

Resolution No. 17488

A RESOLUTION

A RESOLUTION adopting in principle  
the comprehensive plan for the  
City of Seattle as illustrated by  
Exhibit "A" hereto attached.

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A resolution adopting in principle the  
comprehensive plan for the City of  
Seattle as illustrated for the City of  
Seattle a by "Exhibit "A" hereto attached.

FDLR NO.

251498

INTRODUCED:

APR 29 1957

BY:

Public Safety

REFERRED:

APR 29 1957

TO:

Public Safety

REFERRED:

REPORTED:

PASSED:

APR 29 1957

SIGNED:

APR 29 1957

FILED:

APR 29 1957

FIRST PUBLICATION:

See Ord 37850  
Res. 1500-Modifying Comprehensive Plan  
C.F. 242140-Part of Plan to amend of Chapter Plan  
Res. 14014. For 1957 public safety and provision of plan  
SEE BACK COVER

- RES. No. 19664 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF THE CITY'S COMPREHENSIVE PLAN IN ACCORDANCE WITH THE RECOMMENDATIONS SET FORTH IN THE "COMPREHENSIVE PLAN FOR CENTRAL BUSINESS DISTRICT, SEATTLE - TECHNICAL REPORT."
- RES. No. 19691 RELATING TO THE UNIVERSITY ADDITION - NORTHLAKE URBAN RENEWAL PROJECT (WASH. R-8), APPROVING THE GENERAL DEVELOPMENT PLAN OF THE UNIVERSITY OF WASHINGTON AS CONFORMING TO THE CITY'S COMPREHENSIVE PLAN.
- RES. No. 19694 RELATING TO THE PARK DEPT. AND AUTHORIZING AN APPL FOR FEDERAL FINANCIAL ASSISTANCE IN CONNECTION WITH ACQUISITION BY THE CITY OF CERTAIN PROP FOR PARK, RECREATION AND OTHER OPEN SPACE USES.
- RES. No. 19700 MODIFYING THAT POR OF THE COMPREHENSIVE PLAN RE. TO THE CENTRAL BUSINESS DISTRICT.
- RES. No. 20329 FIXING DATE FOR PUBLIC HEARING ON A PROPOSED REVISED COMPREHENSIVE PLAN FOR CITY OF SEATTLE. (SEE RES. 20375 - BELOW)
- RES. No. 20433 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF THE CITY'S COMPREHENSIVE PLAN AS IT RELATES TO THE YESLER AND ATLANTIC NEIGHBORHOODS, SPECIFICALLY THE JACKSON ST. AREA IN THE VICINITY OF 20TH & 21ST AVES S.
- RES. No. 20935 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF THE CITY'S COMPREHENSIVE PLAN AS IT RELATES TO THE SOUTH PARK AREA, ETC.
- RES. 21216 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF CITY'S COMPREHENSIVE PLAN AS IT RELATES TO THE YESLER AND ATLANTIC NEIGHBORHOODS SPECIFICALLY THE JACKSON ST AREA IN VICINITY OF 20TH & 21ST AVES S.
- RES. 20375 APPROVING A REVISED COMPREHENSIVE PLAN FOR THE CITY OF SEATTLE.
- RES. 20467 APPROVING A MODIFICATION OF THE COMPREHENSIVE PLAN OF SEATTLE IN THE YESLER AND ATLANTIC NEIGHBORHOODS. (SUPERSEDED BY RES. 21229)
- RES. 21229 APPROVING A FURTHER MODIFICATION OF THE COMPREHENSIVE PLAN OF SEATTLE IN THE YESLER AND ATLANTIC NEIGHBORHOODS AND SUPERSEDING RES. 20467.
- RES. 21228 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF THE CITY'S COMPREHENSIVE PLAN IN ACCORDANCE WITH THE RECOMM'S OF THE CITY PLANNING COM'N AS SET FORTH IN C.F. Nos. 259192 AND 259201.
- RES. 21249 APPROVING MODIFICATIONS OF THE COMPREHENSIVE PLAN OF SEATTLE IN THE BRIGHTON, HUGHES, SOUTH DELRIDGE, NORTH QUEEN ANNE, OAKLAKE, SOUTH HALLER LAKE AND LAWTON NEIGHBORHOODS.
- RES. 21369 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF CITY'S COMPHR. PLAN AS IT RELATES TO THE SOUTH PARK AREA IN ACCORDANCE WITH THE RECOMM'S OF THE CITY PLANNING COM'N SET FORTH IN C.F. 257029 AND 257945.
- RES. 21428 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF CITY'S COMPHR PLAN AS IT RELATES TO THE AREA GENERALLY BOUNDED BY N 135TH ON THE NORTH, STONE AVE N ON THE EAST, N 130TH ON THE SOUTH AND LINDEN AVE N (EXT) ON THE WEST, ET AL.
- RES. 21429 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF CITY'S COMPHR PLAN AS IT RELATES TO THE AREA GENERALLY BOUNDED BY S.W. WILLOW ST ON THE NORTH, DELRIDGE WAY S.W. ON THE EAST, S.W. MYRTLE ST ON THE SOUTH AND THE GREENBELT BOUNDARY WEST OF 25TH AVE S.W. ON THE WEST.
- RES. 21430 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF CITY'S COMPHR PLAN AS IT RELATES TO THE AREA FRONTING ON ROOSEVELT WAY N.E., BET N.E. 94TH ST & THE MID-BLOCK LINE BET N.E. 90TH ST & N.E. 100TH ST, ET AL.
- RES. 21535 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF THE CITY'S COMPHR PLAN AS IT RELATES TO THE SOUTH PARK AREA, BOUNDED BY 5TH AVE S ON THE EAST, THE CITY LIMITS ON THE SOUTH, THE EASTERN R/W OF STATE HWY 509 ON THE WEST, AND S TRENTON ST ON THE NORTH, FROM "INDUSTRIAL" TO "MULTI-FAMILY RESIDENTIAL".
- RES. 21423 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION OF THE CITY'S COMPHR PLAN AS IT RELATES TO THE UNIVERSITY NEIGHBORHOOD.

