SEATTLE CITY COUNCIL

Legislative Summary

CB 118469

Record No.:	CB 118469	**Type:**	Ordinance (Ord)	**Status:**	Passed
Version:	1		124887	**In Control:**	City Clerk
				File Created:	07/16/2015
				Final Action:	10/16/2015

Title: AN ORDINANCE, relating to land use and zoning, amending the Seattle Comprehensive Plan to reflect changes needed as part of the periodic review and to incorporate changes proposed as part of the 2014-2015 Comprehensive Plan annual amendment process and amending Section 23.52.004 of the Seattle Municipal Code.

Notes:

Sponsors: O'Brien

	Date
Filed with City Clerk:	
Mayor's Signature:	
Vetoed by Mayor:	
Veto Overridden:	
Veto Sustained:	

Attachments: Full Text - CB 118469 v2, Att 1-A -Current and proposed FLUM Central Area-23rd Ave S. v1a, Att 1-B - Current and proposed FLUM - Morgan Junction Residential Urban Village v1b, Att 1-C - Current and proposed FLUM - North Neighborhoods (Lake City) Hub Urban Village v1a, Att 2 - Urban Village Element v4, Att 3 - Land Use Element, Att 4 - Transportation Element v7, Att 5 - Housing Element, Att 6 - Economic Development Element v2, Att 7-A - Neighborhood Planning Element - Central Area, Att 7-B - Neighborhood Planning Element - Morgan Junction, Att 7-C - Neighborhood Planning Element - North Neighborhoods (Lake City), Att 8 - Environment Element, Att 9 - Urban Village Appendix, Att 10 - Land Use Appendix, Att 11 - Transportation Appendix, Att 12 - Housing Appendix v3, Att 13 - Capital Facilities Appendix, Att 14 - Utilities Appendix, Att 15 - Economic Development Appendix

Drafter: kristian.kofoed@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published: ☐ Yes ☐ No

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor	07/28/2015	Mayor's leg transmitted to Council	City Clerk			
	Action Text:	The Council Bill (CB) was Mayor's leg transmitted to Council. to the City Clerk					
	Notes:						
1	City Clerk	07/28/2015	sent for review	Council President's Office			

Action Text: The Council Bill (CB) was sent for review. to the Council President's Office
Notes:

1	Council President's Office	07/29/2015	sent for review	Planning, Land Use, and Sustainability Committee	

Action Text: The Council Bill (CB) was sent for review. to the Planning, Land Use, and Sustainability Committee
Notes:

1	Full Council	08/10/2015	referred	Planning, Land Use, and Sustainability Committee	
1	Planning, Land Use, and Sustainability Committee	09/15/2015	discussed		

Action Text: The Council Bill (CB) was discussed and a public hearing was held.

1	Planning, Land Use, and Sustainability Committee	09/29/2015	pass as amended		Pass

Action Text: The Committee recommends that Full Council pass as amended the Council Bill (CB).
Notes:

In Favor: 3 Chair O'Brien, Vice Chair Burgess, Member Licata

Opposed: 0

1	Full Council	10/12/2015	passed as amended		Pass

Action Text: The Motion carried, the Council Bill (CB) was passed as amended by the following vote, and the President signed the Bill:
Notes: ACTION 1

Motion was made by Councilmember O'Brien, duly seconded and carried, to amend Council Bill 118469, Section 3, by relabeling the subsections with letters; adding a new Section 4 as shown below; and by renumbering the last section accordingly.

***

Section 3. Legislative findings. The Seattle City Council makes the following legislative findings:

~~1~~A. The State of Washington Growth Management Act, RCW 36.70A.130, requires that the City of Seattle conduct a periodic review and evaluation of its Comprehensive Plan and development regulations and to take action to revise that plan and regulations, as necessary, by June 2015; and

~~2~~B. The City of Seattle engaged in a comprehensive review of its Comprehensive Plan and development regulations over the last [eighteen months. This ordinance constitutes the conclusion of the city's review process and it was completed in accordance with GMA update requirements, including RCW 36.70A.130

Section 4. The Council requests that the Department of Planning and Development or its successor department develop a proposal for Council consideration in 2016 that allocates a share of estimated residential and

employment growth outside of urban centers to urban villages. The Council further requests that the alternative include policies or a narrative description of a work program to monitor how growth in urban centers and villages will be tracked in relation to existing and planned infrastructure.

Section 45. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

***

ACTION 2

Motion was made and duly seconded to pass Council Bill No. 118469 as amended.

In Favor: 9 Councilmember Bagshaw, Council President Burgess, Councilmember Godden, Councilmember Harrell, Councilmember Licata, Councilmember O'Brien, Councilmember Okamoto, Councilmember Rasmussen, Councilmember Sawant

Opposed: 0

1	City Clerk	10/13/2015	submitted for Mayor's signature	Mayor
	Action Text:	The Council Bill (CB) was submitted for Mayor's signature. to the Mayor		
	Notes:			
1	Mayor	10/16/2015	Signed	
	Action Text:	The Council Bill (CB) was Signed.		
	Notes:			
1	Mayor	10/16/2015	returned	City Clerk
	Action Text:	The Council Bill (CB) was returned. to the City Clerk		
	Notes:			
1	City Clerk	10/16/2015	attested by City Clerk	
	Action Text:	The Ordinance (Ord) was attested by City Clerk.		
	Notes:			

CITY OF SEATTLE

ORDINANCE 124887

COUNCIL BILL 118469

AN ORDINANCE, relating to land use and zoning, amending the Seattle Comprehensive Plan to reflect changes needed as part of the periodic review and to incorporate changes proposed as part of the 2014-2015 Comprehensive Plan annual amendment process and amending Section 23.52.004 of the Seattle Municipal Code.

WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994; and

WHEREAS, the Growth Management Act, Chapter 36.70A RCW ("GMA"), requires that Seattle complete a periodic review and, if needed, an update of its Comprehensive Plan (hereinafter, "periodic update") on a periodic basis; and

WHEREAS, in cooperation with King County, other cities in King County and the Growth Management Planning Council, the City of Seattle has established new estimates for the amount of growth over the next 20 years (2015-2035) that must be addressed in the City of Seattle's Comprehensive Plan; and

WHEREAS, in 2014 the Department of Planning and Development issued a "Development Capacity" report which recognized that under the existing zoning, the City of Seattle could accommodate all of its share of projected population and job growth through 2035; and

WHEREAS, the City of Seattle has reviewed the GMA and has identified that as part of the periodic update, the amendments included in the proposed legislation should, among other things: accept the new growth targets for households and jobs for the period from 2015 through 2035; update the elements and technical appendices to reflect the additional

growth in the 2015-2035 planning horizon; and review existing critical areas policies in light of best available science; and

WHEREAS, in reviewing and developing policies to protect the functions and values of critical areas as part of this periodic review, the City has included the best available science; and

WHEREAS, in addition, as part of this periodic review, several code amendments were identified as necessary to comport with Comprehensive Plan policy changes and are proposed as part of this bill; and

WHEREAS, the GMA authorizes annual amendments to the City's Comprehensive Plan; and

WHEREAS, the City Council adopted procedures in Resolution 31117 that were amended most recently by Resolution 31402, for the annual amendment process to amend the Comprehensive Plan; and

WHEREAS, the adopted procedures provide the process for interested citizens to propose annual amendments for consideration by the City Council; and

WHEREAS, various parties proposed amendments for consideration during the 2014-2015 annual amendment process; and

WHEREAS, the Council's Planning, Land Use and Sustainability Committee held a public hearing on July 15, 2014, to take public testimony on the amendments proposed for consideration; and

WHEREAS, on August 13, 2014 the City Council considered these proposed Comprehensive Plan amendments and adopted Council Resolution 31536 directing that City staff further review and analyze certain proposed amendments; and

WHEREAS, these proposed amendments have been reviewed and analyzed by the Department of Planning and Development and considered by the Council; and

WHEREAS, the amendments in this bill will be considered for adoption simultaneously in 2015 with two separate but concurrent bills amending the Comprehensive Plan, the first is generally related to housing affordability and the second is generally related to neighborhood-specific policies in the University District; and

WHEREAS, the City has provided for public participation in the development and review of these proposed amendments and other changes to comply with the Growth Management Act, including requirements for early and continuous public participation in the development and amendment of the City's Comprehensive Plan; and

WHEREAS, the Council has reviewed and considered the Executive's report and recommendations, public testimony made at the public hearing(s), and other pertinent material regarding all of the proposed amendments; and

WHEREAS, the Council finds that the Comprehensive Plan and Code amendment to be adopted are consistent with the Growth Management Act, and will protect and promote the health, safety, and welfare of the general public; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The Seattle Comprehensive Plan and the Future Land Use Map (FLUM), as last amended by Ordinance 124750, are amended as follows:

A. FLUM: Central Area/23rd and Jackson-Union: Modify the FLUM to expand the boundary of the 23rd and Jackson Residential Urban Village and change the designation of an area from Single-Family to Commercial/Mixed Use as shown in Attachment 1-A; modify the FLUM to change the designation of an area within the Morgan Junction Residential Urban Village from Single-Family to Multi-Family, as shown in Attachment 1-B; and modify the FLUM to change the designation of an area within the North Neighborhoods (Lake City) Hub

Urban Village around NE 125th St. from Multi-Family to Commercial/Mixed Use, as shown in Attachment 1-C.

B. Update goals, policies, maps, figures and tables in the following: the Urban Villages Element and Appendix, as shown in Attachments 2 and 9, respectively; the Land Use Element and Appendix, as shown in Attachments 3 and 10, respectively; the Transportation Element and Appendix, as shown in Attachments 4 and 11, respectively; the Housing Element and Appendix, as shown in Attachments 5 and 12, respectively; the Economic Development Element and Appendix, as shown in Attachments 6 and 15, respectively; the Environmental Element, as shown in Attachment 8; the Capital Facilities Appendix, as shown in Attachment 13; and the Utilities Appendix, as shown in Attachment 14.

C. Neighborhood Planning Element: Update goals and policies in the Central Area / 23rd and Jackson-Union Neighborhood Plan, as shown in Attachment 7-A; update policies in the Morgan Junction Neighborhood Plan, as shown in Attachment 7-B; and update goals and policies in the North Neighborhoods (Lake City) Neighborhood Plan, as shown in Attachment 7-C.

Section 2. Section 23.52.004 of the Seattle Municipal Code, last amended by Ordinance 117383, is amended as follows:

23.52.004 Requirement to meet transportation concurrency level-of-service standards ((.))

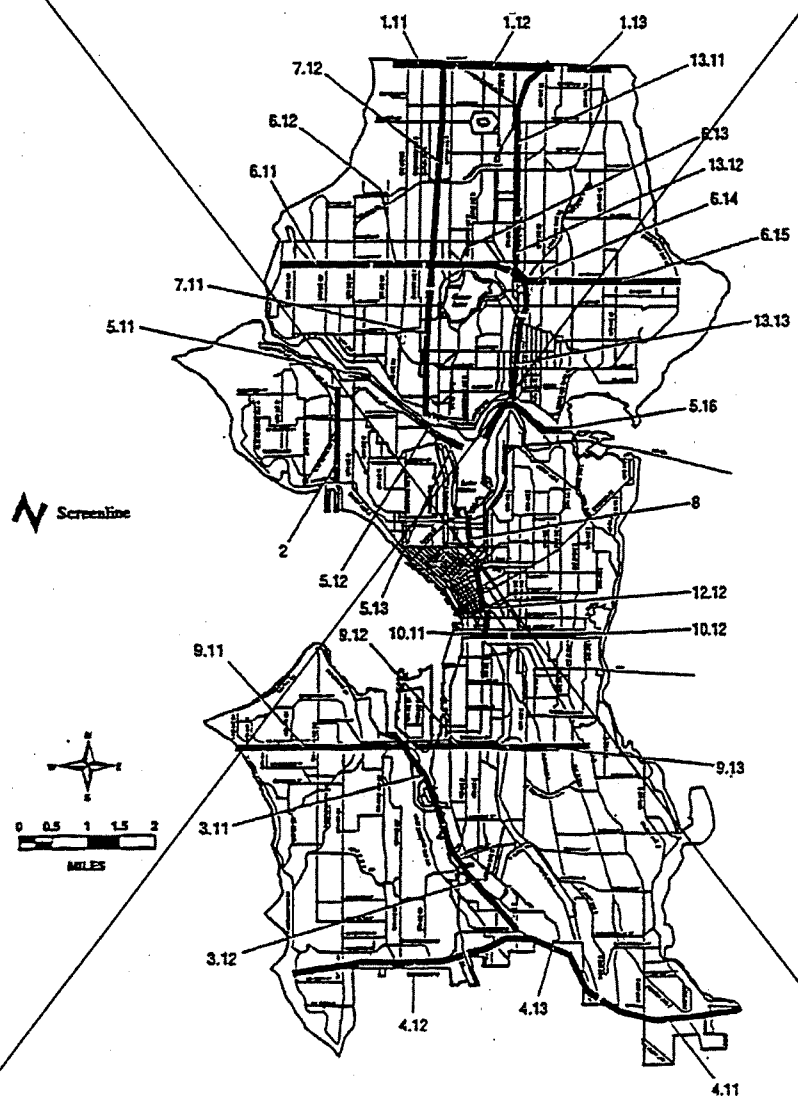
Unless exempt under Section 23.52.002, a proposed use or development must demonstrate that the traffic forecasted to be generated by the use or development will not cause the transportation concurrency level-of-service (LOS) at an applicable screenline, measured as the volume-to-capacity ratio (v/c), to exceed the LOS standard for that screenline. <u>The v/c methodology is adopted by Director's Rule promulgated under the authority of the Director</u>

of DPD. Screenlines are shown in ((~~Exhibit 23.52.004 A~~)) Map A for 23.52.004. LOS standards for those screenlines are shown in ((~~Exhibit 23.52.004 B~~)) Table A for 23.52.004. "Applicable screenlines" means up to four (((~~4~~))) of the screenlines shown in ((~~Exhibit 23.52.004 A~~)) Map A for 23.52.004 as specified for a particular proposed use or development by the Director.

Map A for 23.52.004

Transportation Level-of-Service (LOS) Screenlines

Exhibit 23.52.004 A
Transportation Level-of-Service (LOS) Screenlines



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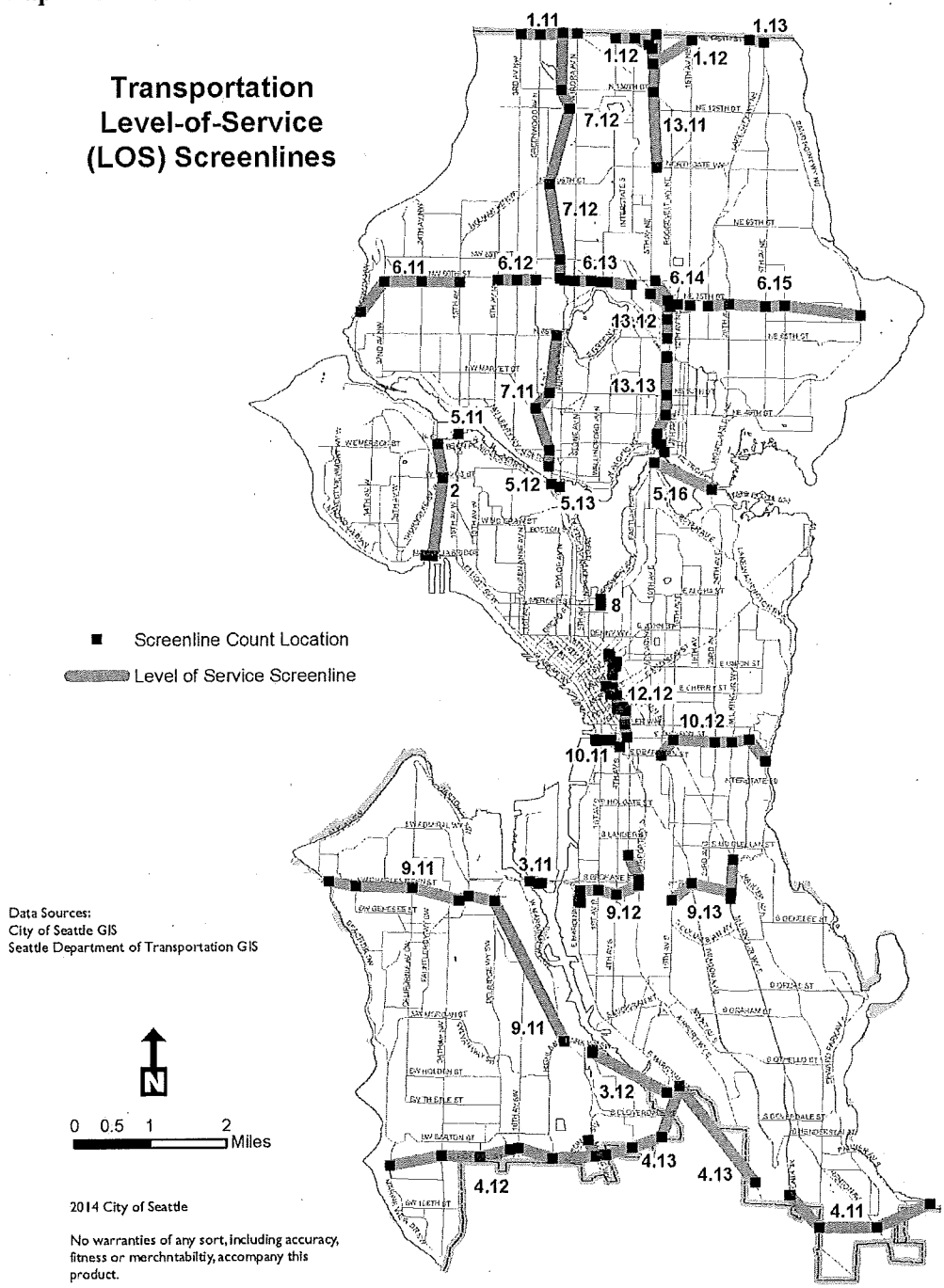
Map A for 23.52.004



1

((~~Exhibit 23.52.004 B~~)) Table A for 23.52.004
Transportation Level-of-Service (LOS) Standards

Screenline Number	Screenline Location	((~~Segment~~)) Span of Streets	Direction	((~~1990 V/C Ratio~~))	LOS Standard
1.11	North City Limit	3rd Ave. NW to	NB	((~~0.88~~))	1.20
		Aurora Ave. N	SB	((~~0.47~~))	
1.12	North City Limit	Meridian Ave. N to	NB	((~~0.76~~))	1.20
		15th Ave. NE	SB	((~~0.31~~))	
1.13	North City Limit	30th Ave. NE to	NB	((~~0.99~~))	1.20
		Lake City Way NE	SB	((~~0.50~~))	
2	Magnolia		EB	((~~0.49~~))	1.00
			WB	((~~0.66~~))	
3.11	Duwamish River	West Seattle Fwy.	EB	((~~0.51~~))	1.20
		and Spokane St.	WB	((~~0.97~~))	
3.12	Duwamish River	1st Ave. S and	NB	((~~0.95~~))	1.20
		16th Ave. S	SB	((~~1.01~~))	
4.11	South City Limit	M.L. King Jr. Way	NB	((~~0.29~~))	1.00
		to Rainier Ave. S	SB	((~~0.53~~))	
4.12	South City Limit	Marine Dr. SW to	NB	((~~0.24~~))	1.00
		Meyers Way S	SB	((~~0.31~~))	
4.13	South City Limit	SR 99 to	NB	((~~0.41~~))	1.00
		Airport Way S	SB	((~~0.54~~))	
5.11	Ship Canal	Ballard Bridge	NB	((~~1.06~~))	1.20
			SB	((~~0.58~~))	

((~~Exhibit 23.52.004 B~~)) Table A for 23.52.004
Transportation Level-of-Service (LOS) Standards

Screenline Number	Screenline Location	((~~Segment~~)) Span of Streets	Direction	((~~1990 V/C Ratio~~))	LOS Standard
5.12	Ship Canal	Fremont Bridge	NB	((~~0.97~~))	1.20
			SB	((~~0.58~~))	
5.13	Ship Canal	Aurora Ave. N	NB	((~~0.96~~))	1.20
			SB	((~~0.58~~))	
5.16	Ship Canal	University and	NB	((~~0.97~~))	1.20
		Montlake Bridges	SB	((~~0.83~~))	
6.11	South of NW 80th St.	Seaview Ave. NW	NB	((~~0.41~~))	1.00
		to 15th Ave. NW	SB	((~~0.29~~))	
6.12	South of N(W) 80th St.	8th Ave. NW to	NB	((~~0.41~~))	1.00
		Greenwood Ave. N	SB	((~~0.20~~))	
6.13	South of N(E) 80th St.	Linden Ave. N to	NB	((~~0.51~~))	1.00
		1st Ave. NE	SB	((~~0.39~~))	
6.14	South of NE 80th St.	5th Ave. NE to	NB	((~~0.75~~))	1.00
		15th Ave. NE	SB	((~~0.60~~))	
6.15	South of NE 80th St.	20th Ave. NE to	NB	((~~0.49~~))	1.00
		Sand Point Way NE	SB	((~~0.26~~))	
7.11	West of Aurora Ave.	Fremont Pl. N to	EB	((~~0.39~~))	1.00
		N 65th St.	WB	((~~0.56~~))	

((~~Exhibit 23.52.004 B~~)) Table A for 23.52.004
Transportation Level-of-Service (LOS) Standards

Screenline Number	Screenline Location	((~~Segment~~)) Span of Streets	Direction	((~~1990 V/C Ratio~~))	LOS Standard
7.12	West of Aurora Ave.	N 80th St. to	EB	((~~0.41~~))	1.00
		N 145th St.	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	NB	((~~0.37~~))	1.00
		W Marginal Way SW	SB	((~~0.58~~))	
9.12	South of Spokane St.	E Marginal Way S to	NB	((~~0.34~~))	1.00
		Airport Way S	SB	((~~0.71~~))	
9.13	South of Spokane St.	15th Ave. S to	NB	((~~0.34~~))	1.00
		Rainier Ave. S	SB	((~~0.71~~))	
10.11	South of S Jackson St.	Alaskan Way S to	NB	((~~0.62~~))	1.00
		4th Ave. S	SB	((~~0.83~~))	
10.12	South of S Jackson St.	12th Ave. S to	NB	((~~0.37~~))	1.00
		Lakeside Ave. S	SB	((~~0.71~~))	
12.12	East of CBD		EB	((~~0.63~~))	1.20
			WB	((~~0.83~~))	
13.11	East of 1-5	NE Northgate Way to	EB	((~~0.72~~))	1.00
		NE 145th St.	WB	((~~0.53~~))	

((~~Exhibit 23.52.004 B~~)) Table A for 23.52.004 Transportation Level-of-Service (LOS) Standards					
Screenline Number	**Screenline Location**	**((~~Segment~~)) Span of Streets**	**Direction**	**((~~1990 V/C Ratio~~))**	**LOS Standard**
13.12	East of 1-5	NE 65th St. to	EB	((~~0.44~~))	1.00
		NE 80th St.	WB	((~~0.47~~))	
13.13	East of 1-5	NE Pacific St. to	EB	((~~0.62~~))	1.00
		NE Ravenna Blvd.	WB	((~~0.76~~))	

Section 3. Legislative findings. The Seattle City Council makes the following legislative findings:

A. The State of Washington Growth Management Act, RCW 36.70A.130, requires that the City of Seattle conduct a periodic review and evaluation of its Comprehensive Plan and development regulations and to take action to revise that plan and regulations, as necessary, by June 2015; and

B. The City of Seattle engaged in a comprehensive review of its Comprehensive Plan and development regulations over the last [eighteen months. This ordinance constitutes the conclusion of the city's review process and it was completed in accordance with GMA update requirements, including RCW 36.70A.130

Section 4. The Council requests that the Department of Planning and Development or its successor department develop a proposal for Council consideration in 2016 that allocates a share of estimated residential and employment growth outside of urban centers to urban villages. The Council further requests that the alternative include policies or a narrative description of a work program to monitor how growth in urban centers and villages will be tracked in relation to existing and planned infrastructure.

Section 5. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 12th day of OCTOBER, 2015, and signed by me in open session in authentication of its passage this 12th day of OCTOBER, 2015.

President _____ of the City Council

Approved by me this 16th day of October, 2015.

Edward B. Murray, Mayor

Filed by me this 16th day of OCTOBER, 2015.

Emilia M. Sanchez

for Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

Attachment 1-A: Current and proposed FLUM: Central Area/23rd Ave. S. @ S. Jackson-Union Residential Urban Village

Attachment 1-B: Current and proposed FLUM: Morgan Junction Residential Urban Village

Attachment 1-C: Current and proposed FLUM: North Neighborhoods (Lake City) Hub Urban Village

Attachment 2: Urban Village Element

Attachment 3: Land Use Element

Attachment 4: Transportation Element

Attachment 5: Housing Element

Attachment 6: Economic Development Element

Attachment 7-A: Neighborhood Planning Element: Central Area

Attachment 7-B: Neighborhood Planning Element: Morgan Junction

Attachment 7-C: Neighborhood Planning Element: North Neighborhoods (Lake City)

Attachment 8: Environment Element

Attachment 9: Urban Village Appendix

Attachment 10: Land Use Appendix

Attachment 11: Transportation Appendix

Attachment 12: Housing Appendix

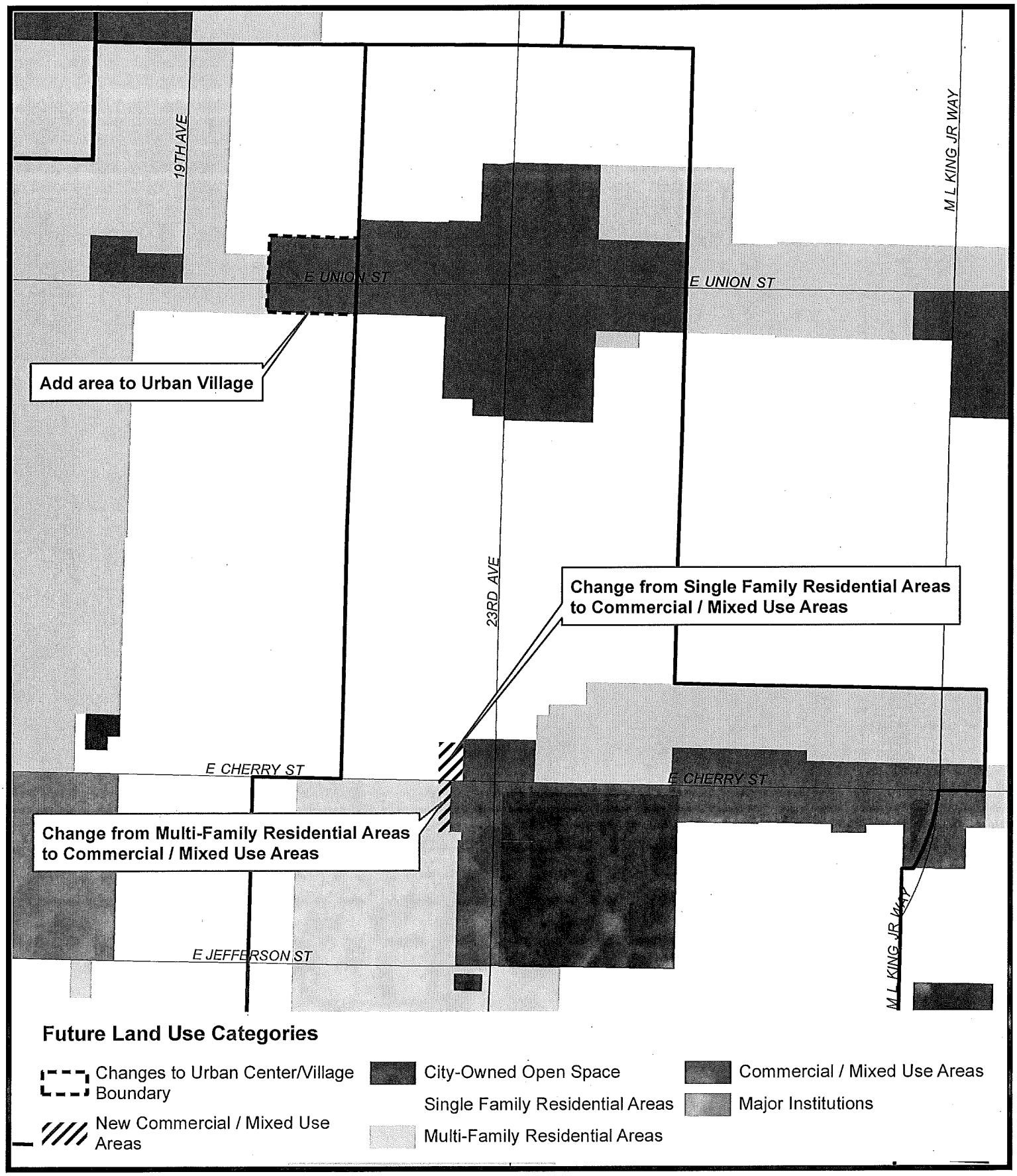
1 Attachment 13: Capital Facilities Appendix

2 Attachment 14: Utilities Appendix

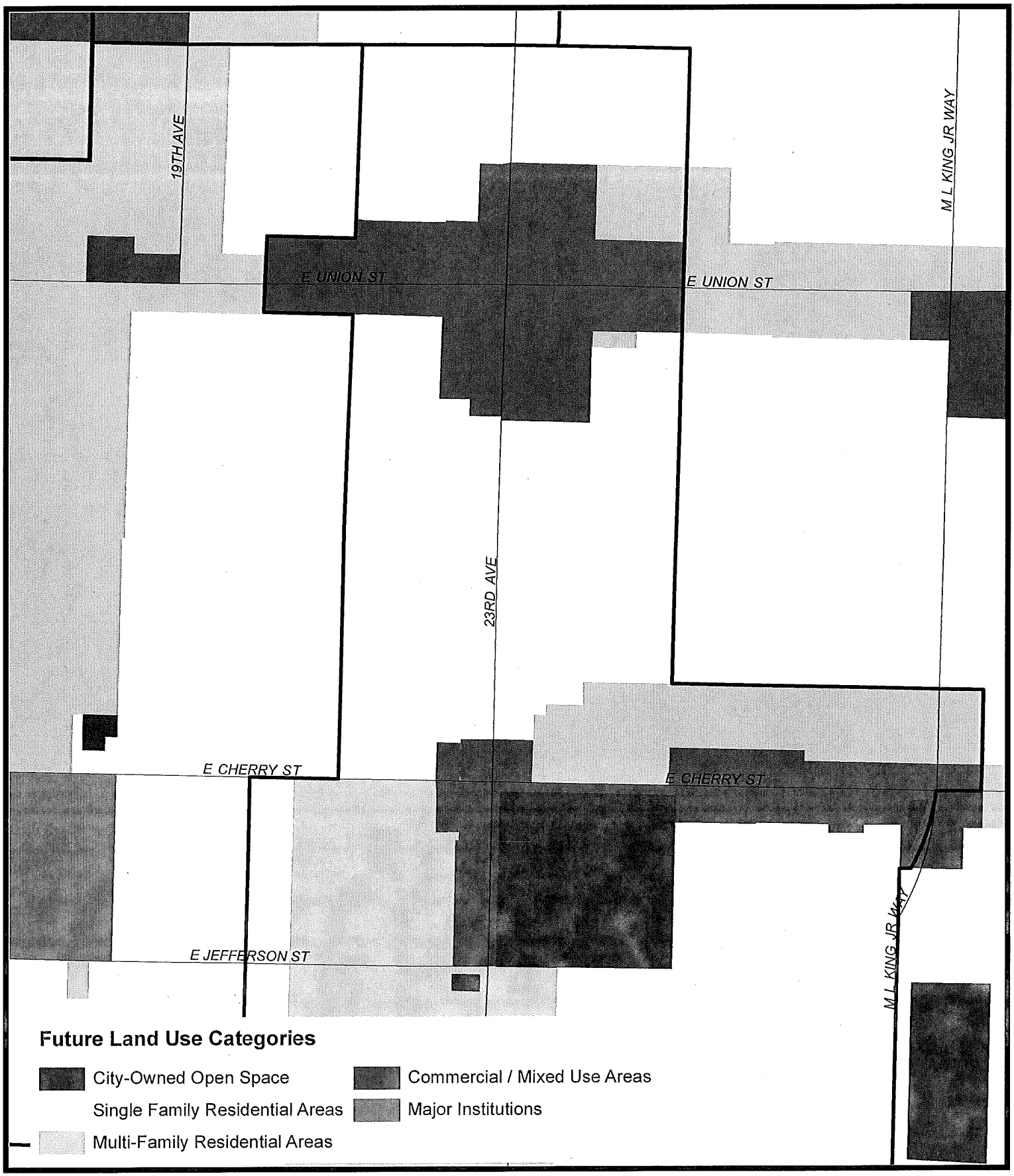
3 Attachment 15: Economic Development Appendix

4

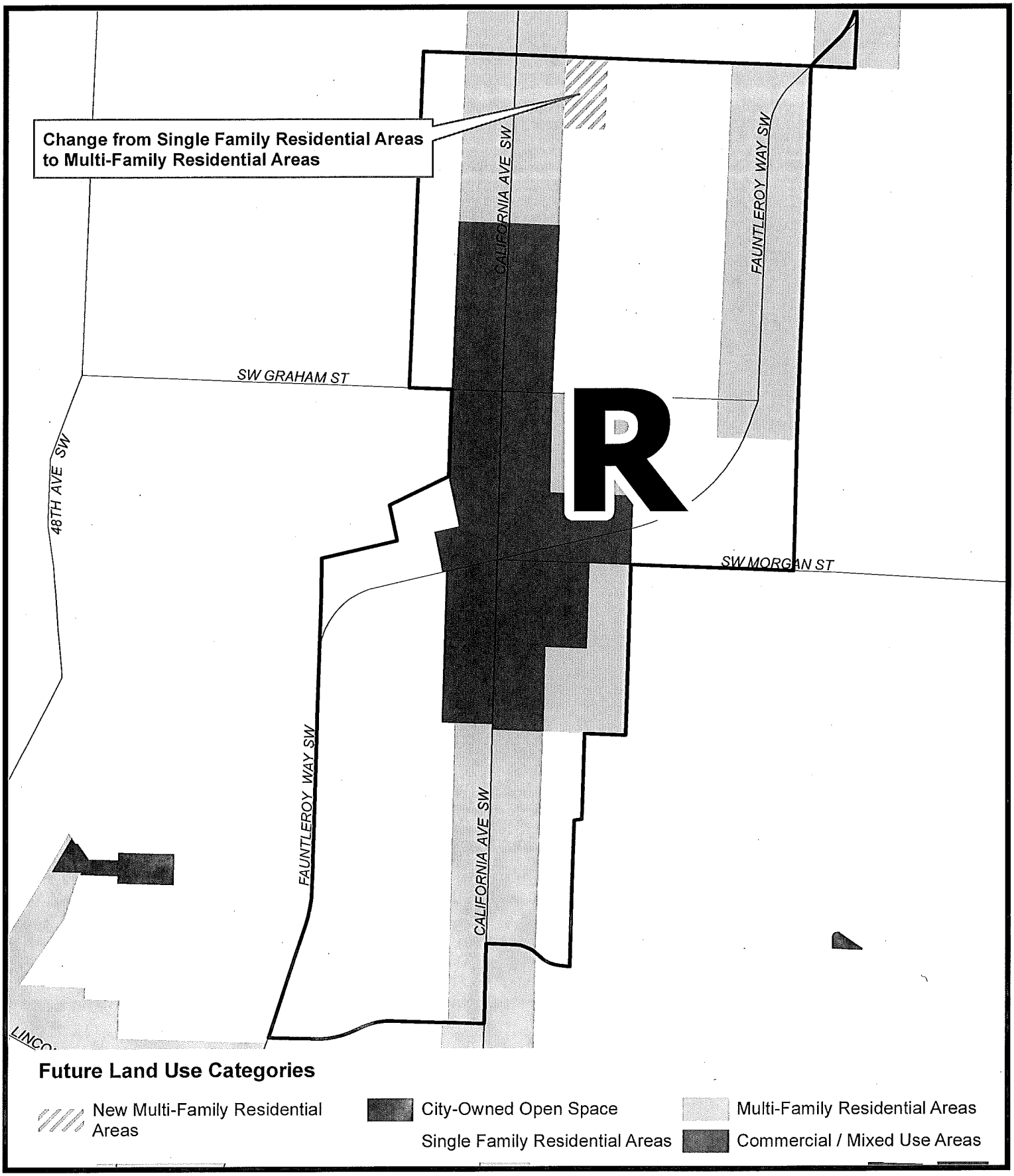
23rd & Union-Jackson Residential Urban Village Future Land Use Map - Proposed Change



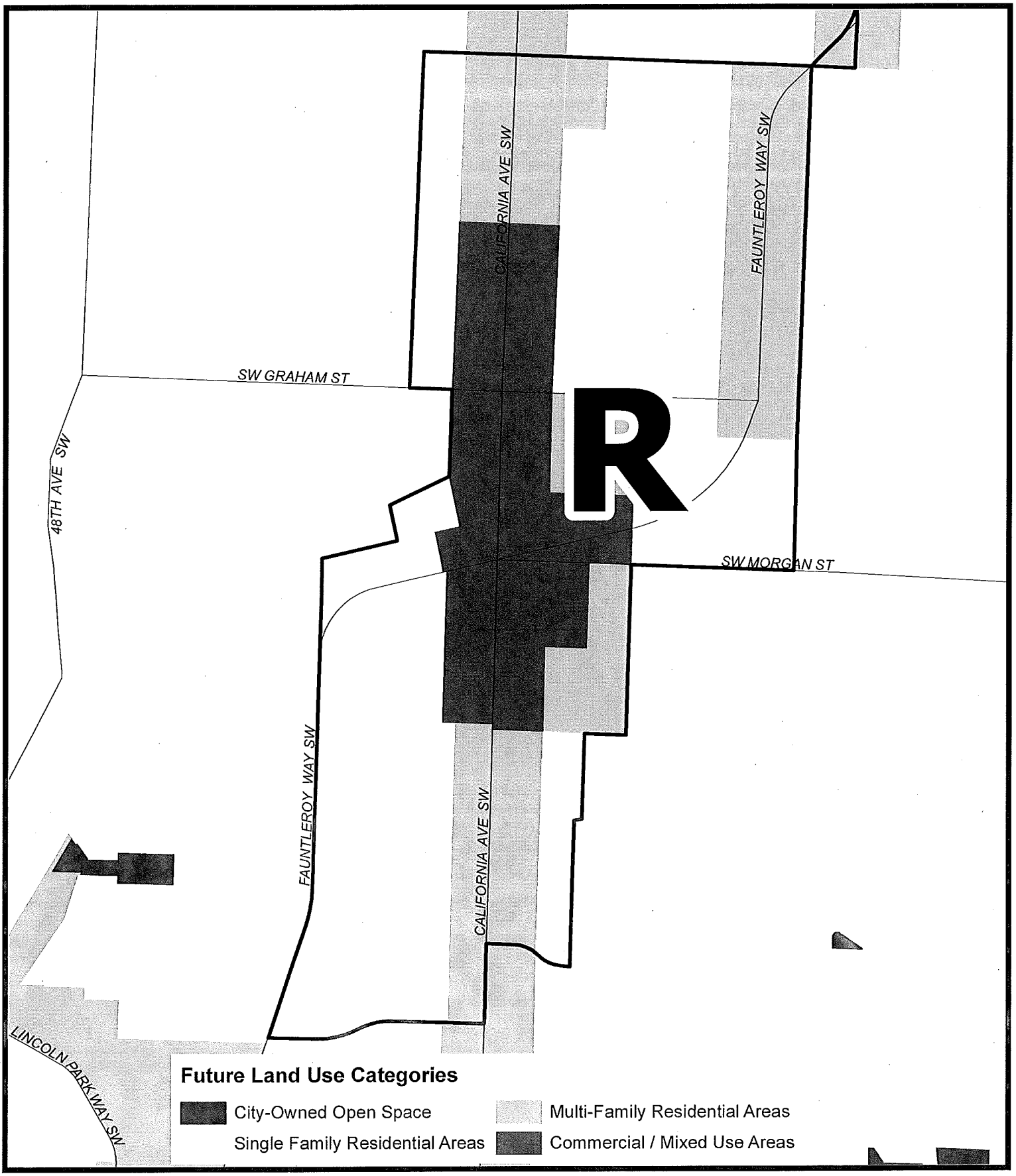
23rd & Union-Jackson Residential Urban Village
Future Land Use Map - Effect of Adoption



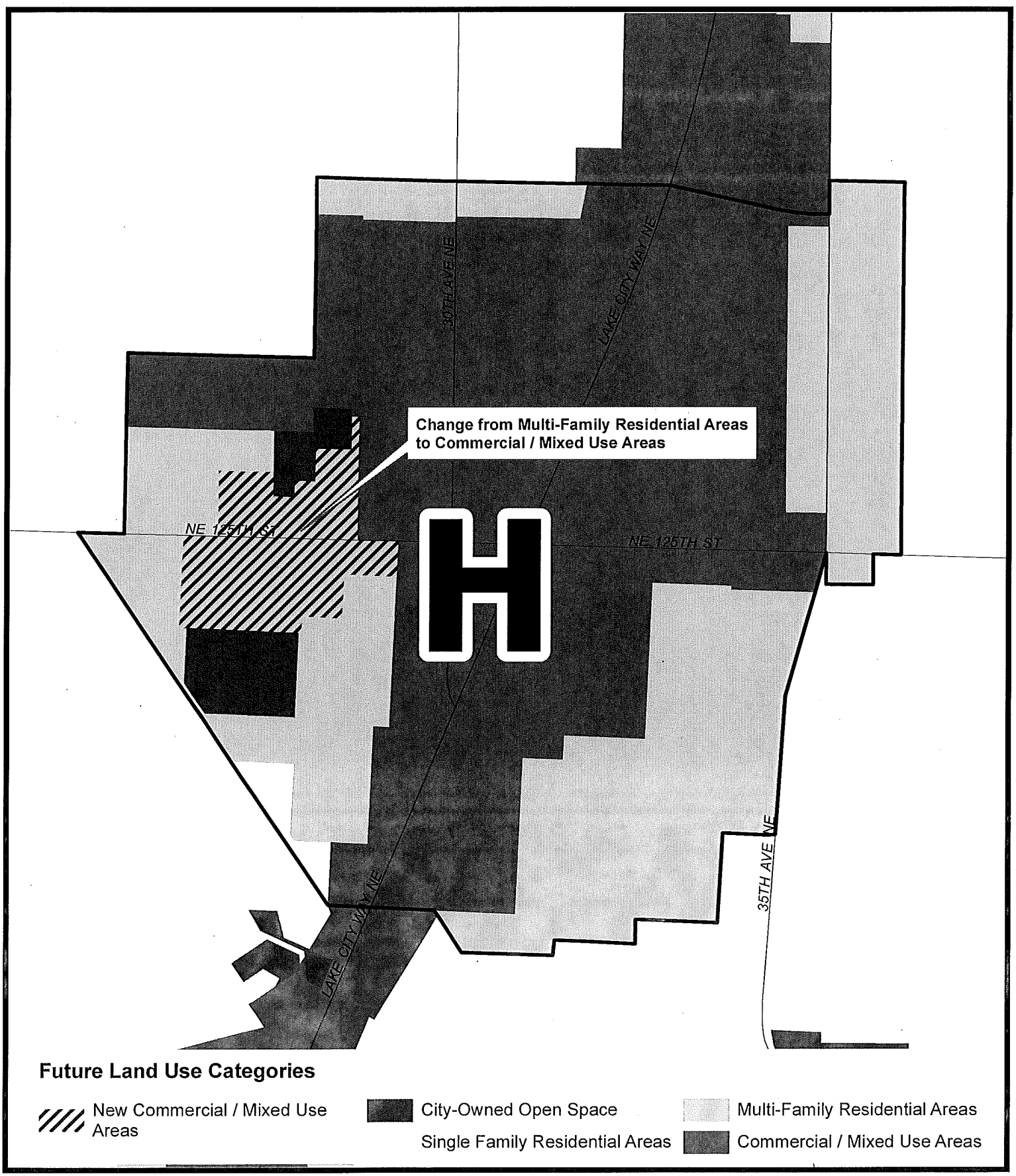
Morgan Junction Residential Urban Village Future Land Use Map - Proposed Changes



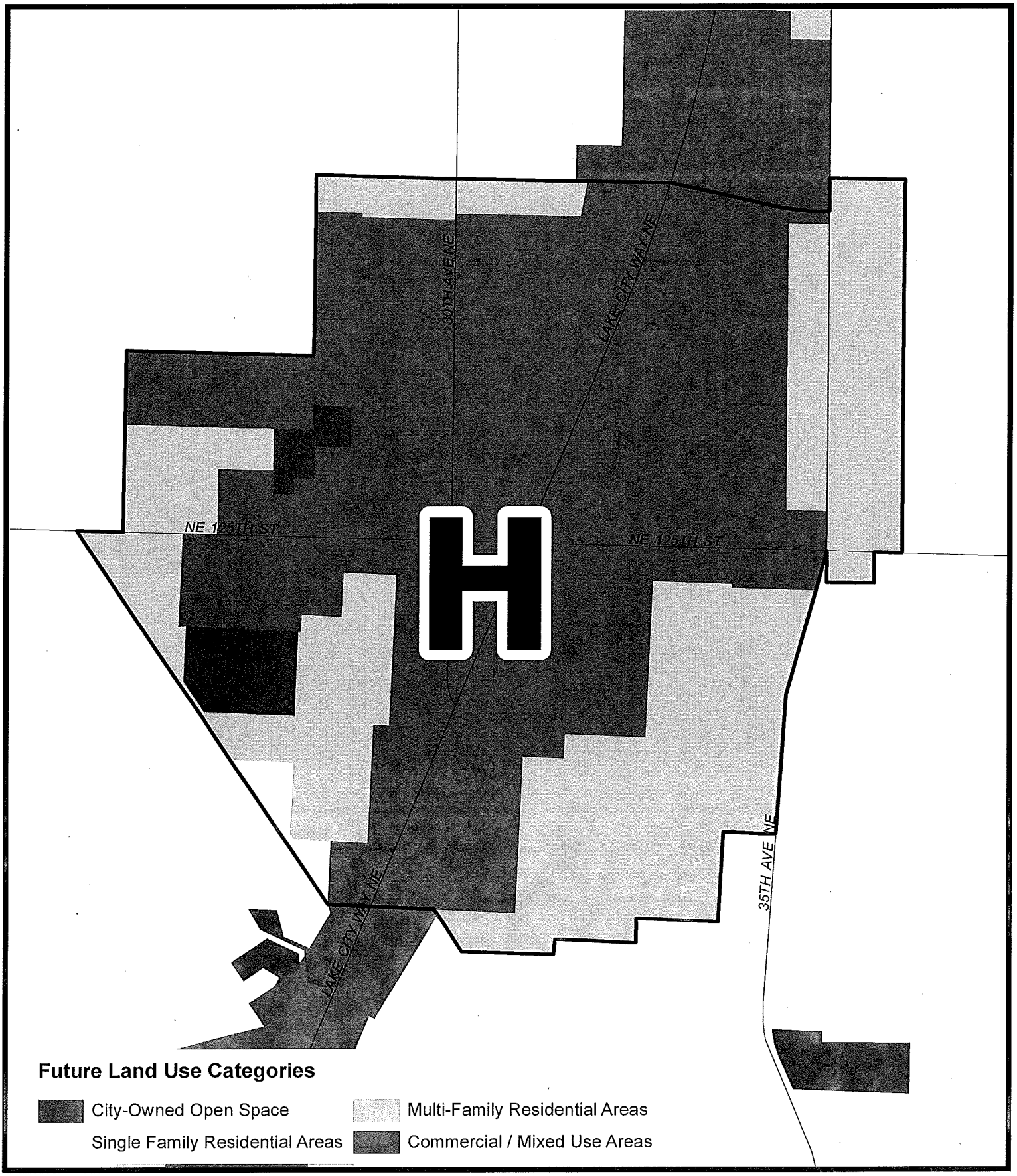
Morgan Junction Residential Urban Village Future Land Use Map - Effect of Adoption



Lake City Hub Urban Village
Future Land Use Map - Proposed Changes



Lake City Hub Urban Village
Future Land Use Map - Effect of Adoption



Attachment 2 Urban Village Element

Urban Village Element

* * *

A Urban Village Strategy

* * *

goals

* * *

((~~UVG7 Accommodate the City's existing and future housing needs through maintenance of existing residential neighborhoods and the creation of new residential neighborhoods. Encourage housing development so that by 2024, a citywide ratio of 1.8 jobs per household is maintained.~~))

UVG((~~8~~))7 Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites, particularly within urban villages.

UVG((~~9~~))8 Maximize the benefit of public investment in infrastructure and services, and deliver those services more equitably by focusing new infrastructure and services, as well as maintenance and improvements to existing infrastructure and services, in areas expecting to see additional growth, and by focusing growth in areas with sufficient infrastructure and services to support that growth.

UVG((~~10~~))9 Collaborate with the community in planning for the future.

UVG((~~11~~))10 Increase public safety by making villages places that people will be drawn to at all times of the day.

UVG((~~12~~))11 Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.

UVG((~~13~~))12 Distribute urban villages around the city so that communities throughout the city have easy access to the range of goods and services that villages are intended to provide.

UVG((~~14~~))13 Encourage development of ground-related housing, which is attractive to many residents including families with children, including townhouses, duplexes, triplexes, ground-related apartments, small cottages, accessory units, and single-family homes.

UVG((~~15~~))14 Provide parks and open space that are accessible to urban villages to enhance the livability of urban villages, to help shape the overall development pattern, and to enrich the character of each village.

policies

* * *

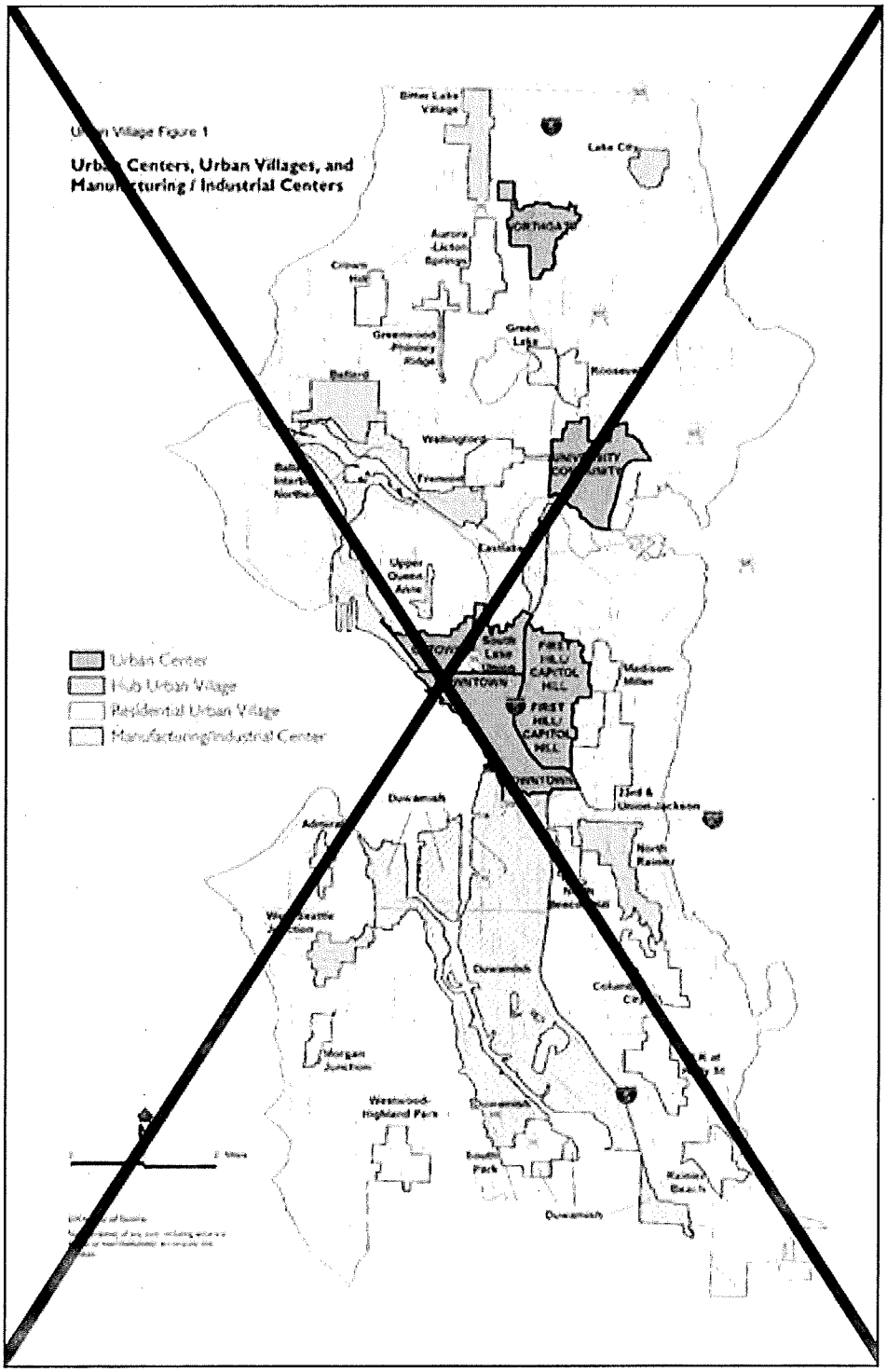
UV3 Consider the following characteristics appropriate to all urban village categories except Manufacturing and Industrial Centers:

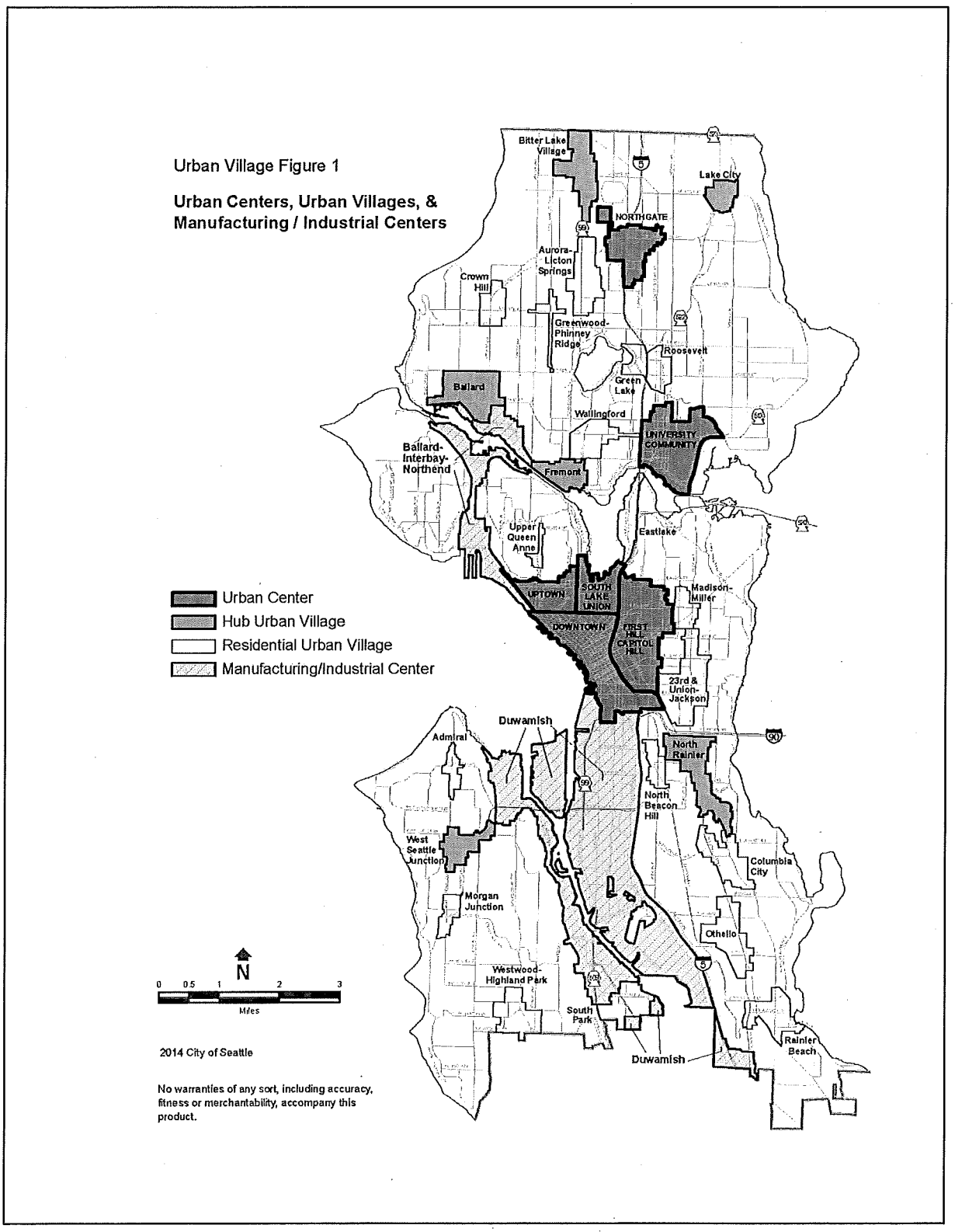
1. Clearly defined geographic boundaries that reflect existing development patterns, functional characteristics of the area, and recognized neighborhood boundaries.
2. Zoning sufficient to accommodate ((~~the~~))residential and employment growth ((~~targets established~~))appropriate for that village.
3. The ability to accommodate a range of employment or commercial activity compatible with the overall function, character, and intensity of development specified for the village.
4. Zoning that provides locations for commercial services convenient to residents and workers and, depending on the village designation, serving a citywide and regional clientele.
5. Zoning sufficient to allow a diversity of housing to accommodate a broad range of households.
6. Zoning regulations that restrict those public facilities that are incompatible with the type of environment intended in centers and villages.
7. Most future households are accommodated in multi-family housing.
8. Additional opportunities for housing in existing single-family areas, to the extent provided through neighborhood planning, and within other constraints consistent with this Plan.
9. Public facilities and human services that reflect the role of each village category as the focus of housing and employment and as the service center for surrounding areas.
10. Parks, open spaces, street designs, and recreational facilities that enhance environmental quality, foster public health and attract residential and commercial development.
11. A place, amenity, or activity that serves as a community focus.
12. Neighborhood design guidelines for use in the City's design review process.

* * *

Urban Village Figure 1

Urban Centers, Urban Villages, and Manufacture / Industrial Centers





A-1 Categories of Urban Villages

* * *

goal

UVG((~~16~~))15 Guide public and private activities to achieve the function, character, amount of growth, intensity of activity, and scale of development of each urban village consistent with its urban village designation and adopted neighborhood plan.

policies

* * *

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

- Existing zoned capacity
- Existing and planned density
- ((~~20-year growth targets~~))
- Population
- Amount of neighborhood commercial land
- Public transportation investments and access
- Other characteristics of hub or residential urban villages as provided in this Plan, or further refined

* * *

urban centers goals

UVG((~~17~~))16 Designate as urban centers unique areas of concentrated employment and housing, with direct access to high-capacity transit, and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space.

UVG((~~18~~))17 Recognize areas that provide a regionally significant focus for housing and employment growth as urban centers. Enhance the unique character and collection of businesses and housing types of each center.

UVG((~~19~~))18 Designate urban center villages within larger urban centers to recognize different neighborhoods within a larger community.

((~~**UV**G20 Encourage housing development so that by 2024, the ratios of jobs per household shown on the following chart are achieved:~~

~~**Urban Center**~~	~~**2024 Jobs/Housing Ratio**~~
~~Center City (First Hill/Capitol Hill, Downtown, South Lake Union, and Uptown~~	~~4.2~~

~~Urban Centers)~~	
~~University Community Urban Center (University District Northwest, Ravenna, and University of Washington Campus*)~~	~~4.1~~
~~Northgate Urban Center~~	~~2.5~~

~~* The household numbers for the University District do not include on-campus dormitory housing.~~))

* * *

manufacturing/industrial centers goals

UVG((~~21~~))19 Ensure that adequate accessible industrial land remains available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth.

UVG((~~22~~))20 Promote the use of industrial land for industrial purposes.

UVG((~~23~~))21 Encourage economic activity and development in Seattle's industrial areas by supporting the retention and expansion of existing industrial businesses and by providing opportunities for the creation of new businesses consistent with the character of industrial areas.

* * *

hub urban villages goals

UVG((~~24~~))22 Accommodate concentrations of housing and employment at strategic locations in the transportation system conveniently accessible to the city's residential population, thereby reducing the length of work-trip commutes.

UVG((~~25~~))23 Provide convenient locations for commercial services that serve the populations of the village, surrounding neighborhoods, the city, and the region.

UVG((~~26~~))24 Accommodate concentrations of employment and housing at densities that support pedestrian and transit use and increase opportunities within the city for people to live close to where they work.

* * *

residential urban villages goal

UVG((~~27~~))25 Promote the development of residential urban villages, which function primarily as compact residential neighborhoods providing opportunities for a wide range of housing types and a mix of activities that

support the residential population. Support densities in residential urban villages that support transit use.

* * *

A-2 Areas Outside of Centers ((&))and Villages

goal

UVG((~~28~~))26 Support and maintain the positive qualities of areas outside of urban centers and villages.

* * *

B. Distribution of Growth

discussion

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

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

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

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

* * *

goals

UVG((~~29~~))27 Encourage growth in locations within the city that support more compact and less land-consuming, high quality urban living.

UVG((~~30~~))28 Concentrate a greater share of employment growth in locations convenient to the city's residential population to promote walking and transit use and reduce the length of work trips.

UVG((~~31~~))29 Plan for urban centers to receive the most substantial share of Seattle's growth consistent with their role in shaping the regional growth pattern.

UVG((~~32~~))30 Plan citywide for 70,000 additional housing units and 115,000 additional jobs between 2015 and 2035 and ((~~E~~))encourage growth in Seattle's urban centers and manufacturing/industrial centers ((~~between 2004-2024,~~))to be distributed generally ((~~distributed across the city~~))as shown in Urban Village Figure 8.

Urban Village Figure 8

((~~**Targets for the General Distribution of Growth 2004-2024**~~))

~~**Location**~~	~~**% of Citywide Residential Growth**~~	~~**% of City Employment Growth**~~
~~In urban centers~~	~~58% (27,450 households)~~	~~73% (61,120 jobs)~~
~~In manufacturing/industrial centers~~	~~No housing target~~	~~14% (11,900 jobs)~~
~~In hub and residential urban villages~~	~~25% (11,880 households)~~	~~No target for residential urban villages; hub urban villages only: 5% (4,450 jobs)~~
~~Remainder of city~~	~~16% (7,670 households)~~	~~No specific target~~
~~Total~~	~~47,000 households~~	~~84,000 jobs~~

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

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

UVG((~~33~~))31 Plan for ((~~a distribution of~~))growth ((~~to each urban village~~))that accomplishes the goals of the urban village strategy, and recognizes local circumstances, community preferences as expressed in neighborhood plans, and the need for an equitable distribution of growth across the city.

((~~**UV**G34 Achieve growth in urban centers, manufacturing/Industrial centers, hub urban villages and residential urban villages that is consistent with the 20-year residential and employment growth targets contained in Urban Village Appendix A.~~))

UVG((~~35~~))32 Achieve development within urban villages at a pace appropriate to current conditions in the area.

