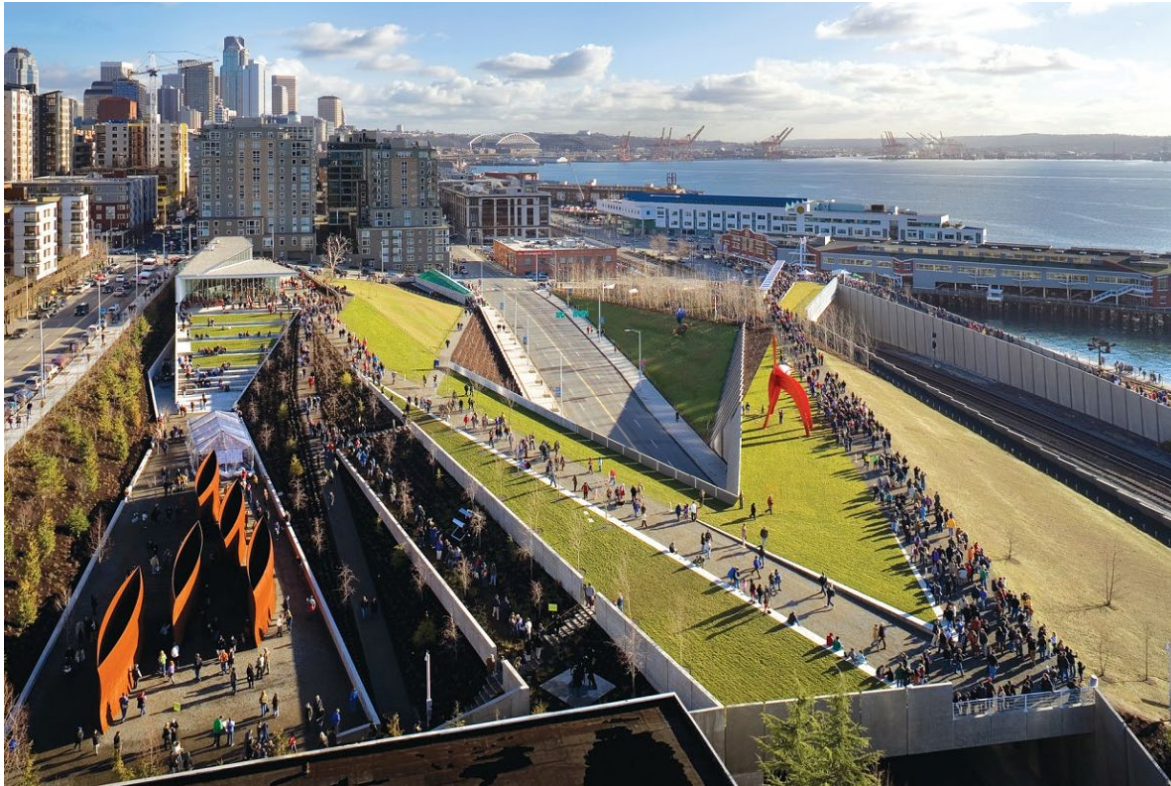
SAM is a key contributor to Downtown Seattle's art scene. SAM offers two major attractions Downtown, the main museum in the Commercial Core and a collection of sculptures in Olympic Sculpture Park in Belltown (Figure 4).

**Figure 3. Temporary Public Art Installations**



Source: Downtown Seattle Association, BAE, 2024.

**Figure 4. Olympic Sculpture Park**



Source: Weiss/Manfredi, 2025.

## Parks and Outdoor Public Spaces

According to geospatial data from SPR, Downtown has approximately 29 public parks, ranging from neighborhood pocket parks to multiple-acre outdoor spaces and including both parks owned by SPR and those not owned by SPR

In recent years, the City of Seattle has invested in the Waterfront Park, a variety of parks and public space projects near the Elliot Bay Waterfront. This includes the Park Promenade, an overlook walk, Pier 58, and Pier 62. These projects are led by the City's Office of Waterfront and Civic Projects (Waterfront Seattle), a unit of SDOT.

Waterfront Seattle's park and public space projects are integrated with other City investments in transportation infrastructure and seawall upgrades. The purpose of these projects is to improve connectivity and walkability, as well as increase greenspace in the area. Waterfront Park compliments and connects to other existing parks along the Elliot Bay Waterfront, including Olympic Sculpture Park and Myrtle Edwards Park.

The Park Promenade is the core of new waterfront public space improvements. This project features a linear park between S King Street and Pier 62 with a two-way bike path, boardwalk accessibility, native vegetation, all gender restrooms, play equipment, and art installations. The two-way bike path, led by a public-private partnership called Elliot Bay Connections, connects Waterfront Park to Olympic Sculpture Park. In addition to the Park Promenade, Waterfront Seattle's recent projects include an overlook walk, a pedestrian bridge, a habitat beach, and pier redevelopment, as well as various streetscape and traffic calming projects.

Outside of Downtown's waterfront area, other major public spaces include Jim Ellis Freeway Park and Kobe Terrace Park, located on the eastern boundary of Downtown's commercial core, and the Kobe Terrace Park and Garden, located in the Chinatown-International District neighborhood. Suspended over Interstate 5, Jim Ellis Freeway Park was built in 1976 to restore pedestrian access between Downtown, Capitol Hill, and First Hill neighborhoods. Freeway Park is approximately five acres and offers unique architecture, fountains, plazas, and pathways. Kobe Terrace is a one-acre park featuring Mt. Fuji cherry trees and 200-year-old Yukimidoro stone lantern, a gift from Seattle's sister city, Kobe, Japan.

In addition to publicly-owned public spaces, Downtown has a variety of privately-owned public spaces (POPS) (Figure 2), most of which are concentrated in the Commercial Core and Denny Triangle neighborhoods. For the past couple of decades, The City's land use code has provided incentives for developers and landowners to integrate POPS into new development. This includes the City's Incentive Zoning program which grants developers additional floor area or building height in exchange for developer provision of public amenities such as public open space. There are approximately 44 private-owned public spaces in the city, 29 of which are located Downtown. These spaces are primarily managed by land or building owners and include plazas, arcades, atriums, hill climbs, and green streets. Figure 5 below displays three different POPS in Downtown. Not all plazas or similar spaces are a POPS and some spaces may be reserved for building tenants and guests only. Dedicated signage exists to indicate which spaces are open to the public (Figure 5-D).



**Figure 5. Privately- Owned Public Spaces**



Source: SiteWorkshop, Visit Seattle, Park Preview, Gate to Adventures, BAE, 2024.

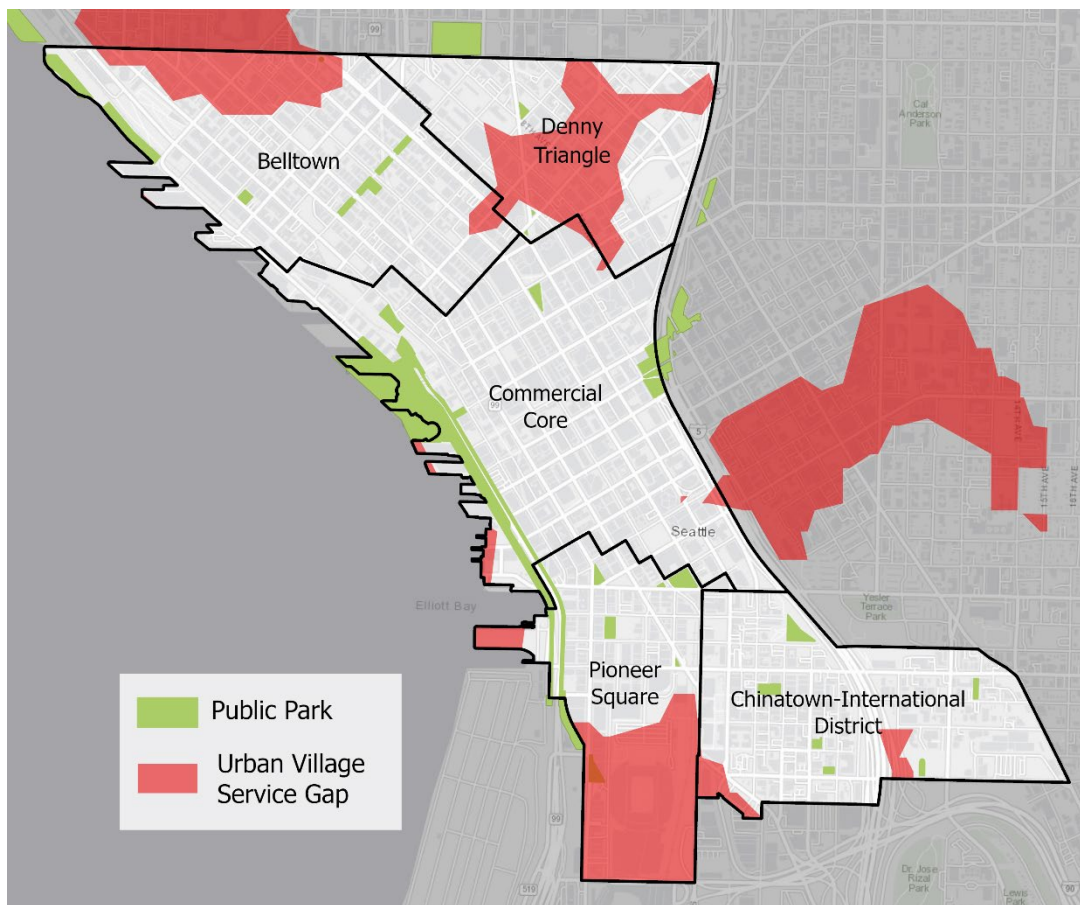
The City of Seattle has assessed service gaps, needs, and priority areas for parks and open space facilities through multiple evaluation methods. Historically, SPR assessed the park system's level of service based on the National Recreation and Park Association (NRPA) guidelines, which recommend criteria for park acreage per thousand residents. The DEIS considered SPR's level of service documented in the 2017 Parks and Open Space Plan, eight acres of park space per 1,000 people, to evaluate park and open space needs. The DEIS found that additional park space is needed for the City's of Seattle to maintain a goal of providing eight acres of park space per 1,000 people.