RESOLUTION NO. 12183

A RESOLUTION adopting in principle the comprehensive plan for the City of Seattle as illustrated by Exhibit "A" hereto attached.

WHEREAS, the Planning Commission of the City of Seattle has recommended (C. F. 231498) that the City Council adopt in principle the comprehensive plan of said Commission for the long range physical and other generally advantageous development of the city, including the encouragement of the most appropriate use of land, lessening of traffic congestion and accidents, making provision for adequate light and air, avoiding undue concentration of population, promoting a co-ordinated development of vacant areas, encouraging the formation of neighborhood and community units, and the conservation and restoration of natural resources.

WHEREAS, such comprehensive plan, which is the result of long range planning studies conducted by said Planning Commission, is hereby declared to be in the best interests of the public welfare and to serve as a guide for the private and public development of property; Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE:

That the City Council hereby adopts in principle, as a current and flexible guide to co-ordinating the public and private development of property in the city, that certain comprehensive plan prepared by the City Planning Commission, as illustrated on a map dated September, 1956, a reduced facsimile of which is attached, marked Exhibit "A", and by this reference made a part hereof.

PASSED the City Council the 29 day of April, 1957, and signed by me in open session in authentication of its passage this 29 day of April, 1957.

Clarence W. Massart  
President pro Tem of the City Council

Filed by me this 29 day of April, 1957.