UVG((~~36~~))33 Allow limited amounts of development in areas of the city outside urban centers and villages to maintain the general intensity of development that already characterizes these areas and to promote the ((~~targeted~~))level of growth ((~~in village and~~))estimated for centers((~~ locations~~)).

policies

((~~**UV**40 Use 20-year growth targets for urban villages as a tool for planning for the growth that may occur in each urban village. Use these targets as a guide for City plans for development and infrastructure provision. Recognize that the growth targets do not represent the maximum amount of growth that could occur in a village. Recognize also that the private sector builds most housing units and creates most jobs, and, therefore, the growth targets impose no obligation on the City to ensure that those numbers of households or jobs actually occur.~~))

UV((~~41~~))40 Base 20-year growth ((~~targets~~))estimates for each urban center((~~,~~)) and manufacturing/industrial((~~manufacturing/ industrial~~)) center ((~~and urban village contained in Urban Village Appendix A~~))on:

1. Citywide ((~~targets~~))estimates for housing and job growth over 20 years from the Countywide Planning Policies
2. The center's ((~~or village's~~))role in regional growth management planning
3. Accessibility to transit
4. Existing zoning, including capacity for ((~~commercial~~))employment and residential development
5. Existing densities
6. Current development conditions, recent development trends and plans for development by public or private sector developers, such as major institution plans
7. Density goals for each type of center((~~ or village~~))
8. Plans for infrastructure and public amenities and services necessary to support additional growth
9. The relationship of the center ((~~or village~~))to the regional transportation network

UV((~~42~~))41 Promote the concentration of development within centers ((~~and villages~~))over the 20-year timeframe of this ((~~p~~))Plan, by:

1. Establishing 20-year growth ((~~targets~~))estimates that do not exceed 80 percent of zoned capacity for development, as calculated by the City
2. Maintaining the 80 percent capacity margin in each center ((~~or village~~))whenever zoning is modified

3. Making reasonable efforts to provide services, facilities, and incentives to accommodate the ((~~targeted~~))estimated growth((~~.~~))

((~~**UV**43 Adjust growth targets at least every ten years to reflect state and county 20-year growth estimates and current information, or as neighborhood plans for the city's urban centers and villages are adopted or substantially revised.~~

~~**UV**44 In order to monitor the effects of the urban village strategy: collect data, review, and report on growth and change in urban centers, urban villages, and manufacturing/ industrial centers at least every 3 years. Include in these reports factors such as: progress on implementing neighborhood plan approval and adoption matrices; changes in the numbers of jobs and housing units; housing costs, including net loss or gain of low-income and very low-income housing units; housing types; crime rates; transportation systems and their use; business types; public facilities; services; and open space, to the extent information is practically available. Collect and report on similar data for typical areas outside villages for comparison. Broadly communicate the results of monitoring efforts.~~))

UV((~~45~~))42 Review, monitor and publish ((~~situations where~~))the rate of growth ((~~is significantly faster or slower than anticipated in the growth targets contained in Appendix UV-A~~))in centers and villages ((~~or where~~)) along with other measures that indicate ((~~significant~~)) changes in the center or village over ((~~r~~))an extended period of time. Evaluate the significance of the changes with center or village residents, business owners, and other community stakeholders in light of the expectations underlying the neighborhood plan for the area, the actual level of growth, progress toward neighborhood plan implementation, and the relative maturity (level of mixed-use development, the pedestrian environment, infrastructure, and public facilities) of the area as an urban center or village.

Establish by resolution, percentage threshold criteria to identify growth conditions over an extended period of time that ((~~are at variance with growth targets. I~~))indicate a need to initiate a neighborhood review process. ((~~when the established threshold criteria are exceeded, or when there are significant changes in the other growth monitoring measures.~~))In the neighborhood review process, identify appropriate responses to significant growth or changes, including, but not limited to:

- community-led activities;
- additional planning for, or re-prioritization of, City programs or infrastructure improvements;
- partially or entirely updating a neighborhood plan;
- amending growth ((~~targets~~))estimates; or

• working with other public agencies to address community goals.

C. Open Space Network

goals

UVG((~~37~~))34 Provide safe and welcoming places for the people of Seattle to play, learn, contemplate, and build community. Provide healthy spaces for children and their families to play; for more passive activities such as strolling, sitting, viewing, picnicking, public gatherings, and enjoying the natural environment; and for active uses such as community gardening, competitive sports, and running.

UVG((~~38~~))35 Through the creation, preservation, and enhancement of the city's open spaces, support the development patterns called for by this ((~~p~~))Plan, enhance environmental quality, provide light, air, and visual relief; offer community-building opportunities; provide buffers between residential areas and incompatible uses; provide spaces for sports and recreation; and protect environmentally sensitive areas.

UVG((~~39~~))36 Enhance the urban village strategy through the provision of:

1. Amenities in more densely populated areas
2. Recreational opportunities for daytime populations in urban centers
3. Mitigation of the impacts of large scale development
4. Increased opportunities to walk regularly to open spaces by providing them close by
5. Connections linking urban centers and villages, through a system of parks, boulevards, community gardens, urban trails, and natural areas
6. A network of connections to the regional open space system
7. Protected environmentally critical areas
8. Enhanced tree canopy and understory throughout the city

policies

UV((~~46~~))43 Strive to accomplish goals in Urban Village Appendix ((~~B~~))Figures A-1 and A-2 for the amount, types, and distribution of open space.

UV((~~47~~))44 Designate and preserve important natural or ecological features in public ownership as ((~~greenspaces~~))green spaces for low-intensity open space uses.

UV((~~48~~))45 Identify City-owned open spaces on the Future Land Use Map.

UV((~~49~~))46 Consider open space provisions identified in adopted neighborhood plans, including specific open space sites and features, in guiding the expansion of the open space network.

UV((~~50~~))47 Establish, through the combined systems of urban trails, green streets and designated boulevards, a network among the city's varied open space features and urban villages and urban centers as well as connections with recreational and natural areas within the Puget Sound region.

UV((~~51~~))48 Provide unstructured open play space for children in or near residential neighborhoods.

UV((~~52~~))49 Guide development of shoreline public access and recreation as important elements in the city's open space network.

UV((~~53~~))50 Direct efforts to expand the open space network according to the following considerations:

1. Locations for new facilities:

    a. Urban centers and villages ((~~targeted for~~))with the largest share of estimated residential growth; especially those existing high density residential areas presently not served according to the population-based or distribution goals for urban village open space;

    b. Other urban village locations where an adopted subarea plan or recognized neighborhood plan includes open space recommendations consistent with these policies; and

    c. Specific locations enumerated in the Parks functional plan outside urban centers or villages.

2. Types of open space acquisitions and facility development:

    a. Village open space sites, urban center indoor recreation facilities, village commons sites, and community gardens;

b. Critical open space linkages, connectors, and corridors that are highly accessible for active use within or directly serving urban villages, high density and/or high pedestrian, bicycle, or transit use areas;

c. Open space linkages, connectors, and corridors that are highly accessible for active use serving other high pedestrian, bicycle, or transit use areas; and

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

UV((~~54~~))51 Promote sustainable management of public and private open spaces and landscaping including preserving or planting native and naturalized vegetation as appropriate to the landscape, removing invasive plants, protecting and enhancing wildlife habitat, and using an integrated pest management approach which favors natural over chemical pest management.

public projects policies

UV((~~55~~))52 Seek to provide public open space in conjunction with major public projects such as utility and transportation projects, with the amount of open space based on the size of the project, open space needs of the adjacent areas, and the opportunities provided by the particular project.

UV((~~56~~))53 Emphasize flexibility in planning, designing, and developing new open space and encourage development of innovative projects.

UV((~~57~~))54 Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.

UV((~~57.5~~))54.5 Create opportunities for people to experience the natural environment by including parks, forested areas, urban agriculture (P-Patches, farms, orchards, and community gardens), and viewpoints among the priority uses to be considered for the City's surplus properties.

D. Annexation

policies

UV((~~58~~))55 Seek, through cooperative efforts with adjacent jurisdictions, an equitable and balanced resolution to jurisdictional boundaries of the remaining unincorporated areas adjacent to the city's limits. Future annexations to Seattle and/or city boundary changes shall be based on the following:

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

UV((~~59~~))56 Designate as Potential Annexation Areas areas that include parcels currently owned by the City or small areas almost completely surrounded by land currently within Seattle's city limits. Areas meeting these conditions are designated as Potential Annexation Areas as shown in Urban Village Figure 9.

UV((~~60~~))57 Favorably consider annexation requests by the residents of unincorporated areas to meet regional growth management goals.

UV((~~61~~))58 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.

* * *

ATTACHMENT 3 Land Use Element

Land Use Element

* * *

C-3 Environmentally Critical Areas

goals

LUG36 Protect the ecological functions and values of wetlands, and fish and wildlife habitat conservation areas; prevent erosion ((~~from development~~))on steep slopes; ((~~and~~))protect the public health, safety and welfare in landslide-prone, liquefaction-prone, peat settlement-prone areas, and flood-prone areas; and protect the public by identifying seismic hazard areas and volcanic hazard areas.

LUG37 Permit landowners to develop land in a manner that is reasonable in light of the environmental constraints and the ecological functions and values present.

LUG38 Avoid development that causes physical harm((~~injury~~)) to persons, property, public resources, or the environment.

LUG38.1 Promote both public and private opportunities to improve water quality and enhance aquatic, wetland, and terrestrial habitat in the City's environmentally critical areas so that these habitats are healthy for native wildlife and people.

policies

LU208 Include best available science to identify and protect environmentally critical areas.

LU208.1 Strictly regulate development in environmentally critical areas and buffers to protect the ecological functions and values of the critical areas and protect the public health, safety, and welfare on development sites and neighboring properties((~~.~~

~~**LU**209 Limit impacts to environmentally critical areas and buffers~~)) by directing activities away from these areas through restrictions on the design and siting of structures, and restrictions on grading and other land-disturbing activity.

LU209((~~210~~)) Permit modification of development standards in environmentally critical areas and buffers to help protect the ecological functions and values of the critical((~~those~~)) areas and to allow reasonable development.

LU210((~~211~~)) When reviewing a rezone, subdivision, or lot boundary adjustment proposed for an area located in or adjacent to an environmentally critical area, consider the effect of the rezone, subdivision, or lot boundary adjustment on the ecological functions and values of the critical area, and recognize that lower intensity zones are generally more appropriate in critical areas than higher intensity zones.

LU211 Maintain in their natural state environmentally critical areas that contain vegetative cover and physical space for habitat.

LU212 Adopt regulations that encourage voluntarily enhancing the ecological functions and values of environmentally critical areas.

LU212.1 Provide opportunities for environmental education.

landslide-prone areas policies

LU213((~~212~~)) Seek to protect landslide-prone hillsides, including steep slopes, ((~~against~~))from future damage due to instability created or exacerbated by development, including protecting against damage to public facilities. Take into account the relative risk to life or property when reviewing development proposals for landslide-prone areas.

((~~**LU**213 Identify landslide-prone areas through identification of geologic, hydrologic and topographic factors that contribute to landslides.~~))

LU214 Before permitting development ((~~on~~))within a landslide-prone ((~~hillside~~))area, ((~~ensure that~~))require engineering solutions ((~~are~~))designed to ((~~prevent slides both during high-stress periods and in the event of poor maintenance of the hillside~~))provide complete stabilization of the developed area.

((~~Require, as appropriate, that special engineering considerations be integrated into a structure's design to provide an acceptable level of risk. Design permanent facilities for a 100-year life expectancy. Account for a one-in-100 year event for seismic activity when designing a development.~~))

steep slopes policies

((~~**LU**215 Regulate development on steep slopes to control erosion, water runoff, siltation of streams, lakes, Puget Sound and the City's stormwater facilities.~~))

LU215((~~216~~)) Limit disturbance of ((~~the~~))steep slopes and maintain ((~~and enhance~~))existing vegetative cover in order to control erosion((~~,~~)) and water runoff((~~, and~~)) to reduce the risk of siltation and other negative environmental impacts to((~~of~~)) streams, lakes, Puget Sound, and the City's stormwater facilities.

liquefaction-prone areas policy

LU216((~~217~~)) ((~~Identify areas subject to liquefaction during earthquakes.~~))Require ((~~that~~))new development in ((~~those~~))liquefaction-prone areas ((~~is~~))to be designed and built to limit property damage and ((~~eliminate~~))minimize risks of injury and loss of life during earthquakes.

abandoned solid waste landfills policies

LU217((~~218~~)) Regulate development on sites of abandoned solid waste landfills to minimize the risks of ground subsidence, earthquake induced ground shaking, and methane gas ((~~build up~~))accumulation.

LU218((~~219~~)) Regulate development on sites within 1,000 feet of abandoned solid waste landfills to ((~~minimize the risk of methane gas build up~~))prevent accumulation of methane gas within enclosed spaces.

peat settlement-prone areas

LU219 Regulate development in peat settlement-prone areas to minimize ground settlement caused by the:

- removal of groundwater; and
- structural and earth/fill loads on those areas and on off-site parcels.

wetlands policies

LU220 Seek a net gain in wetland functions by enhancing and restoring wetland functions across the city in City projects.

LU221 Support efforts to restore wetlands to their original state and natural function.

LU222((~~221~~)) Strictly regulate development to minimize construction and post-construction impacts in ((~~and near~~))wetlands and their buffers in order to protect the remaining unique and valuable wetland resources left in Seattle.

((~~**LU**222 Support efforts to restore wetlands to their original state and natural function.~~))

LU223 Seek no net loss of wetland acreage((~~,~~)) and require no net loss of wetland functions and values when development is allowed; ((~~or functions across the city,~~)) functions and values include((~~including,~~)) but are not limited to flood control, water quantity and quality, and fish and wildlife habitat((~~, and quality of life and educational benefits. In limited circumstances, allow a wetland's functions to be replaced either on or off-site~~)).

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

fish ((&))and wildlife habitat
conservation areas policies

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

LU226 Whenever possible((~~, maintain in their natural or native state those areas that contain the natural vegetative cover and physical space necessary to serve as valuable habitat, in order to~~)):

- protect ((~~large~~))contiguous wildlife habitat areas;
- maintain wildlife corridors that connect functions;
- conserve soil and ground conditions that support native vegetation;
- prevent siltation and high water temperatures in downstream habitat;
- dampen fluctuations in surface water flows, which are typically problematic in urbanized areas; and
- maintain groundwater recharge flow to support stream flows during drier seasons.

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

LU228 Establish development standards to:

- ((~~prevent the degradation of~~))protect existing water quality((~~,~~));
- prevent erosion and siltation((~~,~~)); and
- protect fish and wildlife habitat.

LU229 Establish riparian corridors that include the water course or water body, and riparian management area((~~buffer areas adjacent to the water body on each development site that is located within a riparian corridor~~)). Strictly limit development within ((~~buffer areas~~))the riparian corridor, and leave vegetation in its natural condition. If the vegetation within the riparian corridor is degraded, allow((~~unless~~)) new native plantings that((~~will~~)) enhance the functions and values of the riparian corridor((~~of the buffer~~)).

flood-prone areas policy

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

* * *

Attachment 4 Transportation Element

Transportation Element

A Building Urban Villages: Land Use ((&))and Transportation

discussion

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

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

((~~This Element contains references to the Transportation Strategic Plan (TSP), which is the functional plan developed to implement these policies.~~

~~The TSP:~~

- ~~Establishes the Seattle Department of Transportation's (SDOT) near- and long-term work program.~~
- ~~Defines the strategies, projects and programs to accomplish Comprehensive Plan goals and policies for transportation.~~
- ~~Provides a central resource for planning tools and transportation-related data to use in developing future projects and programs.~~
- ~~Outlines SDOT's financial plan, and describes the projects, programs and services that will be implemented through SDOT's budget over the next 20 years.~~
- ~~Defines the process for determining funding priorities and leveraging project investments to meet multiple goals for SDOT and the community.~~
- ~~Defines SDOT's performance goals.~~

~~The Comprehensive Plan will guide updates to the TSP.~~))

goal

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

policies

T1 Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.

T2 Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.

T3 Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services((,)) and encourage other agencies to do the same.

T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single-occupancy vehicles.

T5 Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages.

B Make the Best Use of the Streets We Have to Move People ((&))and Goods

discussion

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

((~~As guided below by this Plan, the Transportation Strategic Plan (TSP) will include detailed maps and descriptions of Seattle's street classifications. Street classifications define how a street should function to support movement of people, goods and services versus access to property. Street classifications provide the basis for determining how individual streets should be used and operated. The TSP also designates street types to further define streets by relating them to the adjacent~~

~~land uses and their function for pedestrians, bicyclists, transit and freight. Street types enhance the citywide street classifications with more site-specific design guidance that balances the functional classification, adjacent land uses, and competing travel needs.~~))

goals

TG2 Manage the street system safely and efficiently for all modes and users and seek to balance limited street capacity among competing uses.

TG3 Promote safe and convenient bicycle and pedestrian access throughout the transportation system.

TG4 Promote adequate capacity on the street system for transit and other designated uses.

TG5 Preserve and maintain the boulevard network as both a travel and open space system.

TG6 Promote efficient freight and goods movement.

TG7 Protect neighborhood streets from through traffic.

policies

T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street((~~ as described in the Transportation Strategic Plan~~)).

T7 Designate((~~, in the~~)) <u>a series of arterials as defined below and, consistent with such designations, identify these arterials in</u> Transportation <u>Appendix Figure A-1.</u>((~~Strategic Plan, a traffic network that defines Interstate Freeways, Regional, Principal, Minor and Collector Arterial streets, Commercial and Residential Access streets and Alleys as follows:~~

- ~~**Interstate Freeways:** roadways that provide the highest capacity and least impeded traffic flow for longer vehicle trips.~~
- ~~**Regional Arterials:** roadways that provide for intra-regional travel and carry traffic through the city or serve important traffic generators, such as regional shopping centers, a major university, or sports stadia.~~
- **Principal <u>(Major)</u> Arterials:** roadways that are intended to serve as the primary routes for moving traffic through the city connecting urban centers and urban villages to one another, or to the regional transportation network.

- **Minor (Secondary) Arterials:** roadways that distribute traffic from principal arterials to collector arterials and access streets.
- **Collector Arterials:** roadways that collect and distribute traffic from principal and minor arterials to local access streets or provide direct access to destinations.
- ~~**Commercial Access Streets:** roadways that directly serve commercial and industrial land uses and provide localized traffic circulation.~~
- ~~**Residential Access Streets:** roadways that provide access to neighborhood land uses and access to higher level traffic streets.~~
- ~~**Alleys:** travelways that provide access to the rear of residences and businesses that are not intended for the movement of through trips. Where a continuous alley network exists, it is the preferred corridor for utility facilities.~~))

T8 ((~~Pursue strategies to reduce and help prevent road damage from heavy vehicles~~))Establish a street system that can accommodate the weight of heavy vehicles and reduce the damage such vehicles can cause.

T9 Designate, ((~~in the Transportation Strategic Plan,~~)) a future transit network in the Transit Master Plan to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street.

T10 Designate in a Freight Master Plan((~~, in the Transportation Strategic Plan,~~)) a truck street classification network to accommodate trucks and to preserve and improve commercial transportation mobility and access. ((~~Designate as follows:~~

- ~~**Major Truck Streets:** an arterial street that accommodates significant freight movement through the city, and connects to major freight traffic generators.~~))

T11 Designate, ((~~in the Transportation Strategic Plan,~~))a future bicycle classification network in the Bicycle Master Plan to accommodate bicycle trips through the ((~~C~~))city and to major destinations. ((~~Designate as follows:~~

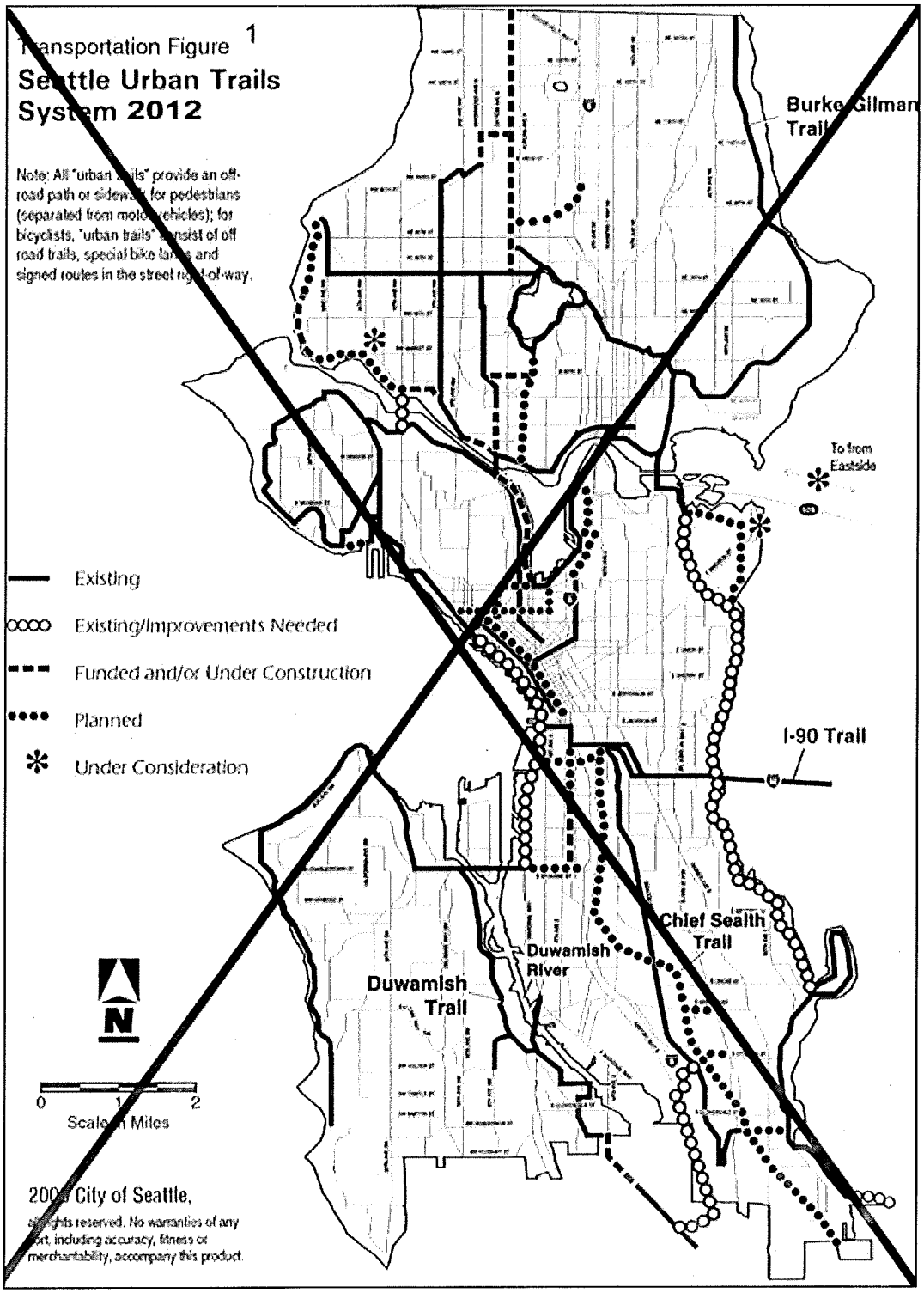
- ~~**Urban Trails:** a network of on- and off-street trails that facilitate walking and bicycling as viable transportation choices, provide recreational opportunities, and link major parks and open spaces with Seattle neighborhoods, as shown on Figure 1.~~

- ~~**Streets:** an on-street bicycle network that connects neighborhoods and urban centers and villages and serves major inter-modal connections.~~))

T12 Designate, in the Right-of-Way Improvement Manual,((~~, in the Transportation Strategic Plan,~~)) a network of boulevards that provides for circulation and access in a manner that enhances the appreciation or use of adjacent major parklands and vistas and preserves the historic character of the boulevards.

T13 Designate, in the ((~~Transportation Strategic Plan~~))Right-of-Way Improvement Manual, a series of s((~~S~~))treet ((~~T~~))types ((~~overlay~~))to define street use and design features that support adjacent land uses((~~,~~)) and mobility.((~~generally, as follows:~~

- ~~**Main Street:** Main activity center in urban villages for pedestrians and transit. This Street Type encourages and supports pedestrian and bicycle activity as well as transit. Streets in this type may include high capacity transit stops and are distinguished by compact, mixed land uses, and high densities.~~))


Transportation Figure 1
Seattle Urban Trails System 2012
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.
Burke Gilman Trail
To from Eastside
Existing
Existing/Improvements Needed
Funded and/or Under Construction
Planned
Under Consideration
I-90 Trail
Chief Sealth Trail
Duwamish River
Duwamish Trail
N
0
1
2
Scale in Miles
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- ((~~**Mixed Use Street:** Streets within neighborhood commercial areas of the city. This Street Type supports all modes with an emphasis on pedestrian access.~~

- ~~**Regional Connector Street:** Provide connections between regional centers along principal arterials. This Street Type supports all modes but is primarily designed to provide citywide and regional access for transit, cars and truck trips and may support high and intermediate capacity transit service.~~

- ~~**Commercial Connector Street:** Provide connections between commercial areas as well as local access within urban villages along minor arterials streets. This Street Type supports all modes with an emphasis on local access.~~

- ~~**Local Connector Street:** This Street Type supports pedestrian access along Collector Arterials to and from key pedestrian generators and destinations (e.g. schools, community centers, transit stops). May also be non-arterial streets that provide direct connection to high capacity transit stops.~~

- ~~**Industrial Access Street:** This Street Type supports freight access to manufacturing and industrial land uses.~~

- ~~**Green Street:** This Street Type on certain downtown streets provides exceptional pedestrian environments and may include wider sidewalks,street trees, landscaping, and appropriate street furniture emphasizing pedestrian movement.~~

- ~~**Neighborhood Green Street:** May be on any non-arterial street adjacent to residential and commercial land uses. This Street Type supports all modes with an emphasis on pedestrian amenities, street trees and landscaping.~~))

T14 Use neighborhood traffic control devices and strategies to protect local streets from through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts. Use these devices and strategies on collector arterials where they are compatible with the basic function of collector arterials.

T15 Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network, improve isolated connections to regional roadways, or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support

freeway expansion for the sole purpose of increasing general traffic capacity.

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

C Increasing Transportation Choices

discussion

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

goals

TG8 Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.

TG9 Provide programs and services to promote transit, bicycling, walking, and carpooling to help reduce car use and SOV trips.

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

((~~TG11 Strive to achieve the following mode choice goals for use of travel modes through the City's land use strategies and transportation programs:~~

~~Mode Choice Goals for Work Trips to Seattle & its Urban Centers~~

~~Proportion of work trips made using Non-SOV Modes~~

~~Urban Center~~	~~2000*~~	~~2010 Goal~~	~~2020 Goal~~
~~Downtown~~	~~56%~~	~~62%~~	~~70%~~
~~First Hill/Capitol Hill~~	~~31%~~	~~37%~~	~~50%~~
~~Uptown/Queen Anne~~	~~33%~~	~~37%~~	~~50%~~
~~South Lake Union~~	~~30%~~	~~37%~~	~~50%~~
~~University District~~	~~56%~~	~~62%~~	~~70%~~
~~Northgate~~	~~26%~~	~~30%~~	~~40%~~
~~**Seattle**~~	~~**39%**~~	~~**42%**~~	~~**45%**~~

~~* 2000 mode choice numbers are from the U.S. Census for the year 2000 journey to work data by place of employment.~~

~~Mode Choice Goals for Residents of Seattle & its Urban Centers~~

~~Proportion of all trips made using Non-SOV Modes~~

~~Urban Center~~	~~2000*~~	~~2010 Goal~~	~~2020 Goal~~
~~Downtown~~	~~77%~~	~~80%~~	~~85%~~
~~First Hill/Capitol Hill~~	~~69%~~	~~75%~~	~~80%~~
~~Uptown/Queen Anne~~	~~64%~~	~~70%~~	~~75%~~
~~South Lake Union~~	~~65%~~	~~70%~~	~~75%~~
~~University District~~	~~60%~~	~~65%~~	~~70%~~
~~Northgate~~	~~50%~~	~~55%~~	~~60%~~
~~**Seattle**~~	~~**53%**~~	~~**55%**~~	~~**60%**~~

~~* 2000 mode choice numbers are preliminary estimates from the Puget Sound Regional Council Regional Travel Demand Model (2004 preliminary model update) for Home-Based Work and Home-Based Non-Work Trips.~~))

policies

T17 Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system((~~,~~)) and reduce greenhouse gas emissions.

T18 Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment((~~,~~)) and increase awareness of the range of travel choices available.

T19 Pursue transportation demand management (TDM) strategies at the regional and urban center levels, and strengthen regional and urban center-based partnerships working on TDM measures. Coordinate and develop relationships with urban center, regional, and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community.

C-1 Increasing Transportation Choices: Making Transit a Real Choice

discussion

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

goals

TG((~~12~~))11 Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.

TG((~~13~~))12 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.

TG((~~14~~))13 Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

policies

T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.

T21 Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.

T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages, and manufacturing/industrial centers.

T23 Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.

T24 Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.

T24.5 Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.

T25 Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle's civic identity, and reflect the cultural identity of the communities in which they are located.

T26 Discourage the development of major, stand-alone park-and-ride facilities within Seattle. Situations where additions to park-and-ride capacity could be considered include:

- At the terminus for a major, regional transit system;
- Opportunities exist for "shared parking" (e.g., where transit commuter parking can be leased from another development, such as a shopping center, movie theater, or church); and

- Areas where alternatives to automobile use are particularly inadequate (e.g., lack of direct transit service, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.

T27 Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.

T28 ((~~1.~~))Support efficient use of ferries to move passengers and goods to, from, and within Seattle. Explore route, funding, and governance options for waterborne transit service, especially those that serve pedestrians.

((~~2.~~))In order to limit the expansion of automobile traffic by ferry, encourage the Washington State Ferry System to expand its practice of giving loading and/or fare priority to certain vehicles, such as transit, carpools, vanpools, bicycles, and/or commercial vehicles, on particular routes, on certain days of the week, and/or at certain times of day. Encourage the Washington State Ferry System to integrate transit loading and unloading areas into ferry terminals, and to provide adequate bicycle capacity on ferries and adequate and secure bicycle parking at terminals.

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

C-2 Increasing Transportation Choices: Bicycling ((~~&~~))and Walking

discussion

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

goals

TG((~~15~~))14 Increase walking and bicycling to help achieve City transportation, environmental, community, and public health goals.

TG((~~16~~))15 Create and enhance safe, accessible, attractive, and convenient street and trail networks that are desirable for walking and bicycling.

policies

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

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

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

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

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

- ((~~a.~~))access to recommended school walking routes;
- ((~~b.~~))access to transit, public facilities, social services, and community centers;
- ((~~c.~~))access within and between urban villages for people with disabilities and special needs;
- ((~~d.~~))areas with a history of ((~~pedestrian / motor vehicle~~))pedestrian/motor vehicle crashes and other safety problems; and
- ((~~e.~~))areas with high levels of growth.

((~~The Pedestrian Master Plan should identify a method for assessing and implementing pedestrian safety and access improvements in high growth areas.~~))

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

T35 Develop, apply, and report on walking and bicycling transportation performance measures ((~~in the Transportation Strategic Plan~~))to evaluate

the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies, and potential improvements; and to support development of new and innovative facilities and programs.

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

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

C-3 Increasing Transportation Choices: Managing the Parking Supply

discussion

Long- or short-term parking is part of every car trip, and parking, especially when free, is a key factor in the mode choice for a trip. The availability and price of parking influences people's housing and transportation choices about where to live and how to travel to work, shop, and conduct personal business. The City's challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes. This section establishes goals and policies primarily for on-street parking. Off-street parking goals and
policies can be found in the Land Use Element, parking section.

goals

TG((~~17~~))16 Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.

TG((~~18~~))17 Recognize that the primary transportation purpose of the arterial street system is to move people and goods, when making on-street parking decisions.

policies

T37 Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations((~~ to help meet urban center mode split goals~~)).

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

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

T40 In commercial districts prioritize curb space in following order:

- transit stops and layover((,));
- passenger and commercial vehicle loading((,));
- short-term parking (time limit signs and paid parking);
- parking for shared vehicles; and
- vehicular capacity.

T41 In residential districts, prioritize curb space in the following order:

- transit stops and layover;
- passenger and commercial vehicle loading;
- parking for local residents and for shared vehicles; and
- vehicular capacity.

T42 During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.

T43 Use paid on-street parking to encourage parking turnover, customer access, and efficient allocation of parking among diverse users.

T44 Consider installing longer-term paid on-street parking along edges of commercial districts or in office and institutional zones to regulate curb space where short-term parking demand is low.

T45 Strive to allocate adequate parking enforcement resources to encourage voluntary compliance with on-street parking regulations.

T46 Coordinate Seattle's parking policies with regional parking policies to preserve Seattle's competitive position in the region.

D Promoting the Economy: Moving Goods ((&))and Services

discussion

The transport of goods and services is critical to Seattle's and the region's economic development. As a major port city, Seattle's businesses and industries rely on rail, water, and truck transport. These policies, and those in the Economic Development and the Neighborhood Planning elements, support existing businesses and industries, and promote Seattle as a place for economic expansion. Major truck streets are an important part of the freight mobility network((~~and are described in Section B – Make the Best Use of the Streets We Have to Move People and Goods, in this element. The Transportation Strategic Plan has more detailed strategies and street classifications that further support freight mobility in the City of Seattle~~)).

goals

TG((~~19~~))18 Preserve and improve mobility and access for the transport of goods and services.

TG((~~20~~))19 Maintain Seattle as the hub for regional goods movement and as a gateway to national and international suppliers and markets.

policies

T47 Maintain a forum for the freight community to advise the City and other entities on an ongoing basis on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement. Participate and advocate Seattle's interests in regional and state forums.

T48 Recognize the importance of the freight network to the city's economic health when making decisions that affect Major Truck streets as well as other parts of the region's roadway system. Complete Street improvements supporting freight mobility along with other modes of travel may be considered on Major Truck streets.

T49 Support efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within city streets.

T50 Promote an intermodal freight transportation strategy, including rail, truck, air, and water transport and advocate for improved freight and goods movement. Work toward improved multi-modal connections among rail yards, industrial areas, airports, and regional roadways.

T51 Consider the needs for local delivery and collection of goods at businesses by truck when making street operational decisions and when developing and implementing projects and programs for highways, streets, and bridges.

E Improving the Environment

discussion

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

goals

TG((~~21~~))20 Promote healthy neighborhoods with a transportation system that protects and ((~~I~~))improves environmental quality.

TG((~~22~~))21 Reduce or mitigate air, water, and noise pollution from motor vehicles.

TG((~~23~~))22 Promote energy-efficient transportation.

policies

T52 Design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.

T53 Implement an environmental management system to develop, operate, and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.

T54 Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas, and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.

T55 Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention, reduction in vehicle miles traveled, and noise reduction.

T56 Continue to work to reduce fuel use and promote the use of alternative fuels.

F Connecting to the Region

discussion

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

goal

TG((~~2~~4))23Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies, and priorities.

policies

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

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

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

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

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

G Conserving Transportation Resources: Operating ((&))and Maintaining the Transportation System

discussion

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

goals

TG((~~25~~))24 Promote the safe and efficient operation of Seattle's transportation system.

TG((~~26~~))25 Preserve and renew Seattle's transportation system.

policies

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

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

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

H Measuring Levels of Service

discussion

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

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

goal

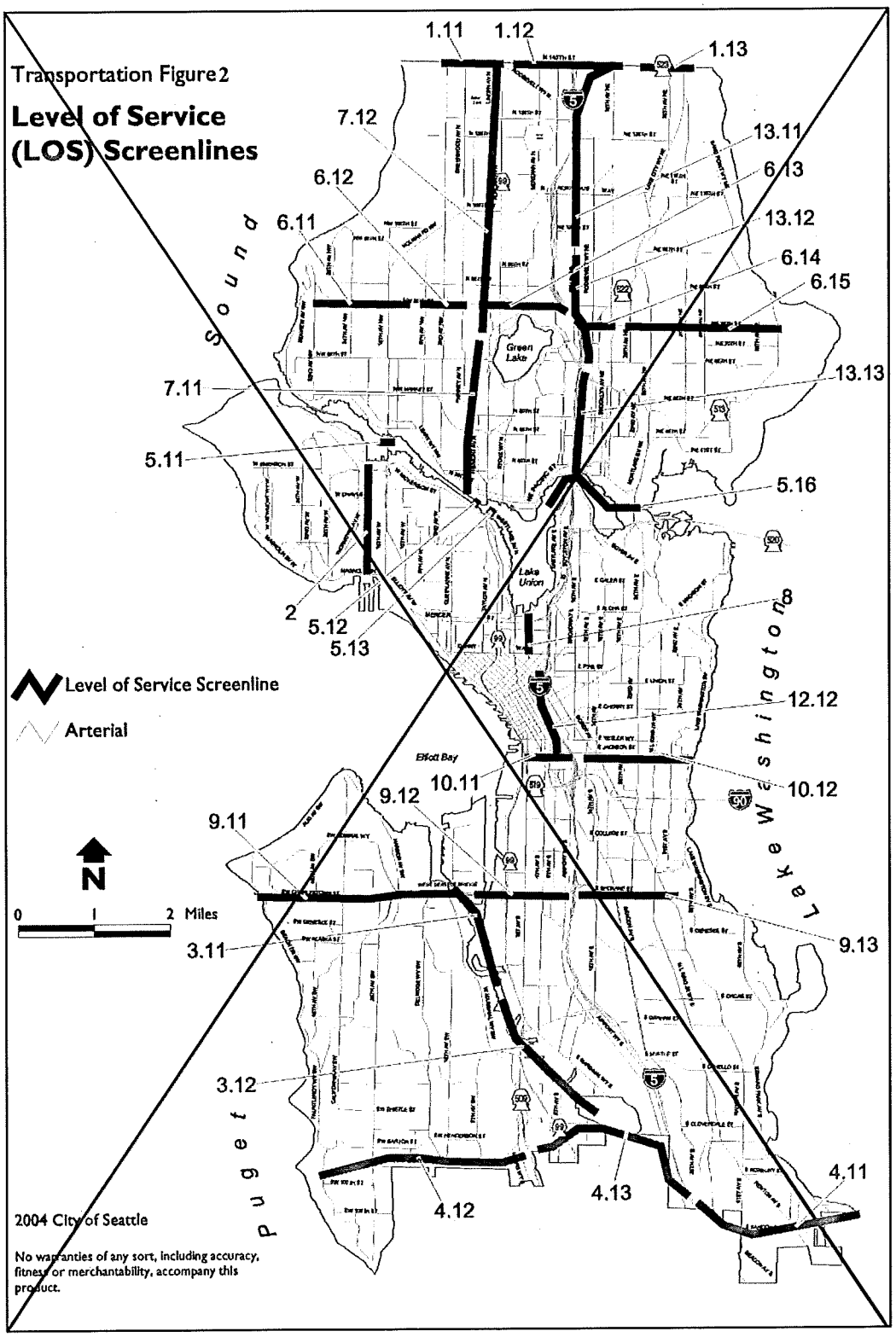
TG((~~27~~))26Use level-of-service standards, as required by the Growth Management Act, as a gauge to judge the performance of the arterial and transit system.

policies

T65 Define arterial level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated screenlines, each of which encompasses one or more arterials, as shown in Transportation Appendix Figure ((~~2~~))A-11. Measure 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 Appendix Figure 3.~~))

T66 Define transit level-of-service (LOS) to be the ratio of measured traffic volumes to calculated roadway capacity at designated ((~~screen lines~~))screenlines, each of which encompasses one or more arterials((~~,~~)) shown in Transportation Appendix Figure A-11 on some of which transit operates((~~, as shown in Transportation Figure 2~~)). Measure 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.~~))

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


Transportation Figure 2
Level of Service (LOS) Screenlines
1.11
1.12
1.13
7.12
13.11
6.12
6.13
6.11
13.12
6.14
6.15
Green Lake
13.13
7.11
5.11
5.16
Lake Union
2
5.12
5.13
8
Level of Service Screenline
Arterial
12.12
Elliott Bay
10.11
10.12
9.12
9.11
N
0
1
2 Miles
3.11
9.13
3.12
4.11
4.13
4.12
Puget Sound
Lake Washington
2004 City of Seattle
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((~~Transportation Figure 3~~

~~**Level-of-Service (LOS) Standards**~~))

((~~Level-of-Service Screenline Number~~	~~Screenline Location Segment~~	~~LOS Standard~~	~~Direction~~	~~2020 V/C Ratios Comp. Plan~~
~~1.11~~	~~**North City Limit** 3rd Ave. NW to Aurora Ave. N~~	~~1.20~~	~~NB~~	~~0.96~~
			~~SB~~	~~0.61~~
~~1.12~~	~~**North City Limit** Meridian Ave. N to 15th Ave. NE~~	~~1.20~~	~~NB~~	~~0.83~~
			~~SB~~	~~0.43~~
~~1.13~~	~~**North City Limit** 30th Ave. NE to Lake City Way NE~~	~~1.20~~	~~NB~~	~~0.93~~
			~~SB~~	~~0.58~~
~~2~~	~~**Magnolia**~~	~~1.00~~	~~EB~~	~~0.51~~
			~~WB~~	~~0.64~~
~~3.11~~	~~**Duwamish River** West Seattle Fwy. & Spokane St.~~	~~1.20~~	~~EB~~	~~0.55~~
			~~WB~~	~~0.86~~
~~3.12~~	~~**Duwamish River** 1st Ave. S & 16th Ave. S~~	~~1.20~~	~~NB~~	~~0.51~~
			~~SB~~	~~0.75~~
~~4.11~~	~~**South City Limit** Martin Luther King Jr Way to Rainier Ave. S~~	~~1.00~~	~~NB~~	~~0.46~~
			~~SB~~	~~0.61~~
~~4.12~~	~~**South City Limit** Marine Dr. SW to Meyers Way S~~	~~1.00~~	~~NB~~	~~0.33~~
			~~SB~~	~~0.39~~
~~4.13~~	~~**South City Limit** SR 99 to Airport Way S~~	~~1.00~~	~~NB~~	~~0.41~~
			~~SB~~	~~0.49~~
~~5.11~~	~~**Ship Canal** Ballard Bridge~~	~~1.20~~	~~NB~~	~~1.20~~
			~~SB~~	~~0.81~~
~~5.12~~	~~**Ship Canal**~~	~~1.20~~	~~NB~~	~~1.07~~

((~~Level of Service Screenline Number~~	~~Screenline Location Segment~~	~~LOS Standard~~	~~Direction~~	~~2020 V/C Ratios Comp. Plan~~
	~~Fremont Bridge~~		~~SB~~	~~0.73~~
~~5.13~~	~~**Ship Canal**~~ ~~Aurora Bridge~~	~~1.20~~	~~NB~~	~~0.90~~
			~~SB~~	~~0.78~~
~~5.16~~	~~**Ship Canal**~~ ~~University & Montlake Bridges~~	~~1.20~~	~~NB~~	~~1.10~~
			~~SB~~	~~1.07~~
~~6.11~~	~~**South of NW 80th St.**~~ ~~Seaview Ave. NW to 15th Ave. NW~~	~~1.00~~	~~NB~~	~~0.47~~
			~~SB~~	~~0.32~~
~~6.12~~	~~**South of N(W) 80th St.**~~ ~~8th Ave. NW to Greenwood Ave. N~~	~~1.00~~	~~NB~~	~~0.56~~
			~~SB~~	~~0.33~~
~~6.13~~	~~**South of N(E) 80th St.**~~ ~~Linden Ave. N to 1st Ave. NE~~	~~1.00~~	~~NB~~	~~0.46~~
			~~SB~~	~~0.36~~
~~6.14~~	~~**South of NE 80th St.**~~ ~~5th Ave. NE to 15th Ave. NE~~	~~1.00~~	~~NB~~	~~0.76~~
			~~SB~~	~~0.48~~
~~6.15~~	~~**South of NE 80th St.**~~ ~~20th Ave. NE to Sand Point Way NE~~	~~1.00~~	~~NB~~	~~0.55~~
			~~SB~~	~~0.38~~
~~7.11~~	~~**West of Aurora Ave**~~ ~~Fremont Pl. N to N 65th St.~~	~~1.00~~	~~NB~~	~~0.52~~
			~~SB~~	~~0.71~~
~~9.11~~	~~**South of Spokane St.**~~ ~~Beach Dr. SW to W Marginal Way SW~~	~~1.00~~	~~NB~~	~~0.45~~
			~~SB~~	~~0.59~~
~~9.12~~	~~**South of Spokane St.**~~ ~~E Marginal Way S to Airport Way S~~	~~1.00~~	~~NB~~	~~0.52~~
			~~SB~~	~~0.63~~
~~9.13~~	~~**South of Spokane St.**~~	~~1.00~~	~~NB~~	~~0.58~~

((~~Level-of-Service Screenline Number~~	~~Screenline Location Segment~~	~~LOS Standard~~	~~Direction~~	~~2020 V/C Ratios Comp. Plan~~
	~~15th Ave. S to Rainier Ave. S~~		~~SB~~	~~0.64~~
~~10.11~~	~~South of S Jackson St. Alaskan Way S to 4th Ave. S~~	~~1.00~~	~~NB~~	~~0.70~~
			~~SB~~	~~0.69~~
~~10.12~~	~~South of S Jackson St. 12th Ave. S to Lakeside Ave. S~~	~~1.00~~	~~NB~~	~~0.52~~
			~~SB~~	~~0.66~~
~~12.12~~	~~East of CBD~~	~~1.20~~	~~EB~~	~~0.61~~
			~~WB~~	~~0.74~~
~~13.11~~	~~East of I-5NE Northgate Way to NE 145th St.~~	~~1.00~~	~~EB~~	~~0.76~~
			~~WB~~	~~0.63~~
~~13.12~~	~~East of I-5 NE 65th St. to NE 80th St.~~	~~1.00~~	~~EB~~	~~0.46~~
			~~WB~~	~~0.48~~
~~13.13~~	~~East of I-5 NE Pacific St. to NE Ravenna Blvd.~~	~~1.00~~	~~EB~~	~~0.64~~
			~~WB~~	~~0.77))~~

I Financing the Transportation System

discussion

Without funding, the goals identified in this Element would be difficult to achieve. This section identifies goals and policies related to providing and prioritizing funds for transportation projects, programs, and services. ((~~It also identifies the types of multi-year investment plans to be developed as part of the Transportation Strategic Plan process.~~))

goals

TG((~~28~~))27 Recognize and promote the urban village strategy when making transportation investments.

TG((~~29~~))28 Work towards transportation funding levels adequate to maintain and improve the transportation system.

policies

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

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

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

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

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

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

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

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

T74 Consistent with the other policies in this Plan((~~ and the Transportation Strategic Plan~~)):

- Prepare a six-year CIP that includes projects that are fully or partially funded;
- ((~~As part of the Transportation Strategic Plan, p~~))Prepare an intermediate-range list of projects for which the City plans to actively pursue funds over the next approximately ((~~8 to 10~~))eight to ten years((~~,~~));; and
- Maintain a long-range working list of potential projects and known needs.

T75 If the level of transportation funding anticipated in the six-year financial analysis((~~,~~)) below (Figure 1((4))) falls short, the Department of Finance and the Seattle Department of Transportation will:

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

((~~Transportation Figure 4~~

~~Estimated Future Transportation Revenue~~))

((~~Source~~	**~~Estimated Revenue in millions 2004-2009~~**
~~Gas tax~~	~~$70 to $70~~
~~Grants & Loans~~	~~$405 to $450~~
~~General Fund & Cumulative Reserve Fund~~	~~$205 to $230~~
~~Total~~	**~~$680 to $750~~**

~~Transportation Figure 5~~
~~Estimated Future Transportation Expenditures~~

~~Category~~	**~~Estimated Expenditures in millions 2004-2009~~**
~~Operations & Maintenance~~	~~$291 to $321~~
~~Major Maintenance & Safety~~	~~$192 to $212~~
~~Mobility & Enhancements~~	~~$197 to $217~~
~~Total~~	**~~$680 to $750~~))**

Transportation Figure 1

Estimated Future Transportation Revenue

Source	Estimated Revenue in Millions (2015-2020)	
	Low	High
Seattle Dedicated Transportation Funding [1]	$230	$510
STBD Funding [2]	$305	$325
Grants and Partnerships	$160	$240
General Fund and Cumulative Reserve Fund	$325	$400
Seawall and Waterfront Revenue	$420	$475
Total	**$1,440**	**$1,950**

Notes to Transportation Figure 1:
1 – Gas Tax, Bridging the Gap transportation levy, commercial parking tax, school zone camera revenue
2 – Vehicle License Fee, sales tax

Based on the revenue and expenditure estimates shown in Transportation Figures 1 and 2((~~4 and 5~~)), the City expects to have sufficient resources to fund the expenditure needs shown.

Transportation Figure 2

Estimated Future Transportation Expenditures

Category	Estimated Expenditures in Millions (2015-2020)	
	Low	High
Operations and Maintenance [1]	$350	$430
Major Maintenance and Safety	$325	$550
Mobility and System Enhancements [2]	$765	$970
Total	**$1,440**	**$1,950**

Notes to Transportation Figure 2:
1 – Does not include reimbursables
2 – Includes transit service purchases

Attachment 5 Housing Element

Housing Element

A Accommodating Growth ((&))and Maintaining Affordability

* * *

goals

HG1 Accommodate ((~~47,000~~))70,000 additional ((~~households~~))housing units, including Seattle's share of the countywide need for affordable housing, consistent with the Countywide Planning Policies, over the 20 years covered by this Plan.

* * *

C-1 Encouraging Housing Affordable to Low-Income Households

policies

H30 ((~~Address the city's share of affordable housing needs resulting from expected countywide household growth, consistent with the countywide affordable housing policies, by planning for:~~

~~a. at least 20 percent of expected housing growth to be affordable to households earning up to 50 percent of median income (estimated 9,400 affordable units).~~

~~b. at least 17 percent of expected housing growth to be affordable to households earning between 51 percent and 80 percent of median income (estimated 7,990 affordable units).~~

~~c. At least 27 percent of expected housing growth to be affordable to households earning between 81 percent and 120 percent of median income (estimated 12,690 units).~~

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

~~H31~~)) Promote the continued production and preservation of low-income housing through incentive zoning mechanisms, which include density and height

bonuses and the transfer of development rights. Consider expanding the use of incentive zoning for affordable housing in neighborhoods outside downtown, particularly in urban centers.

H((~~32~~))31 Encourage the preservation of existing low-income housing by: using housing programs and funds to preserve existing housing that is susceptible to redevelopment or gentrification; encouraging acquisition of housing by nonprofit organizations, land trusts or tenants, thereby protecting housing from upward pressure on prices and rents; inspecting renter-occupied housing for compliance with the Seattle Housing and Building Maintenance Code; and making available funds for emergency, code-related repair.

H((~~33~~))32 Give special consideration to actions that can help maintain the affordability of housing occupied by artists in areas that are recognized as established artist communities, such as Pioneer Square.

H((~~34~~))33 Encourage affordable housing citywide.

a. Plan for at least one-quarter of the housing stock in the city to be affordable to households with incomes up to 50 percent of the area median income, regardless of whether this housing is publicly assisted or available in the private market.

b. Encourage the use of public subsidy funds for the production or preservation of low-income housing in urban centers and urban villages.

c. Encourage the production of housing affordable to households of all incomes, with particular emphasis on households with incomes up to 50 percent of the area median income in centers and villages with high land values and/or relatively little existing rental housing affordable to households in that income range.

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

C-2 Publicly Subsidized Low-Income Housing

policies

H((~~35~~))34 Strive to make some resources available to all household types (such as families and single-person households) in need of affordable housing options through the mix of housing programs in the city; however, emphasize assisting households most in need due to very low-incomes or to special needs that the housing market is unable to serve. Direct affordable housing funds administered by the City to serve households with incomes up to 80 percent of

the area median income, consistent with local, state, and federal law and program requirements.

H((~~36~~))35 Promote a broader geographical distribution of subsidized rental housing by generally funding projects in areas with less subsidized rental housing and generally restricting funding for projects in neighborhoods outside of downtown where there are high concentrations of subsidized rental housing.

a. The specific rules implementing this policy and the conditions for allowing exceptions for particular projects are established by the City Council in the HUD Consolidated Plan and other City policies. The HUD Consolidated Plan may also include additional geographic-specific restrictions on, or exceptions for, subsidized rental housing in order to further housing goals as defined in this Comprehensive Plan or neighborhood plan.

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

H((~~37~~))36 Require sponsors of City-funded subsidized rental housing projects and encourage sponsors of non-City-funded subsidized rental housing projects to use the City's good neighbor guidelines. This should encourage cooperative problem solving as early as possible in the process of developing subsidized rental housing, in order to identify and, where appropriate, respond to neighborhood concerns.

H((~~38~~))37 Allocate public funds administered by the City to develop and preserve affordable rental housing for low-income, very low-income, and extremely low-income households in conformity with applicable income limits in City ordinances that govern the use of each fund source.

H((~~39~~))38 Seek to promote home ownership in the city in a variety of housing types by:

a. Using a portion of local discretionary housing subsidy resources to provide home ownership opportunities to low-income households, in conformity with applicable income limits in City ordinances that govern the use of each fund source.

b. Consider alternative approaches to increase the development of affordable home ownership housing, including but not limited to greater use of land trusts and limited equity cooperatives.

H((~~40~~))39 Strive over time for a permanent subsidized rental housing stock with unit types and sizes that reflect the housing needs of the city's low-income households.

H((~~41~~))40 Provide affordable housing for low-income families with children, recognizing that family housing requires greater subsidies due to larger household size, the need for play areas for children, and separation of parking and access roads from play areas.

H((~~42~~))41 Encourage and support the development of affordable housing for low-income households in all parts of the city, including areas of high land cost where greater subsidies may be needed.

H((~~43~~))42 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.

H((~~44~~))43 Allocate resources for financial assistance to eligible tenants with incomes up to 50 percent of median income who are displaced from existing low-income housing because of redevelopment, substantial rehabilitation, change-of-use or termination of long-term, low-income rent restrictions in order to help offset the cost of relocating to another unit consistent with applicable state laws.

H((~~45~~))44 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 th ose for whom the cost of housing is a chief cause of homelessness.

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

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

H((~~46~~))45 In recognition of the fact that for certain people housing support services can mean the difference between housing stability and homelessness, coordinate housing planning and funding, where appropriate, with the following types of housing support services:

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

mental health treatment, employment counseling, and placement assistance).

H((~~47~~))46 Work in partnership among various levels of government and with other public agencies to address homeless and low-income housing needs that transcend jurisdictional boundaries.

a. Work with the federal and state governments to increase public support for housing.

b. Work with the Seattle Housing Authority to address the low-income housing needs of Seattle residents.

c. Work with other jurisdictions in King County to pursue production of assisted low-income housing throughout the region and an equitable distribution of the cost of providing housing and human services to very-low-income households, including the regional problem of homelessness. Pursue the development of new funding sources, including a regional housing levy or other sources of funding for low-income housing and related supportive services that may be used throughout the region.

d. Continue providing local resources (such as levies, bond issues, and the City's general fund) to meet housing needs, leveraging funds from other sources where appropriate.

e. Continue to lobby the state government to enact tax incentives and to increase housing funds to encourage the preservation of existing low-income housing.

H((~~48~~))47 Strive to leverage federal, state, and private resources with local public funds, where these resources help achieve the goals of Seattle's Comprehensive Plan.

H((~~49~~))48 Among its other purposes, the City's Consolidated Plan shall serve as an ongoing, annually updated, coordinated compilation of information for the public regarding housing policies, strategies, programs, and resource allocation. Housing portions of the Consolidated Plan constitute a functional plan to implement housing-related goals and policies in this Comprehensive Plan.

Attachment 6 Economic Development Element

Economic Development Element

Goals

EDG1 ((~~Add~~)) Accommodate approximately ((~~84,000~~))115,000 jobs in the city over the 20-year period covered by this Plan, in order to ensure long-term economic security and social equity to all Seattle residents.

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Attachment 7-A Neighborhood Planning Element: Central Area

Neighborhood Planning Element

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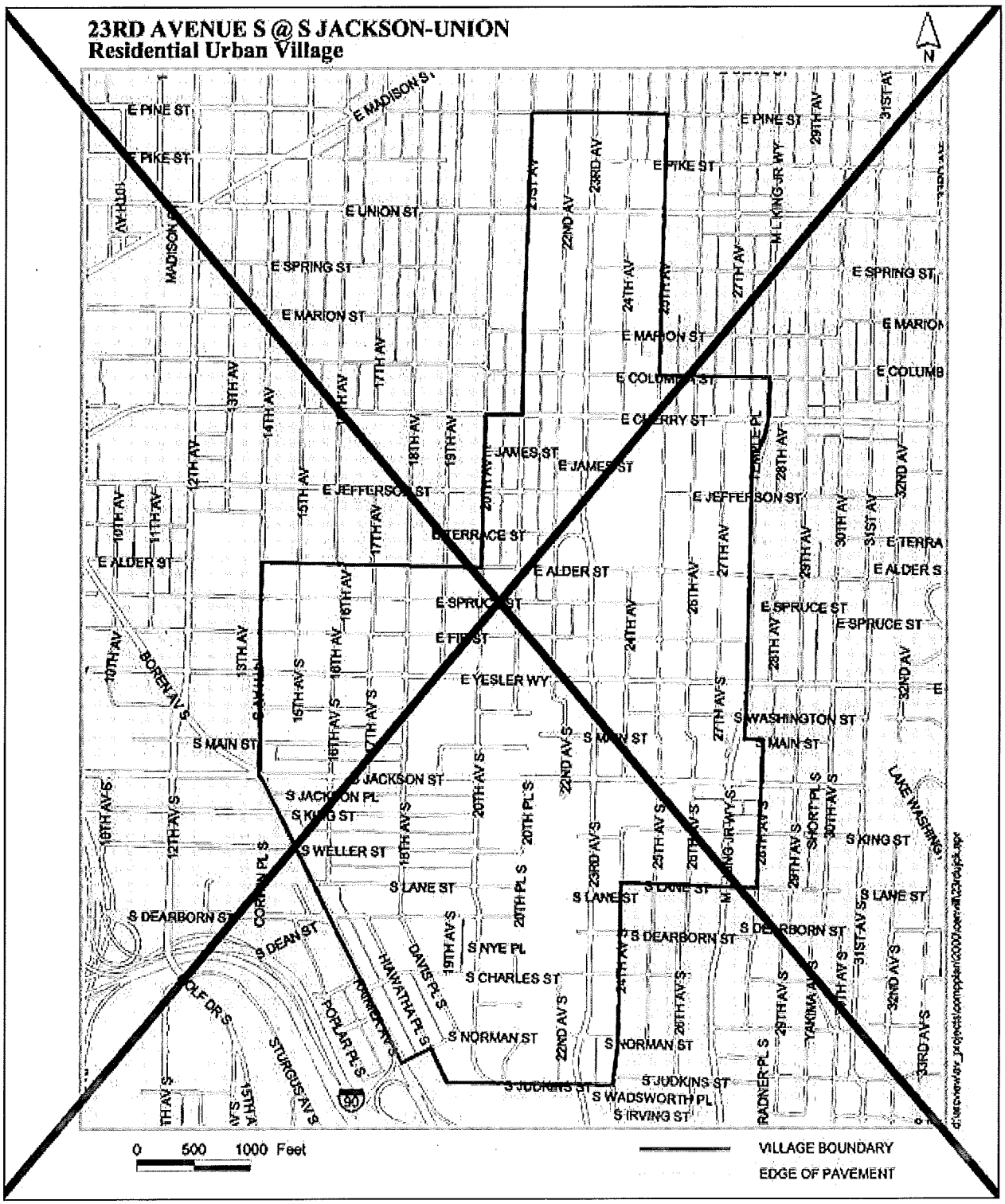
B-6 Central Area

* * *

economic development policies

* * *

CA-P42 Strive to develop healthy workplaces where employees are treated with respect, and have a voice in decisions that impact their jobs, lives and community.


23RD AVENUE S @ S JACKSON-UNION
Residential Urban Village
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E UNION ST
E SPRING ST
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E COLUMBIA ST
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E JEFFERSON ST
E TERRACE ST
E ALDER ST
E SPRUCE ST
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S DEARBORN ST
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S NYE PL
S CHARLES ST
S NORMAN ST
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S WADSWORTH PL
S IRVING ST
MADISON ST
BOREN AV S
CORTEN PL S
HIAWATHA PL S
DAVIS PL S
POPLAR PL S
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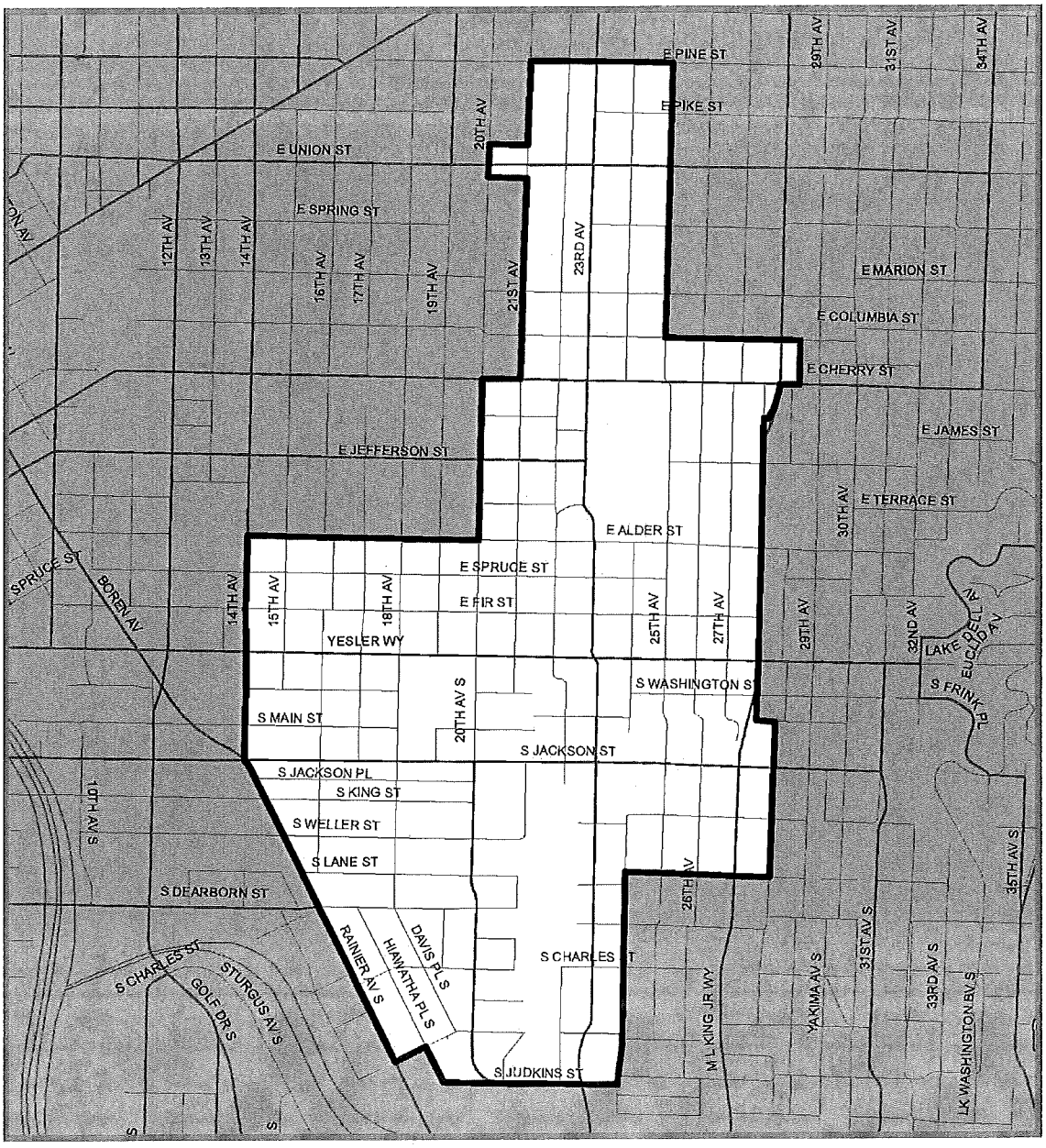
VILLAGE BOUNDARY
EDGE OF PAVEMENT

23RD & UNION-JACKSON
Residential Urban Village



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23rd avenue corridor policies

* * *

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

CA-P68 Consider rezoning single-family zoned parcels to neighborhood commercial to support continuation and expansion of services provided by local institutions such as the Cherry Hill Baptist Church.

Madison-Miller goals

CA-G19 A vibrant, revitalized pedestrian-oriented commercial district on East Madison from 16th to 24th Avenues that serves both local and destination shoppers with a variety of shops and services.

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

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

Madison-Miller policies

CA-P((~~68~~))69 Encourage increased housing density at 23rd and Madison. As one tool for implementing this policy, consider the Residential Small Lot zone to be appropriate for single-family areas south of E. Madison St. within the Madison-Miller Residential Urban Village.

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

CA-P((~~69~~))70Seek entertainment facilities (e.g., entertainment complex), destination retail, convention and conference facilities and other like businesses at 23rd and Madison.

CA-P((~~70~~))71 Adopt themes and identity elements for Madison/Miller and incorporate into streetscape concepts, transportation improvements, community-based projects, and new development proposals, including concepts such as:

- The area's African-American ((~~H~~))heritage;
- "Madison After Dark";
- Community ((~~D~~))diversity;

- The ((~~P~~))physical and ((~~N~~))natural ((~~E~~))environment; and
- The area's ((~~T~~))transportation ((~~H~~))history.

