

THE CITY OF SEATTLE
COMPREHENSIVE PLAN

Toward a Sustainable Seattle

A Plan for Managing Growth
1994 - 2014

Adopted July 25th, 1994



THE CITY OF SEATTLE
COMPREHENSIVE PLAN

Toward a Sustainable Seattle

A Plan for Managing Growth
1994 - 2014

Adopted July 25th, 1994



Seattle City Council
11th Floor Municipal Building
600 4th Avenue
Seattle, Washington 98104-1876

TABLE OF CONTENTS

Vision Resolution	v
Plan Adoption Ordinance	xiii
Application of the Comprehensive Plan	2
Land Use Element	4
Transportation Element	55
Housing Element	80
Capital Facilities Element	92
Utilities Element	98
Economic Development Element	103
Neighborhood Planning Element	112
Appendices	see Appendices document

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

RESOLUTION NO. 28962

A RESOLUTION adopting a Vision for the City of Seattle Comprehensive Plan.

WHEREAS the Comprehensive Plan is Seattle's response to the Growth Management Act (GMA) of 1990 and Amendments of 1991 (RCW 36.70A); and

WHEREAS the plan carries out Vision 2020, the Puget Sound region's multiple urban centers growth concept, and King County's Countywide Planning Policies which also call for multiple urban centers and a strong urban growth boundary; and

WHEREAS the plan carries forward work begun with the Framework Policies, adopted in Resolution 28535 by the Seattle City Council in June, 1992; and

WHEREAS the plan retains Seattle's commitment to preserve the character of its many, diverse neighborhoods, its strong single family areas, and its vital business districts; and

WHEREAS the plan puts forward the "urban village strategy" by which Seattle may focus its own future growth within the context of regional growth management; and

WHEREAS the plan describes a sustainable vision of the future, intended to create and support ways to live in this urban environment that use material and human resources without depleting them; Now Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING:

That the Seattle City Council adopts this Vision for the Seattle Comprehensive Plan, as follows:

A. INTRODUCING SEATTLE'S COMPREHENSIVE PLAN

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

B. THE VISION

1. Seattle's Community Values

From the beginning of the planning process, discussion among Seattleites focused on defining the future in terms of the values we hold most closely. Choices among policy directions and the weighing of priorities have been made on the basis of publicly expressed values.

Basic values that Seattleites defined in early discussions about the Framework Policies serve as the basis for the policies in the plan and are listed below. What the plan must maintain and enhance over time to be true to its citizens' visions are:

- Continuity
- Diversity
- Economic Security
- Education
- Environmental Quality
- Freedom
- Good Government
- Opportunity
- Physical Security
- Progress

From the many discussions and debates that contributed to the development of the Comprehensive Plan, a simple set of four values -- Seattle's core values -- has emerged. These core values are:

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

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

Community

Seattleites understand that the health of the City and of the whole region depends on the strength of community within and between neighborhoods and across city and county boundaries. We are all in this place together. Seattleites share pride in the community fabric of Seattle's neighborhoods. At the neighborhood level, residents and business people experience the greatest sense of belonging to a community.

The City will facilitate and support a strong sense of community within neighborhoods. The plan anticipates that residents and business people will collaborate with the City to find acceptable, desirable and innovative ways to achieve Seattle's goals through neighborhood planning processes. At the same time, through its actions the City will strive to strengthen a sense of community among people throughout the city and will be a leader in efforts to build broad support for economic, environmental and social community in the region.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

Environmental Stewardship

The natural and built environments are precious resources that should be preserved, protected and enhanced. The Comprehensive Plan calls for Seattle to continue to be a national leader in environmental stewardship. The City will strive to:

- Protect and improve the quality of the global and local environments;
- Maintain and enhance conditions necessary to a healthy environment;
- Reduce future liability for environmental cleanup;
- Protect residents' and taxpayers' investment in public infrastructure;
- Provide a role model for individuals and businesses in environmental management and preservation practices; and
- Improve the overall quality of life in Seattle.

The City will work with residents, employees, businesses, institutions and neighboring jurisdictions to strive for improvement in the quality of the city's and region's air, water, soils and built environment, and for increases in preserved open space and reductions in noise levels. Individuals, industries and businesses will be encouraged to employ sound environmental practices. Successes in changing our ways to those that protect the environment will be the foundation for further environmental protection efforts. Recent successes include reducing waste, recycling, reducing use of hazardous materials, conserving energy and water, walking, bicycling, carpooling and using public transit, and using sustainable design practices, historic preservation and design review.

Economic Opportunity and Security

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

The City will seek to enhance the region's economic prosperity and will accommodate a reasonable share of the region's economic growth. This is intended to increase opportunity and equity for the city's distressed communities, raise personal incomes, and increase tax revenues. The City will actively promote Seattle's involvement in the emerging global economy by creating a positive environment for international trade.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

Social Equity

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

In order to promote equality, justice and understanding, the City will not tolerate discrimination in employment or housing on the basis of race, color, age, gender, marital status, sexual orientation, political ideology, creed, religion, ancestry, national origin or the presence of any sensory, mental or physical disability. The City will strive to achieve a more equitable society than exists in 1994.

The City will endeavor to ensure that its citizens have the education, skills and opportunity to participate in and benefit from economic growth. Special attention will be directed to residents of distressed communities, where incomes, educational levels, skill levels and labor force participation rates are lower than average. Special attention will also be provided to economically distressed communities to ensure that the quality of infrastructure and services are provided to support economic viability and a sense of high quality of living in all parts of the City.

2. Toward A Sustainable Seattle

A Native American proverb reminds us that "Every decision must take into account its effect on the next seven generations." Sustainability refers to the long-term social, economic, and environmental health of our community. A sustainable culture thrives without compromising the ability of future generations to meet their needs.

Seattle's commitment to sustainability is supported by this plan. Sustainable cities use resources efficiently and effectively. They reuse and recycle. They use local resources where they can. They minimize exportation of environmental risk. They provide physical and economic security, and they distribute these and other benefits evenly. They balance the need for growth with the needs for stability and prudent use of resources.

The plan's four core values -- community, environmental stewardship, economic opportunity and security, and social equity -- are key components of sustainability. Separately, they are necessary but insufficient; taken together they become a solid foundation upon which to build a sustainable future for ourselves and the generations to follow.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

3. The Urban Village Strategy

The goal that unifies all the elements of the Comprehensive Plan is to preserve the best qualities of Seattle's distinct neighborhoods while responding positively and creatively to the pressures of change and growth. A key component of the City's plan to achieve this goal is the urban village strategy.

The urban village strategy combines small changes in the city's development pattern with a more complete and competitive intermodal public transportation system, the targeted use of housing assistance funds and planning tools to provide desirable and affordable housing, investment in facilities designed to serve higher density neighborhoods and neighborhood-based decisions built upon local citizens' expressed priorities.

Seattle will strive to develop and enhance these qualities of urban villages:

- A diverse mix of people of varied ages, incomes, cultures, employment, and interests;
- Vibrant, pedestrian-oriented commercial areas with stores, services and, in certain villages, employment;
- A variety of housing types, ranging appropriately for each village scale to meet the needs and preferences of the diverse community;
- A strong relationship between residential and commercial areas;
- Community facilities, including schools, community and recreation centers, libraries, parks, and human services within walking distance of the village core;
- Transit, bicycle and pedestrian facilities with connections to neighboring villages, good circulation within the village and between the village and surrounding neighborhoods;
- Well-integrated public open space, providing recreational opportunities for village residents and workers;
- A unique identity reflecting local history, the village's natural features, its culture and other sources of community pride.

4. A City for Families

In addition to being the primary employment center of the region, Seattle will continue to be a residential city and will remain home to a wide variety of people. As the region's population grows, Seattle will continue to welcome newcomers and ensure that our community's children can choose to make their future home here as adults.

The City will make special efforts to keep Seattle attractive for children and their families. These efforts will have the benefit of also making the community attractive to households without children. In order to attract and retain households with children:

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

- The City will support neighborhoods that provide a range of commercial, cultural, educational and recreational services, and that can be easily and safely traversed on foot or by bicycle;
- The City will support increased opportunities for households with young children to secure suitable housing with yards and play areas adjacent to their homes, whether they seek to rent or buy;
- The City will encourage the development of a variety of multifamily housing types with features attractive to households with children;
- The City will use the institutional and political resources at its disposal to ensure excellent education for all students in the Seattle Public Schools as well as in private schools, institutions of higher education, and educational facilities throughout the community. The quality of education is a critical factor in retaining households with children in the city. Schools are significant institutions for children, youth and their families in teaching social skills and critical thinking, promoting life-long learning, and serving as significant resources for the local community.

C. GETTING THERE FROM HERE

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

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

Through the urban village strategy, the plan intends to achieve goals that are shaped by the core values. The plan's flexibility comes from the mechanisms that permit its adaptation to needs as they arise from the real experience of the next twenty years.

The following mechanisms will help translate the plan's policies into City actions.

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

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

Regulatory Provisions to implement the plan will include retaining, modifying and/or replacing existing regulations, consistent with the policies and goals of the plan.


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

Human Services, Public Safety and Environmental Planning will continue to build upon the foundation established in the plan. Much of the Comprehensive Plan, as developed to fulfill the State Growth Management Act, addresses physical development and its related regulatory and fiscal support. Seattle works with other levels of government, non-profit providers, and citizen groups to support an array of activities and services that contribute to the quality of the lives of Seattle citizens. These include public safety, health, cultural, educational and environmental activities and human services. To ensure that the interrelationships of all aspects of urban life are addressed, human services, public safety and environmental planning will be undertaken by the City in a way to be supportive of and coordinated with the plan.

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

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

ADOPTED by the City Council the 25 day of July, 1994, and signed by me in open session in authentication of its adoption this 25 day of July, 1994.



President of the City Council

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

Filed by me this _____ day of _____, 1994.

By: _____
Deputy Clerk

THE MAYOR CONCURRING:

Norman B. Rice, Mayor

1 RDT:rlh
2 July 22, 1994
3 Complan.Ord

4 ORDINANCE _____

5 AN ORDINANCE adopting the City of Seattle Comprehensive Plan.

6 WHEREAS, the Seattle City Council ("Council") believes that Seattle will benefit from
7 the adoption of a new comprehensive plan to manage urban growth; and

8 WHEREAS, the Washington State Growth Management Act requires counties and
9 cities, including Seattle, to adopt a comprehensive plan that helps achieve the
10 growth management goals set forth in that Act; and

11 WHEREAS, in 1990 the City of Seattle embarked upon a thorough planning process to
12 develop a new comprehensive plan meeting Seattle, regional and state needs;
13 and

14 WHEREAS, that process involved extensive citizen involvement in development of the
15 plan, including approximately 10 public hearings, 325 public meetings, the
16 creation of 4 citizen advisory committees comprised of 165 citizen volunteers,
17 and the distribution and review of numerous drafts of the evolving plan over the
18 course of 4 years; Now Therefore,

19 BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

20 Section 1. The Seattle City Council finds that adoption of the Seattle
21 Comprehensive Plan will protect and promote the health, safety and welfare of the
22 general public, and is not intended to recognize or establish any particular person or
23 class or group of persons who will or should be especially protected or benefitted by
24 the Plan.

25 Section 2. The City of Seattle Comprehensive Plan (July, 1994), a copy of
26 which is Attachment 1 hereto, is hereby adopted pursuant to the authority granted by
27 RCW 36.70A (Growth Management Act), and the direct grant of police power under
28 Article 11, Section 11 of the Washington Constitution. (Nelson v. Seattle, 64 Wn. 2d
29 862, 395 P.2d 82 (1964)).

30 Section 3. This ordinance shall not be construed as affecting any existing right
31 acquired or obligation incurred pursuant to laws in effect before the effective date of
32 this ordinance.
33

1 Section 4. If any provision of this ordinance or the Comprehensive Plan or their
2 application to any person or circumstance is held invalid, the remainder of the
3 ordinance or Plan or the application of the ordinance or Plan to other persons or
4 circumstances is not affected.

5 Section 5. Any acts made consistent with the authority and prior to the effective
6 date of this ordinance are hereby ratified and confirmed.

7 Section 6. The Clerk shall publish in the City's official newspaper the title and
8 the text of all sections of this ordinance, along with the table of contents of Attachment
9 1 and a statement that copies of the adopted Comprehensive Plan will be available for
10 inspection at the Planning Department, Room 200 or the Clerk's Office, Room 104,
11 both located in the Municipal Building, 600 Fourth Avenue, Seattle, WA 98104-1826
12 and at public libraries throughout the city, and that single copies of the Comprehensive
13 Plan may be obtained free of charge for a year after publication at the Planning
14 Department or Clerk's Office at the above addresses, and that persons needing to
15 make other arrangements to obtain a free copy may call (206) 386-9040.

16 Section 7. This ordinance shall take effect and be in force thirty days from and
17 after its passage and approval, if approved by the Mayor; otherwise it shall take effect
18 at the time it shall become a law under the provisions of the City Charter.

19 Passed by the City Council the 25 day of July, 1994, and signed
20 by me in open session in authentication of its passage this 25 day of
21 July, 1994.

22
23
24
25
26
27 
28 President of the City Council

29 Approved by me this _____ day of _____, 1994.

30
31 _____
32 Norman B. Rice, Mayor
33

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33

Filed by me this _____ day of _____, 1994.

Deputy Clerk

(SEAL)

Published _____

APPLICATION OF THE COMPREHENSIVE PLAN

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

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

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

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

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

Some policies may appear to conflict, particularly in the context of a specific fact situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. A classic example is the oft-referenced "conflict" between policies calling for "preservation of the environment" and policies that "promote economic development." Because plan policies do not exist in isolation, and must be viewed in the

context of all potentially relevant policies, it is largely in the application of those policies that the interests which they embody are reconciled and balanced by the Legislative and Executive branches of city government.

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

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

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

LAND USE ELEMENT

Table of Contents

A. PREFERRED DEVELOPMENT PATTERN	5
B. CATEGORIES OF URBAN VILLAGES	9
URBAN CENTERS	10
MANUFACTURING/INDUSTRIAL CENTERS	18
HUB URBAN VILLAGES	20
RESIDENTIAL URBAN VILLAGES	23
AREAS OUTSIDE OF URBAN VILLAGES	24
NEIGHBORHOOD ANCHORS	25
C. DISTRIBUTION OF GROWTH	27
D. THE SYSTEM OF LAND USE REGULATION	30
RESIDENTIAL AREAS	32
SINGLE-FAMILY RESIDENTIAL AREAS	32
LOW-DENSITY SINGLE-FAMILY ZONES	34
HIGH-DENSITY SINGLE FAMILY AREAS	34
SMALL LOT ZONE	35
MULTIFAMILY RESIDENTIAL AREAS	35
LOW DENSITY MULTIFAMILY AREAS	36
MODERATE DENSITY MULTIFAMILY AREAS	37
HIGH DENSITY MULTIFAMILY AREAS	39
MIXED-USE COMMERCIAL AREAS OUTSIDE OF DOWNTOWN	39
PEDESTRIAN ORIENTED COMMERCIAL ZONES	40
GENERAL COMMERCIAL ZONES	41
INDUSTRIAL AREAS	42
DOWNTOWN AREAS	43
OVERLAY AREAS	44
MAJOR INSTITUTIONS OVERLAY AREAS	45
GENERAL PROVISIONS FOR LAND USE CODE DEVELOPMENT	46
E. OPEN SPACE NETWORK	48
F. ANNEXATION	54

LAND USE ELEMENT

INTRODUCTION

Discussion: The policies in this element describe where, how and under what circumstances growth should occur within the 20-year timeframe of this Comprehensive Plan.

A. PREFERRED DEVELOPMENT PATTERN

GOALS

- G1 Maintain and enhance Seattle's character. Seattle's character includes large single family areas of detached houses both inside and outside of villages, many thriving multifamily areas, neighborhood commercial areas, industrial areas, major institutions and a densely developed downtown with surrounding high density neighborhoods.
- G2 Respect the city's human scale, history, aesthetics, natural environment, and sense of community identity.
- G4 Promote densities and mixes of uses that support walking and use of public transportation. Urban centers are intended to identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system. Hub urban villages and residential urban villages are intended to support densities that support transit use.
- G5 Reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use and cohesive community development.
- G6 Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses. This is the intent of the several types of urban villages.
- ◆ Urban centers are intended to be the densest areas with the widest range of land uses. Functional designations of urban center villages indicate which uses are intended to be emphasized in the mix.
 - ◆ Hub urban villages are also intended to accommodate a broad mix of uses, but at lower densities than center villages, at intensities appropriate to the stage of development of the area.

- ◆ Residential urban villages are intended for concentrations of low to moderate densities of predominantly residential development with a compatible mix of support services and employment.

In some instances, the urban village designation is intended to transform automobile-oriented environments into more cohesive, mixed-use pedestrian environments, or within economically distressed communities to focus economic reinvestment to benefit the existing population.

- G7 More efficiently use limited land resources.
- G8 Support regional growth management and the countywide centers concept.
- G9 Accommodate planned levels of household and employment growth.
- G10 Maximize the benefit of public investment in infrastructure and services.
- G11 Deliver services more equitably, pursue a development pattern that is more economically sound, and collaborate with the community in planning for the future.
- G12 Increase public safety by making villages "people places" at all times of the day.
- G13 Increase opportunities for detached single family dwellings attractive to many residents, including families with children.
- G14 Develop ground-related housing types including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units and single-family homes.
- G15 Provide open space to enhance the village environment, to help shape the overall development pattern, and to refine the character of each village.
- G16 Promote physical environments of the highest quality throughout the city, and particularly within urban centers and villages while emphasizing the special identity of each area.
- G17 Preserve developments of historic, architectural or social significance that contribute to the identity of an area.
- G18 Maintain and enhance retail commercial services throughout the city with special emphasis on serving urban villages.

POLICIES

- L1 Promote development in compact mixed-use neighborhoods, which shall be designated as urban villages.
- L2 Promote high quality conditions throughout the city, including those conducive to helping urban village, mixed-use communities thrive.
- L3 Promote industrial development in manufacturing/industrial centers.
- L4 Permit areas outside of urban villages to accommodate some growth in a less dense development pattern consisting primarily of single family neighborhoods, limited multifamily and commercial areas and industrial areas.
- L5 Consider suitable for an urban village designation areas where: 1) natural conditions, the existing development pattern, and current zoning are conducive to supporting denser, mixed-use pedestrian environments where public amenities and services can be efficiently and effectively provided, 2) access to transportation facilities is good or can be improved, 3) public and private facilities, services and amenities, such as parks, schools, commercial services, and other community services, are available, or can be provided over time and 4) existing public infrastructure has capacity or potential to accommodate growth.
- L6 Consider the following characteristics appropriate to all urban village categories:
 - A. Zoning sufficient to accommodate the residential and employment growth targets established for that village.
 - B. The ability to accommodate a range of employment activity compatible with the overall function, character and intensity of development specified for the village.
 - C. Zoning that provides locations for commercial services convenient to residents and workers, and, depending on the village designation, serving a citywide and regional clientele.
 - D. Zoning sufficient to allow a diversity of housing to accommodate a broad range of households.
 - E. Zoning regulations that restrict those public facilities that are incompatible with the type of environment provided for in centers and villages.

- F. Most future households accommodated in multifamily housing.
 - G. Additional opportunities for housing in existing single family areas, to the extent provided through neighborhood planning, and within other constraints consistent with this plan.
 - H. Public facilities and human services that reflect the role of each village category as the focus of housing and employment and as the service center for surrounding areas.
 - I. Open space.
 - J. A place, amenities or activities that serve as a community focus.
 - K. A design review process, supplemented by neighborhood design guidelines.
 - L. Preservation of development having historic, architectural, or social significance within centers and villages.
- L7 Indicate whether residential or employment related activities are to be emphasized in the mix of uses by the urban village designation.
- L8 Adopt the designations for hub urban villages, residential urban villages and neighborhood anchors as indicated in Land Use Figure 1. Consider the designations to be preliminary, subject to further objective analysis in neighborhood planning. Develop objective criteria including:
- a. existing zoned capacity;
 - b. existing and planned density;
 - c. growth targets;
 - d. population;
 - e. amount of neighborhood commercial land;
 - f. public transportation investments and access; and
 - g. other characteristics of hub or residential urban villages and neighborhood anchors as provided in this plan, or further refined.

Additional criteria consistent with this plan may be established.

- L9 Permit, through neighborhood planning processes, recommendations for the revision of zoning to better reflect community preferences for the development character of an area, provided that consistency between the zoning and this plan is maintained.
- L10 As part of neighborhood planning designate and define the extent of principal commercial streets for each urban village. Principal commercial streets are those streets in the commercial area of each urban village which are accessible both to automobiles and to transit and which have or are planned to have sufficient quantity and variety of commercial uses, in sufficiently close proximity to provide the opportunity to meet a variety of residential needs and thereby constitute opportunities and incentives to using non-motorized modes of travel for work or shopping trips.

B. CATEGORIES OF URBAN VILLAGES

GOAL

- G19 Provide for the intended function, character, amount of growth, intensity of activity, and scale of development appropriate for each urban village neighborhood.

POLICIES

- L11 Establish categories of urban villages, in addition to the urban center and manufacturing/industrial center designations of the Countywide Planning Policies as follows:
- 1) urban center villages within urban centers
 - 2) hub urban villages
 - 3) residential urban villages.
- L12 Establish goals or planning estimates for the mix of uses, target densities for employment and housing, the scale and intensity of development, and the types of public improvements desired to make each village category function as intended.
- L13 Establish preliminary urban center village boundaries within urban centers as indicated in land use figures 2, 3, and 5. Establish permanent urban center village boundaries as part of neighborhood planning.