ATTEST: Acoshomina  
City Comptroller and City Clerk

BY: M. A. Perine  
Deputy

ASSISTANT CORPORATION COUNSEL

C. C. McCULLOUGH  
GLENN E. WILSON  
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CHARLES V. HOARD  
ALFRED L. NEWBOULD  
CHARLES L. CONLEY  
GEORGE T. MCGILLIVRAY  
G. GRANT WILCOX  
GEORGE H. HOLT  
RAYMOND H. SIDERIUS  
WILLIAM W. BROWN  
FRANK W. DRAPER

THE CITY OF SEATTLE  
LAW DEPARTMENT

515 COUNTY-CITY BUILDING  
A.C. VAN SOELEN, CORPORATION COUNSEL

CITY PROSECUTOR  
BRUCE MACDOUGALL

LAW CLERK  
JOHN P. HARRIS

SECRETARY  
FAYE FORDE

CLAIM AGENT  
JOHN F. COOPER

April 24, 1957

Re: C. F. 231498.

City Council  
Seattle

Gentlemen:

Pursuant to your request we herewith transmit proposed resolution adopting in principle the comprehensive plan for the City of Seattle as illustrated by Exhibit "A" hereto attached.

C. F. 231498 which accompanied your request is herewith returned.

Yours very truly,

A. C. VAN SOELEN,  
Corporation Counsel,

*A. L. Newbould*

BY: A. L. NEWBOULD,  
Assistant.

ALN:GC  
ENCL.