CA-P((~~71~~))72 Explore the potential for an incentive-based East Madison "economic opportunity area."

12th avenue goal

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

12th avenue policies

CA-P((~~72~~))73 Encourage increased housing density where appropriate, such as on 12th Avenue and on Yesler Way, and in mid-rise zoned areas.

CA-P((~~73~~))74 Facilitate the redevelopment of City-owned land, emphasizing mixed use where that type of development will contribute to the desired community character.

CA-P((~~74~~))75 Seek services and retail that build((~~s~~)) on the neighborhood's proximity to Seattle University.

* * *

Attachment 7-B Neighborhood Planning Element: Morgan Junction

Neighborhood Planning Element

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B-18 Morgan Junction

* * *

parks ((&))and open space policies

* * *

MJ-P6 Seek opportunities, particularly within the business district, to provide additional open space and to create open space/plazas that serve as community gathering places.

* * *

housing ((&))and land use policies

* * *

MJ-P13 Maintain the character and integrity of the existing single-family((~~zoned~~)) designated areas by maintaining current single family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones, except where, as part of a development proposal, a long-standing neighborhood institution is maintained and existing adjacent community gathering places are activated, helping to meet MJ-P6.

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Attachment 7-C Neighborhood Planning Element: North Neighborhoods (Lake City)

Neighborhood Planning Element

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B-20 North Neighborhoods (Lake City)

* * *

Lake City Way policies

NN-P6 Along Lake City Way, ((~~seek to retain on- street parking and existing driveway access. Where safety problems exist,~~))seek to redesign driveway access where safety problems exist.

* * *

hub urban village policies

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

((~~**NN**-P34 The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages, shall not apply, in the Lake City Hub Urban Village.~~))

NN-P((~~35~~))34 New multi-family housing in commercial zones within pedestrian-designated zones in the HUV will be mixed-use, with a non-residential use on the street level.

* * *

NN-P((~~36~~))35 Encourage new development in the HUV to include adequate provision for the needs of pedestrians.

housing demand goal

NN-HD1 mixture of high quality housing exists and the established residential areas are protected from encroachment by, and impacts of, other uses.

housing demand policies

NN-P((~~37~~))36 Encourage development of non-single-family parcels adjacent to single-family zoning to provide transitions or buffers adequate to protect the single-family area from adverse impacts.

NN-P((~~38~~))37 Encourage innovative and affordable housing types responsive to

market demand and neighborhood desires, including live/work, studio, and in-home business.

NN-P((~~39~~))38 This policy is to be considered in the review of future rezones in the area defined by 15th Ave NE on the west, NE 95th Street on the south, NE 145th Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would:

- ((~~increase the permitted density of residential or commercial use (except for rezones from C to NC zones)~~))increase the permitted density, bulk, or height of structures in residential or commercial use, except for rezones from a commercial (C) zone to a neighborhood commercial (NC) zone or any rezone in the vicinity of the Civic Core, defined as the area roughly bounded by 128th Avenue NE on the north, Lake City Way on the east, 30th Avenue NE and 125th Street to the south, and 27th Avenue NE to the west;
- ((~~increase the permitted bulk or height of structures~~))
- change a neighborhood commercial (NC) to a commercial (C) zone; or
- change a commercial to an industrial zone.

This policy shall not apply to rezones proposed in close proximity to a high capacity transit station outside of the urban village. Any rezone should be done in cooperation with the community.

* * *

human services policies

NN-P((~~40~~))39 Seek to acquire land for capital facilities and other resources in anticipation of population growth, based on demographic projections.

NN-P((~~41~~))40 Periodically assess the effectiveness of current services through means such as community reviews or performance audits.

* * *

design review policies

NN-P((~~42~~))41 Require design review for all multi-family and commercial development meeting Design Review Program thresholds, in the zones to which the Design Review Program applies, anywhere in the North Neighborhoods' planning area.

NN-P((~~43~~))42 Seek to protect existing riparian and wetland areas and re-establish interrupted systems.

NN-P((~~44~~))43 Seek to provide clear, safe separation of pedestrian and vehicular areas on all arterials and within the HUV.

NN-P((~~45~~))44 Provide amenities along sidewalks which are attractive and safe.

Attachment 8 Environment Element

Environment Element

* * *

C Natural Systems Approach

* * *

policies

* * *

E8.1 ((~~Where there would be measurable benefits to people or wildlife, place priority on solving drainage problems, such as flooding and frequent reliance on the combined sewer overflow system, with natural drainage system approaches and by restoring watershed elements such as forest, wetlands, and natural channels.~~))Use trees, vegetation, amended soil, bioretention, and other green stormwater infrastructure, where feasible, to manage stormwater runoff and reduce the impacts of development.

* * *

E10 Strive to increase the amount of permeable surface and remove unnecessary impervious surfaces((~~vegetative cover in the city in order to mitigate the heat island effect of developed areas, control storm water flows and reduce pollution~~)).

* * *

Attachment 9 Urban Village Appendix

Urban Village ((~~Element~~))Appendix

((~~A – Urban Village Appendix A~~))

((~~Growth Targets for Urban Centers, Center Villages, Manufacturing/ Industrial Centers, Hub Urban Villages, & Residential Urban Villages~~

~~Center or Village~~	~~Land Area in Acres~~	~~Households (HH)~~				~~Employment (Jobs)~~			
		~~Existing (2004)~~	~~Existing Density (HH/ Acre)~~	~~Growth Target (HH Growth)~~	~~2024 Density (Est.)~~	~~Existing (2002)~~	~~Existing Density (Jobs/ Acre)~~	~~Growth Target (Job Growth)~~	~~2024 Density (Est.)~~
~~Urban Centers & Center Villages~~									
~~Downtown Urban Center Total~~	~~952~~	~~15,700~~	~~16~~	~~10,000~~	~~27~~	~~156,960~~	~~165~~	~~29,015~~	~~195~~
~~Belltown~~	~~220~~	~~8,640~~	~~39~~	~~4,700~~	~~61~~	~~19,760~~	~~90~~	~~4,000~~	~~108~~
~~Chinatown/ International District~~	~~171~~	~~1,910~~	~~11~~	~~1,000~~	~~17~~	~~5,080~~	~~30~~	~~2,000~~	~~41~~
~~Commercial Core~~	~~276~~	~~3,070~~	~~11~~	~~300~~	~~13~~	~~103,790~~	~~376~~	~~10,000~~	~~412~~
~~Denny Triangle~~	~~143~~	~~1,290~~	~~9~~	~~3,000~~	~~30~~	~~18,020~~	~~126~~	~~9,515~~	~~193~~
~~Pioneer Square[4]~~	~~142~~	~~790~~	~~6~~	~~1,000~~	~~12~~	~~10,310~~	~~73~~	~~3,500~~	~~97~~
~~First Hill/Capitol Hill Center Total~~	~~916~~	~~22,520~~	~~25~~	~~3,500~~	~~28~~	~~37,940~~	~~41~~	~~4,600~~	~~46~~

~~Center or Village~~	~~Land Area in Acres~~	~~Households (HH)~~				~~Employment (Jobs)~~			
		~~Existing (2004)~~	~~Existing Density (HH/ Acre)~~	~~Growth Target (HH Growth)~~	~~2024 Density (Est.)~~	~~Existing (2002)~~	~~Existing Density (Jobs/ Acre)~~	~~Growth Target (Job Growth)~~	~~2024 Density (Est.)~~
~~12th Ave.~~	~~160~~	~~1,450~~	~~9~~	~~700~~	~~13~~	~~4,040~~	~~25~~	~~700~~	~~30~~
~~Capitol Hill~~	~~397~~	~~12,250~~	~~31~~	~~1,000~~	~~33~~	~~7,300~~	~~18~~	~~900~~	~~21~~
~~First Hill~~	~~228~~	~~6,020~~	~~26~~	~~1,200~~	~~32~~	~~22,020~~	~~97~~	~~2,000~~	~~105~~
~~Pike/Pine~~	~~131~~	~~2,800~~	~~21~~	~~600~~	~~26~~	~~4,580~~	~~35~~	~~1,000~~	~~43~~
~~Northgate Urban Center Total~~	**~~411~~**	**~~3,490~~**	**~~8~~**	**~~2,500~~**	**~~15~~**	**~~11,030~~**	**~~27~~**	**~~4,220~~**	**~~37~~**
~~South Lake Union Urban Center Total~~	**~~340~~**	**~~1,210~~**	**~~4~~**	**~~8,000~~**	**~~27~~**	**~~19,690~~**	**~~58~~**	**~~16,000~~**	**~~105~~**
~~University Community Urban Center Total~~[2]	**~~758~~**	**~~6,850~~**	**~~9~~**	**~~2,450~~**	**~~12~~**	**~~32,360~~**	**~~43~~**	**~~6,140~~**	**~~51~~**
~~Ravenna~~	~~123~~	~~1,400~~	~~11~~	~~450~~	~~15~~	~~1,960~~	~~16~~	~~500~~	~~20~~
~~University District Northwest~~	~~287~~	~~5,230~~	~~18~~	~~2,000~~	~~25~~	~~6,170~~	~~21~~	~~2,640~~	~~31~~
~~Uptown Queen Anne Urban Center Total~~	**~~297~~**	**~~4,580~~**	**~~15~~**	**~~1,000~~**	**~~19~~**	**~~15,570~~**	**~~52~~**	**~~1,150~~**	**~~56~~**

~~Center or Village~~	~~Land Area in Acres~~	~~Households (HH)~~				~~Employment (Jobs)~~			
		~~Existing (2004)~~	~~Existing Density (HH/Acre)~~	~~Growth Target (HH Growth)~~	~~2024 Density (Est.)~~	~~Existing (2002)~~	~~Existing Density (Jobs / Acre)~~	~~Growth Target (Job Growth)~~	~~2024 Density (Est.)~~
~~**Manufacturing/Industrial Centers**~~									
~~Ballard-Interbay-Northend (BINMIC)~~	~~941~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~15,320~~	~~16~~	~~2,150~~	~~19~~
~~Duwamish~~	~~4,961~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~64,500~~	~~13~~	~~9,750~~	~~15~~
~~**Hub Urban Villages**~~									
~~Ballard~~	~~425~~	~~5,010~~	~~12~~	~~1,000~~	~~14~~	~~4,780~~	~~11~~	~~750~~	~~13~~
~~Bitter Lake Village~~	~~359~~	~~2,010~~	~~6~~	~~800~~	~~8~~	~~4,010~~	~~11~~	~~750~~	~~13~~
~~Fremont~~	~~215~~	~~2,170~~	~~10~~	~~500~~	~~12~~	~~6,430~~	~~30~~	~~800~~	~~34~~
~~Lake City~~	~~142~~	~~1,920~~	~~13~~	~~900~~	~~20~~	~~1,510~~	~~11~~	~~650~~	~~15~~
~~North Rainier~~	~~453~~	~~1,590~~	~~4~~	~~900~~	~~5~~	~~4,670~~	~~10~~	~~750~~	~~12~~
~~W. Seattle Junction~~	~~226~~	~~2,280~~	~~10~~	~~700~~	~~13~~	~~2,670~~	~~12~~	~~750~~	~~15~~
~~**Residential Urban Villages**~~									
~~23rd Ave. @ S Jackson-Union~~	~~515~~	~~3,730~~	~~7~~	~~650~~	~~9~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Admiral District~~	~~98~~	~~1,000~~	~~10~~	~~200~~	~~12~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~

~~Center or Village~~	~~Land Area in Acres~~	~~Households (HH)~~				~~Employment (Jobs)~~			
		~~Existing (2004)~~	~~Existing Density (HH/Acre)~~	~~Growth Target (HH Growth)~~	~~2024 Density (Est.)~~	~~Existing (2002)~~	~~Existing Density (Jobs / Acre)~~	~~Growth Target (Job Growth)~~	~~2024 Density (Est.)~~
~~Aurora-Licton~~	~~327~~	~~2,740~~	~~8~~	~~500~~	~~10~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Columbia City~~	~~313~~	~~1,750~~	~~6~~	~~800~~	~~8~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Crown Hill~~	~~173~~	~~1,110~~	~~6~~	~~250~~	~~8~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Eastlake~~	~~200~~	~~2,760~~	~~14~~	~~250~~	~~15~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Green Lake~~	~~109~~	~~1,520~~	~~14~~	~~250~~	~~16~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Greenwood/ Phinney Ridge~~	~~94~~	~~1,500~~	~~16~~	~~400~~	~~20~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Madison-Miller~~	~~145~~	~~1,930~~	~~13~~	~~500~~	~~17~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~MLK@Holly Street~~	~~375~~	~~2,080~~	~~6~~	~~590~~	~~7~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Morgan Junction~~	~~114~~	~~1,090~~	~~10~~	~~200~~	~~11~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~North Beacon Hill~~	~~131~~	~~1,170~~	~~9~~	~~490~~	~~13~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Rainier Beach~~	~~250~~	~~1,370~~	~~5~~	~~600~~	~~8~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Roosevelt~~	~~158~~	~~1,260~~	~~8~~	~~250~~	~~10~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~South Park~~	~~263~~	~~1,030~~	~~4~~	~~250~~	~~5~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Upper Queen~~	~~53~~	~~1,446~~	~~27~~	~~200~~	~~31~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~

~~Center or Village~~	~~Land Area in Acres~~	~~Households (HH)~~				~~Employment (Jobs)~~			
		~~Existing (2004)~~	~~Existing Density (HH/Acre)~~	~~Growth Target (HH Growth)~~	~~2024 Density (Est.)~~	~~Existing (2002)~~	~~Existing Density (Jobs / Acre)~~	~~Growth Target (Job Growth)~~	~~2024 Density (Est.)~~
~~Anne~~									
~~Wallingford~~	~~257~~	~~2,520~~	~~10~~	~~400~~	~~12~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Westwood-Highland Park~~	~~276~~	~~2,015~~	~~7~~	~~400~~	~~9~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~
~~**Seattle Total**~~	~~**53,535**~~	~~**268,000**~~	~~**5**~~	~~**47,000**~~	~~**6**~~	~~**480,000**~~	~~**9**~~	~~**84,000**~~	~~**11**~~

~~1. The Pioneer Square growth targets assume that the north football stadium parking lot and vacant floor area in existing structures are available to accommodate a substantial share of household and employment growth.~~
~~2. The University of Washington campus is part of the University Community Urban Center, but is not a distinct urban village. These numbers includes jobs and housing on the University of Washington campus not reflected in Ravenna and the University District Northwest figures.~~))

((~~B – Urban Village Appendix B~~))

Urban Village Figure A-1

Citywide Open Space & Recreation Facility Goals

City Open Space	**Goal**	**Area**
Breathing Room Open Space	1 Acre per 100 residents	Citywide
Usable Open Space	¼ to ½ acre within ¼ to ½ mile of every resident	Areas outside Urban Villages
Recreation Facilities	Specific Goals for Recreation Facilities such as Community Centers, swimming pools and	Citywide, except as modified by Village Open

	athletic fields are contained in the Parks Comprehensive Plan	Space and Recreation Goals

Urban Village Figure A-2

Urban Village Open Space & Recreation Facility Goals

Goal	Urban Center Villages	Hub Urban Villages	Residential Urban Villages
Urban Village Open Space Population-based Goals	One acre of Village Open Space per 1,000 households. For the Downtown Commercial Core: one acre of Village Open Space per 10,000 jobs.	One acre of Village Open Space per 1,000 households.	Same as for Hub Urban Villages.
Urban Village Open Space Distribution Goals	All locations in the village within approximately 1/8 mile of Village Open Space.	Same as for Urban Center Villages.	For moderate and high density areas: All locations within 1/8 mile of a Village Open Space that is between 1/4- and 1-acre in size, or within 1/4 mile of a Village Open Space that is greater than 1 acre. For low density areas: all locations within 1/4 mile of any qualifying Village Open Space.
Qualifying Criteria for Village Open Space	Dedicated open spaces of at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities.	Same as for Urban Center Villages.	Same as for Urban Center and Hub Villages.
Village Commons, Recreation Facility and Community Garden Goals	At least one usable open space of at least one acre in size (Village Commons) where the existing and target households total 2,500 or more. (Amended 11/96). One indoor, multiple-use recreation facility serving each Urban Center. One dedicated community garden for each 2,500 households in the Village with at least one dedicated garden site.	At least one usable open space of at least one acre in size (Village Commons). One facility for indoor public assembly. Same as for Urban Center Villages.	At least one usable open space, of at least one acre in size (Village Commons), where overall residential density is ten households per gross acre or more. One facility for indoor public assembly in Villages with greater than 2,000 households. Same as for Urban Center and Hub Villages.

Attachment 10 Land Use Appendix

Land Use Appendix

((~~A – Summary of Existing Land Use, Population & Employment Characteristics~~

~~This section describes the existing arrangement and concentration of uses and activities such as housing, businesses, parks, and industries.~~

~~land uses~~

~~Seattle encompasses approximately 53,500 acres or about 84 square miles. Land Use Figure A-1 illustrates how the city's land area is distributed among different types of uses. About 40 percent of the city is occupied by residential uses, primarily in single-family development. Street rights-of-way take up the next largest amount of land – over 26 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 9 percent, while parks and other open spaces account for over 10 percent.~~

~~Land Use Figure A-2 depicts how these various activities are distributed within the city.~~

~~Land Use Figure A-1~~

~~AMOUNT OF LAND AREA BY LAND USE BY DISTRICTS~~

~~(In Acres)~~

~~District~~	~~Single-Family~~	~~Multi-family~~	~~Mixed-Use/ Commercial~~	~~Industrial~~	~~Major Institutions, Public Facilities & Utilities~~	~~Parks & Open Space *~~	~~Water **~~	~~ROW ***~~	~~Vacant & Unknown~~	~~Total~~
~~Ballard~~	~~1,558~~	~~224~~	~~200~~	~~116~~	~~121~~	~~144~~	~~2~~	~~1,023~~	~~113~~	~~3,501~~
~~Capitol Hill~~	~~683~~	~~204~~	~~144~~	~~10~~	~~75~~	~~528~~	~~7~~	~~674~~	~~125~~	~~2,450~~
~~Central~~	~~724~~	~~201~~	~~106~~	~~22~~	~~119~~	~~131~~	~~0~~	~~643~~	~~109~~	~~2,055~~
~~Downtown~~	~~1~~	~~51~~	~~365~~	~~59~~	~~46~~	~~38~~	~~0~~	~~498~~	~~68~~	~~1,126~~
~~Duwamish~~	~~1,396~~	~~170~~	~~389~~	~~1,217~~	~~1,176~~	~~441~~	~~10~~	~~2,212~~	~~803~~	~~7,814~~
~~Lake~~	~~493~~	~~193~~	~~135~~	~~40~~	~~48~~	~~234~~	~~256~~	~~684~~	~~59~~	~~2,142~~

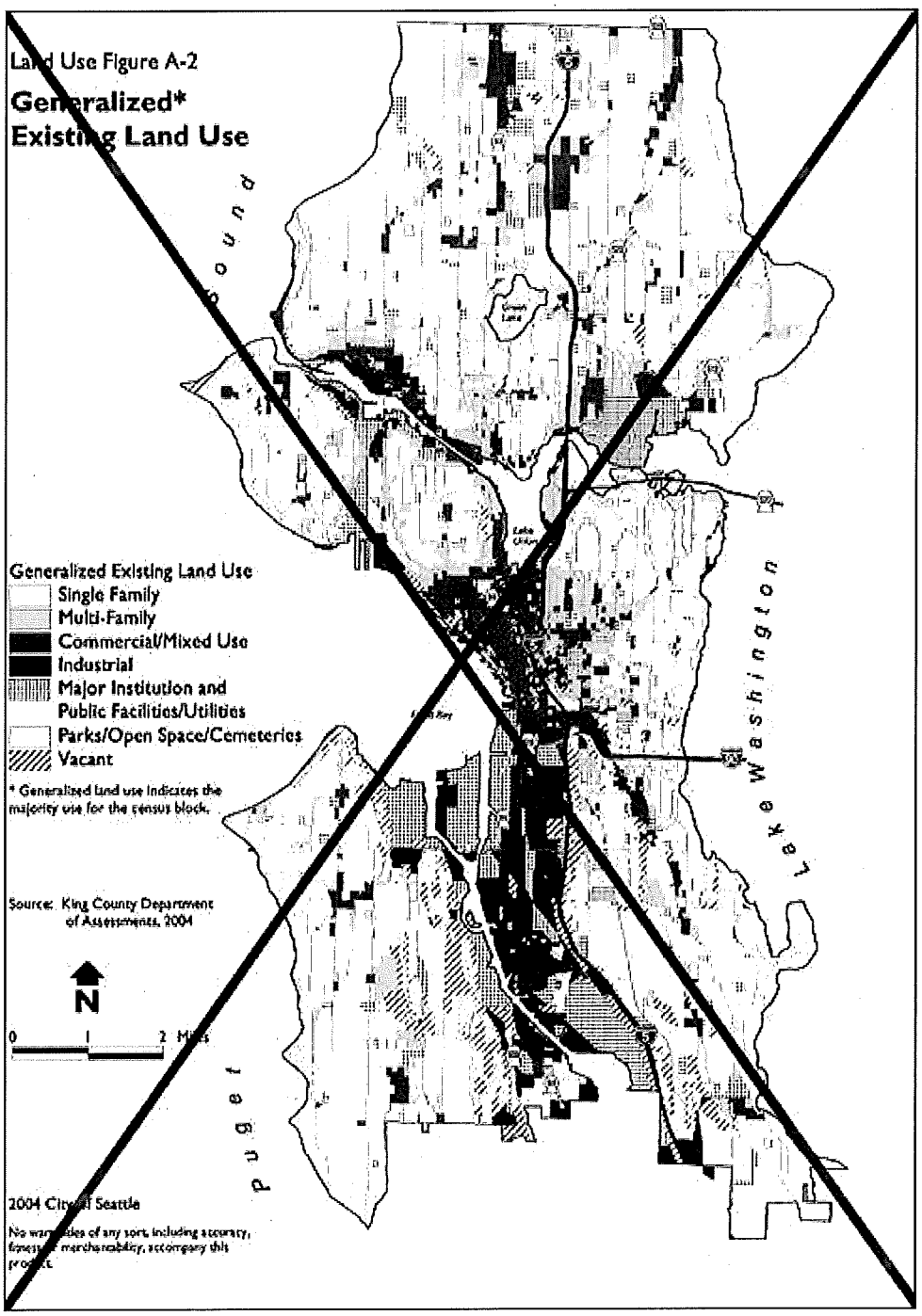
District	Single-Family	Multi-family	Mixed-Use/ Commercial	Industrial	Major Institutions, Public Facilities & Utilities	Parks & Open Space *	Water **	ROW ***	Vacant & Unknown	Total
Union										
North	1,851	162	289	16	176	270	8	841	137	3,750
Northeast	2,426	265	223	26	774	631	14	1,389	159	5,907
Northwest	2,643	319	321	43	243	493	36	1,502	204	5,804
Queen Anne	1,443	290	313	129	453	866	1	1,312	267	5,074
Southeast	2,003	164	137	37	162	597	0	986	230	4,316
West Seattle	3,673	391	226	365	810	1,141	15	2,345	614	9,580
Citywide Totals	**18,893 (35%)**	**2,631 (5%)**	**2,850 (5%)**	**2,077 (4%)**	**4,203 (8%)**	**5,514 (10%)**	**349 (1%)**	**14,108 (26%)**	**2,888 (5%)**	**53,519**

Sources: King County Assessors Files, 2003; Seattle Department of Planning and Development GIS, 2003

* Includes City-owned and other public parks and open space, private golf courses, and cemeteries.

** Includes lakes and reservoirs

*** Platted Streets and Sidewalks))


Land Use Figure A-2
Generalized*
Existing Land Use
Generalized Existing Land Use
Single Family
Multi-Family
Commercial/Mixed Use
Industrial
Major Institution and
Public Facilities/Utilities
Parks/Open Space/Cemeteries
Vacant
* Generalized land use indicates the majority use for the census block.
Source: King County Department of Assessments, 2004
N
0
1
2
Puget Sound
Lake Washington

((~~With the exception of Downtown Seattle, the Ballard-Interbay and Duwamish industrial areas and their surrounding neighborhoods, Seattle is predominantly covered by single-family houses and street right-of-way. Most multifamily residences are concentrated in core areas such as First Hill/Capitol Hill and the University District. Jobs are located primarily in commercial and industrial areas such as Downtown, Duwamish, First Hill, Northgate and the University District.~~

~~residential uses: housing types~~

~~Slightly more than half of the city's households are living in single-family houses, according to the 2000 United States Census (Land Use Figure A-3). Most of these dwellings are located in areas devoted exclusively to low-density development. The Census figure includes both detached single-family housing units, and the 2 percent of Seattle's housing that is in attached buildings, such as townhouses, and consequently over-counts the number of units Seattle would classify as single-family. Detached single-family homes occupy 35 percent of the city's total land area.~~

~~Slightly less than half of the city's households live in some type of multifamily or mixed-use development concentrated on 10 percent of the city's land area. These multifamily dwellings are in buildings of varying sizes, including small buildings of two to four units (duplexes, triplexes and fourplexes), medium-sized buildings (apartment buildings and condominiums with 5 to 19 units), and large buildings (apartment buildings and condominiums with 20 units or more). Citywide, small multifamily buildings of two to four units account for 8 percent of Seattle's housing, medium-sized buildings account for 16 percent of the city's units, and 24 percent of Seattle's dwelling units are in large buildings.~~

~~Land Use Figure A-3~~

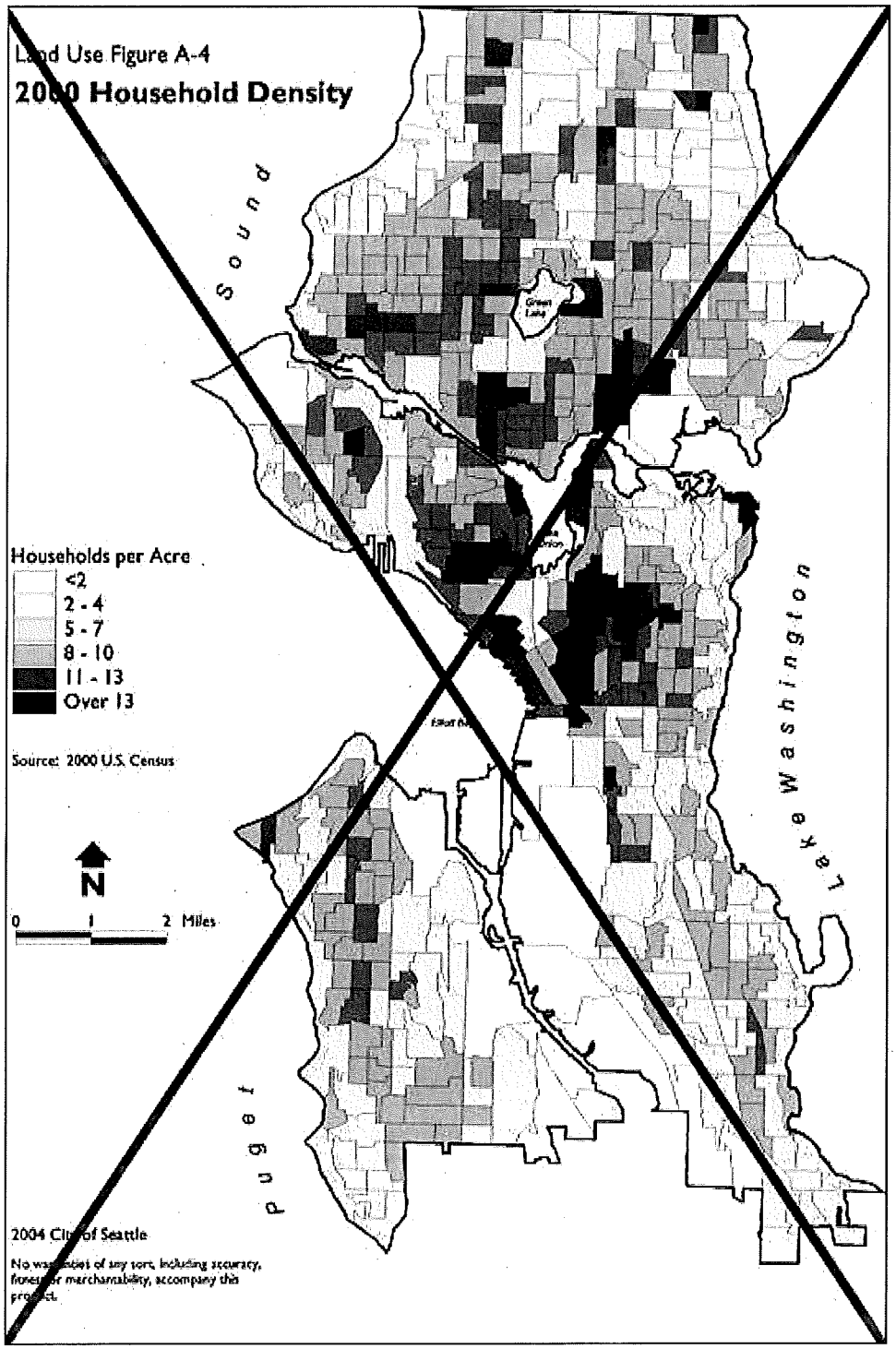
~~Number of Units by Housing Type by District~~

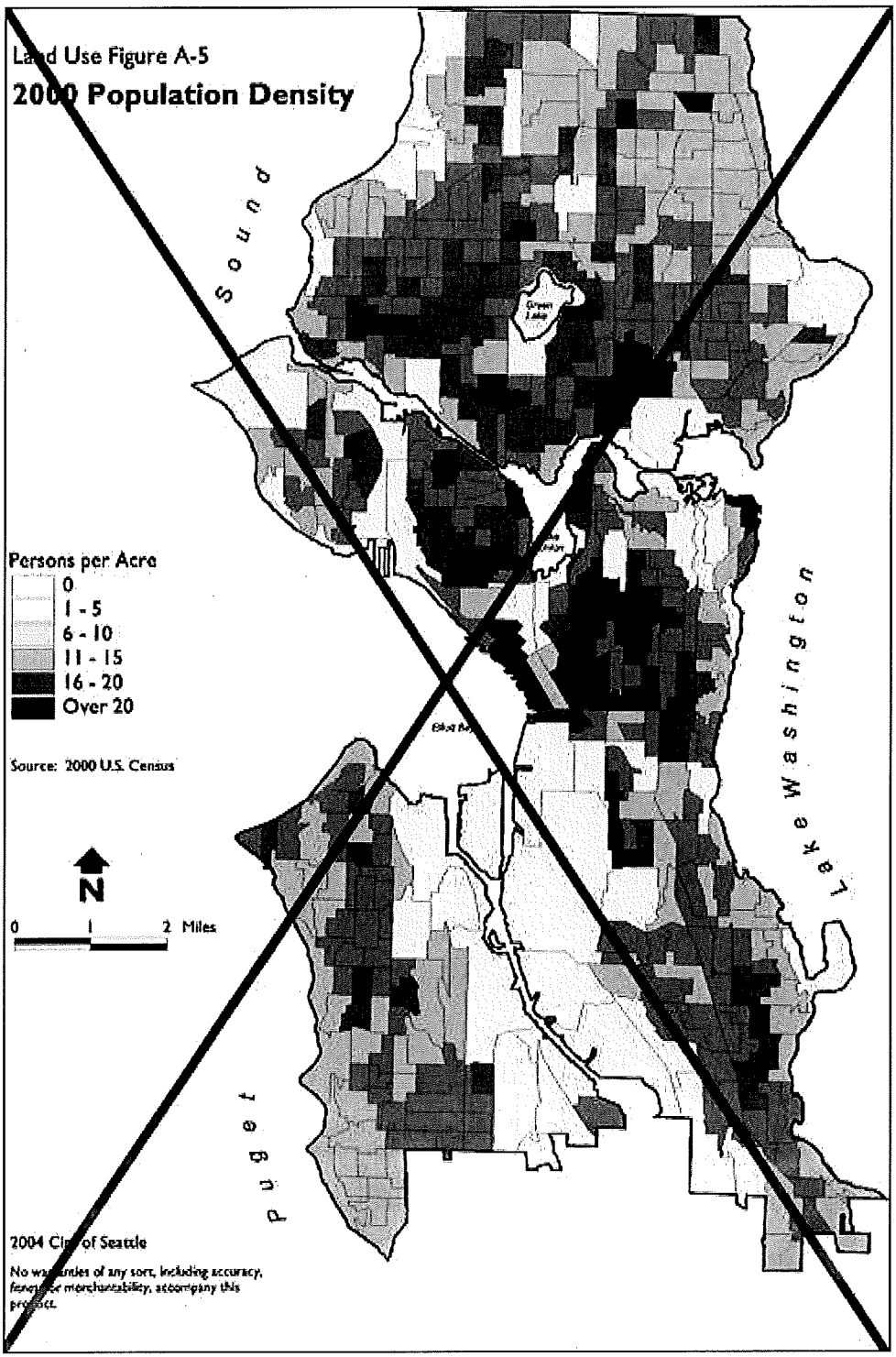
~~(In Dwelling Units)~~

~~District~~	~~Single - Family~~	~~Duplex~~	~~Triplex/ Fourplex~~	~~5 to 9 unit Building~~	~~10 to 19 unit Building~~	~~20 to 49 unit Building~~	~~50 or more units~~	~~Mobile Home~~	~~Other~~	~~Total Units~~
~~Ballard~~	~~13,330~~	~~1,240~~	~~1,463~~	~~2,197~~	~~1,381~~	~~1,197~~	~~556~~	~~20~~	~~238~~	~~21,622~~
~~Capitol Hill~~	~~5,441~~	~~475~~	~~993~~	~~1,952~~	~~4,409~~	~~7,467~~	~~5,862~~	~~12~~	~~6~~	~~26,617~~
~~Central~~	~~6,936~~	~~1,006~~	~~997~~	~~1,174~~	~~1,279~~	~~1,611~~	~~1,150~~	~~28~~	~~0~~	~~14,181~~
~~Downtown~~	~~177~~	~~45~~	~~142~~	~~240~~	~~717~~	~~2,849~~	~~11,039~~	~~7~~	~~24~~	~~15,240~~

~~District~~	~~Single-Family~~	~~Duplex~~	~~Triplex/ Fourplex~~	~~5 to 9 unit Building~~	~~10 to 19 unit Building~~	~~20 to 49 unit Building~~	~~50 or more units~~	~~Mobile Home~~	~~Other~~	~~Total Units~~
~~Duwamish~~	~~10,262~~	~~813~~	~~591~~	~~591~~	~~978~~	~~864~~	~~600~~	~~68~~	~~8~~	~~14,775~~
~~Lake Union~~	~~5,972~~	~~982~~	~~1,071~~	~~2,667~~	~~2,156~~	~~1,760~~	~~393~~	~~29~~	~~215~~	~~15,281~~
~~North~~	~~10,508~~	~~220~~	~~454~~	~~858~~	~~1,352~~	~~2,170~~	~~2,961~~	~~43~~	~~10~~	~~18,576~~
~~Northeast~~	~~17,875~~	~~881~~	~~1,296~~	~~1,794~~	~~2,162~~	~~3,528~~	~~1,917~~	~~55~~	~~38~~	~~29,546~~
~~Northwest~~	~~18,190~~	~~1,125~~	~~1,485~~	~~2,111~~	~~2,744~~	~~3,160~~	~~2,376~~	~~225~~	~~8~~	~~31,424~~
~~Queen Anne~~	~~11,946~~	~~1,087~~	~~1,601~~	~~2,763~~	~~3,721~~	~~5,638~~	~~2,606~~	~~8~~	~~194~~	~~29,564~~
~~Southeast~~	~~13,208~~	~~553~~	~~399~~	~~575~~	~~730~~	~~841~~	~~812~~	~~49~~	~~39~~	~~17,206~~
~~West Seattle~~	~~26,247~~	~~1,423~~	~~1,732~~	~~2,137~~	~~2,339~~	~~3,151~~	~~1,666~~	~~37~~	~~0~~	~~38,732~~
~~**Citywide Totals**~~	~~**140,092 51%**~~	~~**9,850 4%**~~	~~**12,260 4%**~~	~~**19,059 7%**~~	~~**23,968 9%**~~	~~**34,236 13%**~~	~~**31,938 12%**~~	~~**581 0%**~~	~~**780 0%**~~	~~**272,764**~~

~~Source: 2000 US Census~~))


Land Use Figure A-4
2000 Household Density
Sound
Lake Washington
Puget
Green Lake
Households per Acre
<2
2 - 4
5 - 7
8 - 10
11 - 13
Over 13
Source: 2000 U.S. Census
N
0
1
2 Miles
2004 City of Seattle


Land Use Figure A-5
2000 Population Density
Persons per Acre
0
1 - 5
6 - 10
11 - 15
16 - 20
Over 20
Source: 2000 U.S. Census
N
0
1
2 Miles
Puget Sound
Lake Washington
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~residential uses:~~
~~housing & population density~~

~~Land Use Figure A-4 shows the distribution of household density in the city expressed as the number of households per gross acre. (Gross acre includes nonresidential uses such as street rights-of-way and parks.) Areas with the highest density of households (HH) are located north of the I-90 freeway. Portions of First Hill/Capitol Hill contain the highest density of households – in some areas well over 40 HH/gross acre. Other areas with high-density residential neighborhoods include Uptown and Belltown. The next densest areas include the Chinatown/International District, the University Community, Fremont, Ballard, and Eastlake. Areas of more moderate housing unit density (8-10 HH per gross acre) include Aurora-Licton Springs, Green Lake, the Central District, Beacon Hill, and the West Seattle Junction. A population density map (Land Use Figure A-5) is another way of presenting information about where people live. This figure shows a concentration of residents similar to that of the household density map. In addition, it shows isolated areas where significant concentrations of people occur, such as the Highpoint and Sandpoint communities.~~

~~commercial & industrial uses:~~
~~employment activity~~

~~Seattle is a regional employment center providing a wide variety of jobs. Based on data from the Puget Sound Regional Council (PSRC) and the King County Assessor's office, in 2002 Seattle contained about 502,500 jobs in businesses occupying about 4,900 commercial and industrial acres, or 9 percent of the total city land area. Land Use Figure A-6 shows the distribution of these jobs according to standard classifications by district.~~

~~Land Use Figure A-6~~

~~2002 Employment by Districts~~

~~District~~	~~C&R*~~	~~Manuf.~~	~~WTCU **~~	~~Retail~~	~~FIRES ***~~	~~Educ~~	~~Gov.~~	~~Total~~
~~Ballard~~	~~1,550~~	~~2,996~~	~~1,092~~	~~3,440~~	~~4,787~~	~~465~~	~~363~~	~~14,693~~
~~Capitol Hill~~	~~280~~	~~371~~	~~490~~	~~4,934~~	~~28,726~~	~~965~~	~~5,755~~	~~41,521~~
~~Central~~	~~625~~	~~671~~	~~620~~	~~1,389~~	~~10,344~~	~~501~~	~~528~~	~~14,678~~
~~Downtown~~	~~2,243~~	~~5,456~~	~~17,382~~	~~19,233~~	~~86,227~~	~~0~~	~~28,963~~	~~159,504~~
~~Duwamish~~	~~6,065~~	~~18,759~~	~~17,822~~	~~10,776~~	~~11,467~~	~~561~~	~~11,512~~	~~76,962~~
~~Lake Union~~	~~1,162~~	~~1,912~~	~~2,359~~	~~3,639~~	~~13,008~~	~~203~~	~~827~~	~~23,110~~

District	C&R*	Manuf.	WTCU **	Retail	FIRES ***	Educ	Gov.	Total
North	917	322	504	5,183	7,527	1,452	343	16,248
Northeast	496	708	616	6,397	11,545	24,160	1,383	45,305
Northwest	2,202	522	842	5,455	8,488	388	1,241	19,138
Queen Anne	2,710	4,581	6,464	5,167	16,196	2,511	2,264	39,893
Southeast	292	1,329	213	1,436	4,056	834	508	8,668
West Seattle	2,139	2,161	4,574	3,070	5,966	1,349	262	19,521
Total for City	**20,681**	**39,788**	**52,978**	**70,119**	**208,337**	**33,389**	**53,949**	**479,241**

Source: Puget Sound Regional Council, 2004;
*C&R = Construction and Resources
**W.T.C.U.=Wholesale, Transportation, Communications, and Utilities
***F.I.R.E.S. = Finance, Insurance, Real Estate and Services

The change over the last 20 years in the number of jobs in each employment sector is shown in Land Use Figure A-7. Between 1980 and 2000, the number of jobs in Seattle increased by almost 40 percent, (153,735 new jobs). Service jobs accounted for the biggest increases, while manufacturing jobs have decreased by more than 20 percent over 20 years.

commercial & industrial uses:
employment densities

Land Use Figure A-8 illustrates the distribution of employment density as number of jobs per gross acre. Areas with the highest job densities (greater than 50 jobs/gross acre) include Downtown, First Hill, the University of Washington, South Lake Union, and Uptown communities. Areas with moderately high employment densities (26 to 50 jobs/gross acre) are the University District, Eastlake, Fremont and Queen Anne areas. Predominantly residential areas of the city have employment densities as low as 1 to 15 jobs per acre.

commercial & industrial uses:
major employment concentrations

~~Employment activity is much more concentrated than housing. Most of the jobs in the city are located in the areas described below. These areas are unique because they attract people daily from all over the city and region.~~

~~**Downtown**. Downtown Seattle, with over 165,000 jobs at an average density of about 175 jobs per gross acre, supports the largest concentration of jobs in the Pacific Northwest. In the Commercial Core, job densities average 400 jobs per acre. Just over one-third of all jobs in the city are located downtown.~~

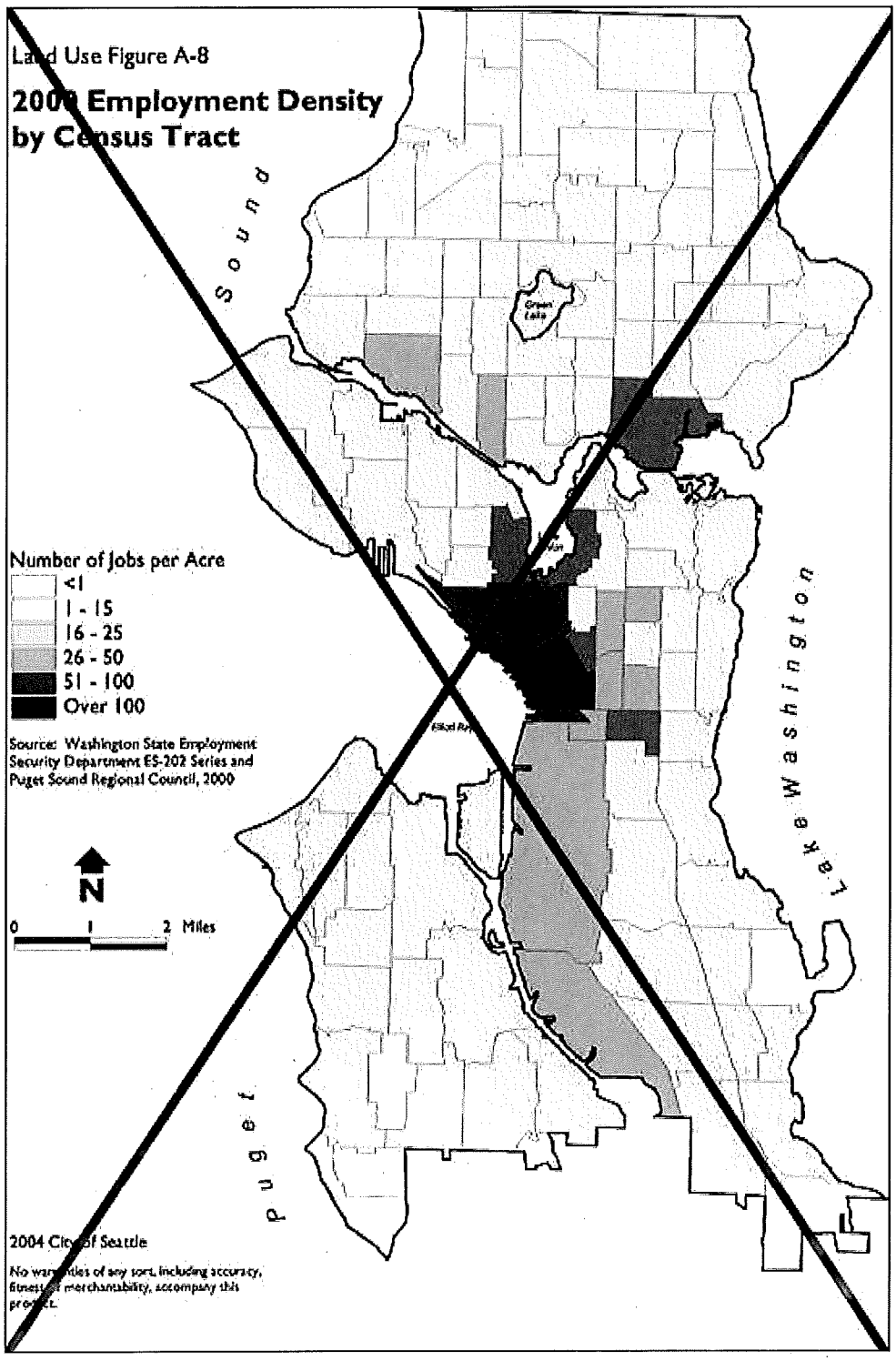
~~**First Hill/Capitol Hill**. A specialized concentration of medical facilities has developed on First Hill east of downtown, lending the area the nickname "Pill Hill." With Swedish Hospital Medical Center, Virginia Mason Medical Center, Harborview Medical Center and related support facilities, this area has one of the greatest employment concentrations in the city, with over 21,000 jobs at an average employment density of about 96 jobs per acre. Capitol Hill, Pike/Pine, and 12th Avenue to the north and east of First Hill, are home to colleges and universities, as well as thriving retail districts. Combined, these other portions of the First Hill/Capitol Hill Urban Center contain another 16,000 jobs, at an average 24 jobs per acre.~~

~~Land Use Figure A-7~~

~~Distribution of Jobs by Employment Sector~~

~~Employment Sector~~	~~1980~~	~~% Share~~	~~1990~~	~~% Share~~	~~2000~~	~~% Share~~	~~% Change~~
~~Manufacturing~~	~~50,536~~	~~13%~~	~~47,839~~	~~10%~~	~~39,926~~	~~7%~~	~~-21%~~
~~WTCU*~~	~~60,326~~	~~16%~~	~~69,258~~	~~15%~~	~~68,065~~	~~13%~~	~~13%~~
~~Retail~~	~~61,218~~	~~16%~~	~~64,813~~	~~14%~~	~~80,743~~	~~15%~~	~~32%~~
~~FIRES**~~	~~137,358~~	~~36%~~	~~204,277~~	~~43%~~	~~256,558~~	~~48%~~	~~87%~~
~~Gov./Ed.~~	~~77,246~~	~~20%~~	~~83,615~~	~~18%~~	~~91,179~~	~~17%~~	~~18%~~
~~**Total**~~	~~386,684~~		~~469,802~~		~~536,471~~		~~39%~~

~~Sources: Puget Sound Regional Council, 2003 Sub-County (Small Area) Forecasts of Population and Employment, Central Puget Sound Region, February 2004~~
~~*WTCU=Wholesale, Transportation, Communications, and Utilities~~
~~**FIRES = Finance, Insurance, Real Estate and Services~~))


Land Use Figure A-8
2000 Employment Density
by Census Tract
Sound
Green Lake
Lake Washington
Puget
Number of Jobs per Acre
<1
1 - 15
16 - 25
26 - 50
51 - 100
Over 100
Source: Washington State Employment Security Department ES-202 Series and Puget Sound Regional Council, 2000
N
0
1
2 Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~**University Community**. The University Community, with over 34,000 jobs contains a large amount of employment associated with both the University of Washington, the largest single employer in the city, and service and retail businesses, such as Safeco Insurance and University Village. Employment density in the University District is about 45 jobs per acre.~~

~~**Northgate**. In addition to Northgate Mall, the city's principal regional shopping facility outside of downtown, several major employers are clustered in the Northgate area, including Northwest Hospital, North Seattle Community College, and a relatively large concentration of service jobs. This area has a total employment of about 11,500 jobs, at a density of about 28 jobs per acre.~~

~~**Uptown**. Another substantial concentration of employment located immediately north of downtown is the area around Seattle Center between Denny Way and the base of Queen Anne Hill. Providing backup office and service activity for downtown, as well as other retail and service uses, the area accommodates over 16,000 jobs at a job density of approximately 55 jobs per acre.~~

~~**South Lake Union**. The area that has seen the fastest employment growth over the last ten years is South Lake Union, between Denny Way and Lake Union, just north of Downtown. A growing home to a number of services industries, South Lake Union has historically provided a location for manufacturing and wholesale businesses. South Lake Union contains approximately 21,000 jobs at a density of 62 jobs per acre.~~

~~**Major Institutions**. A number of major institutions located throughout the city also provide significant concentrations of employment for the whole region, such as the University of Washington. Others are smaller concentrations of employment in otherwise low-density areas, such as the Veterans Administration Medical Center and Seattle Pacific University.~~

~~**Neighborhood Commercial**. Seattle's neighborhood business areas provide locations for services needed by the surrounding low- to moderate-residential populations, such as food from restaurants or grocery stores; entertainment; professional, personal or business services. These neighborhood businesses are dispersed and the range of services they provide varies throughout the city. They generally are in locations with fair accessibility to both the transportation network and concentrations of people.~~

~~A number of the city's larger, more-established neighborhood commercial areas also provide concentrations of employment. Ballard, Fremont and West Seattle Junction are all areas with between 3,000 and 6,000 jobs and employment densities averaging in the 10 to 20 jobs per acre range. Other commercial areas with notable job concentrations include Lake City, the Aurora strip between N 115th and N 145th streets, and the area around Rainier Avenue and Interstate 90. The employment~~

~~populations of these areas range between 3,000 and 4,000, with average job densities of between 8 and 12 jobs per acre.~~

~~**Industrial Areas**. Citywide, industrial uses are concentrated in the Duwamish Valley, and BINMIC (the Ballard-Interbay-Northend Manufacturing/Industrial Center), which includes Interbay, and the shoreline area between Ballard and Fremont. Some manufacturing and industrial activity also occurs around the shores of Lake Union and along Rainier Avenue S., near Interstate 90. Two of these areas, BINMIC and the Duwamish, are major areas of employment. BINMIC has roughly 15,000 jobs, while the Duwamish accounts for over 65,000. Combined, they contain roughly 17 percent of the city's total employment population. Given the land-intensive nature of employment activities in these areas, the job densities are comparatively low, seldom exceeding 15 jobs per acre.~~))

Land Use Figure A-1

Existing Land Area occupied by Specific Uses by Urban Centers and Urban Villages

Location	Gross Acres	Rights-of-Way	Net Acres *	Single Family	Multi-Family	Commercial/ Mixed-Use	Industrial	Major Institution And Public Facilities/ Utilities	Open Space **	Vacant	Other ***
Belltown	219	96	123		19	85	4	3	6	5	11
Denny Triangle	143	66	77		4	64	0	6	0	1	18
Commercial Core	275	120	156		11	107	1	21	9	3	15
Pioneer Square	141	50	91		4	63	4	7	2	10	10
Chinatown-International District	172	76	96	1	7	66	10	3	3	7	15
Downtown Urban Center	**950**	**408**	**542**	**1**	**46**	**385**	**20**	**40**	**20**	**26**	**70**
Capitol Hill	397	152	245	22	145	43	1	15	14	6	8
Pike/Pine	131	53	78	0	18	42	6	6	4	1	8
First Hill	228	93	135	1	43	47		19	5	10	26
12th Avenue	160	47	113	6	21	25	7	46	0	6	12
First Hill/Capitol	**916**	**345**	**571**	**29**	**227**	**157**	**14**	**85**	**23**	**23**	**53**

Location	Gross Acres	Rights-of-Way	Net Acres *	Single Family	Multi-Family	Commercial/ Mixed-Use	Industrial	Major Institution And Public Facilities/ Utilities	Open Space **	Vacant	Other ***
Hill Urban Center											
Ravenna	123	26	97	4	34	48	6	0	3	1	3
University Campus	342	54	288		9	11	2	261	1	0	8
University District Northwest	287	111	177	18	71	61		17	4	5	10
University Community Urban Center	**752**	**190**	**562**	**22**	**115**	**120**	**8**	**278**	**8**	**6**	**20**
Northgate	411	111	300	6	72	177	1	23	16	4	17
South Lake Union	339	145	194	0	8	127	25	7	14	13	19
Uptown	333	112	221	4	41	150	6	8	7	5	18
Urban Centers Total	**3,701**	**1,312**	**2,389**	**62**	**509**	**1,116**	**73**	**442**	**88**	**76**	**197**
Ballard	425	150	274	47	113	74	11	15	6	7	7
Bitter Lake Village	352	62	290	14	55	135	38	31	10	7	4
Fremont	213	81	133	14	41	47	18	5	4	4	2
Lake City	142	40	103	5	38	42	4	5	5	4	4
North Rainier	455	147	308	82	37	68	43	14	34	30	7
West Seattle Junction	226	88	138	38	34	47	2	10	1	7	4
Hub Urban Villages Total	**1,814**	**568**	**1,246**	**199**	**318**	**413**	**115**	**80**	**59**	**59**	**27**
23rd & Union-Jackson	516	167	350	129	81	39	8	40	32	21	7
Admiral	98	30	68	12	11	17		13	14		1
Aurora-Licton Springs	327	95	232	54	76	40	23	25	9	5	7

Location	Gross Acres	Rights-of-Way	Net Acres *	Single Family	Multi-Family	Commercial/ Mixed-Use	Industrial	Major Institution And Public Facilities/ Utilities	Open Space **	Vacant	Other ***
Columbia City	313	95	217	68	49	32	4	14	17	32	6
Crown Hill	173	50	123	75	18	22	1	4	2	1	1
Eastlake	200	91	109	13	48	36	2	2	5	3	1
Green Lake	109	49	60	11	25	12	0	9	2	0	1
Greenwood-Phinney Ridge	94	31	63	4	12	40	1	2	0	2	2
Othello	375	94	281	87	58	27	5	27	9	64	4
Madison-Miller	145	50	95	27	36	15	0	5	8	4	3
Morgan Junction	114	39	75	40	18	11	0	4	0	0	0
North Beacon Hill	131	51	80	35	25	9	0	4	3	3	0
Upper Queen Anne	53	21	32	1	13	13	0	4		0	0
Rainier Beach	290	70	219	48	43	34	4	44	16	30	2
Roosevelt	158	61	97	51	9	18	1	13	0	6	2
South Park	263	80	184	116	20	6	5	5	15	15	1
Wallingford	257	99	158	79	29	31	2	12	4	1	2
Westwood-Highland Park	275	81	194	99	40	37	2	11		6	1
Residential Urban Villages Total	**3,891**	**1,254**	**2,638**	**949**	**611**	**440**	**58**	**240**	**139**	**193**	**40**
Ballard-Interbay-Northend	932	218	713	4	2	154	166	283	5	97	9
Greater Duwamish	4,928	1,126	3,802	13	4	283	1,457	1,493	30	502	82
Manufacturing	**5,859**	**1,344**	**4,515**	**17**	**6**	**436**	**1,624**	**1,776**	**35**	**599**	**91**

Location	Gross Acres	Rights-of-Way	Net Acres *	Single Family	Multi-Family	Commercial/ Mixed-Use	Industrial	Major Institution And Public Facilities/ Utilities	Open Space **	Vacant	Other ***
Industrial Centers Total											
Outside Villages	37,886	9,676	28,210	17,592	1,715	667	121	1,561	5,377	1,108	110
City Total	**53,151**	**14,153**	**38,998**	**18,818**	**3,159**	**3,072**	**1,991**	**4,099**	**5,698**	**2,035**	**465**

*Net acres = Gross acres minus rights-of-way

** Some acreage may be also counted in Rights-of-Way as City-Owned Open Space includes boulevards

*** Other Includes Parking, Easements, Unspecified uses

Source: King County Department of Assessments, 2014

Land Use Figure A-2

Population and Housing per acre by Urban Center and Urban Village

Location	Total Population (2010)	Population / Acre	Housing Units (2010)	Housing Units / Acre
Belltown	11,961	55.2	9,984	46.0
Denny Triangle	3,248	21.8	2,971	19.9
Commercial Core	5,917	21.6	3,651	13.3
Pioneer Square	2,252	16.2	1,023	7.3
Chinatown-International District	3,466	22.0	2,393	15.2
Downtown Urban Center Total	**26,844**	**28.7**	**20,022**	**21.4**
Capitol Hill	18,279	45.6	13,474	33.6
Pike/Pine	4,413	36.7	3,442	28.6
First Hill	8,681	37.4	6,592	28.4
12th Avenue	4,519	28.4	1,972	12.4
First Hill/Capitol Hill Urban Center Total	**35,892**	**39.4**	**25,480**	**27.9**
University District Northwest	13,654	47.1	6,426	22.1
Ravenna	3,323	26.7	1,617	13.0
University Campus	5,727	16.9	226	0.7
University Community	**22,704**	**30.1**	**8,269**	**11.0**

Location	Total Population (2010)	Population / Acre	Housing Units (2010)	Housing Units / Acre
Urban Center Total				
Northgate	6,369	14.3	4,238	9.5
South Lake Union	3,774	10.7	2,781	7.9
Uptown	7,300	21.5	5,799	17.1
Urban Centers Total	**102,883**	**27.5**	**66,589**	**17.8**
Ballard	10,078	24.5	6,963	16.9
Bitter Lake Village	4,273	10.8	3,074	7.8
Fremont	3,960	18.6	2,558	12.0
Lake City	3,899	25.2	2,419	15.6
North Rainier	4,908	10.6	2,201	4.7
West Seattle Junction	3,788	17.0	2,544	11.4
Hub Urban Villages Total	**30,906**	**16.6**	**19,759**	**10.6**
23rd & Union-Jackson	9,468	18.3	5,058	9.8
Admiral	1,528	13.8	1,054	9.5
Aurora-Licton Springs	6,179	19.3	3,267	10.2
Columbia City	3,937	14.1	1,885	6.8
Crown Hill	2,459	14.6	1,193	7.1
Eastlake	5,084	26.3	3,543	18.3
Green Lake	2,904	27.0	2,008	18.7
Greenwood-Phinney Ridge	2,927	20.6	1,729	12.1
Othello	7,267	19.1	2,435	6.4
Madison-Miller	4,066	27.9	2,414	16.6
Morgan Junction	2,046	18.2	1,267	11.3
North Beacon Hill	2,900	23.2	1,380	11.0
Upper Queen Anne	2,143	26.9	1,570	19.7
Rainier Beach	3,583	14.0	1,486	5.8
Roosevelt	2,384	14.0	1,198	7.0
South Park	3,448	10.7	1,282	4.0
Wallingford	5,350	20.3	2,940	11.2
Westwood-Highland Park	4,606	14.0	2,123	6.5
Residential Urban Villages Total	**72,279**	**18.0**	**37,832**	**9.4**
Ballard-Interbay-Northend	1,658	1.8	667	0.7
Greater Duwamish	1,064	0.2	415	0.1
Manufacturing Industrial Centers Total	**2,722**	**0.5**	**1,082**	**0.2**
Outside Villages	399,870	10.6	183,254	4.8
City Total	**608,660**	**11.5**	**308,516**	**5.8**

Source: U.S. Census Bureau, Decennial Census 2010

Land Use Figure A-3

Jobs per acre by Urban Center and Urban Village

Location	Jobs* (2010)	Jobs / Acre
Belltown	17,988	83.0
Denny Triangle	16,120	108.1
Commercial Core	84,080	307.0
Pioneer Square	10,454	75.0
Chinatown-International District	7,739	49.1
Downtown Urban Center Total	**136,381**	**145.6**
Capitol Hill	5,444	13.6
Pike/Pine	5,033	41.8
First Hill	26,106	112.6
12th Avenue	5,054	31.8
First Hill/Capitol Hill Urban Center Total	**41,637**	**45.7**
University District Northwest	4,696	16.2
Ravenna	2,708	21.7
University Campus	25,568	75.3
University Community Urban Center Total	**32,972**	**43.7**
Northgate	11,430	25.7
South Lake Union	19,644	55.7
Uptown	13,911	41.0
Urban Centers Total	**255,975**	**68.4**
Ballard	5,447	13.2
Bitter Lake Village	3,100	7.8
Fremont	7,468	35.0
Lake City	1,600	10.3
North Rainier	3,614	7.8
West Seattle Junction	2,695	12.1
Hub Urban Villages Total	**23,924**	**12.8**
23rd & Union-Jackson	4,269	8.3
Admiral	1,400	12.7
Aurora-Licton Springs	2,334	7.3
Columbia City	1,902	6.8
Crown Hill	847	5.0
Eastlake	5,065	26.2
Green Lake	1,456	13.5

Location	Jobs* (2010)	Jobs / Acre
Greenwood-Phinney Ridge	1,705	12.0
Othello	1,378	3.6
Madison-Miller	1,065	7.3
Morgan Junction	430	3.8
North Beacon Hill	559	4.5
Upper Queen Anne	1,556	19.5
Rainier Beach	1,088	4.2
Roosevelt	1,496	8.8
South Park	1,035	3.2
Wallingford	2,784	10.6
Westwood-Highland Park	1,367	4.2
Residential Urban Villages Total	**31,736**	**7.9**
Ballard-Interbay-Northend	14,205	15.2
Greater Duwamish	58,744	12.6
Manufacturing Industrial Centers Total	**72,949**	**13.0**
Outside Villages	77,591	2.0
City Total	**462,175**	**8.7**

* Jobs are reported "covered employment, " which refers to positions covered by the Washington Unemployement Insurance Act.
Source: Washington State Employment Security Department Quarterly Census of Employment and Wages and Puget Sound Regional Council. March 2010

Land Use Figure A-4

Employment by Industry Sector 1995-2010

Sector	1995	% Share	2000	% Share	2010	% Share	% Change 1995-2010 *	% Change 2000-2010
Construction, Resources	15,282	3.6%	22,645	4.5%	16,748	3.6%		-35.2%
Finance, Insurance, Real Estate	35,253	8.3%	42,471	8.4%	31,970	6.9%		-32.8%
Manufacturing	38,050	8.9%	37,104	7.4%	26,417	5.7%		-40.5%
Retail	31,504	7.4%	41,984	8.3%	36,921	8.0%		-13.7%
Services	185,899	43.6%	235,336	46.8%	237,882	51.5%		1.1%
Warehousing, Transportation, Utilities	40,545	9.5%	43,636	8.7%	29,206	6.3%		-49.4%
Government	51,571	12.1%	47,565	9.5%	48,468	10.5%		1.9%
Education	28,625	6.7%	32,094	6.4%	34,570	7.5%		7.2%
Total	**426,729**	**100%**	**502,835**	**100%**	**462,180**	100%	7.7%	-8.8%

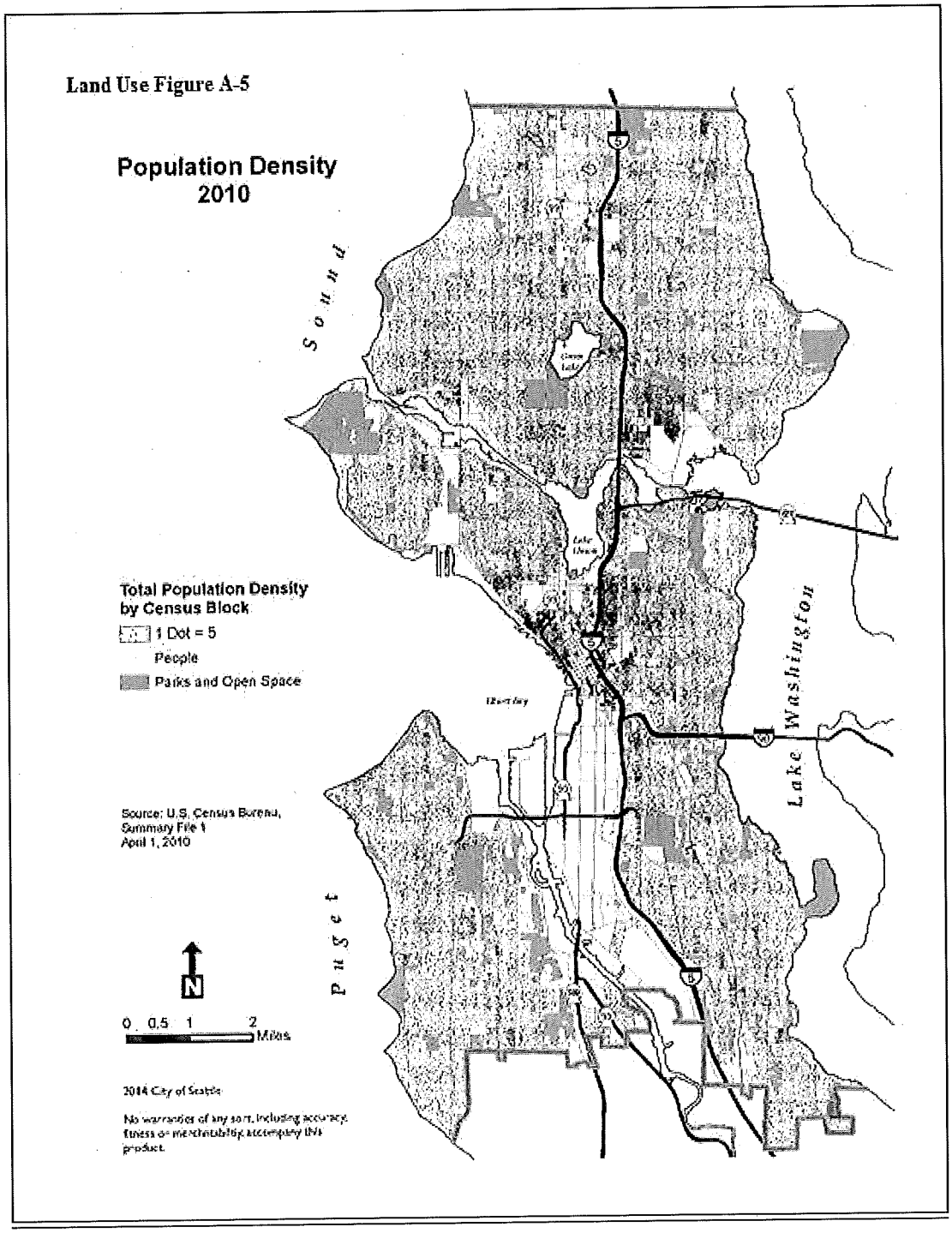
Jobs are a report of "covered employment," which refers to positions covered by the Washington Unemployment Insurance Act. The Act exempts the self-employed, proprietors and corporate officers, military personnel, and railroad workers, so those categories are not included in the dataset. Covered Employment accounts for approximately 90% of all employment.