- L14 Establish boundaries for hub urban villages or residential urban villages as each new or revised neighborhood plan is adopted by the City Council; provided, that: if at the end of the neighborhood planning cycle, a village boundary has not been established for a hub or residential urban village, the boundary shown in Land Use Appendix A of this plan shall become the boundary for that urban village.

URBAN CENTERS

GOALS

- G20 Identify and reinforce concentrations of employment and housing in locations that would support and have direct access to the regional high capacity transit system.

POLICIES

- L15 Establish urban centers as regional centers.
- L16 Establish requirements for urban centers as follows:
- A. Area not exceeding one and one-half square miles (960 acres).
 - B. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area and recognized neighborhood boundaries.
 - C. Accessibility to the existing regional transportation network, with access to the regional high capacity transit system to be provided in the future.
 - D. Zoning that permits the amount of new development needed to meet the following minimum density targets:
 - 1. A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station;
 - 2. An overall employment density of 50 jobs per acre; and
 - 3. An overall residential density of 15 households per acre.
- L17 Designate the following five locations as urban centers as shown in Land Use Figures 1-6 below:

- 1) Downtown Seattle
- 2) First Hill/Capitol Hill
- 3) Seattle Center
- 4) University District
- 5) Northgate

L18 Designate urban center villages within the larger urban centers to acknowledge differences in neighborhoods. Plan for such villages within the context of planning for the urban center as a whole.

L19 Designate urban center villages within the Downtown, First Hill/Capitol Hill and University District urban centers as shown in Land Use Figures 2, 3 and 5. The boundaries and names used to identify these urban villages are provided for planning guidance and subject to change under future neighborhood plans. While the Seattle Center and Northgate centers are presently considered to be too small to be subdivided into center villages, this shall not preclude the designation of urban villages within those urban centers in future neighborhood planning processes.

L20 Provide zoning in urban center villages, in aggregate, to accommodate a broad mix of activity, and the densities of employment and housing necessary meet the urban center density standards of the Countywide Planning Policies.

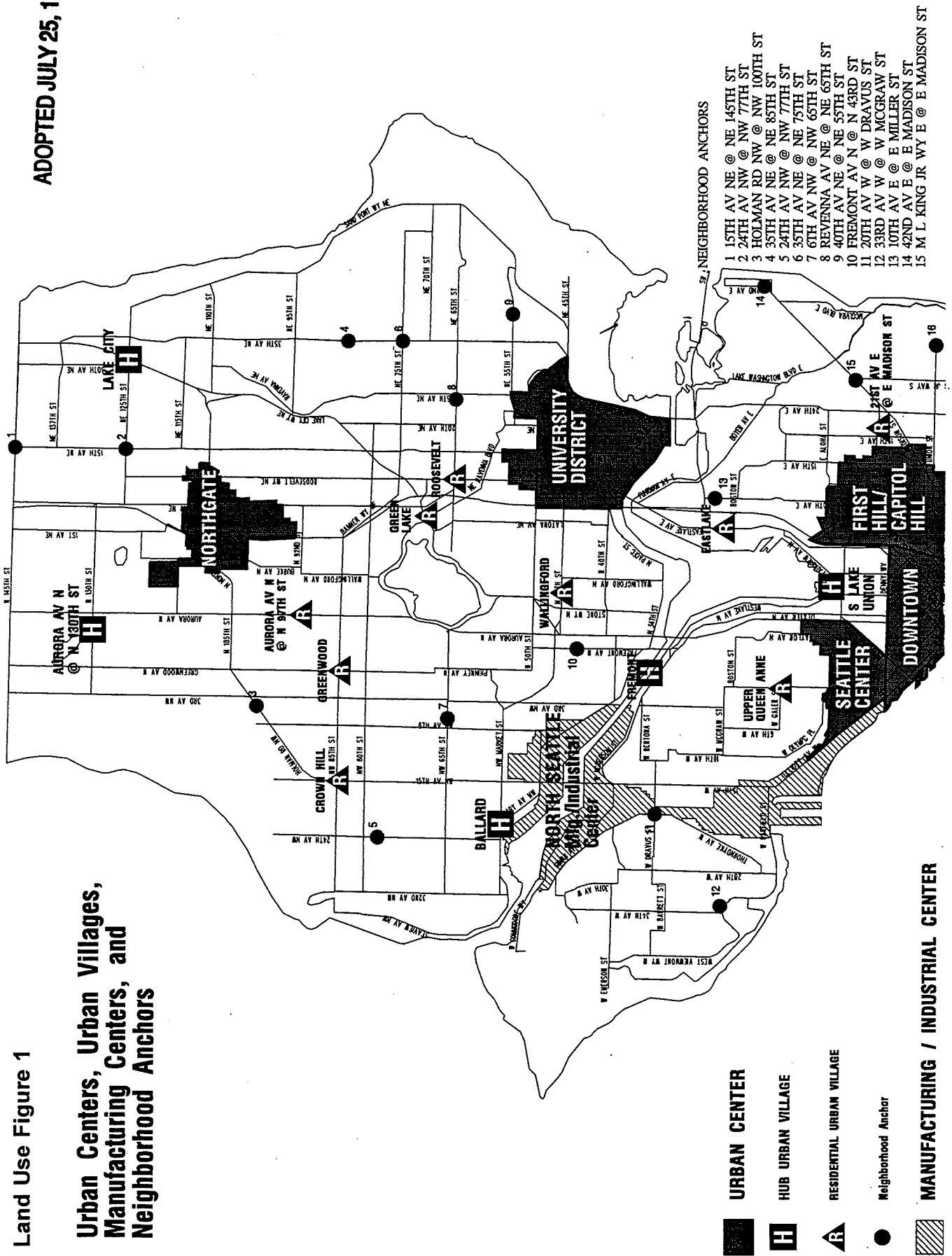
L21 Promote the balance of uses in each urban center village indicated by one of the following functional designations, assigned as follows:

Functional Designation	Urban Center Village
1. Primarily residential.	Denny Regrade Capitol Hill
2. Mixed, with a residential emphasis.	Pike/Pine
3. Mixed residential and employment.	Westlake Pioneer Square International District First Hill South Capitol Hill University District Northwest University Village Northgate Seattle Center
4. Mixed, with an employment emphasis.	Downtown Commercial Core University Campus

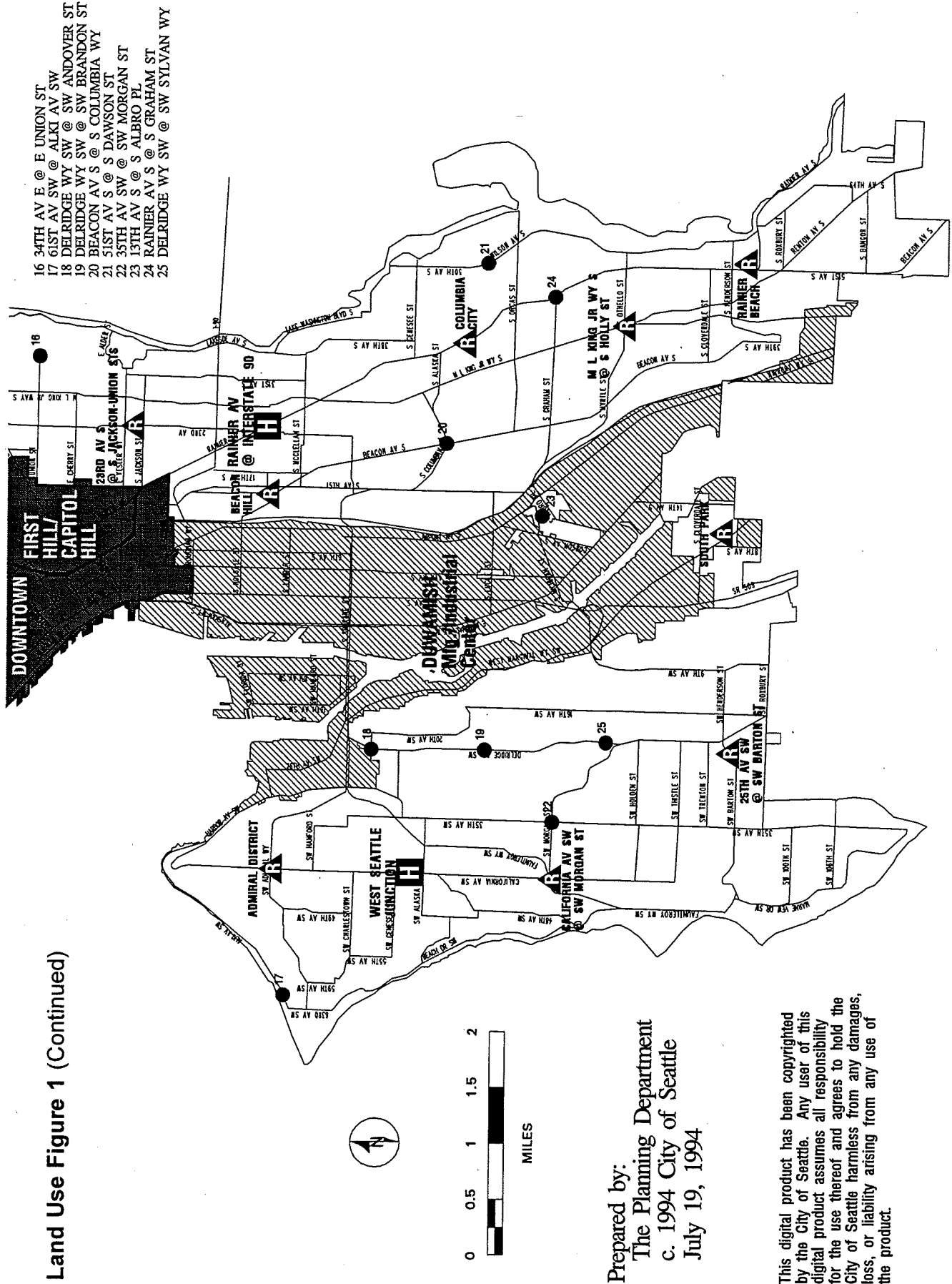
- L22 Permit employment and/or housing densities in zoning consistent with the designated functions of each urban center village.
- L23 Designate residential development emphasis areas within urban centers where the City has a long-term commitment to promote residential development and where the response of the private market in providing housing has been inadequate to attract the planned amount of residential growth.
- L24 Work with affected neighborhoods, property owners and the development community to establish action and funding strategies to promote housing development for all incomes in residential development emphasis areas.

Land Use Figure 1

Urban Centers, Urban Villages, and Manufacturing Centers, and Neighborhood Anchors



Land Use Figure 1 (Continued)



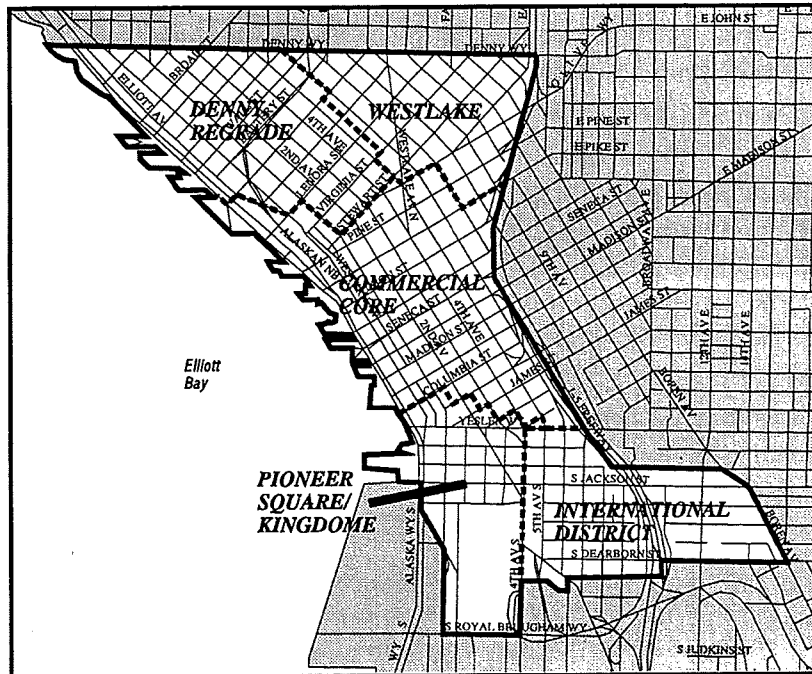
Prepared by:
 The Planning Department
 c. 1994 City of Seattle
 July 19, 1994

This digital product has been copyrighted by the City of Seattle. Any user of this digital product assumes all responsibility for the use thereof and agrees to hold the City of Seattle harmless from any damages, loss, or liability arising from any use of the product.

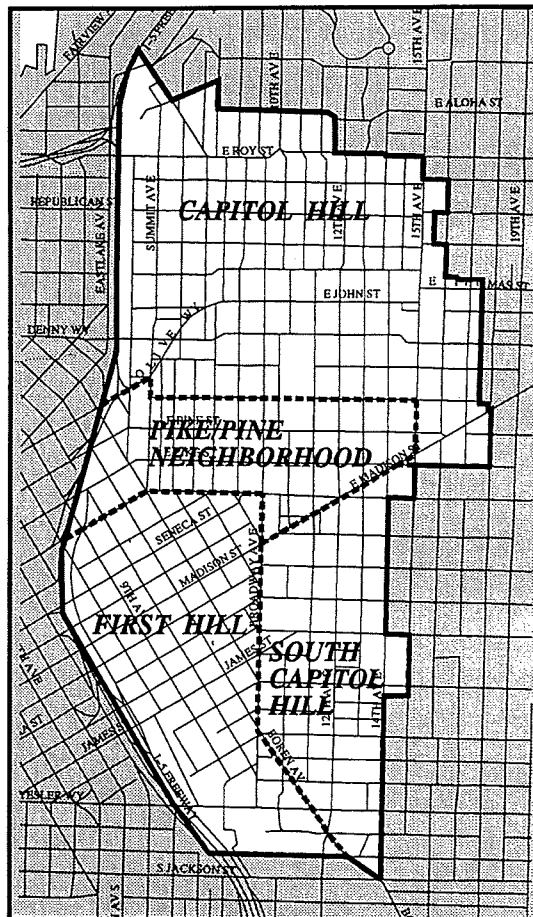
ADOPTED JULY 25, 1994

Land Use - 7/25/94 - 14

LAND USE FIGURE 2
Downtown Urban Center



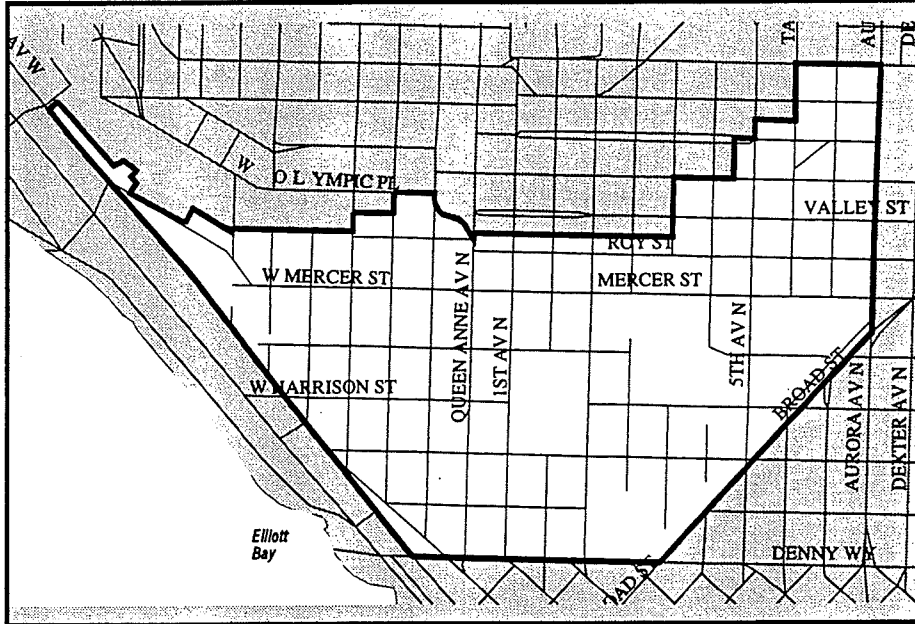
LAND USE FIGURE 3
First Hill/Capitol Hill Urban Center



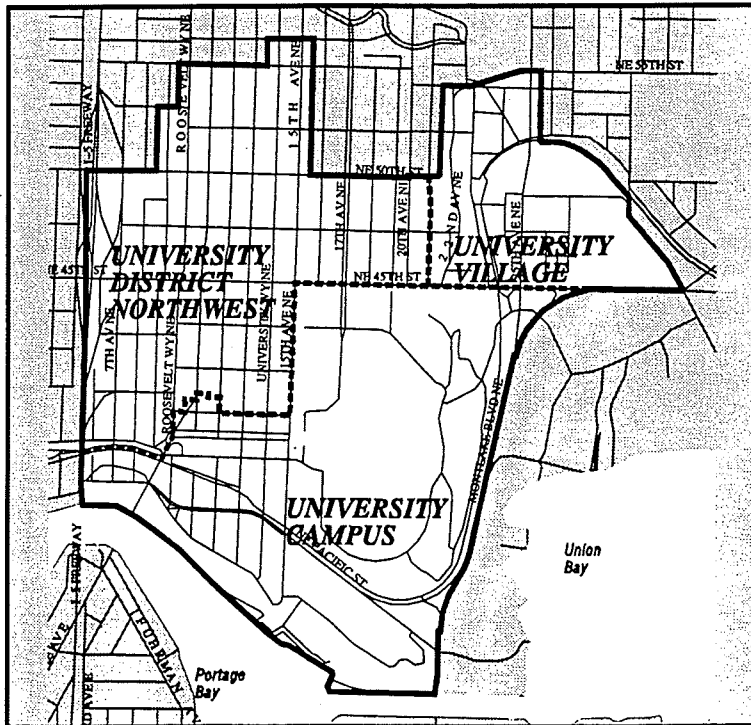
Note:
 Boundaries of Urban Center Villages within Urban Centers are Preliminary Planning Boudaries and are subject to change in neighborhood planning processes.

ADOPTED JULY 25, 1994

LAND USE FIGURE 4
Seattle Center Urban Center



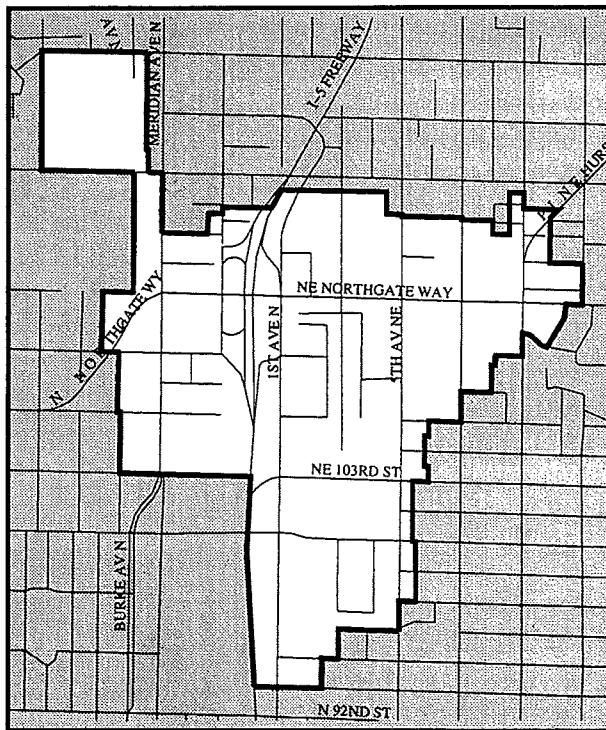
LAND USE FIGURE 5
University District Urban Center



NOTE:
 Boundaries of Urban Center Villages within Urban Centers are Preliminary Planning Boundaries and are subject to change in the neighborhood planning process.

 Village Boundary

Land Use Figure 6
Northgate Urban Center



Note:
Boundaries of Urban Center Villages within Urban Centers are Preliminary Planning Boundaries and are subject to change in neighborhood planning processes.

MANUFACTURING/INDUSTRIAL CENTERS

GOAL

- G21 Ensure that adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

POLICIES

- L25 Promote manufacturing and industrial employment growth including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities in manufacturing/industrial centers.
- L26 Strive to expand existing manufacturing and industrial activity. Particular emphasis shall be given to maintaining industrial land that is uniquely accessible to water, rail, and regional highways for continued industrial use.
- L27 Limit in industrial/manufacturing areas commercial or residential uses that are unrelated to the industrial function, that occur at intensities posing short- and long-term conflicts for industrial uses, or that threaten to convert significant amounts of industrial land to non-industrial uses. Establish new size of use limits for retail uses in the Industrial Commercial zone. Permit legally established non-industrial uses to continue. Permit legally established non-industrial uses to be expanded within existing structures predominantly dedicated to such uses as of December 31, 1994, and permit limited expansion of such structures.
- L28 Establish manufacturing/industrial centers consistent with the Countywide Planning Policies, as follows:
- A. Clearly defined geographic boundaries;
 - B. Buffers protecting adjacent, less intensive land uses from the impacts associated with the industrial activity in these areas (Such buffers shall be provided generally by maintaining existing buffers, including existing industrial buffer zones);
 - C. Sufficient zoned capacity to accommodate a minimum of 10,000 jobs;
 - D. Large, assembled parcels suitable for industrial activity;
 - E. Reasonable access to the regional highway, rail, air and/or waterway system for the movement of goods.
- L29 Designate the following locations as manufacturing/industrial centers as shown in Land Use Figure 1, above):

- 1) The North Seattle Manufacturing/Industrial Center
- 2) The Duwamish Manufacturing/Industrial Center

- L30 Designate industrial development emphasis areas within manufacturing/industrial centers where special emphasis is warranted to promote industrial development.
- L31 Work with property owners and the affected community to establish public and private strategies to enhance conditions for industrial activity and redevelopment in industrial development emphasis areas.