In recent years, SPR has transitioned to a system - based approach to evaluate park needs. The 2024 Parks and Open Space Plan uses a geographic information system gap analysis that incorporates measures of walkability, equity and health, and income

and poverty to evaluate park needs. This analysis identifies service gap areas that are more than a 10- minute walk away from a park facility for areas outside an urban village or more than a 5- minute walk away from a park facility for areas inside an urban village. The 2024 Parks and Open Space Plan found that 95 percent of the population is within a 10- minute walk from a park and 70 percent of the population within urban villages is within a 5- minute walk from a park facility.

Service gap areas in Downtown Seattle are shown in Figure 6. Park and open space service gaps exist across all neighborhoods, with the most significant coverage in Belltown, Denny Triangle, and Pioneer Square. SPR's 2024 gap analysis further overlays service gaps with the following spatial data: a race and social equity index, the share of population below the poverty line, and density. The service gap in Pioneer Square corresponds with an area defined as the second highest racial and social equity priority.

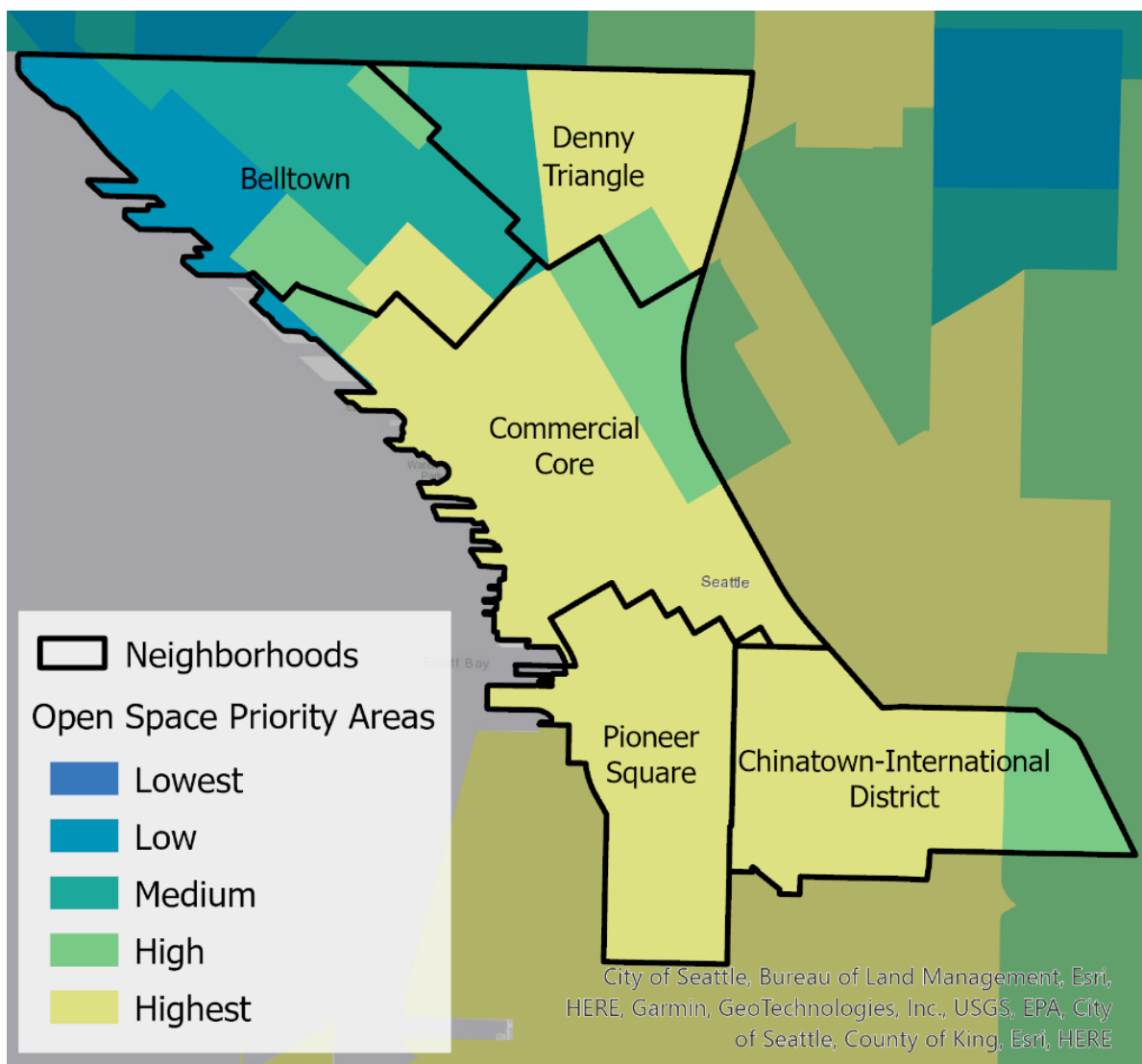
**Figure 6. Park and Open Space Walkability Service Gaps**



Source: Seattle Parks and Recreation, 2024; BAE, 2025.

The Office of Planning and Community Development's (OPCD) Outside Citywide initiative also uses geospatial analysis to identify priority areas for public investment in parks and open space. According to findings from Outside Citywide, a majority of Downtown is categorized as the highest priority for City investments in public space improvements. Outside Citywide's priority areas map (Figure 7) identifies priority areas based on existing public space access, the City's Race and Social Equity Index, and park pressure, which refers to the ratio between neighborhood population and the total acres of public spaces within a 10-minute walk of that neighborhood. Within Downtown, Outside Citywide categorizes all of Pioneer Square as the highest priority for public space improvements, and all of Chinatown-International District as the highest priority or a high priority.

**Figure 7. Open Space Priority Areas**



Source: Outside Citywide, BAE 2024.



## Parks and Recreation Capital Planning

SPR oversees a system of parks, natural areas, community centers, trails, athletic fields, and other recreational facilities throughout the city. According to the 2025-2030 Capital Improvement Program (CIP), the SPR budget is 81 million for 2025. SPR utilizes an Asset Management Plan to identify priorities for capital projects. Each project is evaluated by the following criteria: safety, asset preservation, race and social justice, legal obligation, and improvements in efficiency. The 2025-2030 CIP notes that SPR, similar to other City departments, is burdened by significant cost increases resulting from the post-pandemic economy. Both inflation and the reinstatement of capital projects put on hold during the pandemic are contributing to budget shortfalls.

The two primary funding sources for the SPR CIP include the Seattle Park District and Real Estate Excise Taxes (REET). Fifty-seven percent of SPR CIP funds originate from the Seattle Park District, which collects city-wide property taxes to fund the operation and maintenance of SPR facilities, as well as the development of new facilities. The Seattle Park District is in its second six-year funding Cycle (Cycle 2). Cycle 2's funding priorities are foundational maintenance needs and climate resiliency, as well as ensuring parks facilities are clean, safe, and open. SPR uses REET funding for asset preservation activities and new parks or facilities. In addition to the Seattle Park District and REET, the SPR CIP includes funding from Community Development Block Grants, the Central Waterfront Improvement Fund, Payroll Expense Tax, the King County Levy, and other sources.

The 2025-2030 CIP identifies a variety of SPR capital investments in Downtown Seattle shown in Table 1.

**Table 1. Seattle Parks and Recreation Capital Projects, Downtown Seattle, 2025**

Project	Project Activities
<b>Pier 59 Piling Replacement and Aquarium Development Debt Service</b>	<ul style="list-style-type: none"><li>• Debt service payments for the replacement of the pier piling system, interior infrastructure improvements, and development of portions of the Aquarium.</li><li>• Aquarium interior infrastructure improvements.</li></ul>
<b>Aquarium Expansion, Aquarium Expansion Debt Service, Aquarium Major Maintenance</b>	<ul style="list-style-type: none"><li>• Expansion of Aquarium's footprint.</li><li>• New programming and visitor capacity.</li><li>• New Ocean Pavilion that will integrate with other waterfront infrastructure improvements lead by Waterfront Seattle.</li><li>• Improvements to Pier 59 and 60 to support exhibit space and operations efficiency.</li></ul>
<b>Freeway Park</b>	<ul style="list-style-type: none"><li>• Electrical, lighting, utility, and storm water upgrades.</li><li>• Renovations of site entries, restrooms, and furnishings.</li><li>• Wayfinding improvements.</li></ul>



	<ul style="list-style-type: none"> <li>• Programming and activation improvements.</li> </ul>
<b>Park Central Waterfront Piers</b>	<ul style="list-style-type: none"> <li>• Seismic upgrades.</li> <li>• Access improvements to Waterfront Park.</li> </ul>
<b>Victor Seinbrueck</b>	<ul style="list-style-type: none"> <li>• Upgrades to park seating, paths, landscaping, lighting, signage, and other similar features.</li> <li>• Repairing storm water and drainage between the park and the Unico parking garage.</li> </ul>
<b>Yesler Crescent</b>	<ul style="list-style-type: none"> <li>• Improvements City Hall Park and Prefontaine fountain to enhance circulation, activation, and preservation, including upgrades to pathways, furnishings, lighting, and irrigation.</li> </ul>

Source: 2025- 2030 Parks and Recreation Capital Improvement Program, BAE, 2025

## Best Practices for Management of Public Spaces

The quality and accessibility of public spaces vary greatly across Downtown Seattle’s diverse neighborhoods. For employees, visitors and the growing residential population alike, best management practices for public spaces will be required to ensure that these spaces are successful over the long term. These practices include providing public spaces with ongoing funding and maintenance after implementation, as well as promoting space activation and accessibility. A majority of publicly- owned public spaces in Downtown are currently maintained by SPR, while others are maintained by SDOT or the City of Seattle Department of Neighborhoods (DON). POPs are maintained by their respective property owners in accordance with the Downtown Amenity Standards in the City’s Land Use Code. More specifically, these standards require that property owners ensure landscaping, seating, lighting, and other space elements are kept in a safe and clean condition.

Public spaces require ongoing funding to ensure these areas are properly and maintained and remain accessible. While publicly- owned public spaces are allocated operation and maintenance funding in the CIP, many spaces also require funding in excess of CIP allowances. In these instances, the City of Seattle should collaborate with other public and private stakeholders to create local entities tasked with identifying and managing additional revenue for public spaces. The type or structure of the entity can be designed to meet the needs and characteristics of a given public space. For example, if there is local public interest, public space entities can consist of volunteer- based, grassroot, non- profit organizations that acquire funds through organizing fundraising initiatives and obtaining grants. If the success of a public space is tied to local business or corporate interests, the creation of an entity based on public- private partnerships can allow a public space to tap into new sources of capital. In addition to acquiring new funding for space operation and maintenance, a public space entity can encourage park activation and programming. This includes hosting events, such as markets that showcase local vendors, and other recreational activities.