*The method of identifying jobs by sector has changed since 1995, and it is not practical to compare employment by sector between 1995 and later years.

Source: Washington State Employment Security Department Quarterly Census of Employment and Wages and Puget Sound Regional Council. March, 1995 and 2010

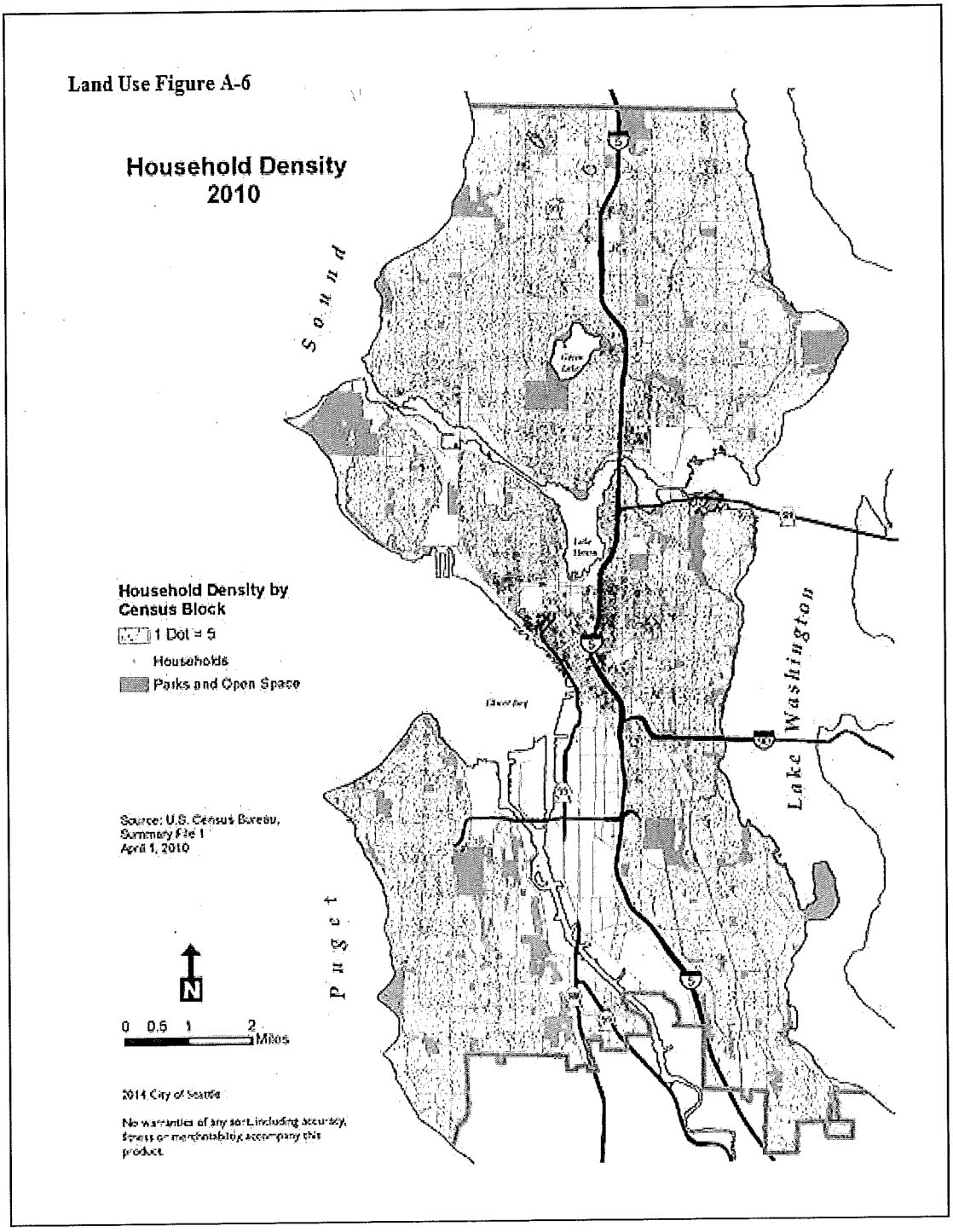
Land Use Figure A-5

Population Density 2010



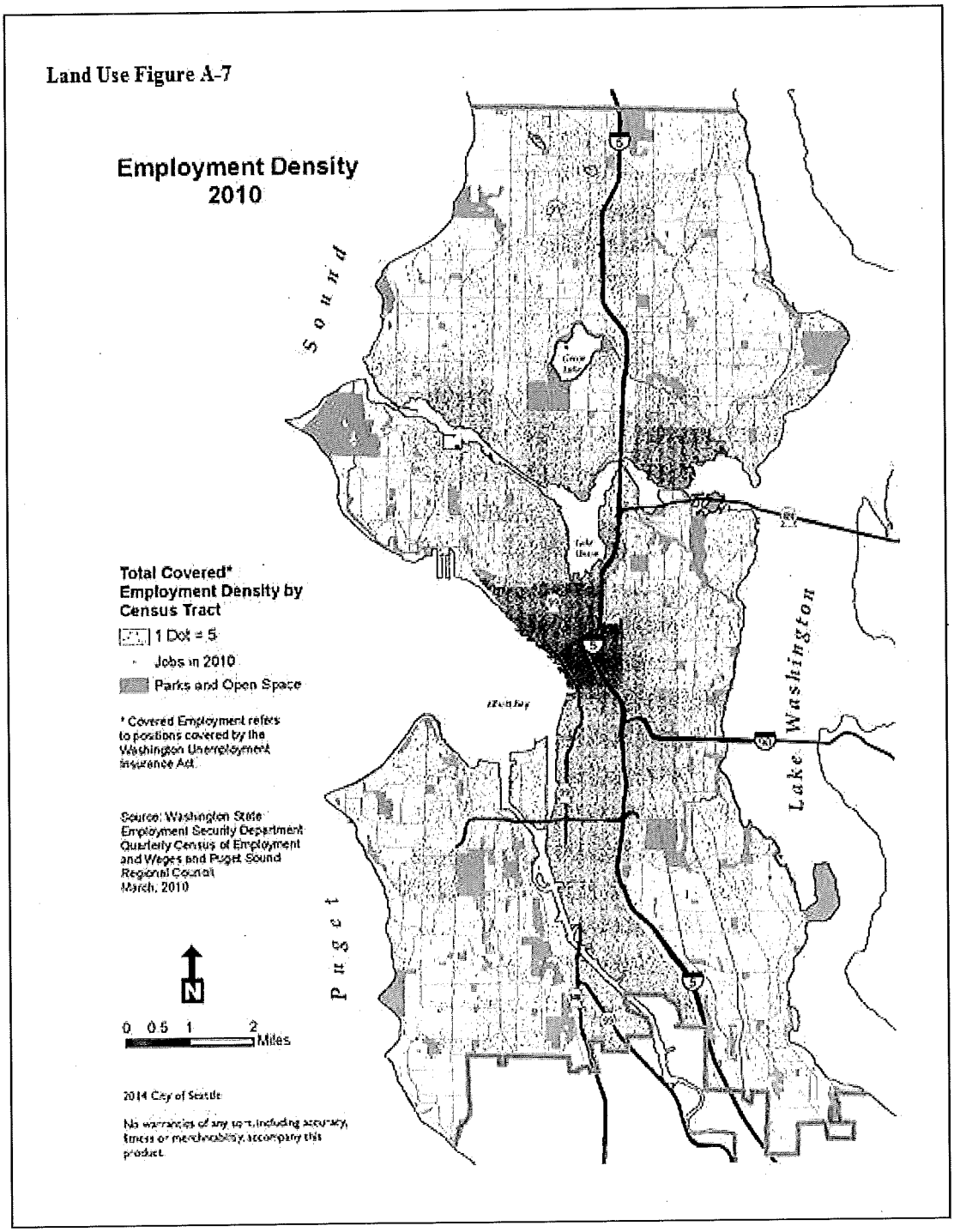
Land Use Figure A-6

Household Density 2010



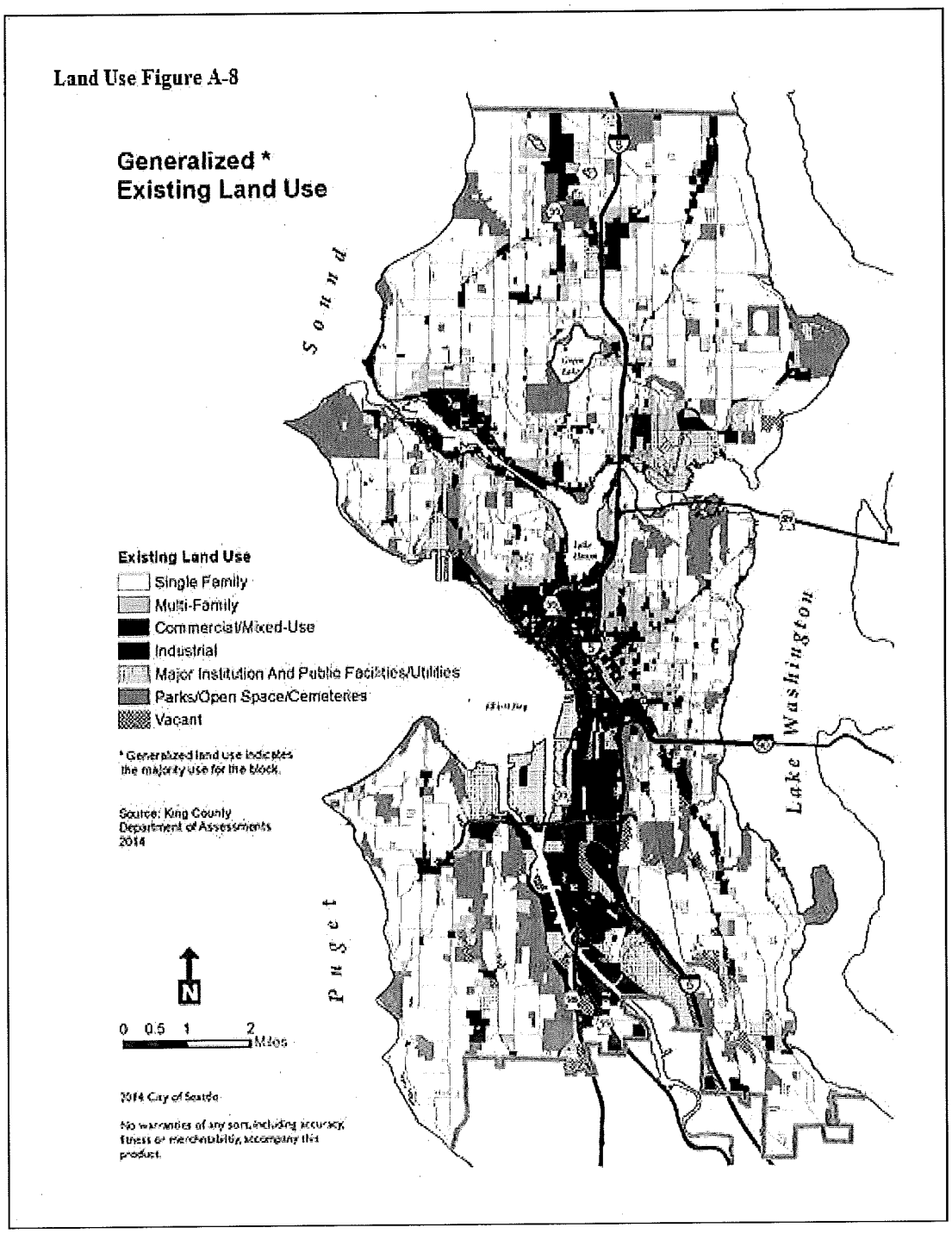
Land Use Figure A-7

Employment Density 2010



Land Use Figure A-8

Generalized Existing Land use



Attachment 11 Transportation Appendix

Transportation Appendix

Many of the terms used in the Transportation Element and Appendix may be unfamiliar to the casual reader. There are useful glossaries in the State of Washington Department of Commerce's Transportation Guidebook (http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf) and the state Department of Transportation's website titled Growth Management Act (GMA) Comprehensive Plan Resources (http://www.wsdot.wa.gov/planning/community/GMA.htm) and also on WSDOT's website, (http://www.wsdot.wa.gov/Publications/Manuals/index.htm). Additional glossaries can be found at http://www.fhwa.dot.gov/planning/glossary/index.cfm and http://trblist.org/subjectglossaries

The purpose of providing the information in this Appendix, and related information in the Transportation Element, is to comply with the requirements of RCW Chapter 36.70A (Growth Management Act) by showing land use assumptions used in estimating travel; estimated traffic impacts to state-owned transportation facilities based on those assumptions; facilities and service needs, including level of service standards for local arterials and state highways; forecasts of traffic; and the availability of financing and a financing plan to show how these identified needs will be met.

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Figure A-7: Pedestrian Facilities

Figure A-8: Port Facilities

Figure A-9: Airports

Figure A-10: Transportation Level-of-Service (LOS) Screenlines

Figure A-11: Level of Service: Screenline Volume-to-Capacity Ratios

Figure A-12: State Highway Project List

Figure A-13: State Highway Traffic Volumes – 2013 - 2035

Figure A-14: Arterials Reaching Adjacent Jurisdictions: PM Peak Hour Capacities, Volumes and V/C Ratios

A Land Use Assumptions Used in Estimating Travel[1]

To estimate future travel levels, assumptions were made for a variety of factors related to future population, employment, and transportation facilities. These include the number and geographic distribution of both households and employment in Seattle and the region, characteristics of households and jobs (e.g., number of residents per household, household income), and the transportation network (e.g., streets, transit routes). Then, a computer model was used to predict the total number of person-trips between various zones, the number of trips that would use various modes (e.g., car, bus, bike, walk), and the resulting vehicle traffic volumes on various streets throughout the city.

existing conditions

In 2010, the census counted 608,660 people living in Seattle; 2014 City estimates place the current number at about 640,500 people. But many other people visit Seattle for a range of purposes, such as working, shopping, education, tourism, medical appointments, pass-through travel, and other reasons.

Seattle covers about 53,113 acres of land. Most areas of the city are of predominantly one type of land use (e.g., residential, commercial, or industrial). About 40 percent of the city's land area is occupied by residential uses. In 2010, there were approximately 308,500 housing units in the city. Estimates in 2012 placed the total number of housing units in the city at about 312,850 units. The area north of the ship canal has more of its land area occupied by housing than mid-Seattle (south of the ship canal to I-90) or south Seattle (south of I-90).

Street rights-of-way take up the next largest amount of land, almost 27 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 13 percent of the land area. Parks occupy slightly more than nine percent; cemeteries, reservoirs, and other uses occupy six percent; and the remainder of land is vacant.

regional land use assumptions

The Puget Sound Regional Council (PSRC) conducts regional planning for the four-county (Snohomish, King, Pierce, and Kitsap) central Puget Sound region. The PSRC's Vision 2040 Growth Strategy and Transportation Plan presents a vision and array of strategies designed to achieve goals of growth management, transportation demand management, and improved transportation investment decisions. The PSRC provides population and employment forecasts for the region, and encourages growth in ways that focus future population and employment growth into urban centers, which formally include the Urban Centers that are defined in this Comprehensive Plan.

Seattle land use assumptions

Seattle's growth assumptions for the period from 2015 through 2035 are 70,000 new housing units and net growth in employment of 115,000 jobs. This is the City's share of the region's

[1] (RCW 36.70A.070 (6) (a) (i))

projected housing and employment growth between 2015 and 2035, identified through the countywide process conducted by the Growth Management Planning Council.

The growth assumptions for the Urban Centers are as follows:

Urban Center	Housing Units	Jobs
Downtown	10,000	30,000
First Hill/Capitol Hill	7,000	4,000
South Lake Union	4,700	20,000
Uptown	3,500	3,500
University District	2,700	8,000
Northgate	1,600	5,000
Greater Duwamish Manuf./Industrial Center	NA	3,000
BINMIC	NA	1,500

B Facilities and Services Needs[2]

Seattle's street network consists of approximately 1,534 miles of arterials, including some that are designated state routes, and more than 2,400 miles of non-arterials (see Transportation Figure A-1). In the arterial system there are 620 miles of principal arterials, 566 miles of minor arterials, and 348 miles of collector arterials. High-occupancy vehicle (HOV) lanes exist on some arterials and limited access facilities as shown in Transportation Figure A-2.

[2] (RCW 36.70A.070 (6) (a) (iii))

transit

Public transit in Seattle is provided by three agencies. King County Metro provides bus, trolley and streetcar services that cover most of King County. Community Transit and Sound Transit operate express bus services to Seattle from King, Snohomish and Pierce Counties. As of 2014, King County Metro serves a population of more than 2 million people in a service area greater than 2,000 square miles. It operates more than 1,800 vehicles on about 214 bus, trolley and dial-a-ride routes. Included are 159 electric trolley buses serving 14 routes along almost 70 miles of two-direction overhead wires. Its 2012 ridership was more than 114 million passengers. Transportation Figure A-3 shows bus routes in Seattle.

King County Metro operates a 1.3-mile long tunnel under Third Avenue and Pine Street from the International District to 9th Avenue and Pine Street. The tunnel has four operational stations, and connects to I-90 at the south end and to the I-5 express lanes at the north end. The tunnel supports joint bus and light rail service until such time as light rail train service is too frequent to safely operate joint services in the tunnel.

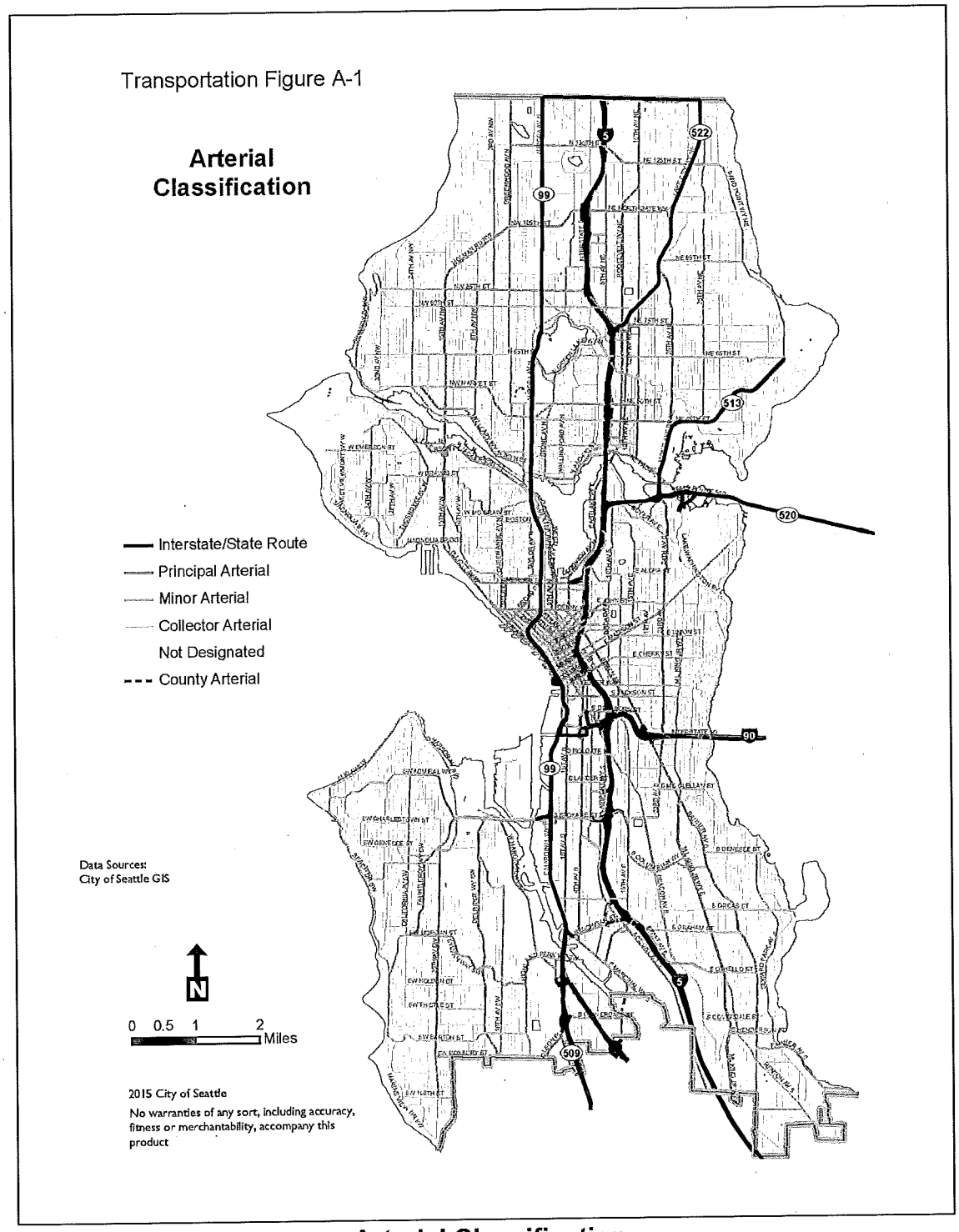
Sound Transit is the regional transit authority for the Puget Sound area (which includes portions of King, Snohomish and Pierce Counties.) Sound Transit operates light rail service connecting Downtown Seattle with SeaTac Airport and has construction underway to extend service northward to Lynnwood. That construction will deliver light rail service to Capitol Hill and Husky Stadium by 2016, and to the University District, Roosevelt and Northgate by 2021. Routing is shown on Transportation Figure A-4.

There are 11 Link light rail stations currently in Seattle: in the Rainier Beach, Othello, Columbia City, North Rainier/Mt. Baker, Beacon Hill, SODO/Lander Street, and SODO/Royal Brougham Way neighborhoods; and four in the Downtown transit tunnel. Weekday average ridership averages more than 37,000 passengers (2014).

Sound Transit also provides Sounder commuter rail services during peak hours along existing rail lines from Downtown Seattle northward to Everett and southward to Tacoma and Lakewood.

Metro, Sound Transit and WSDOT operate approximately 18 park and ride facilities with approximately 2,262 parking spaces in Seattle. (See Transportation Figure A-5.)

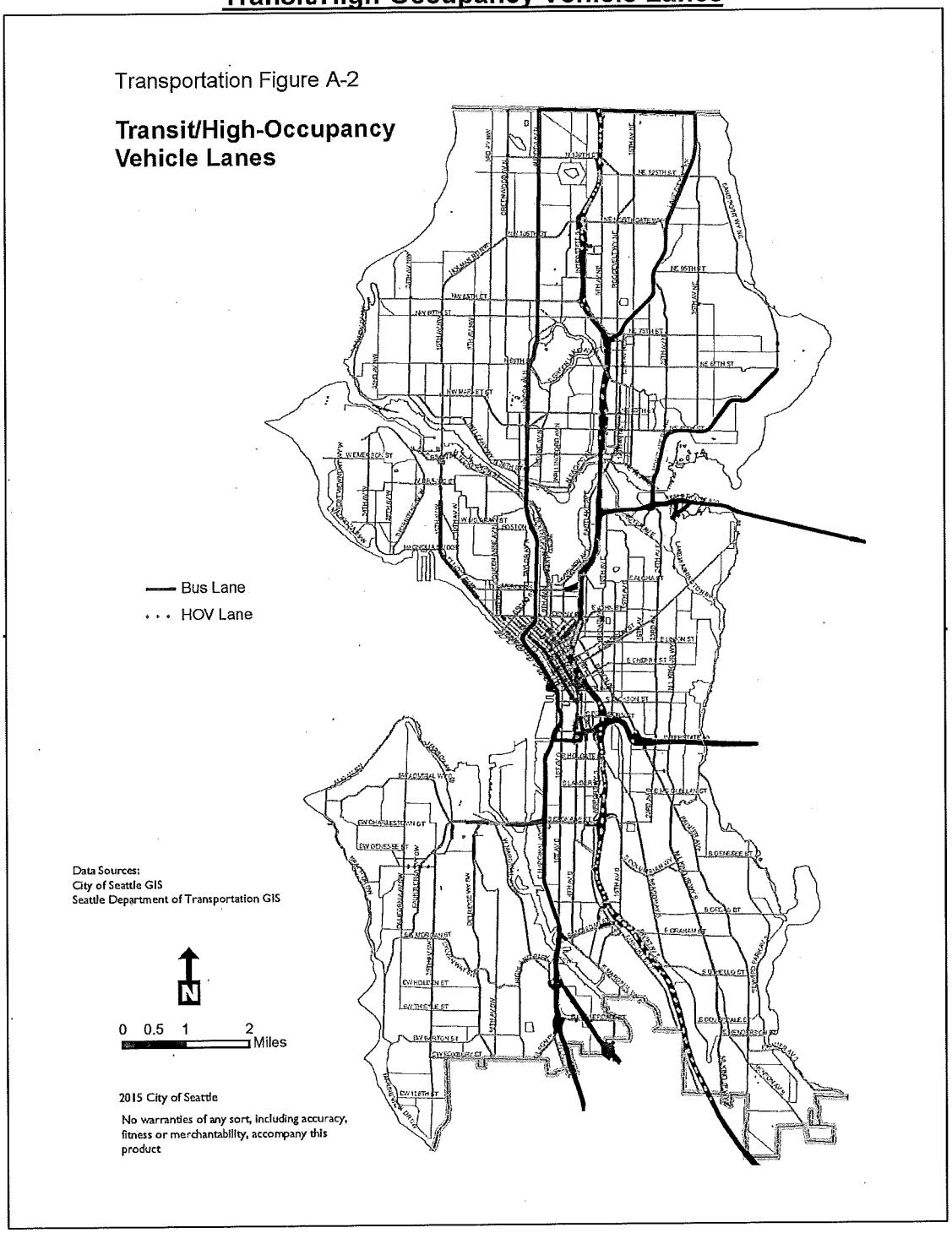
Transportation Figure A-1



Arterial Classification

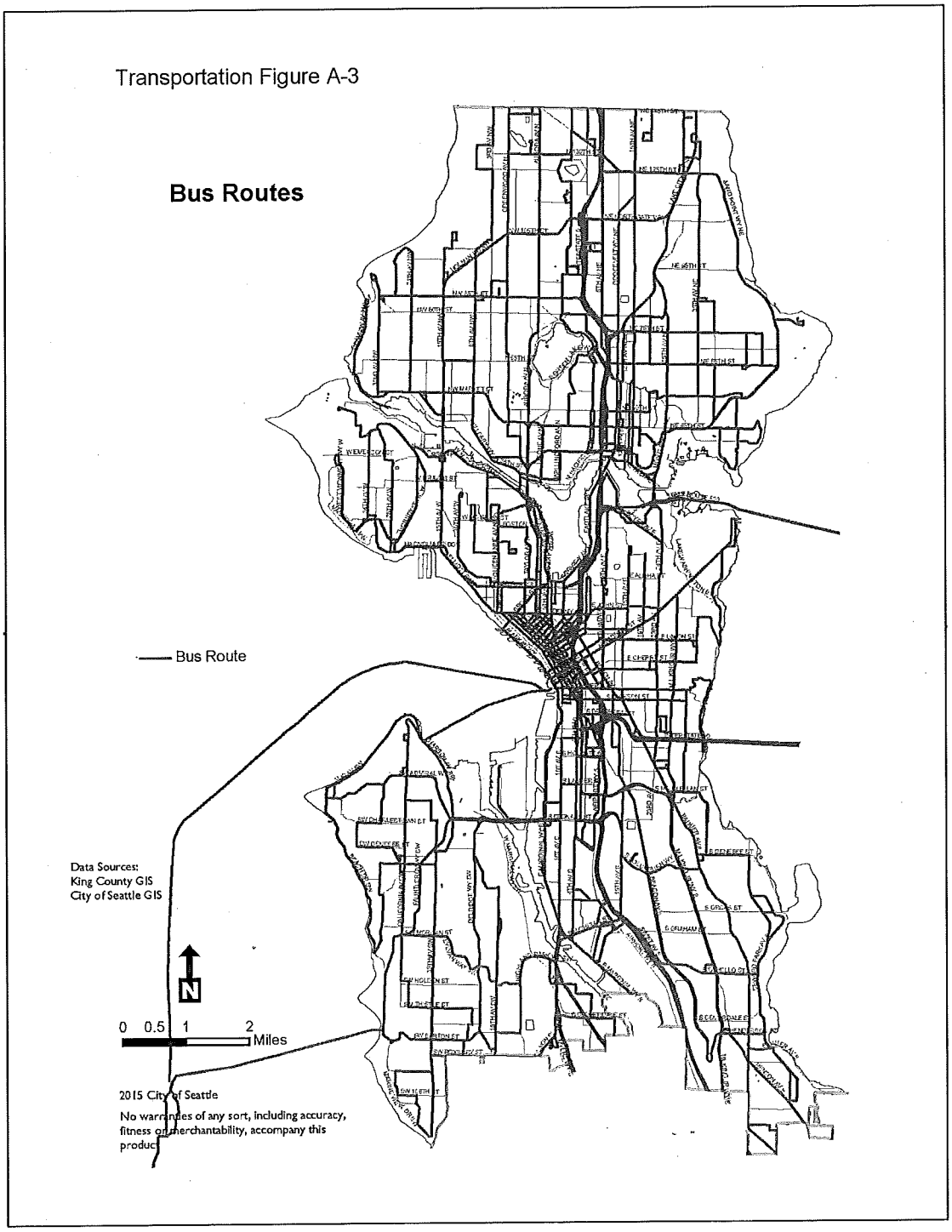
Transportation Figure A-2

Transit/High-Occupancy Vehicle Lanes



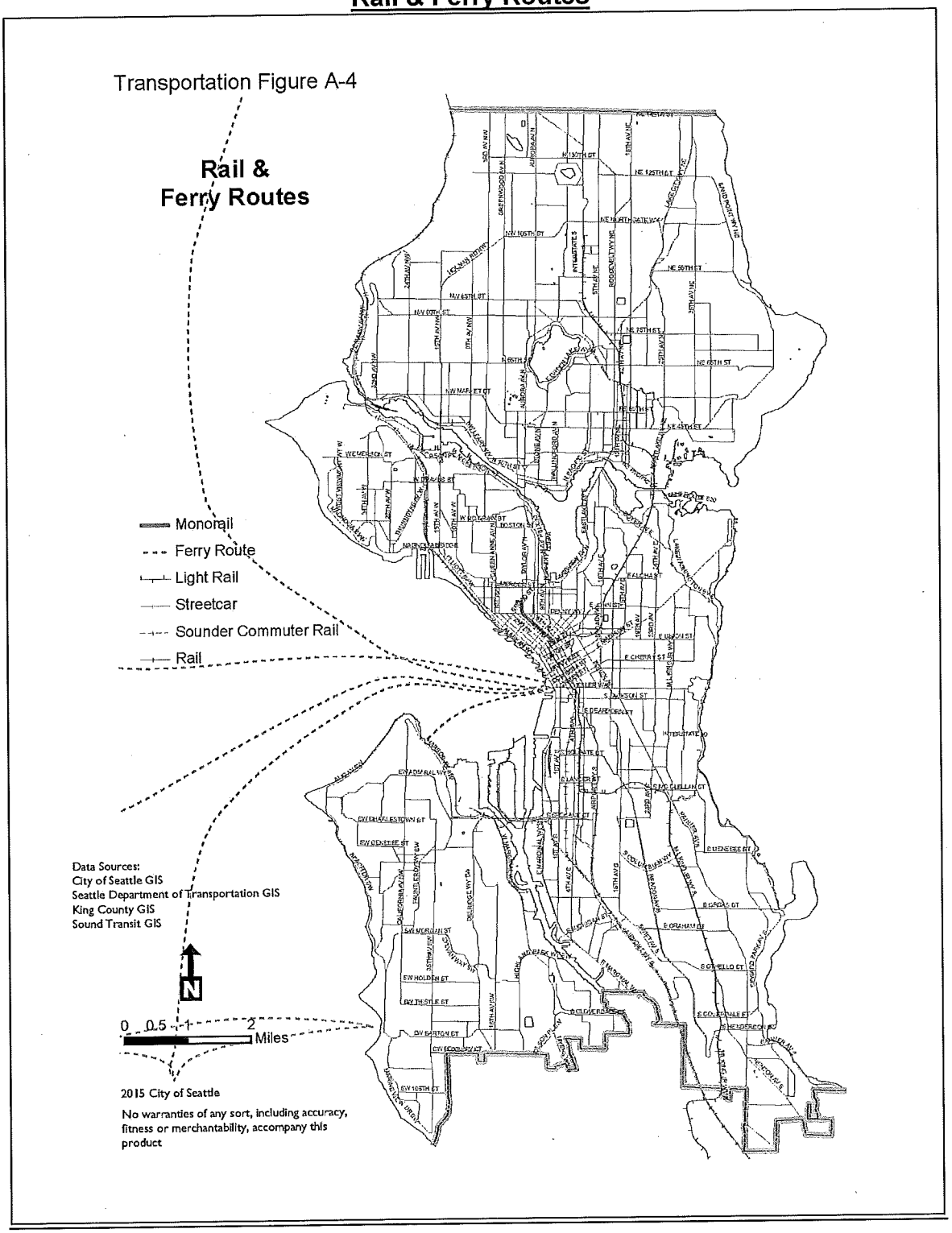
Transportation Figure A-3

Bus Routes



Transportation Figure A-4

Rail & Ferry Routes



Transportation Figure A-5
Park & Ride Facilities

Lot	Name	Address	Spaces	Amenities/Routes/Notes
N/A - -	Montlake Station - -	Montlake Blvd E & SR 520 - -	0 - -	54 Bike Lockers Metro: 25, 43, 48
703 - - -	Green Lake Park & Ride - - -	6601 8th Ave NE - - -	411 * - - -	22 Bike Lockers Metro: 48, 64, 66, 67, 76, 242, 316 Sound Transit: 542 *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
505	Lamb of God Lutheran Church	12509 27th Ave NE	21	Metro: 41
706 -	North Seattle Interim Park & Ride -	402 NE 103rd St. -	156 -	Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556
758 - - -	Northgate Mall Park & Ride Garage - - -	NE 103rd St & 1st Ave NE - - -	280 * - - -	Spaces located on floors 1 and 2 Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556 *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
753 - - - - - -	Northgate Transit Center - - - - - -	10200 1st Ave NE - - - - - -	296 * - - - - - -	12 Bike Lockers 12 On-Demand Bike eLockers Ticket Vending Machines Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995 Sound Transit: 555, 556 Boarding Locations Map *Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
753.1 and 753.2 -	Northgate Transit Center East Park & Ride -	3rd Ave NE & NE 103rd St -	448 * -	Spaces include 50 for carpool Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995

Transportation Figure A-5
Park & Ride Facilities

Lot	Name	Address	Spaces	Amenities/Routes/Notes
-	-	-	-	Sound Transit: 555, 556
-	-	-	-	*Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
710	South Jackson Park Park & Ride	5th Ave NE & NE 133rd St	46	Metro: 242
760	Thornton Place Garage	3rd Ave NE & NE 100th St	350 *	Garage Floors P1 & P2
-	-	-	-	Hours: Monday-Friday 6 a.m. - 8 p.m.
-	-	-	-	Metro: 16, 40, 41, 66, 67, 68, 75, 242, 303, 345, 346, 347, 348, 995
-	-	-	-	Sound Transit: 555, 556
-	-	-	-	*Lot is usually filled 90 percent or above by 9:00 a.m. on weekdays
749	Airport & Spokane Park & Ride	Airport Way S & S Spokane St	25	Metro: 101, 102, 106, 131, 150, 177, 178, 190
-	-	-	-	Sound Transit: 590, 592, 593, 594, 595
550	Beverly Park First Baptist Church	11659 1st Avenue S	12	Metro: 128, 131
N/A	Columbia City Station	4818 Martin Luther King Jr Way S	0	37 Bike Lockers
-	-	-	-	No Metro or Sound Transit Parking Available
-	-	-	-	Paid Parking Nearby
-	-	-	-	Ticket Vending Machines
-	-	-	-	Sound Transit: Central Link Light Rail
-	-	-	-	Closest Bus Route: Metro: 8
591	Community Bible Fellowship	11227 Renton Avenue S	29	Metro: 106
562	Holy Family Church	9641 20th Avenue SW	23	Metro: 22, 113, 125
-	-	-	-	Sound Transit: 560
738	Olson Place & Myers Way Park & Ride	9000 Olson Pl SW	100	Metro: 60, 113
N/A	SODO Station	500 S Lander St	0	16 Bike Lockers

Transportation Figure A-5 **Park & Ride Facilities**				
Lot	**Name**	**Address**	**Spaces**	**Amenities/Routes/Notes**
-	-	-	-	Sound Transit: Central Link Light Rail
553	Sonrise Evangelical Free Church	610 SW Roxbury St	10	Metro: 60, 113
744	Southwest Spokane St Park & Ride	3599 26th Avenue SW	55	Metro: 21, 37 Express

Source: King County Metro. "Park and Ride Information." Last modified 2014. http://metro.kingcounty.gov/tops/parknride/.

bicycles and pedestrians

Bicycles are classified as "vehicles" in the Seattle Traffic Code and have the right to use all streets in the city except where explicitly prohibited. Bicycling is steadily growing in popularity as an everyday commuting method and as recreational activity. Transportation Figure A-6 illustrates the location of seven categories of bike facilities. There are more than 300 miles of bicycle facilities as of 2013, including 78 miles of bicycle and climbing lanes, 92 miles of shared lane pavement markings, 6 miles of neighborhood greenways, 47 miles of multi-use trails, 128 miles of signed routes, and more than 2 miles of other on- and off-street bicycle facilities. A recently updated Bicycle Master Plan and an Implementation Plan spell out the approach to expanding the network further to increase its connectivity, completeness and safety.

Bicycle racks are provided in neighborhood commercial areas and downtown, and some work places provide secure, weather protected bike parking, showers, and lockers. As of 2010, the City had installed over 2,550 bike racks across the city. Seattle's Land Use Code also requires that many new developments include bike parking where parking is built for cars.

As of 2010, Seattle had more than 2,200 miles of sidewalks, nearly 5,000 crosswalks, almost 27,000 curb ramps, 500 stairways, and 39 lane miles of 12-foot wide trails (see pedestrian facilities mapped in Transportation Figure A-7). Over the past decade, the City has made progress in addressing gaps in sidewalk coverage by pursuing construction of sidewalks or asphalt walkways in numerous locations where they were lacking, within the constraints of budgeted funding. However, there remain several areas around the city, such as residential neighborhoods north of N 85th Street, that lack sidewalks because they were originally developed when sidewalks were not required. The pace of new sidewalk construction in 2009 was approximately 25 block-equivalents.

parking

On-street parking occurs in the public right-of-way and is therefore regulated by the City through the creation of no-parking and special-use parking zones, time-of-day restrictions, parking duration limits, pay stations/meters, and residential parking zones. Over the past decade, the City has modernized its pay stations/meters and continues to do so with innovations such as pay-

by-phone. It also has pursued more active management of on-street parking rates in order to accomplish goals for availability of on-street parking for motorists wishing to park. This improves residents', visitors' and shoppers' ability to reliably find parking when and where they need it.

Residential parking zones (RPZ's) are designed to protect Seattle's residential neighborhoods from parking impacts and congestion from major employment and/or retail centers. In an RPZ, on-street parking is generally restricted to one or two hours, except for residents and guests who display special RPZ decals. Existing RPZ's include the following communities: Montlake, Squire Park, West Seattle-Fauntleroy, Capitol Hill, Wallingford, University District, First Hill, Eastlake, Magnolia, North Queen Anne, North Capitol Hill, Uptown (Seattle Center), Central District (Garfield High School), Belmont/Harvard, Mount Baker (Franklin High School), North Beacon Hill, Licton Springs (North Seattle Community College), Cowen Park/Roosevelt, Ravenna Bryant. The RPZ program is slated for review in 2015, with the objective to review program goals and seek refinements that will respond to current needs and priorities with respect to neighborhoods' on-street parking.

Off-street parking facilities are usually privately-owned and operated. The City regulates the location and size of garages and lots through the Land Use Code. Facilities with paid parking pay a licensing fee.

Carpools receive preferential parking treatment through City programs, allocation of on-street parking spaces, and Land Use Code requirements for carpool parking in new developments.

rail

Passenger Rail: Amtrak operates trains over 900 miles of Burlington Northern tracks in the state and provides service to 16 cities. The Empire Builder provides daily service from Seattle to Spokane and on to Chicago; the Amtrak Cascades runs four times a day to/from Portland, and twice daily to/from Vancouver, B.C. The Coast Starlight runs daily connecting Seattle to Portland, Oakland and on to Los Angeles. Sound Transit operates two Sound train routes on the same tracks to between Seattle/Tacoma-Lakewood and Seattle/Everett.

Freight: Burlington Northern Santa Fe (BNSF) owns and operates a mainline dual-track from Portland to Seattle. Union Pacific owns and operates a single mainline track with two-way train operations between Tacoma and Seattle. BNSF owns and operates tracks that extend north from downtown Seattle to Snohomish County and then east to Spokane.

There are four **intermodal terminals** servicing the Duwamish Industrial area: BNSF Railway operates the Seattle International Gateway yard north of S. Hanford Street. Union Pacific Railroad operates the Seattle Argo Yard just south of Spokane St off of Diagonal/Denver Avenues. Port of Seattle terminals include intermodal facilities at Terminals 5 and 18. BNSF's Interbay rail yard is north of downtown Seattle.

Rail-line capacity depends on train length, operating speeds, the number of switch crossover points, and whether the line has one- or two-way traffic. Current train speed limits in the City are 10, 20, or 40 mph depending on the segment.

other intermodal facilities

The Port of Seattle owns, operates or supports marine, rail, and air intermodal facilities. Port of Seattle facilities include nine commercial marine terminals, four ocean container terminals with 31 container cranes, and a deep-draft grain terminal. Steamship operators have direct service to Asia, Europe, Latin American and domestic markets (Alaska and Hawaii.) Services are offered by 17 ocean carriers; about 30 tug and barge operators; and BNSF Railway and Union Pacific railroads, operating intermodal yards. Transportation Figure A-8 shows Port of Seattle facilities located in Seattle.

air transportation

There are five commercial aircraft landing facilities in the greater Seattle metropolitan area: Seattle-Tacoma International Airport (Sea-Tac), operated by the Port of Seattle and located in the City of SeaTac; King County International Airport; the Kenmore Air Harbor and Seattle Seaplanes facilities based in Seattle's Lake Union; and the Lake Washington seaplane base near Kenmore. Transportation Figure A-9 shows air facilities in the City of Seattle.

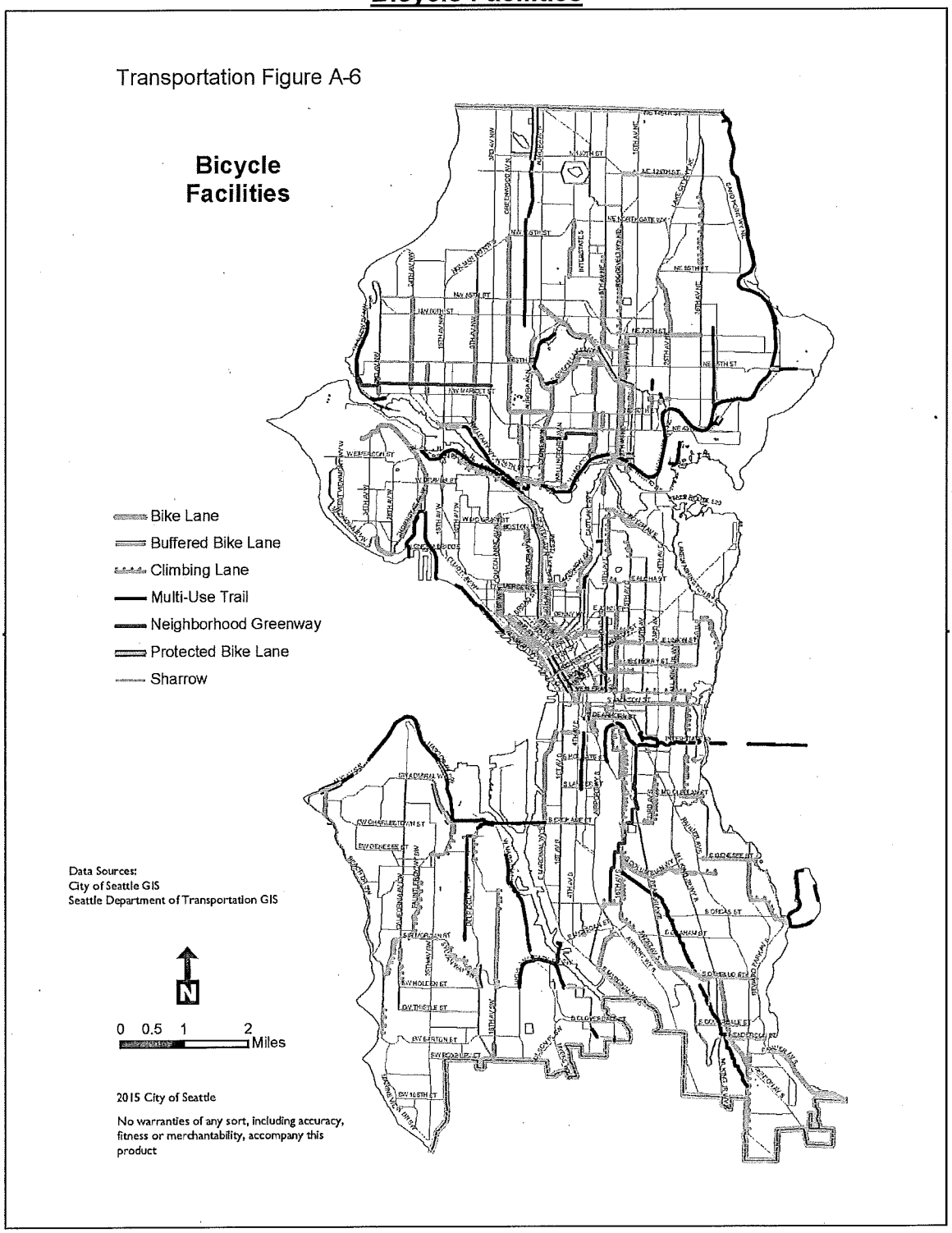
water transportation

The Washington State Ferry (WSF) system operates two terminals in Seattle - Colman Dock in downtown Seattle, and the Fauntleroy terminal in West Seattle. Passenger-and-vehicle service is provided on two ferry routes from Colman Dock - to Bainbridge Island and to Bremerton. Passenger-and-vehicle ferries link Fauntleroy with Vashon Island and Southworth. King County operates a Water Taxi service in Elliott Bay connecting to West Seattle.

In 2015, the cruise ship terminals at Bell Street Cruise Terminal at Pier 66 and Smith Cove Cruise Terminal at Terminal 91 will serve seven major cruise lines including Carnival, Celebrity Cruises, Holland America Line, Norwegian Cruise Line, Princess Cruises, Oceania Cruises and Royal Caribbean. Each ship call brings in $2.4 million to the local economy. Overall, the Seattle cruise industry generates 3,404 jobs and $407.8 million in annual business revenue.

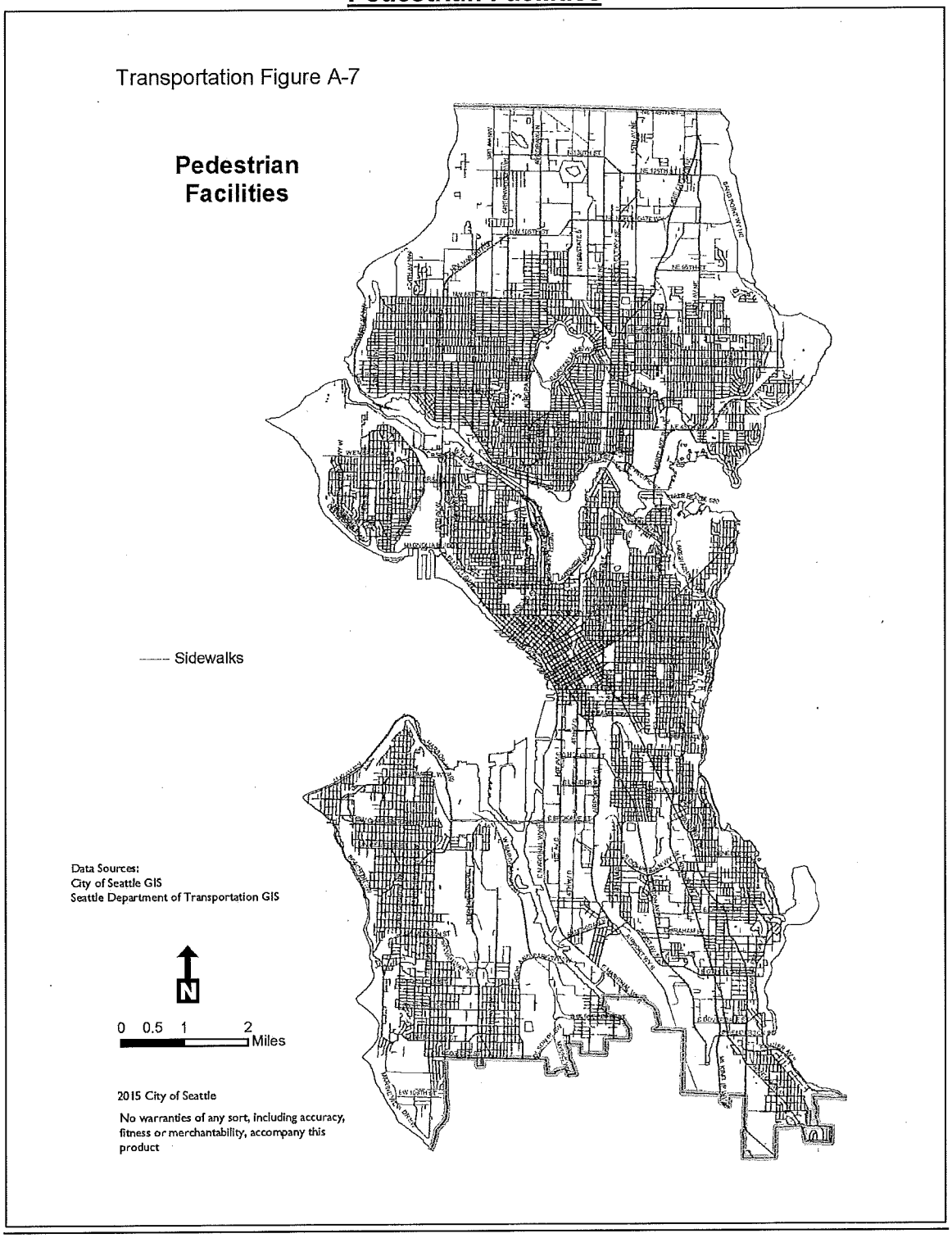
Transportation Figure A-6

Bicycle Facilities



Transportation Figure A-7

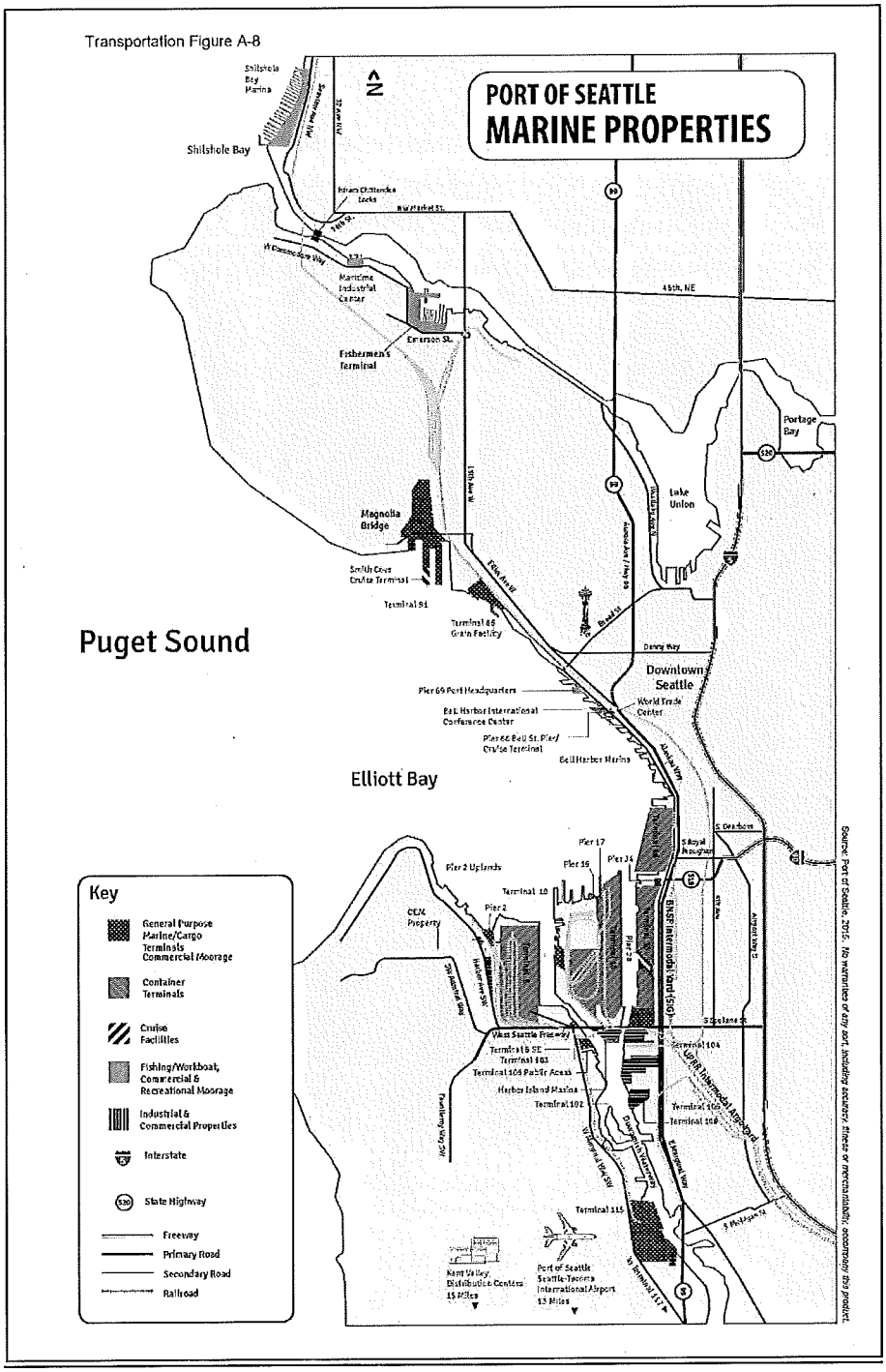
Pedestrian Facilities



Transportation Figure A-8

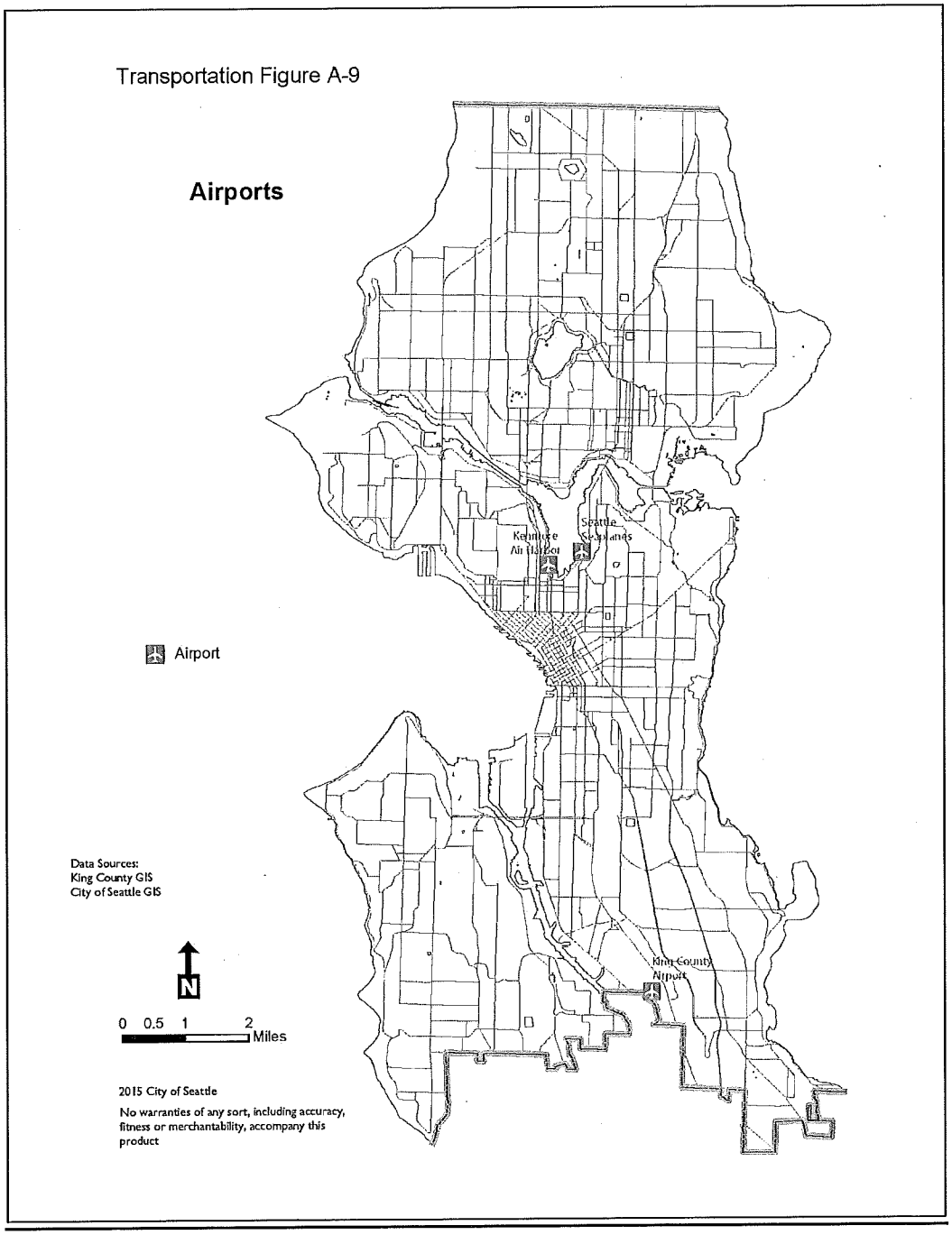
Port of Seattle Facilities

Transportation Figure A-8



Transportation Figure A-9

Airports



C Local Level of Service Standards for Arterials and Transit Routes[3]

[3] (RCW 36.70A.070. (6)(A)(iii)(B)), (RCW 36.70A.070.(6)(A)(iii)(C))

traffic forecasts

The v/c ratios in Transportation Figure A-11 are based on a model that reflects the PSRC Regional Transportation model. However, the model also modifies PSRC's model to better represent street conditions such as arterial speeds, future transit routing and service levels, the distribution of trips and choice of transportation modes.

The model's current and 2035 region-wide and city-limit traffic volume estimates are shown in the following table. These inform the Comprehensive Plan's assumed future v/c ratios. The methodology used is that traffic volumes are modeled for arterial streets for the year 2035 and compared to current conditions as of 2014/2015. The modeled volumes are then totaled for all arterials crossing a particular screenline. These totals are then compared to the sum of the arterials' rated capacities. The arterial capacity ratings were systematically reviewed and updated in 2015 to provide a consistent and accurate basis for comparison. This yields a ratio of volume-to-capacity (v/c) for each direction of traffic for each screenline.

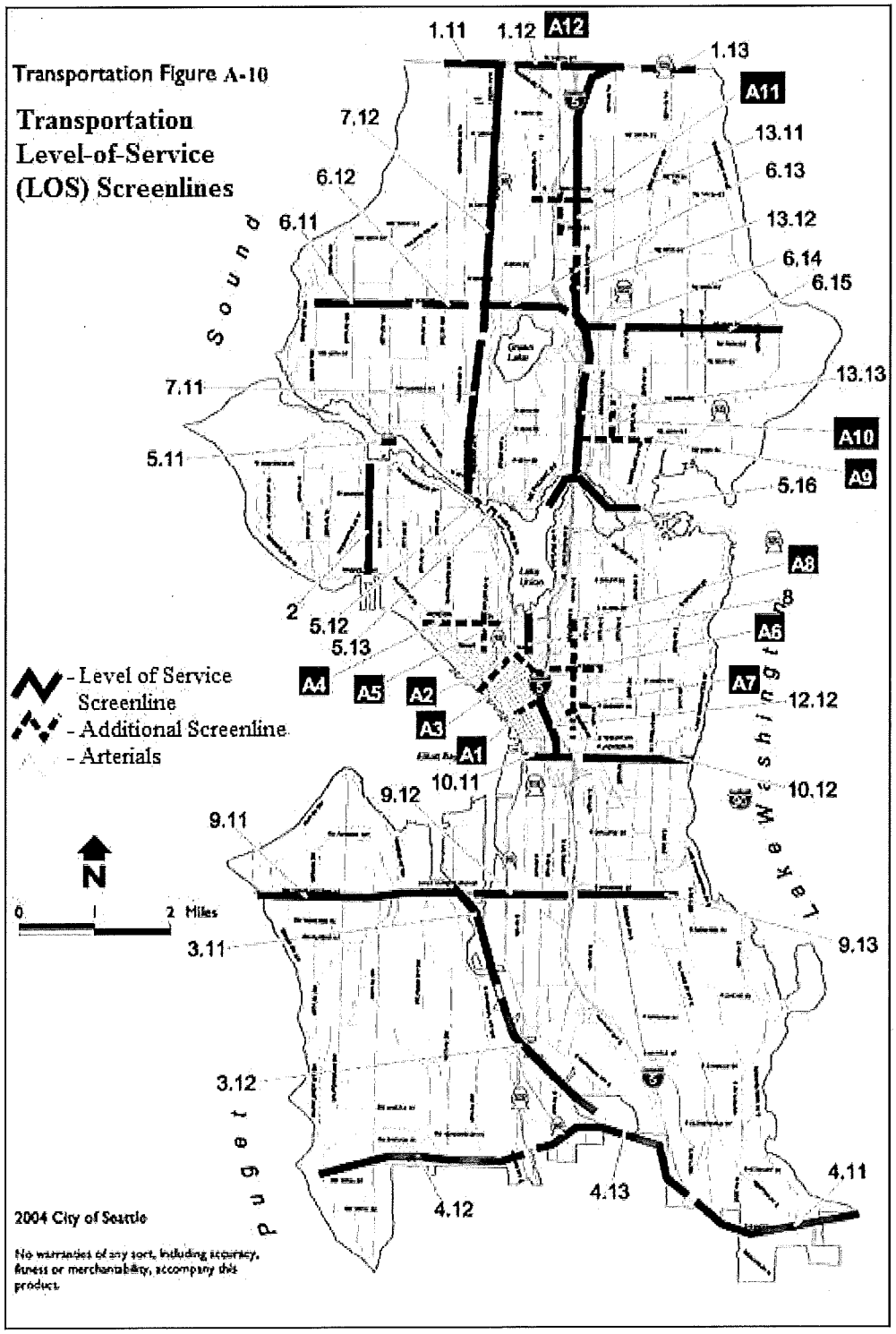
Total vehicle-miles-of-travel (VMT) for the region (per day):	
Existing:	81.1 million
2035 forecasts:	105.3 million (+30%)
Traffic volume at north city limit (vehicles per day):	
Existing	360,800
2035 forecasts:	464,900 (+29%)
Traffic volume at south city limit (vehicles per day):	
Existing	503,600
2035 forecasts:	637,500 (+27%)
Traffic volume at east city limit (SR 520 and I-90) (vehicles per day):	
Existing	213,000
2035 forecasts:	269,500 (+27%)

Transportation Figure A-10 is a map illustrating the location of 42 screenlines. Thirty of these screenlines are part of the City's evaluative system for level of service (LOS) performance and correspond to the screenlines in Transportation Figure A-11. Twelve other screenlines (labeled as A1 - A12 on Transportation Figure A-10) focus geographically on Seattle's urban centers.