HUB URBAN VILLAGES

GOALS

- G22 Promote employment and commercial services that serve the populations of the village, the city and the region.
- G23 Support densities that support transit use.
- G24 Provide locations for employment and commercial services that serve the surrounding city and region, in addition to the village population.
- G25 Allow for concentrations of employment at locations convenient to the city's residential population to improve transportation by reducing work trip commutes.

POLICIES

- L32 Designate as hub urban villages areas generally characterized by the following:
 - A. One or more high density, mixed-use core areas that either exist, or can be accommodated under current zoning, provided that it may be appropriate to limit the mix of uses in some areas, to provide for concentrations of either employment or housing.
 - B. Being surrounded by primarily residential areas that allow a mix of densities, and non-residential activities that support residential use.
 - C. Having at least one-third of the land area currently zoned to accommodate employment activity and/or mixed-use.
 - D. Having a broad range of commercial and retail support services either existing or allowed under current zoning to serve a local, citywide or regional market.
 - E. Having a strategic location in relation to both the local and regional transportation network, including: 1) a high level of transit service, with the possibility of improved connections to future high capacity transit stations, 2) connections to regional transportation facilities, 3) routes accommodating goods movement, and 4) connections to adjacent areas by pedestrian and/or bicycle facilities.
 - F. Having:
 - 1. Direct access to either existing or potential public open spaces in the immediate vicinity, and
 - 2. Accessibility to major open space resources in the general area via either existing or potential urban trails, boulevards, or other open space links, or anticipated major public investment in open space.

- G. Having a substantial amount of vacant or under-utilized land with sufficient development capacity under current zoning to allow for redevelopment.
- L33 Preliminarily designate the following seven locations as hub urban villages (Land Use Figure 1, above), subject to further objective analysis in the neighborhood planning process:
1. Ballard
 2. West Seattle Junction
 3. Lake City
 4. Fremont
 5. Aurora at N.130th Street
 6. Rainier Avenue/I-90
 7. South Lake Union
- L34 Permit the size of hub urban villages to vary according to local conditions, but limit it to allow most areas within village boundaries to be accessible on foot.
- L35 Consider it generally desirable for the mixed-use core of a hub urban village to encompass an area within approximately a one quarter mile of the center of activity.
- L36 Provide zoning to accommodate a wide range of housing types and retail and commercial services to support the business and residential population in the village, the surrounding community, and beyond.
- L37 Permit employment densities of approximately 20 jobs per gross acre or more, and residential densities of approximately 15 dwelling units per gross acre or more, in hub urban village core areas.
- L38 Permit a variety of residential densities, between 8 and 12 dwelling units per gross acre in areas outside of the core areas, consistent with the policies of this plan and the Land Use Code for the location of land use zones.
- L39 Designate as hub urban villages areas ranging from those able to accommodate growth with minor changes and public investment to those requiring more extensive public investment.
- L40 Establish planning estimates and, subsequently, growth targets for hub urban villages according to accessibility to transit, existing zoning, including capacity for commercial and residential development, existing densities and development conditions, the density goals for hub urban villages, plans for infrastructure and public amenities and services, and the relationship of the villages to the regional transportation network.

- L41 Consider, for hub urban villages located on the periphery of downtown, promoting a greater intensity of development over a broader area than for other hub urban villages. In such a village, a development pattern characterized by more extensive mixed-use areas at relatively high development intensities may be accommodated, while also allowing for concentrations of either employment activity or housing at appropriate locations.

RESIDENTIAL URBAN VILLAGES

GOALS

- G26 Promote urban villages that function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types. While residential use is emphasized, a mix of other compatible activities, especially those that support residential uses, is appropriate. Employment activity is also appropriate to the extent that it does not conflict with the overall residential function and character of the village, provided that a different mix of uses may be established through a neighborhood plan approved by the City Council, such as the South East Seattle Redevelopment Area policies.
- G27 Support densities that support transit use.

POLICIES

- L42 In order to be designated a residential village, an area shall generally be characterized by the following:
- A. The area presently supports, or can accommodate under current zoning, a concentration and mix of residential development, at 8 to 15 units per gross acre on average, and at a small to moderate scale.
 - B. The area is presently on the city's arterial network and is served by a transit route providing direct transit service to at least one center or hub village.
 - C. A broad range of retail services either already exists or can be accommodated in the area to serve the residential population.
 - D. The area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.
 - E. The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.
- L43 Balance objectives for accommodating growth, supporting transit use and walking, maintaining compatibility with existing development conditions, maintaining affordable housing, and responding to market preferences for certain types of housing, through the density and scale of development permitted.
- L44 Preliminarily designate as residential urban villages areas identified in Land Use Figure 1, above, subject to further objective analysis through the neighborhood planning process.

- L45 Require that a residential urban village surround one or more centers of activity and services.
- L46 Consider it desirable that any location within the village be within easy walking distance of at least one center of activity and services.
- L47 Permit residential urban villages to include those areas that possess the desired characteristics and infrastructure to support a moderately dense residential population and those areas that, while lacking infrastructure or other characteristics of a residential urban village, warrant public investment in order to promote a transition to a higher density residential neighborhood.
- L48 Base growth planning estimates, and subsequently growth targets, for residential urban villages on the existence of or plans for infrastructure, public amenities and services necessary to support additional growth, existing zoning including capacity for residential and commercial development, existing residential densities and development conditions, the accessibility of transit and the density goals for residential urban villages.

AREAS OUTSIDE OF URBAN VILLAGES

GOALS

- G28 Allow limited amounts of development in areas of the city outside centers and urban villages to maintain the general intensity of development that already characterizes these areas, and to direct the greatest share of growth to village and center locations.

POLICIES

- L49 Provide that the area of the city outside urban villages remain primarily as low density residential and commercial areas, or industrial areas, or major institutions.
- L50 Single family areas shall continue to be protected, both inside and outside of urban villages. However, through neighborhood planning, individual neighborhoods may consider ways of increasing housing opportunities in single-family areas that are brought into an urban village's boundary through the neighborhood planning process and are within easy walking distance (five minutes or five blocks whichever is less) of the designated principal commercial streets of the village, to provide additional alternatives to accommodating residential growth in multifamily and commercial areas. Such consideration shall be subject to further limitations provided in comprehensive plan policies for single-family areas, below, and in the Land Use Code.

- L51 Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multifamily, commercial and industrial areas located in areas outside of urban centers and villages and direct the greatest share of growth to the village and center locations.
- L52 Accommodate growth consistent with adopted master plans of designated major institutions within these areas.

NEIGHBORHOOD ANCHORS

GOALS

- G29 Provide a service and transit focus for surrounding neighborhoods in areas where, overall, existing conditions are intended to be maintained.
- G30 To more efficiently use the services and amenities available in the anchor.

POLICIES

- L53 Designate as neighborhood anchors areas that generally have the following characteristics:
- A. Two to three linear blocks of land currently zoned for commercial activity, or a combination of commercial and multifamily use, and provide services to areas that generally range in size from 5 to 20 acres.
 - B. A node of mixed residential and commercial activity is already established, or can be accommodated under current zoning, within a larger, low density residential area, or within a larger, established multifamily area where conditions make a residential urban village designation inappropriate.
 - C. The area is directly served by transit with service to a hub urban village or urban center.
 - D. Existing platting and development conditions around the Neighborhood Anchor enhance opportunities for residential infill compatible with existing development, and may be characterized by:
 - Blocks platted with alleys.
 - Existing single-family areas presently characterized by a mix of single-family detached units and other housing types that result in densities higher than current zoning allows.

- Substandard lot sizes, allowing for denser infill development, or large parcels that can accommodate cluster development and other forms of compact, lower density residential developments.
 - Existing development is predominantly multifamily, with scattered sites available for limited infill compatible with existing development.
- E. The area is already connected by bicycle and/or pedestrian facilities to adjacent areas, or can be connected through modest extensions of existing facilities.
- F. Public facilities and amenities are either adequate to meet the needs of modest residential population increases or will require only limited improvement to meet those needs.

L54 Preliminarily designate as neighborhood anchors locations shown in Land Use Figure 1, above, subject to further objective analysis in the neighborhood planning process.

C. DISTRIBUTION OF GROWTH

GOALS

G31 Distribute the additional 50,000 - 60,000 households (52,500 - 63,000 dwelling units) and 131,400 - 146,600 jobs called for in this plan among the various areas of the city as follows:

Land Use Figure 7
GROWTH TARGETS

DISTRIBUTION OF GROWTH INSIDE AND OUTSIDE CENTERS AND VILLAGES

Category	% of Citywide Residential Growth	% of Citywide Employment Growth
Urban Centers	45% (22,500 - 26,700 hshlds)	65% (85,410 - 95,500 jobs)
Manufacturing/Industrial Centers	No housing target	10% (13,140 - 14,660 jobs)
Urban Villages	30% (15,000 - 18,000 hshlds)	No Target for Residential Urban villages Hub Urban Villages Only: 15% (19,700 - 21,990 jobs)
Remainder of City	25% (12,500 - 15,300 hshlds)	No Specific Target
Totals	50,000 - 60,000 hshlds	131,400 - 146,600 jobs

G32 Achieve growth in urban centers sufficient to:

- A. Meet the minimum density criteria established for urban centers by the King County Countywide Planning Policies, reflected in policy L16D.
- B. Meet growth targets contained in existing comprehensive subarea plans, such as the Northgate Area Comprehensive Plan and the Downtown Plan.
- C. Recognize existing plans for major projects in specific urban centers that will result in significant increases in jobs and/or housing, such as the plans of major medical and educational institutions.

G33 Achieve the following 20 year growth targets in Seattle's urban centers:

Urban Center	Residential Growth	Employment Growth
1. Downtown: Total	approx. 14,700 households	approx. 62,700 jobs
2. First Hill/Capitol Hill: Total	approx. 5,540 households	approx. 11,700 jobs
3. University District: Total	approx. 2,110 households	approx. 8,500 Jobs
4. Northgate	approx. 3,000 households	approx. 9,300 jobs
5. Seattle Center	approx. 1,312 households	approx. 3,300 jobs

G34 Achieve the following 20 year employment growth targets in manufacturing/industrial centers:

1. North Seattle Manufacturing/Industrial Center 3,800 jobs
2. Duwamish Manufacturing/Industrial Center 10,860 jobs

(Manufacturing/Industrial Centers are not targeted for additional household growth, because new residential development is generally incompatible with the desired industrial function.)

G35 Achieve a distribution of growth to each urban village that accomplishes the goals of the urban village strategy.

G36 Achieve growth in each urban village according to growth targets that are established subsequent to the recommendation of a neighborhood planning process, that reviews and confirms or amends planning estimates.

G37 Guide the increase in density over the life of the plan so that each type of area progresses toward full development as an urban village at a pace appropriate to current conditions in the area.

POLICIES

L55 Promote the number of additional households and jobs called for by the growth targets within each targeted area, within the 20 year timeframe of this plan, by:

- A. Establishing targets that do not exceed 80% of zoned capacity for development, as calculated by the City;
- B. Maintaining the 80% capacity margin whenever zoning is modified, in each targeted area; and

C. Making reasonable effort to provide services, facilities, and incentives to accommodate the targeted growth, consistent with the Countywide Planning Policies.

- L56 Plan for the higher end of the citywide households and employment growth target ranges, and consider growth at least equal to the lower end to be within plan expectations.
- L57 Consider adjusting household targets, after the year 2000 census to be consistent with actual household size and expected growth up to 72,000 people.
- L58 Establish growth targets for each urban village following completion of neighborhood planning processes for all designated urban villages.
- L59 Establish planning estimates of growth for each urban village, and areas outside of villages as shown in Land Use Appendix B, which shall constitute preliminary estimates of how growth might be distributed throughout the city, to further the objectives of the urban village strategy. These planning estimates shall be starting points from which neighborhood plans for growth in each urban village shall be developed.
- L60 Review planning estimates, and the definition of the area to which they apply, through the neighborhood planning process to assess the appropriateness of the area and estimate for each village in light of local circumstances, community preferences, the need for equitable distribution of growth across the city, and specific plans for how the estimated amount, and alternative amounts of growth could be accommodated in each village.
- L61 Monitor development activity annually to identify situations where the rate of growth is different from that anticipated by growth targets, either because: 1) it is occurring too rapidly and may be disruptive; or 2) there is insufficient growth to achieve planned conditions in designated villages.

Establish percentage threshold criteria to identify growth conditions over an extended period of time that are unacceptably at variance with growth targets, which indicate the duration over which such variance need exist before a special review process is triggered. Permit, as part of the development of neighborhood plans for urban centers and urban villages, adjustment of growth monitoring thresholds.

Initiate the special review procedure to determine an appropriate course of action if conditions identified by these threshold criteria are realized. The

procedure should include a review process with the affected community, in areas where the rate of growth varies from growth targets by more than established threshold criteria, to determine whether or not City or community action to more effectively achieve growth goals is warranted. Consider, as part of this assessment, factors such as:

- A. Whether regional economic growth is consistent with that assumed when growth targets were established;
- B. Whether the proportion of growth in the region locating in King County is consistent with that assumed when growth targets were established;
- C. Whether other jurisdictions within King County have established effective means to stop sprawl and encourage displacement of growth to urban centers; and
- D. Whether further City or community actions are likely to be effective.

Consider the following, or other appropriate actions, if a determination is made that action is needed to address the rate of growth:

- A. Provide resources to ensure rapid completion or revision of a neighborhood plan to better address how growth is to be attracted or discouraged;
- B. Propose rezone actions or changes to development standards to reduce development activity or, depending on the circumstances, increase development opportunities;
- C. Make commitments for specific public improvements to mitigate the impacts of added growth or as incentives to attract desired growth; and/or
- D. Establish annual development targets to more closely monitor the rate of growth in the affected area.

D. THE SYSTEM OF LAND USE REGULATION

GOALS

- G38 Provide the framework for distinguishing within the city where the various types of land use activities and intensities of development are appropriate and provide for a development pattern consistent with the urban village strategy.
- G39 Promote public health, safety, and welfare.

POLICIES

- L62 Establish and identify on the attached Future Land Use Map, the following areas: 1) residential areas, including a) single-family residential areas and b) multifamily residential areas, 2) commercial/mixed-use areas, 3) industrial areas, 4) downtown areas, 5) urban center and manufacturing/industrial center boundaries 6) preliminary residential and hub urban village designations, 7) preliminary neighborhood anchor designations, 8) major institutions, and 9) public parks and open space.
- L63 Establish the mix of uses and character and intensity of development desired within each of these general areas through the zoning designations applied to them.
- L64 Identify on the attached Future Land Use Map where each general area designation shall apply, as an indication of the proposed physical distribution of land uses, and types of development.
- L65 Boundaries on the attached Future Land Use Map are general indications of the locations of general area designations and may not precisely correspond to land use zone boundaries. Land use zone boundaries may be adjusted so long as they remain in keeping with comprehensive plan policies, and the locational criteria established in the Land Use Code.

RESIDENTIAL AREAS

GOALS

- G40 Maintain existing residential neighborhoods and create new residential neighborhoods to accommodate the city's existing and future housing needs.
- G41 Allow for a variety of residential environments accommodating different types and intensities of development.

POLICIES

- L66 Apply the residential area designation to areas intended primarily for residential use.
- L67 Distinguish between single-family and multifamily areas.
- L68 Allow non-residential uses that are either necessary to the function of residential neighborhoods, are permitted under special circumstances, such as in historic structures, or are highly compatible with residential activity as appropriate to each zone.

SINGLE-FAMILY RESIDENTIAL AREAS

GOALS

- G42 Maintain the character of areas that are predominantly developed with single family structures, including the use, development and density characteristics of existing single-family areas.
- G43 Allow new development that is generally consistent with the level of infrastructure development, and environmental conditions in each area.
- G44 Provide single-family housing in close proximity to employment and services available in urban villages.
- G45 Provide flexibility to maintain and improve existing structures.

POLICIES

- L69 Establish as single-family areas those areas that are predominantly in single-family residential use, and are large enough to maintain a low-density

development pattern, with detached single-family dwellings establishing the predominant development character.

- L70 Establish a range of single-family zones which vary according to minimum lot sizes.
- L71 Designate single family zones within single family areas identified on the attached Future Land Use Map, according to the purpose of the zone and the locational criteria established in the Land Use Code.
- L72 Allow the development of detached single family dwellings in single-family areas compatible with the existing pattern of development and the character of each single-family neighborhood.
- L73 Reflect in development standards the character of existing low-density development in terms of scale, siting, structure orientation, and setbacks.
- L74 Permit consideration of rezoning areas currently zoned single-family and meeting Land Use Code locational criteria for a single family designation to zoning more intense than SF 5000, only when all of the following conditions are met:
- 1) the land is within an urban village boundary provided for in a neighborhood plan adopted by the City Council and the rezoning is provided for in a neighborhood plan adopted by the City Council;
 - 2) the area is within easy walking distance (five minutes or five blocks whichever is less) of designated principal commercial streets of an urban village;
 - 3) the quantity of land of such rezones, on a cumulative basis, does not exceed the quantity of land shown in Land Use Appendix C below;
 - 4) a. the rezone is to the small-lot zone, Lowrise Duplex Triplex zone, or Lowrise-1 zone designations only; or
b. the land to be rezoned is contiguous to an urban village commercial zone and the rezone is to a Neighborhood Commercial 30' zone designation with residential uses limited to Lowrise-1 density limits, or to a Lowrise-1/RC zone designation only; and
 - 5) the change is made through a rezone procedure.
- L75 Permit accessory housing units in single-family zones, subject to restrictions designed to limit impacts and protect neighborhood character.
- L76 Permit as council or administrative conditional uses planned developments designed to enhance and preserve natural features, encourage the

construction of affordable housing, allow for development and design flexibility and protect and prevent harm in environmentally critical areas.

LOW-DENSITY SINGLE-FAMILY ZONES

GOAL

- G46 Protect areas which are currently in predominantly single-family residential use in areas of the lowest intensity of development, such as environmentally critical areas.

POLICIES

- L77 Include among low density single family zones the Single-Family 9600 and Single-Family 7200 zones.
- L78 Low-density single family zones are most appropriate and may be expanded or newly established only in existing single-family residential areas outside easy walking distances of urban villages and areas designated as environmentally sensitive. Existing low-density single-family zones may remain in other areas.

HIGH-DENSITY SINGLE FAMILY AREAS

GOAL

- G47 Protect areas which are currently in predominantly single-family residential use.

POLICIES

- L79 Include among high density single family zones the Single-Family 5000 Zone.
- L80 Consider the Single-Family 5000 Zone most appropriate for and permit its expansion or new establishment in existing single-family areas which are not designated environmentally critical.

SMALL LOT ZONE

GOALS

- G48 Provide opportunities within or adjacent to urban villages for the development of homes on small lots that may be attractive and affordable to households with children and other households which might otherwise choose existing family housing.
- G49 Maintain compatibility with single-family development and adjacent single-family zones.

POLICIES

- L81 Provide for the development of ground related housing of greater density than the Single-family 5000 zone.
- L82 Permit the customization of the small lot zone to the specific needs of an area, to permit housing options such as, but not limited to, detached accessory units, carriage houses, or tandem houses pursuant to a neighborhood plan adopted by the City Council.
- L83 The small lot zone may be applied to single-family zoned property meeting Land Use Code locational criteria for a single family designation only where all of the following conditions are met:
- 1) the land is within an urban village boundary provided for in a neighborhood plan adopted by the City Council, and the rezoning is provided for in a neighborhood plan adopted by the City Council;
 - 2) the area is within easy walking distance (five minutes or five blocks whichever is less) of designated principal commercial streets of an urban village;
 - 3) the quantity of land of such rezones, on a cumulative basis, does not exceed the quantity of land shown in Land Use Appendix C; and
 - 4) the change is made through a rezone procedure.

MULTIFAMILY RESIDENTIAL AREAS

GOALS

- G50 Encourage a diversity of multi-family housing types to meet the diverse needs of Seattle's present and future populations.

- G51 Support a residential development pattern consistent with the urban village strategy, by increasing the availability of housing within and/or near employment concentrations and residential services and amenities, and allowing for densities that promote walking and transit use.

POLICIES

- L84 Designate as multifamily residential areas on the attached Future Land Use Map existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the urban village strategy.
- L85 Establish residential use as the predominant use in multifamily areas.
- L86 Permit limited amounts of non-residential activity in some higher-density multifamily areas in order to increase opportunities for residents to walk to neighborhood services and to promote more active street environments.
- L87 Maintain a variety of multifamily zoning classifications to permit development at low, moderate and high densities with a variety of scales and configurations appropriate for the specific conditions and development objectives of each area within the city.
- L88 Within the multifamily areas indicated on the attached Future Land Use Map, multifamily zones shall be located according to the intended purpose of the zone and the locational criteria established in the Land Use Code.
- L89 Provide zoning classifications that permit limited amounts of commercial use in what are otherwise residential zones.
- L90 If approved through a neighborhood plan adopted by the City Council, provide flexibility in rezone criteria for rezoning of multifamily residential to compatible neighborhood commercial zones, subject to environmental review criteria, and any adopted neighborhood plans.

LOW DENSITY MULTIFAMILY AREAS

GOALS

- G52 Maintain opportunities for infill development in areas already characterized by low density multifamily development ; 2) establish increased opportunities for housing in lower density areas by allowing for modest increases in

development intensity; and 3) establish areas to provide for a desirable transition in development intensity between single family zones and more intensive multifamily or commercial areas, through the application of low density multifamily zoning.