As mentioned previously, the City's Downtown Amenity Standards require that property owners maintain POPs to a safe and clean condition. To encourage enforcement of this requirement, the City of Seattle could open lines of communication that allow visitors to submit concerns, comments, and questions regarding POPs. Communication lines can occur in a variety of formats, such as a hotline phone number or online survey. POPs visitors could be directed to a communication line through the City's website or POPs signage. Additionally, to improve transparency with property owners, the City could revise and expand its Downtown Amenity Standards to include more specific expectations for POPs operation and maintenance.

## Public Space Management

The practice of creating or engaging with local entities to support public space funding, management, and activation has been implemented in parts of Downtown. The City leverages partnerships with local entities for the management of Westlake Park, Occidental Square, Waterfront Park, and other public spaces.

The Downtown Seattle Association and Metropolitan Improvement District work in partnership with SPR to provide staffing, activation, and programming for Westlake Park and Occidental Square. In 2016, DSA entered into an agreement with SPR to manage Westlake Park and Occidental Square. Since the creation of this partnership, DSA has raised \$6.67 in private revenue for every \$1 of allocated SPR revenue. Moreover, between July 2022 and June 2023, DSA led over 9,500 hours of park programming and activation. In 2023, Seattle City Council voted to renew its agreement with DSA for an additional six years, as well as expand DSA's responsibilities to include Bell Street Park and Pioneer Park. BAE recommends that this practice is expanded to other public spaces in Downtown to promote their success.

As of 2023, SPR partnered with the Seattle Center and Friends of Waterfront Seattle to manage operations, maintenance, and public safety in Waterfront Park. The Seattle Center offers expertise in managing complex urban public spaces with large-scale events. Meanwhile, Friends of Waterfront Seattle, a non-profit partner, has been instrumental in raising funds for both the construction and ongoing maintenance of the park. The Seattle Center and Friends of Waterfront Seattle have a contract with the City, which outlines expectations for maintenance, public safety, and programming. This partnership has streamlined management efforts, ensuring that Waterfront Park is safe and accessible for all.

# Library

SPL offers library services across the City of Seattle through 27 library locations, consisting of the Central Library and 26 library branches. Downtown Seattle has three library facilities (Figure 2), two of which are part of the SPL network, the Central Library and the International District- Chinatown Branch. Downtown's Central Library, located in the Commercial Core, serves as SPL's headquarters and a central hub of the library system. In 2004, the Central Library opened a 12- story and 360,000 square foot building with an auditorium, various reading or meeting spaces, a large computer lab, and an expansive book collection. The International District- Chinatown Branch opened its current building in 2005, which is co- located with 57 units of affordable family housing, a community center, and retail space. Downtown also is home to the Washington Talking Book & Braille Library, a program of the Washington State Library. Located in the Denny Triangle, this library provides library services to residents unable to read standard print material due to a disability or visual impairment.

## Library Capital Planning

The City's libraries are intensely used public spaces that require significant investment in maintenance and upgrade activities. The new buildings for the Central Library and the International District- Chinatown Branch that opened in 2004 and 2005, respectively, were funded by the City's Libraries for All (LFA) initiative, a \$196.4 million bond measure passed in 1998, which resulted in an 80 percent increase in physical space for the library system. A 2012 to 2019 library levy funded operation and maintenance of new and upgraded library buildings that resulted from LFA. In 2019, the City passed an additional seven- year levy program to preserve its library assets. The library levy is SPL's primary funding source for its CIP, accounting for \$7.98 million in 2025. SPL also leverages REET to support projects that the library levy cannot fully fund.

The primary goal of the Library's 2025- 2030 CIP is to extend the life of its facilities created out of LFA. Therefore, the CIP prioritizes projects within the following categories: asset preservation, operational efficiency, environmental stability, public service improvements, and safety and security. Major ongoing projects in the Library's 2025- 2030 CIP consist of multimillion dollar seismic retrofits at the University and Columbia branches and upgrades to information technology infrastructure. Additionally, maintenance of the Central Library is a significant expenditure in the 2025- 2030 CIP, due to the building's size, complexity, and popularity. SPL will require additional funding outside of the library levy to complete necessary mechanical and HVAC system upgrades at the Central Library to comply with City regulations.

# Transportation

Downtown's transportation network includes roadways, bridges, bus and rail systems, ferry systems, sidewalks, and other infrastructure. SDOT, the Washington State Department of Transportation (WSDOT), Sound Transit, King County, and other agencies, are responsible for Downtown's vast transportation network. In recent years, SDOT has pursued multiple planning efforts that identify transportation infrastructure gaps and outline programs and capital projects to support Downtown Seattle. This includes the 2024 Seattle Transportation Plan (STP) and the Downtown Existing Conditions: Transportation report.

The STP outlines what transportation will look like in the City of Seattle over the next 20 years and prioritizes investments that encourage safer, more equitable, reliable, sustainable, and affordable travel options. The STP highlights 81 large capital projects, estimated to cost over \$10 million, that will advance the STP's transportation network vision. STP capital projects within Downtown are displayed in Figure 8.

**Figure 8. STP Capital Projects**



Source: SDOT, 2024.

Most capital projects planned for Downtown are classified as multimodal improvements and transit+. Multimodal improvements represent corridor improvements that rebuild the right-of-way to better serve the planned modal network. In Downtown, this refers to improving safety for active transportation users, adding public space, supporting reliable transit service, and improving freight mobility. Transit+ projects involve efforts to improve the quality, reliability, and efficiency of public transit. Within Downtown, this includes the Center City Connector, an effort to Join South Lake Union and First Hill Streetcar lines to service hundreds of destinations, such as Pike Place Market and Colman Dock. This also includes King County Metro's upgrade of Route 7 to RapidRide, which connects Downtown through the Chinatown-International District to Rainier Valley.

To further refine transportation planning efforts in Downtown, SDOT is preparing a report, *Downtown Existing Conditions: Transportation*, which investigates the challenges and opportunities connected to Downtown's transportation network. The key findings from SDOT's report are highlighted below. For additional information, refer to the *Downtown Existing Conditions* report.

### **Downtown Transportation Network Challenges**

- Downtown's transportation network prioritizes vehicular use and vehicular storage, which poses public safety and pollution concerns, limits the use of active transportation modes, and constrains activated, public space.
- Communities of color have been displaced in Downtown Seattle due to development pressure, cost of housing, and limited transportation options.
- Transportation barriers, such as large arterials and railroad tracks at King Street Station, create neighborhood divides and obstruct access.
- The COVID-19 pandemic and the rise of remote work has contributed to a decline in public transit use.
- A street network of one-way and multiple-lane streets in Downtown leads to speeding and aggressive driving, posing safety risks to pedestrians and cyclists.

### **Downtown Transportation Network Opportunities**

- Identify corridor-level and site-specific transformations to reallocate street space and redesign streets to create more space for active forms of transportation.
- Implement green street solutions, such as increased tree canopy coverage and stormwater infrastructure, in public spaces to advance public health.
- Influence commuters to shift from vehicular transportation modes to more efficient and sustainable options.
- Encourage population and job growth around areas with high-capacity transit.
- Reduce disparities between neighborhoods in the quality of streets, sidewalks, public spaces, and bridges.

## **Utilities**

Future housing and job growth in Downtown will increase the demand for utility services. The DEIS found that there is sufficient capacity across all utility systems to accommodate growth in the near term. However, local utility systems that are categorized as capacity constrained may limit the overall number of housing units that can be developed in each area. Continuing ongoing systems planning and maintenance is important to ensuring the City of Seattle can accommodate future growth. This section reviews existing facilities and capital planning for stormwater and wastewater collection, water supply, and electricity in Downtown.

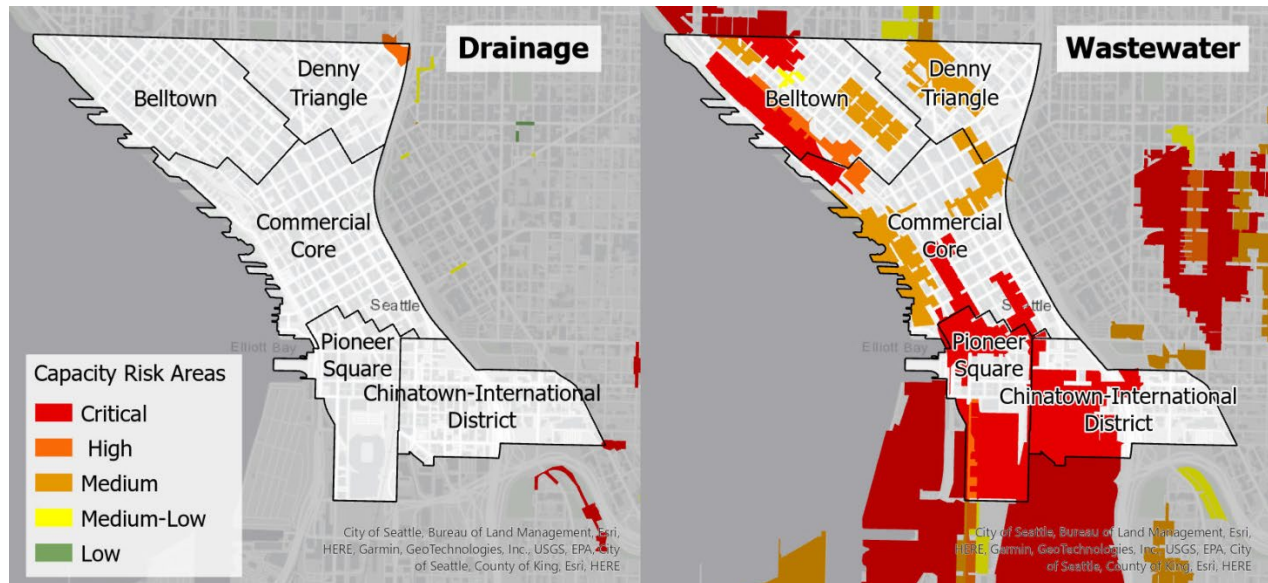
## Drainage and Wastewater

Seattle Public Utilities (SPU) manages wastewater and storm water systems in the city. A majority of Downtown is served by a combined sewer system where wastewater and storm water are held in the same pipes and conveyed to a wastewater treatment plant. While combined systems allow both storm water and wastewater to be treated, heavy rain events can cause combined sewer overflows, which can result in negative public health and environmental impacts, as untreated sewage is discharged into the local watershed. Portions of Downtown, including areas along the waterfront and inland areas within the Commercial Core, are served by a partially separated sewer system. Partially separated systems were historically built as combined sewer systems; however, SPU has executed separation projects, which resulted in separate storm drains. In these areas, storm water drainage from the streets is conveyed in a separate drainage system to drainage outlets. Storm water from roof gutters and wastewater from homes and businesses are conveyed together to treatment plants.