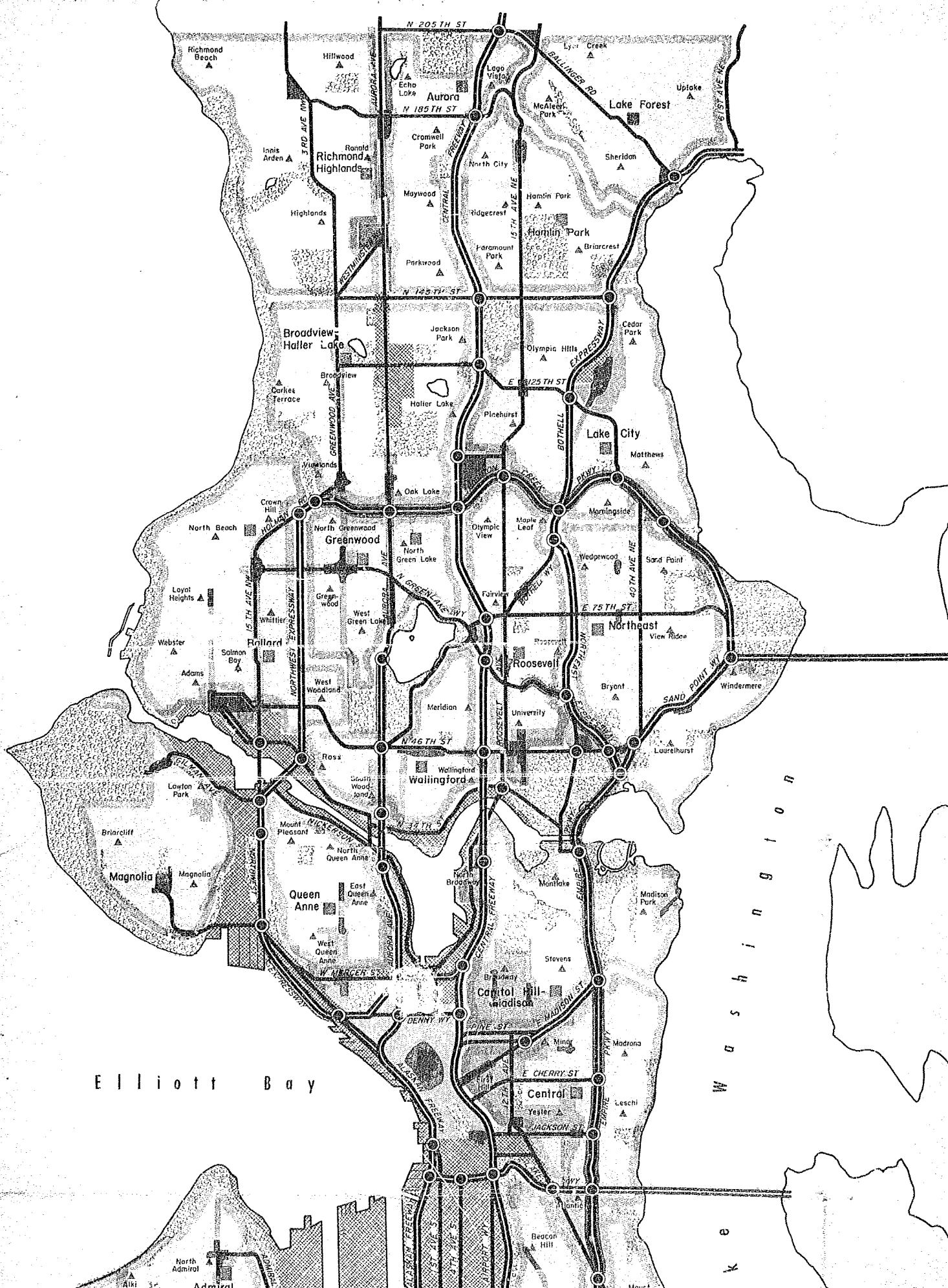
RESOLUTION No. 17488

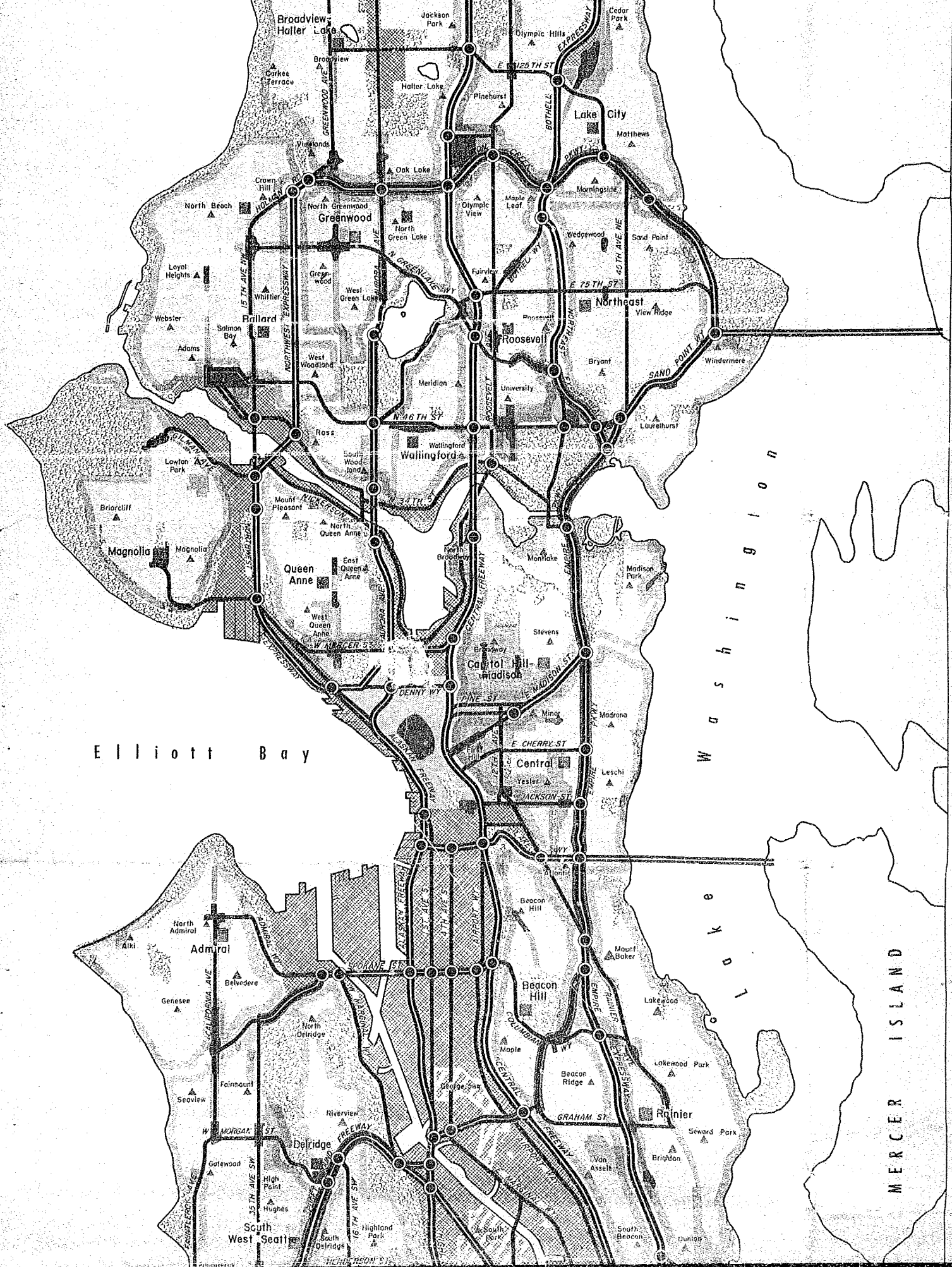
- RES. 21657 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATION ... AS IT RELATES TO (1) THE AREA BOUNDED GENERALLY BY S. WEBSTER ST., 44TH S., (AS EXTENDED), S. BOZEMAN ST, AND EMPIRE WAY S; AND (2) BOTH SIDES OF N.W. 85TH ST. GENERALLY BETWEEN 28TH N.W. & 32ND N.W.
- RES. 21658 PROVIDING FOR A PUBLIC HEARING TO CONSIDER MODIFICATIONS .. TO (1) INCORPORATE A NEW LAND USE LEGEND CATEGORY ENTITLED "INTERMEDIATE SHOPPING AREAS," AND TO REVISE SOMEWHAT THE WORDING OF THE LEGEND AS APPLYING TO MAJOR AND COMMUNITY SHOPPING AREAS; AND (2) DESIGNATE CERTAIN GENERALLY DESCRIBED AREAS NORTH AND SOUTH OF THE LAKE WASHINGTON SHIP CANAL AS APPROPR FOR DEVELOP AS "INTERMEDIATE SHOPPING AREAS."