POLICIES

- L91 Include among low density multifamily zones the Lowrise Duplex/Triplex, Lowrise-1, and Lowrise-2 zones.
- L92 Provide opportunities for attached housing at slightly higher densities than single family areas in low density multifamily zones.
- L93 Establish limits on the permitted height and bulk of new development in low density multifamily zones for compatibility with single family development.
- L94 Low-density multifamily zones are most appropriate to, and may be expanded or newly established only in circumstances and areas that are both:
- a. consistent with policies for consideration of rezoning single family areas to more intensive use ; and
 - b. either in areas already characterized by multi-family development of this intensity, or where the scale and intensity of use must be compatible with or provide a transition to adjacent less intensive residential zones.
- Existing low-density multifamily zones may also remain in areas not meeting the circumstances described above.

MODERATE DENSITY MULTIFAMILY AREAS

GOAL

- G53 Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible on foot.

POLICIES

- L95 Include among moderate density multifamily zones the Lowrise 3 and Lowrise 4 zones.
- L96 Unless otherwise indicated by a neighborhood plan adopted by the City Council moderate density multifamily zones are generally appropriate and may be expanded or newly established only in areas that are already developed to the intensity permitted in these zones, or where consistent with residential densities contemplated in this plan. Existing moderate density multifamily

zones in other areas may remain, except in environmentally critical areas that have not already been predominantly developed to the intensity of these zones. Moderate density multifamily designations are incompatible with environmentally critical areas that have not already been predominantly developed to the intensity of these zones.

- L97 Emphasize a strong residential character in the development standards for moderate density multifamily zones and provide for a scale of development and building types which differ from those of single family and low density multifamily areas in order to accommodate increased residential densities.
- L98 Permit building types which allow for the stacking of units above each other, in moderate density multifamily zones. However, height limits and development standards are intended to promote a strong relationship between individual dwellings and the ground level.
- L99 Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services, in moderate density multifamily zones.

HIGH DENSITY MULTIFAMILY AREAS

GOAL

- G54 Promote the greatest concentration of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

POLICIES

- L100 Include among high density multifamily zones the Midrise, and Highrise Zones.
- L101 High density multifamily zones are generally appropriate and may be expanded or newly established only in locations in Urban Centers, in the village cores of Hub Urban Villages when consistent with the urban village strategy, and within any boundary established for the village, and, when consistent with neighborhood plans adopted by the City Council, in Residential Urban Villages. Within such areas, high density multifamily designation is appropriate and may be expanded or established in the future only in areas that are characterized by development at this intensity, or where it is desirable to establish concentrations of residential development at the greatest densities permitted in the city. High density multifamily zones shall not be considered appropriate outside of the areas described above, except for those areas already predominantly built to this intensity, to allow for limited infill development. Existing high density multifamily zones in other areas may remain.
- L102 Permit commercial uses serving the needs of the residential population at the street level of residential structures in specified areas, to promote an active street environment and greater convenience to services in high density neighborhoods.

MIXED-USE COMMERCIAL AREAS OUTSIDE OF DOWNTOWN

GOALS

- G55 Provide for a diversity of uses that contribute to the city's total employment base and provide the services needed by the city's residents and businesses.
- G56 Encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.

- G57 Provide locations for serving the employment, service, retail and housing needs of Seattle's existing and future population, in zones with a wide range of character and function.

POLICIES

- L103 Establish a range of commercial zone classifications, which allow for different mixes and intensities of activity, varying scales of development, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas, in order to accommodate desired development while maintaining compatibility with adjacent neighborhoods.

PEDESTRIAN ORIENTED COMMERCIAL ZONES

GOALS

- G58
- ◆ Maintain an active, attractive, accessible pedestrian environment;
 - ◆ Provide for strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services, and livelihoods for the residents of the city;
 - ◆ Integrate mixed activity in commercial areas with development in adjacent areas;
 - ◆ Provide for an appropriate transition in the scale and intensity of development between areas; and
 - ◆ Promote residential development that is both livable for residents and compatible with the desired commercial function of the area.

POLICIES

- L104 Include among pedestrian oriented commercial zones (Neighborhood Commercial 1 (NC-1), Neighborhood Commercial 2 (NC2), Neighborhood Commercial 3 (NC3), Neighborhood Commercial 2/Residential (NC2/R), and Neighborhood Commercial 3/Residential (NC3/R)).
- L105 Establish use and development standards for pedestrian oriented commercial zones which promote an environment conducive to walking and a mix of commercial and residential uses that promote the goals for these zones.
- L106 Pedestrian oriented commercial zones are generally appropriate both inside and outside of urban villages where residential uses either exist or are in close proximity, where the intensity of the particular zone designation conforms in size and scale to the community it serves. Establish Land Use Code policies

for determining the appropriate match between area characteristics and the various intensities of neighborhood commercial zones.

- L107 Neighborhood Commercial Residential (NC/R) Zones may be located only in urban center villages, in the village cores of hub urban villages when consistent with the urban village strategy and within any boundary established for the village, and, in some instances, residential urban villages, where it is desirable to accommodate a concentrated mix of shopping activity and residential support services at appropriate intensities, while also promoting moderate and high density housing development, pursuant to a neighborhood plan adopted by the City Council.

GENERAL COMMERCIAL ZONES

GOALS

- G59 Accommodate activities highly dependent on automobile access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed use environments.

POLICIES

- L108 Include among the general commercial zones Commercial 1 (C-1) and Commercial 2 (C-2).
- L109 Accommodate in general commercial zones the broadest range of commercial activities of the commercial zones.
- L110 Limit and in some circumstances prohibit housing and/or substantial amounts of office development in general commercial areas because: 1) the auto oriented nature of the area or development renders high auto commuter trip generating uses less appropriate; 2) these uses potentially conflict with the preferred commercial function of an area or with the activities in adjacent areas; or 3) the available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.
- L111 Include among appropriate new building types in general commercial zones, shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and moderate scale residential and mixed use structures.
- L112 General commercial zones are generally appropriate in auto oriented commercial areas serving a citywide clientele or adjacent to manufacturing or industrial zones, and along major arterials with ready access from principal

arterials, with buffers between the area and residential areas or commercial areas of lesser intensity, a predominance of large lots, and limited pedestrian access.

INDUSTRIAL AREAS

GOALS

- G60 Promote high-value-added economic development and support growth in the industrial and manufacturing employment base.
- G61 Preserve industrial land for industrial uses and protect viable marine and rail-related industries from uses competing for scarce land resources.
- G62 Allow existing businesses to expand, stabilize existing industrial areas, and encourage the siting of new businesses which are supportive of the goals for industrial areas.
- G63 Prevent incompatible activities from locating in close proximity to each other, while accommodating a mix of compatible employment activities in areas of diversified uses.

POLICIES

- L113 Include among industrial zones the IG-1, IG-2, IB, IC and Manufacturing Center Overlay to accommodate a range of industrial characters and mixes of industrial and commercial uses.
- L114 Designate industrial areas on the attached Future Land Use Map where:
 - a. the primary function is industrial activity, including manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities.
 - b. the basic infrastructure needed to support industrial uses already exists.
 - c. areas are large enough to allow the full range of industrial activities to function successfully.
 - d. there is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.
- L115 Include among appropriate activities manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities. Of the highest priority are high value-added, high-wage industrial activities.

- L116 Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development, provided that legally established non-industrial uses may continue and provided further that legally established non-industrial uses may be expanded within existing structures predominantly dedicated to such uses as of December 31, 1994, and limited expansion of such structures may be permitted. Establish new size of use limits for retail uses in the Industrial Commercial zone.
- L117 Generally do not permit new residential uses in industrial areas.
- L118 Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

DOWNTOWN AREAS

GOAL

- G64 Establish in downtown areas the broadest mix of activities and greatest intensity of development in the region.

POLICIES

- L119 Promote the continued vitality of the downtown, with particular attention to the retail core, including encouragement of hospitality uses.
- L120 Divide downtown into areas with one of the following primary land use functions: 1) office, 2) retail, 3) mixed-use commercial, 4) mixed-use residential, and 5) harborfront.
- L121 Maintain or establish land use zones to regulate uses and physical development throughout downtown, and establish special overlay regulations to specifically address the environmental, physical, historical, and cultural qualities in the special review districts.
- L122 Include among the downtown land use zones 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)

L123 Allow increases from base densities through bonuses and transfer of development rights in downtown to increase development potential where it is desirable to accommodate growth, while providing for mitigation of impacts associated with higher densities.

L124 Provide for an open space requirement for development downtown in order to address the demand for new open space generated by employment and population growth. Require that public open space be both accessible and known to the public.

OVERLAY AREAS

GOALS

G65 Provide appropriate regulation where special circumstances warrant variation from or supplementation of standard zone provisions.

G66 Provide for the particular requirements of the shoreline, airport height district, special review districts, major institutions, subarea plan districts, and any other appropriate location.

POLICIES

L125 Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a subarea of the city, subject to the limitations on establishing greater density in single-family areas, provided in the policies for single family areas. An example of such a circumstance is giving special consideration to the treatment of the street frontage of development to improve the pedestrian environment. Overlays may be established through neighborhood planning.

L126 Land use zone designations and uses for the Sand Point Reuse area, which is indicated on the attached Future Land Use Map, may be according to the final approved reuse plan for the area, other provisions of this plan or the city's land use policies and regulations notwithstanding.

MAJOR INSTITUTIONS OVERLAY AREAS

GOALS

- G67 Maximize the public benefits of major institutions including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.
- G68 Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.
- G69 Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.
- G70 Promote the integration of institutional development in the overall planning for urban centers.

POLICIES

- L127 Support the development of major medical and educational institutions as significant contributors to broad public benefits and to economic vitality while protecting the character of neighborhoods adjacent to those institutions, and substantially mitigating the transportation and other impacts of such development.
- L128 Permit exceptions to underlying zone provisions within the boundaries of major institutions pursuant to adopted major institution master plans to facilitate planned development.
- L129 Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institutions overlay zones.
- L130 Require significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.
- L131 Provide procedures for considering the establishment of new major institutions.

GENERAL PROVISIONS FOR LAND USE CODE DEVELOPMENT

POLICIES

- L132 Establish a range of land use zones within each general land use area designation, to provide detail regarding the intensity of activity desired, and the types of uses and character of development to be accommodated.
- L133 Indicate the degree to which redevelopment or conservation will be emphasized to achieve the intended development of an area by its zoning designation and its urban village strategy designation.
- L134 Establish use provisions for each zone to specify the desired function and mix of activity to be accommodated within an area, and to avoid conflicts between incompatible uses and risks to public health, safety, and welfare.
- L135 Uses not otherwise allowed within a land use zone may be permitted in special circumstances subject to Land Use Code provisions for such uses. Such uses include:
1. uses in structures designated as Seattle Landmarks, provided that the use furthers the intent of the landmark designation;
 2. uses of small institutions and public facilities; and
 3. uses in school buildings, including school uses, other public uses, and the shared or re-use of school facilities.
- L136 Generally retain existing density limits for residential and non-residential uses in mixed-use commercial zones in urban villages, and reduce permitted densities of residential and office use outside of urban villages and in urban villages in zones where development standards are conducive to single-occupant-vehicle use.
- L137 Subject development in all areas of the city to height limits consistent with the goals of the urban village strategy and the type and scale of development intended for each zone classification. When called for by a neighborhood plan adopted by the City Council, zones with height limits different than policy would otherwise allow may be established.
- L138 Permit modification of development standards in environmentally critical areas to emphasize the protection of fragile conditions.
- L139 Establish standards for screening and landscaping appropriate to each zone to minimizing the impact of new development.

L140 Employ a design review process to promote new development that enhances the character of the City, respects the surrounding neighborhood context, allows for diversity and creativity in building design and site planning, furthers community design and development objectives, and allows desired intensities of development to be achieved.

E. OPEN SPACE NETWORK

GOALS

- G71 Provide places for the people of Seattle to interact with others, and experience repose, recreation, and natural beauty. Provide healthy play space for children and their families. Support both passive and active uses such as strolling, sitting, viewing, picnicking, public gathering, and community gardening. Promote the health, safety and welfare of the people of the city.
- G72 Support the development patterns called for by this plan, enhance environmental quality, provide light, air, and visual relief, and offer community-building opportunities for the city's people.
- G73 Support the objectives of the urban village strategy through strategies to achieve the following:
- A. provide amenities in more densely populated areas;
 - B. provide recreational opportunities for daytime populations in urban centers.
 - C. mitigate the impacts of large scale development;
 - D. increase opportunities to walk regularly to open spaces by providing them close by;
 - E. create connections linking Urban Centers and Villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas;
 - F. establish a network of connections to the regional open space system, including the vision for the Mountains to Sound Greenway; and
 - G. protect environmentally critical areas.

G74 Goals for the provision of open space and related facilities are as follows:

CITY OPEN SPACE AND RECREATION FACILITY GOALS

	GOAL	AREA
BREATHING ROOM OPEN SPACE	1 Acre per 100 residents	City-wide
USABLE OPEN SPACE	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
RECREATION FACILITIES	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and athletic fields are contained in the Parks COMPLAN	City-wide, except as modified by Village Open Space and Recreation Goals

(G74 Continued)

URBAN VILLAGE OPEN SPACE AND RECREATION FACILITY GOALS

	URBAN CENTER VILLAGES	HUB URBAN VILLAGES	RESIDENTIAL URBAN VILLAGES
URBAN VILLAGE OPEN SPACE POPULATION BASED GOALS	One acre of Village Open Space per 1,000 households. For the downtown core one acre of Village Open Space per 10,000 jobs.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
URBAN VILLAGE OPEN SPACE DISTRIBUTION GOALS	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre. For low density areas: All locations within 1/4 mile of any qualifying Village Open Space.
QUALIFYING CRITERIA FOR VILLAGE OPEN SPACE	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
VILLAGE COMMONS, RECREATION FACILITY AND COMMUNITY GARDEN GOALS	At least one usable open space of at least one acre in size (Village Commons) with growth target of more than 2,500 households. One indoor, multiple-use recreation facility serving each Urban Center. One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons). One facility for indoor public assembly. Same as for Urban Center Villages.	At least one usable open space of at least one acre in size (Village Commons) where overall residential density is 10 households per gross acre or more. One facility for indoor public assembly in Villages with greater than 2,000 households. Same as for Urban Center and Hub Villages.

POLICIES

- L141 Strive to accomplish goals for the amount, types, and distribution of open space.
- L142 Develop open space resources as a network.
- L143 Provide unstructured open play space for children in or near residential neighborhoods.
- L144 Guide development of shoreline public access and recreation as important elements in the city's open space network.
- L145 Require that usable open space be provided by private development, in appropriate locations and circumstances.
- L146 Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.
- L147 Permit the modification of open space goals through the neighborhood planning process.
- L148 Develop the configuration, location, and distribution of urban village open space facilities as part of the village neighborhood planning process.
- L149 Endeavor to provide, through neighborhood planning for each urban village, at least one clearly defined community focus. The nature of this focus may vary according to different conditions in each village, as well as neighborhood preferences. Through siting and design emphasizing its public nature and function, the focus shall provide a place to be shared by the village population for informal public gathering and other community events.

The focus may be created by activities, public functions, or amenities. It may incorporate components such as public open space, the center of commercial activity, a school, an historic district or landmark, the community center, transit center, public sidewalks or other publicly accessible place.

- L150 Permit designation through a neighborhood planning process of portions of existing, underutilized, or undeveloped rights-of-way as green streets, to be used to enhance public circulation, pedestrian activity, and street-level open space.
- L151 Maximize the potential of the street system for public use through the reclamation of portions of public right-of-way, where appropriate, for open space, waterfront access, tree planting and substantial landscaping, pedestrian amenities, recreation space, view corridors, and boulevards.

- L152 Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities, and include P-Patch community gardening among priorities for use of City surplus property.
- L153 Continue development of a system of urban trails that may include bikeways, bike routes, bike lanes, shoulders, multi-use trails, and pedestrian paths.
- L154 Consider public lands such as street rights-of-way, abandoned railroad rights-of-way, and utility corridors for expanding the trail system.
- L155 Designate and preserve important natural or ecological features in public ownership as greenspaces for low-intensity open space uses.
- L156 Consider open space provisions established in adopted subarea plans (e.g., Land Use and Transportation Plan for Downtown, Northgate Area Comprehensive Plan), including specific open space sites and features, in guiding the expansion of the open space network.
- L157 Direct efforts to expand the open space network according to the following considerations:
 - A. Locations for new facilities:
 - 1) Urban Villages targeted for largest share of residential growth; especially those
 - a) Existing high density residential areas presently not served according to the population-based goals for urban village open space;
 - b) Existing high density residential areas presently not served according to the distribution goals for urban village open space;
 - 2) Other urban village locations where an adopted subarea plan includes open space recommendations consistent with these policies; and
 - 3) Specific locations enumerated in the Parks functional plan outside urban centers or villages.
 - B. Types of open space acquisitions and facility development:
 - 1) Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;
 - 2) Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban

villages, high density and/or high pedestrian, bicycle, or transit use areas;

- 3) Open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas;
- 4) Other types of open space within or adjacent to urban villages that is accessible from adjacent urban villages.

L158 Consider use of various means of providing open space including but not limited to:

- A. Use of existing public lands;
- B. Shared-use Agreements;
- C. Incorporating open space in major public projects;
- D. incentives for open space preservation in private ownership; and
- E. Use of the street system.

F. ANNEXATION

POLICIES

- L159 Do not actively seek large-scale annexations of adjacent unincorporated areas.
- L160 Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.
- L161 Support annexations of unincorporated areas to surrounding jurisdictions by being involved in public participation efforts to determine local sentiment regarding annexations, participating in the development of interlocal agreements concerning final annexation plans with the goal of eventually eliminating any unincorporated island areas, and participating in the evaluation of any proposals to create new jurisdictions in these areas.
- L162 Consider it appropriate for Seattle to designate small areas that are not within another jurisdiction's Potential Annexation Area, for eventual annexation to the City. These areas might include parcels currently owned by a City utility or areas almost completely surrounded by land currently within Seattle's city limits.

TRANSPORTATION ELEMENT

Table of Contents

A. ENVIRONMENTAL STEWARDSHIP	56
B. CHANGING AND MANAGING TRAVEL DEMAND AND TRAVEL BEHAVIOR .	57
C. LAND USE AND TRANSPORTATION	59
D. USE OF STREETS	60
E. LEVEL-OF-SERVICE	63
F. PARKING	66
G. TRANSIT AND PUBLIC TRANSPORTATION	68
H. PEDESTRIANS AND BICYCLES	71
I. MOVING GOODS AND SERVICES	74
J. TRANSPORTATION FINANCING	76

TRANSPORTATION ELEMENT

A. ENVIRONMENTAL STEWARDSHIP

Goals:

- G1 Improve environmental quality.
- G2 Reduce and/or mitigate air, water, and noise pollution from motor vehicles.
- G3 Promote energy-efficient transportation.

Discussion: Increased trips by motor vehicles, increased travel time, congestion, and longer trips all contribute to deteriorating environmental quality. Policies in other parts of the plan and elsewhere in the transportation element that reduce car use, support transit, and encourage walking and bicycling are key to reducing transportation-related environmental impacts. In addition, the policies below address specific air, water, and noise environmental impacts.

Policies:

- T1 Identify, evaluate, and fully consider environmental impacts of transportation investments and operating decisions. Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality, and water quality objectives.
- T2 Seek, recognize, and reward use of alternative fuels, energy-efficient modes, and other environmentally-sound technologies. Coordinate with the private sector and other public agencies to promote the use of low- and zero-emission vehicles by large fleet operators, including public transportation providers. Consider developing long-term goals for the use of zero-emission, alternative-fuel, and energy-efficient vehicles by the general public.
- T3 Coordinate with county, regional, state, and federal agencies with air quality responsibilities. Seek to ensure that the City's transportation projects and programs conform with state and federal law.
- T4 Work with county, regional, and state agencies to improve programs and management strategies designed to prevent and reduce contamination of street runoff and stormwater.
- T5 Work with the state Department of Transportation, public transportation providers, and the public to identify, design, and incorporate noise mitigation measures into existing and planned traffic and transit operations and capital improvements. Encourage air and rail transport operators to reduce and mitigate their noise impacts.

B. CHANGING AND MANAGING TRAVEL DEMAND AND TRAVEL BEHAVIOR

Goals:

- G4 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.
- G5 Provide a range of viable transportation alternatives, including transit, bicycling, and walking.
- G6 Reduce use of the car over time.

Discussion: To slow the trend of increasing car use, the City must provide alternatives and must change the way people think about and act upon travel choices. Transportation alternatives to the car need to respond to people's needs for mobility, privacy, comfort, safety, and convenience. The City recognizes that transportation needs and travel choices will change over time as alternatives to car travel become more viable.

Policies:

- T6 Educate the public, especially youth, about the individual and societal benefits of alternatives to cars. Encourage incentives and support efforts to induce future generations to become regular users of transit and non-motorized modes.
- T7 Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that make people aware of the range of travel choices available. Inform those who now commute by single-occupant vehicle about the economic, societal, and environmental costs of their choices. Support federal, state, and other efforts that increase the single-occupant vehicle driver's share of the true cost of car use.
- T8 Support and promote commute trip reduction (CTR) programs, telecommuting, electronic communications, variable work weeks, flextime, and a variety of travel demand management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system. Develop and implement a coordinated program of incentives, alternative travel options, land use measures, innovative design, regulations, services, and marketing strategies. Allow developers to choose among TDM strategies. Where appropriate, pursue TDM strategies at the regional level. Support implementation of advanced transportation and communications technologies, such as intelligent vehicle, highway, arterial, and transit systems.
- T9 Support the efforts of the state Department of Transportation to complete the freeway high-occupancy-vehicle (HOV) lane system throughout the central Puget Sound region.