A screenline methodology is favored because it addresses the broader geographic impacts of development and travel patterns. The methodology recognizes that no single intersection or arterial operates in isolation. Motorists have choices, and they select particular routes based on a wide variety of factors such as avoiding blocking conditions, and minimizing travel times. Accordingly, this analytic methodology focuses on a "traffic-shed" where the screenlines measure groups of arterials among which drivers logically can choose to travel.

Transportation Figure A-10

Transportation Level-of-Service (LOS) Screenlines



Transportation Figure A-11 lists for each screenline the current conditions and modeled traffic results for the evening peak hour in year 2035, in comparison to the LOS standard for each

screenline. The standards are expressed as vehicle-to-capacity (v/c) ratios of 1.0 or 1.20, which indicates a level of use equivalent to 100 percent or 120 percent of rated roadway capacity, measured during peak commute times.

With the anticipated implementation of the Comprehensive Plan, the future transportation and circulation conditions in the 2035 evening peak hour at all of the screenlines will not exceed the City's adopted LOS standards for peak hour congestion.

This Plan includes policies to improve transit service and related transit capital facilities, as well as to improve non-motorized transportation facilities, to provide ways for people to avoid the traffic congestion inherent in dense urban centers and urban village areas.

These results are evaluated in more detail below.

- The forecasted screenline v/c ratios for the year 2035 evening peak hour range from 0.38 to 1.19.
- Future peak hour traffic conditions will continue to reflect patterns similar to today, with the heaviest congestion at bridge locations including the Ballard Bridge (v/c = 1.19 northbound), the West Seattle Freeway and Spokane St. bridges (collectively a v/c = 1.15 westbound), the University and Montlake Bridges (collectively a v/c = 0.96 northbound and 1.06 southbound), and the Aurora Bridge (v/c = 0.94 northbound and 0.82 southbound).
- Congestion is also projected to increase in other locations as well. This is due to growth or, in some cases, related to future planned road improvements addressing automobiles and bicycles. With respect to the latter factor, this analysis makes conservative assumptions about potential loss of automobile travel lanes. As part of future projects such as bicycle-serving "cycle tracks," a determination would be made contemporaneous with that project whether and how automobile travel lanes would be diminished. This caveat applies to all references below to future bicycle projects.
- Volumes on Aurora Ave N, Lake City Way N, Greenwood Ave N, and 3rd Ave NW near the north city limits will continue to be heavy during evening commutes, and will contribute to conditions that approach or slightly exceed the rated capacity level by 2035. (Screenlines 1.11, 1.13).
- Volumes on MLK Jr. Way S., Rainier Ave S., and Renton Ave S. near the south city limits will continue to grow, and will contribute to greater use of capacity in the southbound peak direction, approaching the rated capacity level by 2035. (Screenline 4.11).
- Southbound volumes toward southeast Seattle measured at S. Jackson St. and at S. Spokane St will contribute to conditions that reach a v/c ratio of approximately 0.90, or using about 90 percent of rated capacity by 2035. This partly reflects the potential for changes in capacity related to future possible bicycle improvements (Screenlines 9.13 and 10.12). See above caveat about future bicyle improvements.

Transportation Figure A-11

Level of Service:

Screenline Volume-to-Capacity (V/C) Ratios

LOS Screen line #	Location	Span of Streets	LOS Standard	2013 PM Peak		2035 PM Peak	
				Dir.	V/C Ratios	Dir.	V/C Ratios
1.11	North City Limit	3rd Ave NW to Aurora Ave N	1.20	NB	0.70	NB	1.03
				SB	0.57	SB	0.80
1.12	North City Limit	Meridian Ave N to 15th Ave NE	1.20	NB	0.41	NB	0.76
				SB	0.32	SB	0.61
1.13	North City Limit	30th Ave NE to Lake City Way NE	1.20	NB	0.73	NB	0.96
				SB	0.63	SB	0.83
2	Magnolia	Magnolia Bridge to W. Emerson Place	1.00	EB	0.53	EB	0.56
				WB	0.55	WB	0.56
3.11	Duwamish River	West Seattle Freeway and S. Spokane St	1.20	EB	0.61	EB	0.69
				WB	0.87	WB	1.15
3.12	Duwamish River	1st Ave S and 16th Ave S	1.20	EB	0.35	EB	0.38
				WB	0.52	WB	0.55
4.11	South City Limit	M L King Jr Way to Rainier Ave S	1.00	NB	0.47	NB	0.57
				SB	0.63	SB	0.98
4.12	South City Limit	Marine View Drive SW to Myers Way S	1.00	NB	0.37	NB	0.56
				SB	0.42	SB	0.72
4.13	South City Limit	SR 99 to Airport Way S	1.00	NB	0.41	NB	0.58
				SB	0.45	SB	0.73
5.11	Ship Canal	Ballard Bridge	1.20	NB	0.99	NB	1.19
				SB	0.52	SB	0.72
5.12	Ship Canal	Fremont Bridge	1.20	NB	0.71	NB	0.79
				SB	0.54	SB	0.71
5.13	Ship Canal	Aurora Ave N Bridge	1.20	NB	0.81	NB	0.94
				SB	0.62	SB	0.82
5.16	Ship Canal	University and Montlake Bridges	1.20	NB	0.80	NB	0.96
				SB	0.87	SB	1.06
6.11	South of NW 80th St	Seaview Ave NW to 15th Ave NW	1.00	NB	0.45	NB	0.52
				SB	0.43	SB	0.49

LOS Screen line #	Location	Span of Streets	LOS Standard	2013 PM Peak		2035 PM Peak	
				Dir.	V/C Ratios	Dir.	V/C Ratios
6.12	South of NW 80th St	8th Ave NW to Greenwood Ave N	1.00	NB	0.66	NB	0.87
				SB	0.49	SB	0.77
6.13	South of NE 80th St	Linden Ave N to 1st Ave NE	1.00	NB	0.44	NB	0.55
				SB	0.27	SB	0.41
6.14	South of NE 80th St	5th Ave NE to 15th Ave NE	1.00	NB	0.65	NB	0.76
				SB	0.53	SB	0.67
6.15	South of NE 80th St	20th Ave NE to Sand Point Way NE	1.00	NB	0.49	NB	0.64
				SB	0.47	SB	0.58
7.11	West of Aurora Ave N	Fremont Pl N to N 65th St	1.00	EB	0.48	EB	0.55
				WB	0.58	WB	0.66
7.12	West of Aurora Ave N	N 80th St to N 145th St	1.00	EB	0.50	EB	0.56
				WB	0.57	WB	0.66
8	South of Lake Union	Valley Street to Denny Way	1.20	EB	0.78	EB	0.92
				WB	0.78	WB	0.83
9.11	South of Spokane St	Beach Dr SW to W Marginal Way SW	1.00	NB	0.51	NB	0.59
				SB	0.58	SB	0.71
9.12	South of Spokane St	E Marginal Way S to Airport Way S	1.00	NB	0.47	NB	0.60
				SB	0.52	SB	0.71
9.13	South of Spokane St	15th Ave S to Rainier Ave S	1.00	NB	0.45	NB	0.67
				SB	0.58	SB	0.89
10.11	South of S Jackson St	Alaskan Way S to 4th Ave S	1.00	NB	0.56	NB	0.64
				SB	0.65	SB	0.84
10.12	South of S Jackson St	12th Ave S to Lakeside Ave S	1.00	NB	0.48	NB	0.74
				SB	0.58	SB	0.91
12.12	East of CBD	S Jackson St to Howell St	1.20	EB	0.35	EB	0.39
				WB	0.45	WB	0.52
13.11	East of I-5	NE Northgate Way to NE 145th St	1.00	EB	0.71	EB	0.84
				WB	0.59	WB	0.78
13.12	East of I-5	NE 65th St to NE 80th St	1.00	EB	0.44	EB	0.50
				WB	0.41	WB	0.53

LOS Screen line #	Location	Span of Streets	LOS Standard	2013 PM Peak		2035 PM Peak	
				Dir.	V/C Ratios	Dir.	V/C Ratios
13.13	East of I-5	NE Pacific St to NE Ravenna Blvd	1.00	EB	0.55	EB	0.62
				WB	0.54	WB	0.67
A1	North of Seneca St	1st Ave to 6th Ave	NA	NB	0.55	NB	0.67
				SB	0.40	SB	0.59
A2	North of Blanchard	Elliott Ave to Westlake Ave	NA	NB	0.43	NB	0.55
				SB	0.36	SB	0.52
A3	East of 9th Ave	Lenora St to Pike St	NA	EB	0.36	EB	0.44
				WB	0.32	WB	0.43
A4	South of Mercer St	Elliott Ave W to Aurora Ave N	NA	NB	0.78	NB	0.93
				SB	0.51	SB	0.78
A5	East of 5th Ave N	Denny Way to Valley St	NA	EB	0.39	EB	0.55
				WB	0.40	WB	0.48
A6	North of Pine St	Melrose Ave E to 15th Ave E	NA	NB	0.45	NB	0.53
				SB	0.50	SB	0.63
A7	North of James St – E Cherry St	Boren Ave to 14th Ave	NA	NB	0.62	NB	0.72
				SB	0.57	SB	0.78
A8	West of Broadway	Yesler Way to E Roy St	NA	EB	0.50	EB	0.57
				WB	0.60	WB	0.71
A9	South of NE 45th St	7th Ave NE to Montlake Blvd NE	NA	NB	0.70	NB	0.79
				SB	0.70	SB	0.75
A10	East of 15th Ave NE	NE 45th St to NE 52nd St	NA	EB	0.52	EB	0.54
				WB	0.46	WB	0.53
A11	South of Northgate Way (N/NE 110th St)	N Northgate Way to Roosevelt Way NE	NA	NB	0.50	NB	0.66
				SB	0.49	SB	0.61
A12	East of 1st Ave NE	NE 100th St to NE Northgate Way	NA	EB	0.48	EB	0.61
				WB	0.62	WB	0.88

Results for areas around Seattle's six urban centers are summarized as follows.

Downtown: Screenlines 10.11, 12.12, A1, A2, and A3 pass through or along the edge of the Downtown Urban Center, some encompassing north-south avenues, and some encompassing east-west streets. Higher v/c ratios reflect higher future volumes on most avenues and streets, and increased congestion. However, for all five of these screenlines, the future v/c ratios will remain below 1.0 in 2035 with Comprehensive Plan implementation and thus meet LOS standards.

Uptown: For the Uptown Urban Center, screenline A4 is an east-west screenline south of Mercer St extending as far west as Elliott Ave W and east to include Aurora Ave N, while screenline A5 is drawn north-south between 5th Ave N. and Taylor Ave N. The predicted increase in congestion, reaching above a v/c ratio of 0.90 for northbound traffic, relates to major traffic volumes on Elliott Ave W, Aurora Ave N. It also relates to a possible reduction in capacity on 5th Ave N if bicycle improvements reduce lanes for motorized vehicle travel. Measures of east-west travel congestion will worsen but remain well below a 1.0 v/c ratio; improvements enabling a two-way Mercer Street add capacity in the westbound direction.

South Lake Union: For the South Lake Union Urban Center, Screenline 8 is drawn north-south at Fairview Ave N. Volumes will continue to increase, and road improvements will continue to occur for a number of years into this planning period. The v/c ratios for both directions along this screenline will decline by 2035, with higher evening congestion levels in the eastbound direction reflected by a v/c ratio of 0.93. However, the ratio will remain below the 1.20 LOS standard for this screenline.

First Hill/Capitol Hill: Screenlines A6, A7, and A8 are drawn through the First Hill/ Capitol Hill Urban Center. Screenline 12.12 is on the west edge of the First Hill/Capitol Hill Urban Center adjacent to Downtown. For all four of these screenlines, the year 2035 v/c ratios under the Comprehensive Plan will remain well below the 1.20 LOS standard that applies to Screenline 12.12. Although the findings for Screenline A7 and A8 illustrate a somewhat elevated congestion level in all directions in the area between Boren Ave and 14th Ave by 2035, near James Street, and for travel east-west across Broadway, these areas are currently often congested at peak hours.

University District: For the University District Urban Center, screenlines 5.16 and 13.13 cover the south and west boundaries of the Urban Center, while screenline A9 passes east-west through the Center and screenline A10 is drawn north-south through the Center. Higher v/c ratios suggest higher volumes and a degree of increased congestion by 2035. However, the year 2035 v/c ratios will be below 1.0 for all four of these screenlines in the peak commuting directions. At the University and Montlake Bridges, evening peak hour volumes will continue to be high, and the southbound volumes on the University Bridge are projected to exceed the northbound volumes. This may reflect the diverse range of destinations of University employees and students. Given the pass-through nature of many evening commuters, the projected volumes for Roosevelt Way NE and Montlake Blvd. NE would continue to be high and grow slightly by 2035.

Northgate: For the Northgate Urban Center, screenline A11 is drawn east-west just south of Northgate Way, while screenline A12 passes north-south just east of 1st Ave NE. Screenline 13.11 also measures east-west traffic crossing 5th Ave NE. The year 2035 v/c ratios for these three screenlines will worsen but remain below 1.0. The measures of east-west traffic both indicate increasing congestion that will reach v/c ratio levels of approximately 0.8 to 0.9, meaning much of the available capacity will be used by 2035. The analysis also shows relatively high volumes west of I-5, for westbound Northgate Way and for both directions of Meridian Ave N.

State highway level
of service standards

There are two different types of State highways with segments in Seattle with two different Level of Service standards. The larger facilities are "Highways of Statewide Significance" (HSS), These are I-5, I-90, SR 99, SR 509, SR 519, SR 520, and SR 522. Highways of Statewide Significance include, at a minimum, interstate highways and other principal arterials needed to connect major communities in the state.

For all the HSS, the State defines a level of service standard of "D." RCW 36.70A.070(6)(a)(iii)(C) provides that local jurisdictions' Comprehensive Plans should indicate LOS for state-owned facilities, but specifies that local concurrency requirements do not apply to the HSS routes. Including LOS standards for HSS is a communication and coordination tool in local plans, so that the State of Washington has a current understanding of performance on their facilities. Accordingly, the State legislation that designates HSS also directs the State Transportation Commission to give higher priority for correcting identified deficiencies on highways of statewide significance.

Non-HSS facilities (also called "Highways of Regional Significance") in Seattle are SR 513, SR 523, and SR 99 (only those portions south of S Holden St). These highways are monitored by the Puget Sound Regional Council for regional planning purposes. For these highways the Level of Service standard is "E/mitigated."

state-funded highway improvements
and local improvements to State highways

The City of Seattle will continue to coordinate with the Washington State Department of Transportation (WSDOT) for consistency in plans and projects. Transportation Figure A-12 shows the known anticipated major projects for the metropolitan area that will address State highways and facilities including ferries, and an indication of project status as applicable today and/or into the future until 2035.

These are the primary projects in the city and broader metropolitan area that will affect the functioning of portions of the State highway system within the City's boundaries. Planned local system improvements are diverse; these are addressed as presented in the City's functional plans, including but not limited to the Transit Master Plan, Pedestrian Master Plan, Bicycle Master Plan, and the successor document to the Transportation Strategic Plan.

Transportation Figure A-12 **State Highway Project List**		
Project	**2015**	**2035**
SR 99 tunnel (with tolls)	_	x
SR 520 HOV lanes to Montlake	x	x
Second Montlake Bascule Bridge	_	_
SR 520 Tolling	x	x
I-90 HOV lanes	x	x
I-405 Widening (SR 167 to SR 527)	_	x
Passenger-only Ferries (Kingston, Southworth, Juanita)	_	_
Montlake Blvd NE HOV Lane and ITS Improvements	_	x

D Estimated Traffic Impacts to State-Owned Transportation Facilities

Transportation Figure A-13 includes, for State highways, the latest existing conditions information and future modeled conditions for 2035. This data is organized by "average annual daily traffic" (AADT), "average weekday daily traffic" (AWDT), and a calculation of the modeled increase in AWDT for each highway segment expressed as a percentage.

AWDT is emphasized here as an analytical tool because it is the most representative of the peak commuting periods when volumes and congestion are highest. Existing conditions are based on available information from WSDOT, with factoring to estimate AADT in certain locations. By contrast, the modeled future conditions forecasts AWDT. These raw model volume results for 2035 were further analyzed by using the "difference method." [4]

Forecasts are for particular components of State facilities including HOV lanes, express lanes and collector-distributor lane volumes. Note the explanation on page 29 of the different LOS for state highways designated as "HSS" and those designated as Highways of Regional Significance.

[4] The findings are consistent with findings of the *"Draft Environmental Impact Statement for the Seattle Comprehensive Plan Update"* (May 2015) and were made using a consistent methodological approach.

Transportation Figure A-13

State Highway Traffic Volumes – 2013 – 2035

State Highway	Location (Roads here are cross-streets that show approx. endpoints of State Hwy. segments)	Direction	2013 Avg. Annual Daily (AADT) Volume	2013 Avg. Weekday Daily (AWDT) Volume	2035 Avg. Annual Daily (AADT) Volume	2035 Avg. Weekday Daily (AWDT) Volume	% Change In AWDT From 2013 To 2035
I-5	Boeing Access Rd. - Swift Ave. S	NB	95,900	100,300	115,000	120,200	20%
		SB	104,500	109,200	120,700	126,300	16%
I-5	Corson - Columbia Way S/West Seattle Bridge	NB	103,800	108,600	119,400	124,800	15%
		SB	121,500	127,100	135,300	141,500	11%
I-5	I-90 – James St.	NB	133,200	139,300	162,600	170,100	22%
		SB	146,900	153,600	164,900	172,400	12%
I-5	Lakeview Blvd. E - SR 520	NB	123,700	139,800	142,200	160,700	15%
		SB	114,200	129,000	132,100	149,300	16%
I-5	SR 520 - NE 50th St.	NB	133,400	135,900	156,100	158,900	17%
		SB	121,900	124,100	138,000	140,500	13%
I-5	NE 65th St. - SR 522	NB	117,700	119,900	137,900	140,400	17%
		SB	119,000	121,200	135,500	138,000	14%
I-5	NE 130th St. - NE 145th St.	NB	98,000	99,800	114,300	116,300	17%
		SB	98,700	100,400	116,200	118,300	18%
I-90	Rainier Ave. S - Lake Washington (mainline)	EB	65,000	70,300	82,600	89,200	27%
		WB	68,100	72,500	89,700	95,600	32%
SR	14th Ave. S -	NB	16,300	19,200	21,100	24,800	29%

99	S Cloverdale St.*	SB	13,700	16,200	15,700	18,500	14%
SR 99	W Marginal Way S- S Michigan St. (1st Ave. S Br.)	NB	44,000	48,500	56,700	62,500	29%
		SB	42,000	46,300	54,100	59,700	29%
SR 99	E Marginal Way - West Seattle Bridge	NB	21,300	23,500	30,100	33,200	41%
		SB	17,700	19,500	25,500	28,100	44%
SR 99	1st Ave. S Ramps - Seneca/Spring	NB	33,900	37,400	31,100	34,300	-8%
		SB	36,100	39,800	29,300	32,300	-19%
SR 99	Raye St - Bridge Way N	NB	32,900	36,000	42,600	46,500	29%
		SB	36,100	39,500	46,800	51,200	30%
SR 99	Winona Ave. N – N 80th St.	NB	14,700	16,100	18,900	20,600	28%
		SB	17,300	18,900	23,100	25,300	34%
SR 99	Roosevelt Way N - N 145th St.	NB	14,400	15,700	20,700	22,600	44%
		SB	14,600	16,000	21,700	23,800	49%
SR 509	S 112th St. - S Cloverdale St.	NB	26,500	28,800	36,700	39,900	39%
		SB	26,600	28,900	35,200	38,300	33%
SR 513	SR 520 Ramps - NE Pacific St. (Montlake Bridge)	NB	16,600	18,100	20,700	22,600	25%
		SB	19,400	21,300	23,000	25,100	18%
SR 513	Montlake Blvd. NE - Union Bay Pl. NE	EB	18,600	20,300	18,600	20,300	0%
		WB	19,400	21,300	19,400	21,300	0%
SR 522	Roosevelt Way NE - 12th Ave. NE	EB	12,300	13,500	14,300	15,700	16%
		WB	15,700	17,200	18,100	19,700	15%
SR 522	NE 137th St. - NE 145th St.	NB	15,100	16,500	18,100	19,800	20%

		SB	16,900	18,500	22,800	24,900	35%
SR 523	5th Ave. NE - 15th Ave. NE	EB	13,900	15,200	14,300	15,600	3%
		WB	13,100	14,300	14,800	16,200	13%
SR 520	Between I-5 and Montlake Blvd.	EB	30,000	33,900	34,700	39,200	16%
		WB	42,600	48,100	48,900	55,200	15%
SR 520	Between Montlake Blvd.-Lake Wash.	EB	30,100	33,900	35,600	40,200	19%
		WB	32,100	36,300	39,300	44,500	23%
SR 519	1st Ave. S - 4th Ave. S	EB	14,800	16,100	18,100	19,800	23%
		WB	12,200	13,400	12,200	13,400	0%

Footnote for Transportation Figure A-13:
*SR 99 14th Ave/Cloverdale Street: SR 99 south of Holden Street is a Highway of Regional Significance, with a level of service of "E/Mitigated

Findings in Transportation Figure A-13 also show impacts on various segments of state highways and are described more specifically as follows:

- **I-5 Downtown and north of Downtown** – Future weekday daily volumes (AWDT) will increase by between 13-18 percent by 2035 in both directions in the four studied segments of I-5 north of Downtown. Daily volumes in the central segment of I-5 through Downtown will increase by 12-22 percent and be the most-used portions of I-5 in Seattle. Future volumes in segments farther from Downtown will also grow but volumes will be comparatively lesser than in the segments nearest Downtown. This is an expected pattern, given the number of motorists that use I-5 and enter or exit from places including the University District, Wallingford, Green Lake, Roosevelt, and other neighborhoods in northwest and northeast Seattle. The added volumes through the day could exacerbate congestion, most notably during peak commuting periods, which could diminish overall freeway efficiency and performance.

- **I-5 south of Downtown** – Future volumes (AWDT) will increase by 15-20 percent northbound and 11-16 percent southbound by 2035 in two studied segments south of Downtown. Approaching Downtown from the south, the segment between I-90 and James Street would experience an approximately 22 percent increase in AWDT, likely due to volume contributions from I-90 and other local sources. The AWDT volumes on I-5 south of Downtown, ranging from approximately 120,000 to 140,000 vehicle trips, would be about 25 percent lower than for the segment of I-5 just north of Downtown.

- **I-90** – I-90 will experience AWDT increases of approximately 27 to 32 percent by 2035, with westbound volumes increasing to about 96,000 per day, slightly exceeding eastbound volumes.

- **SR 520** – For this highway that has experienced volume decreases due to the initiation of tolling, and construction east of Lake Washington, the projected future conditions are for increases in AWDT volumes of about 15 to 23 percent by 2035. This will be equivalent to an increase of about 5,000 to 6,000 vehicles in the eastbound direction, reaching about 40,000 vehicles per day east of Montlake, and about 44,500 vehicles per day in the westbound direction east of Montlake. Closer to I-5, the projected AWDT will reach approximately 55,000 vehicles in the westbound direction by 2035. Tolling is likely to continue to limit the rate of growth in usage over time on SR 520.

- **SR 99 Downtown and north of Downtown** – This highway is anticipated to operate in a tunnel through Downtown by 2035, which may mean a change in volume trends compared to current operations. For three studied segments of SR 99 north of Downtown, future AWDT would increase by about 28 to 34 percent between the lower Queen Anne and Green Lake vicinities, and would increase by up to 45 to 50 percent in the segment near the north city limits at N 145th St. The projected volumes in this vicinity would be highest in the portion nearest Lake Union and the Ship Canal, reaching about 46,000 – 50,000 vehicles per day AWDT in each direction, while in the other segments farther north, the volumes would range from about 20,000 – 25,000 vehicles per day in each direction.

- **SR 99 south of Downtown** – South of Downtown, SR 99 provides access to the SODO and Greater Duwamish industrial areas, as well as southwest Seattle and points south including Burien and Tukwila. South of South Park, SR 99 reconnects to I-5 in Tukwila. The 1st Avenue S Bridge crosses the Duwamish Waterway and accommodates traffic to/from Georgetown and the King County International Airport vicinity as well. The variety of its connections and configurations leads to different trends for projected AWDT. This includes: anticipated AWDT increases of approximately 29 percent in each direction at the 1st Avenue S Bridge (approximately 60,000 to 63,000 vehicles in each direction); increased volumes in the SODO area north of Georgetown of 40 to 44 percent (28,000 to 33,000 vehicles in each direction); and similar gains in the southern segment near South Park of 25 to 40 percent (22,000 to 30,000 vehicles in each direction).

- **SR 522 (Lake City Way)** – Future volumes (AWDT) would increase by about 15 percent in each direction in Roosevelt near I-5 (15,000 to 20,000 vehicles in each direction), and by 20 to 35 percent in each direction in Lake City near the north city limits at NE 145th Street (20,000 to 25,000 vehicles in each direction). These trends likely reflect anticipated increases in commuting traffic as well as projected traffic growth over time contributed to by nearby neighborhoods such as Lake City and Northgate.

- **SR 513 (Montlake Blvd. to Sand Point Way)** – Future volumes (AWDT) would increase by about 17 to 25 percent in this segment that includes the Montlake Bridge just north of SR 520. This would represent AWDT volumes of approximately 25,000 vehicles per day southbound and 22,600 vehicles per day northbound. This would exacerbate congestion during peak hours in this route that is used heavily for daily commuting. However, other analysis indicates that the future 2035 conditions would still meet the LOS standards for the applicable screenline that covers both the University Bridge and the Montlake Bridge.

- **SR 519 (Edgar Martinez Way)** – Future volumes (AWDT) would increase by about 23 percent in the eastbound direction for this segment that provides access to/from the Port of Seattle and SODO industrial area near the major sports stadiums. No increase in the westbound direction was projected in the modeling.

- **SR 523 (NE 145th St. east of I-5)** – This route provides east-west access from Lake City and Lake Forest Park to I-5 and is on the north city limits boundary. Future volumes (AWDT) would increase modestly by 3 to 13 percent, reaching volumes of approximately 16,000 vehicles in each direction by 2035.

impacts on adjacent jurisdictions

Four jurisdictions are adjacent to the City of Seattle: the City of Shoreline, and the City of Lake Forest Park along Seattle's north boundary, and the City of Tukwila and King County along Seattle's south boundary. Several major arterials that connect to streets in these jurisdictions near the Seattle borders were selected for analysis. For each arterial, the existing PM peak hour traffic volume and forecasted year 2035 traffic volume were compared to the rated capacity of the arterial, yielding a volume-to-capacity (v/c) ratio. The results of this analysis are shown in Transportation Figure A-14.

Transportation Figure A-14

Arterials Reaching Adjacent Jurisdictions: PM Peak Hour Capacities, Volumes and V/C Ratios

A. Major arterials within Seattle just south of the Seattle/Shoreline-Lake Forest Park Border (145th St.)

Arterial	Existing (2014) – PM Peak Hour						2035 – PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	V/C ratio	Capacity	Volume	V/C ratio	Capacity	Volume	V/C ratio	Capacity	Volume	V/C ratio
Greenwood Ave. N	1,940	1,223	0.63	1,940	838	0.45	1,940	1,740	0.90	1,940	1,221	0.63
Aurora Ave. N	2,100	1,681	0.80	2,000	1,223	0.61	2,100	2,427	1.16	2,000	1,879	0.94
Meridian Ave N	770	312	0.41	770	162	0.21	770	581	0.75	770	369	0.48
5th Ave. NE	770	366	0.48	770	205	0.27	770	550	0.71	770	340	0.44
15th Ave NE	2,040	891	0.44	2,040	640	0.31	1,010	891	0.88	1,010	727	0.72
30th Ave NE	770	433	0.56	770	365	0.47	770	592	0.77	770	550	0.71
Lake City Way	2,150	1,697	0.79	2,040	1,388	0.68	2,150	2,215	1.03	2,040	1,790	0.88

B. Major arterials within Seattle just north of the Seattle/King County Border

Arterial	Existing (2014) – PM Peak Hour						2035 – PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	V/C ratio	Capacity	Volume	V/C ratio	Capacity	Volume	V/C ratio	Capacity	Volume	V/C ratio
26th Ave SW	770	401	0.52	770	336	0.44	770	522	0.68	770	374	0.49
16th Ave SW	770	292	0.38	770	216	0.28	770	524	0.68	770	250	0.32
Olson Pl. SW	2,040	1,442	0.71	2,040	1,070	0.52	1,010	1,442	1.43	1,010	1,070	1.06
Myers Way S	1,540	264	0.17	1,540	190	0.12	1,540	670	0.43	1,540	230	0.15
8th Ave S	770	93	0.12	770	99	0.13	770	222	0.29	770	99	0.13
14th Ave S	1,540	498	0.32	1,540	394	0.26	1,540	848	0.55	1,540	584	0.38
Renton Ave S	770	570	0.74	770	393	0.51	770	951	1.23	770	501	0.65
Rainier Ave S	1,460	967	0.66	1,460	663	0.45	1,460	1,421	0.97	1,460	991	0.68
E Marginal Way S	2,040	699	0.34	2,040	703	0.34	2,040	994	0.49	2,040	779	0.38
Airport Way S	2,000	756	0.38	2,000	356	0.18	1,000	1,123	1.12	1,000	822	0.82
M L King Jr. Way S	2,040	1,297	0.64	2,040	1,076	0.53	2,040	1,885	0.92	2,040	1,078	0.53
51st Ave S	770	351	0.46	770	219	0.28	770	698	0.91	770	310	0.40

For all but five instances for the arterials shown in Transportation Figure A-14, the PM peak hour v/c ratio is below 1.0, indicating that there currently is remaining traffic capacity and that the capacity will continue into the forecasted future. The exceptions are:

- Aurora Avenue N (SR 99), as the primary north-south highway arterial to/from Shoreline, is projected to experience considerable growth in evening peak hour volumes by 2035 (nearly 750 added vehicles), which will raise the projected northbound v/c ratio from 0.80 to 1.16.
- Lake City Way (SR 522), as the primary north-south highway arterial in north Seattle to/from Lake Forest Park, is projected to experience considerable growth in evening peak hour volumes by 2035 (nearly 520 added vehicles), which will raise the projected northbound v/c ratio from 0.79 to 1.03.
- Olson Place SW, a route to/from White Center and Burien, may experience a projected v/c ratio of 1.43 in the peak westbound direction by 2035, but this is tempered by a recognition that the conservative analysis of road capacity predicts a reduced capacity with a possible future bicycle improvement, and the future volumes for 2035 are not otherwise projected to increase over existing 2014 volumes. A similar effect on the eastbound direction of travel on

Olson Place SW leads to a projected congestion level measured as a 1.06 v/c ratio. Future bicycle facility design would determine whether vehicle lanes would actually be reduced; given the street's width such reductions ultimately might not be needed.

- Renton Ave S, a route to/from Skyway and the City of Renton, is projected to experience growth of approximately 380 vehicles in the southbound direction by 2035, which will raise the corresponding v/c ratio to 1.23.
- Airport Way (a route to/from Tukwila), like Olson Place SW, may be affected in its capacity by a future possible bicycle improvement, and given projected increases in peak hour traffic southbound (360 added vehicles) could experience congestion measured as a v/c ratio of 1.12.

In other locations, including Rainier Ave. S and MLK Jr. Way S., both leading toward the City of Renton, projected v/c ratios of 0.97 and 0.92 respectively indicate future increases in traffic and probable congestion.

These modeled traffic volume and v/c findings for 2035 reflect growth not only under Seattle's Comprehensive Plan, but also the probable growth in the adjacent jurisdictions and throughout the central Puget Sound region that contributes to total traffic growth. Much of the traffic on these arterials is and will continue to be through-traffic, although the destinations of some motorists will be to and from Seattle as well as the neighboring jurisdictions.

In addition to the City of Seattle's analysis of transportation impacts on adjacent jurisdictions, as described in this section, Seattle continues to work with the adjacent jurisdictions to coordinate traffic operations and to minimize cross-boundary impacts.

E Intergovernmental Coordination Efforts[5]

This section describes the City's intergovernmental coordination efforts during the development of the Comprehensive Plan, and potential impacts of the plan on the transportation systems of adjacent jurisdictions.

Seattle is an active member of the Puget Sound Regional Council (PSRC), which is charged with certifying that local transportation plans are consistent with regional plans and goals. The City supports PSRC's Vision 2040, a transportation/land use plan that describes linking high density residential and employment centers throughout the region by high capacity transit and promoting a multi modal transportation system. Vision 2040's goals are carried forward by this Comprehensive Plan.

The PSRC provides population, employment, and transportation data to Seattle and other jurisdictions. Coordination is established via this centralized information resource. The PSRC is charged with allocating certain federal funds. Seattle has participated in establishing the criteria and selection process to determine how funds will be distributed among transportation projects.

5 (RCW 36.70A.070(6)(a)(v))

The City of Seattle cooperates with the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council regarding improvements to state transportation facilities and services and to ensure that the City's plans are consistent with the State Transportation Plan and the Transportation 2040 plan. The PSRC also monitors State highways of regional significance, such as non–HSS, for regional planning purposes.

((~~A Inventory of Existing Facilities & Services~~

((~~limited access facilities~~
~~arterials & streets~~

~~There are approximately 54,000 acres of land in the city, nearly 14,000 of which (about 26 percent) are used for street rights of way. Seattle's street network in 2004 consists of 1,534 miles of arterials, including some that are designated state routes, and 2,412 miles of non arterials (see Transportation Figure A-1). In the arterial system there are 620 miles of principal arterials, 566 miles of minor arterials, and 348 miles of collector arterials. High-occupancy vehicle (HOV) lanes exist on some arterials and limited access facilities as shown in Transportation Figure A-3. There are 975 signalized intersections, 4,596 non signalized arterial intersections and 7,029 non arterial intersections. Transportation Figures A-2a-c show the locations of traffic and pedestrian crossing signals in Seattle. The "state signals" are managed by the Washington State Department of Transportation and are located mostly at freeway on- and off-ramps.~~

~~traffic volumes~~

~~Transportation Figure A-4 shows the 2002 average weekday traffic volumes on Seattle's arterials and freeways. To analyze trends, traffic counts are taken annually on arterials and freeways along screenlines at or near the city limits, and are added together to estimate the traffic volume entering and exiting the city daily. Transportation Figure A-5 shows the trend in average weekday traffic at the city limit screenlines; the volume has increased from 758,000 in 1980 to 1,190,800 in 2003 — a 64 percent increase over 23 years. During the same period, Seattle's population increased by 9.3 percent. However, between 1995 and 2002 approximately 51,000 new jobs were added within the city, a 12 percent increase.~~

~~Transportation Figure A-6 similarly shows the trend in average weekday traffic crossing an imaginary cordon around downtown Seattle, bounded by Lenora Street, I-5, Royal Brougham Way, and Alaskan Way. The volumes include traffic getting on and off the ferries. From 1980 to 2003, downtown cordon traffic grew 22 percent, from 371,000 to 475,980.~~

~~transit~~

~~Public transit in Seattle is provided by three agencies. Metro provides bus, trolley and streetcar services that cover most of King County. Community Transit and Sound Transit operate express bus services to Seattle from King, Snohomish and Pierce Counties. As of 2002, Metro serves a population of nearly 2 million over a 2,128 square-mile service area. It operates approximately~~

~~1300 vehicles on about 188 routes representing 7,050 route miles with annual ridership of over 75 million. Transportation Figure A-7 shows Metro's 2004 transit routes in Seattle.~~

~~Metro currently operates a 1.3-mile long tunnel under Third Avenue and Pine Street from the International District to 9th Avenue and Pine Street. The tunnel has five stations, and connects to Interstate 90 at the south end and to the Interstate 5 express lanes at the north end. Dual powered buses operate through the tunnel; diesel power is used on streets and highways, while electric power is used in the tunnel. In addition to dual powered buses, the tunnel will be used as part of Sound Transits Link light rail line through downtown. Renovation of the tunnel for use by both buses and trains is scheduled for completion by 2009.~~

~~Metro has about 56 miles of two way overhead electric trolley wire in Seattle used by approximately 146 trolley buses. Trolleys produce no tailpipe emissions and are considerably quieter than diesel buses.~~

~~All buses operating in downtown Seattle are free to riders from 6 a.m. to 7 p.m. The ride-free zone boundaries are Battery Street, Sixth Avenue, I-5, Jackson Street, and the waterfront. The ride-free zone significantly reduces the need to use cars for short trips around downtown. The Waterfront Streetcar system includes three streetcars, nine stations, and more than two miles of rail. The tracks and overhead wire run along Alaskan Way and South Main Street from Myrtle Edwards Park to the International District.~~

~~Sound Transit is the regional transit authority for the Puget Sound area (which includes portions of King, Snohomish and Pierce Counties.) Sound Transit was created in 1996 by voters within its boundary, and is implementing the first phase of its "Sound Move" regional transit plan. The Sound Move plan includes: operation of a 14-mile light rail system (called "Link") between SeaTac and downtown Seattle, with possible extension to Northgate; peak period commuter rail services (called "Sounder") along existing rail lines between downtown Seattle, Tacoma and Everett; and regional bus services.~~

~~As of 2004, Sound Transit provides regional express bus services between suburban areas within its three-county service area, downtown Seattle, West Seattle, and the University District. Sounder commuter rail provides rail service between Tacoma and Seattle and between Everett and Seattle. Besides the King Street Station, where the Tacoma and Everett services reach downtown Seattle, there are two provisional Sounder stations identified in Seattle in the Georgetown and Ballard communities.~~

~~By 2009 there will be at least 11 Link light rail stations in Seattle: in the Rainier Valley at Henderson Street (Rainier Beach area), Othello Street (Holly Park area), Edmunds Street (Columbia City area), and McClellan Street (Mount Baker area); Beacon Avenue and Lander Street (Beacon Hill area), and through downtown using the existing downtown tunnel stations. Stations planned but deferred for future operation include Graham Street, and Royal Brougham. Currently, planning for extension of Link north of downtown to Northgate is under study. In 2004, Sound Transit identified a preferred route for North Link. The preferred North Link route will stretch north of the Downtown Seattle Transit Tunnel with stations at Madison Street (First Hill area), Nagle Place (Capitol Hill area), Husky Stadium and Brooklyn at NE 43rd Street (University~~

~~District), NE 65th Street (Roosevelt Neighborhood) and Northgate. It is anticipated that by 2030 this line will have a daily ridership in excess of 150,000 passengers.~~

~~In 2002, Seattle Voters approved a measure to fund construction of a monorail linking Ballard, Downtown, and West Seattle. Construction of the 14-mile line is scheduled to begin in 2005 with partial opening planned for 2007 and full operation in 2009. Planning for the 2nd of potentially 5 lines by the Seattle Monorail Project began in 2003. Currently, the City of Seattle operates a monorail on a mile of elevated guideway between Westlake Mall in downtown Seattle and the Seattle Center. The monorail carried about 2.1 million riders in 2003. The Seattle Monorail will close in the fall of 2005 to make way for construction of the Seattle Monorail Projects' Green Line.~~

~~Metro and WSDOT operate 15 park and ride lots in Seattle with approximately 2,280 parking spaces, as shown in Transportation Figures A-9 and A-10. There is also a Metro transit center just south of the Northgate Mall. The park-and-ride lots may be used by commuters, free of charge, to meet a carpool, vanpool or bus. Metro provides wheelchair accessible buses and other special transportation services for persons unable to use regular bus service. For example, low income King County residents 65 years or older and people with disabilities are eligible for reduced cost taxi trips. Other Metro programs and services include custom buses, special event service, the U-Pass program with the University of Washington, bikes on buses, vanpools, and a ridematch service.~~

~~bicycles & pedestrians~~

~~Bicycles are classified as "vehicles" in the Seattle Traffic Code and have the right to use all streets in the city except where explicitly prohibited. Transportation Figure A-11 shows the three categories of bike facilities, and the miles of each. Bicycle racks are provided in neighborhood commercial areas and downtown, and some work places provide secure, weather protected bike parking, showers, and lockers. As of 2000, the City has installed over 1900 bike racks across the city. Seattle's Land Use Code requires that many new developments include bike parking where parking is built for cars.~~

~~Metro first installed bike racks on buses in 1979 to carry bicyclists across the SR-520 Bridge. Metro has since installed bike racks on their entire fleet of buses. Metro also has bike racks and lockers at some of its Seattle park-and-ride lots and at the Northgate Transit Center. The Washington State Ferry Colman Dock in downtown Seattle has bicycle racks for 10 to 15 bikes, while the Fauntleroy dock has none. All ferries provide simple tie-downs for bicycle transport, although the passenger-only ferries can carry only five bikes.~~

~~Of the City's 479 miles of arterials (in 1995), about 306 miles had sidewalks or asphalt walkways on both sides of the street, and 140 miles had a sidewalk or walkway on one side of the street; about 33 miles of arterials do not have sidewalks or asphalt walkways on either side of the street. "School walk boundaries" define areas where school bus service is not provided and students generally walk to school. In 1995, there were 20 miles of arterials in elementary school walk boundaries without sidewalks on either side of the street; and there were 362 miles of Seattle residential streets (non-arterials) lacking sidewalks within the school walk boundaries.~~

~~parking~~

~~On-street parking occurs in the public right-of-way and is therefore regulated by the City through the creation of no-parking and special-use parking zones, time-of-day restrictions, parking duration limits, pay stations/meters, and residential parking zones. In 2004, the City started converting most single-space parking meters to parking pay station kiosks. All pay stations will be installed at the rate of $1.50 per hour. As electric meters are reprogrammed, the parking meter rate will increase to $1.50 per hour. Because existing mechanical meters cannot be reprogrammed, they will remain at $1.00 or $0.60 per hour and will be phased out as pay stations are installed.~~

~~Residential parking zones (RPZ's) are designed to protect Seattle's residential neighborhoods from parking impacts and congestion from major employment and/or retail centers. In an RPZ, on-street parking is generally restricted to one or two hours, except for residents and guests who display special RPZ decals. Existing RPZ's are in the following communities: Montlake, Squire Park, West Seattle-Fauntleroy, Capitol Hill, Wallingford, University District, First Hill, Eastlake, Magnolia, North Queen Anne, North Capitol Hill, Uptown (Seattle Center), Central District (Garfield High School), Belmont/Harvard, Mount Baker (Franklin high school), North Beacon Hill, Licton Springs (North Seattle Community College), Cowen Park/Roosevelt, Ravenna Bryant~~

~~Off-street parking facilities are usually privately-owned and operated. The City regulates the location and size of garages and lots through the Land Use Code and facilities with paid parking pay a licensing fee. Transportation Figure A-12 shows inventory data for off-street parking in three Seattle areas: the Central Business District, Uptown/South Lake Union, First Hill and the University District.~~

~~Carpools receive preferential parking treatment through City programs, allocation of on-street parking spaces, and Land Use Code requirements for carpool parking in new developments.~~

~~rail~~

~~**Passenger Rail**: Amtrak operates trains over 900 miles of Burlington Northern tracks in the state and provides service to 16 cities. The Empire Builder provides daily service from Seattle to Spokane and on to Chicago; the Cascades operates twice a day to/from Portland, and daily to/from Vancouver, B.C. The Coast Starlight runs daily connecting Seattle to Portland, Oakland and on to Los Angeles~~

~~**Freight**: Burlington Northern Santa Fe (BNSF) owns and operates a mainline dual-track from Portland to Seattle. Union Pacific owns and operates a single mainline track with two-way train operations between Tacoma and Seattle. BNSF owns and operates tracks that extend north from downtown Seattle to Snohomish County and then east to Spokane. A connecting spur, operated by the Ballard Terminal Rail Company, serves the Ballard and the western ship canal area. BNSF trains range up to 5,500 feet in length; Union Pacific trains are up to 7,700 feet long.~~

~~Rail-line capacity depends on train length, operating speeds, the number of switch crossover points, and whether the line has one- or two-way traffic. Current train speed limits in the City are 10, 20, or 40 mph depending on the segment.~~

~~There are three truck-to-train intermodal terminals serving the Duwamish Industrial area: Burlington Northern Santa Fe operates the Seattle International Gateway yard north of S. Hanford~~

~~Street, Union Pacific operates the Seattle Yard north of the Georgetown neighborhood, and the Port of Seattle operates an intermodal facility at Terminal 18. North of downtown Seattle is BNSF's Interbay rail yard.~~

~~air transportation~~

~~There are three commercial aircraft landing facilities in the greater Seattle metropolitan area: Seattle-Tacoma International Airport (Sea-Tac), operated by the Port of Seattle and located in the City of SeaTac; the Lake Union seaplane base in Seattle; and the Lake Washington seaplane base near Kenmore. Sea-Tac's facilities include two instrument runways, 76 loading gates, one main and two satellite terminals, and 4.5 miles of intra-airport roads. Sea-Tac accommodates over 38 airlines, including 13 international passenger carriers and 18 all-cargo carriers. In 2003 there were 354,770 aircraft operations at Sea-Tac.~~

~~The majority of general aviation flights take off and land either at King County International Airport (Boeing Field) or at one of the 11 active privately-operated helistops and heliports around the city. Boeing Field has one 10,000-foot runway with an instrument landing system and one 3,700-foot runway. The number of flight operations at Boeing Field was 363,838 in 2000.~~

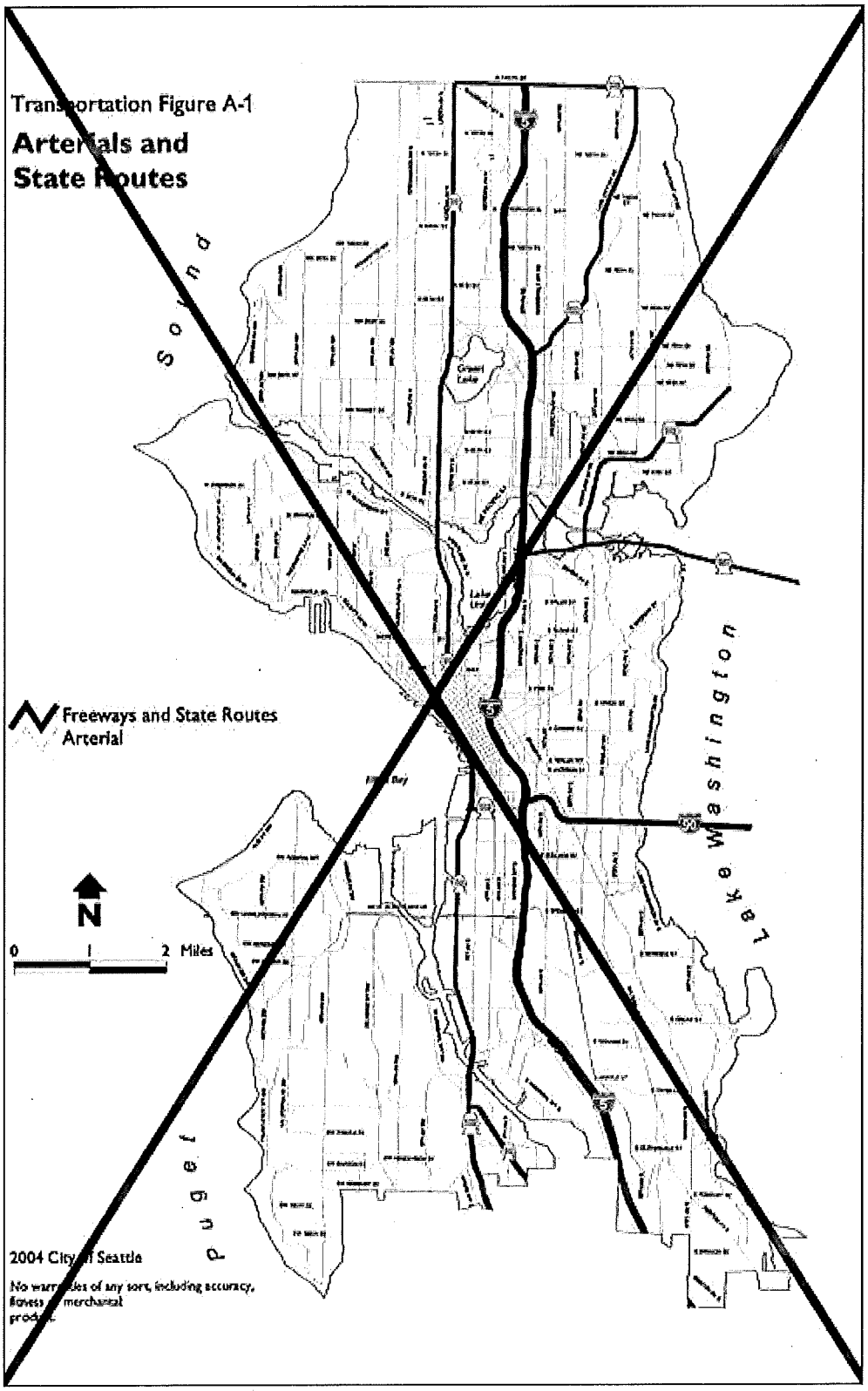
~~water transportation~~

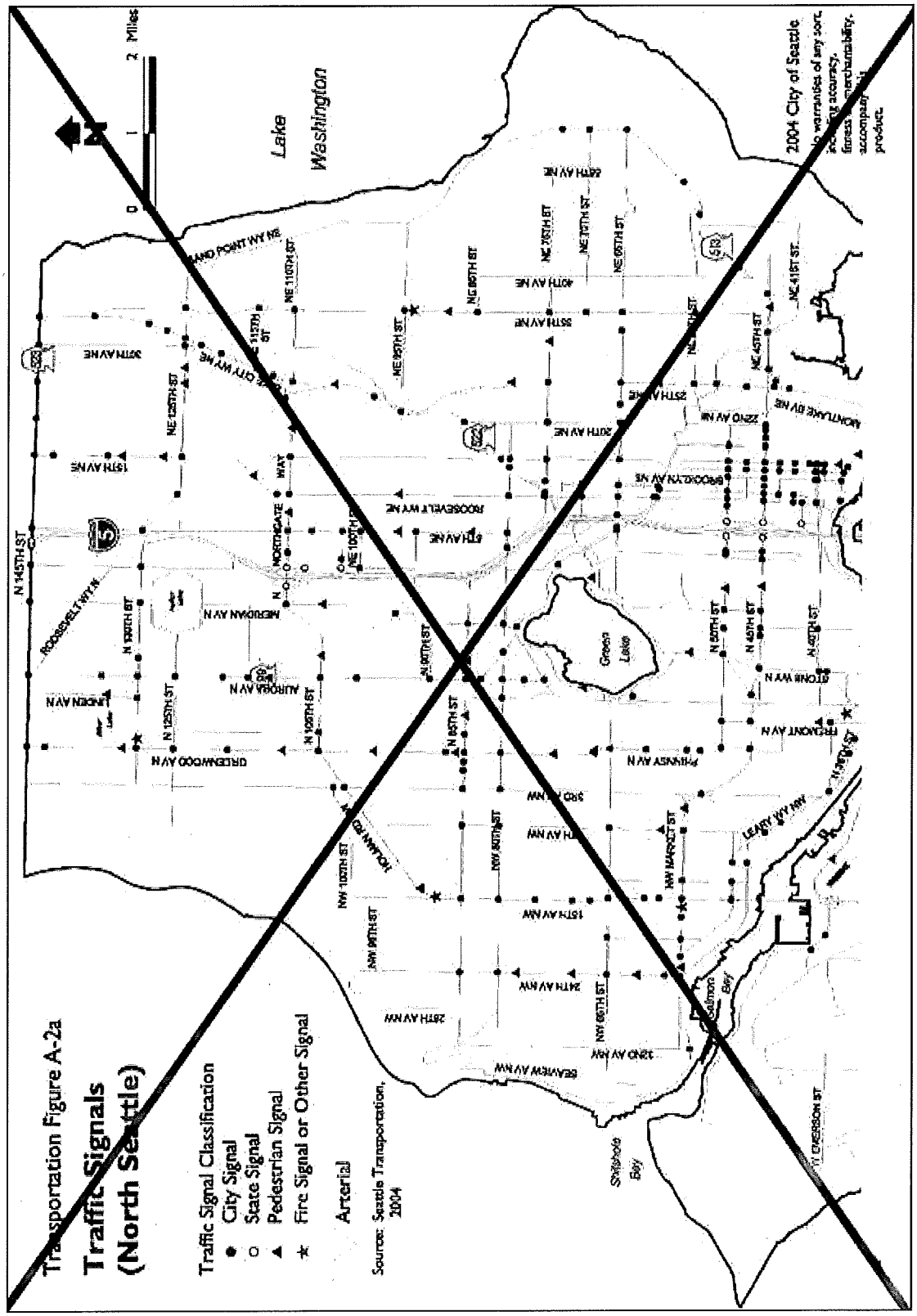
~~The Washington State Ferry (WSF) system operates two terminals in Seattle - Colman Dock in downtown Seattle, and the Fauntleroy terminal in West Seattle. Passenger-and-vehicle service is provided on two ferry routes from Colman Dock - to Bainbridge Island and to Bremerton. Passenger-and-vehicle ferries link Fauntleroy with Vashon Island and Southworth.~~

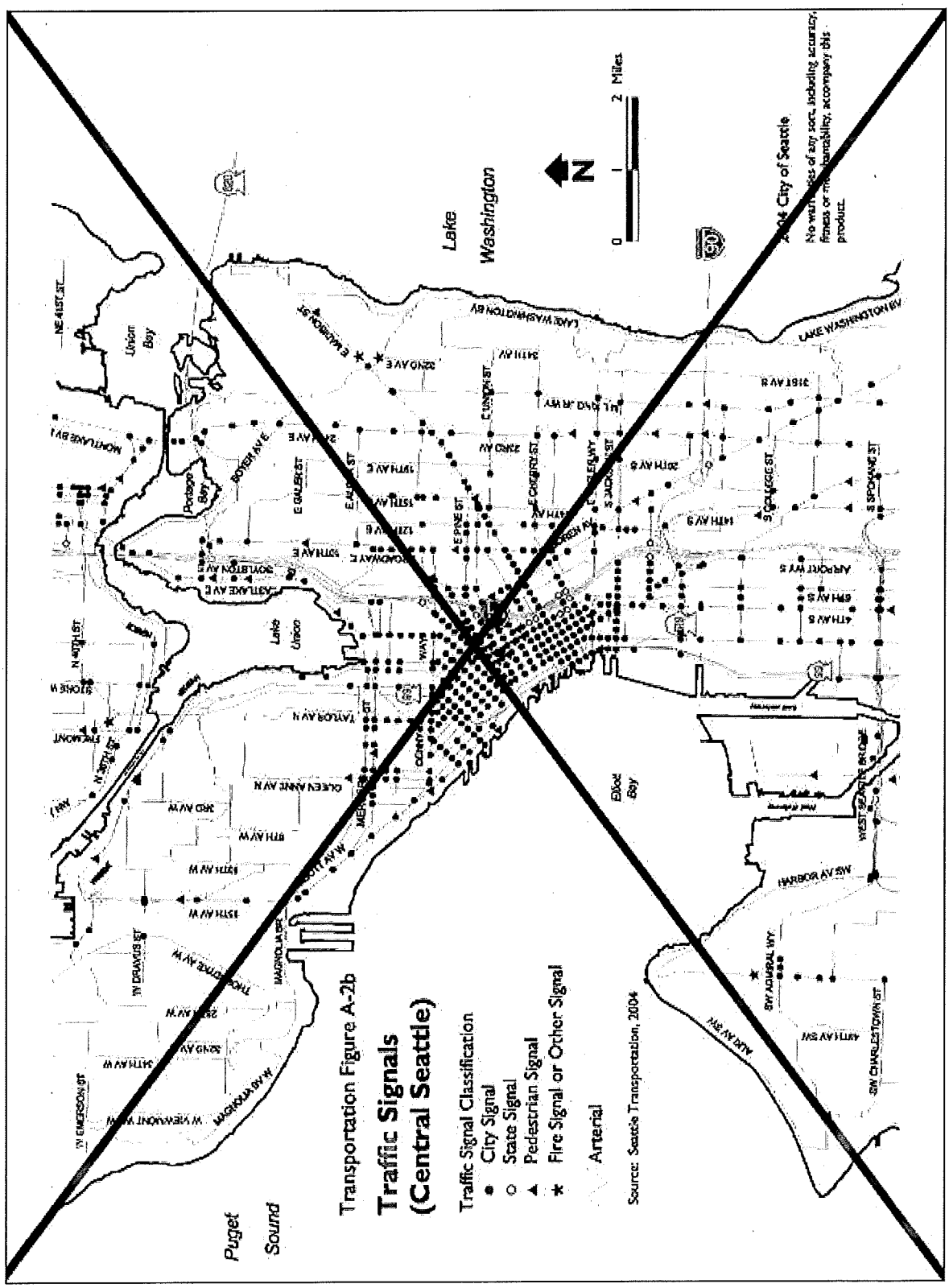
~~The Victoria Clipper operates between one to four round trips daily, depending on the season, between Seattle and Victoria on passenger-only catamarans.~~

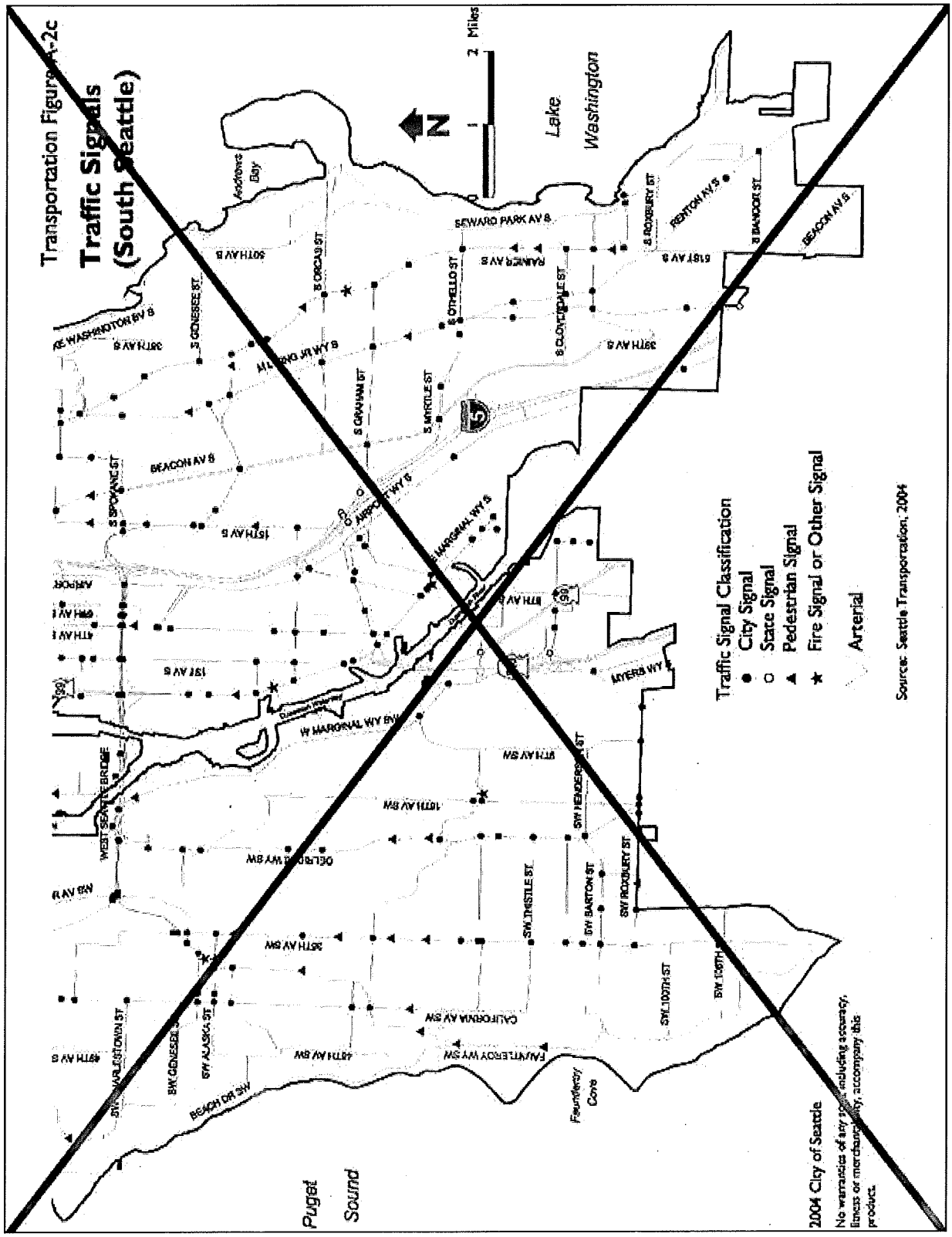
~~other intermodal facilities~~

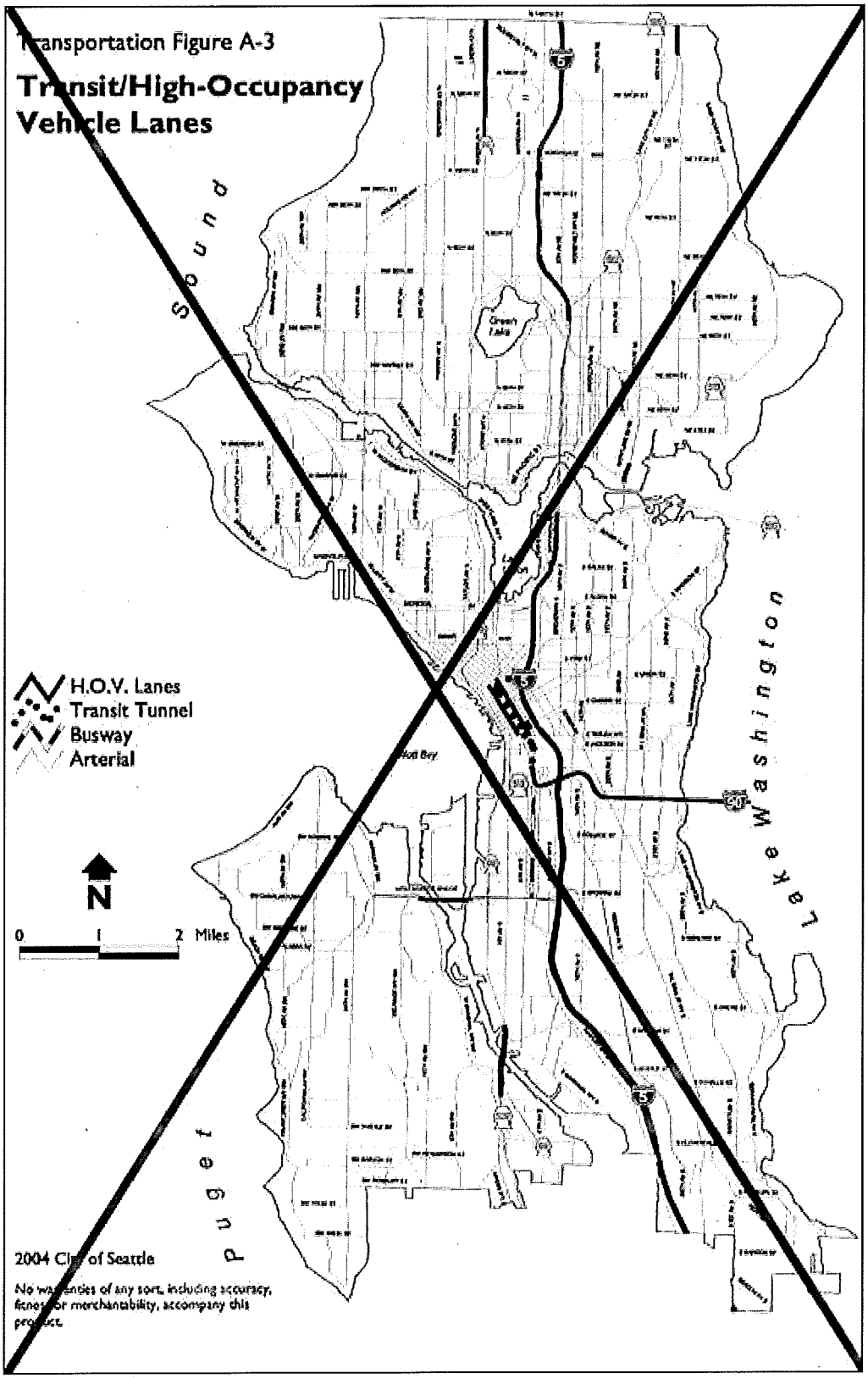
~~The Port of Seattle operates and supports marine, rail, and air intermodal facilities. Port of Seattle facilities include 25 commercial marine terminals, three container terminals with 23 container cranes, a warehouse complex and distribution center, and a deep-draft grain terminal. Services are offered by about 100 steamship operators and agents; about 30 tug and barge operators; about 100 truck and warehouse operators; and Burlington Northern Santa Fe and Union Pacific railroads, operating intermodal yards. Transportation Figure A-13 shows the Port of Seattle facilities located in Seattle.~~))


Transportation Figure A-1
Arterials and
State Routes
Freeways and State Routes
Arterial
N
0
1
2 Miles
Lake Washington
Puget Sound
2004 City of Seattle


Transportation Figure A-2a
Traffic Signals
(North Seattle)
Traffic Signal Classification
City Signal
State Signal
Pedestrian Signal
Fire Signal or Other Signal
Arterial
Source: Seattle Transportation, 2004
Lake Washington
Green Lake
Shilshole Bay
Salmon Bay
0 1 2 Miles
2004 City of Seattle

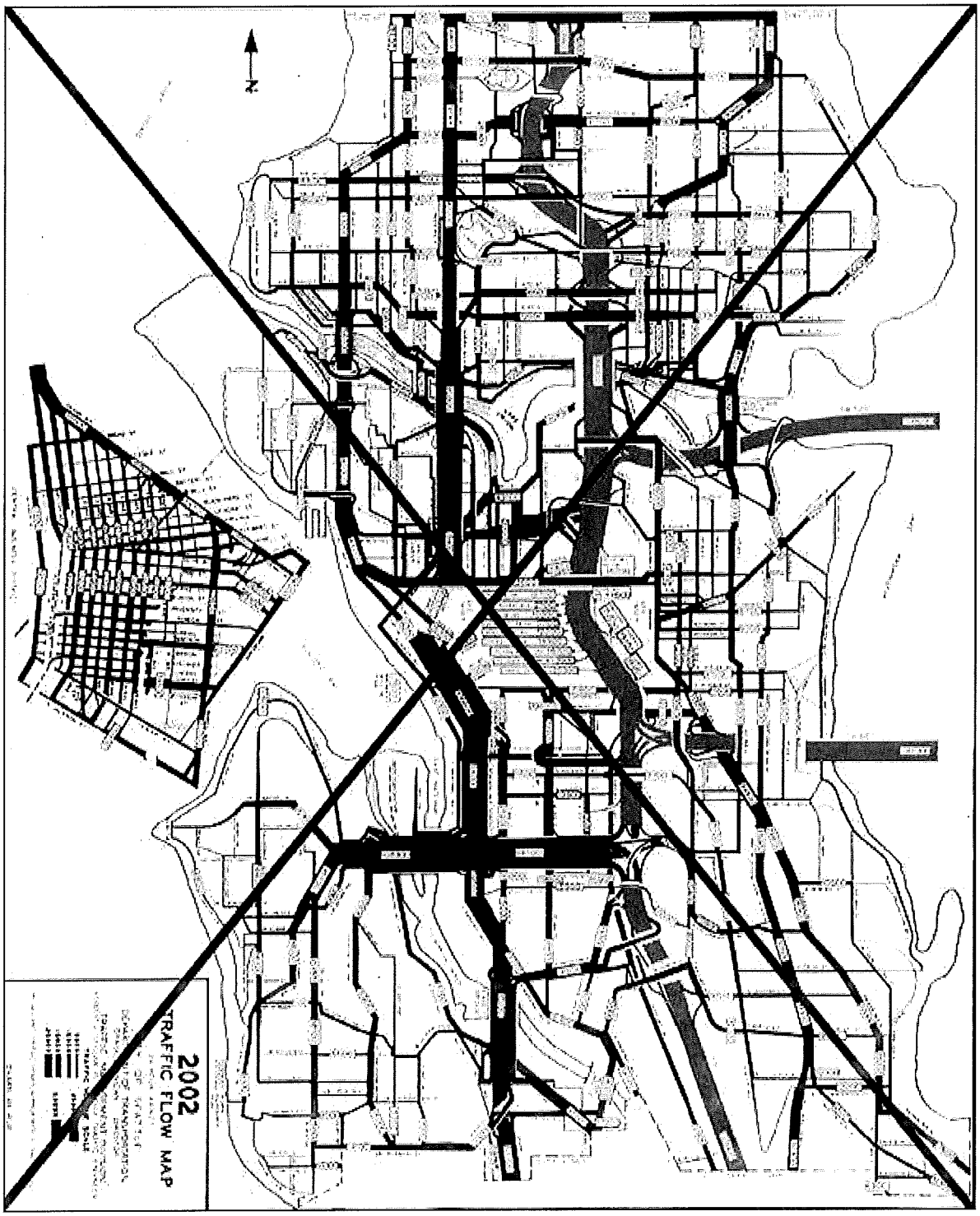

Transportation Figure A-2b
Traffic Signals
(Central Seattle)
Traffic Signal Classification
City Signal
State Signal
Pedestrian Signal
Fire Signal or Other Signal
Arterial
Source: Seattle Transportation, 2004
Puget
Sound
Lake
Washington
Union
Bay
Portage
Bay
Lake
Union
Elliot
Bay
N
0
1
2 Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.