In addition to utilizing traditional, grey infrastructure storm water solutions, the City of Seattle invests in nature-based, green infrastructure projects. Green storm water infrastructure (GSI) projects reduce the velocity and quantity of storm water runoff, encourage groundwater infiltration and runoff filtration, and reduce pressure on conveyance systems. GSI involves the capture of storm water with natural vegetation, such as rain gardens, bioretention basins, trees, permeable pavement, green roofs, and storm water ponds. To promote GSI applications, SPU builds and maintains GSI projects through their capital program; collaborates with the Seattle Department of Construction and Inspections to enforce the Storm water Code to ensure storm water best management practices are implemented when parcels are redeveloped; and develops partnerships that integrate GSI into the built environment. According to City of Seattle geospatial data, there are approximately 1,795 GSI projects in Downtown.

Between 2019 and 2020, the SPU completed analyses to evaluate capacity of drainage and wastewater systems as part of the Shape Our Water Plan. The 2020 Drainage System Analysis (DSA) evaluated the risks of flooding, climate change, and water quality issues to prioritize drainage system capacity risk areas. The 2019 Wastewater System Analysis (WSA) identified and prioritized wastewater system needs and evaluated capacity risk areas, utilizing hydrologic and hydraulic models and community feedback. Figure 9 displays the drainage and wastewater capacity risk areas, identified as part of the DSA and WSA efforts. Nearly all of Downtown is outside of a drainage capacity risk area. However, Downtown has extensive critical, high, and medium wastewater capacity risk areas.

**Figure 9. Wastewater and Drainage Capacity Risk Areas**



Source: Seattle Public Utilities, BAE, 2024.

Utilizing the WSA and DSA, the DEIS evaluated impacts to wastewater and drainage resulting from the implementation of different alternatives to provide more housing options in Seattle. Across all alternatives, higher concentrations of residential dwellings in the city will increase the demand for wastewater and drainage systems, as well as result in increases in impervious surface area. Additionally, areas with capacity constrained wastewater and drainage systems are at higher risk to experience system stress due to new development. However, none of the alternatives evaluated by the DEIS are anticipated to cause significant adverse impacts to wastewater or drainage systems, provided the City finalizes planned capital improvements and new development is compliant with the City's code and storm water manual.

## Drinking Water

SPU supplies water to all of Seattle and 18 surrounding cities and water districts, as well as the Cascade Water Alliance. The Cedar River provides 60 to 70 percent of SPU's water supply, and the South Fork Tolt River provides the remainder. Water supply infrastructure includes groundwater wells, water treatment plants, water storage facilities, pump stations, transmission and distribution pipelines, meters and service connections, monitoring equipment, and other service facilities.

SPU's 2019 Water System Plan found that water usage has decreased by 28 percent since 1990 despite population growth. SPU's water demand forecast and yield estimates indicate that no new water supply sources are needed prior to 2060. With



respect to water quality, the 2019 Water System Plan specifies that SPU continues to meet drinking water quality regulations and other aesthetic criteria.

In previous decades SPU's capital planning was focused on investment in major regional facilities. SPU's 2019 Water System Plan notes the investment priority has shifted to the rehabilitation of distribution systems and improvements to system performance after an earthquake. The DEIS notes that with City's ongoing capital projects none of the proposed alternatives are anticipated to adversely impact the City's water supply.

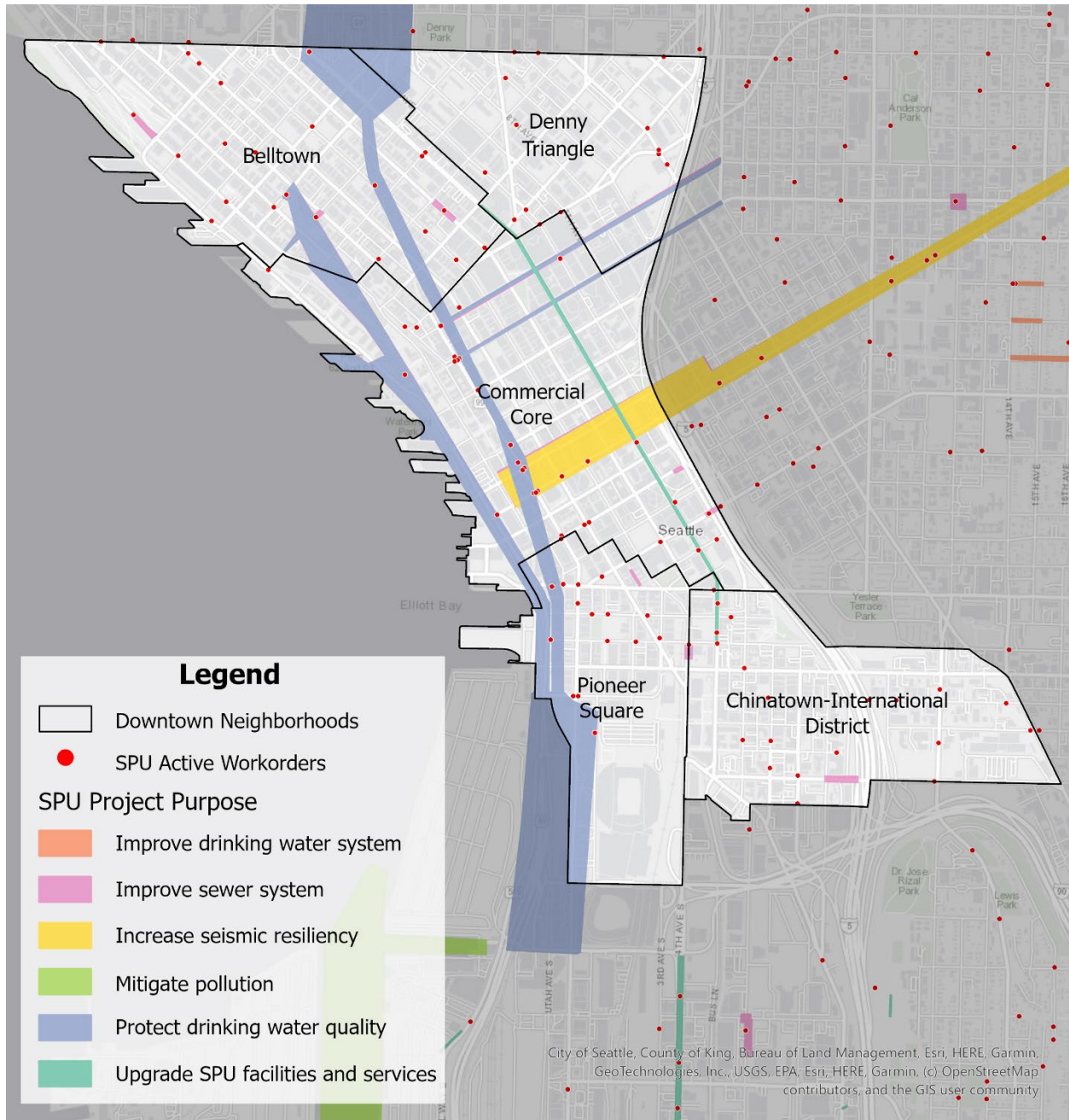
## Stormwater, Wastewater, and Drinking Water Capital Planning

Over the next six years, SPU's 2025- 2030 Drainage and Wastewater (DWF) CIP plans for 1.54 billion in spending. Revenue sources to fund capital projects include revenue bonds, state and federal low interest loans, operating cash, and capital grants or in-kind contributions. The goal of the DWF CIP is to replace failing assets, construct new facilities to reduce flooding and sewer overflows, improve water quality and habitat, and provide adequate facilities for SPU's workforce and operations. The DWF CIP prioritizes projects based on the following criteria: public health, safety, and environment; infrastructure reliability and risk; regulatory, mandates, and legal agreements; and external drivers and opportunities.

SPU's 2025- 2030 Water CIP plans for \$1,030 million in spending over the next six years. Capital water projects are primarily funded through water ratepayers. SPU also receives funding through grants, low interest loans, and developer tap fees. The goal of SPU's Water CIP is to ensure their system is properly maintained, upgraded, and expanded to provide quality drinking water to customers, as well as protect the environment and ensure regulatory compliance. The Water CIP prioritizes projects using the following criteria: regulatory mandates and legal agreements; external drivers; infrastructure conditions and vulnerabilities; level of service; and other factors.

Figure 10 displays the project boundaries and work order locations of SPU's ongoing capital improvement projects. The work orders correspond with various repairs, upgrades, and inspections to drainage, water supply, and wastewater facilities. The project boundaries primarily consist of drainage, water supply, and wastewater utility projects that accompany transportation projects led by SDOT and WSDOT. This includes drinking water system improvements related to the Alaska Way Viaduct and other Waterfront Seattle projects.

**Figure 10. Active SPU Capital Projects**



Source: City of Seattle, BAE, 2024.

## Electricity and Gas

Seattle City Light, an electric utility owned by the City, serves the City of Seattle and multiple adjacent jurisdictions. Seattle City Light's facilities include a power generation system, consisting of seven hydroelectric plants, 667 miles of high-voltage transmission lines, a distribution system with 16 major substations, a systems operations center, and billing and metering technology. In 2018, Seattle City Light energized the Denny Substation which serves Downtown. This substation is designed to last 50 to 100 years and accommodate future growth in the area. The DEIS states that population and job growth will increase demand on the City's electrical system; However, significant adverse impacts are not anticipated.