ADOPTED JULY 25, 1994

T10 Evaluate, against the following mode choice goals, the success of the City's and the region's land use strategies, and transportation systems and programs, in reducing single-occupant vehicle use.

Travel modes for work trips by Seattle residents:

	Year		
	<u>1990</u>	<u>2000</u>	<u>2010</u>
Single-occupant car	59%	51%	35%
Non-single-occupant car:			
Carpool	12%	12%	13%
Public transportation	16%	20%	27%
Bicycle and other	3%	5%	9%
Walk	7%	8%	10%
Work at home	3%	4%	6%
Total	100%	100%	100%

For non-work trips by Seattle residents, the goals are to increase transit use from 7% in 1990 to 9% in 2000 and 14% in 2010.

These are planning goals only, and are not intended as concurrency standards.

C. LAND USE AND TRANSPORTATION

Goal:

- G7 Ensure that land use and transportation decisions, strategies, and investments are coordinated, are complementary, and support the urban village strategy.

Discussion: Land use and transportation are fundamentally interrelated. The urban village strategy recognizes this relationship by focusing development in concentrated rather than linear patterns, directing transit investments to link these pedestrian-oriented activity centers, and providing more opportunities for walking and bicycling. However, the City recognizes that auto access will continue to be a key element in accommodating growth in centers and villages.

Policies:

- T11 Provide adequate transportation facilities and services to promote and accommodate growth and change in urban centers, urban villages, and manufacturing/industrial centers. Seek to provide transit services and walking and bicycling opportunities to enable urban centers and urban villages to reach growth targets or planning estimates in a way that minimizes single-occupant vehicle travel.
- T12 Design and build transportation facilities to reflect the character of the surrounding neighborhood, reinforce the activities desired in the surrounding area, address community development goals, and be convenient, comfortable, and safe. Make the scale of transportation facilities consistent with surrounding land uses.
- T13 Involve the public in identifying needs for, planning, and designing transportation facilities, programs, and services. Encourage and/or provide extensive public involvement opportunities, both for City decisions and for those of other agencies. As part of this process, address the special needs of low-income people, children and youth, the elderly, people with disabilities, businesses, and residents.
- T14 Encourage a mix of complementary neighborhood businesses and services in urban villages to encourage short trips easily made by walking or bicycling.

ADOPTED JULY 25, 1994

D. USE OF STREETS

Goals:

- G8 Make the best use of the City's limited street capacity, and seek to balance competing uses.
- G9 Ensure adequate capacity on the street system for transit and other important uses.
- G10 Support a shift towards transit, carpools and vanpools, bicycling, and walking.
- G11 Support efficient freight and goods movement.
- G12 Differentiate among the various functions of City streets.
- G13 Protect neighborhood streets from through traffic.

Discussion: The City has a limited amount of street space, and is unlikely to expand this space significantly. Thus this space must be carefully allocated among competing uses to further the City's goals.

Policies:

- T15 Designate principal arterials, a transit priority network, and major truck streets as described in the policies in this and other sub-elements, to identify the key functions of these streets. Make operating, design, access, and/or service changes to enhance the key functions of these streets when congestion significantly hinders the key functions.
- T16 Designate principal arterials as shown in Transportation Figure 1. Design, operate, and regulate access along principal arterials to accommodate and facilitate through traffic and connect with regional facilities. Direct through traffic onto principal arterials and away from local streets. Continue to designate other classes of arterials in the Seattle Comprehensive Transportation Program.
- T17 Coordinate with the state Department of Transportation and adjacent jurisdictions to discourage diversion of traffic from regional roadways and principal arterials onto lesser arterials and local streets.
- T18 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.
- T19 Manage the street system safely and efficiently for all modes and users, and emphasize pedestrian safety. Accommodate emergency vehicles.

T20 Do not attempt to provide street space to meet latent demand for travel by car. Do not pursue freeway expansion for the sole purpose of increasing general traffic capacity. Increase capacity of principal arterials where and as appropriate, either by expansion or by operating changes. Increase capacity on streets other than principal arterials only if needed to improve safety; but allow increased capacity for isolated connections to regional roadways to maintain the integrity and continuity of the street system, or if needed to achieve level-of-service standards. Use transportation system management (TSM) techniques as appropriate to manage street space. Reallocate street space among various uses (e.g., general traffic, transit, trucks, carpools, bicycles, parking, pedestrians) as needed to enhance the key function(s) of a street.

E. LEVEL-OF-SERVICE

Goal:




G14 Use level-of-service standards, as required by the Growth Management Act, as a gauge to judge the performance of the arterial and transit system.

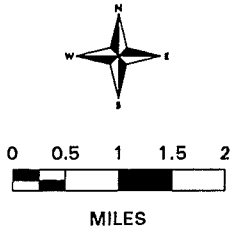
Discussion: The Growth Management Act requires that the Comprehensive Plan include arterial and transit level-of-service standards to be used as a gauge to judge the performance of the system. The standards identify minimally acceptable travel conditions on arterials and the transit network. They focus on characteristics of the transportation system over which the City has some influence and control. Given the standards established below, the City's facilities currently comply with these standards.

Policies:

- T21 **Arterial Level-of-Service:** Define arterial level-of-service (LOS) to be the volume-to-capacity ratio (v/c) at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Figure 2. Measure p.m. peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS. To judge the performance of the arterial system, compare the calculated LOS for each screenline with the LOS standard for that screenline shown in Transportation Figure 3.
- T22 **Transit Level-of-Service:** Define transit level-of-service (LOS) to be the volume-to-capacity ratio (v/c) at designated screenlines, each of which encompasses one or more arterials, on some of which transit operates, as shown in Transportation Figure 2. Measure p.m. peak hour directional traffic volumes on the arterials crossing each screenline to calculate the screenline LOS. To judge the performance of the transit system, compare the calculated LOS for each screenline with the LOS standard for that screenline shown in Transportation Figure 3.
- T23 **Complying with Level-of-Service Standards:** When the calculated LOS for a screenline approaches the LOS standard for that screenline, pursue strategies to reduce vehicular travel demand across the screenline and/or increase the operating capacity across the screenline.

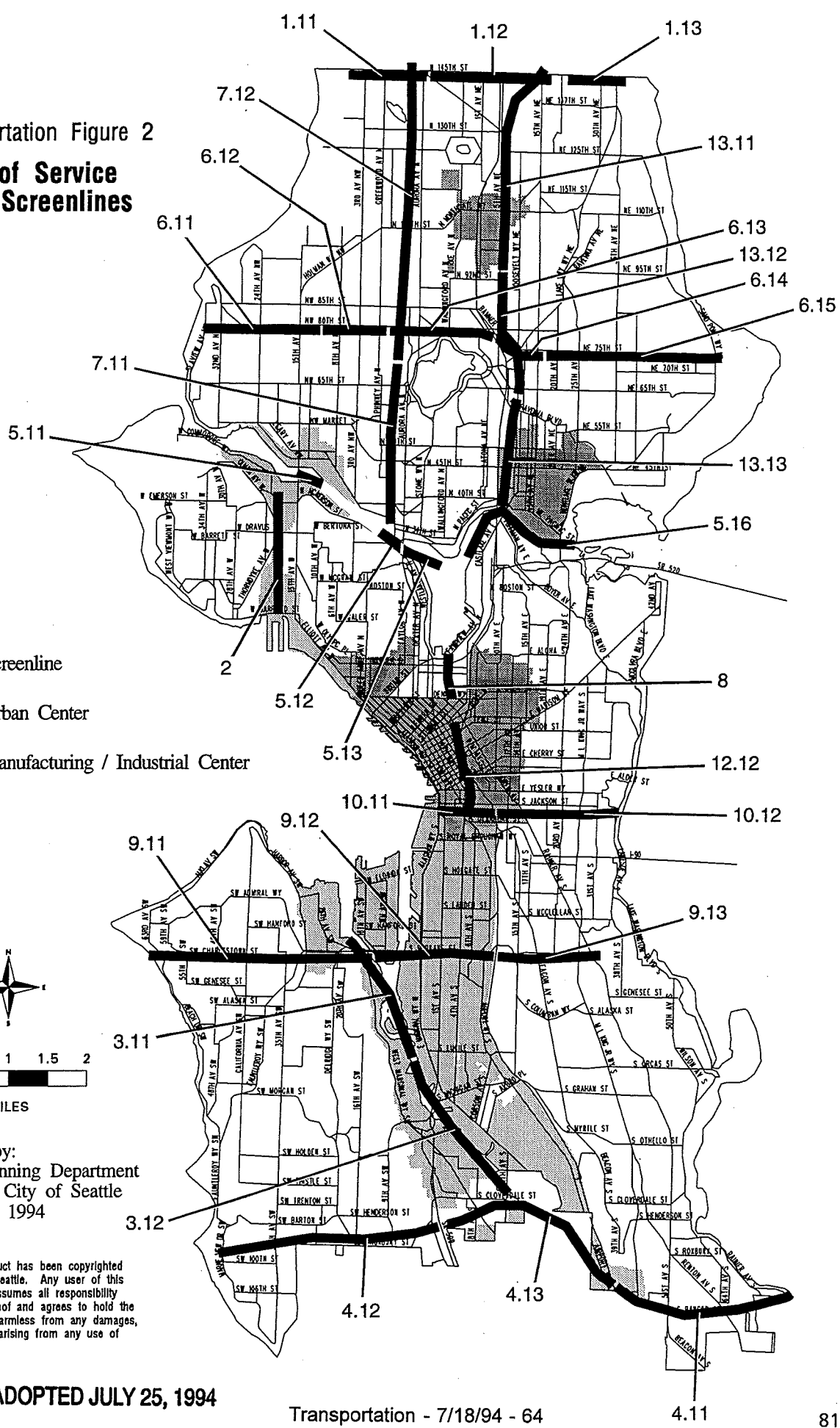
Transportation Figure 2
Level of Service (LOS) Screenlines

-  Screenline
-  Urban Center
-  Manufacturing / Industrial Center



Prepared by:
 The Planning Department
 c. 1994 City of Seattle
 July 18, 1994

This digital product has been copyrighted by the City of Seattle. Any user of this digital product assumes all responsibility for the use thereof and agrees to hold the City of Seattle harmless from any damages, loss, or liability arising from any use of the product.



ADOPTED JULY 25, 1994

Transportation Figure 3

LEVEL-OF-SERVICE (LOS) STANDARDS

Screenline Number	Screenline Location	Segment	Direction	1990 V/C Ratio	LOS Standard
1.11	North City Limit	3rd Ave NW to Aurora Av N	NB	0.88	1.20
			SB	0.47	
1.12	North City Limit	Meridian Av N to 15th Av NE	NB	0.76	1.20
			SB	0.31	
1.13	North City Limit	30th Av NE to Lake City Wy NE	NB	0.99	1.20
			SB	0.50	
2	Magnolia		EB	0.49	1.00
			WB	0.66	
3.11	Duwamish River	West Seattle Fwy and Spokane St	EB	0.51	1.20
			WB	0.97	
3.12	Duwamish River	1st Ave S and 16th Ave S	NB	0.95	1.20
			SB	1.01	
4.11	South City Limit	ML King Jr Wy to Rainier Av S	NB	0.29	1.00
			SB	0.53	
4.12	South City Limit	Marine Dr SW to Meyers Wy S	NB	0.24	1.00
			SB	0.31	
4.13	South City Limit	SR 99 to Airport Wy S	NB	0.41	1.00
			SB	0.54	
5.11	Ship Canal	Ballard Bridge	NB	1.06	1.20
			SB	0.58	
5.12	Ship Canal	Fremont Bridge	NB	0.97	1.20
			SB	0.58	
5.13	Ship Canal	Aurora Av N	NB	0.96	1.20
			SB	0.58	
5.16	Ship Canal	University and Montlake Bridges	NB	0.97	1.20
			SB	0.83	
6.11	South of NW 80th St	Seaview Av NW to 15th Av NW	NB	0.41	1.00
			SB	0.29	
6.12	South of N(W) 80th St	8th Av NW to Greenwood Av N	NB	0.41	1.00
			SB	0.20	
6.13	South of N(E) 80th St	Linden Av N to 1st Av NE	NB	0.51	1.00
			SB	0.39	
6.14	South of NE 80th St	5th Av NE to 15th Av NE	NB	0.75	1.00
			SB	0.60	
6.15	South of NE 80th St	20th Av NE to Sand Point Wy NE	NB	0.49	1.00
			SB	0.26	
7.11	West of Aurora Ave	Fremont Pl N to N 65th St	EB	0.39	1.00
			WB	0.56	
7.12	West of Aurora Ave	N 80th St to N 145th St	EB	0.41	1.00
			WB	0.51	
8	South of Lake Union		EB	0.96	1.20
			WB	0.97	
9.11	South of Spokane St	Beach Dr SW to W Marginal Wy SW	NB	0.37	1.00
			SB	0.58	
9.12	South of Spokane St	E Marginal Wy S to Airport Wy S	NB	0.34	1.00
			SB	0.71	
9.13	South of Spokane St	15th Av S to Rainier Av S	NB	0.34	1.00
			SB	0.62	
10.11	South of S Jackson St	Alaskan Wy S to 4th Av S	NB	0.62	1.00
			SB	0.83	
10.12	South of S Jackson St	12th Av S to Lakeside Av S	NB	0.37	1.00
			SB	0.71	
12.12	East of CBD		EB	0.63	1.20
			WB	0.70	
13.11	East of I-5	NE Northgate Wy to NE 145th St	EB	0.72	1.00
			WB	0.53	
13.12	East of I-5	NE 65th St to NE 80th St	EB	0.44	1.00
			WB	0.47	
13.13	East of I-5	NE Pacific St to NE Ravenna Blvd	EB	0.62	1.00
			WB	0.76	

ADOPTED JULY 25, 1994

F. PARKING

Goals:

- G15 Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle.
- G16 Reduce use of cars over time, particularly for commute trips.
- G17 Make the best use of the City's limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking.

Discussion: Long- or short-term parking is part of every car trip, and is a key factor in the choice of mode for a trip. The availability and price of parking influences people's choices about where to live, work, shop, and conduct personal business. Parking policies can influence car use; the challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. In addition to these policies, policy H5 in the housing element provides guidance regarding parking.

Policies:

- T24 Coordinate Seattle's parking policies with regional parking policies, and with those of adjacent jurisdictions, in part to preserve Seattle's competitive position in the region.
- T25 Consider imposing a commercial parking tax, but only if it is imposed regionally. Use revenues, at least in part, to enhance non-auto modes.
- T26 Consider establishing maximum parking limits for long- and short-term off-street parking to be provided by new non-residential development, tied to the changing availability of non-auto modes in a particular area. Review minimum parking requirements and maximum limits periodically as conditions change, such as land use mix, land use density, and the availability of transit and other non-auto modes.
- T27 Balance the removal of long- and short-term on-street parking over time with the availability of non-auto modes and with the availability of off-street parking, in part to preserve the vitality of commercial areas.
- T28 Allow long-term parking on most collector arterials and local streets, limited only by safety, street design, and property access needs. Use strategies such as parking duration and/or time-of-day limits, or restricted parking zones (RPZs), where appropriate to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.

ADOPTED JULY 25, 1994

- T29 Allow flexibility in meeting long-term parking needs in commercial areas, urban centers, and urban villages, such as discouraging long-term accessory parking for single-occupant vehicles, while allowing principal use parking.
- T30 Emphasize short-term parking over long-term parking in commercial areas, both on-street and off-street.
- T31 Establish or maintain minimum long-term and/or short-term off-street parking requirements for new development for special vehicles and purposes, where appropriate, such as carpools, vanpools, bicycles, zero-emission vehicles, and vehicles for persons with disabilities.

G. TRANSIT AND PUBLIC TRANSPORTATION

Goals:

- G18 Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.
- G19 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

Discussion: As streets get more congested, transit in its own lanes or with other priority treatment can help people move around the city and the region. The transit system will need to change to respond to people's behavior and travel needs. A major investment will be needed to provide more innovative transit service, along with related land use changes and capital facilities. These policies will guide City decisions to enhance transit, and are also intended to guide decisions of other agencies that operate transit or ferries to, from, or within Seattle.

Policies:

- T32 Designate the transit priority network as shown in Transportation Figure 4. Monitor bus speeds and operations along the transit priority network and, where needed, pursue measures to increase bus speeds and reliability.
- T33 Strive to maintain at least the minimum goals for bus speeds listed below, and higher speeds where possible, working with Metro and making changes as warranted to City street design and/or operations. Focus on designated segments of the transit priority network, monitoring average p.m. peak period directional bus speed, excluding dwell time (time stopped for loading/unloading passengers).
- Outside urban centers: 40 percent of posted speed limit;
 - Inside urban centers: 6 mph.
- These are planning goals only, and are not level-of-service standards.
- T34 Support development of an integrated, multi-modal, regional transportation system that includes commuter rail, new rapid rail and/or light rail, interstate passenger rail, ferries, buses, community feeder/circulator services, taxis, carpools, vanpools, bicycles, pedestrians, and support facilities. Design and operate the facilities and services to make inter-modal transfers easy and convenient.
- T35 Pursue high-capacity transit service (rail and/or bus) linking urban centers with appropriate densities within the city and the region.

- T36. Encourage and support transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.
- T37. Work actively toward a citywide transit system -- the Local Initiative for Neighborhood Circulation (LINC) -- that includes both limited-stop, frequent service connecting urban centers, urban villages, and manufacturing/industrial centers; and intra-community feeder service connecting homes and businesses with neighborhood transit facilities. The intra-community service may include small vehicles, flexible routes, demand-responsive or dial-a-ride service, subsidized taxis, night shuttles, or other types of service.
- T38. Work with the transit provider(s) to provide transit service that:
- Is within 1/4 mile of at least 90 percent of the city's residences and businesses;
 - Connects urban centers and urban villages with ten-minute headways during most of the day, 15- to 30-minute headways during the evening, and one-hour headways at night;
 - Is competitive with auto travel;
 - Operates reliably;
 - Is convenient, safe, secure, and comfortable; and
 - Has affordable fares and an integrated fare system.
- T39. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and to reach local businesses. Provide adequate lighting, security, pedestrian amenities, and weather protection. Minimize the negative impacts of transit service and facilities on surrounding areas.
- T40. Support efficient use of ferries to move passengers and goods to and from Seattle. Encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.
- T41. Encourage the Washington State Ferry System and others to expand the use of passenger-only ferries on appropriate routes.

ADOPTED JULY 25, 1994

H. PEDESTRIANS AND BICYCLES

Goals:

G20 Increase walking and bicycling.

G21 Create desirable, safe, convenient environments that are conducive to walking and bicycling.

Discussion: With supportive land use and transportation policies, walking and bicycling can be practical alternatives to driving (especially for short trips), contribute greatly to the quality and vitality of the street scene, and help achieve environmental goals. Pedestrian and bike improvements to intersections, sidewalks, and other facilities can improve access and safety, and are particularly important for children, senior citizens, and people with disabilities.

Policies:

T42 Designate the Urban Trails System as shown in Transportation Figure 5 to facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods.

T43 Remove barriers to, and create incentives for, walking and bicycling for commuting, errands, other short trips, and recreation.





T44 Integrate pedestrian and bike facilities, services, and programs into both citywide and regional transportation systems where appropriate. Encourage transit providers, the Washington State Ferry System, and others to provide:

- ▶ Pedestrian amenities and weather protection;
- ▶ Safe and convenient pedestrian and bike access to transit stops, centers, and stations, and ferry terminals;
- ▶ Adequate lighting, security, and other improvements for persons with disabilities and special needs;
- ▶ Bike capacity on buses, trains, and ferries; and
- ▶ Covered, secure bike parking at transit centers and stations, and at ferry terminals.

T45 Recognize the importance of walking in the city and the contribution walking makes to achieve personal mobility and environmental objectives. Enhance the pedestrian environment throughout the city.