Transportation Figure A-2c
Traffic Signals
(South Seattle)
N
2 Miles
Lake
Washington
Puget
Sound
Traffic Signal Classification
City Signal
State Signal
Pedestrian Signal
Fire Signal or Other Signal
Arterial
Source: Seattle Transportation, 2004
2004 City of Seattle

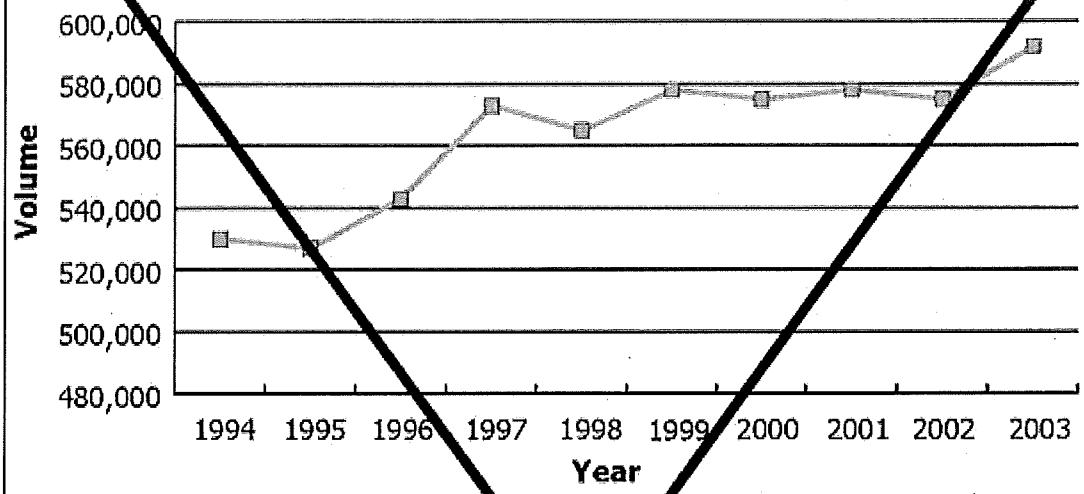


((~~Transportation Figure A-4~~

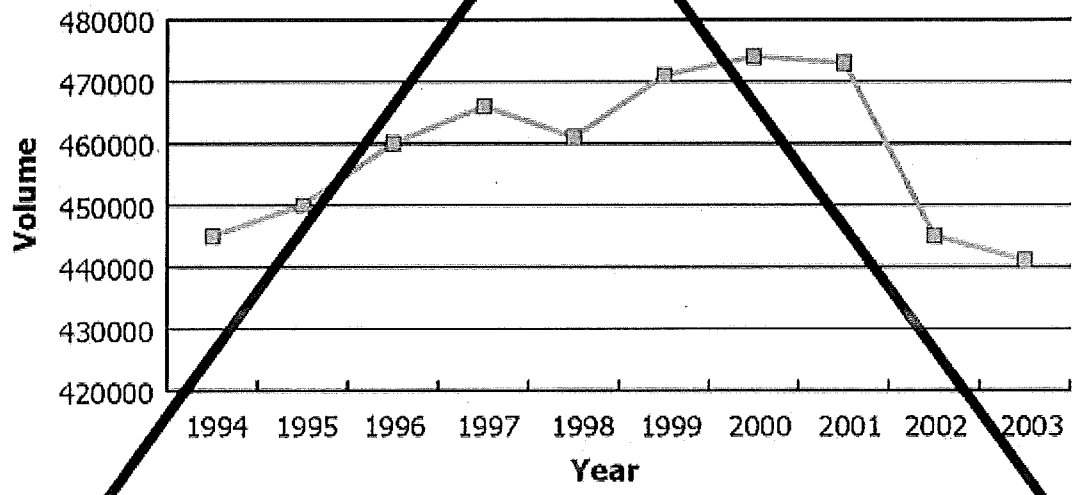
~~2002 Traffic Flow Map – Average Weekday Daily Traffic~~))

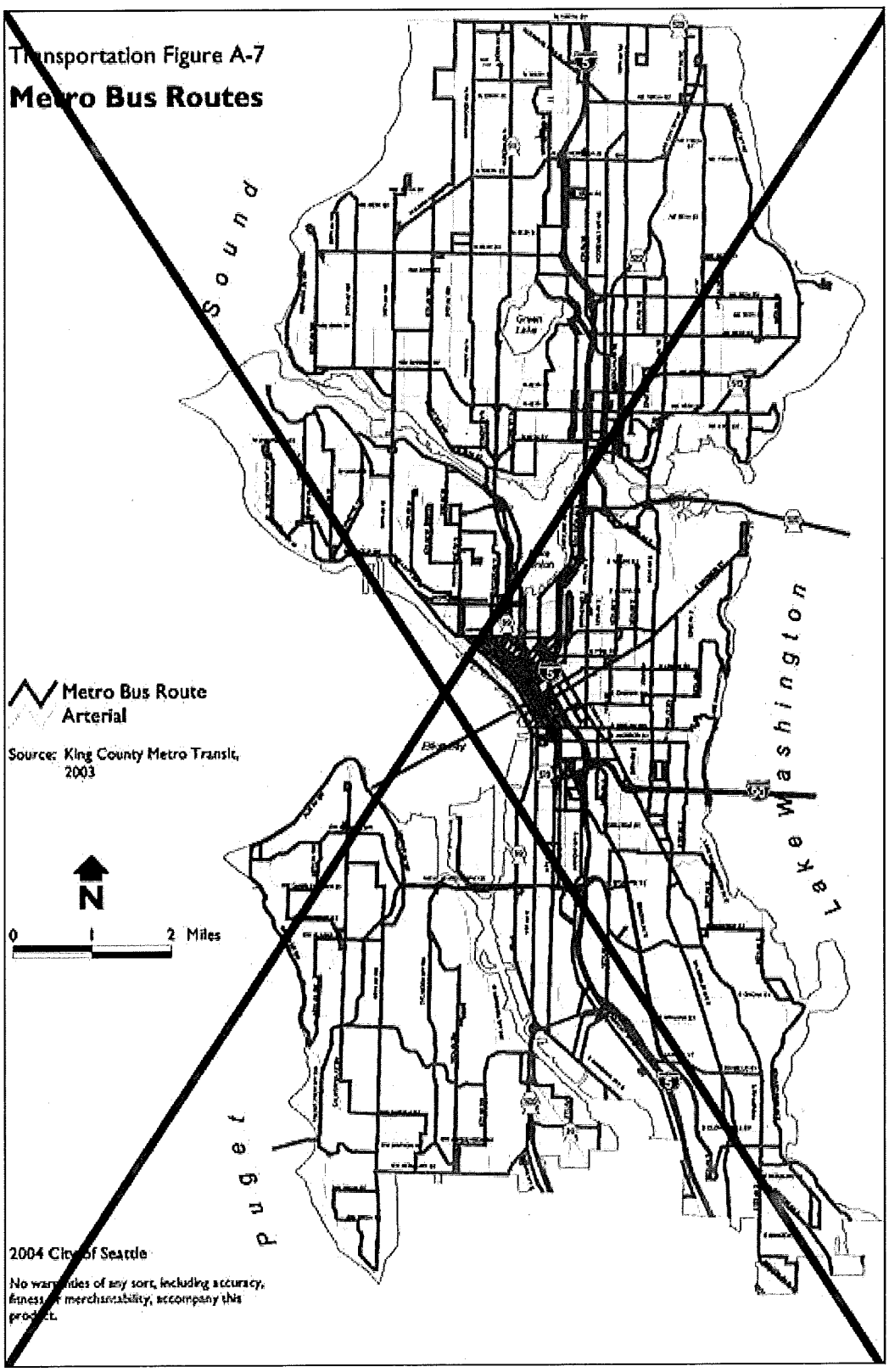


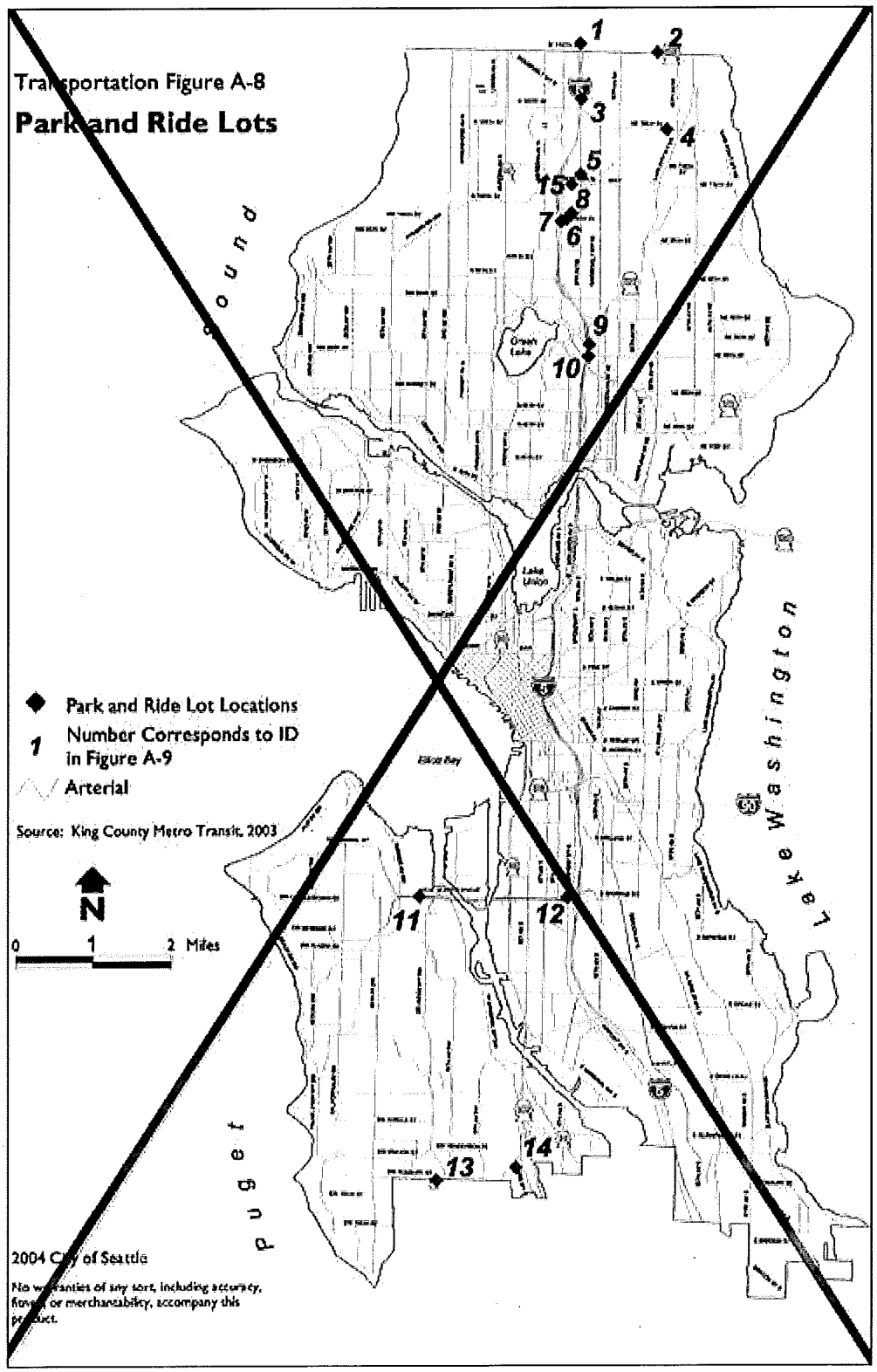
Transportation Figure A-5
Average Weekday Traffic at City Limit Screenlines
1993 - 2003



Transportation Figure A-6
Average Weekday Traffic at Downtown Cordon
1993 - 2003




Transportation Figure A-7
Metro Bus Routes
Metro Bus Route
Arterial
Source: King County Metro Transit, 2003
N
0
1
2 Miles
Puget Sound
Lake Washington
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.



((~~Transportation Figure A-9~~

~~Park & Ride Lot Inventory~~

~~ID~~	~~Park & Ride Location~~	~~Address~~	~~Number of Parking Stalls (1999)~~
~~1~~	~~North Jackson Park~~	~~14711 5th Ave. NE~~	~~68~~
~~2~~	~~Shoreline United Methodist Church~~	~~NE 145th St./25th Ave. NE~~	~~20~~
~~3~~	~~5th Ave. NE/NE 133rd St.~~	~~5th Ave. NE/NE 133rd St.~~	~~46~~
~~4~~	~~Our Savior Lutheran Church~~	~~NE 125th/27th Ave. NE~~	~~21~~
~~5~~	~~Northgate~~	~~11203 5th Ave. NE~~	~~401~~
~~6~~	~~Northgate Transit Center~~	~~10200 1st Ave. NE~~	~~296~~
~~7~~	~~North Seattle~~	~~10001 1st Ave. NE~~	~~141~~
~~8~~	~~Northgate TC Extension~~	~~3rd Ave. NE & NE 103rd St.~~	~~412~~
~~8~~	~~Northgate TC Extension Carpool~~	~~3rd Ave. NE & NE 103rd St.~~	~~75~~
~~9~~	~~Calvary Temple Church~~	~~6810 8th Ave. NE~~	~~75~~
~~10~~	~~I-5/NE 65th St.~~	~~6601 8th Ave. NE~~	~~446~~
~~11~~	~~Southwest Spokane St.~~	~~26th Ave. SW & SW Spokane St.~~	~~62~~
~~12~~	~~Airport Way/Spokane St.~~	~~Airport Way/Spokane St.~~	~~25~~
~~13~~	~~Holy Family Church~~	~~SW Roxbury/20th SW~~	~~36~~
~~14~~	~~Olson Way/Myers~~	~~9000 Olson Pl. SW~~	~~100~~
~~15~~	~~Northgate North Garage~~	~~300 NE Northgate Way~~	~~63~~

~~Source: Metro King County, December 2003. (Second Quarter Statistics)))~~

((~~Transportation Figure A-10~~

~~Bicycle Facilities, 2004~~

~~Routes~~	~~Miles~~
~~Bicycle Paths (Multi-use) - Total~~	**~~28~~**
~~Duwamish River (Duwamish Head to Michigan St.)~~	~~4.0~~
~~Harbor Island/West Seattle Bridge~~	~~1.0~~
~~Interstate 90 Path~~	~~3.5~~
~~Waterfront/Elliott Bay/Interbay~~	~~4.0~~
~~Burke Gilman Trail~~	~~14.5~~
~~South Lake Union~~	~~1.0~~
~~Bicycle Lanes - Total~~	**~~22~~**
~~Alki~~	~~2.5~~
~~Green Lake~~	~~4.0~~
~~Ravenna~~	~~1.0~~
~~Interstate 90 Extension (Dearborn)~~	~~1.0~~
~~Dexter/7th~~	~~2.2~~
~~Alaskan Way~~	~~2.0~~
~~Gilman/Government Way~~	~~1.6~~
~~Martin Luther King Way~~	~~0.8~~
~~Bicycle Routes (Signed) - Total~~	**~~90~~**
~~Alki~~	~~15.5~~
~~Duwamish (City limit to Michigan St.)~~	~~3.4~~
~~Sea-Tac Route~~	~~13.0~~
~~Lake Washington Boulevard~~	~~19.7~~
~~Magnolia Loop~~	~~7.5~~

~~Routes~~	~~Miles~~
~~Ravenna~~	~~2.5~~
~~8th Ave. NW (Burke Gilman Trail to 3rd Ave. NW)~~	~~5.5~~
~~Sand Point Way (Burke Gilman Trail By-pass Route)~~	~~10.0~~
~~Lake Union Route~~	~~2.0~~
~~Ballard/Seaview Route~~	~~4.5~~

~~Source: Seattle Department of Transportation, 2004.~~

~~**Definitions**:~~

~~**Bicycle Path**: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.~~

~~**Bicycle Lane**: A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.~~

~~**Bicycle Route**: A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.))~~

((~~Transportation Figure A-11~~
~~2002 Off-Street Parking Inventory~~

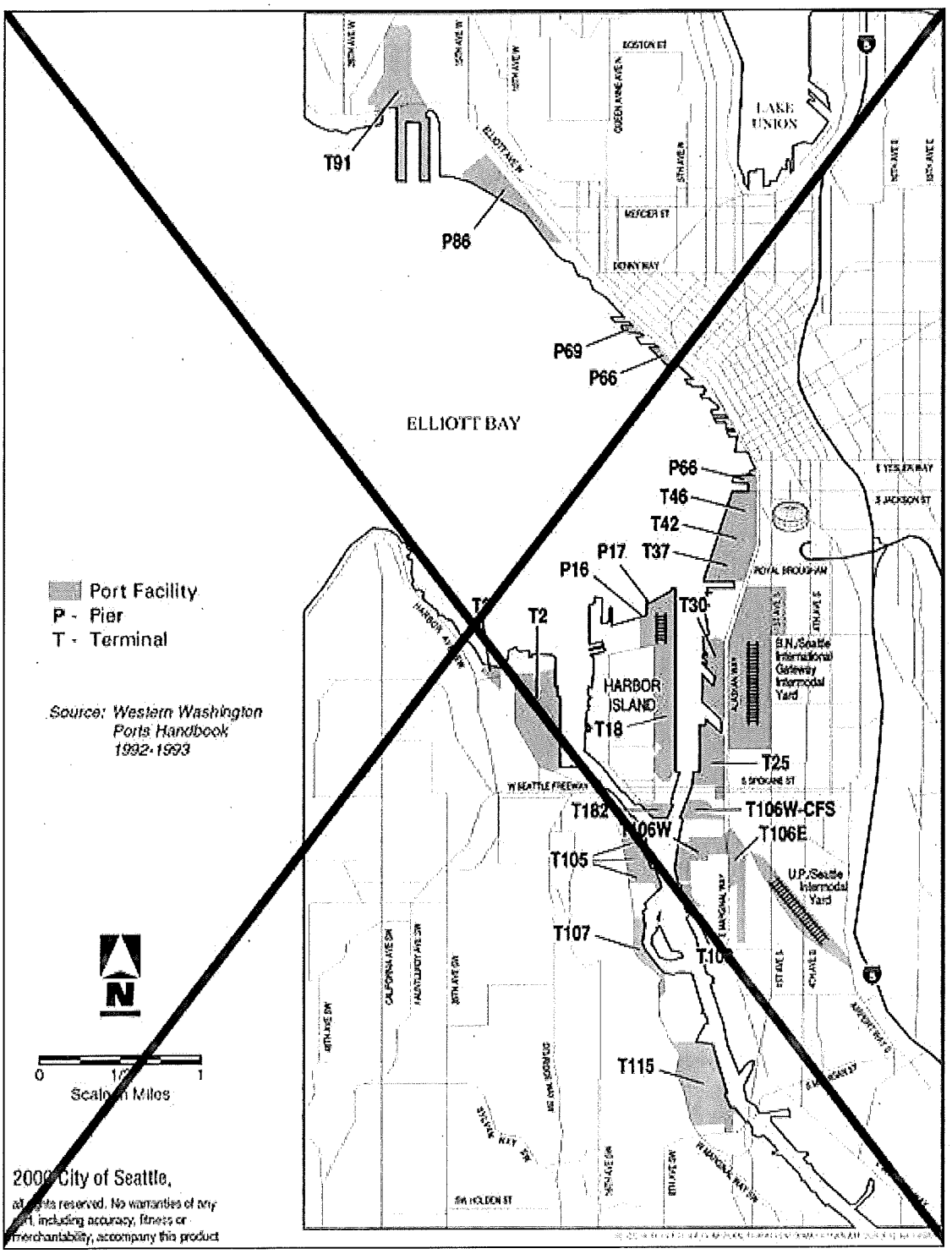
~~Seattle Area~~	~~Total Stalls (2002)~~	~~Annual % Supply Change (1996-2002)~~	~~Average Occupancy Rate~~	~~Annual % Change in Average Occupancy. Rate 1996-2002~~	~~Average Two Hour Rate~~	~~Average Daily Rate~~	~~Average Monthly Rate~~	~~Annual % Change in Average Daily Rate 1996-2002~~
~~Central Business District~~	~~58,538~~	~~+1.6%~~	~~63.2%~~	~~-3.9%~~	~~$7.20~~	~~$14.52~~	~~$200.29~~	~~6.7%~~
~~Lower Queen Anne/South Lake Union~~	~~17,644~~	~~+0.7%~~	~~46.8%~~	~~-3.5%~~	~~$4.51~~	~~$6.52~~	~~$106.03~~	~~1.0%~~
~~First Hill~~	~~10,800~~	~~+0.7%~~	~~76.2%~~	~~0.0%~~	~~$3.60~~	~~$12.37~~	~~$91.71~~	~~11.4%~~
~~University District~~	~~5,134~~	~~N/A~~	~~63.8%~~	~~N/A~~	~~$3.35~~	~~$7.15~~	~~$74.37~~	~~N/A~~

~~N/A = Not Available~~
~~Source: Parking Inventory for the Central Puget Sound Region, PUGET SOUND REGIONAL COUNCIL / JANUARY 2002. For copy of report, go to~~
~~http://www.psrc.org/datapubs/pubs/parking2002.htm~~

~~Note that the PSRC collected University District data for the first time in 2002.~~))

((~~Transportation Figure A-12~~

~~Port of Seattle Facilities~~))



((~~B Land Use Assumptions Used in Estimating Travel~~

~~To estimate future travel levels, assumptions were made for a variety of factors related to future population, employment, and transportation facilities. These include the number and geographic distribution of both households and employment in Seattle and the region, characteristics of households and jobs (e.g., number of residents per household, household income), and the transportation network (e.g., streets, transit routes). Then, a computer model was used to predict the total number of person-trips between various zones, the number of trips that would use various modes (e.g., car, bus, bike, walk), and the resulting vehicle traffic volumes on various streets throughout the city.~~

~~existing conditions~~

~~In 2000, the census counted 563,374 people living in Seattle; 2004 state estimates place the number at about 572,600. But Seattle's daytime population is much larger than the number of people who live in the city. A conservative 2000 estimate that takes employment into account but does not consider other reasons people come to, or leave, Seattle during the daytime—such as attending college classes, shopping, business travel, entertainment, tourism, and medical care—would number at least 717,465 in 2000. This estimate is based on the following data from the 2000 census:~~

- ~~563,374 people lived in Seattle in 2000~~
- ~~59,000 Seattle residents worked outside the city~~
- ~~approximately 220,000 people commuted to Seattle from other places for work~~

~~Seattle covers about 54,000 acres of land. Most areas of the city are of predominantly one type of land use (e.g., residential, commercial, or industrial). About 40 percent of the city's land area is occupied by residential uses. In 1990, there were a total of about 249,000 housing units in the city. Estimates in 2003 place the total number of housing units in the city at about 269,069. The area north of the ship canal has more of its land area occupied by housing than mid-Seattle (south of the ship canal to I-90) or south Seattle (south of I-90).~~

~~Street rights-of-way take up the next largest amount of land, almost 26 percent. Commercial and industrial areas, where most of the jobs in the city are located, occupy about 13 percent of the land area. Parks occupy nine percent; cemeteries, reservoirs, and other uses occupy six percent; and six percent of the land is vacant.~~

~~regional land use assumptions~~

~~The Puget Sound Regional Council (PSRC) conducts regional planning for the four-county (Snohomish, King, Pierce, and Kitsap) central Puget Sound region. The PSRC's Vision 2020 Growth Strategy and Transportation Plan presents a vision and array of strategies designed to achieve goals of growth management, transportation demand management, and improved transportation investment decisions. The PSRC provides population and employment forecasts for the region, focusing future population and employment growth into urban centers.~~

~~Seattle land use assumptions~~

~~Within Seattle, the upper limits of the growth targets in the adopted Plan for population, households, and employment were used to estimate future travel. These targets call for an additional 47,000 households and 67,200 jobs over the 20-year life of this plan. This growth was allocated within the city~~

~~2004-2024 Growth Distribution~~

	~~Household Growth~~	**~~Employment Growth~~**
~~Urban centers~~	~~28,300 (60%)~~	~~67,200 (80%)~~
~~Hub urban villages~~	~~4,800 (10%)~~	~~4,200 (5%)~~
~~Residential villages~~	~~7,000 (15%)~~	~~4,200 (5%)~~
~~Areas outside centers and villages~~	~~7,000 (15%)~~	
~~Manufacturing/ industrial centers~~	—	~~8,400 (10%)~~
~~TOTAL~~	~~47,000 (100%)~~	~~84,000 (100%)~~

~~N/A = Not Available~~

~~Source: Parking Inventory for the Central Puget Sound Region, PUGET SOUND REGIONAL COUNCIL / JANUARY 2002. For copy of report, go to~~
~~http://www.psrc.org/datapubs/pubs/parking2002.htm~~

~~Note that the PSRC collected University District data for the first time in 2002.~~))

~~C Traffic Forecasts~~

~~Region-wide and city-limit traffic volume forecasts for the Comprehensive Plan are as follows:~~

~~Total vehicle-miles-of-travel (VMT) for the region (per day):~~	
~~1998 estimate:~~	~~76 million~~
~~2020 forecasts:~~	~~106 million (+39%)~~

~~**Traffic volume at north city limit (vehicles per day):**~~	
~~1998 estimate:~~	~~361,000~~
~~2020 forecasts:~~	~~413,000 (+14%)~~

~~**Traffic volume at south city limit (vehicles per day):**~~	
~~1998 estimate:~~	~~482,000~~
~~2020 forecasts:~~	~~546,000 (+13%)~~

~~**Traffic volume at east city limit (SR 520 and I-90) (vehicles per day):**~~	
~~1998 estimate:~~	~~259,300~~
~~2020 forecasts:~~	~~284,000 (+10%)~~

~~**Regional transit trips as a percent of total motorized trips:**~~	
~~1998 estimate:~~	~~3 percent~~
~~2020 forecasts:~~	~~6 percent~~

~~To analyze the transportation effects of the Comprehensive Plan goals and policies on the City's arterial streets in urban centers and in urban village areas, traffic conditions were analyzed for a system of 42 screenlines, shown in Transportation Figure A-13. These screenlines functionally cover the entire City, including urban centers and areas identified for future designation as urban villages. The Comprehensive Plan's level-of-service (LOS) system uses a similar screenline system, with 30 of the same screenlines. Twelve screenlines were added for this traffic forecast analysis to supplement the data in urban centers.~~

~~Traffic volumes were forecasted for arterial streets for the year 2020. These forecasted volumes were totaled for all arterials crossing a particular screenline, and this screenline volume was compared to the sum of the "planning capacities" for the arterials crossing the screenline, yielding a ratio of volume-to-capacity (v/c) for each direction of traffic for each screenline.~~

~~The screenline methodology was used both for the Comprehensive Plan's level-of-service system to judge the performance of the arterial system, and for the traffic forecast analysis described in this Appendix. This system was selected because it steps back from the micro-level focus of traditional intersection LOS analysis, and recognizes explicitly the broader geographic impacts of development and travel patterns. The system recognizes that no single intersection or arterial~~

~~operates in isolation. Motorists have choices, and they select particular routes based on a wide variety of factors. If traffic congestion on one arterial increases, it may not make sense to expand the capacity of that arterial. The City, instead, may want to shift traffic to a nearby under-used arterial, or to expand capacity on a different nearby arterial, or to implement measures to reduce travel demand — or a combination of these strategies. Accordingly, this analytic methodology focuses on a "traffic-shed," an area where arterials among which drivers logically can choose are organized for functional analysis.~~

~~Transportation Figure A-14 lists, for each screenline, the forecasted year 2020. (This Figure supplements the more limited information provided in Transportation Figure 3 in Section E. of the Comprehensive Plan Transportation Element.)~~

~~As can be seen in Transportation Figure A-14, the forecasted screenline v/c ratios for the year 2020 under the Comprehensive Plan range from 0.32 to 1.2. With one exception, each screenline that serves as a level-of-service (LOS) screenline, the forecasted year 2020 v/c ratio is below the LOS standard established for that screenline. By analyzing the forecasted year 2020 v/c ratios at screenlines in or near urban centers, one can evaluate the effects of the Comprehensive Plan goals and policies on the transportation systems in the urban centers.~~

~~**Downtown**: Screenlines 10.11, 12.12, A1, A2, and A3 pass through or along the edge of the Downtown Urban Center, some encompassing north-south avenues, and some encompassing east-west streets. For all five of these screenlines, the year 2020 v/c ratios under the Comprehensive Plan are below 1.0. This means that for screenlines 10.11 and 12.12, the year 2020 v/c ratios are also below the established LOS standards of 1.0 for screenline 10.11 and 1.2 for screenline 12.12.~~

~~**Seattle Center**: For the Seattle Center Urban Center, screenline A4 is an east-west screenline while screenline A5 is drawn north-south through the Urban Center. For both of these screenlines, the year 2020 v/c ratios are well below 1.0.~~

~~**First Hill/Capitol Hill**: Screenlines A6, A7, and A8 are drawn through the First Hill/ Capitol Hill Urban Center. Screenline 12.12, on the east edge of the Downtown Urban Center, is on the west edge of the First Hill/Capitol Hill Urban Center. For all four of these screenlines, the year 2020 v/c ratios under the Comprehensive Plan are well below 1.0.~~

~~[1] As with the region-wide and city-limit traffic volume forecasts described earlier in this Appendix, the v/c ratios in Transportation Figure A-14 are based on the output of the PSRC Regional Transportation model. The traffic volume values produced from the model for this analysis differ slightly from values produced in earlier updates to the Comprehensive because of updates to the model, including a revised zone structure and revised employment estimates.~~

~~**University District**: For the University District Urban Center, screenlines 5.16 and 13.13 cover the south and west boundaries of the Urban Center, while screenline A9 passes east-west through the Center and screenline A10 is drawn north-south through the Center. The year 2020 v/c ratios under the comprehensive Plan for all four of these screenlines are below 1.0. The forecasted year 2020 v/c ratios for screenline 5.16 are nearly 1.0, compared to the LOS standard~~

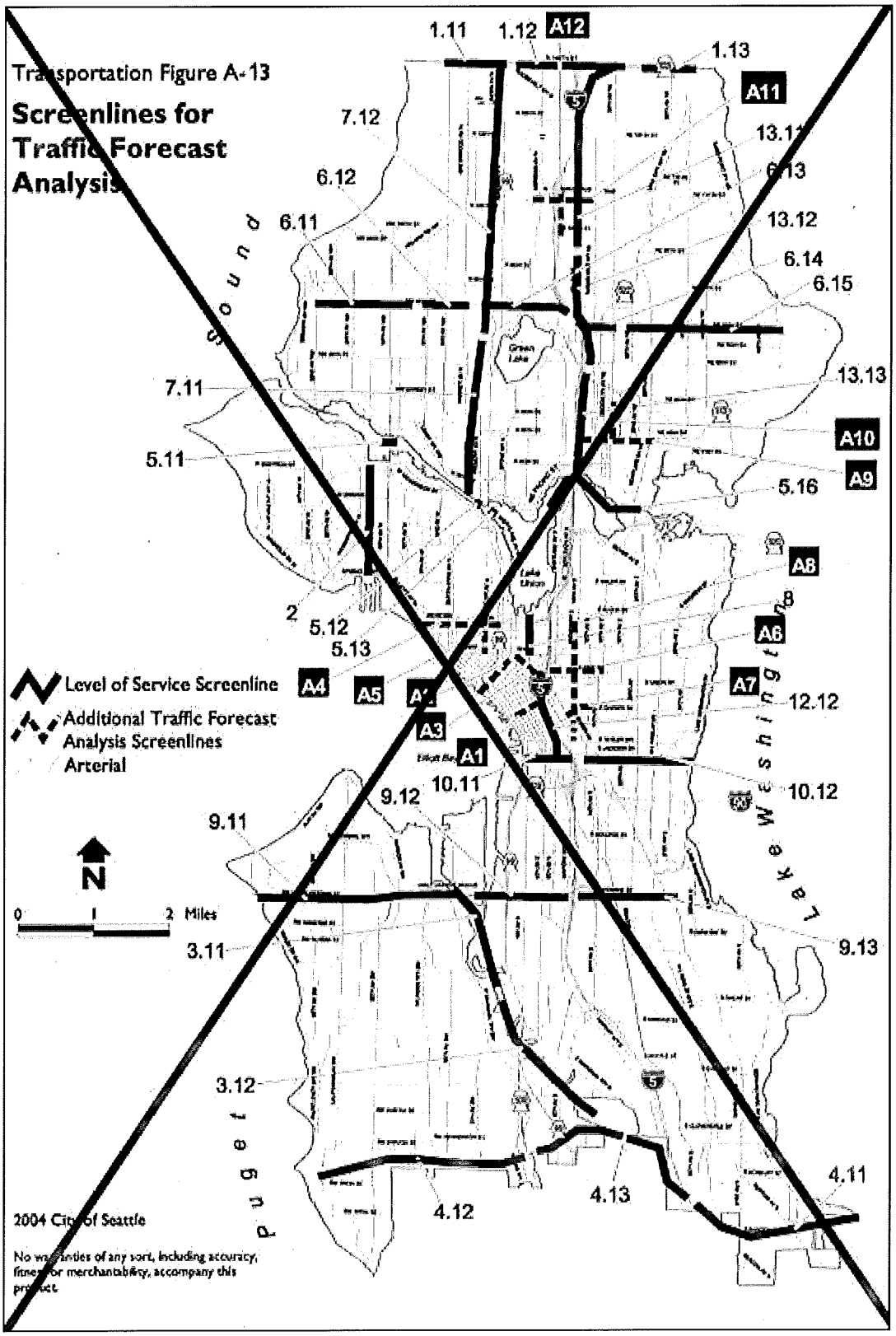
~~of 1.2. These high v/c ratios reflect traffic congestion around the University District, much of which is due to through traffic.~~

~~**Northgate**: For the Northgate Urban Center, screenline A11 is drawn east-west through the Center, while screenline A12 passes north-south through the Center. The year 2020 v/c ratios for both of these screenlines are well below 1.0.~~

~~**South Lake Union**: For the South Lake Union Urban Center, Screenline 8 is drawn is drawn in a north-south, south of Lake Union. The year 2020 v/c ratio for this screenline is below 1.2 LOS standard.~~

~~The Comprehensive Plan includes policies to improve transit service and related transit capital facilities, as well as to improve non-motorized transportation facilities, to afford ways for people to avoid the traffic congestion inherent in dense urban centers and urban village areas. In this way, people may avoid the congestion reflected in higher v/c ratios across some screenlines.~~

~~As this analysis of transportation impacts demonstrates, the forecasted year 2020 screenline volume-to-capacity ratios under the Comprehensive Plan do not exceed the established LOS standards for any screenlines. With the exception of Screenline 5.16 for the Ballard Bridge, the forecasted year 2020 v/c ratios are within acceptable ranges. The 2020 v/c ratio forecast for Screenline 5.16 is 1.2 and the standard for that screen line is also 1.2. As provided in Comprehensive Plan Policy T69, when the calculated v/c ratio for a screenline approaches the LOS standard for that screenline, the City will pursue strategies to reduce vehicular travel demand across the screenline and/or increase the operating capacity across the screenline.~~



~~Transportation Figure A-14~~

~~Level of Service:~~

~~Screenline Volume-to-Capacity Ratios~~

~~Level-of-Service Screenline No.~~	~~Screenline Location~~	~~Segment~~	~~LOS Standard~~	~~Direction~~	~~2020 V/C Ratios~~
~~1.11~~	~~North City Limit~~	~~3rd Ave. NW to Aurora Ave. N~~	~~1.20~~	~~NB~~	~~0.96~~
				~~SB~~	~~0.61~~
~~1.12~~	~~North City Limit~~	~~Meridian Ave. N to 15th Ave. NE~~	~~1.20~~	~~NB~~	~~0.83~~
				~~SB~~	~~0.43~~
~~1.13~~	~~North City Limit~~	~~30th Ave. NE to Lake City Way NE~~	~~1.20~~	~~NB~~	~~0.93~~
				~~SB~~	~~0.58~~
~~2~~	~~Magnolia~~		~~1.00~~	~~EB~~	~~0.51~~
				~~WB~~	~~0.64~~
~~3.11~~	~~Duwamish River~~	~~West Seattle Fwy. & Spokane St.~~	~~1.20~~	~~EB~~	~~0.55~~
				~~WB~~	~~0.86~~
~~3.12~~	~~Duwamish River~~	~~1st Ave. S & 16th Ave. S~~	~~1.20~~	~~NB~~	~~0.51~~
				~~SB~~	~~0.75~~
~~4.11~~	~~South City Limit~~	~~MLK Jr. Way to Rainier Ave. S~~	~~1.00~~	~~NB~~	~~0.46~~
				~~SB~~	~~0.61~~
~~4.12~~	~~South City Limit~~	~~Marine Dr. SW to Meyers Way S~~	~~1.00~~	~~NB~~	~~0.33~~
				~~SB~~	~~0.39~~
~~4.13~~	~~South City Limit~~	~~SR 99 to Airport Way S~~	~~1.00~~	~~NB~~	~~0.41~~
				~~SB~~	~~0.49~~
~~5.11~~	~~Ship Canal~~	~~Ballard Bridge~~	~~1.20~~	~~NB~~	~~1.20~~
				~~SB~~	~~0.81~~
~~5.12~~	~~Ship Canal~~	~~Fremont Bridge~~	~~1.20~~	~~NB~~	~~1.07~~
				~~SB~~	~~0.73~~

~~Level-of-Service Screenline No.~~	~~Screenline Location~~	~~Segment~~	~~LOS Standard~~	~~Direction~~	~~2020 V/C Ratios~~
~~5.13~~	~~Ship Canal~~	~~Aurora Bridge~~	~~1.20~~	~~NB~~	~~0.90~~
				~~SB~~	~~0.78~~
~~5.16~~	~~Ship Canal~~	~~University & Montlake Bridges~~	~~1.20~~	~~NB~~	~~1.10~~
				~~SB~~	~~1.07~~
~~6.11~~	~~South of NW 80th St.~~	~~Seaview Ave. NW to 15th Ave. NW~~	~~1.00~~	~~NB~~	~~0.47~~
				~~SB~~	~~0.32~~
~~6.12~~	~~South of N(W) 80th St.~~	~~8th Ave. NW to Greenwood Ave. N~~	~~1.00~~	~~NB~~	~~0.56~~
				~~SB~~	~~0.33~~
~~6.13~~	~~South of N(E) 80th St.~~	~~Linden Ave. N to 1st Ave. NE~~	~~1.00~~	~~NB~~	~~0.46~~
				~~SB~~	~~0.36~~
~~6.14~~	~~South of NE 80th St.~~	~~5th Ave. NE to 15th Ave. NE~~	~~1.00~~	~~NB~~	~~0.76~~
				~~SB~~	~~0.48~~
~~6.15~~	~~South of NE 80th St.~~	~~20th Ave. NE to Sand Point Way NE~~	~~1.00~~	~~NB~~	~~0.55~~
				~~SB~~	~~0.38~~
~~7.11~~	~~West of Aurora Ave.~~	~~Fremont Pl N to N 65th St.~~	~~1.00~~	~~EB~~	~~0.52~~
				~~WB~~	~~0.71~~
~~7.12~~	~~West of Aurora Ave.~~	~~N 80th St. to N 145th St.~~	~~1.00~~	~~EB~~	~~0.46~~
				~~WB~~	~~0.56~~
~~8~~	~~South of Lake Union~~		~~1.20~~	~~EB~~	~~0.96~~
				~~WB~~	~~1.06~~
~~9.11~~	~~South of~~	~~Beach Dr. SW to W~~	~~1.00~~	~~NB~~	~~0.45~~

~~Level-of-Service Screenline No.~~	~~Screenline Location~~	~~Segment~~	~~LOS Standard~~	~~Direction~~	~~2020 V/C Ratios~~
	~~Spokane St.~~	~~Marginal Way SW~~		~~SB~~	~~0.59~~
~~9.12~~	~~South of Spokane St.~~	~~E Marginal Way S to Airport Way S~~	~~1.00~~	~~NB~~	~~0.52~~
				~~SB~~	~~0.63~~
~~9.13~~	~~South of Spokane St.~~	~~15th Ave. S to Rainier Ave. S~~	~~1.00~~	~~NB~~	~~0.58~~
				~~SB~~	~~0.64~~
~~10.11~~	~~South of S Jackson St.~~	~~Alaskan Way S to 4th Ave. S~~	~~1.00~~	~~NB~~	~~0.70~~
				~~SB~~	~~0.69~~
~~10.12~~	~~South of S Jackson St.~~	~~12th Ave. S to Lakeside Ave. S~~	~~1.00~~	~~NB~~	~~0.52~~
				~~SB~~	~~0.66~~
~~12.12~~	~~East of CBD~~		~~1.20~~	~~EB~~	~~0.61~~
				~~WB~~	~~0.74~~
~~13.11~~	~~East of I-5~~	~~NE Northgate Way to NE 145th St.~~	~~1.00~~	~~EB~~	~~0.76~~
				~~WB~~	~~0.63~~
~~13.12~~	~~East of I-5~~	~~NE 65th St. to NE 80th St.~~	~~1.00~~	~~EB~~	~~0.46~~
				~~WB~~	~~0.48~~
~~13.13~~	~~East of I-5~~	~~NE Pacific St. to NE Ravenna Blvd.~~	~~1.00~~	~~EB~~	~~0.64~~
				~~WB~~	~~0.77~~

~~Transportation Figure A-15~~

~~**Traffic Forecast:**~~

~~**Screenline Volume-to-Capacity Ratios**~~

~~Traffic forecast Analysis Screenline No.~~	~~Screenline Location~~	~~Segment~~	~~Direction~~	~~2020 V/C Ratios~~
~~A1~~	~~North of Seneca St.~~	~~1st Ave. to 6th Ave.~~	~~NB~~	~~0.86~~
			~~SB~~	~~1.06~~
~~A2~~	~~North of Blanchard~~	~~Elliott Ave. to Westlake Ave.~~	~~NB~~	~~0.56~~
			~~SB~~	~~0.62~~
~~A3~~	~~East of 9th St.~~	~~Lenora St. to Pike St.~~	~~EB~~	~~0.42~~
			~~WB~~	~~0.42~~
~~A4~~	~~South of Mercer~~	~~Elliott Ave. W to Aurora Ave. N~~	~~NB~~	~~0.47~~
			~~SB~~	~~0.51~~
~~A5~~	~~East of 5th Ave. N~~	~~Denny Way to Valley St.~~	~~EB~~	~~0.47~~
			~~WB~~	~~0.59~~
~~A6~~	~~North of Pine St.~~	~~Melrose Ave. to 15th Ave.~~	~~NB~~	~~0.48~~
			~~SB~~	~~0.56~~
~~A7~~	~~North of James St.-E Cherry St.~~	~~Boren Ave. to 14th Ave.~~	~~NB~~	~~0.61~~
			~~SB~~	~~0.77~~
~~A8~~	~~West of Broadway~~	~~Yesler Way to E Roy St.~~	~~EB~~	~~0.60~~
			~~WB~~	~~0.55~~
~~A9~~	~~South of NE 45th St.~~	~~7th Ave. NE to Montlake Blvd. NE~~	~~NB~~	~~0.75~~
			~~SB~~	~~0.51~~
~~A10~~	~~East of 15th Ave. NE~~	~~NE 45th St. to NE 52nd St.~~	~~EB~~	~~0.64~~
			~~WB~~	~~0.91~~
~~A11~~	~~South of Northgate Way N 110th St.~~	~~N Northgate Way to Roosevelt Way NE~~	~~NB~~	~~0.61~~
			~~SB~~	~~0.35~~
~~A12~~	~~East of 1st Ave. NE~~	~~NE 100th St. to NE Northgate Way~~	~~EB~~	~~0.70~~
			~~WB~~	~~0.43~~))

((~~D Intergovernmental Coordination Efforts~~

~~This section describes the City's intergovernmental coordination efforts during the development of the Comprehensive Plan, and potential impacts of the plan on the transportation systems of adjacent jurisdictions.~~

~~Puget Sound Regional Council~~

~~Seattle is an active member of the Puget Sound Regional Council (PSRC), which is charged with certifying that local transportation plans are consistent with regional plans and goals. The City supports PSRC's Vision 2020, a transportation/land use plan that describes linking high density residential and employment centers throughout the region by high capacity transit and promoting a multi modal transportation system. Vision 2020's goals are carried forward by this Comprehensive Plan.~~

~~The PSRC provides population, employment, and transportation data to Seattle and other jurisdictions coordination is established via this centralized information resource.~~

~~In addition, the PSRC is charged with allocating certain federal funds. Seattle has participated in establishing the criteria and selection process to determine how funds will be distributed among transportation projects.~~

~~impacts on adjacent jusrisdictions~~

~~Four jurisdictions are adjacent to the City of Seattle: the City of Shoreline, King County, and the City of Lake Forest Park along Seattle's north boundary, and the City of Tukwila and King County along Seattle's south boundary. In consultation with adjacent jurisdictions, several major arterials that lie within these jurisdictions near the Seattle border were selected for analysis. For each arterial, the existing p.m. peak hour traffic volume and forecasted year 2020 traffic volume were compared to the "planning capacity" of the arterial, yielding a volume-to-capacity (v/c) ratio. The results of this analysis are shown in Transportation Figure A-15.~~

~~For all but two of the arterials shown in Transportation Figure A-16, the p.m. peak hour v/c ratio is below 1.0, indicating that there is remaining traffic capacity currently and forecasted for the future. The exceptions are Bothell Way NE just north of NE 145th St., where the existing v/c is estimated to be .90 and the forecasted year 2020 v/c is estimated to be 1.08, and Greenwood Ave. N at 145th St. where existing outbound v/c is .5 and the forecasted year 2020 is 1.03.~~

~~These traffic volume and v/c figures reflect not only growth under Seattle's Comprehensive Plan, but also growth in the adjacent jurisdictions and throughout the central Puget Sound region. Much of the traffic on these arterials is through-traffic, with neither an origin nor a destination near the arterial.~~

~~In addition to the City of Seattle's analysis of transportation impacts on adjacent jurisdictions, as described in this section, Seattle continues to work with the adjacent jurisdictions to coordinate traffic operations and to minimize cross-boundary impacts.~~

~~Transportation Figure A-16~~

~~Adjacent Jurisdiction Arterials:~~

~~P.M. Peak Hour Capacities, Volumes & v/c Ratios~~

~~A. Major arterials just north of Seattle/King County-Shoreline-Lake Forest Park Border (145th St.)~~

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
Greenwood Ave. N	760	380	0.50	760	410	0.54	760	780	1.03	760	380	0.50
Westminster Way N	2,600	1,590	0.61	2,600	660	0.25	2,600	2,190	0.84	2,600	700	0.27
Aurora Ave. N	3,060	1,790	0.58	3,060	890	0.29	3,060	2,200	0.72	3,060	1,080	0.35
Meridian Ave. N	1,030	750	0.73	1,030	210	0.20	2,160	1,015	0.47	2,160	260	0.12
5th Ave. NE	760	550	0.72	760	230	0.30	2,160	740	0.34	2,160	200	0.09
15th Ave. NE	2,160	1,380	0.64	2,160	240	0.11	2,160	1,920	0.89	2,160	260	0.12
25th Ave. NE	740	450	0.61	740	200	0.27	740	570	0.77	740	220	0.30
Bothell Way NE	2,450	2,510	0.90	2,450	1,150	0.47	2,450	2,640	1.08	2,450	1,250	0.51

~~B. Major arterials just south of Seattle/King County Border~~

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
SW 106th St.	1,030	200	0.19	1,030	520	0.50	1,030	290	0.28	1,030	860	0.83

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
26th Ave. SW	760	90	0.12	760	300	0.39	760	200	0.26	760	620	0.82
16th Ave. SW	2,160	1,010	0.47	2,160	740	0.34	2,160	1,280	0.53	2,160	930	0.43
4th Ave. SW	760	310	0.41	760	350	0.46	760	320	0.42	760	250	0.33
Myers Way S	1,320	700	0.53	1,320	170	0.13	1,320	660	0.50	1,320	50	0.04
8th Ave. S	760	260	0.34	760	100	0.13	760	360	0.47	760	80	0.11
Military Rd. S	2,600	600	0.23	2,600	380	0.15	1,930	770	0.40	1,930	320	0.17
14th Ave. S	2,600	1260	0.48	2,600	540	0.21	2,600	1,340	0.52	2,600	590	0.23
Beacon Ave. S	760	430	0.57	760	150	0.20	760	490	0.64	760	210	0.28
Renton Ave. S	1,930	280	0.15	1,930	140	0.07	1,930	400	0.21	1,930	120	0.06
Rainier Ave. S	2,160	990	0.46	2,160	200	0.09	2,160	1,220	0.56	2,160	310	0.14

C. Major arterials just south of Seattle/Tukwila Border

Arterial	Existing - PM Peak Hour						2020 - PM Peak Hour					
	Outbound			Inbound			Outbound			Inbound		
	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio	Capacity	Volume	v/c Ratio
E Marginal Way S	1,800	1,320	0.73	1,800	680	0.38	1,800	1,760	0.98	1,800	640	0.52
Airport Way S	2,200	1,400	0.64	2,200	380	0.17	2,200	1,520	0.69	2,200	410	0.19
Martin Luther King Jr Way S	2,700	1,360	0.50	2,700	950	0.35	2,700	1,790	0.66	2,700	1370	0.51

~~Arterial~~	~~Existing - PM Peak Hour~~						~~2020 - PM Peak Hour~~					
	~~Outbound~~			~~Inbound~~			~~Outbound~~			~~Inbound~~		
	~~Capacity~~	~~Volume~~	~~v/c Ratio~~	~~Capacity~~	~~Volume~~	~~v/c Ratio~~	~~Capacity~~	~~Volume~~	~~v/c Ratio~~	~~Capacity~~	~~Volume~~	~~v/c Ratio~~
~~51st Ave. S~~	~~1,980~~	~~430~~	~~0.22~~	~~1,980~~	~~150~~	~~0.08~~	~~1,980~~	~~480~~	~~0.24~~	~~1,980~~	~~210~~	~~0.11~~

~~**Notes:**~~

~~Outbound and inbound directions relative to Seattle.~~

~~Capacities for King County, Shoreline, Lake Forest Park, and Tukwila are from PSRC and Seattle traffic models.~~

~~All volumes are from Seattle traffic model-Forecast Years 1998 (existing) and 2020.~~

~~v/c Ratio = volume divided by capacity.~~

~~5th Ave. NE location north of I-5 on-ramp.~~

~~Volumes rounded to the nearest ten.~~

~~Sources: City of Seattle Traffic Model; Puget Sound Regional Council (PSRC) Traffic model.~~))

~~E State Highways in Seattle Inventory, Projects & Impacts~~

~~state highways~~

~~The City of Seattle cooperates with the Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council to plan improvements to state transportation facilities and services and to ensure that the City's plans are consistent with the State Transportation Plan and the Metropolitan Transportation Plan – Destination 2030. This section describes the state highways within the city, level-of-service standards on state highways, and impacts of the Comprehensive Plan and Regional growth plans on state highways. Other state transportation facilities are described in preceding sections of this chapter.~~

~~inventory~~

~~There are ten state highways within Seattle city limits. They are shown in Transportation Figure A-1, and include: I-5, I-90, SR 99, SR 509, SR 513, SR 519, SR 520, SR 522, SR 523, and SR 900. I-5, I-90, SR 509, and SR 520 are limited access freeways. SR 99, while not classified as a limited access facility, functions as such through most of the segment between South Spokane Street and Winona Avenue North (near Green Lake), as well as south of the intersection of First Avenue South and East Marginal Way South.~~

~~Transportation Figure A-16 summarizes general information on state highways in Seattle, as provided by WSDOT. Traffic volumes for the year 2002 and projected volumes for the year 2020 are shown in Transportation Figure A-17. The 2002 volumes were compiled from traffic counts collected by WSDOT (freeways) and Seattle Transportation (non-freeways.) The 2020 projections were developed using the City of Seattle traffic forecasting model with regional population and employment forecasts.~~

~~The following are designated as "Highways of Statewide Significance" (HSS): I-5, I-90, SR 99, SR 509, SR 519, SR 520, and SR 522. Highways of statewide significance include, at a minimum, interstate highways and other principal arterials that are needed to connect major communities in the state. The state legislation designating HSS directs the State Transportation Commission to give higher priority for correcting identified deficiencies on highways of statewide significance. Non-HSS facilities in Seattle are SR 513, SR 523, and SR 900. These highways are monitored by the Puget Sound Regional Council for regional planning purposes.~~

~~level of service standards for highways of statewide significance~~

~~WSDOT is responsible for setting level-of-service standards on highways of statewide significance, while local jurisdictions work with the Puget Sound Regional Council to establish level-of-service standards on other state highways.~~

~~WSDOT uses an Annual Average Daily Traffic to one hour capacity ratio (AADT/C) to determine the severity of congestion over a 24 hour period. Index values under this system range from 1 (little to no congestion) to 24 (theoretically, congestion over the entire 24 hour day). This~~

~~congestion indicator enables the comparison of each highway's daily volume of traffic to a one-hour capacity.~~

~~The Washington State Transportation Commission adopted this congestion index measure and established thresholds to identify "congested" highways at the index values of 10 for urban highways and 6 for rural highways. When compared to traditional peak hour measures, these thresholds approximate LOS D operation in urban areas and LOS C operation in rural areas. Highways above these thresholds are identified as deficient.~~

~~WSDOT recognizes that achieving the preferred level of service for urban areas may require solutions other than increasing capacity in all locations. Mitigation can include providing alternatives, e.g., light rail or commuter rail parallel to I-5.~~

~~Level of service standards for regionally significant highways (non HSS)~~

~~The Puget Sound regional Council is responsible for setting levels of standards for non-HSS highways. PSRC has adopted a three-tiered LOS standard that is designed to meet the needs of the Puget Sound region. These standards are as follows:~~

- ~~Tier 1 (LOS E-mitigated) is applied to all of the designated urban centers as well as a three mile buffer around the most heavily traveled freeways (I-5, I-90, I-405, SR 167, and SR 520)~~
- ~~Tier 2 (LOS D) is applied to the "outer" urban area outside the three mile buffer area and connecting the principal Urban Growth Area to the smaller Urban Growth Areas.~~
- ~~Tier 3 (LOS C) is applied to rural highway routes that would not fit into the Tier 2 category.~~

~~In addition, non-HSS are incorporated into the City's level-of-service standards for arterial streets. The non-HSS are included in screenlines with other arterial streets.~~

~~impacts on state highways~~

~~The impacts of Seattle's Comprehensive Plan on state highways are not independent of impacts from the region's transportation and land use plans. Without growth in housing and employment in Seattle, traffic volumes on state highways would still increase due to growth in other parts of the region. Transportation Figure A-18 shows the allocation of year 2024 daily trips on each of the state highways within Seattle comparing trips with origins and destinations in Seattle compared with the rest of the region. Close to 50 percent of the trips on SR 99, SR 513, SR 519, and SR 522 within the city limits have both their origin and destination within the city limits. Only two state highways – I-90 and SR 509 – have more than 10 percent of their trips with neither an origin nor destination in Seattle.~~

~~Transportation Figure A-17 summarizes 2002 and projected 2020 traffic volumes and volume-to-capacity (V/C) ratios on selected segments of state highways*. The use of V/C to indicate impacts is consistent with the methodology for measuring level-of-service standards on the City's arterial street system. In the case of arterial level-of-service standards, the City estimates V/C ratios across screenlines.~~

~~state highway improvements~~

~~The City of Seattle will continue to coordinate with WSDOT for consistency between our plans and projects. Transportation Figure A-19 shows the Financially Constrained 20-Year Mobility Strategies from the 2002 to 2023 State Highway System Plan. In addition, the City of Seattle is participating in the planning and project development process for improvements to the SR 520 corridor across Lake Washington, and for addressing the Alaskan Way Viaduct portion of SR 99.~~

~~Transportation Figure A-17~~

~~State Highway Inventory~~

~~Route Designation~~	~~Enter City (Arm)~~	~~Leave City (Arm)~~	~~Length~~	~~Federal Functional Class~~	~~HSS or Non-HSS~~	~~Access Class~~	~~Posted Speed~~	~~# Lanes~~
~~I-5~~	~~158.24~~	~~174.64~~	~~16.40~~	~~Urban Interstate~~	~~HSS~~	~~Full limited access~~	~~60~~	~~6 to 8~~
~~I-5 Reversible Lanes~~	~~0.00~~	~~7.14~~	~~7.14~~	~~Urban Interstate~~	~~HSS~~	~~Full limited access~~	~~60~~	~~1 to 4~~
~~I-90~~	~~0.00~~	~~3.14~~	~~3.14~~	~~Urban Interstate~~	~~HSS~~	~~Full limited access~~	~~60~~	~~4 to 8~~
~~I-90 Reversible Lanes~~	~~0.00~~	~~3.09~~	~~3.09~~	~~Urban Interstate~~	~~HSS~~	~~Full limited access~~	~~60~~	~~2~~
~~SR 99~~	~~21.22~~	~~36.75~~	~~15.53~~	~~Urban Principal Arterial~~	~~HSS~~	~~Class 4 - 1st Ave. S. bridge to Spokane St. Class 1 - Spokane St. to Thomas St. Class 3 - Thomas St. to N 85th Class 4 - N. 85th to N 145th~~	~~30 to 50~~	~~4 to 7~~
~~SR 509~~	~~33.50~~	~~35.17~~	~~1.67~~	~~U1~~	~~HSS~~	~~Full limited access~~	~~45 to 55~~	~~4 to 5~~
~~SR 513~~	~~0.00~~	~~3.35~~	~~3.35~~	~~Urban Other Principal Arterial~~	~~Non-HSS~~	~~Full limited access @ SR 520 I/C Class 2 - SR 520 to NE 44th Class 3 - NE 44th to Magnuson Pk.~~	~~30 to 40~~	~~4 to 6~~
~~SR 519~~	~~0.00~~	~~1.14~~	~~1.14~~	~~U1~~	~~HSS~~	~~Class 5~~	~~30 to 40~~	~~4 to 6~~
~~SR 520~~	~~0.00~~	~~3.07~~	~~3.07~~	~~U1~~	~~HSS~~	~~Full limited access~~	~~40 to~~	~~4~~

Route Designation	Enter City (Arm)	Leave City (Arm)	Length	Federal Functional Class	HSS or Non-HSS	Access Class	Posted Speed	# Lanes
							50	
SR 522	0.00	4.22	4.22	U1	HSS	Full limited access @ I-5 I/C Class 4 for remainder	30 to 35	2 to 5
SR 523	0.00	2.45	2.45	U1	Non-HSS	Full limited access @ I-5 I/C Class 4 for remainder	35	4
SR 900	0.90	1.05	0.15	U1	Non-HSS	Class 3	50	4

*This data does not include HOV lanes. Data sources are the Washington State Department of Transportation, the Puget Sound Regional Council Traffic Model, and the City of Seattle Department of Transportation.