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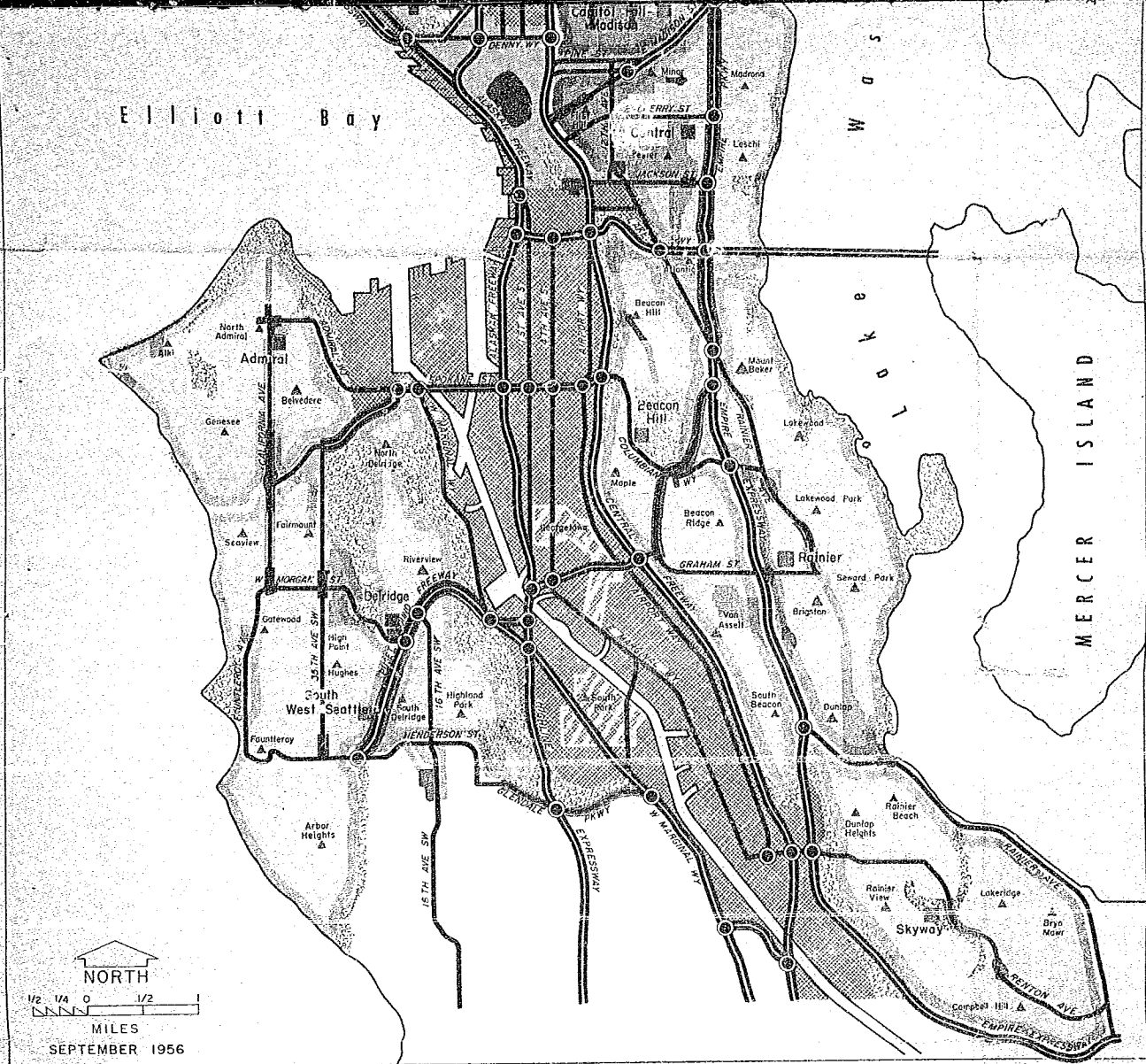
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