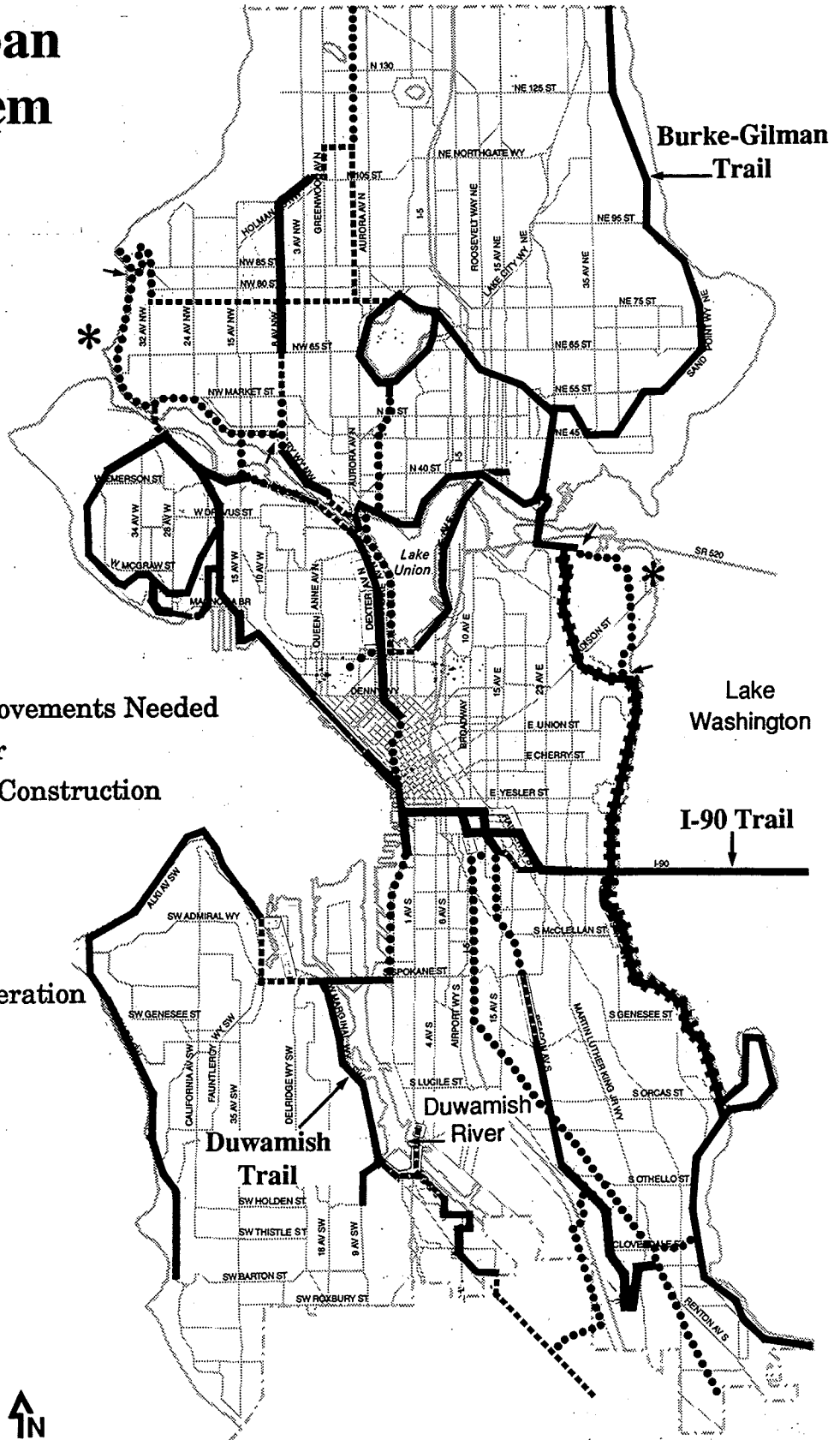
ADOPTED JULY 25, 1994

Transportation Figure 5 Seattle Urban Trails System 1994

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

* Under Consideration

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



0 2mi.



- T46 Through implementation of the comprehensive plan and/or neighborhood planning, designate Key Pedestrian Streets within the highest-density portions of urban villages and along logical connections between villages. Design and operate these streets to be safe and attractive for pedestrians, improve access to transit, encourage street-level activity, and facilitate social interaction. Integrate pedestrian facilities into street improvements on these streets. Consider strategies such as curb bulbs, mid-block crosswalks, pedestrian-activated signals that help pedestrians, benches, street trees, wider sidewalks, lighting, special paving, overhead weather protection, and grade-separated pedestrian walkways over or under major obstacles to pedestrian movement.
- T47 Accelerate the improvement of existing pedestrian facilities and develop and maintain new ones throughout the city. Increase pedestrian activity, enhance pedestrian safety, and promote a pleasant walking environment, with special consideration to pedestrian facilities including recommended school walking routes, access to transit, access for people with disabilities, and access to and within urban village environments.
- T48 Provide access routes for persons with disabilities and special needs to transit facilities, public facilities, social services, and commercial districts.
- T49 Provide and maintain direct, continuous bicycle routes, and make all appropriate streets bicycle-friendly. Accelerate development of bike facilities in, around, and between urban centers, urban villages, and other key locations. Facilitate bicycling, where appropriate, by techniques such as providing separate trails or bicycle lanes with limited crossings, installing bike-sensitive signals, or designing streets and intersections to accommodate bikes.

I. MOVING GOODS AND SERVICES

Goals:

- G22 Preserve and improve commercial transportation mobility and access.
- G23 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

Discussion: Commercial transportation mobility and access are critical to Seattle's and the region's economic development. Rail service, water transport, truck movement, and air transport are all important for the success of businesses and industries in Seattle and the region. These policies, and those in the economic development element, support existing businesses and industries, and promote Seattle as a place for economic expansion.

Policies:

- T50 Designate major truck streets as shown in Transportation Figure 6. Monitor these streets and make operating, design, access, and/or service changes, as well as capital investments, to accommodate trucks and to preserve and improve commercial transportation mobility and access on these major truck streets. Continue to designate all other arterials as truck streets, as in the Seattle Comprehensive Transportation Program.
- T51 Support the establishment of a public/private freight access consortium to address land-side access needs of Seattle's marine port facilities and manufacturing/industrial centers. Include at least the City, other local jurisdictions, the Port of Seattle, the Washington State Department of Transportation, the Puget Sound Regional Council, private business and residential interests, the railroads, representatives of the trucking industry, and members of the general public.
- T52 Support efficient movement of commercial goods by rail where appropriate. Promote continued operation of existing rail lines.
- T53 Promote a multi-modal commercial transportation strategy, including rail, trucks, and air and water transport, and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, the waterfront, the Duwamish, Lake Union, Portage Bay, the ship canal, airports, and regional roadways.
- T54 Consider the needs for delivery and collection of goods at local businesses by truck when making street operating decisions, and when developing and implementing projects and programs for highways, streets, and bridges. Consider at least: access to freeways; street width, turning radii, and overhead clearance; railroad crossings; and traffic congestion and conflicts with cars, bicycles, and/or pedestrians.

J. TRANSPORTATION FINANCING

Policies:

T55 Emphasize investments for:

- ▶ Preserving and maintaining existing transportation facilities;
- ▶ Safety;
- ▶ Transit priority improvements;
- ▶ Multi-modal facilities and programs, to help stimulate a shift towards transit, carpools and vanpools, bicycling, and walking;
- ▶ Freight and goods movement;
- ▶ Supporting the urban village strategy; and
- ▶ Complying with level-of-service standards.

T56 Seek funding from various sources and through various strategies, including:

- ▶ Seek contributions from other entities that benefit from an investment, such as property owners nearby an investment;
- ▶ Pursue grants from local, regional, state, and federal funding sources;
- ▶ Seek contributions from the region for investments that serve regional destinations, such as Seattle Center, the waterfront, the zoo, and golf courses;
- ▶ Seek contributions from the region for investments in regionally-designated urban centers;
- ▶ Consider pursuing growth-related revenues, including impact fees, where appropriate and where consistent with economic development policies; and
- ▶ Consider new locally-generated revenues for expanded local transit services.

Maintain sufficient flexibility to enable the City to take advantage of new funding opportunities and to maximize competitiveness for funding.

T57 Consider future operating and maintenance costs associated with improvements when making transportation capital investment decisions.

T58 Coordinate debt financing strategies with other jurisdictions in the region.

Multi-Year Financing Plan:

Transportation Figure 7 shows preliminary estimated transportation revenues for the six-year period from 1995 through 2000, based on the City's past experience, and adjusted to reflect likely future experience.

The last two categories represent, for the most part, revenues that would be new to the City to fund specific types of projects -- transportation system management (TSM) projects to enhance transit, and one or more Local Initiative for Neighborhood Circulation (LINC) demonstration projects. Because this funding would be new, the amounts shown are preliminary, rough estimates.

**Transportation Figure 7
Estimated Future Transportation Revenue**

Source	Estimated Revenue 1995-2000 (6 years) (millions)
Grants	\$40-\$77
Gas tax	\$74
Vehicle License Fee	\$25
Loans (Public Works Trust Fund)	\$6-\$18
Street Utility Charges	\$73
General Fund	\$50
Cumulative Reserve Fund	\$7
Preliminary estimates for new revenues:	
RTA, King County Metro, and/or WSDOT -- for TSM improvements	\$5-\$10
Grants for LINC demonstration project(s)	\$6-\$15
TOTAL	\$286-\$349

Transportation Figure 8 shows preliminary estimated transportation expenditures for the six-year period from 1995 through 2000, based on the City's past spending patterns and on the investment policies included in this plan. The distinctions among categories are not hard and fast because, in most cases, an investment listed under one category in fact improves conditions in other categories as well.

The estimated expenditure for the LINC demonstration project(s) is a preliminary, rough estimate based on estimated costs for one or two projects. Because LINC is a new project, and the City has no existing revenue to support it, spending on LINC is contingent on receiving earmarked revenue for the project(s).

The City has also identified other desired transportation investment projects (e.g., Spokane Street viaduct, Mercer corridor), but no funding has been identified yet and so future spending on these projects is not included in Figure 8.

**Transportation Figure 8
Estimated Future Transportation Expenditures**

Category	Estimated Expenditures 1995-2000 (6 years) (millions)
Maintenance	\$132-\$156
Safety	\$132-\$156
TSM and trucks/goods movement (capacity utilization)	\$16-\$28
Pedestrians and bicycles	\$18-\$30
Transit priorities	\$10-\$20
LINC demonstration project(s)	\$6-\$15
TOTAL	\$314-\$405

Analysis:

Based on the revenue and expenditure estimates shown in Transportation Figures 7 and 8, the City expects to have sufficient resources to fund the expenditure needs shown.

If probable funding falls short, then the Planning Department and the Engineering Department will be directed to:

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

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

HOUSING ELEMENT

Table of Contents

A. ACCOMMODATING GROWTH AND MAINTAINING AFFORDABILITY	81
B. ENCOURAGING HOUSING DIVERSITY AND QUALITY	82
C. PROVIDING FOR HOUSING AFFORDABLE TO LOW-INCOME HOUSEHOLDS	86
1. Encouraging Housing Affordable to Low-Income Households	87
2. Publicly Subsidized Low-Income Housing	88

HOUSING ELEMENT

A. ACCOMMODATING GROWTH AND MAINTAINING AFFORDABILITY

GOALS

- G1 Accommodate a range of 50,000 to 60,000 additional households over the next 20 years.
- G2 Maintain housing affordability over the life of this plan.
- G3 Achieve greater predictability in project approval timelines, achievable densities and mitigation costs.

Discussion: Housing affordability is influenced in part by regional and local land use policies, development regulations and permit processes. Policies, regulations and regulatory processes should be designed to maintain overall housing affordability, while at the same time meeting other important goals of the plan, such as maintaining neighborhood character and preserving the environment.

The plan is intended to help accommodate expected regional housing demand, in part created by expected employment growth in Seattle. Because Seattle's housing market is influenced by the regional housing market, Seattle and other jurisdictions in the region need to plan cooperatively.

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

POLICIES

- H1 Coordinate the City's growth management planning with other jurisdictions in the region in order to provide adequate regional development capacity to accommodate expected residential growth and anticipated demand for different types of housing.
- H2 Maintain sufficient zoned development capacity to accommodate Seattle's projected share of King County household growth over the next 20 years as provided for and described in the land use element.

- H3 Continue to permit residential development in all land use zones, but generally limit residential development in industrial zones and certain shoreline overlay zones; continue to encourage residential uses in mixed-use development in downtown and neighborhood commercial zones.
- H4 Provide most residential development capacity in land use zones, as described in more detail in the land use element, where wood-frame construction, or equivalent low-cost construction is the predominant residential construction type in order to help contain the cost of new housing.
- H5 Consider reductions in off-street parking requirements in the code for housing serving populations or located in areas for which it can be demonstrated that such housing will generate significantly lower car ownership and usage and thus a lower demand for parking, thereby reducing housing cost.
- H6 Strive to minimize the time taken to process land use and building permits, subject to the need to review projects in accordance with applicable land use regulations. Continue to give priority in the plan review process to permits for very low-income housing.
- H7 Periodically assess the effects of City policies and regulations on housing development costs and overall housing affordability, considering the balance between housing affordability and other objectives such as environmental quality, urban design quality, maintenance of neighborhood character and protection of public health, safety and welfare.

B. ENCOURAGING HOUSING DIVERSITY AND QUALITY

GOALS

- G4 Achieve a mix of housing types attractive and affordable to a diversity of ages, incomes, household types, household sizes, and cultural backgrounds.
- G5 Keep Seattle inviting to households with children and attract a greater share of the County's families with children.
- G6 Allow the elderly the opportunity to remain in their own neighborhood as their housing needs change.
- G7 Accommodate a variety of housing types that are attractive and affordable to potential home buyers.
- G8 Achieve a rate of owner-occupancy of housing no less than the county average owner-occupancy rate.

ADOPTED JULY 25, 1994

- G9 Accommodate 10,000 to 12,000 net new ground-related units (or 20% of projected household growth) over the next twenty years.
- G10 Ensure that housing is safe and habitable.
- G11 Strive for freedom of choice of housing type and neighborhood for all, regardless of race, color, age, gender, marital status, parental status, sexual orientation, political ideology, creed, religion, ancestry, national origin or the presence of any sensory, mental or physical disability.

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

Seattle's zoned development capacity for various types of housing, as established pursuant to the land use element, is intended to allow development of housing that will satisfy consumer preferences. Many consumers have a strong preference for single-family homes. To some extent this preference can be met by ground-related units that may be more affordable than detached houses. Ground-related housing types include townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units and single-family homes. These housing types provide yards or play areas immediately adjacent to homes which are important to families with children. See land use element policy L76 for the City's policy regarding the allowance and location of accessory housing.

Moderate- and high-density multifamily apartments are needed to help accommodate expected housing demand over the next 20 years as they are often more affordable than ground-related units due to their smaller size. The Seattle Residential Preference Study revealed a significant market for apartment units in urban centers and urban villages if appropriate amenities are provided. The land use element, therefore, accommodates the majority of residential growth over the 20-year life of this plan through moderate- and high-density multifamily development.

POLICIES

- H8 Reflect anticipated consumer preferences and housing demand of different submarkets in the mix of housing types and densities permitted under Seattle's zoned development capacity. Encourage a range of housing types including, but not limited to: single-family housing; ground-related housing to provide an affordable alternative to single-family ownership; and moderate- and high-density multifamily apartments which are needed to accommodate most of the growth over the 20-year life of this plan.
- H9 Strive to make the environment, amenities and housing attributes in urban villages attractive to all income groups, ages and households types.
- H10 Provide affordable housing concepts for neighborhood planning to enable neighborhoods to preserve existing single-family character while also contributing to the provision of affordable housing.
- H11 Strive to provide sufficient, affordable ground-related housing in the City that is attractive to households with children to provide alternative choices to suburban housing.
- H12 Neighborhood planning should strive to have each urban village include some ground-related housing capacity, with the exception of residential urban villages and hub urban villages contiguous to downtown.
- H13 Allow and encourage a range of housing types for the elderly, including but not limited to independent living, various degrees of assisted living, and skilled nursing care facilities. Strive to increase opportunities for the elderly to live in ground-related housing with services nearby.
- H14 Encourage greater ethnic and economic integration of neighborhoods in the City.
- a. Strive to allocate housing subsidy resources in a manner that increases opportunities for low-income households, including ethnic minorities, to choose residences located throughout the City.
 - b. Encourage the Seattle Housing Authority (SHA) to seek federal assistance for the redevelopment of public housing garden communities in order to improve the quality of life of residents and to lessen the social and economic impacts on surrounding neighborhoods. Redevelopment plans are encouraged to include mixed-income housing and privately developed market-rate housing. Redevelopment should result in no net loss of assisted housing in the City of Seattle. SHA is further encouraged to expand the availability of housing affordable to Seattle's lowest-income citizens through this effort.

- H15 Promote methods of more efficiently using or adapting the City's housing stock to enable changing households to remain in the same home or neighborhood for many years. Strategies may include sharing homes, accessory units in single-family zones, housing designs which are easily augmented to accommodate children ("grow houses"), or other methods considered through neighborhood planning.
- H16 Allow the use of modular housing, conforming to the standards of the State of Washington building and energy codes, and manufactured housing, built to standards established by the Federal Department of Housing and Urban Development. Modular and manufactured houses shall be permitted on individual lots in any land use zone where residential uses are permitted.
- H17 Allow, where appropriate, cohousing developments in neighborhood commercial, multifamily and single-family zones.
- H18 Allow higher residential development densities in moderate density multifamily zones for housing limited to occupancy by low-income elderly and disabled households, based on the lower traffic and parking impacts this type of housing generates.
- H19 Work with financial institutions, underwriters of development loans and mortgages, and the Washington State Housing Finance Commission to find and promote solutions to barriers in the real estate finance process that inhibit the development of modest single-family houses and condominium projects.
- H20 Encourage employers located within the city to develop employer-assisted housing programs. Provide technical assistance to employers wishing to obtain information on model programs.
- H21 Encourage safe and healthy housing free of known hazardous conditions and in which indoor air quality, natural light and noise insulation are adequate. Require that renter-occupied housing be maintained and operated according to minimum standards established in the Seattle Housing and Building Maintenance Code and other applicable codes, as amended from time to time. Actively encourage compliance with the codes and seek to inspect on a regular basis multi-family rental structures most likely to have code violations.
- H22 Support programs that provide financial assistance to low-income homeowners and owners of low-income rental properties to maintain their properties in adequate condition. Allocate resources to weatherization programs for low-income homeowners and owners of low-income rental properties.
- H23 Encourage the development of housing in ways that are protective of the environment including protection of environmentally critical areas and the conservation of energy.

- H24 Encourage the adaptive reuse of existing buildings for residential use. Recognize the challenges faced in reusing older buildings and consider, when revising technical codes, ways to make adaptive reuse more economically feasible.
- H25 Seek opportunities to combine housing preservation and development efforts with historic preservation by either preserving residential structures of historic value or rehabilitating and reusing vacant landmark structures and vacant structures in landmark and/or special review districts for housing. Consider landmark preservation as a factor in evaluating low-income housing project proposals for funding.

C. PROVIDING FOR HOUSING AFFORDABLE TO LOW-INCOME HOUSEHOLDS

GOALS

- G12 Reduce the number of low-income households in need of assistance with housing costs.
- G13 Provide new low-income housing through market-rate housing production and assisted housing programs.
- G14 Preserve existing low-income housing, particularly in urban centers and urban villages where most redevelopment pressure will occur.
- G15 Disperse housing opportunities for low-income households throughout the City and throughout King County.
- G16 Achieve a distribution of household incomes in urban centers and urban villages similar to the distribution of incomes found citywide.
- G17 Encourage safe, habitable and affordable housing for existing residents of distressed areas through such means as rehabilitation and adequate maintenance of privately-owned rental housing, increased home ownership opportunities, and community revitalization and development efforts.

Discussion: Safe, habitable and affordable housing is a fundamental human need. Currently, about a quarter of the City's households pay more than 30 percent of their income for housing or live in overcrowded conditions. In order to meet existing and future housing needs, the City will encourage and fund a variety of housing production methods and types. These may include: new construction of low-income housing, rehabilitation of existing low-income housing, conversion of existing non-residential structures, homesharing, subsidizing low-income units in market-rate buildings and rent subsidy vouchers that eligible households could use to rent housing in the open market. A range of housing types may be produced, including larger apartment buildings, smaller garden apartment structures, single-room occupancy hotels, townhouses, duplexes and single-family houses. Housing may be provided by the public sector (the City, Seattle Housing

Authority and public development authorities), non-profit housing development organizations and social service agencies, private property owners and developers and through other mechanisms such as land trusts and limited-equity cooperatives. Specific strategies and programs for the production and preservation of low-income housing are developed and implemented through the City's Department of Housing and Urban Development Consolidated Plan and other programmatic plans. For purposes of this section of the housing element, assisted housing generally means owner-occupied or rental housing that is subject to restrictions on rent or sales prices as a result of one or more project-based governmental subsidies. A housing unit is not considered assisted housing due to occupancy by tenants receiving tenant-based rental assistance (such as "Section 8" certificates), nor due to receipt of code repair or weatherization assistance.

POLICIES

1. Encouraging Housing Affordable to Low-Income Households

H26 Address the City's share of low-income housing needs resulting from expected countywide household growth, consistent with the Countywide affordable housing policies, by planning for:

- a. A number of units affordable to households between 0% and 50% of median income at least equal to 20% of expected household growth, or between 10,000 and 12,000 units.
- b. A number of units affordable to households between 50% and 80% of median income at least equal to 17% of expected household growth, or between 8,500 and 10,200 units.

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

H27 Allow the continued production and preservation of low-income housing through existing incentive zoning mechanisms, which include density and height bonuses and the transfer of development rights.

Allow for new or different incentive zoning provisions designed to produce or preserve low-income housing in downtown if they are adopted as part of neighborhood or subarea plans.

H28 Encourage the preservation of existing low-income housing by: using housing programs and funds to preserve existing housing that is susceptible to redevelopment or gentrification; encouraging acquisition of housing by nonprofit organizations, land trusts or tenants, thereby protecting housing from upward pressure on prices and rents; inspecting renter-occupied housing for compliance with the Seattle Housing and Building Maintenance Code; and making available funds for emergency code repair.

Allow sub-area plans resulting from neighborhood planning to permit the transfer of unused development rights from low-income housing to eligible sites elsewhere in the planning area as a preservation strategy.

H29 Encourage affordable housing in urban centers and urban villages.

- a. Seek to provide for at least one-quarter of the housing stock in each urban center and urban village, except manufacturing and industrial centers, to be affordable to households with incomes below 50% of median, regardless of whether this housing is publicly assisted or available in the private market.

For those urban villages where very little housing exists today compared to anticipated residential growth, and where after 20 years most of the housing stock will comprise new construction, this policy is unlikely to be achieved within the 20-year time frame of this plan. For these villages, seek to provide for at least 10% of the housing stock to be affordable to households with incomes below 50% of median income.

- b. Encourage the use of public subsidy funds for the production or preservation of low-income housing in urban centers and urban villages.
- c. Establish goals and strategies through neighborhood plans for production of housing affordable to households between 50% and 80% of median income in centers and villages with high land values and relatively little existing rental housing affordable to households with incomes between 50% and 80% of median income.