Transportation Figure A-18

State Highway Traffic Volumes – 2002

State Highway	Location	Direction	AADT Volume	AWDT Volume	PM Peak Hour		AADT/ Capacity	AWDT/ Capacity
					Volume	V/C		
I-5	Boeing Access Rd. - Swift Ave. S	NB	105,284	108,540	6,890	0.73	11.20	11.55
		SB	111,812	115,270	8,800	0.94	11.89	12.26
I-5	Corson - Columbia Way S/West Seattle Bridge	NB	119,950	123,660	8,190	0.87	12.76	13.16
		SB	124,626	128,480	9,360	1.00	13.26	13.67
I-5	I-90 - James St.	NB	139,282	143,590	10,100	0.74	10.24	10.56
		SB	138,351	142,630	10,710	0.88	11.34	11.69
I-5	Lakeview Blvd. E - SR 520	NB	148,672	153,270	13,090	0.88	10.05	10.36
		SB	137,692	141,950	7,540	0.84	15.30	15.77
I-5	SR 520 - NE 50th St.	NB	138,438	142,720	13,630	0.95	9.61	9.91
		SB	134,791	138,960	7,430	1.03	18.72	19.30
I-5	NE 65th St. - SR 522	NB	121,357	125,110	12,040	1.00	10.11	10.43
		SB	114,363	117,900	6,100	0.85	15.88	16.38
I-5	NE 130th St. - NE 145th St.	NB	102,393	105,560	9,150	1.02	11.38	11.73
		SB	101,947	105,100	6,120	0.68	11.33	11.68

~~State Highway~~	~~Location~~	~~Direction~~	~~AADT Volume~~	~~AWDT Volume~~	~~PM Peak Hour~~		~~AADT/ Capacity~~	~~AWDT/ Capacity~~
					~~Volume~~	~~V/C~~		
~~I-90~~	~~I-5 - Rainier Ave. S~~	~~EB~~	~~56,866~~	~~62,490~~	~~6,190~~	~~0.61~~	~~5.58~~	~~6.13~~
		~~WB~~	~~54,054~~	~~59,400~~	~~5,490~~	~~0.83~~	~~8.19~~	~~9.00~~
~~I-90~~	~~Rainier Ave. S - Lake Washington~~	~~EB~~	~~71,562~~	~~78,640~~	~~7,300~~	~~0.81~~	~~7.95~~	~~8.74~~
		~~WB~~	~~71,035~~	~~78,060~~	~~5,460~~	~~1.01~~	~~13.15~~	~~14.46~~
~~SR 99~~	~~14th Ave. S - S Cloverdale St.~~	~~NB~~	~~18,775~~	~~21,580~~	~~1,690~~	~~0.56~~	~~6.26~~	~~7.19~~
		~~SB~~	~~15,016~~	~~17,260~~	~~1,470~~	~~0.49~~	~~5.01~~	~~5.75~~
~~SR 99~~	~~14th Ave. S - S Cloverdale St.~~	~~NB~~	~~18,775~~	~~21,580~~	~~1,690~~	~~0.56~~	~~6.26~~	~~7.19~~
		~~SB~~	~~15,016~~	~~17,260~~	~~1,470~~	~~0.49~~	~~5.01~~	~~5.75~~
~~SR 99~~	~~W Marginal Way S - S Michigan St. (1st Ave. S Br.)~~	~~NB~~	~~38,767~~	~~44,560~~	~~2,880~~	~~0.48~~	~~6.46~~	~~7.43~~
		~~SB~~	~~35,044~~	~~40,280~~	~~4,450~~	~~0.74~~	~~5.84~~	~~6.71~~
~~SR 99~~	~~E Marginal Way - West Seattle Bridge~~	~~NB~~	~~23,777~~	~~27,330~~	~~2,530~~	~~0.94~~	~~8.81~~	~~10.12~~
		~~SB~~	~~21,976~~	~~25,260~~	~~2,500~~	~~0.93~~	~~8.14~~	~~9.36~~
~~SR 99~~	~~1st Ave. S Ramps - Seneca/Spring~~	~~NB~~	~~48,851~~	~~56,150~~	~~5,100~~	~~0.94~~	~~9.05~~	~~10.40~~
		~~SB~~	~~46,006~~	~~52,880~~	~~5,200~~	~~0.96~~	~~8.52~~	~~9.79~~
~~SR 99~~	~~Roy St. - Bridge Way N (Aurora Bridge)~~	~~NB~~	~~35,199~~	~~38,680~~	~~4,050~~	~~0.79~~	~~6.90~~	~~7.58~~
		~~SB~~	~~37,965~~	~~41,720~~	~~3,460~~	~~0.68~~	~~7.44~~	~~8.18~~
~~SR 99~~	~~Winona Ave. N - N 80th St.~~	~~NB~~	~~18,355~~	~~20,170~~	~~2,100~~	~~0.78~~	~~6.80~~	~~7.47~~
		~~SB~~	~~19,265~~	~~21,170~~	~~1,500~~	~~0.56~~	~~7.14~~	~~7.84~~
~~SR 99~~	~~Roosevelt Way N - N 145th St.~~	~~NB~~	~~17,536~~	~~19,270~~	~~1,860~~	~~0.94~~	~~8.86~~	~~9.73~~
		~~SB~~	~~18,236~~	~~20,040~~	~~1,350~~	~~0.68~~	~~9.21~~	~~10.12~~
~~SR 99~~	~~S 112th St. - S Cloverdale St.~~	~~NB~~	~~16,617~~	~~19,100~~	~~1,460~~	~~0.41~~	~~4.62~~	~~5.31~~
		~~SB~~	~~14,999~~	~~17,240~~	~~1,690~~	~~0.47~~	~~4.17~~	~~4.79~~

~~Transportation Figure A-18 (continued)~~

~~State Highway Traffic Volumes – 2020~~

~~State Highway~~	~~Location~~	~~Direction~~	~~AADT Volume~~	~~AWDT Volume~~	~~P.M. Peak Hour~~		~~AADT/ Capacity~~	~~AWDT/ Capacity~~
					~~Volume~~	~~V/C~~		

~~State Highway~~	~~Location~~	~~Direction~~	~~AADT Volume~~	~~AWDT Volume~~	~~P.M. Peak Hour~~		~~AADT/ Capacity~~	~~AWDT/ Capacity~~
					~~Volume~~	~~V/C~~		
~~I-5~~	~~Boeing Access Rd. - Swift Ave. S~~	~~NB~~	~~113,781~~	~~117,300~~	~~6,090~~	~~0.65~~	~~12.10~~	~~12.48~~
		~~SB~~	~~109,251~~	~~112,630~~	~~9,300~~	~~0.99~~	~~11.62~~	~~11.98~~
~~I-5~~	~~Corson - Columbia Way S/West Seattle Bridge~~	~~NB~~	~~136,110~~	~~140,320~~	~~7,920~~	~~0.84~~	~~14.48~~	~~14.93~~
		~~SB~~	~~141,329~~	~~145,700~~	~~10,010~~	~~1.06~~	~~15.04~~	~~15.50~~
~~I-5~~	~~I-90 - James St.~~	~~NB~~	~~161,554~~	~~166,550~~	~~11,110~~	~~0.82~~	~~11.88~~	~~12.25~~
		~~SB~~	~~163,280~~	~~168,330~~	~~13,290~~	~~1.09~~	~~13.38~~	~~13.80~~
~~I-5~~	~~Lakeview Blvd. E - SR 520~~	~~NB~~	~~173,213~~	~~178,570~~	~~16,490~~	~~1.11~~	~~11.70~~	~~12.07~~
		~~SB~~	~~168,547~~	~~173,760~~	~~9,520~~	~~1.06~~	~~18.73~~	~~19.31~~
~~I-5~~	~~SR 520 - NE 50th St.~~	~~NB~~	~~171,380~~	~~176,680~~	~~15,600~~	~~1.08~~	~~11.90~~	~~12.27~~
		~~SB~~	~~169,090~~	~~174,320~~	~~8,970~~	~~1.25~~	~~23.48~~	~~24.21~~
~~I-5~~	~~NE 65th St. - SR 522~~	~~NB~~	~~153,483~~	~~158,230~~	~~14,120~~	~~1.18~~	~~12.79~~	~~13.19~~
		~~SB~~	~~147,780~~	~~152,350~~	~~7,350~~	~~1.02~~	~~20.52~~	~~21.16~~
~~I-5~~	~~NE 130th St. - NE 145th St.~~	~~NB~~	~~137,342~~	~~141,590~~	~~11,070~~	~~1.23~~	~~15.26~~	~~15.73~~
		~~SB~~	~~134,772~~	~~138,940~~	~~6,850~~	~~0.76~~	~~14.97~~	~~15.44~~
~~I-90~~	~~I-5 - Rainier Ave. S~~	~~EB~~	~~48,185~~	~~52,950~~	~~8,500~~	~~0.83~~	~~4.72~~	~~5.19~~
		~~WB~~	~~38,648~~	~~42,470~~	~~6,500~~	~~0.98~~	~~5.86~~	~~6.43~~
~~I-90~~	~~Rainier Ave. S - Lake Washington~~	~~EB~~	~~69,797~~	~~76,700~~	~~9,240~~	~~1.03~~	~~7.76~~	~~8.52~~
		~~WB~~	~~69,251~~	~~76,100~~	~~7,070~~	~~1.31~~	~~12.82~~	~~14.09~~
~~SR 99~~	~~14th Ave. S - S Cloverdale St.~~	~~NB~~	~~22,168~~	~~25,480~~	~~2,030~~	~~0.68~~	~~7.39~~	~~8.49~~
		~~SB~~	~~21,393~~	~~24,590~~	~~1,910~~	~~0.64~~	~~7.13~~	~~8.20~~
~~SR 99~~	~~W Marginal Way S S Michigan St. (1st Ave. S Br.)~~	~~NB~~	~~48,459~~	~~55,700~~	~~3,320~~	~~0.55~~	~~8.08~~	~~9.28~~
		~~SB~~	~~46,684~~	~~53,660~~	~~5,910~~	~~0.99~~	~~7.78~~	~~8.94~~
~~SR 99~~	~~E Marginal Way - West Seattle Bridge~~	~~NB~~	~~32,338~~	~~37,170~~	~~2,640~~	~~0.98~~	~~11.98~~	~~13.77~~
		~~SB~~	~~30,963~~	~~35,590~~	~~3,120~~	~~1.16~~	~~11.47~~	~~13.18~~
~~SR 99~~	~~1st Ave. S Ramps - Seneca/Spring~~	~~NB~~	~~51,304~~	~~58,970~~	~~4,400~~	~~0.81~~	~~9.50~~	~~10.92~~
		~~SB~~	~~48,946~~	~~56,260~~	~~5,240~~	~~0.97~~	~~9.06~~	~~10.42~~
~~SR 99~~	~~Roy St. - Bridge Way~~	~~NB~~	~~37,801~~	~~41,540~~	~~5,390~~	~~1.06~~	~~7.41~~	~~8.15~~

~~State Highway~~	~~Location~~	~~Direction~~	~~AADT Volume~~	~~AWDT Volume~~	~~P.M. Peak Hour~~		~~AADT/ Capacity~~	~~AWDT/ Capacity~~
					~~Volume~~	~~V/C~~		
	~~N (Aurora Bridge)~~	~~SB~~	~~38,493~~	~~42,300~~	~~4,460~~	~~0.87~~	~~7.55~~	~~8.29~~
~~SR 99~~	~~Winona Ave. N - N 80th St.~~	~~NB~~	~~24,980~~	~~27,450~~	~~2,300~~	~~0.85~~	~~9.25~~	~~10.17~~
		~~SB~~	~~23,724~~	~~26,070~~	~~1,840~~	~~0.68~~	~~8.79~~	~~9.66~~
~~SR 99~~	~~Roosevelt Way N - N 145th St.~~	~~NB~~	~~25,234~~	~~27,730~~	~~2,670~~	~~1.35~~	~~12.74~~	~~14.01~~
		~~SB~~	~~25,571~~	~~28,100~~	~~1,680~~	~~0.85~~	~~12.91~~	~~14.19~~
~~SR 99~~	~~S 112th St. - S Cloverdale St.~~	~~NB~~	~~32,329~~	~~37,160~~	~~1,960~~	~~0.54~~	~~8.98~~	~~10.32~~
		~~SB~~	~~29,824~~	~~34,280~~	~~2,340~~	~~0.65~~	~~8.28~~	~~9.52~~

~~Transportation Figure A-18 (continued)~~

~~State Highway Traffic Volumes – 2020~~

~~State Highway~~	~~Location~~	~~Direction~~	~~AADT Volume~~	~~AWDT Volume~~	~~P.M. Peak Hour~~		~~AADT/ Capacity~~	~~AWDT/ Capacity~~
					~~Volume~~	~~V/C~~		
~~SR 513~~	~~SR 520 Ramps - NE Pacific St. (Montlake Br.)~~	~~NB~~	~~24,684~~	~~26,830~~	~~2,870~~	~~1.30~~	~~11.22~~	~~12.20~~
		~~SB~~	~~24,573~~	~~26,710~~	~~3,380~~	~~1.54~~	~~11.17~~	~~12.14~~
~~SR 513~~	~~Montlake Blvd. NE - Union Bay Pl. NE~~	~~EB~~	~~18,216~~	~~19,800~~	~~2,040~~	~~0.85~~	~~7.59~~	~~8.25~~
		~~WB~~	~~18,216~~	~~19,800~~	~~1,450~~	~~0.60~~	~~7.59~~	~~8.25~~
~~SR 522~~	~~Roosevelt Way NE - 12th Ave. NE~~	~~NB~~	~~14,194~~	~~15,100~~	~~1,680~~	~~1.05~~	~~8.87~~	~~9.44~~
		~~SB~~	~~20,475~~	~~22,500~~	~~920~~	~~0.46~~	~~10.24~~	~~11.25~~
~~SR 522~~	~~NE 137th St. - NE 145th St.~~	~~NB~~	~~19,176~~	~~20,400~~	~~2,250~~	~~1.02~~	~~8.72~~	~~9.27~~
		~~SB~~	~~18,655~~	~~20,500~~	~~1,250~~	~~0.57~~	~~8.48~~	~~9.32~~
~~SR 523~~	~~5th Ave. NE - 15th Ave. NE~~	~~EB~~	~~18,414~~	~~19,800~~	~~1,400~~	~~0.78~~	~~10.23~~	~~11.00~~
		~~WB~~	~~18,693~~	~~20,100~~	~~920~~	~~0.51~~	~~10.39~~	~~11.17~~
~~SR 520~~	~~I-5-Montlake Blvd.~~	~~EB~~	~~51,051~~	~~56,100~~	~~5,430~~	~~1.01~~	~~9.45~~	~~10.39~~
		~~WB~~	~~55,829~~	~~61,350~~	~~5,470~~	~~1.01~~	~~10.34~~	~~11.36~~
~~SR 520~~	~~Montlake Blvd. - Lake Washington~~	~~EB~~	~~58,804~~	~~64,620~~	~~6,780~~	~~1.26~~	~~10.89~~	~~11.97~~
		~~WB~~	~~60,333~~	~~66,300~~	~~6,090~~	~~1.13~~	~~11.17~~	~~12.28~~
~~SR 519~~	~~1st Ave. S - 4th Ave. S~~	~~EB~~	~~20,157~~	~~22,150~~	~~1,830~~	~~0.83~~	~~9.16~~	~~10.07~~
		~~WB~~	~~12,103~~	~~13,300~~	~~1,500~~	~~0.68~~	~~5.50~~	~~6.05~~

~~Transportation Figure A-19~~

~~Origins & Destinations of Trips on State Highways Within Seattle - Comp Plan Year 2024~~

	~~Seattle to Seattle (internal)~~	~~Seattle to Region~~	~~Region to Seattle~~	~~Region to Region (external)~~
~~PM Peak Hour~~				
~~I-5 @ Ship Canal Bridge~~	~~29%~~	~~37%~~	~~19%~~	~~15%~~
~~I-90 w/o Rainier Ave. S~~	~~10%~~	~~44%~~	~~26%~~	~~20%~~
~~SR 99 @ Viaduct~~	~~42%~~	~~52%~~	~~2%~~	~~4%~~
~~SR 509 n/o Cloverdale Int.~~	~~7%~~	~~57%~~	~~24%~~	~~12%~~
~~SR 513 n/o Montlake Br.~~	~~36%~~	~~38%~~	~~26%~~	~~0%~~
~~SR 519/Royal Brough. Way~~	~~32%~~	~~39%~~	~~7%~~	~~22%~~
~~SR 520 w/o Montlake Br.~~	~~13%~~	~~44%~~	~~34%~~	~~9%~~
~~SR 522 btwn. 15th/20th Ave. NE~~	~~58%~~	~~29%~~	~~9%~~	~~4%~~
~~SR 523 btwn. 5th/15th Ave. NE~~	~~13%~~	~~43%~~	~~35%~~	~~9%~~
~~Daily~~				
~~I-5 @ Ship Canal Bridge~~	~~32%~~	~~22%~~	~~21%~~	~~25%~~
~~I-90 w/o Rainier Ave. S~~	~~5%~~	~~41%~~	~~41%~~	~~13%~~
~~SR 99 @ Viaduct~~	~~46%~~	~~26%~~	~~26%~~	~~2%~~
~~SR 509 n/o Cloverdale Int.~~	~~5%~~	~~45%~~	~~43%~~	~~7%~~
~~SR 513 n/o Montlake Br.~~	~~36%~~	~~32%~~	~~32%~~	~~0%~~
~~SR 519/Royal Brough.Way~~	~~53%~~	~~15%~~	~~26%~~	~~6%~~
~~SR 520 w/o Montlake Br.~~	~~18%~~	~~36%~~	~~39%~~	~~7%~~
~~SR 522 btwn. 15th/20th Ave. NE~~	~~64%~~	~~16%~~	~~17%~~	~~3%~~
~~SR 523 btwn. 5th/15th Ave. NE~~	~~13%~~	~~41%~~	~~39%~~	~~7%~~

~~Source: City Of Seattle Traffic Model~~

~~Transportation Figure A-20~~

~~WSDOT State Highway Project List~~

~~Region~~	~~CTY~~	~~SR~~	~~NHS~~	~~Section Length~~	~~Improvement Program~~	~~Location~~	~~Description of Improvement~~	~~Est. Cost 1997$~~		~~Accuracy~~	~~Financially Constrained~~
								~~Low~~	~~High~~		
~~Northwest~~	~~King~~	~~5~~	~~Y~~	~~0.45~~	~~Mobility~~	~~Airport/Industrial Way Interchange Vicinity~~	~~HOV direct access to Industrial Way and the E-3 Busway.~~	~~$44.77 M~~	~~$60.57 M~~	~~Planning~~	~~yes~~
~~Northwest~~	~~King~~	~~5~~	~~Y~~	~~1.40~~	~~Mobility~~	~~E. Denny Way to SR 520~~	~~NFS - modify Mercer St. I/C and reversible lane for weave from SR 520 to Mercer St.~~	~~$133.4 M~~	~~$180.48 M~~	~~Planning~~	~~yes~~
~~Northwest~~	~~King~~	~~5~~	~~Y~~	~~0.00~~	~~Mobility~~	~~NE 50th St. I/C~~	~~HOV Direct Access Ramps at NE 50th St.~~	~~$24.96 M~~	~~$33.78 M~~	~~Planning~~	~~yes~~
~~Northwest~~	~~King~~	~~5~~	~~Y~~	~~0.00~~	~~Mobility~~	~~SR 523 (NE 145th St.) I/C Vicinity~~	~~HOV Direct Access Ramps at SR 523/145th~~	~~$8.78 M~~	~~$11.88 M~~	~~Planning~~	~~yes~~
~~Northwest~~	~~King~~	~~99~~	~~Y~~	~~3.05~~	~~Mobility~~	~~SR 509 I/C to Spokane St.~~	~~[New parallel 1st Ave. southbound bridge, rehab existing bridge] NFS - HOV lanes, partial access control, signal coordination? Regional rail system.~~	~~$1.41 M~~	~~$1.91 M~~	~~Scoping~~	~~yes~~
~~Northwest~~	~~King~~	~~99~~	~~Y~~	~~3.05~~	~~Mobility~~	~~1st Ave. S to Denny Way.~~	~~Study w/ city of Seattle for seismic retrofit of existing facility or removal of existing facility & construction of new roadway~~	~~$850,000~~	~~$1.10 M~~	~~Planning~~	~~Yes~~
~~Northwest~~	~~King~~	~~99~~	~~Y~~	~~1.94~~	~~Mobility~~	~~N. 105th St. to N 145th St. (Seattle - NCL)~~	~~Study with city of Seattle - Widen to 6/7 lanes for HOV w/ transit & pedestrian improvements. Aggressive access management. Signal coordination. Regional Bus service~~	~~$16.01 M~~	~~$21.67 M~~	~~Planning~~	~~yes~~

~~Region~~	~~CTY~~	~~SR~~	~~NHS~~	~~Section~~	~~Improvement~~	~~Location~~	~~Description of Improvement~~	~~Est. Cost 1997$~~		~~Accuracy~~	~~Financially Constraine~~
~~Northwest~~	~~King~~	~~509~~	~~Y~~	~~3.99~~	~~Mobility~~	~~S 136th St. to 1st Ave. S~~	~~NFS - widen to 6 lanes w/ HOV~~	~~$44.25 M~~	~~$59.87 M~~	~~Planning~~	~~yes~~
~~Northwest~~	~~King~~	~~520~~	~~Y~~	~~12.83~~	~~Mobility~~	~~Seattle to Redmond~~	~~Needs further study~~	~~$5,100 M~~	~~$6,900 M~~	~~Planning~~	~~Yes~~
~~Northwest~~	~~King~~	~~522~~	~~Y~~	~~11.10~~	~~Mobility~~	~~I-5 to I-405~~	~~SR 522 Transportation Demand Management (TDM) Project~~	~~$2.64 M~~	~~$3.58 M~~	~~Planning~~	~~Yes~~))

Attachment 12 Housing Appendix

Housing Appendix

((~~Overview~~

~~The appendix to the housing element presents information and analysis to aid policy decisions related to housing. The 2005-2008 Consolidated Plan also serves as a resource for housing data, objectives, strategies and policies.~~

~~A Seattle's Existing Housing Needs~~

~~Housing costs that exceed 30 percent of a household's income are "unaffordable," per definition by HUD. Over half of Seattle's low-income households (those with incomes up to 80 percent of median family income (MFI)) pay more than they can afford for housing costs. The percentage increased from 52 percent in 1990 to 57 percent in 2000. The proportion of low-income households with worst case housing needs (those paying over 50 percent of their household income for housing costs) increased from 23 percent to 28 percent between 1990 and 2000. The 28 percent of low-income households with worst-case housing needs in 2000 is comprised of 19 percent renters and 9 percent homeowners, and totals almost 32,000 households according to 2000 Census data. These households are at high risk of becoming homeless or having to move out of Seattle for housing-affordability reasons.~~

~~renter households with housing needs~~

~~Housing Figure A-1 shows Seattle renter households with worst-case housing needs, broken down by household type and income. Extremely low-income households are those making up to 30 percent of the median family income. Very low-income households make between 31 percent and 50 percent of the median family income, and low-moderate-income households are those making between 51 percent and 80 percent of the median family income. Singles living alone or with other unrelated individuals account for the majority of all low-income households in Seattle. Over 60 percent of extremely low-income singles living alone or with other unrelated individuals pay more than 50 percent of their monthly income for rent and utilities. This particular population group ranks first, both in absolute numbers (10,102) and percent (61 percent) with worst-case housing needs. Among small family households (2-4 related persons, including couples without children), 58 percent or 2,935 of those with extremely low-incomes pay over 50 percent of their monthly income for rent and utilities. Another 695 extremely low-income families of 5 or more related persons have worst-case housing needs (57 percent of total number of households of this type). Seniors with extremely- and very low-incomes have the next highest proportion paying over 50 percent of monthly income for rental housing costs: 36 percent or 2,527 among seniors with extremely low-income seniors and 27 percent or 960 of very low-income seniors.~~

~~Housing Figures A-2a through A-2d show total numbers of low-income renter households and, of those, how many pay more than 30 percent and 50 percent of their~~

~~household income for rent and utilities in 1990 compared to 2000. Housing cost burden trends for low-income renters improved between 1990 and 2000 for certain household types, particularly small families with or without children with incomes 0-50 percent MFI and large families with incomes 31-50 percent MFI.~~

~~For low-income 2-4 person families, the number of those paying more than they can afford for rent and utilities decreased by 7 percent in the past decade. For large families with 5 or more persons, 8 percent fewer were paying more than 30 percent of their income for housing costs and 12 percent more were paying more than 50 percent of their income for housing costs in 2000 compared to 1990. The total number of low-income family households who rent housing in Seattle declined 1 percent during that same time.~~

~~Housing Figure A-1~~

~~Seattle Renter Households by Type & Income:~~

~~Ranked by Percent Paying Over ½ of Monthly Household Income for Rent & Utilities~~

~~Household Type~~	~~Household Income (% MFI)~~	~~Total Renter Households~~	~~Number Paying Over ½ of Income for Housing~~	~~Percent Paying Over ½ of Income for Housing~~
~~Singles/unrelated*~~	~~0-30%~~	~~16,560~~	~~10,102~~	~~61.0%~~
~~Small related**~~	~~0-30%~~	~~5,060~~	~~2,935~~	~~58.0%~~
~~Large related***~~	~~0-30%~~	~~1,224~~	~~695~~	~~56.8%~~
~~Senior****~~	~~0-30%~~	~~6,999~~	~~2,527~~	~~36.1%~~
~~Senior~~	~~31-50%~~	~~3,583~~	~~960~~	~~26.8%~~
~~Singles/unrelated~~	~~31-50%~~	~~11,600~~	~~2,656~~	~~22.9%~~
~~Small related~~	~~31-50%~~	~~4,620~~	~~748~~	~~16.2%~~
~~Senior~~	~~51-80%~~	~~2,935~~	~~475~~	~~16.2%~~
~~Large related~~	~~31-50%~~	~~935~~	~~115~~	~~12.3%~~
~~Senior~~	~~Above 80%~~	~~3,630~~	~~276~~	~~7.6%~~

~~Household Type~~	~~Household Income (% MFI)~~	~~Total Renter Households~~	~~Number Paying Over ½ of Income for Housing~~	~~Percent Paying Over ½ of Income for Housing~~
~~Small related~~	~~51-80%~~	~~6,255~~	~~231~~	~~3.7%~~
~~Large related~~	~~51-80%~~	~~1,060~~	~~30~~	~~2.8%~~
~~Singles/unrelated~~	~~51-80%~~	~~20,095~~	~~563~~	~~2.8%~~
~~Small related~~	~~Above 80%~~	~~13,929~~	~~56~~	~~0.4%~~
~~Singles/unrelated~~	~~Above 80%~~	~~33,238~~	~~33~~	~~0.1%~~
~~Large related~~	~~Above 80%~~	~~1,499~~	~~0~~	~~0.0%~~
~~**TOTAL**~~	~~**All Income Levels**~~	~~**133,222**~~	~~**22,402**~~	~~**16.8%**~~

~~* Singles/unrelated = predominantly singles living alone, but also includes singles sharing housing with other persons of no relation~~
~~** Small family = 2 to 4 person households, including married couples or other family without children (except seniors)~~
~~*** Large family = 5 or more person households~~
~~****Senior = 1 to 2 person households~~
~~Source: 2000 Census, HUD Special Tabulation Data~~

~~The decline in the total number of low-income senior renters was steeper, at 14 percent. The number of those who pay more than 30 percent of their income for housing costs dropped 18 percent, but the number with severe housing cost burdens (greater than 50 percent of income) increased 1 percent between 1990 and 2000.~~

~~Singles living either alone or with others are the only type of low-income renter household to increase in Seattle in the 1990's. Overall, the number of households of this type increased 19 percent. As shown on Housing Figure A-2a, the number paying more than they can afford for rental housing costs increased 15 percent, which is proportionally less than the net gain of total households comprised of a single person or a group of single persons. The level of need among households of this type is still great, however, with over 13,000 low-income households comprised of single individuals who rent apartments or houses in Seattle paying more than half of their income for housing costs in 2000.~~

~~Housing Figure A-2a~~

~~Renter Households: Total Households & Cost Burden (1990 vs. 2000)~~

~~Low-Income Single & Unrelated Individuals~~

~~Measure~~	~~1990~~	~~2000~~	~~% Change~~
~~Total households~~	~~40,700~~	~~48,255~~	~~19%~~
~~Cost burden > 30% of household income~~	~~24,714~~	~~28,448~~	~~15%~~
~~Cost burden > 50% of household income~~	~~11,431~~	~~13,321~~	~~17%~~

~~Housing Figure A-2b~~

~~Renter Households: Total Households & Cost Burden (1990 vs. 2000)~~

~~Low-Income Small Family~~

~~Measure~~	~~1990~~	~~2000~~	~~% Change~~
~~Total households~~	~~16,119~~	~~15,935~~	~~-1%~~
~~Cost burden > 30% of household income~~	~~9,625~~	~~8,984~~	~~-7%~~
~~Cost burden > 50% of household income~~	~~4243~~	~~3,914~~	~~-8%~~

~~Housing Figure A-2c~~

~~Renter Households:~~
~~Total Households & Cost Burden~~
~~(1990 vs. 2000)~~

~~Low-Income Large Family~~

~~Measure~~	**~~1990~~**	**~~2000~~**	**~~% Change~~**
~~Total households~~	~~3,238~~	~~3,219~~	~~-1%~~
~~Cost burden > 30% of household income~~	~~1,725~~	~~1,584~~	~~-8%~~
~~Cost burden > 50% of household income~~	~~748~~	~~840~~	~~12%~~

~~Housing Figure A-2d~~

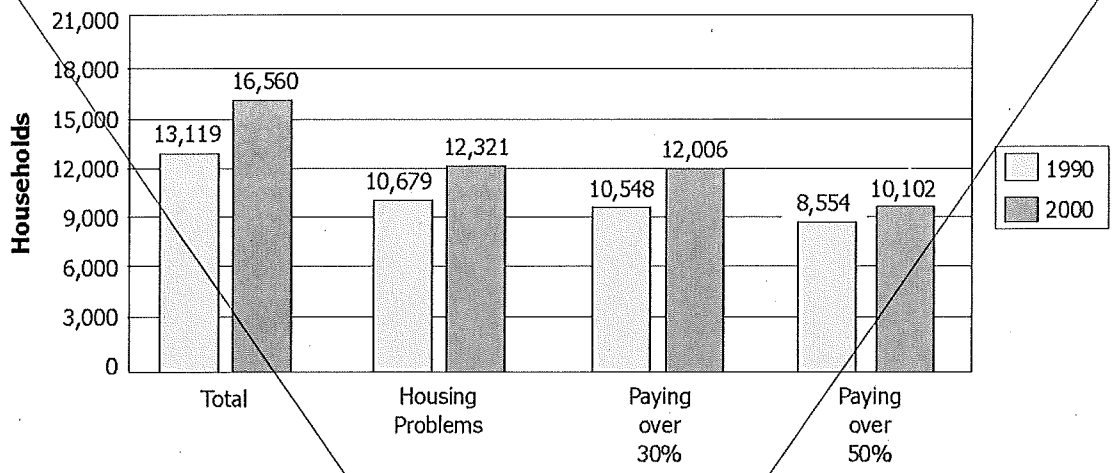
~~Renter Households:~~
~~Total Households & Cost Burden (1990 vs. 2000) Low-Income Senior~~

~~Measure~~	**~~1990~~**	**~~2000~~**	**~~% Change~~**
~~Total households~~	~~15,639~~	~~13,517~~	~~-14%~~
~~Cost burden > 30% of household income~~	~~9,420~~	~~7,730~~	~~-18%~~
~~Cost burden > 50% of household income~~	~~3935~~	~~3,962~~	~~-1%~~

~~Housing Figures A-3 through A-6 provide additional trend data for renter households in Seattle, both by income level and household type.~~))

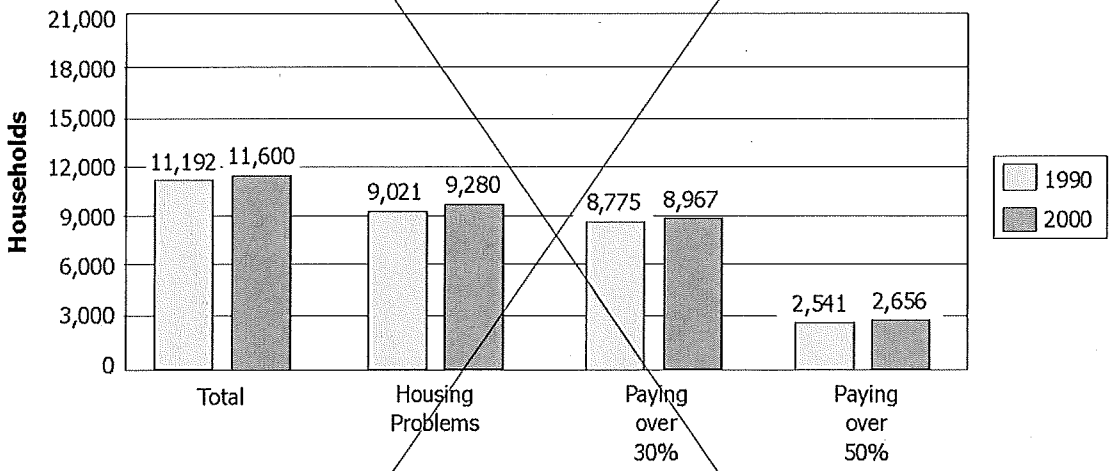
Housing Figure A-3a

Single & Unrelated Individual Renter Households (0-30% MFI)



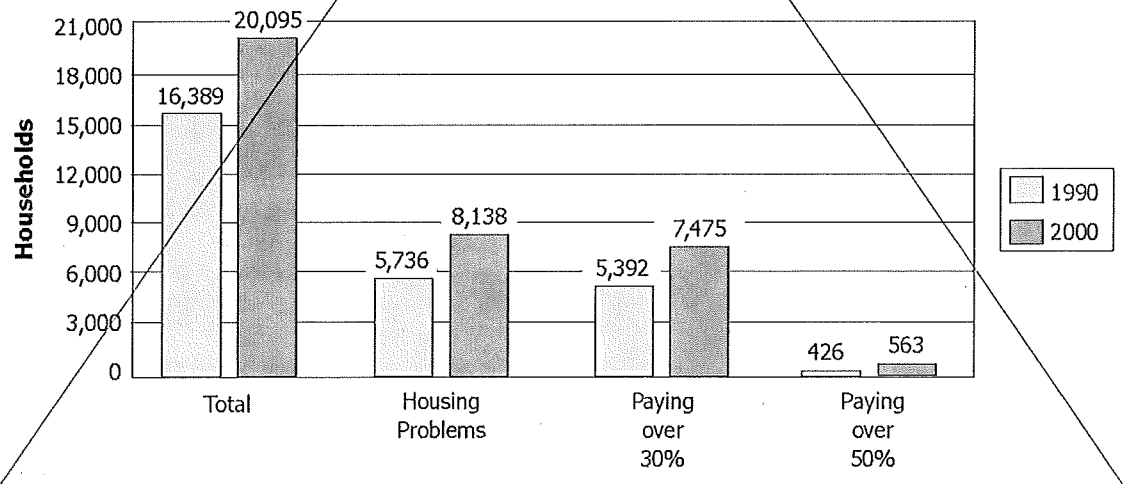
Housing Figure A-3b

Single & Unrelated Individual Renter Households (31-50% MFI)



Housing Figure A-3c

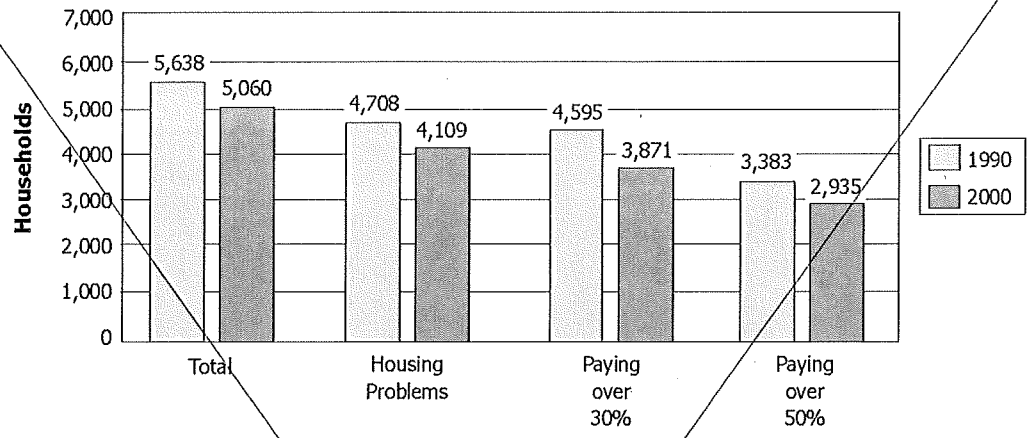
Single & Unrelated Individual Renter Households (51-80% MFI)



Note: Households with housing problems include households paying over 30% of their income for housing, households living in overcrowded conditions, and households living in units lacking complete kitchen or plumbing facilities

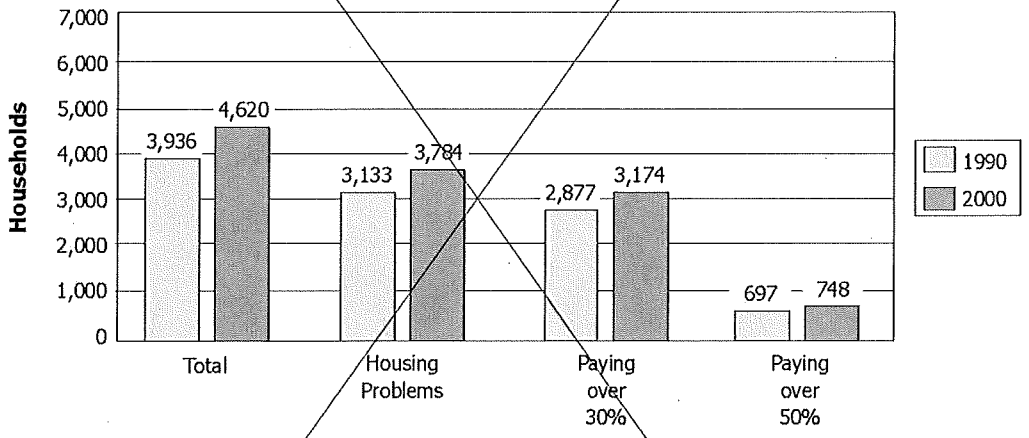
Housing Figure A-4a

Small Related Renter Households (0-30% MFI)



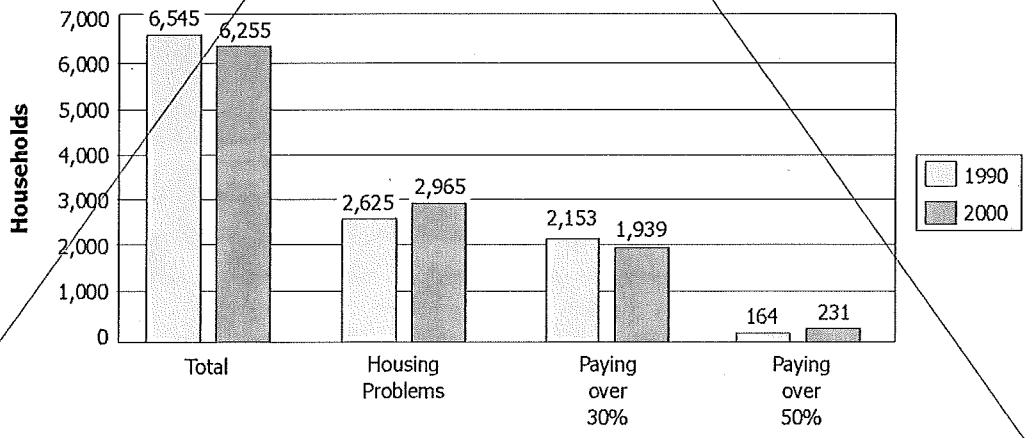
Housing Figure A-4b

Small Related Renter Households (31-50% MFI)



Housing Figure A-4c

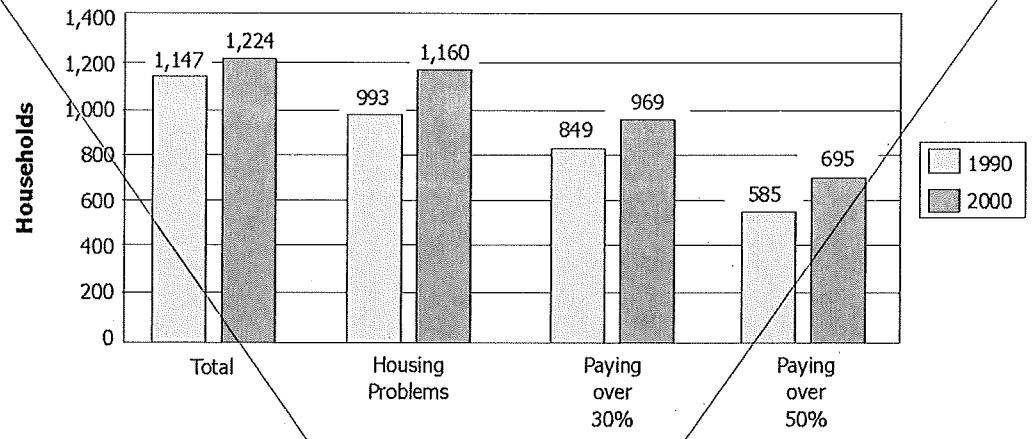
Small Related Renter Households (51-80% MFI)



Note: Small households include 2 to 4 person households, including married couples or other family without children (except seniors)

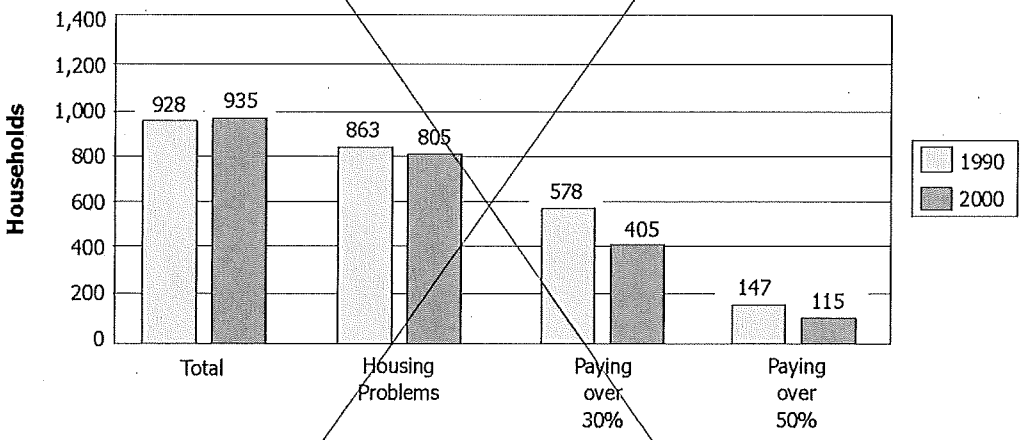
Housing Figure A-5a

Large Related Renter Households (0-30% MFI)



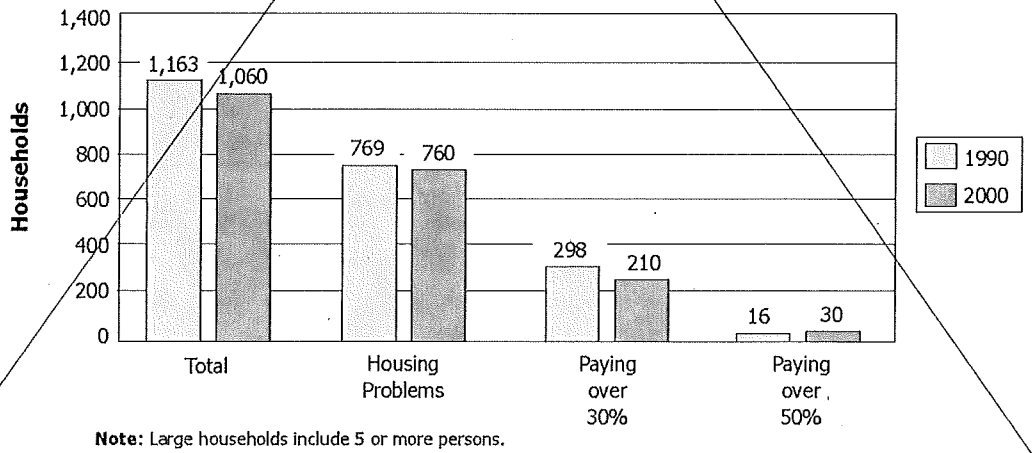
Housing Figure A-5b

Large Related Renter Households (31-50% MFI)



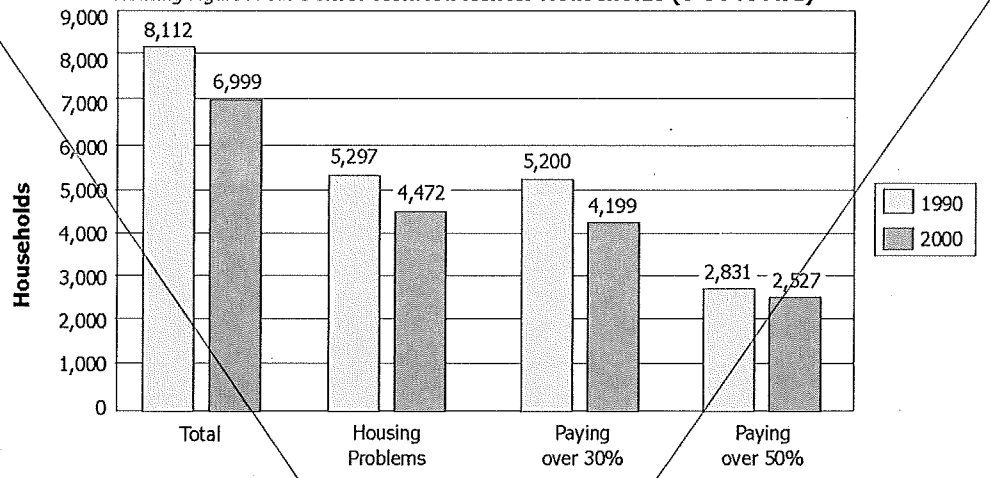
Housing Figure A-5c

Large Related Renter Households (51-80% MFI)

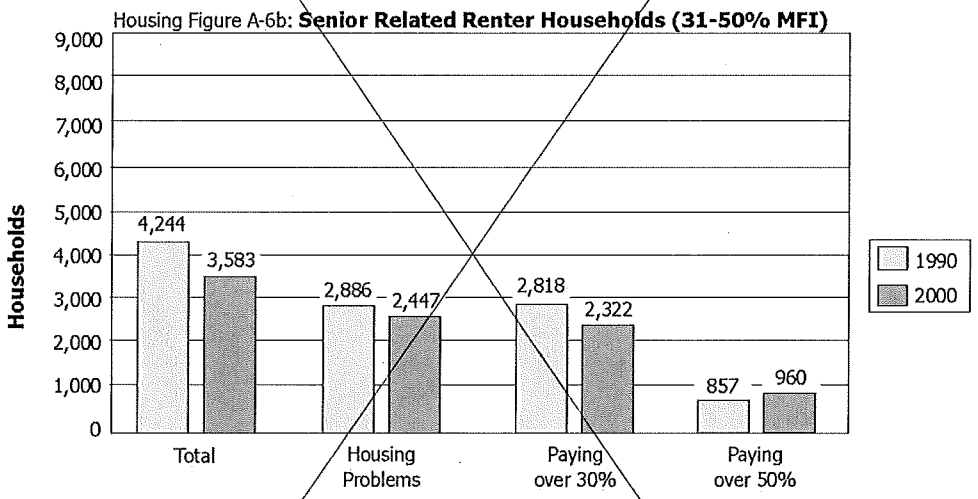


Note: Large households include 5 or more persons.

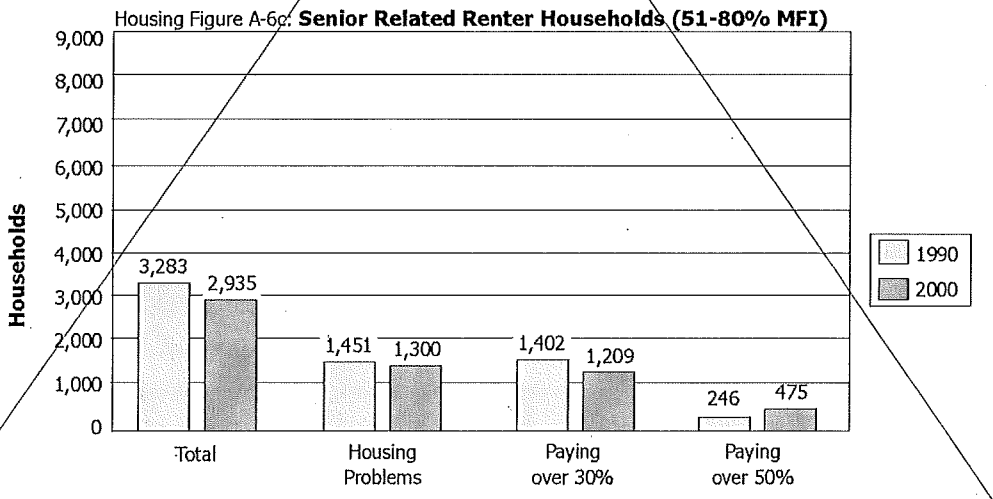
Housing Figure A-6a: **Senior Related Renter Households (0-30% MFI)**



Housing Figure A-6b: **Senior Related Renter Households (31-50% MFI)**



Housing Figure A-6c: **Senior Related Renter Households (51-80% MFI)**



((~~homeowner households with housing needs~~

~~Housing Figure A-7 shows Seattle households who own their homes and have worst-case housing needs, broken down by household type and income. Extremely low-income families and singles who own their homes are most likely to be severely burdened by their housing costs. Among households with incomes up to 30 percent of MFI, 74 percent of small families (including couples without children), 70 percent of singles and unrelated individuals, and 68 percent of large families pay more than half of their income for mortgage, taxes, insurance and utilities. Among the 3,854 extremely low-income senior households who own their homes, 1757 pay over half of their income for housing costs. High home prices and rising tax costs are impacting owner households with incomes above 30 percent of MFI as well.~~

~~Housing Figure A-7~~

~~Seattle Homeowner Households by Type & Income:~~

~~Ranked by Percent Paying Over ½ of Monthly Household Income for Mortgage, Taxes, Insurance & Utilities~~

~~Household Type~~	~~Household Income (% MFI)~~	~~Total Owner Households~~	~~Number Paying Over ½ of Income for Housing Costs~~	~~Percent Paying Over ½ of Income for Housing Costs~~
~~Small family**~~	~~0-30%~~	~~1,164~~	~~860~~	~~73.9%~~
~~Singles/unrelated*~~	~~0-30%~~	~~1,895~~	~~1,334~~	~~70.4%~~
~~Large family***~~	~~0-30%~~	~~284~~	~~194~~	~~68.3%~~
~~Singles/unrelated~~	~~31-50%~~	~~1,605~~	~~844~~	~~52.6%~~
~~Large family~~	~~31-50%~~	~~510~~	~~260~~	~~51.0%~~
~~Small family~~	~~31-50%~~	~~1,620~~	~~755~~	~~46.6%~~
~~Senior****~~	~~0-30%~~	~~3,854~~	~~1,757~~	~~45.6%~~
~~Singles/unrelated~~	~~51-80%~~	~~4,199~~	~~1,146~~	~~27.3%~~
~~Small family~~	~~51-80%~~	~~4,649~~	~~948~~	~~20.4%~~

~~Household Type~~	~~Household Income (% MFI)~~	~~Total Owner Households~~	~~Number Paying Over ½ of Income for Housing Costs~~	~~Percent Paying Over ½ of Income for Housing Costs~~
~~Senior~~	~~31-50%~~	~~4,620~~	~~901~~	~~19.5%~~
~~Large family~~	~~51-80%~~	~~1,300~~	~~150~~	~~11.5%~~
~~Senior~~	~~51-80%~~	~~6,568~~	~~709~~	~~10.8%~~
~~Singles/unrelated~~	~~Above 80%~~	~~25,585~~	~~819~~	~~3.2%~~
~~Senior~~	~~Above 80%~~	~~15,954~~	~~431~~	~~2.7%~~
~~Small family~~	~~Above 80%~~	~~45,610~~	~~821~~	~~1.8%~~
~~Large family~~	~~Above 80%~~	~~5,750~~	~~58~~	~~1.0%~~
~~**TOTAL**~~	~~**All Income Levels**~~	~~**125,167**~~	~~**11,987**~~	~~**9.6%**~~

~~* Singles/unrelated = predominantly singles living alone, but also includes singles sharing housing with other persons of no relation~~
~~** Small family = 2 to 4 person households, including married couples or other family without children (except seniors)~~
~~*** Large family = 5 or more person households~~
~~**** Senior = 1 to 2 person households~~
~~Source: 2000 Census, HUD Special Tabulation Data~~

~~Housing cost burden for low-income (0-80 percent of MFI) homeowners has worsened dramatically since 1990. The total number of low-income seniors who own their homes decreased 21 percent between 1990 and 2000, but the number of senior households who are paying more than they can afford for mortgage, taxes, insurance and utilities increased 45 percent. The number of low-income senior homeowners who pay over half of their income for housing costs increased 78 percent. See Housing Figure A-8a for more detail.~~

~~Housing Figure A-8a~~

~~Low-Income Senior Homeowners: Total Households & Cost Burden (1990 vs. 2000)~~

~~Measure~~	~~1990~~	~~2000~~	~~% Change~~
~~Total households~~	~~19,153~~	~~15,042~~	~~-21%~~
~~Cost burden > 30% of household income~~	~~4135~~	~~6,043~~	~~45%~~
~~Cost burden > 50% of household income~~	~~1,897~~	~~3,367~~	~~78%~~

~~Data also shows rapidly escalating housing costs for other low-income homeowners as well. The total number of low-income non-senior households who own their homes increased 14 percent between 1990 and 2000, but the number of those who are paying more than they can afford for mortgage, taxes, insurance and utilities increased 46 percent. The number of low-income households (excluding seniors) who pay over half of their income for homeownership-related housing costs increased 89 percent between 1990 and 2000. See Housing Figure A-8b for more detail.~~

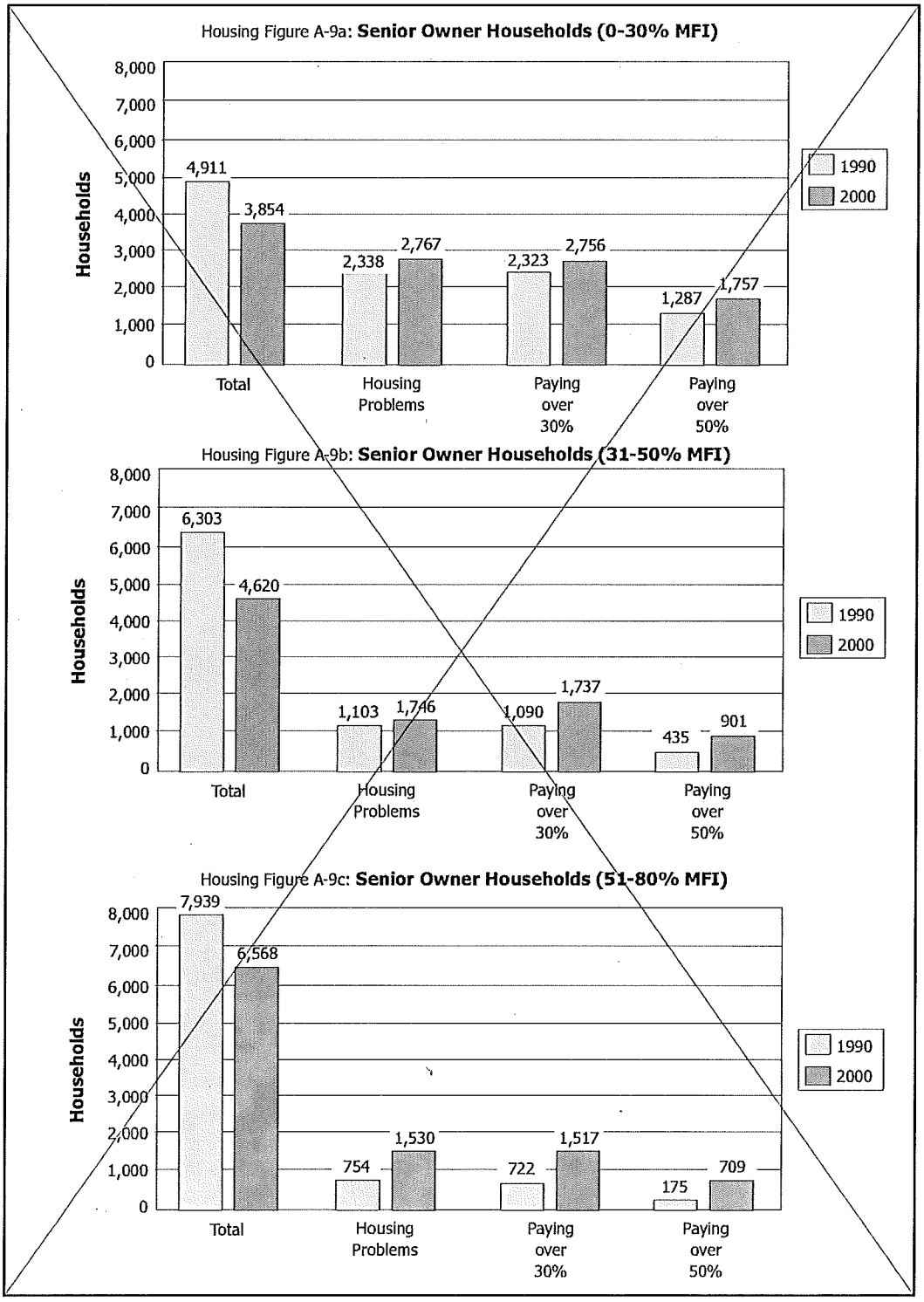
~~Housing Figure A-8b~~

~~All Other Low-Income Homeowners: Total Households & Cost Burden (1990 vs. 2000)~~

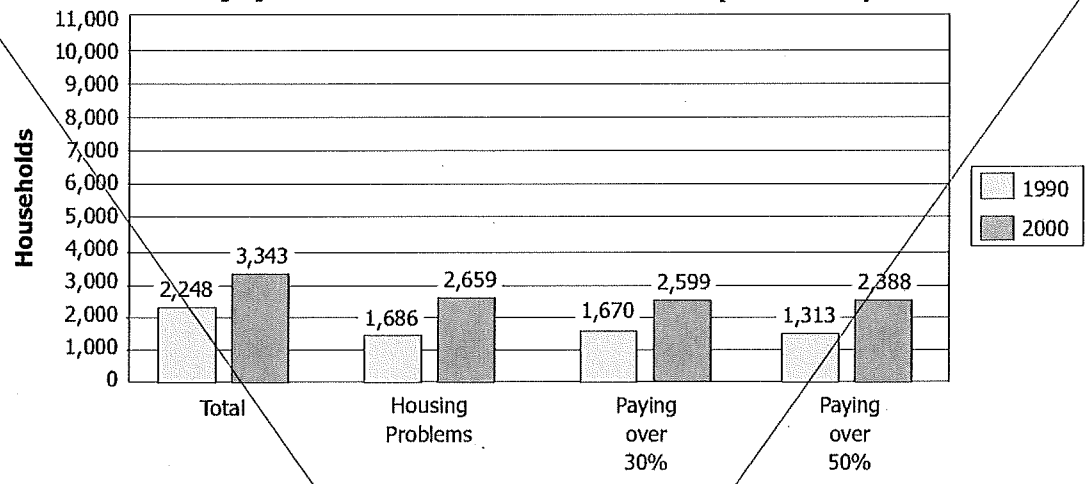
~~Measure~~	~~1990~~	~~2000~~	~~% Change~~
~~Total households~~	~~15,049~~	~~16,775~~	~~14%~~
~~Cost burden > 30% of household income~~	~~7,904~~	~~11,538~~	~~46%~~
~~Cost burden > 50% of household income~~	~~3,440~~	~~6,491~~	~~89%~~

~~Housing Figures A-9 and A-10 illustrate the negative trends for low-income homeowners in terms of rapid escalation of housing costs in the 1990's. (The 1990~~

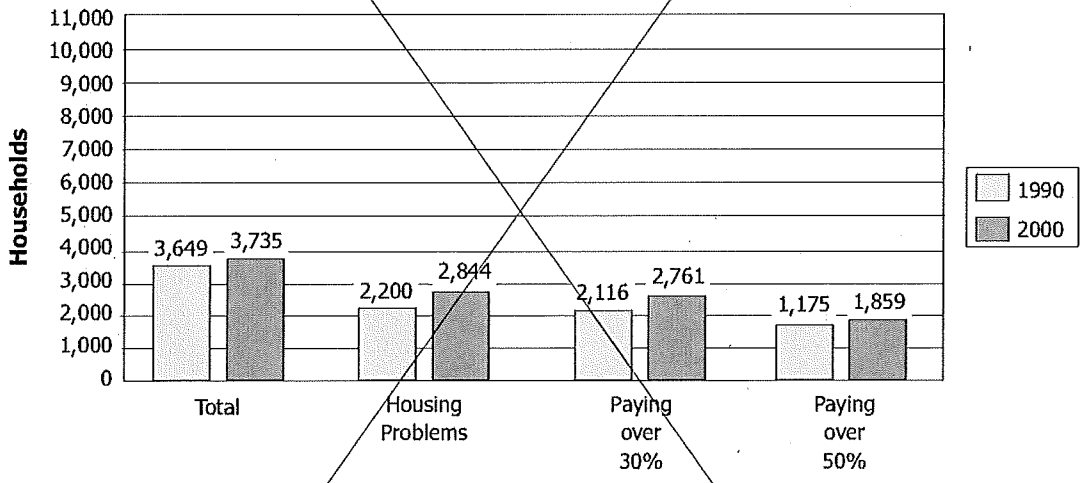
~~data includes cost burden statistics for senior homeowners, but not for other specific types of homeowner households.) This trend has continued to accelerate since 2000, in spite of a recessionary economic environment.~~))



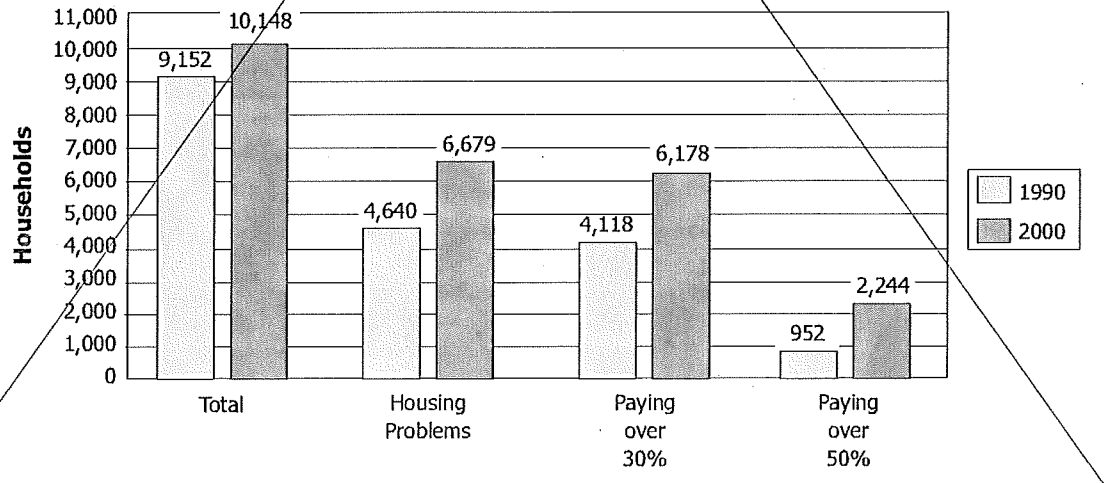
Housing Figure A-10a: **All Other Owner Households (0-30% MFI)**