# COMPREHENSIVE PLAN OF SEATTLE

- |   |   |   |                       |
|---|---|---|-----------------------|
|  | LOW DENSITY RESIDENTIAL AREA<br>(Single family homes, duplexes)               |  | NEIGHBORHOOD CENTER   |
|  | HIGH DENSITY RESIDENTIAL AREA<br>(Apartment houses)                           |  | NEIGHBORHOOD BOUNDARY |
|  | MAJOR BUSINESS CENTER<br>(Primarily retail shopping)                          |  | COMMUNITY CENTER      |
|  | COMMERCIAL AREA<br>(Wholesaling and general services)                         |  | COMMUNITY BOUNDARY    |
|  | INDUSTRIAL AREA<br>(Manufacturing)  |  | FREEWAY OR EXPRESSWAY |
|  | FUTURE INDUSTRIAL AREA<br>(Residential for 10-20 years)                       |  | PARKWAY               |
|  | PUBLIC OR SEMI-PUBLIC AREA<br>(Park, college, golf course, institution, etc.) |  | MAJOR STREET          |
|   |   |  | TRAFFIC INTERCHANGE   |

CITY OF SEATTLE' PLANNING COMMISSION

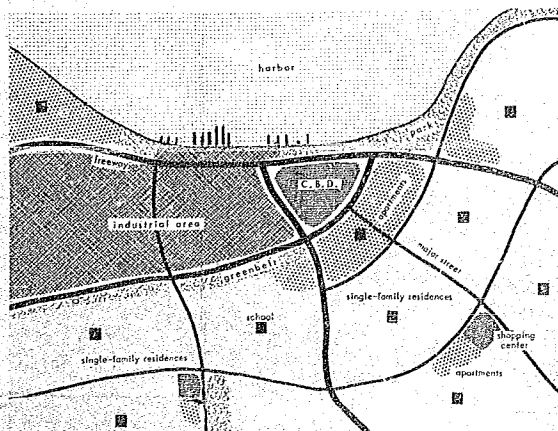
# THE COMPREHENSIVE PLAN: A GUIDE FOR GROWTH

The Comprehensive Plan shown to the left provides a general framework for the growth of Seattle during the next 20-25 years. The Plan is based upon careful study beginning in 1948 by the City Planning Commission with the cooperation of other official agencies, citizen groups and the general public. The elements presently shown on the Comprehensive Plan are subject to continuous review and adjustment so that the Plan always represents up-to-date thinking. As further studies are completed, elements such as rapid transit will be integrated with the Plan so that it may be an increasingly comprehensive guide for Seattle's growth and development.