2. Publicly Subsidized Low-Income Housing

H30 Strive to make available some resources to all household types through the mix of housing programs in the City; however, emphasis shall be placed in assisting households most in need due to very low-incomes or because of special needs that the housing market is unable to serve. Household types include but are not limited to: couples with children, single parents with children, couples without children, single elderly persons, single non-elderly persons, single people with disabilities, unrelated adults and intergenerational households.

H31 Promote a broader geographical distribution of assisted housing by generally funding projects in areas with less assisted rental housing while generally restricting funding for projects where there are high concentrations of assisted rental housing.

- a. The specific rules implementing this policy and the conditions for allowing exceptions for particular projects are established by the City Council in the HUD Consolidated Plan and other City policies. The HUD Consolidated Plan may also include additional restrictions on or exceptions for assisted rental

housing, such as in special objective areas or in areas defined in a neighborhood plan.

- b. Encourage developers of projects funded with resources not administered by the City of Seattle and the providers of those resources to follow the City's policies for the geographic distribution of assisted housing.

H32 Require sponsors of City-funded assisted housing projects and encourage sponsors of non-City-funded assisted housing projects to use the City's good neighbor guidelines. This should encourage cooperative problem solving as early as possible in the process of developing assisted housing, in order to identify and, where appropriate, respond to neighborhood concerns. This policy excludes assisted owner-occupied housing.

H33 Public funds administered by the City may be used only to serve income groups as follows:

- a. Target rental housing subsidy resources to households with incomes of less than 50% of median income with at least half of the funds serving households with incomes of less than 30% of the median income, where the City has authority to target resources and with the exception of the cases mentioned below and any others that may be established in the HUD Consolidated Plan.

The City may use rental housing subsidy resources to serve households with incomes up to 80% of median where: (1) an existing project is acquired for very low-income occupancy and the current residents that occupy these units have incomes that are higher than 50% of median, or (2) federal regulations require that tenants above 50% of median income be accommodated as a condition of federal subsidy.

- b. Target subsidy resources to serve households with incomes up to 80% of median income where funds are allocated to low-income home ownership or home repair or rehabilitation programs.

H34 Help maintain the City's owner-occupancy rate and encourage home ownership in a variety of housing types by:

- a. Using a portion of local discretionary housing subsidy resources to provide home ownership opportunities to households with incomes below 80% of median income. Target funds primarily to neighborhoods with average household incomes below 80% of the City average; neighborhoods with high concentrations of assisted rental housing; and areas where upward pressure on prices may result in the displacement of existing residents.
- b. Consider setting aside a substantial portion of any new discretionary funding sources for assisted housing, such as a new housing levy, to provide home

ownership opportunities to households with incomes below 80% of median income. Also, consider alternative approaches to increase the development of affordable home-ownership housing, including but not limited to greater use of land trusts and limited equity cooperatives .

- H35 Strive over time to match the assisted permanent housing stock to household types and sizes in need of assistance.
- H36 Set subsidies per unit for housing for families with children recognizing that this type of housing requires greater per unit production costs for such features as more bedrooms due to larger household size, play areas for children and the separation of parking and access roads from play areas.
- H37 Consider allowing higher subsidy or production costs per housing unit in evaluating low-income housing project proposals in locations with higher than average land costs in order to encourage the development of low-income housing throughout the City.
- H38 Allow use of public funds to provide subsidized low-income housing units in otherwise market-rate housing developments in order to better integrate low-income households into the community, consistent with the City's policies for the geographic distribution of assisted housing.
- H39 Allocate resources for financial assistance to eligible tenants with incomes below 50% of median income who are displaced from existing low-income housing because of redevelopment, substantial rehabilitation, change of use or termination of long-term low-income rent restrictions to help offset the cost of relocating to another unit in a manner consistent with applicable state laws.
- H40 Pursue a comprehensive approach of prevention, transition and stabilization services to decrease potential homelessness, stop recurring homelessness and promote long-term self-sufficiency.
 - a. Encourage efforts to expand the supply of extremely low-income, permanent housing to meet the needs of those for whom the cost of housing is a chief cause of homelessness.
 - b. Strive to develop a continuum of housing opportunities, ranging from emergency shelters to transitional housing to permanent housing, in order to assist households that become homeless to regain stable, permanent housing.
 - c. Strategically invest in emergency and transitional housing for specific homeless populations.

H41 Coordinate housing planning and funding, where appropriate, with the following types of housing support services:

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

Seattle recognizes that housing support services are an important component of a comprehensive housing plan, and for certain people these services can mean the difference between housing stability and homelessness or institutionalization.

H42. Work in partnership among various levels of government to address low-income housing needs that transcend jurisdictional boundaries.

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

H43 Strive to leverage federal, State and private resources with local public funds, where these resources help achieve the goals of Seattle's Comprehensive Plan.

H44 Assemble a catalog of resolutions and ordinances currently in effect related to specific housing operational and resource allocation policies, beyond the general policies contained in the Comprehensive Plan. This is intended to provide an ongoing, updated, single-point source of information for the public regarding policies adopted by the City Council.

CAPITAL FACILITIES ELEMENT

Table of Contents

A. CAPITAL FACILITIES POLICIES	93
1. Strategic Capital Investment	93
2. Facility Siting	94
3. Relations With Other Public Entities Including the Seattle School District, the Port of Seattle, the Regional Transit Authority, Metropolitan King County, and the State of Washington	95
4. Regional Funding Policy	95
B. INVENTORY OF EXISTING PUBLIC CAPITAL FACILITIES	95
C. FORECAST OF FUTURE NEEDS FOR CAPITAL FACILITIES	95
D. PROPOSED NEW OR EXPANDED CAPITAL FACILITIES	96
E. SIX-YEAR FINANCING PLAN	96
F. CONSISTENCY AND COORDINATION	96
G. SITING PROCESS FOR ESSENTIAL PUBLIC FACILITIES	96

A. CAPITAL FACILITIES POLICIES

This section does not apply to transportation or utilities capital facilities; please see those elements of the Plan for pertinent policies.

Goals:

- G1. Provide capital facilities that will serve the most pressing needs of the greatest number of Seattle citizens, and that will enable the City to deliver services efficiently to its constituents.
- G2. Preserve the physical integrity of the City's valuable capital assets and gradually reduce the major maintenance backlog.
- G3. Make capital investments consistent with the vision of the Comprehensive Plan, including the urban village strategy.
- G4. Site and design capital facilities so that they will be considered assets to the communities in which they are located.
- G5. Provide capital facilities that will keep Seattle attractive to families with children.
- G6. Encourage grass-root involvement in identifying desired capital projects for individual neighborhoods.
- G7. Encourage community input to the siting of public facilities.

Policies:

1. Strategic Capital Investment

- C1. Plan capital investments strategically. The City will develop and begin to use by the middle of 1995 a new process by which it can make informed capital investment choices to achieve the community's long-term goals. This process will provide guidance for capital budgeting and long-term capital facilities planning across all City departments, for identifying and balancing competing needs, and for developing short and long-term capital finance plans for all of the City's capital investments. This process will include defining desired outcomes of capital investments, evaluating potential investments on a city-wide basis, applying standard criteria for assessing alternative investments, and making more efficient use of all potential resources.
- C2. Develop and begin using by the middle of 1995 a framework for assessing policy and fiscal implications of potential major new and expanded capital facilities, as part of the City's new process for making capital investment choices. The

framework will apply standard criteria, including the consideration of issues such as a capital project's: consistency with the Comprehensive Plan and neighborhood plans, and effects on Seattle's quality of life, the environment, social equity, and economic opportunity.

- C3. Emphasize the maintenance of existing facilities. The City will budget sufficient funds to perform major and preventive maintenance of existing facilities that is considered cost effective. The City will adopt a maintenance plan for capital facilities by the end of 1995. Once such a plan is adopted, the City will not fund acquisition or construction of major new capital facilities unless the then current appropriation for the maintenance of existing facilities is consistent with the then current maintenance plan.
- C4. Require fiscal impact analyses of all major capital projects considered for funding. Such analyses will include, but not be limited to, one-time capital costs, life-cycle operating and maintenance costs, revenues from the project, and costs of not doing the project.
- C5. Make major project specific capital decisions by the Mayor and the Council through the adoption of the City's operating and capital budgets, and the six-year Capital Improvement Program (CIP).

2. Facility Siting

- C6. Encourage the location of new community-based capital facilities, such as schools, libraries, little city halls, parks and playgrounds, community centers, clinics and human services facilities, in urban village areas. Written justification will be provided for proposals to locate a major capital facility outside of an urban village area. The City will consider providing capital facilities or amenities in urban villages as an incentive to attract both public and private investments to an area.
- C7. Seek to locate capital facilities where they are accessible to a majority of their expected users by walking, bicycling, car-pooling, and/or public transit. Other pedestrian or transit-oriented urban village strategies are included in the Transportation Element.
- C8. Consider the recommendations from the neighborhood planning process in making locational decisions for new or expanded facilities. The needs of facility users will also be considered in making these decisions.
- C9. Encourage quality development by requiring major City-funded capital improvement projects or projects proposed on City property located within the City of Seattle to be subject to a design review process of the Seattle Design Commission.

3. Relations With Other Public Entities Including the Seattle School District, the Port of Seattle, the Regional Transit Authority, Metropolitan King County, and the State of Washington

- C10. Work together with other public and non-profit entities toward coordinated capital investment planning, including coordinated debt financing strategies, to achieve the goals of Seattle's Comprehensive Plan.
- C11. Work together with other public and non-profit entities to include urban village location as a major criterion for selecting sites for new or expanded community-based facilities or public amenity related facilities.
- C12. Work together with the School District to encourage siting, renovation, and expansion of school facilities in areas that are best equipped to accommodate growth.
- C13. Work cooperatively with other public or non-profit agencies to identify and pursue new co-location and joint-use opportunities for the community's use of public facilities for programs, services, and community meetings.

4. Regional Funding Policy

- C14. The City will work with other jurisdictions in King, Snohomish, and Pierce Counties to explore regional funding strategies for capital facilities, particularly for those that serve or benefit citizens throughout the region.

B. INVENTORY OF EXISTING PUBLIC CAPITAL FACILITIES

The inventory of public capital facilities that is required by the Growth Management Act (GMA) is contained in Appendix A to this element of the Plan and, for utilities and transportation, in the appendices to those elements of the Plan.

C. FORECAST OF FUTURE NEEDS FOR CAPITAL FACILITIES

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

Seattle is already a well-built urban area. The basic infrastructure necessary to serve the current population and the small amount of growth expected in the next six years already exists. Significant major maintenance needs for our existing facilities have been identified, and the City is exploring ways to remedy the existing backlog over time. Forecasted future capital needs are listed by department in the 1994-1999 CIP, and those lists are incorporated into this plan element.

In addition, various departmental and city-wide planning efforts in recent years have identified many capital enhancements that would be desirable in order to increase the services and opportunities that city government provides to our citizens. The City will seek additional resources to fund some of these desired amenities.

D. PROPOSED NEW OR EXPANDED CAPITAL FACILITIES

The 1994-1999 CIP lists the proposed locations and capacities of the new or expanded capital facilities the City contemplates funding in the next six years, and that listing is incorporated herein. Consistent with the overall plan, emergencies, other unanticipated events or opportunities, and voter approvals of ballot measures, may result in some departure from the adopted CIP. Supplemental capacity information for some new or expanded projects listed in the CIP is provided in Appendix A of this element. Additional information for transportation is found in that element.

E. SIX-YEAR FINANCE PLAN

The 1994-1999 CIP shows, for each new or expanded capital facility proposed by the City, the sources of funding the City anticipates using for that facility, and that listing is incorporated herein. These allocations may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. This six-year finance plan shows full funding for all improvements to existing facilities and for new or expanded facilities the City expects to be needed to serve the existing and projected population through 1999. Additional information for transportation is found in that element.

F. CONSISTENCY AND COORDINATION

Current projections show that probable funding will be sufficient to meet all the currently identified needs for new or expanded city capital facilities through the year 1999. Should anticipated funding not materialize, or should new needs be identified for which no funding is determined to be probable, the City will reassess the land use element of this Plan to ensure that it is coordinated with and consistent with this element, and in particular with the six-year finance plan. A review for coordination and consistency between this Element and the Land Use Element will be part of the City's annual budget review and Comprehensive Plan amendment processes.

G. SITING PROCESS FOR ESSENTIAL PUBLIC FACILITIES

1. The Growth Management Act provides that no comprehensive plan or development regulation may preclude the siting of an essential public facility. Accordingly this Plan and City zoning permit the establishment of public uses, consistent with the areas zoned for such uses and compliance with applicable development regulations.

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

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

a. Interjurisdictional analysis: A review to determine the extent to which an interjurisdictional approach may be appropriate, including a consideration of possible alternative sites for the facility in other jurisdictions and an analysis of the extent to which the proposed facility is of a county-wide, regional or state-wide nature, and whether uniformity among jurisdictions should be considered.

b. Financial Analysis: A review to determine if the financial impact upon the City of Seattle can be reduced or avoided by intergovernmental agreement.

c. Special Purpose Districts: When the public facility is being proposed by a special purpose district, the City should consider the facility in the context of the district's overall plan and the extent to which the plan and facility are consistent with this Comprehensive Plan.

d. Measures to Facilitate Siting: The factors that make a particular facility difficult to site (e.g., see paragraph 2 above) should be considered when a facility is proposed, and measures should be taken to facilitate siting of the facility in light of those factors.

UTILITIES ELEMENT

Table of Contents

A.	INTRODUCTION	99
B.	GOALS	99
C.	UTILITY SERVICE	100
D.	UTILITY INFRASTRUCTURE	100
E.	UTILITY CAPITAL EXPENDITURE PLANNING	100
F.	ENVIRONMENTAL STEWARDSHIP	101
G.	UTILITY FACILITY SITING AND DESIGN	101
H.	UTILITY RELATIONSHIPS	101
I.	ADDITIONAL RESOURCES	102

UTILITIES ELEMENT

A. INTRODUCTION

The Growth Management Act (GMA) requires the utilities element of the Comprehensive Plan to include the general location, proposed location, and capacity of all existing and proposed utilities (Section 36.70A.070(4)). Seattle is served by the following City utilities: Seattle City Light, Seattle Water Department, Drainage and Wastewater Utility, and Solid Waste Utility (the Street Utility is mentioned in the Transportation Element). Seattle is served by the following investor-owned utilities: Washington Natural Gas, US WEST Communications, US WEST/New Vector and McCaw Cellular; Viacom Cablevision, TCI Cablevision and Summit Cablevision, and Seattle Steam.

City utilities are overseen by the Mayor and the City Council. The Council establishes operational guidelines and requirements for City utilities through various resolutions and ordinances. Investor-owned utilities, on the other hand, are regulated by various public entities. The natural gas and telephone utilities are regulated by the Washington Utilities and Transportation Commission, while the cellular telephone communication companies are licensed by the Federal Communications Commission. Franchise agreements with the City shape the operation of the cable communication companies and Seattle Steam.

B. GOALS

- G1 Provide reliable service at lowest cost consistent with the City's aims of environmental stewardship, social equity, and economic development.
- G2 Maintain the service reliability of the City's utility infrastructure.
- G3 Maximize the efficient use of resources by utility customers.
- G4 Minimize the cost and public inconvenience of road and right-of-way trenching activities.
- G5 Operate City utilities consistent with regional growth plans.
- G6 Achieve universal access to state-of-the-art telecommunication services. (Policies relating to telecommunication technology and services are in the economic development element).

C. UTILITY SERVICE

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

POLICIES

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

D. UTILITY INFRASTRUCTURE

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

POLICIES

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

E. UTILITY CAPITAL EXPENDITURE PLANNING

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

POLICIES

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

F. ENVIRONMENTAL STEWARDSHIP

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

POLICIES

- U7 Promote environmental stewardship in meeting City utility service needs and encourage the efficient use of resources by utility customers.
- U8 Use cost-effective demand-side management to meet City utility resource needs and support such practices by wholesale customers of City utilities.
- U9 Consider short-term and long-term external environmental impacts and costs in the acquisition of new resources.
- U10 Encourage waste reduction and cost-effective reuse and recycling through appropriate policies and programs.

G. UTILITY FACILITY SITING AND DESIGN

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

POLICIES

- U11 Work with neighborhood and community representatives in siting utility facilities.
- U12 Continue to subject all above-grade City utility capital improvement projects to review by the Seattle Design Commission.
- U13 Consider opportunities for incorporating accessible open space in the siting and design of City utility facilities.

H. UTILITY RELATIONSHIPS

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

POLICIES

- U14 Provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrade activities.
- U15 Promote the City's goals of environmental stewardship, social equity, and economic development in the operation of non-City utilities providing service in Seattle.

I. ADDITIONAL RESOURCES

Consult the following resources for further information:

Seattle City Light Strategic Corporate Plan
Seattle City Light Capital Improvement Program

Seattle Water Department Water Supply Plan
Seattle Water Department Capital Improvement Program

Seattle Drainage and Wastewater Utility Comprehensive Drainage Plan
Seattle Drainage and Wastewater Utility Capital Improvement Program

Seattle Solid Waste Utility Integrated Solid Waste Management Plan
Seattle Solid Waste Utility Capital Improvement Program

Washington Natural Gas, Seattle, Washington

US WEST Communications, Seattle, Washington

Cellular One, Seattle, Washington
US WEST/New Vector Group, Seattle, Washington

Viacom Cablevision, Seattle, Washington
TCI Cablevision of Washington, Seattle, Washington
Summit Cablevision, Seattle, Washington

Seattle Steam Company, Seattle, Washington

ECONOMIC DEVELOPMENT ELEMENT

Table of Contents

GOALS	104
A. LABOR FORCE EDUCATION, DEVELOPMENT AND TRAINING	105
B. BUSINESS CLIMATE	106
C. INFRASTRUCTURE AND CAPITAL FACILITIES	107
D. BUSINESS START-UP AND GROWTH	108
E. GEOGRAPHIC STRATEGIES	109
Economic Development and the Urban Villages Strategy	109
Manufacturing and Industrial Redevelopment and Growth	109
High Technology Clusters	110
Marine Businesses	110
Distressed Communities	111
City Strategic Support	111

ECONOMIC DEVELOPMENT ELEMENT

GOALS

- G1 Achieve employment growth in the City of between 131,400 and 146,600 jobs over the next 20-year period. Stimulate job growth and alleviate and prevent economic distress or decline throughout the City so as to ensure long-term economic and social equity to all Seattle residents.
- G2 Accommodate the mix of jobs as projected by the Puget Sound Regional Council (or its successor), while actively seeking a mix with a greater proportion of high-quality jobs that will have greater benefits to the people of the City and region. (See the Economic Development Appendix for PSRC Employment projections.)
- G3 Increase sectors of the economy in the City that:
1. Pay higher-than-average wage levels,
 2. Bring new capital into the economy, reflecting multiplier effects other than high wage,
 3. Have reasonably good future growth prospects,
 4. Involve a cluster of businesses engaging in similar activities,
 5. Use quality environmental practices, or
 6. Diversify the regional economic base.
- G4 Develop a highly trained local work force that can better compete for meaningful and productive employment and meet the needs of business.
- G5 Create a positive business climate, with high-quality customer service to business and access to working capital and other forms of financial assistance, in order to build a stronger economic future for all Seattle citizens and to nurture entrepreneurship and business growth.
- G6 Ensure that the infrastructure needed to support the economy is in place.
- G7 Maintain a competitive edge over other regions in fostering a positive environment for international trade.

Discussion: A strong Seattle and Puget Sound economy is a critical underpinning of a positive future for Seattle. Our future economy should be diverse and stable, offering long-term economic opportunity and social equity to all Seattle residents. City government has limited ability to influence the economy, and thus must be strategic in its activities and use of resources. Realizing the increasingly international nature of the local economy and the pace of technological change, the City will monitor the economy and will periodically alter and refine the goals and policies in this element in response to on-going changes in the economy.

The City's transportation system and City investment decisions on transportation are significant to the accomplishment of economic development goals. Rail, shipping, air, and truck transport of goods are vital links to economic activity, especially import and export activities. See the transportation element of this plan which addresses these issues in greater detail.

A. LABOR FORCE EDUCATION, DEVELOPMENT AND TRAINING

Discussion: While not having direct control over the education of its citizens, the City has a responsibility to advocate actively on their behalf. The following policies encourage employers, employee organizations and education and training institutions and agencies to provide all Seattle residents opportunities for training and retraining.

POLICIES

- E1 Continue to work with the Seattle Public Schools to improve the quality of public education and increase the likelihood that all young people will complete high school having achieved the basic competency needed to continue their education and/or to enter the work force.
- E2 Facilitate the creation of coalitions of business, labor and educational institutions to develop competency-based education and training programs for Seattle citizens that are targeted to needs of business. This may include vocational training programs, apprenticeship programs, entrepreneurial skills training, customized on-site training and technical and vocational preparatory programs at the high school level.
- E3 Encourage the development of ongoing training programs for people currently employed so they may improve the skills they use in their current jobs or expand their skills into new arenas.
- E4 Strive to anticipate and lessen the impacts of involuntary job changes through efforts to retain businesses in Seattle and by providing those businesses with the opportunity to thrive. Encourage and facilitate the development of programs for dislocated workers.
- E5 Strive to increase access to English as a Second Language (ESL) programs for those in need of assistance of overcoming language barriers to employability.
- E6 Encourage educational and training institutions to require education in foreign languages, geography and international affairs in order to enable employees to better function in the international economy.