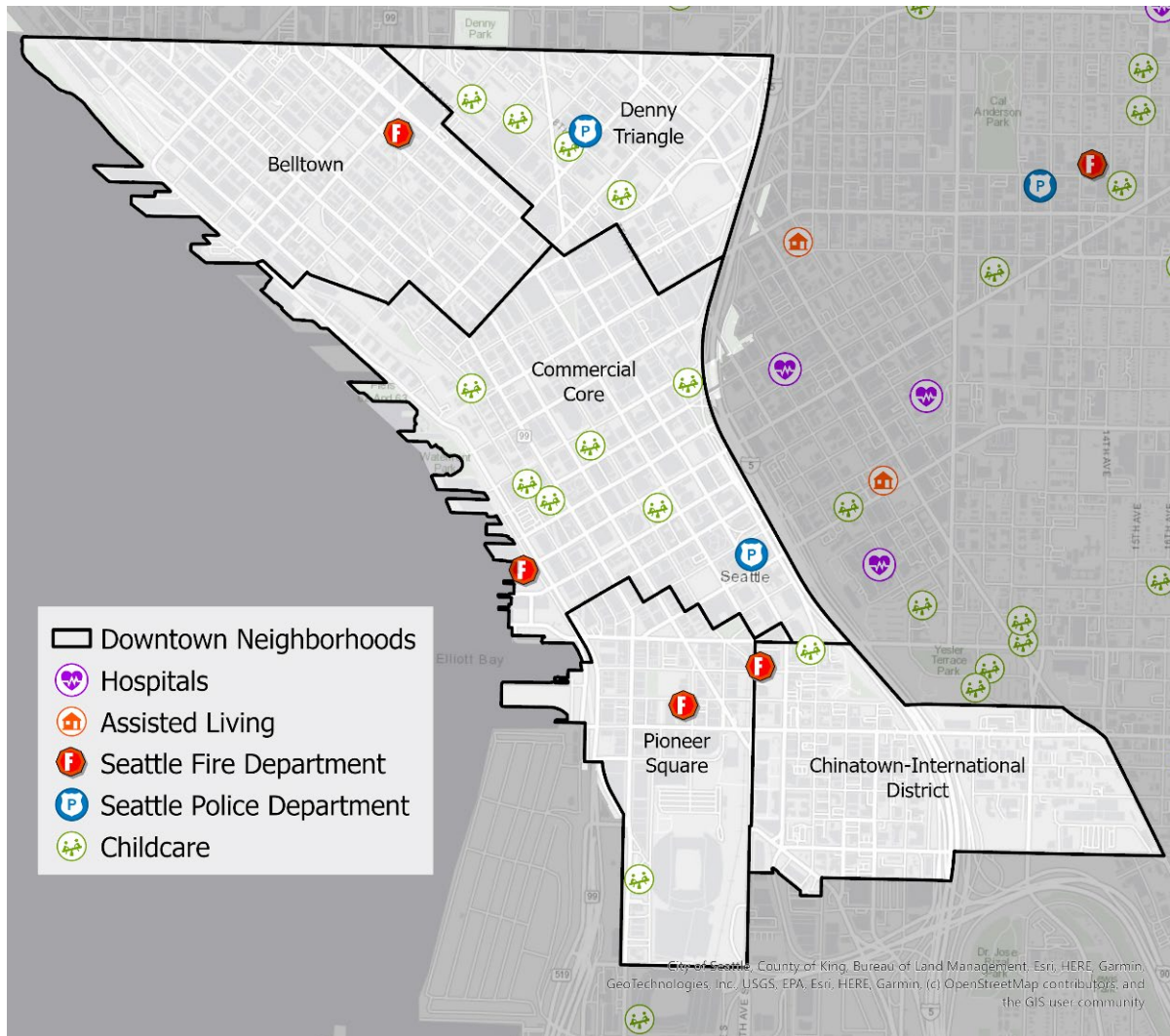
The 2025- 2030 Seattle City Light CIP anticipates \$3 billion in spending over the next six years for initiatives such as safety improvements, mitigation activities, and licensing requirements. These capital improvements are primarily funded by retail electricity sales, surplus power sales on the wholesale market, customer connection fees, and revenue bond sales, as well as anticipated federal and state grant funding. The CIP lists multiple projects relevant to Downtown Seattle including the following: ongoing work to increase the Union Street Substation network capacity; electrification of Centrio which delivers steam for heating of buildings Downtown; and upgrades to the Utility Self Service Portal, Seattle City Light's customer information system.

Electricity in downtown is also provided by Centrio, a district energy system. PSE provides natural gas for Downtown Seattle.

## Public Health and Safety

Institutions that support public health and safety are provided by both public and private entities. Seattle Police Department (SPD) and Seattle Fire Department (SFD) provide police and fire services for Downtown. The DEIS notes that housing and job growth will increase the demand for police services and fire protection staffing and trucks. This section reviews existing facilities, conditions, and capital planning for SFD and SPD. Additionally, this section investigates the presence of hospitals, assisted living facilities, and childcare facilities in Downtown. While these services are not operated by the City of Seattle, access to these services is crucial to ensuring positive public health outcomes in Downtown. Locations of various public health and safety facilities are displayed in Figure 11.

**Figure 11. Public Health and Safety Facilities**



Source: City of Seattle, BAE, 2024.

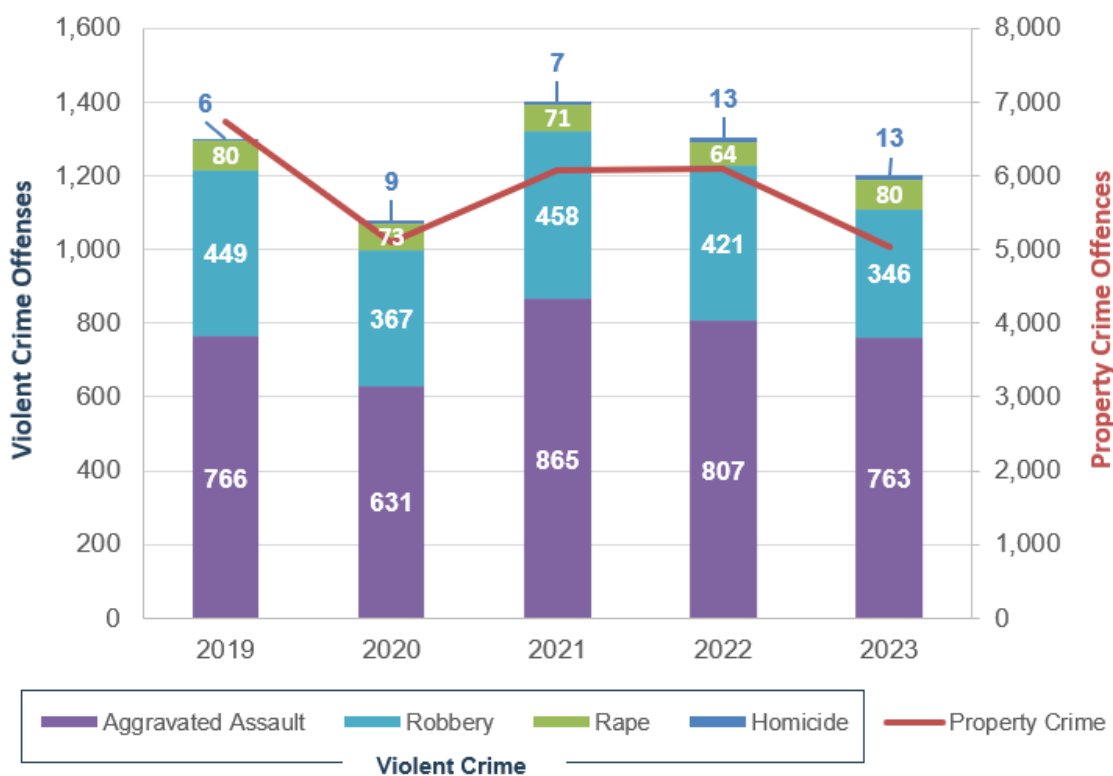
## Police

SPD provides police services for the City of Seattle with approximately 1,200 full time equivalent sworn officers and 631 civilian employees. Police services consist of patrols, 911 call responses, investigation, traffic and parking enforcement, and homeland security, as well as services from specialty units including special weapons and tactics, gang, bomb/arson, and canine units. SPD has five precincts, each affiliated with a base police station that serves as the center for precinct operations. The West Precinct serves Downtown Seattle, as well as the Queen Anne and Magnolia neighborhoods. The West Precinct police station is located off the intersection of 8<sup>th</sup> Avenue and Virginia Street in Denny Triangle. The West Precinct building was built in 1999 and is 46,231 square feet. The building is at full capacity with 140 sworn officers

and 82 additional staff members. SPD Headquarters are also located in Downtown Seattle in the Commercial Core.

SPD's crime dashboard provides data on annual occurrences of violent and property crime by Seattle neighborhood.<sup>1</sup> In the past five years, the number of reported crime offenses in Downtown Seattle has decreased while the number of crime offenses in the City of Seattle has increased. Between 2019 and 2023, city-wide annual reported property crime offences increased by 7 percent and violent crime offences increased by 14 percent. During this same timeframe, property and violent crime in Downtown Seattle decreased by 25 and 8 percent, respectively. In 2023, approximately 80 percent of reported offenses in Downtown Seattle were classified as property crime offences, which include larceny-theft, burglary, motor vehicle theft, and arson. Figure 12 displays annual violent and property crime occurrences for Downtown Seattle.