The fundamental objectives of the Plan include enhancing the present desirable qualities of Seattle, improving the environment for living and working, relating private and public facilities for maximum economy and service, and coordinating the development of the city with that of the metropolitan area and the Puget Sound region.

The Comprehensive Plan serves as a guide in making day-to-day decisions by the Planning Commission, the City Council, other city departments and public agencies. It also serves as the basis for ordinances that guide the development of private land (zoning, subdivision regulations, and the official street plan); for long-range public facility planning (capital improvement program); and for a continuing renewal of the obsolete parts of the city (redevelopment, rehabilitation and conservation programs). Each improvement, whether public or private, will be better coordinated with all other aspects of the city through use of the comprehensive planning process.

This Plan as currently developed includes the following important elements: (1) the Land Use Plan; (2) the Arterial Thoroughfare Plan; and (3) the Community and Neighborhood Plan. Just how these three plans are integrated in the Comprehensive Plan is illustrated and explained briefly in the following paragraphs.



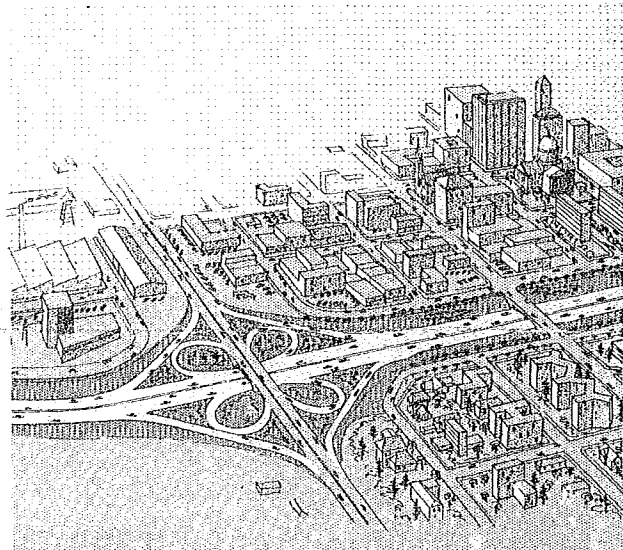
## THE LAND USE PLAN

The Land Use Plan is a general diagram of the desirable, future use of the private and public land in Seattle. The Plan allows space for each type of land use (homes, apartments, business, industry, recreation) in suitable locations and scaled to the anticipated future need. Each land use is related to the other land uses, to the Arterial Thoroughfare Plan and to the Community and Neighborhood Plan. For example, high-density residential areas (apartments) are generally located on thoroughfares to conveniently handle the traffic they generate, and often near shopping centers and schools, for the convenience of the large numbers of people living in them. Shopping centers are located so that they may be conveniently reached by all persons and yet have a minimum adverse effect on residential areas.

## THE ARTERIAL THOROUGHFARE PLAN

The Arterial Thoroughfare Plan is the general plan for the location of a network of freeways, expressways, and major streets designed to accommodate future traffic volumes without congestion. The Arterial Thoroughfare Plan has been developed so that future arterials will adequately serve the uses (shopping centers, major recreation areas, industrial areas) proposed on the Land Use Plan, and it is also well integrated with the Community and Neighborhood Plan.