B. BUSINESS CLIMATE

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

POLICIES

- E7 Foster a positive entrepreneurial environment for business incubation and small business growth and support the retention of Seattle's existing business and major institution base. Focus foremost on the health of local business and, where appropriate, recruit or attract outside business.
- E8 Support the development of Seattle's major public and/or non-profit institutions which significantly contribute to a diversified economy comprised of high wage jobs, bring new activity and capital into the economy, develop and promote advanced technology, and provide substantial public benefits and needed services to Seattle's residents. Balance this support with the interests and needs of the surrounding neighborhoods and other goals of this plan.
- E9 Recognize the importance of the business climate in efforts to encourage the expansion of international trade in Seattle and the region. Consider support of programs to open up new markets, especially export opportunities for goods and services and the transportation of goods through our region. Also, consider support of programs to improve and maintain international cooperation. Examples of programs include industry-specific international trade fairs, export trade linkages for home-grown businesses, Sister Cities programs, and Asian Pacific Economic Cooperation (APEC).
- E10 Consider the importance of tourism in its support of international trade and the health of the Seattle retail core.
- E11 Support the principle of regulatory reform at the state and county levels that would decrease the financial impacts of regulation on businesses and developers, while maintaining an appropriate level of safeguards for the environment and worker safety, consistent with the goals and policies of this plan.
- E12 Consider ways to reduce or streamline the regulations and processes affecting land development, consistent with the goals and policies of this plan. For example, the City may seek to shorten permit processing time frames, may evaluate development regulations for unnecessary layers of control or may promote greater consistency and predictability in the regulatory control systems of other levels of government.
- E13 Support development of programmatic environmental impact statements (PEIS) for geographic-specific plans which may be used to help reduce the permit processing time and to increase predictability for individual projects that are compatible with

the PEIS.

- E14 Recognize the importance of maintaining and enhancing the City's tax base, including property taxes, sales taxes and business and occupation taxes, to provide funds for capital facilities and city services for existing and future populations.
- E15 Periodically assess the effects of City policies regarding taxes, fees, or utility rates on economic development goals, considering the balance between economic development goals, financial health of the City government, cumulative debt and tax burdens of overlapping jurisdictions, and other goals of the Comprehensive Plan.
- E16 Strive to increase communication among government, businesses, major institutions and other entities that may provide economic opportunities, in order to:
(a) enhance the City's understanding of business issues that may impact employment growth and business competitiveness; (b) enhance the business community's understanding of public policy goals and implementation issues; and (c) help promote more partnerships between government and business to achieve the goals of this plan.
- E17 Strive to work with the business community and the residential community equitably to identify and promote areas of common interest and to facilitate the resolution of conflicts in a manner that recognizes and respects legitimate differences.
- E18 Strive to improve coordination of information and services among government offices which affect the viability of business in Seattle. Seek to better coordinate changes to City policies and programs with other jurisdictions within the region, in order to more effectively participate in the development and implementation of state, regional and county economic development goals.
- E19 Strive to coordinate the provision of public services in ways that support the implementation of Comprehensive Plan goals for business and employment growth. For example, public safety and neighborhood services should be well-coordinated with industrial area needs.
- E20 Periodically analyze available economic information to understand the City's economic base and the regional economy in order to review and adjust as needed the City's economic development goals and policies.

C. INFRASTRUCTURE AND CAPITAL FACILITIES

Discussion: One of the primary responsibilities of government is to provide the infrastructure needed to support the economy. An adequate infrastructure is fundamental to Seattle's ability to attract and retain jobs, to enhance business growth and realize increased development capacity to support the achievement of job growth targets. The following policies supplement the policies in the capital facilities and transportation

elements by addressing ways in which the City's infrastructure plans and capital investment decisions can support its economic development goals. Additional detail may be found in these other plan elements.

POLICIES

- E21 Seek to coordinate, where appropriate, City investment in utilities, transportation and other public facilities with business, employment and economic development opportunities.
- E22 Strive to encourage early deployment of improvements in the combined telecommunications distribution system (including fiber, coaxial and wireless elements of the system) within the greater Seattle area with the goal of having:
- a. Equitable access to all service providers that seek to use the distribution network in reaching their customers.
 - b. Competition that will result in state of the art services and competitive with pricing.
 - c. Universal access to all citizens, businesses, and institutions within the greater Seattle area.
 - d. Effectiveness based on: (i) flexibility, (ii) system security, (iii) reliability and (iv) affordability.
- E23 Take into consideration the ability of telecommunications technology to enhance the provision of City services to citizens and businesses when making City investments in communications and computer systems.
- E24 Encourage the development of telecommunications infrastructure city-wide and region-wide.

D. BUSINESS START-UP AND GROWTH

Discussion: The majority of businesses in Seattle have fewer than 100 employees and most have fewer than 10 employees. Sectors with a high proportion of small businesses include construction, wholesale trade, manufacturing, retail and related services. Working capital and other forms of financial assistance are an important component of business start-up and growth.

POLICIES

- E25 Continue to promote close working relationships between Seattle's financial institutions and its business community. Where appropriate, promote the development of new initiatives and innovative programs (e.g., the Seattle Small Business Lenders Association program, loan packaging for SBA loan guarantees, Industrial Development Revenue Bonds) to lower the cost of borrowing or to assist small business growth, through increased access to capital.

ADOPTED JULY 25, 1994

- E26 Where appropriate, support efforts to assist small business through technical assistance for business start-up and/or expansion.
- E27 Seek ways to improve the environment for small businesses to thrive in Seattle, where consistent with the goals and policies of this plan.

E. GEOGRAPHIC STRATEGIES

Discussion: While the City devotes attention to economic development in ways which benefit the broad spectrum of firms and major institutions, by necessity the City needs to focus its support and use of scarce resources for economic development. The following policies address ways in which the City will focus its economic development efforts in different parts of the City. Strategies and activities vary from one part of the City to another, depending on the circumstances within a particular geographic area. In order to appropriately focus its efforts over the lifetime of the Comprehensive Plan, the City intends to monitor the economy and to periodically amend the Comprehensive Plan so that policies reflect shifts in the economy as well as changes that occur in geographic areas of the City.

POLICIES

Economic Development and the Urban Villages Strategy

- E28 Strive to maintain the economic health and importance of downtown as the economic center of the City and the region, as the largest designated Urban Center and as home to many of Seattle's vital producer-service firms, regional retail facilities and strategic economic development activities.
- E29 Pursue opportunities for growth and strategic development, where appropriate, in urban centers and hub urban villages, which are planned for the greatest concentrations of jobs and job growth outside of downtown.
- E30 Strive to provide a wide range of goods and services to residents and businesses in urban centers and villages by encouraging appropriate retail development in these areas.

Manufacturing and Industrial Redevelopment and Growth

- E31 Pursue development of a strategic plan for adoption by the City Council to guide City policy and investment strategy for supporting manufacturing and industrial activities in Manufacturing and Industrial Centers. Create this plan in conjunction with the neighborhood plans for the Manufacturing and Industrial Centers.

Consider the creation of Manufacturing and Industrial Council(s) which will include representatives from each of the Manufacturing and Industrial Centers. The Council(s), in conjunction with other groups and people affected by industrial

activity, would assist the City in the development of the strategic plan.

- E32 Strive to encourage the cleanup of soil contamination and other environmental remediation problems associated with the redevelopment or expansion of industrial sites. Potential actions may include, but not be limited to: helping to facilitate consent decrees or agreed orders as authorized by the Model Toxics Control act; issuance of exempt facility industrial revenue bonds to finance cleanup actions; identification of federal or other grant sources that might fund cleanup actions; or formation of interjurisdictional partnerships.
- E33 Strive through efforts with other public jurisdictions to address the problems of site assembly, infrastructure inadequacies and traffic congestion which inhibits goods movement.
- E34 Strive to assist industrial firms in addressing capital needs through the issuance of Industrial Development Bonds and by seeking additional funds to expand small business financing programs to assist manufacturers.

High Technology Clusters

- E35 Seek ways to assist related technology-oriented businesses to locate in close proximity to one another and near major research institutions. Promote the development of a "technology triangle" in Seattle connecting research institutions, hospitals and manufacturing companies in First Hill, Lake Union and the University of Washington.
- E36 Seek ways to assist clusters of related businesses to collaborate more closely with one another and to market themselves as magnets for capital, research talent and high-skill manufacturing jobs.
- E37 Seek ways to support technology transfer and other efforts that increase the global competitiveness of Seattle's manufacturers and service exporters in cooperation with other jurisdictions and with major education and research and development Institutions.

Marine Businesses

- E38 Preserve and support continued use of suitable shoreline areas for water-dependent and related businesses involved in ship-building and repair, fisheries, and the cruise-ship industries.
- E39 Support national policies which stabilize maritime industries and promote their expansion.

Distressed Communities

- E40 Strive to address the special needs of areas in Seattle that historically have experienced less economic opportunity and that have high concentrations of people living in economic hardship.
- a. Seek to provide resources to assist in planning for distressed communities and assist low-income areas in developing and implementing economic development strategies; where possible, do so in conjunction with the neighborhood planning process.
 - b. Attempt to gain State and Federal Special Area designations for lower-income Seattle communities where such designation can confer tangible benefits.
 - c. Target programmatic resources, including small business capital access and entrepreneurship training programs, as well as new infrastructure investment toward the economic development objectives of distressed areas.
 - d. Support the role of community-based organizations in planning and implementing economic development activities in distressed communities.

City Strategic Support

- E41 Consider use of City resources to support implementation of the urban village strategy, including manufacturing and industrial centers, and to support distressed communities through infrastructure investment decisions, and implementation of business climate, capital access and education and labor force development policies.

Examples may include utility and other long-term capital investment decisions, investment in transportation to support goods movement, and the design, timing and City financial support of neighborhood and other planning processes. Various City departments may incorporate strategic economic development activities in their functional plans and in annual work plans, and target programmatic resources to support the start up, expansion and retention of firms and major institutions.

Identification of specific projects or activities will vary from one part of the City to another, depending on the circumstances within a particular geographic area.

NEIGHBORHOOD PLANNING ELEMENT

Table of Contents

GOALS	113
POLICIES	113

NEIGHBORHOOD PLANNING ELEMENT

GOALS

- G1 Develop neighborhood plans for all appropriate areas of the city which reflect the knowledge of the people of each neighborhood about local conditions, history, neighborhood character, needs, and values.
- G2 Give all Seattleites the opportunity to participate in shaping the future of their neighborhoods.
- G3 Recognize neighborhood planning as a critical, urgently needed tool for refining and turning into a reality the vision of the Comprehensive Plan.
- G4 Define a clear role for neighborhood plans in decision-making in Seattle.
- G5 Build a strong, effective neighborhood planning system to ensure that all Seattle neighborhoods receive the type and level of planning attention they need.
- G6 Endeavor to complete a neighborhood planning cycle within four years including comprehensive neighborhood plans which encompass all urban village and manufacturing/industrial center areas, neighborhood anchors and other appropriate areas of the city.
- G7 Foster collaborative relationships between Seattle citizens and the City.

POLICIES

- N1 Establish a program that carries out the City's firm commitment to a neighborhood planning cycle meeting the urgent need for neighborhood planning.
- N2 Establish a collaborative neighborhood planning process that involves simultaneous consideration of City and neighborhood goals and strategies, and includes representatives of both the City and neighborhoods working together.
- N3 Maintain consistency between neighborhood plans and the comprehensive plan. In the event of an inconsistency between the comprehensive plan and a proposed neighborhood plan, consider either amendments to the comprehensive plan which are consistent with its core values, or amendments to the neighborhood plan.
- N4 Provide that neighborhood plans should describe how comprehensive plan goals would be achieved. Neighborhood plans may also propose alternatives based on a demonstration that meeting the goals of the comprehensive plan is not appropriate.
- N5 Establish inclusive planning processes in which neighborhood plans are created through the cooperation and contributions of all interested parties, including institutions, organizations and individuals of all ages, whether resident, property

owner, business owner or employee.

- N6 Include in each neighborhood planning process the following:
- a. Opportunities for everyone interested to participate;
 - b. Identification and representation of all stakeholder perspectives;
 - c. Sufficient tools to allow full and fair participation by citizens, making special efforts to remove barriers to participation such as those created by language and cultural differences, poverty, discrimination, lack of education, disability, age, sexual orientation and other factors;
 - d. Mutually acceptable roles for citizens and City staff clearly defined at the start of each collaborative neighborhood planning process;
 - e. Creation and use of methods for people to share their knowledge and differing understanding of issues and problems to find mutually satisfying solutions; and
 - f. Opportunities for strong partnerships among residents and businesses.
- N7 Permit both community organizations and the City to initiate neighborhood plans with City support, to the extent provided in the City's annual budget.
- N8 Provide guidelines for neighborhood planning processes, content and technical analysis to promote neighborhood plans of a consistent level of quality completed within a reasonable period of time, with sufficient information, for decision-making by the Mayor and City Council.
- N9 Consider plans according to established procedures so that all plans are treated fairly.
- N10 Consider recommendations from neighborhood plans in the context of Seattle as a whole. Incorporate such requests into City prioritization processes for capital expenditures and other decision-making recognizing the City's legal, administrative and fiscal constraints.
- N11 Monitor progress toward implementing adopted neighborhood plans and communicate results to participants in neighborhood planning and all to interested citizens.
- N12 Permit each neighborhood planning process to vary, reflecting the different characteristics of the area and the interests and concerns of participants. Permit neighborhood plans to vary in the geographic area and issues they cover. Permit the scope of neighborhood plans to range from those that focus on limited specific issues to plans which address a comprehensive set of community issues. Define neighborhood planning boundaries according to the purpose and scale of the plan. Permit each plan to examine the area's relationship to adjacent areas, as appropriate.
- N13 Require that the following be taken into consideration in establishing planning

ADOPTED JULY 25, 1994

area boundaries:

- a. Areas defined by a strong historical, cultural, geographic, or business relationships.
- b. Appropriateness of area for the planning purpose (e.g., planning for drainage systems on a watershed basis).
- c. Natural or built barriers (e.g., I-5, major topography change).
- d. Manageable size of area, manageable complexity of issues for resources available.
- e. Generally agreed upon neighborhood boundaries.

N14 Ensure that all urban centers, urban villages and manufacturing/industrial centers are included in comprehensive neighborhood plans, which at a minimum do the following:

- a. Review and amend or confirm the preliminary urban center villages boundaries;
- b. Review and amend or confirm preliminary hub urban village, residential urban village and neighborhood anchor designations;
- c. Establish boundaries for hub urban villages and residential urban villages considering as one option the boundaries identified in Appendix A for each urban village, provided, that: if at the end of the neighborhood planning cycle, a village boundary has not been established for a hub or residential urban village, the boundary shown in Land Use Appendix A of this plan shall become the boundary for that urban village;
- d. Establish growth targets in urban villages which either confirm or modify growth planning estimates and review or amend growth targets for urban centers and manufacturing/industrial centers;
- e. Confirm or amend other area-specific goals contained in other elements of the Comprehensive Plan;
- f. Address the concerns of people in surrounding neighborhoods;
- g. Include a programmatic environmental impact statement for each urban center and manufacturing/industrial center as required by the Countywide Planning Policies.
- h. Include in the scope of all plans for urban villages the following elements: the urban villages strategy, land use, transportation, housing, capital facilities, community economic development, urban design and open space.

N15 Encourage collaborative planning as defined in these policies when private or non-City public resources are used for neighborhood planning. Work with neighborhood organizations to incorporate the effort into City planning for the area. Neighborhoods that choose to plan without City input will have no guarantee of review, adoption or action by the City.

N16 Define by resolution after consultation with the public: 1) roles for the general public, community organizations, neighborhood district councils, business organizations, institutions, the Planning Commission and other City organizations; 2) procedures and structures for neighborhood planning, 3)

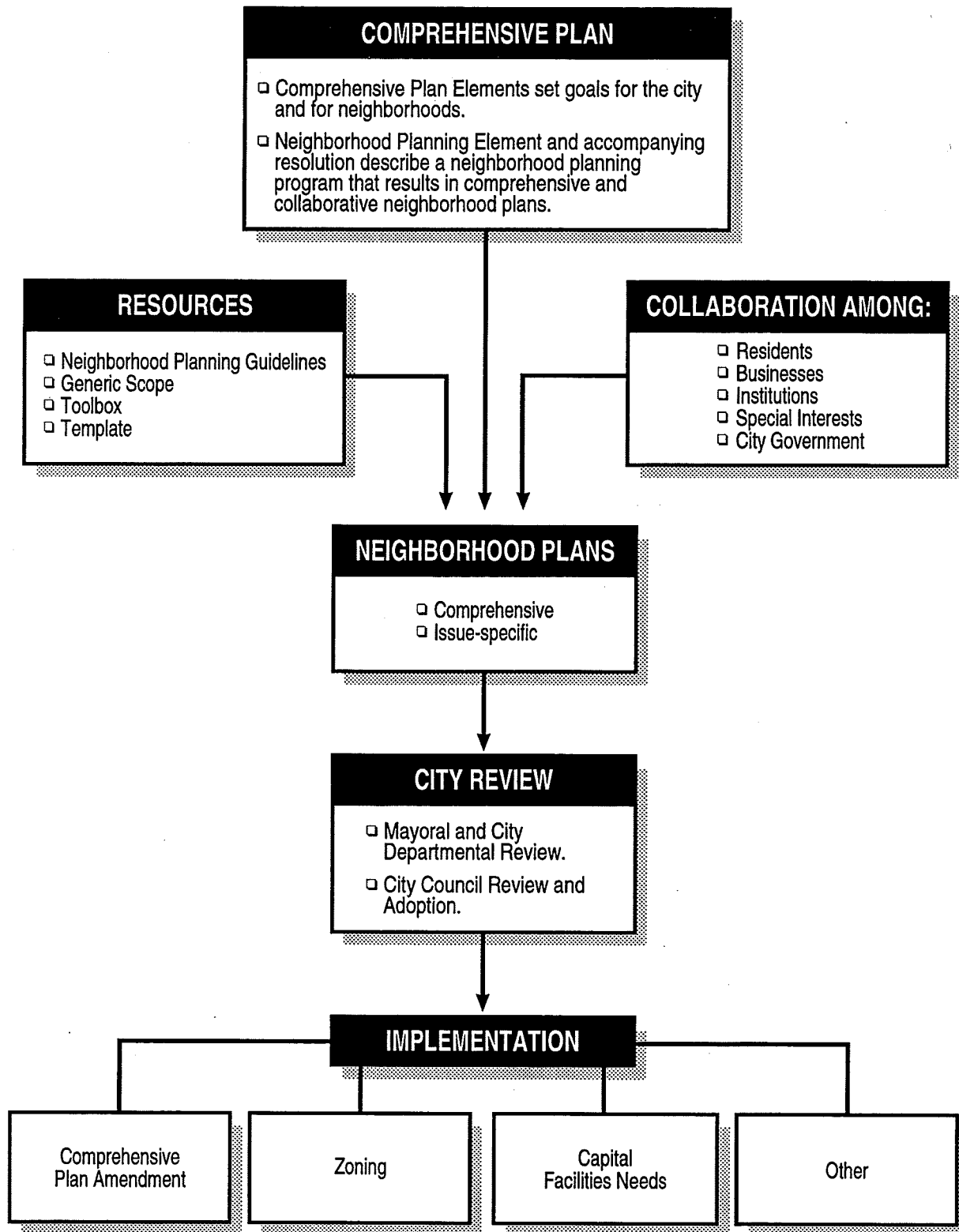
neighborhood guidelines, toolbox, and template, 4) specific information that at a minimum the City will provide for the neighborhood planning process, and 5) the generic scope for comprehensive neighborhood plans.

- N17 Describe in detail how to create a neighborhood plan in the neighborhood planning guidelines.
- N18 Describe in a neighborhood planning "toolbox" City regulations, programs and capital facilities for growth management and community building that can be used in neighborhood plans.
- N19 Permit the addition of new tools through neighborhood plans. Evaluate proposed new regulations, programs or facilities to establish that no existing tools adequately meet the need to be addressed and to assess their legality and administrative feasibility, their costs to the City and others, and their effect on the full range of Comprehensive Plan goals and policies.
- N20 Assess biennially and refine annually, as part of the City's budget process, neighborhood planning needs and resources, taking into consideration the results of needs assessments prepared since the most recent neighborhood plan for each area and public input into the budget process.
- N21 Establish priorities to be considered in allocating neighborhood planning resources including:
- ◆ Where the greatest degree of change is expected;
 - ◆ Where existing conditions do not define a neighborhood identity, or where a new neighborhood is planned;
 - ◆ Interest among the residents and businesses in an area to participate in a neighborhood plan;
 - ◆ Evidence of disinvestment, deteriorating housing conditions, high vacancy rates in residential and/or commercial developments, high unemployment rate, high percentage of low-income residents, need for community facilities or neighborhood improvements, opportunities for redevelopment or business district revitalization pursuant to policies L23 and L30;
 - ◆ Designation as a residential development emphasis area or an industrial development emphasis area;
 - ◆ Opportunity to influence the imminent site selection, development or major expansion of a single, large activity generator; and
 - ◆ Opportunity to influence the imminent development of a regional transit station.
- N22. Provide for review and adoption of neighborhood plans in a timely manner.

- N23 Adopt into the comprehensive plan portions of any neighborhood or subarea plan that the City Council determines should be incorporated into the comprehensive plan and that are consistent with this plan.
- N24 Establish a firm and clear relationship between the City's budgeting processes and adopted neighborhood plans and, using the biennial budget, demonstrate how the urban village strategy is being carried out.

Discussion: The neighborhood planning process is illustrated in Neighborhood Planning Figure 1.

Neighborhood Planning Process



npchart.cdr (4.0)