**Figure 12. Violent and Property Crime Offenses in Downtown Seattle**



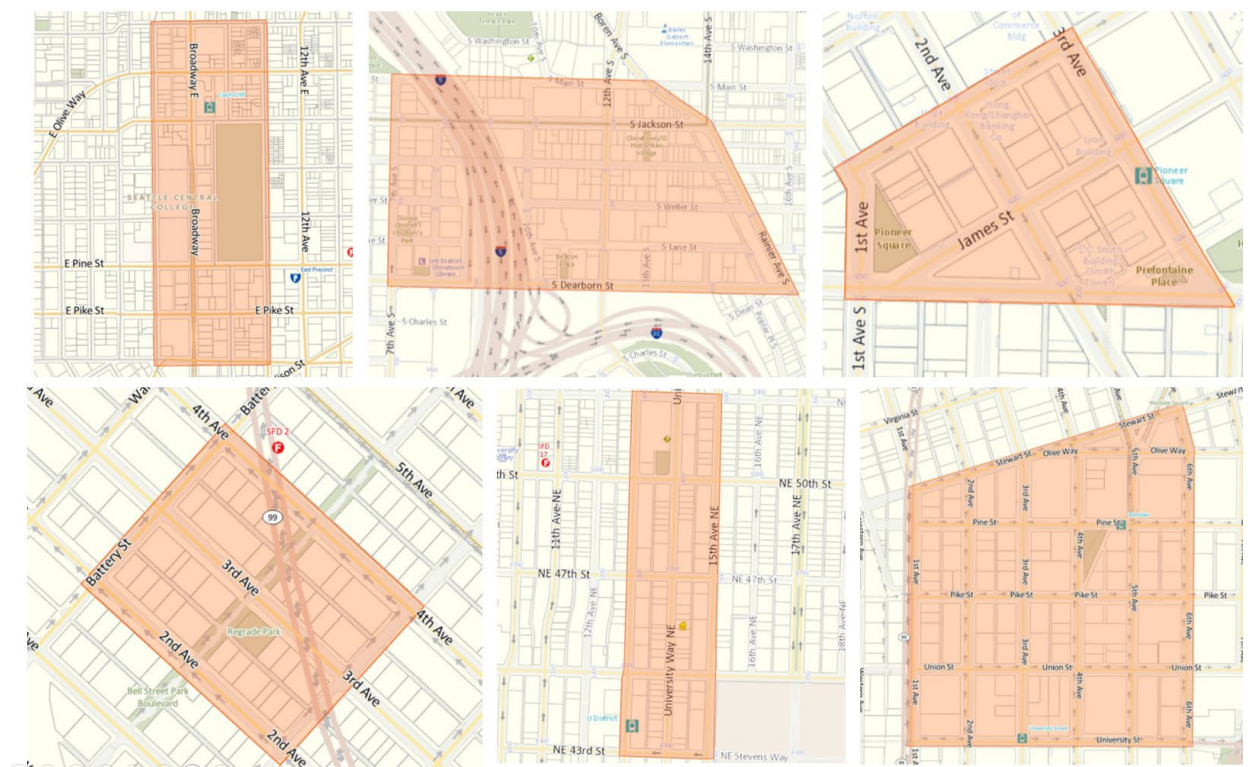
Source: Seattle Police Department, BAE, 2024.

<sup>1</sup> SPD's neighborhood geographical boundaries are slightly different than the boundaries specified for this study. Downtown crime occurrences are from the following neighborhoods: Belltown, SLU/Cascade, Commercial Core, Pioneer Square, and Chinatown- International District.



In September 2024, Seattle City Council passed legislation targeting prostitution and drug use in areas with high concentrations of these crimes. This new legislation created multiple Stay Out of Drug Areas (SODA) zones and a single Stay out of Area of Prostitution (SOAP) zone. SODA zones allow the courts to prohibit defendants from reentering these zones if they have committed a drug- related offense in that zone. Similarly, the courts have the authority to prohibit people from reentering the SOAP zone if they have committed a prostitution- related offense in that zone. The SOAP zone is located on Aurora Avenue in the North Seattle Area. A majority of the SODA zones are located in Downtown. SODA zone boundaries are displayed in Figure 13.

**Figure 13. Stay Out of Drug Areas**



Source: Cascade Public Media, 2024.

## Fire and Emergency Medical Services

The Seattle Fire Department (SFD) administers city- wide services including fire and rescue response, fire prevention, fire investigation, emergency medical services, and public education. SFD also provides specialty services such as technical and heavy rescue, dive rescue, tunnel rescue, marine response, and hazardous materials response. SFD operates five battalions with 33 fire stations strategically located to optimize area coverage and response times. As of 2021, SFD employed 963 uniformed personnel and 81 civilian personnel. At all times, there are 220 uniformed personnel

on the clock, providing fire and rescue services for approximately 391,394 housing units. Areas of Downtown are either served by Battalion 2, Battalion 5, or Battalion 7. As shown in Figure 11, there are three fire stations in Downtown Seattle: Station 2 in Belltown, Station 5 in the Commercial Core, and Station 10 in Chinatown-International District. With two fire boats and a rescue boat, Station 5 is also tasked with responding to offshore emergencies within Puget Sound. SFD Headquarters are located in Pioneer Square. SFD Headquarters operate the Health One program, an integrated health response unit that responds to physical and mental health crises and provides social services as needed.

In addition to SPD and SFD, the Community Assisted Response and Engagement (CARE) department is a third branch of public safety in the City of Seattle. CARE operates the 9-1-1 Communications Center and the Community Crisis Responder Team.

## Police and Fire Capital Planning

The 2025-2030 Finance and Administrative Services (FAS) CIP sets the framework for planning, replacing, maintaining, and upgrading FAS-managed facilities – including police and fire building space – and IT infrastructure. The FAS CIP states that SFD and SPD use the following criteria to prioritize capital projects: life and safety issues; regulatory compliance; race and social justice initiatives; sustainability; and asset preservation. Funding for the FIS CIP originates from limited tax general obligation bonds, REET I, and space rent charges paid by City departments. The 2025-2030 FAS CIP provides ongoing maintenance, operation, and rehabilitation funding for city-wide police and fire facilities, among other municipal buildings.

The 2024-2029 FAS CIP allocated funding for a project that provided seismic and mechanical system upgrades to Fire Station 5 in Downtown. The project has been completed, and no further funding is allocated for it in the 2025-2030 CIP. The 2025-2030 FAS CIP allocates funding for general upgrades and repairs and fleet electrification across various municipal facilities; However, there are no projects specifically focused on Downtown police and fire facilities.

## Services for the Unhoused

The number of Seattle residents living without shelter or housing is a high priority issue for the area. As highlighted in the existing conditions report, the number of individuals experiencing homelessness in King County increased by 23 percent between 2022 and 2024. Since taking office, Mayor Bruce Harrell has supported two

initiatives to reduce homelessness in Downtown: the King County Regional Homelessness Authority's Partnership for Zero; and, the Third Avenue Project. These initiatives seek to reduce homelessness by connecting people experiencing homelessness to shelter or permanent housing, as well as social services.

In 2022, the King County Regional Homelessness Authority launched Partnership for Zero. Operating under the premise that housing is a basic human right, this organization sought to reduce homelessness in Downtown. Partnership for Zero's work included improving information management, streamlining housing placement systems, and training case managers. Before ending in 2023, this program resolved six long-standing encampments and identified housing for 231 people. The Third Avenue Project, also formed in 2022, is a coalition of outreach workers, social services providers, and community advocates. This coalition focuses on reducing homelessness and deterring crime in Downtown with an approach that emphasizes relationship building and community outreach.

While initiatives such as Partnership for Zero and the Third Avenue Project have made valuable achievements, more work needs to be done to improve the response to homelessness. A 2016 study prepared by Barabara Poppe and Associates (*Recommendations for the City of Seattle's Homelessness Investment Policy*) highlighted that there are numerous organizations and programs across Seattle that provide services for those experiencing homelessness. However, these initiatives lack sufficient coordination, resulting in inefficient delivery of services. To address this issue, the 2016 study recommends the implementation of a Navigation Center.

The Navigation Center program model is a best practice service delivery model that was first implemented in San Francisco. This model features a one-stop, low barrier, 24-hour facility that connects people experiencing homelessness to various services and provides basic needs, including hygiene, meals, and secure storage. Using harm reduction and housing first practices, a Navigation Center connects participants to housing, rehabilitation, employment, and other services in a centralized location. This model increases accessibility to services and can support coordination of service delivery among multiple providers.

## Health Centers

There are no hospitals in Downtown; however, Downtown is proximate to three major hospitals located west of Interstate 5: Virginia Mason Medical Center, Swedish Medical Center, and Harborview Medical Center. There is one urgent care facility in Downtown, Zoom Care, which is located in the Commercial Core. CVS, Walgreens, One



Medical, and other providers offer health clinics in Downtown. The King County Downtown Public Health Center, located in Denny Triangle, provides a variety of health services for acute and chronic conditions, as well as screenings and vaccinations.

International Community Health Services (ICHS), a health care provider with a focus on providing culturally- and linguistically appropriate health and wellness services, has a significant presence in the Chinatown- International District with a variety of services offered across three different facilities. ICHS's headquarters, located off 8<sup>th</sup> Avenue and South Dearborn Street, provide a variety of community health services including medical, dental, and vision clinics, as well as acupuncture, nutrition counseling, women/infants/children (WIC) services, and a pharmacy. The ICHS Legacy House provides outpatient elderly care services, assisted living, and adult day services. The ICHS meal program, operating out of the Bush Asia Center, offers nutritious meals and group activities for elderly adults and adults with special needs.

## Childcare and Assisted Living Facilities

According to FAS's business license database there are 14 childcare facilities in Downtown with two in Belltown, two in Denny Triangle, six in the Commercial Core, one in Pioneer Square, and one in Chinatown- International District. Seven of Downtown's childcare facilities are branches of Bright Horizons Children's Center.

FAS's business license database indicates there are no assisted living facilities in Downtown; However, google maps lists one facility, Nikkei Manor, in addition to ICHS Legacy House discussed in the previous section. Nikkei Manor, located in Chinatown- International District, offers assisted living, an adult day program, and respite services for seniors.