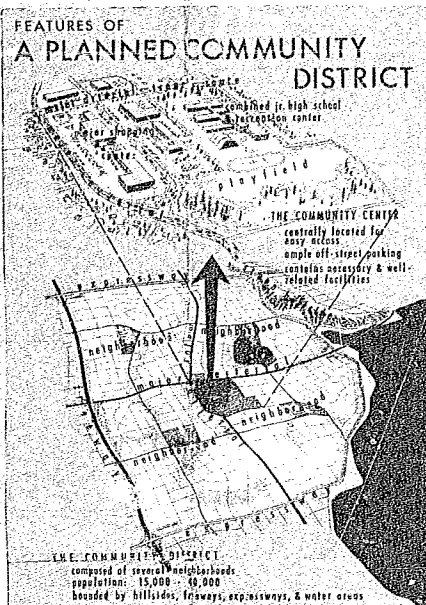
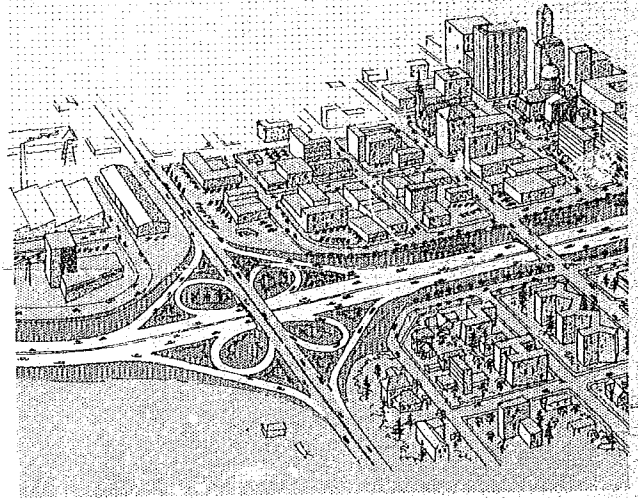
The backbone of the future arterial system—the freeways—will have 250-350 foot wide rights-of-way, limitation of access, parallel service roads in many cases, no stop lights or left turns, and will permit large volumes of traffic to flow rapidly and safely. Expressways generally will have rights-of-way 100 to 200 feet wide with partial limitation of access and service roads where feasible. Major streets will handle inter-community traffic and feed local traffic onto the freeway and expressway system. Rights-of-way for major streets will vary from 80 to 120 feet.



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## THE COMMUNITY AND NEIGHBORHOOD PLAN

The Community and Neighborhood Plan provides for the organization of the residential portions of the city into areas of proper size and population for efficient service by public facilities and for preserving a desirable residential environment.

A community district generally has a population of from 25,000 to 40,000 and forms the service district for a junior high school, a playfield and an indoor recreation center. For convenience of access and economy of development, these three facilities will normally be jointly developed at one location. Community districts are bounded by major traffic routes, steep hillsides and bodies of water, railroads, industrial areas, etc.

A neighborhood has a population range of 3,500 to 8,000, and serves as a service area for an elementary school, playground and indoor recreation center. All should be located at the school site. Neighborhood boundary features are similar to those of community districts.

The Community and Neighborhood Plan is closely integrated with the Land Use and Arterial Thoroughfare Plans. An especially important consideration is that arterial thoroughfares should bound, rather than bisect, the neighborhoods, so that young children do not have to cross them to reach the elementary schools, playgrounds and other neighborhood facilities.

## OTHER PHASES OF THE COMPREHENSIVE PLAN

The Comprehensive Plan depicted here provides the basic framework for more detailed planning of public facilities and services. The City Planning Commission has already issued reports on the city's land use, its industrial areas, the Central Freeway, recreation centers for several community districts and neighborhoods, and, jointly with the Seattle Park Department, on the over-all recreation plan for the city. The Comprehensive Plan will guide future development of urban renewal studies aimed at preserving the quality of Seattle's residential areas, a mass transportation plan including rapid rail transit, an official street plan to help preserve rights-of-way of future arterials, a plan for the location of schools and the numerous other major and minor planning studies necessary to assure that the taxpayer's money is spent for a city which will be increasingly efficient, prosperous and beautiful.