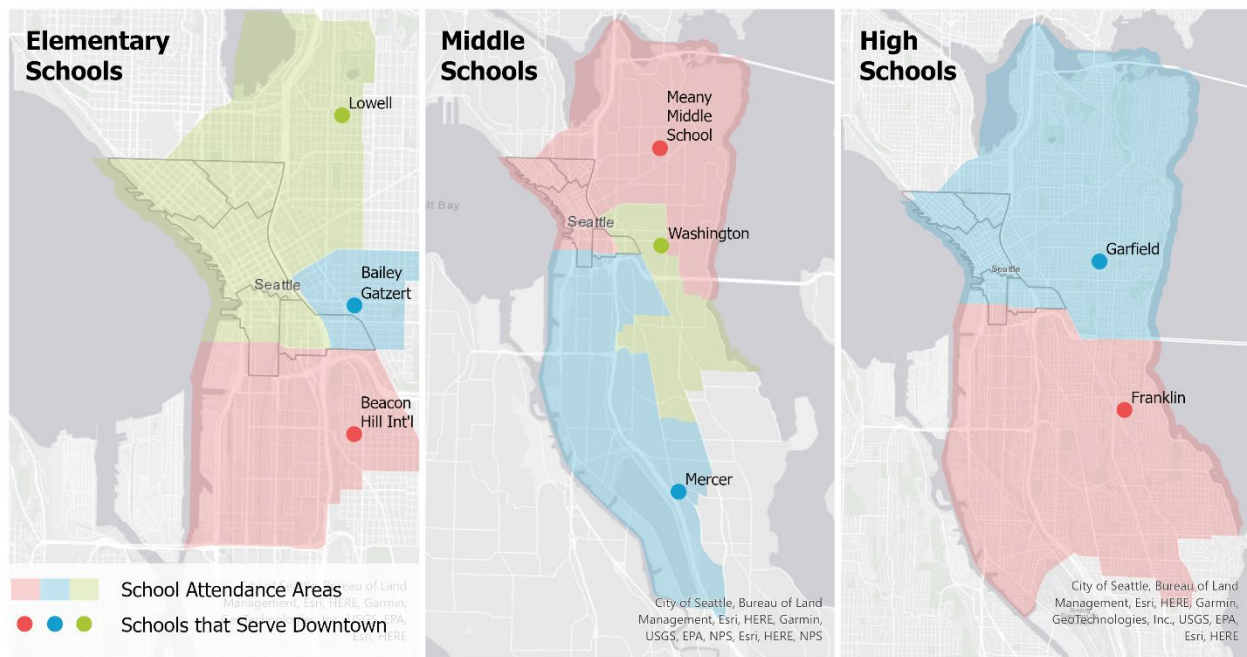
## Education

Seattle Public Schools (SPS) provides education for children within the Seattle Schools District. The Seattle Schools District employs 5,955 educators and serves approximately 23,691 elementary, 11,001 middle, and 15,364 high school students. The Seattle Preschool Program (SPP) provides services in partnership with community- based providers and Seattle Public Schools. In 2022, SPP operated out of 87 program sites with 1,959 students enrolled. Across the Seattle School District, there are 63 elementary schools, 10 K- 8 schools, 12 middle schools, and 18 High Schools. There are no SPS or SPP locations in Downtown. There is one private school in Downtown, Spruce Street School. Spruce Street School is in Denny Triangle and

provides education for kindergarten through fourth grade students. With respect to public schools, a majority of Downtown is in the attendance areas of Bailey Gatzert Elementary School, Edmond S. Meany Middle School, and Garfield Highschool. These schools serve Belltown, Denny Triangle, Commercial Core, and portions of Pioneer Square and Chinatown- International District. Three elementary schools have attendance areas within Downtown, Lowell, Bailey Gatzert, and Beacon Hill. All of these elementary schools offer preschool programs. Public schools that serve Downtown are displayed in Figure 14. Table 2 displays student enrollment and enrollment capacity for public schools that serve Downtown. Garfield, Lowell, and Bailey Gatzert have the highest levels of enrollment and are close to reaching capacity.

While SPS projects a decline in overall enrollment, population growth in Downtown—an anticipated result of the One Seattle Plan—could drive an increase in student enrollment in the area. This growth may prompt SPS to adjust school boundaries, add classrooms, or open new schools to meet the rising demand.

**Figure 14. Seattle Public Schools Serving Downtown**



Source: Seattle Public Schools, BAE, 2024.

**Table 2. Enrollment and Enrollment Capacity for Seattle Public Schools Serving Downtown, 2022- 2023**

<b>School</b>	<b>Student Enrollment</b>	<b>% of Capacity</b>
Lowell Elementary School	322	97%
Bailey Gatzert Elementary School	1577	97%
Beacon Hill International School	344	85%
Edmonds S. Meany Middle School	512	60%
Mercer International Middle School	854	66%
Washington Middle School	555	70%
Garfield High School	1577	97%
Franklin High School	1174	84%

Sources: One Seattle DEIS, BAE, 2024.

## Safe Routes to School

SDOT oversees the City’s Safe Routes to School (SRTS) program, an aimed at improving safety in areas around schools to enhance student’s ability to walk and bike to school. SRTS achieves this objective through safety improvements around schools – including but not limited to crosswalks, speed humps, greenways, signage, and curb bulbs – and public education. Because there are no public schools in Downtown, walking or biking to school is not feasible for many students that reside in the area. Additionally, the location of Interstate 5 restricts walkability on Downtown’s eastern border. However, six of eight schools with attendance areas in Downtown have implemented safety improvements that may benefit students who reside in Downtown and are in proximity to commute to school by walking or biking. Table 3 displays the safety improvements implemented at each school.

**Table 3. Safe Routes to School Improvements by Public Schools Serving Downtown Students**

<b>School</b>	<b>Safety Improvement (School Year Implemented)</b>
<b>Lowell Elementary School</b>	<ul style="list-style-type: none"> <li>• Neighborhood Greenway (2019- 2020).</li> </ul>
<b>Baily Gatzert Elementary School</b>	<ul style="list-style-type: none"> <li>• Crossing Improvement (2015- 2016).</li> <li>• School Zone Signs or Beacons (2017- 2018).</li> <li>• Crossing Improvement (2017- 2018).</li> <li>• Crossing Improvement (2019- 2020).</li> </ul>
<b>Beacon Hill Elementary School</b>	<ul style="list-style-type: none"> <li>• 3 Crossing Improvements (2016- 2017).</li> <li>• Traffic Calming (2017- 2018).</li> <li>• School Zone Signs or Beacons (2018- 2019).</li> </ul>
<b>Edmond S. Meany Middle School</b>	<ul style="list-style-type: none"> <li>• Neighborhood Greenway (2019- 2020).</li> </ul>
<b>Mercer International Middle School</b>	<ul style="list-style-type: none"> <li>• Walkway Improvement (2015- 2016).</li> <li>• Walkway Improvement (2015- 2016).</li> <li>• School Zone Signs or Beacons (2016- 2017).</li> <li>• Crossing Improvement (2017- 2018).</li> <li>• Crossing Improvement (2018- 2019), Crossing Improvement (2020- 2021).</li> </ul>
<b>Washington Middle School</b>	<ul style="list-style-type: none"> <li>• Crossing Improvement (2019- 2020).</li> </ul>
<b>Garfield High School</b>	<ul style="list-style-type: none"> <li>• Crossing Improvement (2017- 2018), Traffic Calming (2017- 2018), Crossing Improvement (2020- 2021).</li> </ul>
<b>Franklin High School</b>	<ul style="list-style-type: none"> <li>• Staircase Painting (2017- 2018).</li> <li>• Crossing Improvement (2020- 2021).</li> </ul>

Source: Safe Routes to School 5 Year Action Plan 2021- 2025, Seattle Department of Transportation, BAE, 2024.

## Education Capital Planning

Capital projects, such as school construction, upgrades, and improvements, are primarily funded by levies. Seattle residents vote on SPS levies every three years. SPS is currently in the planning process for its sixth Building Excellence Capital Levy (BEX VI). The planning process is an extensive process that involves an assessment of existing capital assets and future needs, community outreach, concept planning, and an Environment Impact Statement. After the planning process is finalized, BEX VI will be placed on the ballot in early 2025. Of the eight Seattle Public Schools with attendance areas in Downtown, only one, Mercer International Middle School, has an ongoing capital project to permanently increase capacity funded by the previous SPS levy, BEX V. This project involves demolition and replacement of the school building. The new school will be a 174,000 square foot multi-story building with outdoor learning spacing, a synthetic turf practice field, and sustainable design features. The new school building is under construction and is scheduled to open Fall 2025.

## Conclusion

As Downtown Seattle absorbs new housing and jobs and transitions to a residential center, its local public infrastructure and services must grow and adapt to serve the needs of people living there. The following sections identify deficiencies in Downtown's public facilities and services that may be exacerbated by residential growth. Furthermore, the following sections provide recommendations for the City of Seattle to address infrastructure needs, which will improve Downtown's ability to accommodate new economic growth while minimizing negative externalities.

## Public Facilities and Services Gaps

This analysis identified six primary public infrastructure and services gaps in Downtown Seattle, as detailed below.

- **Public Space** – Outside Citywide identified a majority of Downtown as the highest or a high priority for open space improvements. Deficiencies in public space access are most prevalent in the following neighborhoods listed from the lowest level of access to the highest level of access: Pioneer Square, Chinatown-International District, Commercial Core, Denny Triangle, and Belltown. New residential developments in Downtown will increase the demand for open space, green space, and public parks.
- **Wastewater** – A majority of Downtown is served by a combined sewer system where wastewater and stormwater are held in the same pipes and conveyed to

a wastewater treatment plant. Heavy rain events can cause combined sewer overflows, which can result in negative public health and environmental impacts, as untreated sewage is discharged into the local watershed. SPU’s 2019 Wastewater System Analysis found that a majority of Downtown is in a capacity risk area. Pioneer Square and Chinatown- International District are particularly at risk. New developments in Downtown will increase the number of wastewater customers, as well as pressure on wastewater systems.

- **Services for the Homeless** – According to the City of Seattle, reducing homelessness in Downtown is a high priority issue. While many initiatives exist to improve access to shelter and housing, homelessness in King County has increased in recent years.
- **Public Safety and Crime** – While reported property and violent crime has decreased between 2019 and 2023 in Downtown, the perception of crime in the area remains high.
- **Urgent and primary care facilities** – While Downtown is proximate to major hospitals west of Interstate 5, there is a scarcity of urgent care and primary care facilities within Downtown’s boundaries. New residential development in the area is likely to increase the demand for health services.
- **Education and Childcare** – There are no public schools located within Downtown. Furthermore, five of the eight public schools serving Downtown are at 80 percent or higher enrollment capacity. Three of the schools serving Downtown, two elementary schools and one high school, are nearly full at 97 percent enrollment capacity. New residential development in Downtown is likely to increase the number of school- age children in the area, as well as the demand for public school education.

## Recommendations

In order to address the public facilities and services gaps identified in the previous section, BAE proposes the recommendations listed in Table 4. Table 5. details a list of State and federal funding opportunities to support these recommendations.

**Table 4. Public Facilities and Services Recommendations for Downtown Seattle**

Recommendation	Implementation Steps
<b>Improve Management Practices of</b>	<ul style="list-style-type: none"> <li>• Create or engage with local entities tasked with the management, funding, and activation of public spaces. For additional details, see the section titled Best Practices for Management of Public Spaces.</li> </ul>

<b>Existing Public Spaces.</b>	<ul style="list-style-type: none"> <li>• Expand the Downtown Amenity Standards to include more specific requirements for operation and maintenance of POPs.</li> <li>• Improve lines of communication between public space victors and entities with jurisdiction over space operation and maintenance.</li> </ul>
<b>Improve Access to Public Green Spaces.</b>	<ul style="list-style-type: none"> <li>• Coordinate with various city departments, including SPR, SPU, and SDOT, to utilize public rights- of- way and easements as temporary or permanent public green space.</li> <li>• Focus on connecting Downtown’s existing parks and public spaces with linear greenways. Ensure connectivity reaches communities with the low levels of green space access.</li> <li>• Continue to pair green infrastructure improvements with other public infrastructure improvements. Continue to encourage implementation of green infrastructure by private multi- family and commercial property owners.</li> <li>• Coordinate with SDOT to investigate the feasibility of temporarily or permanently prohibiting vehicle access, aside from emergency services, on publics road proximate to green spaces to improve pedestrian and cyclist access.</li> </ul>
<b>Increase Wastewater System Capacity.</b>	<ul style="list-style-type: none"> <li>• Coordinate with SPU to evaluate whether new capital investments have addressed capacity constraints identified in the 2019 Wastewater System Analysis. Consider updating the 2019 Wastewater System Analysis to reflect updated population growth trends in the Downtown area.</li> <li>• Prioritize system improvements in critical and high- capacity risk areas.</li> <li>• Continue to pair green infrastructure improvements with other public infrastructure improvements. Continue to encourage implementation of green infrastructure by private multi- family and commercial property owners.</li> </ul>
<b>Streamline Access to Resources and Services for the Unhoused Population.</b>	<p>Improve service delivery and coordination among service providers through the implementation of a Navigation Center program model, as suggested by Barbara Poppe and Associates, Downtown.</p> <ul style="list-style-type: none"> <li>• Create a committee of local service providers, community leaders, housing experts, and other community stakeholders to evaluate the feasibility of a Navigation Center in Downtown.</li> <li>• Identify funding sources and a funding strategy to plan, implement, and sustain a Navigation Center.</li> </ul>
<b>Pursue Public Infrastructure Improvements that Encourage Neighborhood Safety.</b>	<ul style="list-style-type: none"> <li>• Coordinate with SPS to evaluate how K- 12 students living Downtown commute to school. Coordinate with SRTS to ensure this program serves Downtown students and encourages safe commutes to school from this area.</li> <li>• Ensure public sidewalks, parks, plazas, and other spaces employ design principles that deter crime. This includes but is not limited to natural surveillance via lighting and landscaping, space activation, and space maintenance.</li> </ul>
<b>Improve Access to Urgent Care and Primary Health Care Providers.</b>	<ul style="list-style-type: none"> <li>• Collaborate with developers to understand site selection and financial constraints for urgent care and primary health care clinics. Collaborate with OPCD to evaluate zoning regulations in Downtown and whether they need to be modified to attract health clinics.</li> <li>• Engage with the public health department for King County and local community stakeholders to identify areas in Downtown that are most underserved with respect to health care access. Prioritize attracting health care clinics in these areas.</li> </ul>
<b>Increase Public School Enrollment Capacity.</b>	<ul style="list-style-type: none"> <li>• Coordinate with SPS to ensure projections and objectives of the One Seattle Plan are integrated into the BEX VI planning process.</li> </ul>

	<ul style="list-style-type: none"> <li>• Collaborate with SPS to evaluate opportunities to increase enrollment capacity for public schools that serve Downtown.</li> </ul>
<b>Mitigate Displacement Pressure from Public Infrastructure Investment.</b>	<ul style="list-style-type: none"> <li>• New investment in Downtown neighborhoods can increase property values and gentrification pressure. Implementation actions for anti-displacement measures are included in BAE's Anti-Displacement Memo. Prioritize implementing anti-displacement measures for historically marginalized communities.</li> </ul>
<b>Align annual CIP planning process with the One Seattle Plan and subarea plans.</b>	<ul style="list-style-type: none"> <li>• Solicit input from City Budget Office staff throughout all city planning initiatives, including the One Seattle Plan and subarea plans. Develop plans that integrate financial constraints and opportunities.</li> <li>• Collaborate with the City Budget Office to ensure the vision and priorities of city planning initiatives are reflected in the annual CIP planning process.</li> <li>• Engage the City Budget Office to evaluate how funding priorities and project evaluation processes are established across each CIP and whether these priorities and processes are aligned with comprehensive plan objectives.</li> </ul>

Sources: BAE, 2024.

**Table 5. State and Federal Funding Opportunities for Public Facilities and Services**

Source	Grantor	Eligible Uses	Funding Type
Parks and Recreation			
Outdoor Recreation Legacy Partnership Grants Program	<p>National Parks Service Land and Water Conservation Fund</p> <p>Learn More: <a href="https://www.nps.gov/subjects/lwcf/outdoor-recreation-legacy-partnership-grants-program.htm">https://www.nps.gov/subjects/lwcf/outdoor-recreation-legacy-partnership-grants-program.htm</a></p>	<p>This program provides funding for park projects in underserved communities, specifically in urban areas without access to outdoor space, to create new outdoor recreation spaces and improve existing spaces. Funds can be used for the acquisition of land and the development of outdoor recreation spaces and parks.</p>	<p><b>Competitive Grants with 50 percent Cost- Sharing Requirement.</b></p> <p>2024 County award amounts in the State of Washington ranged from \$335,000 to over \$10 million.</p>
Drainage, Wastewater, and Drinking Water			
Water Quality Combined Funding Program	<p>State of Washington Department of Ecology</p> <p>Learn More: <a href="https://ecology.wa.gov/about-us/payments-contracts-grants/grants-loans/find-a-grant-or-loan/water-quality-combined">https://ecology.wa.gov/about-us/payments-contracts-grants/grants-loans/find-a-grant-or-loan/water-quality-combined</a></p>	<p>This is an integrated funding program for projects that improve and protect water quality, including wastewater, storm water, nonpoint sources activities, and on- site sewage systems.</p>	<p><b>Competitive loans and grants.</b></p> <p>Funding is provided from a variety of sources, including Clean Water Section 319 Grants, Centennial Clean Water Program Grants, Clean Water State Revolving Fund, Stormwater Financial Assistance Program grants, and Stormwater Community- Based Public- Private Partnerships. Funding amount is contingent on annual capital allocations from EPA. Awards are competitive, and projects are selected by readiness and their ability to improve and protect water quality. The type of funding offered can include grants, low- interest loans, and loan forgiveness.</p>
Drinking Water State Revolving Fund	<p>State of Washington Department of Ecology</p> <p>Learn More: <a href="https://doh.wa.gov/community-and-environment/drinking-water/water-system-assistance/drinking-water-state-revolving-fund-dwsrf">https://doh.wa.gov/community-and-environment/drinking-water/water-system-assistance/drinking-water-state-revolving-fund-dwsrf</a></p>	<p>Funds can be used for infrastructure improvements for drinking water systems.</p>	<p><b>Competitive loans and grants.</b></p> <p>Projects are prioritized and selected on an annual basis. Funding amount is contingent on annual capital allocations from EPA. This program offers technical assistance, grants, and low- interest loans.</p>
WaterSMART	<p>U.S. Department of the Interior Bureau of Reclamation</p> <p>Learn More: <a href="https://www.usbr.gov/watersmart/index.html">https://www.usbr.gov/watersmart/index.html</a></p>	<p>Eligible projects include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Water management improvements.</li> <li>• Planning and design activities.</li> <li>• Water reclamation and reuse.</li> <li>• Establishment and development of collaborative watershed groups.</li> <li>• Watershed management projects.</li> <li>• Habitat restoration and improved fish passage.</li> <li>• Drought planning.</li> </ul>	<p><b>Technical Assistance and Competitive Grants with Cost Sharing Requirements.</b></p> <p>WaterSMART includes grants from a variety of programs. Funding amount and requirements vary by program.</p>



Source	Grantor	Eligible Uses	Funding Type
Public Health and Safety			
FY25 Streets Outreach Program	<p>Department of Health and Human Services Administration for Children and Families</p> <p>Learn More: <a href="https://www.grants.gov/search-results-detail/355601">https://www.grants.gov/search-results-detail/355601</a></p>	This program provides street-based services to homeless youth who are risk of human trafficking and abuse. Services should assist youth in making healthy choices and providing access to resources, including shelter, food, and hygiene.	<p><b>Grants.</b></p> <p>This funding source is forecasted to be available February 28, 2025. Grant awards will range from \$90,000 to \$150,000.</p>
Education			
Early Learning Facilities Program	<p>Washington State Department of Commerce</p> <p>Learn More: <a href="https://www.commerce.wa.gov/capital-facilities/elf/">https://www.commerce.wa.gov/capital-facilities/elf/</a></p>	This funding supports the development of additional high quality early learning opportunities for children from low-income households. Eligible applicants include nonprofits, public entities, schools, school districts, and for-profit businesses. Projects must result in a licensed facility that increases early learning opportunities.	<p><b>Grants to Reimburse Capital Project Expenses.</b></p> <p>Funding can be used to reimburse the following costs: acquisition, design, engineering, limited third-party construction management, construction, and capitalized equipment.</p>
Multiple Project Types			
Community Development Block Grant Program	<p>U.S. Department of Housing and Urban Development</p> <p>Learn More: <a href="https://www.hud.gov/pr ogram_offices/comm_planning/cdbg">https://www.hud.gov/pr ogram_offices/comm_planning/cdbg</a></p>	<p>Funding is used to develop viable urban communities by providing housing and economic opportunities, primarily for low- and moderate-income households. Eligible uses include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Acquisition of real property.</li> <li>• Relocation and demolition.</li> <li>• Rehabilitation of residential and non-residential structures.</li> <li>• Construction of public facilities and improvements, including water and sewer, streets, neighborhood centers, and conservation of school buildings.</li> <li>• Public services.</li> <li>• Activities related to energy conservation and renewable energy.</li> <li>• Provision of assistance to for-profit businesses to carry out economic goals.</li> </ul>	<p><b>Grants are provided to states, cities, and counties on a formula basis.</b></p>

Sources: National Parks Service, State of Washington Department of Ecology, U.S. Department of the Interior, U.S. Department of Health and Human Services, Washington State Department of Commerce, U.S. Department of Housing and Urban Development, BAE, 2024.