Housing Figure A-10b: **All Other Owner Households (31-50% MFI)**



Housing Figure A-10c: **All Other Owner Households (51-80% MFI)**



((~~homeless & special needs populations~~

~~An estimated 8,000 homeless men, women and children are on the streets or in shelters or emergency housing in King County on any given night. The majority of these individuals are located within the City of Seattle. A one-night count of homeless individuals conducted in Seattle in October 2003 identified 1,899 people actually living on the streets. In addition, 4,617 individuals in 3,126 households were staying in shelters and transitional housing. Most of these individuals are between the ages of 25 and 59. Approximately 56 percent are persons of color. Ninety-eight percent of these individuals report either having no source of income or extremely low-income (0-30 percent MFI) through SSI, unemployment insurance, or state general assistance.~~

~~The one-night count data may underestimate the level of need in the region. For example, DESC, which operates the largest shelter in Seattle and prioritizes its shelter capacity for individuals with chronic and severe conditions such as mental illness, provided shelter services to more than 10,000 unduplicated persons in 2003 and general services to more than 11,000. In 2002, the local Seattle-King County Health Care for the Homeless Network (HCHN) provided care to over 22,000 unduplicated homeless people and those at high risk of recurring homelessness, including 2,396 unduplicated single adults in downtown shelters.~~

~~A significant proportion of homeless individuals in the Seattle area meet the definition of "chronic homelessness" (homeless for a year or longer or have had four or more episodes of homelessness in the past three years, and are disabled). Of single adults served by HCHN during 2002, 43 percent had been homeless for at least one year. In addition, 42 percent of the homeless single adults counted in October 2003 reported having at least one disabling condition (28 percent reported mental illness, 32 percent reported alcohol or substance abuse, 14 percent reported co-occurring disorders, 10 percent reported physical disabilities, and 3 percent reported HIV/AIDS). HCHN estimates that, based on 2002 service data, at least 4,973 men and women in the downtown Seattle area meet the definition of chronic homelessness.~~

~~Additional data underscores the nature and extent of the disabilities with which these populations struggle:~~

- ~~Mental illness: Sixteen percent (4,322) of the individuals receiving services from the publicly funded mental health Regional Support Network were homeless at some point during 2002. More than 30 percent (1,222) of the individuals served at King County's behavioral health crisis triage center during 2002 reported being currently homeless.~~

- ~~Chemical dependency: An estimated 28,650 low-income adults in King County are chemically dependent and in need of treatment in any given year. Between 12,000 and 18,750 of these individuals are both mentally ill and chemically dependent, yet fewer than 10 percent receive the services they require to promote stabilization and recovery. Data from HCHN indicates that 22 percent of their clients need chemical~~

~~dependency treatment. In 2003, King County documented over 2,000 adults in Seattle seeking services due to mental illness and/or chemical dependency. In addition, there are 350 people with chronic mental illness living in boarding homes in Seattle who need permanent supportive housing.~~

- ~~HIV/AIDS: More than 2,000 individuals are currently living with HIV/AIDS in King County, with an additional 6,000 to 9,000 persons estimated to be infected with HIV. Housing services are requested by 50 percent of the total AIDS population and actual housing units are among 33 percent of those living with AIDS.~~

- ~~Chronic & acute medical conditions: Chronically homeless people in Seattle suffer from chronic and acute medical conditions at rates far higher than the general population. Hypertension, diabetes, hepatitis, sexually transmitted diseases, skin conditions, trauma and tuberculosis are common conditions.~~

~~Research shows that the provision of housing by itself, or the delivery of intensive supportive services in isolation from housing, are both insufficient to promote stability over time for most individuals struggling with homelessness, mental illness, and co-occurring disorders such as substance abuse disorders, developmental disabilities, and HIV/AIDS or other chronic health problems. Provision of supportive housing, combined with appropriate treatment and support, is critical.~~

~~B Who are We Planning For?~~

~~The number of people living in Seattle grew over nine percent during the 1990's, averaging 0.009 percent annually, but the pace of growth appears to have slowed since to average 0.005 percent annually. The Comprehensive Plan anticipates population growth to average about 0.008 between 2000 and 2020.~~

~~Seattle's population, like the nation's, is becoming older and more diverse in terms of race and Hispanic ethnicity. Birth rates are low in Seattle; on average women in Seattle have 1.23 children compared to 2.0 for the U.S. overall. Conversely, life expectancy continues to rise. As a consequence, natural increase accounted for one-third of Seattle's growth between 1990 and 2000. But birth rates cannot go much lower than they are now. On the contrary, because of Seattle's appeal to international migrant's future birth rates are likely to increase rather than decline further. On average immigrants have higher birth rates than people born in the U.S. and immigrants accounted for 17 percent of Seattle residents in 2000.~~

~~Since Seattle households continue to increase in number faster than the population the average number of people per household persists in its downward slide. Down from 2.70 in 1960, Seattle households averaged 2.08 people in 2000—the third lowest of all U.S. cities with populations of at least 100,000 and down from 2.70 in 1960.~~

~~Because individuals shape our households, changes in the population have translated into a more diverse mix of household types in Seattle. Low birth and death rates; an increasing share of people born abroad and changes in their origin; changes in the~~

~~numbers and ages of people migrating into and out of Seattle; and the aging of residents already here have all had a role in the mix of households now in place.~~

~~Since 1980, the biggest change in the makeup of Seattle households was the growth of nonfamily households; one-person living alone and unrelated people living together grew by 40,000 (see Figure A-11). At the same time households comprised of a married couple with at least one child decreased by over 5,000. In percentage terms, nonfamily households nearly doubled between 1980 and 2000 and family households with a child who lived without a parent increased 17 percent.~~

~~In 2000 the largest share of Seattle households—41 percent—were one-person living alone, 20 percent were a married couple without children; 15 percent were two or more unrelated persons living together; 13 percent were a married couple with at least one child; 6 percent were one-parent households with at least one child and another five percent of households were another type of family without a child (see Housing Figure A-12). Less than one in five Seattle households included a child.~~

~~Between 2000 and 2020 the largest change in the number of households among these types is an increase of about 22,000 one-person households; next largest, an increase in married couples without children of nearly 14,000; and a 5,000 household increase in families with children that do not include a parent of the child.~~

~~Housing Figure A-11~~

~~Seattle Households by Household Type, 1960-2020~~

~~Household Type~~		~~1960*~~	~~1970*~~	~~1980~~	~~1990~~	~~2000~~	~~2010~~	~~2020~~	~~Percent Change 2000-2010~~	~~Percent Change 2010-2020~~
~~Family~~	~~Married couple without child~~	~~59,040~~	~~63,310~~	~~56,073~~	~~53,070~~	~~50,931~~	~~56,783~~	~~64,782~~	~~11.49~~	~~27.20~~
	~~Married couple with child~~	~~65,106~~	~~49,140~~	~~32,430~~	~~31,776~~	~~33,717~~	~~36,846~~	~~37,566~~	~~9.28~~	~~11.42~~
	~~Parent with child & without spouse~~	~~7,648~~	~~10,916~~	~~15,063~~	~~15,853~~	~~16,366~~	~~14,798~~	~~14,934~~	~~-9.58~~	~~-8.75~~
	~~Other family~~	~~10,72~~	~~9,934~~	~~10,55~~	~~12,27~~	~~12,38~~	~~15,39~~	~~17,53~~	~~24.32~~	~~41.60~~

~~Household Type~~		~~1960*~~	~~1970*~~	~~1980~~	~~1990~~	~~2000~~	~~2010~~	~~2020~~	~~Percent Change 2000-2010~~	~~Percent Change 2010-2020~~
	~~without child~~	~~2~~		~~7~~	~~0~~	~~6~~	~~8~~	~~8~~		
~~Non-family~~	~~One person living alone~~			~~83,799~~	~~94,179~~	~~105,542~~	~~113,239~~	~~127,369~~	~~7.29~~	~~20.68~~
	~~Two or more persons without child~~			~~20,558~~	~~28,672~~	~~38,857~~	~~38,928~~	~~41,124~~	~~0.18~~	~~5.84~~
	~~Two or more persons with child~~			~~1,078~~	~~882~~	~~700~~	~~218~~	~~227~~	~~-68.87~~	~~-67.56~~
~~Total~~		~~200,577~~	~~206,092~~	~~219,469~~	~~236,702~~	~~258,499~~	~~276,211~~	~~303,540~~	~~6.85~~	~~17.42~~
~~Persons per Household~~		~~1960~~	~~1970~~	~~1980~~	~~1990~~	~~2000~~	~~2010~~	~~2020~~		
~~Average Household Size~~		~~2.70~~	~~2.48~~	~~2.14~~	~~2.09~~	~~2.08~~	~~2.08~~	~~2.05~~		
~~Change Since Last Decade (%)~~			~~-8.15~~	~~-13.71~~	~~-2.34~~		~~-0.48~~	~~-1.30~~		

~~*Refers to own child of the head of the household rather than any child in the household.~~

~~Sources: 1960 - 2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning & Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.~~

~~Housing Figure A-12~~

~~Percent of Seattle Households by Type, 1960-2020~~

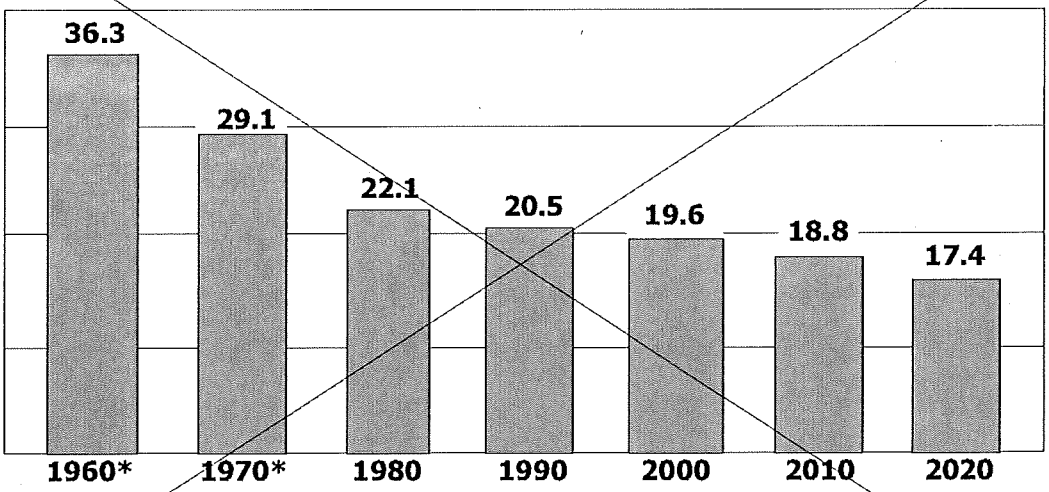
~~Household Type~~		~~1960*~~	~~1970*~~	~~1980~~	~~1990~~	~~2000~~	~~2010~~	~~2020~~
~~Family~~								
	~~Married couple without child~~	~~29.4~~	~~30.7~~	~~25.5~~	~~22.4~~	~~19.7~~	~~20.6~~	~~21.3~~
	~~Married couple with child~~	~~32.5~~	~~23.8~~	~~14.8~~	~~13.4~~	~~13.0~~	~~13.3~~	~~12.4~~
	~~Parent with child & without spouse~~	~~3.8~~	~~5.3~~	~~6.9~~	~~6.7~~	~~6.3~~	~~5.4~~	~~4.9~~
	~~Other family without child~~	~~5.3~~	~~4.8~~	~~4.8~~	~~5.2~~	~~4.8~~	~~5.6~~	~~5.8~~
~~Non-family~~		~~28.9~~	~~35.3~~					
	~~One person living alone~~			~~38.2~~	~~39.8~~	~~40.8~~	~~41.0~~	~~41.9~~
	~~Two or more persons without child~~			~~9.4~~	~~12.1~~	~~15.0~~	~~14.1~~	~~13.5~~
	~~Two or more persons with child~~			~~0.5~~	~~0.4~~	~~0.3~~	~~0.1~~	~~0.1~~
~~Total~~		~~100.0~~	~~100.0~~	~~100.0~~	~~100.0~~	~~100.0~~	~~100.0~~	~~100.0~~

~~*Refers to own child of the head of the household rather than any child in the household.~~

~~Sources: 1960 - 2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning & Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.~~))

Housing Figure A-13

Seattle Households with Children, 1960-2020 (percent)



Sources: 1960-2000: U.S. Census Bureau, decennial censuses, 1960 to 200; 2010 and 2020: forecast by City of Seattle Department of Planning and Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.

((~~Housing Figure A-14~~

~~Seattle Population by Age, 1960-2020~~

~~Age~~	~~1960~~	~~1970~~	~~1980~~	~~1990~~	~~2000~~	~~2010~~	~~2020~~
~~0 to 4~~	~~51,946~~	~~34,994~~	~~24,235~~	~~29,269~~	~~26,215~~	~~27,971~~	~~30,706~~
~~5 to 14~~	~~99,850~~	~~83,903~~	~~50,707~~	~~43,899~~	~~47,884~~	~~45,065~~	~~48,917~~
~~15 to 24~~	~~66,712~~	~~95,813~~	~~89,268~~	~~74,005~~	~~80,662~~	~~91,117~~	~~87,394~~
~~25 to 34~~	~~66,277~~	~~67,315~~	~~106,595~~	~~112,098~~	~~122,282~~	~~113,155~~	~~131,782~~
~~35 to 44~~	~~76,922~~	~~50,655~~	~~49,028~~	~~93,285~~	~~95,077~~	~~84,585~~	~~79,968~~
~~45 to 64~~	~~128,583~~	~~128,499~~	~~97,839~~	~~85,303~~	~~123,447~~	~~156,925~~	~~155,499~~
~~65 to 84~~	~~63,146~~	~~63,554~~	~~68,120~~	~~69,129~~	~~56,736~~	~~60,387~~	~~92,291~~
~~85 & +~~	~~3,651~~	~~6,098~~	~~8,054~~	~~9,271~~	~~11,071~~	~~14,910~~	~~15,233~~
~~**Total**~~	~~**557,087**~~	~~**530,831**~~	~~**493,846**~~	~~**516,259**~~	~~**563,374**~~	~~**594,116**~~	~~**641,790**~~

~~Age~~	~~2000-2010 Change~~		~~2000-2020 Change~~	
	~~(number)~~	~~(percent)~~	~~(number)~~	~~(percent)~~
~~0 to 4~~	~~2,735~~	~~-10.4~~	~~4,491~~	~~17.1~~
~~5 to 14~~	~~3,852~~	~~-8.0~~	~~1,033~~	~~2.2~~
~~15 to 24~~	~~-3,723~~	~~4.6~~	~~6,732~~	~~8.3~~
~~25 to 34~~	~~18,627~~	~~-15.2~~	~~9,500~~	~~7.8~~
~~35 to 44~~	~~-4,617~~	~~4.9~~	~~-15,109~~	~~-15.9~~
~~45 to 64~~	~~-1,426~~	~~1.2~~	~~32,052~~	~~26.0~~
~~65 to 84~~	~~31,904~~	~~-56.2~~	~~35,555~~	~~62.7~~
~~85 & +~~	~~322~~	~~-2.9~~	~~4,162~~	~~37.6~~
~~**Total**~~	~~**47,674**~~	~~**-8.5**~~	~~**78,416**~~	~~**13.9**~~

~~Sources: 1960 - 2000: U.S. Census Bureau, decennial censuses, 1960 to 2000; 2010 and 2020: forecast by City of Seattle Department of Planning & Development, July 2004, based on data from U.S. Census Bureau, decennial censuses, 1990 and 2000; Washington State Office of Financial Management King County Age Forecasts; and Puget Sound Regional Council 2010 and 2020 population projections for Seattle.~~

~~C Housing Growth & Capacity for Development~~

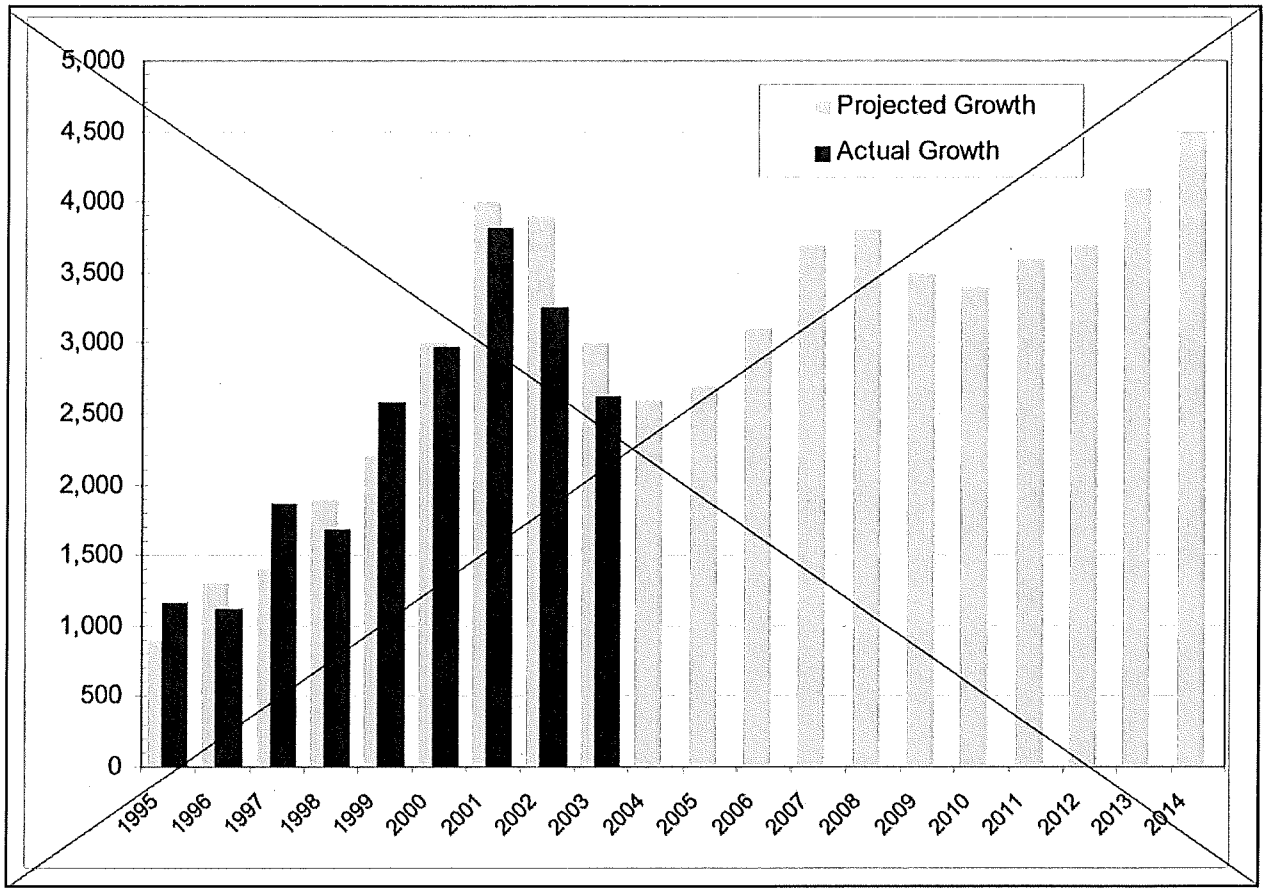
~~residential development trends~~

~~Residential development trends in Seattle over the last forty years have generally followed cyclical expansions and contractions in employment growth in the region. Significant increases in housing occurred in the early 1990's and between 1999 and 2002. These housing booms were followed by slowdowns in housing construction starting in 1992 and 2003.~~

~~Since the adoption of the Comprehensive Plan in 1994, Seattle has averaged a net addition of 2,300 residential units a year, according to City permit records. Development activity was strongest between 1999 and 2002, with a peak of 3,800 net new units completed in 2001. After very strong housing growth between 1999 and 2002, development of new housing has dropped as a result of a weak economy and a related slow-down of immigration into the state and city. In January of 2000, there were active permits for an additional 7,000 units including units under construction. In April of 2004, that number had dropped to 4,500.~~

~~Housing Figure A-15~~

~~Seattle Household Growth~~))



((~~Most new housing development in Seattle is in multifamily development in Multifamily, Commercial, and Downtown zones. Thirteen percent of units built in Seattle since 1994 have been built in single-family zones, an average of 300 units a year. Just over one-third of development has occurred in multifamily zones, 28 percent of development in commercial areas outside of downtown and downtown Seattle accommodating 23 percent of all housing units built since 1994.~~

~~The Comprehensive Plan estimates a net increase of 47,000 households in Seattle between 2004 and 2024.~~

~~capacity for additional residential development~~

~~As of 2004, Seattle has an estimated unused zoned residential development capacity of 116,000 new housing units, or two-and-a-half times the amount of housing estimated to locate in Seattle over the next 20 years (see Housing Figures A-16 and A-17.) At the time the capacity figure was developed, Seattle had 268,000 housing units, so the total housing stock would be 384,000 housing units if all this capacity were used.~~

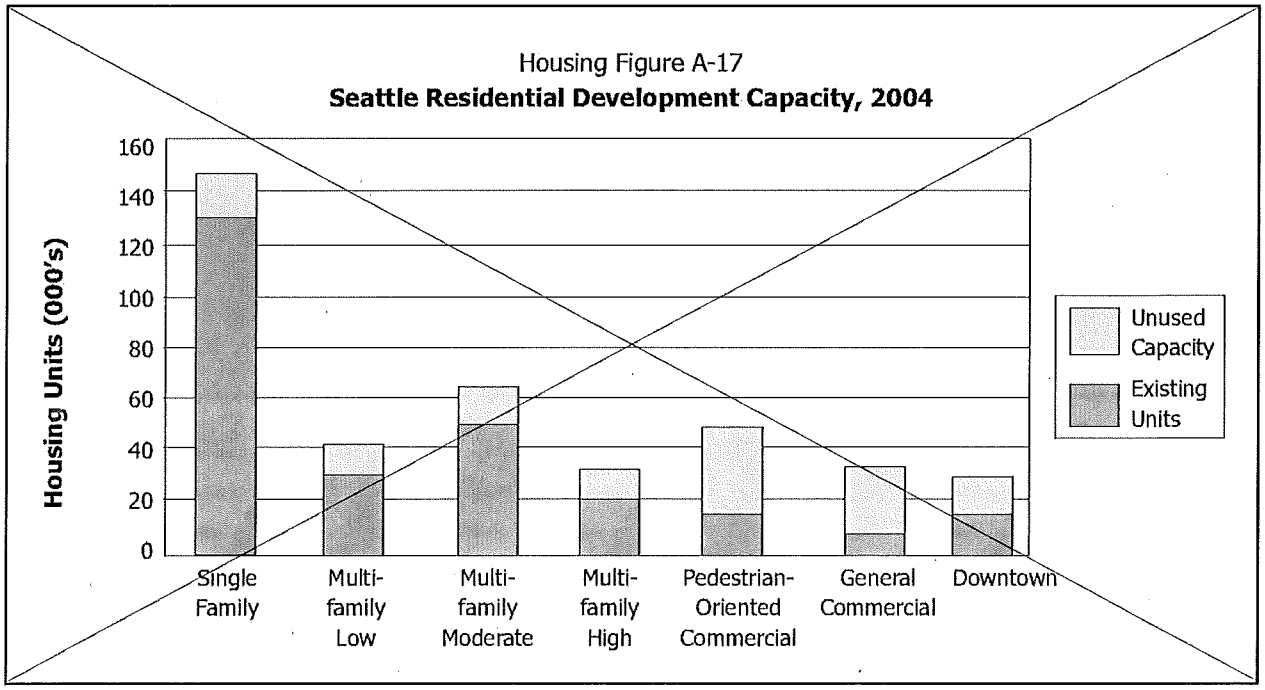
~~Housing Figure A-16~~

~~City of Seattle Residential Development Capacity, 2004~~

~~Land Use Zones~~	~~Existing Residential Units~~	~~Unused Residential Development Capacity (Units)~~	~~Percent Share~~
~~Single-Family~~	~~132,300~~	~~11,200~~	~~10%~~
~~Multifamily Low Density~~	~~29,600~~	~~10,700~~	~~9%~~
~~Multifamily Moderate Density~~	~~48,500~~	~~14,300~~	~~12%~~
~~Multifamily High Density~~	~~20,400~~	~~9,300~~	~~8%~~
~~Pedestrian-Oriented Commercial~~	~~16,400~~	~~28,400~~	~~24%~~
~~General Commercial~~	~~5,600~~	~~26,800~~	~~23%~~
~~Downtown~~	~~13,700~~	~~15,300~~	~~13%~~
~~**Total***~~	~~**268,000**~~	~~**116,000**~~	~~**100%**~~

~~* Includes some existing units in industrial and major institution areas, which do not have unused residential capacity.~~

~~Source: Seattle Department of Planning and Development, 2004~~))



((~~Residential development capacity includes vacant land in residential zones, underutilized sites in residential zones, and some of the vacant and underutilized sites in commercial zones. Underutilized sites are sites where the existing developed density~~

~~is low compared to the allowed developed density, or where the value of the improvements on the site is low compared to the value of the land.~~

~~D Strategies for Meeting Housing Needs~~

~~The City of Seattle's Office of Housing (OH) has four priorities for increasing housing opportunities:~~

- ~~Investing in production and preservation of affordable housing;~~
- ~~Providing housing linked with supportive services for people who are homeless or have special needs;~~
- ~~Increasing homeownership opportunities; and~~
- ~~Promoting housing production and preservation that supports neighborhood revitalization and other community development efforts.~~

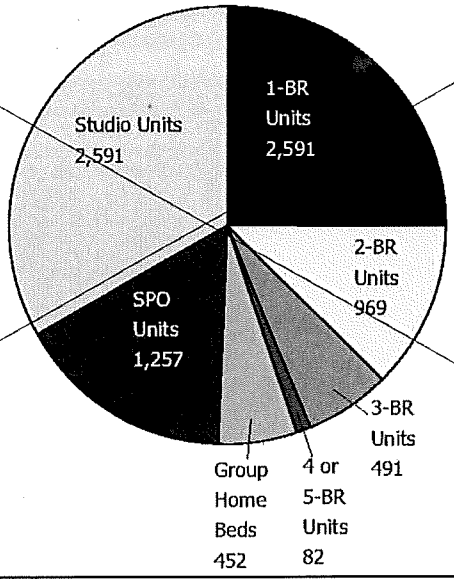
~~OH and the City's nonprofit partners make leveraging of the City's 7-year, $86 million Housing Levy and other City housing funds a top priority. For every $1 of City funding for affordable rental housing, over $3 is leveraged from other public and private capital sources, increasing the amount of affordable housing that can be provided in Seattle.~~

~~affordable rental housing~~

~~Over the past two decades, the City of Seattle has provided funding for affordable housing serving low-income families, seniors, low-wage working people and people with disabilities. The City-funded portfolio of below-market-rent apartments has grown to 7,793 housing units in 238 development projects. This housing includes a range of apartment sizes in small and large developments dispersed throughout the city.~~))

Housing Figure A-18

City-Funded Rental Housing Portfolio, by Unit Size (12/31/03)



((~~This affordable housing is a significant asset for Seattle. Nearly half of the housing units are reserved for extremely low-income households with incomes up to 30 percent of the region's median household income ($16,350 for an individual or $21,050 for a family of three in 2004). These housing units are often combined with supportive services to assist residents to live independently or transition out of homelessness. Much of the balance of OH's housing portfolio is workforce housing serving individuals and families with incomes up to 50 or 60 percent of the median income (up to $32,700 for an individual or $42,050 for a family of three). For lower-income residents, paying an affordable rent frees up resources for other important needs such as food, medical expenses, clothing, transportation, and education.~~

~~The City plays a monitoring and oversight role to ensure that the units remain affordable and continue to serve the intended residents as time goes by, and that the buildings themselves remain in good physical condition and are financially viable. This ongoing asset management of the projects ensures that Seattle-funded developments continue to operate well into the future.~~

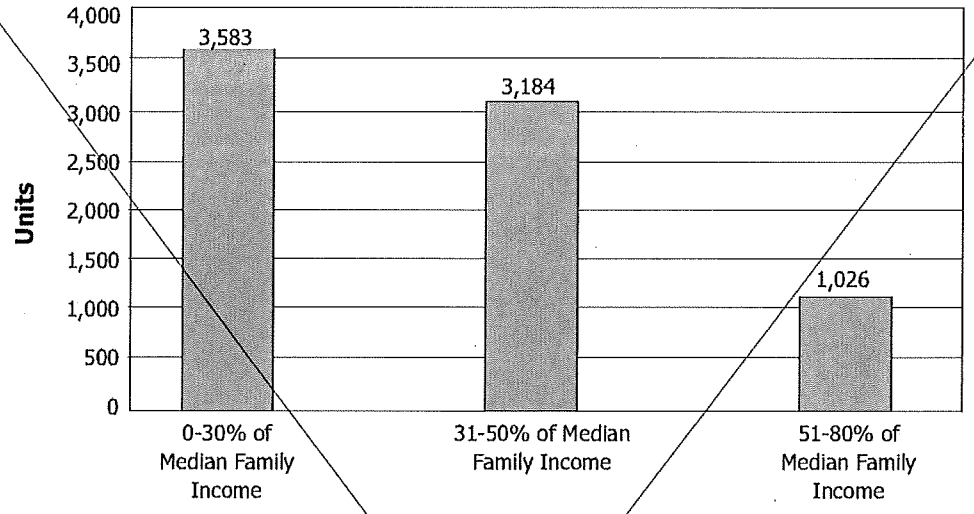
~~service-enriched housing~~

~~Service-enriched housing is a successful housing model for stabilizing and moving many vulnerable people along a path to self-sufficiency. Affordable housing linked to accessible health, mental health, employment, childcare and other services offers the support that these individuals and families need to succeed. Service-enriched housing gives homeless people a way out of expensive emergency public services and into their own homes and communities; it both improves the lives of its residents and can generate significant public savings.~~

~~For the City of Seattle, service-enriched housing has long been a priority. Of the 7,793 City funded affordable rental units, 34 percent (2,984) serve homeless and special needs residents. This housing can be in stand-alone projects or units set aside within larger, general population apartment buildings. Most of the special needs housing, 2,445 units, serve families and individuals who are also homeless; 630 are transitional units and 1,815 provide a permanent residence.~~))

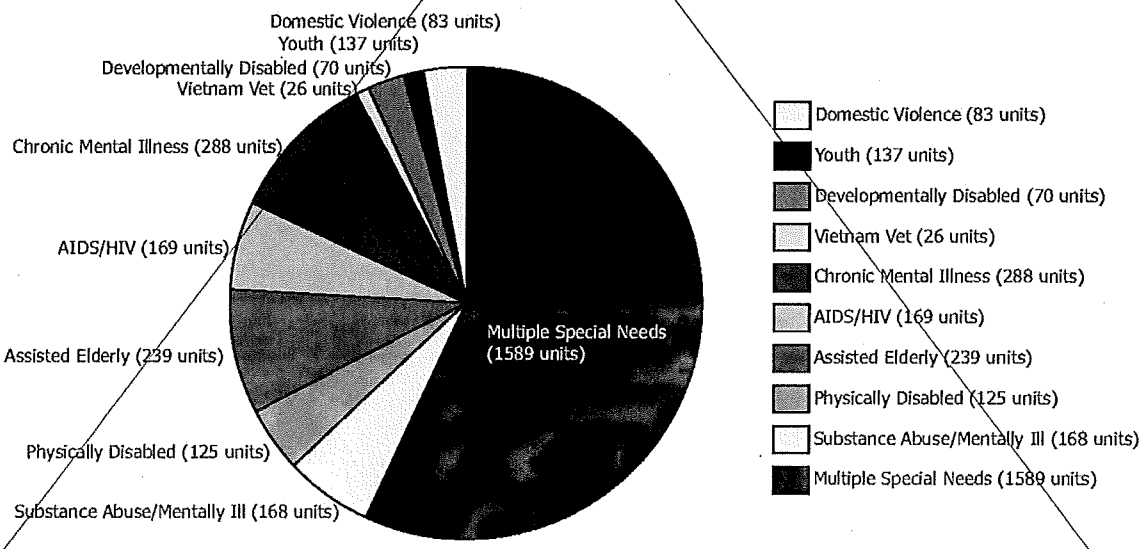
Housing Figure A-19

City-Funded Rental Housing Portfolio, by Affordability (12/31/03)



Housing Figure A-20

City-Funded Service-Enriched Housing Portfolio (12/31/03)



((~~OH provides operating support to projects that serve homeless and special needs residents. Due to the extremely low incomes of the tenants, rents are insufficient to cover building operations costs. OH provides annual operating subsidies to 530 units using 1986, 1995 and 2002 Levy funding. In addition, project-based Section 8 rental assistance provided through the Seattle Housing Authority supports 970 City-funded units.~~

~~homebuyer assistance~~

~~Homeownership allows families to build equity and accumulate savings. Homeownership opportunities within the city allow people to live closer to where they work, and shorter commutes benefit the families and the entire community. In Seattle, however, incomes have not kept pace with home prices. The median sales price reached $310,000 in 2003, which would require an annual income of $75,000 to purchase (assuming a 30-year term loan at 6 percent interest and 10 percent downpayment). The city's homeownership rate, at 48.4 percent, is low compared to the state and county, and over the past decades, minorities have lost ground in homeownership while whites have gained slightly.~~

~~City homebuyer programs have helped make homeownership an option for low-income residents while, at the same time, providing community development benefits to the neighborhood. OH assists with the development of affordable houses and provides downpayment assistance to help low-income families purchase their first home. Homebuyers earning 80% or less of the area median income apply for loans through nonprofit providers, participating lenders and housing developers that have received an allocation of City funds.~~

~~home repair assistance for~~
~~low-income homeowners~~

~~Low-income homeowners often lack sufficient resources to properly maintain their homes. Even with substantial equity, these homeowners are unable to qualify for traditional loans. Without adequate maintenance, the homes deteriorate and can threaten the health and safety of the occupants and the neighborhood.~~

~~OH's HomeWise Rehab Loan Program assists low-income homeowners to keep their homes in good repair. HomeWise staff inspect the home, establish a scope of work, assist the homeowners with bid solicitation and contractor selection, and inspect completed work. The repairs can include roof replacement, furnace replacement, sewer and plumbing repair, access ramps, porch and deck repair or replacement, siding and/or exterior paint, floor repairs, kitchen and bathroom improvements, needed door and window repair or replacement and foundation repair.~~

~~weatherization assistance for low-income households~~

~~Low-income homeowners and renters can save on housing costs as a result of City-funded water conservation programs and OH's HomeWise Weatherization Program. With funding from Seattle City Light and the State, HomeWise installs energy-saving improvements in single-family and multifamily buildings serving low-income tenants, as well as homes occupied by low-income homeowners.~~

~~Weatherization improvements can include insulation, air sealing and duct repair, furnace repair or replacement, window repair or replacement, lighting upgrades, ventilation and indoor air quality improvements, and refrigerator replacement. The result is lower heating and utility bills, a more comfortable home environment, and reduced consumption of natural resources. As utility rates increase, so does the value of the energy-saving measures.~~

~~E Seattle's Assisted Rental Housing Inventory~~

~~As of May 2004, the Office of Housing's (OH) Subsidized Rental Housing Database showed that there were 20,277 affordable rental units with capital subsidies in Seattle. As noted, in Section 4 of this Appendix, 7,793 of these units were in 238 City-funded projects, as of 12/31/03. The remaining units have capital subsidies through federal, state, or county programs but are not City-funded. The following table summarizes affordability of Seattle's subsidized rental housing stock:~~

~~Housing Figure A-21~~

~~Rental Housing Units with Capital Subsidies, by Affordability~~

~~Affordability~~	~~Number of Units~~
~~0-30% of MFI~~	~~10,568~~
~~31-50% of MFI~~	~~6,230~~
~~51-80% of MFI~~	~~3,479~~
~~TOTAL~~	~~20,277~~

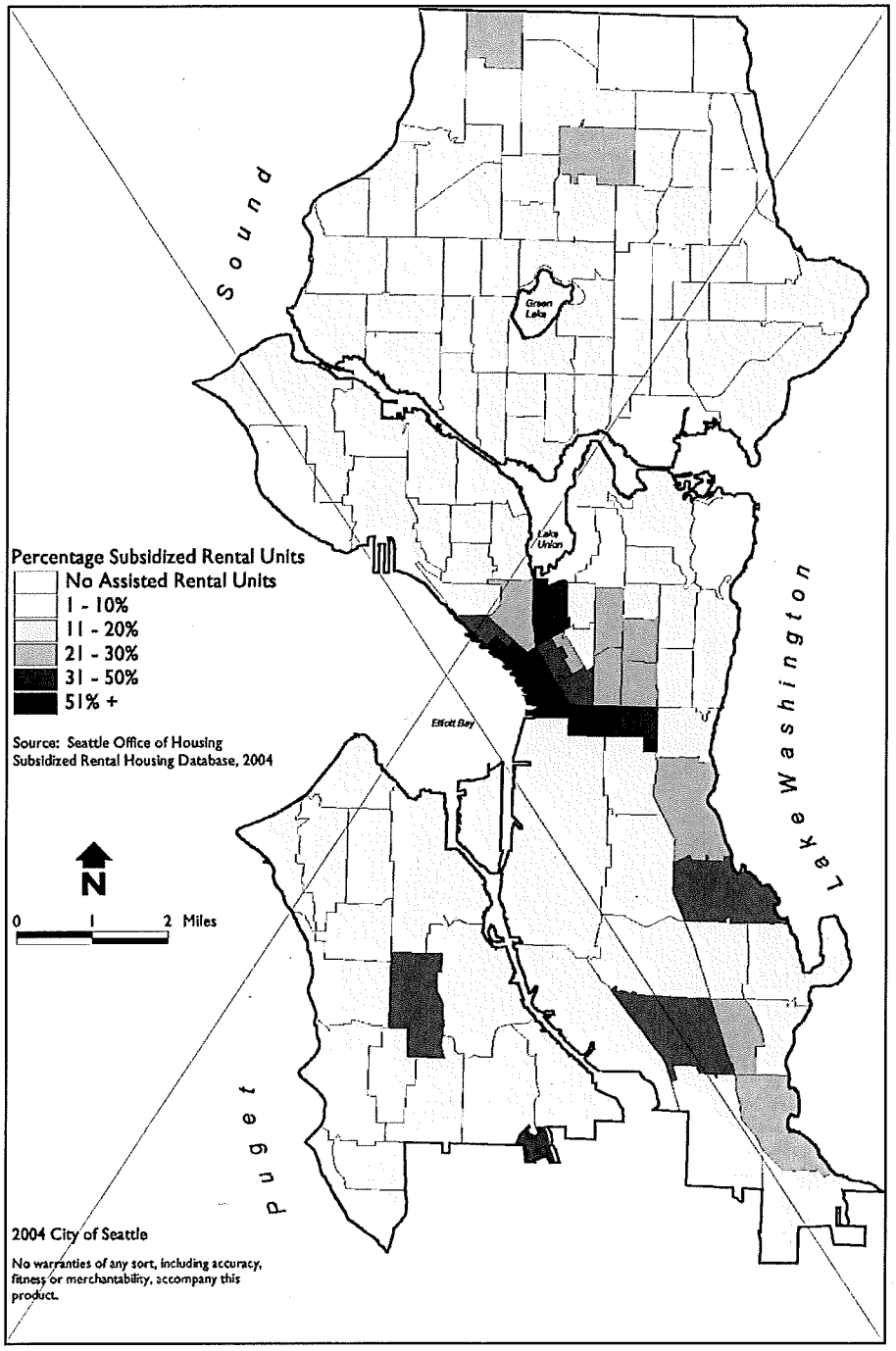
~~As of May 2004, 5,341 vouchers were being used to lease apartments in Seattle. This number excludes vouchers used in Seattle Housing Authority (SHA) Seattle Senior Housing Program buildings and buildings with federal financing through the Moderate Rehabilitation Program (which are part of the 20,277 rental units with capital subsidies shown above). It also excludes vouchers that have been project-based or are being used outside of Seattle. It does include vouchers provided by other housing authorities that~~

~~are being used to lease units in Seattle. At least 570 of the 5,341 vouchers are being used to lease units in buildings with capital subsidies.~~

~~The inventory of assisted rental housing in Seattle, including both units with project-based subsidies and units with tenant-based subsidies is approximately 25,000 units.~~

~~Housing Figure A-22~~

~~Percentage of Subsidized Rental Units~~



A Introduction

Broad Policy Framework and Context

The state Growth Management Act requires each local jurisdiction to include an inventory and analysis of existing and projected housing needs in its Comprehensive Plan. King County's Countywide Planning Policies (CPPs) provide additional direction and guidance for the inventory and analysis of local housing supply and housing needs.

The information in this appendix addresses the requirements of GMA and the CPPs. As required, the analysis provided in the Housing Appendix addresses existing and projected housing needs for all economic segments in Seattle as well as for the special needs populations in the community.

The first sections of the appendix describe the City's projections for the total amount of housing needed to accommodate growth in Seattle and the amount of capacity within the city for future residential development at a range of housing densities.

The next sections of this appendix provide information on the characteristics of Seattle's population and households. This includes data on the extent of housing cost burdens and other indicators of housing-related needs experienced by Seattle's extremely-low, very-low, and low-income households. Information is also presented on Seattle's special needs populations, including homeless persons. Information on disparities in housing cost burdens and homelessness by race and ethnicity is presented in order to support planning consistent with the City's Race and Social Justice Initiative (RSJI) and the Seattle Comprehensive Plan core value of social equity.

Subsequent sections in this appendix describe recent growth and characteristics of Seattle's existing housing market, and present information on the affordability of the existing rental and owner housing supply. An analysis is included on the gaps between existing housing need and the amount of rental housing affordable and available at low income levels. Projections are then provided on the amount of housing needed to accommodate growth by income level.

Sections near the end of the appendix describe the City's strategies for addressing affordable housing, inventory rent- and income-restricted housing within Seattle, and provide rough projections for continued production of income and rent-restricted housing. The Housing Appendix concludes with a summary of key findings on existing and projected affordable Housing Needs. Information on the data sources employed may be found after the summary of key findings.

Housing Needed to Accommodate Growth

The King County Countywide Planning Policies, which are prepared by the Growth Management Planning Council and ratified by local jurisdictions in the county, provide cities in the county with a common set of policies and guidelines for developing local comprehensive plans. The CPPs also facilitate coordinated planning for growth through a collaborative process to allocate expected housing and employment growth to local jurisdictions within the county.

Every five years, the Washington state Office of Financial Management (OFM) provides forecasts of population growth for each county. (In King County, the population forecast is converted to housing units because local governments can more reliably track housing units on a frequent basis.) In 2010, the Countywide Planning Policies were updated to include new 25-year housing and employment growth allocations for all jurisdictions in the county. For Seattle, the 25-year housing growth allocation was 86,000 housing units.

Compared with the previous growth estimates, the updated estimates in the CPPs reflect greater residential growth rates in the county as a whole as forecast by OFM. The allocation of 20-year growth estimates was also based on the Puget Sound Regional Council's regional growth strategy, which emphasizes growth in "Metropolitan Cities," which in King County comprise the cities of Seattle and Bellevue. The allocation was further informed by other factors such as demographic and development trends, zoned capacity, and local policy and market factors.

To correspond with the 20-year planning period in Seattle's Comprehensive Plan, the City of Seattle translated the 25-year housing and employment growth allocations for Seattle into a 20-year growth estimate of 70,000 housing units. The amount of housing needed to satisfy affordability needs for low-income households is discussed later in the appendix. The 20-year estimate for employment growth in Seattle during the Comprehensive Planning period is 115,000 jobs. (These 20-year growth estimates are for net increases in the numbers of housing units and jobs.)

B Residential Capacity

The City's Department of Planning & Development (DPD) maintains a development capacity model to estimate the amount of development that could be added within Seattle under current land use zoning and given certain assumptions about likelihood of redevelopment and ultimate development densities achievable in these zones. The City uses development capacity estimates to inform regional and countywide growth planning and to determine potential outcomes of planning efforts conducted for areas of the city.

Housing Figure A-1 contains residential estimates generated from DPD's Development Capacity Model. This figure shows the amount of residential development capacity for Seattle as a whole, and also shows how these estimates are distributed by major zoning classification within the city, and by areas inside and outside the city's urban centers and villages.

Overall, Seattle has under current zoning the development capacity to accommodate 220,000 additional housing units, which provides ample development capacity for accommodating the City's residential growth estimate of 70,000 units between 2015 and 2035. Together, the city's mixed-use and residential zones are intended to provide Seattle with development capacity to accommodate a wide range of housing types in a spectrum of densities.

About 75 percent of Seattle's capacity for the development of additional housing units is in zones that allow a mix of residential and commercial uses. Land zoned Commercial or Neighborhood Commercial accounts for 60 percent of the city's total residential development capacity. Downtown zones account for another 15 percent of total residential development capacity.

The remaining 25 percent of Seattle's residential development capacity is in residential zones, with 20 percent of the total in zones allowing multifamily structures and 5 percent of the city's residential development capacity in single-family zones.

The number of units that the development capacity model estimates could be built with current zoning totals 220,000, which is more than two-thirds the number of housing units that currently exist in the city. The large amount of development capacity provided by Seattle zoning is consistent with Seattle's role as a metropolitan city in the Puget Sound Regional Growth Strategy.

Housing Figure A-1 also shows capacity estimates for land within individual urban centers and hub urban villages and within residential urban villages in aggregate. More than three-quarters (77 percent) of the development capacity for new housing is found within the city's urban centers and villages, consistent with the policies in the Comprehensive Plan to concentrate development within those areas.

About 43 percent of the city's overall residential development capacity is within urban centers, with Downtown having the largest share of the city's six urban centers. Hub urban villages contribute about 16 percent of Seattle's total residential development capacity, and residential urban villages contribute about 18 percent.

Housing Figure A-1

Seattle Residential Development Capacity Model Estimates

	Existing Single-Family Housing Units*	Existing Multifamily Housing Units*	Total Existing Housing Units*	Residential Development Capacity (Housing Units)**	Share of City's Total Residential Growth Capacity
TOTAL:	133,980	174,080	308,060	223,710	100%
By Future Land Use classification					
Single Family	125,160	9,380	134,550	10,960	5%
Multifamily	7,480	104,040	111,520	46,800	21%
Commercial/ Mixed-Use	820	39,920	40,740	132,440	59%
Downtown	330	18,530	18,860	33,510	15%
Industrial	150	260	400	0	0%
Master Planned Community	0	560	560	N/A	N/A
Major Institution	50	1,390	1,430	N/A	N/A
City-Owned Open Space	0	0	0	0	0%
By location inside or outside of Seattle's Urban Center and Villages					
Urban Centers	1,010	64,410	65,410	96,860	43%
Downtown	330	18,530	18,860	33,510	15%
First Hill/Capitol Hill	370	26,270	26,640	19,010	9%
Northgate	30	4,350	4,380	10,970	5%
South Lake Union	0	2,690	2,690	20,280	9%
Uptown	40	5,920	5,960	4,170	2%
University	240	6,650	6,890	8,930	4%
Hub Urban Villages	1,880	19,010	20,890	36,230	16%
Residential Urban Villages	8,560	29,820	38,380	39,390	18%
Manuf. Industrial Centers	140	210	350	30	0%
Outside Villages	122,410	60,630	183,040	51,210	23%

Sources: Seattle City Department of Planning & Development, Development Capacity Model (Model Run Date: January 2014.
* Existing housing units from King County Assessor's database, January 2014. (Yields somewhat lower

estimates than other sources.)
** These are adjusted residential capacity estimates from the model: in all mixed-use zones, commercial, neighborhood commercial and most downtown zones, all future development is considered mixed-use with the mix of residential and other uses varying by zone based on completed projects from 1995-2005. Master Planned Communities and Major Institutions are not included in the Development Capacity model.

C Broad Trends in Seattle's Population and Households

This section contains a summary of recent trends in the basic characteristics of Seattle's population and households.

This summary uses estimates from the 2000 and 2010 decennial censuses and the most recent three-year tabulation of American Community Survey (ACS) data, which is from 2011 to 2013. This summary is intended to provide broad context for the more detailed analysis of household characteristics and housing needs provided in subsequent sections of the appendix.

Seattle has seen substantial growth in population, households, and housing units since the 2010 Census. The Washington State Office of Financial Management (OFM) produces official population estimates for cities and counties on an annual basis. As of April 2014, OFM estimates that Seattle contained approximately 640,500 residents, 302,100 households, and 323,400 housing units.

Population Characteristics

Seattle has the largest population of cities in King County and the broader Seattle-Tacoma-Bellevue Metro Area. Seattle is the 23rd most populous city in the U.S. The 2010 Census counted Seattle's population at 608,660. From 2000 to 2010, Seattle's population grew by 8 percent

The 2010 Census results showed that more than a third (33.7 percent) of Seattle residents are persons of color, up from 32.1 percent in 2000.[1] The three-year estimates from the 2011-2013 ACS indicate that the number and share of Seattle's population who are persons of color has continued to increase. However, decennial census and the recent ACS estimates show that the increase in the population of color has occurred

[1] The Census collects information on Hispanic/Latino ethnicity in a separate question from race. "Persons of color" encompass Hispanics and Latinos of any race as well as persons who are any race other than White alone.

much more slowly in Seattle than in the balance of King County. (See Housing Figure A-2.)

Between 2000 and 2010, the number of people of color declined in many of the census tracts located in the central and southeast portions of Seattle.

The 2010 Census indicates that children under 18 make up roughly 15 percent of the city's population. Between 2000 Census and 2010, the number of children in Seattle increased, but at a pace slightly slower than the overall population growth rate. However, the number of young children (under age 5) increased much more quickly.

Families with children are substantially underrepresented in Seattle compared with the balance of King County. Recent data indicate that this is starting to change, but trends differ greatly by race. Recent increases in Seattle's population of children have mainly been from the growing numbers of white, non-Hispanic children living in the city. In the balance of King County, increases in the child population have, in contrast, been driven by a rapid rise in the number of children of color.

Housing Figure A-2

Growth in Total Population and Population Under 18

Including Detail for the Population of Color and for the White, Non-Hispanic Population

Growth in Total Population and Population Under 18 Including Detail for the Population of Color and for the White, Non-Hispanic Population				
	Seattle		Remainder of King County	
	2000 to 2010	2010 to 2011-2013 ACS	2000 to 2010	2010 to 2011-2013 ACS
Total population	8.0%	4.5%	12.7%	3.7%
Population of color	13.4%	5.4%	69.0%	8.4%
White, not-Hispanic population	5.5%	4.1%	-5.0%	1.1%
Population under 18 years of age	6.5%	7.4%	5.7%	1.5%
Population of color under 18	2.1%	3.2%	63.8%	6.7%
White, non-Hispanic pop. under 18	10.7%	11.2%	-19.9%	-3.2%
Sources: Census 2000 and 2010 estimates; 2011-2013 American Community (ACS) 3-year period estimates.				

The 2010 Census indicates that young adults (i.e., adults between 18 and 34 years of age) comprise about one-third of Seattle's population.

The 2010 Census found that seniors (persons age 65 and over) comprise about 11 percent of Seattle's population. The number of seniors in Seattle, as well as the percentage share of the city's population who are seniors, declined between 2000 and 2010. However, the 2011-2013 ACS estimates suggest that the number of seniors in the city is starting to increase as individuals in the baby boom generation begin reaching their senior years.

Household Characteristics

The 2010 Census tallied 283,510 households in Seattle. This represents an increase of roughly 25,000 households, or 9.7 percent, since the 2000 Census.

Between 2000 and 2010, the average number of persons per household in Seattle declined from 2.08 to 2.06. This slight decline reflects the continuation, but marked slowing, of a long-term trend toward smaller household sizes both locally and nationally.[2]

The 2010 Census found that about 43 percent of households in Seattle are family households, less than half of which are families with children. About 19 percent of Seattle's households are families with related children.[3] The majority (57 percent) of Seattle's households are non-family households, and most of these non-family households are persons living alone. In 2010, one-person households comprised 41 percent of Seattle's total households. The increasing number of one-person households has been a key driver contributing to the broader decline in the city's household size.

In Seattle, renter households outnumber households who own their home. Of Seattle households counted in the 2010 Census, 51.9 percent were renter households and 48.1 percent were owner households. The trend in recent decades has been one of gradually declining homeownership rates.[4] The most recent three-year American Community Survey estimates show that the share of Seattle households who rent has continued to increase: per the 2011-2013 ACS, approximately 54 percent of Seattle's households rent. The share of households in Seattle who are renters is likely to increase as multifamily housing units (which are more commonly renter-occupied than owner-occupied) continue to increase as a share of the city's housing stock.

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[2] The most recent three-year period estimates available from the Census Bureau's American Community Survey indicate that the average household size in Seattle is now about 2.12 persons, which is higher than the household size in 2010. The recent increase in Seattle's household size reflects a decrease in the rate of household formation that occurred in the U.S. as a whole in the wake of the recent recession. It is likely that the increase in household size will be temporary.

[3] These figures on family households with children refer to households in which there is at least one child under 18 years of age who is related to the householder.

[4] Annual estimates from the Census Bureau's American Community Survey indicate that the downward trend in homeownership rates was interrupted temporarily during the housing bubble that occurred in the later half the last decade. However, estimated homeownership rates in the city began to decline toward the end of the decade after the housing bubble burst and the effects of the recent recession took hold.

Population in Group Quarters

The 2010 Census found that one in twenty Seattle residents lived in group quarters such as college/university student housing (with about 11,800 persons), nursing facilities (2,600 persons), and correctional facilities (2,000 persons).

D Analysis of Key Household Characteristics

The CHAS special tabulations provide local communities with a set of ACS data specially designed to facilitate the analysis of housing needs. The analysis provided below is based CHAS data from ACS surveys conducted over course of five years between 2006 and 2010.

The 2006-2010 CHAS data reflect an estimated 280,470 total households in Seattle. The household totals in the CHAS estimates are lower than currently exist in Seattle. Today, Seattle contains more than 300,000 households. [5]

Tenure refers to whether a household owns or rents the housing unit in which they live. As indicated in Housing Figure A-3, approximately 51 percent of households in the 2006-2010 CHAS estimates rent. It is important to view these estimates in the context of the period in which they were collected. The 2006-2010 CHAS estimates include the housing boom in the mid-2000s, the Great Recession, and the steep downturn in the housing market in the wake of that recession. As noted in the previous section of the appendix, the share of Seattle households who rent is now closer to 54 percent.

[5] The previous section of the appendix summarizes more recent data available from other sources. The state Office of Financial Management estimates that Seattle contained 302,100 as of April 2014.

Housing Figure A-3

Total Households and Household by Tenure, Seattle

Total households	**280,470**	**100.0%**
Owner households	137,090	48.9%
Renter households	143,380	51.1%

Source: American Community Survey (ACS) 2006-2010 5 Year Estimates, Comprehensive Housing Affordability Strategy (CHAS) Special Tabulation produced by the U.S. Census Bureau for the Department of Housing and Urban Development.

Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error.

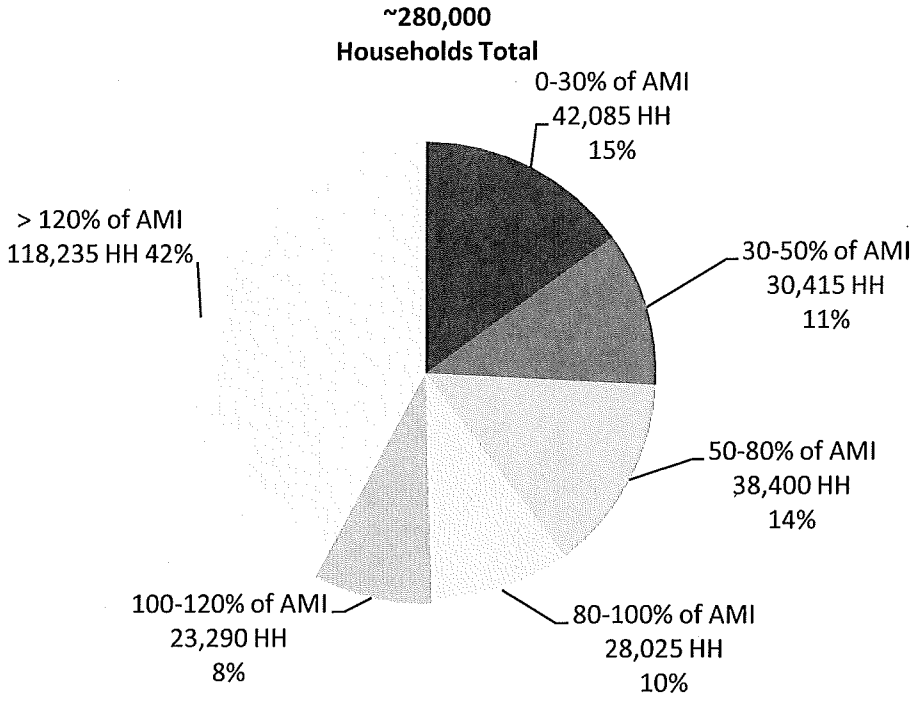
Income Distribution

There is a wide distribution of incomes among Seattle households as shown in the pie chart in Housing Figure A-4.

- Households with incomes below 80 percent of AMI comprise almost 40 percent of total households in Seattle.
- About 26 percent of all Seattle households fall below 50 percent of AMI.
- Households in the middle income categories above 80 percent of AMI and up to 120 percent of AMI comprise about 18 percent of Seattle households.
- Roughly 42 percent of households in Seattle have incomes above 120 percent of AMI.

Housing Figure A-4

Seattle Households by Household Income Category



Source: CHAS special tabulation of ACS 2006-2010 5-year estimates.

Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error. Income ranges are expressed as a percentage of Area Median Income (AMI), calculated based on the annual median income for a family of four for the Seattle area, as published by HUD, with adjustments according to household size.

The distribution of household incomes varies a great deal by tenure. Compared with owner households, renter households are much more likely to have incomes lower than 80 percent of AMI. A majority of renter households, but only about 1 in 5 owner households, are in the extremely low- to low-income categories. About 40 percent of renter households have incomes of no higher than 50 percent of AMI, in contrast with an 11 percent share of owner households.

Households with Unaffordable Housing Cost Burdens

A broadly used standard for housing affordability regards housing costs that consume up to 30 percent of a household's income to be affordable. This standard evolved as a general indicator of the share of income that a household can spend on housing and still have enough income left over for other essentials such as food, clothing, and transportation.

Based on the 30 percent standard, the U.S. Department of Housing and Urban Development considers households to be cost-burdened if they spend more than 30 percent of their household income on housing costs, and severely cost burdened if they spend more than 50 percent of their household income on housing costs. (This appendix refers to households as "moderately" cost burdened if the households spend more than 30 percent but not more than 50 percent of their income on housing.)

Approximately 38 percent of all households in Seattle, or roughly 105,000 households, are cost burdened at either a moderate or a severe level. About 21 percent of all Seattle households are "moderately" cost-burdened. Approximately 17 percent of all Seattle households, are severely cost-burdened.

Cost Burdens by Tenure and Household Income

Renter households are more likely than owner households to be burdened by housing costs they cannot afford.

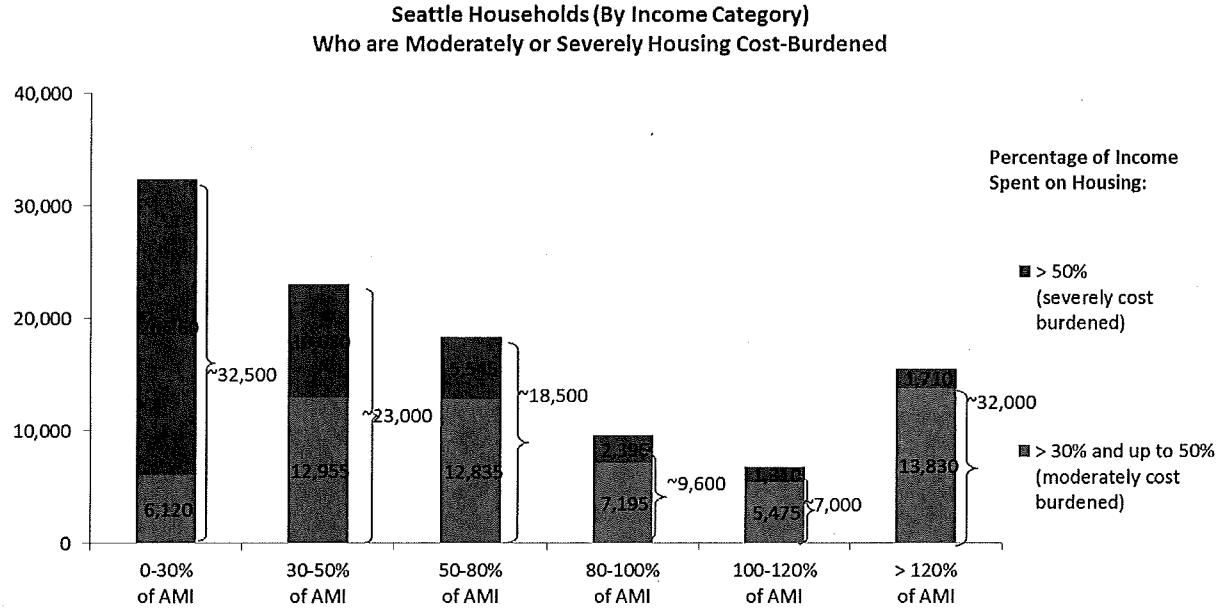
- About 42 percent of renter households are cost burdened.
- A lower but still sizable 33 percent share of owner households are also cost burdened.

The greater prevalence of cost burdens among renter households is primarily due to the higher prevalence of severe burdens among these households: roughly 21 percent of renter households, compared to 13 percent of owner households, are severely cost burdened.

Housing Figure A-5 shows that more than three-quarters of households in both the extremely low-income and very low-income categories spend more than 30 percent of income on housing and that more than 60 percent of households with extremely low incomes spend more than half of their income on housing.

Housing Figure A-5

Seattle Households (by Income Category)



Source: 2006-2010 5-Year Estimates from the American Community Survey CHAS Dataset.

Housing Figure A-6 provides additional detail on the prevalence of cost burdens by tenure and household income category.

Housing Figure A-6

Housing Costs as a Percentage of Household (HH) Income with Detail by Tenure and Income Category, Seattle

	0-30% of AMI	30-50% of AMI	50-80% of AMI	80-100% of AMI	100-120% of AMI	>120% of AMI	TOTAL
Estimated numbers of owner-households with housing costs who are:	7,265	8,400	12,585	11,390	11,580	85,855	137,090
up to 30% of HH income (not cost burdened)	780	2,830	5,130	5,355	6,150	71,165	91,420
not computed (no/negative income)	570	-	-	-	-	-	570
>30% of HH income (total cost burdened):	5,915	5,570	7,455	6,035	5,430	14,690	45,100
>50% of HH income (severely cost burdened)	4,865	3,840	3,795	2,055	1,270	1,600	17,425
30-50% of HH income (moderately cost burdened)	1,050	1,730	3,660	3,980	4,160	13,090	27,675
Estimated percent of owner households with housing costs							

	0-30% of AMI	30-50% of AMI	50-80% of AMI	80-100% of AMI	100-120% of AMI	>120% of AMI	TOTAL
who are:							
up to 30% of HH income (not cost burdened)	10.7%	33.7%	40.8%	47.0%	53.1%	82.9%	66.7%
not computed (no/negative income)	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
>30% of HH income (total cost burdened):	81.4%	66.3%	59.2%	53.0%	46.9%	17.1%	32.9%
>50% of HH income (severely cost burdened)	67.0%	45.7%	30.2%	18.0%	11.0%	1.9%	12.7%
30-50% of HH income (moderately cost burdened)	14.5%	20.6%	29.1%	34.9%	35.9%	15.2%	20.2%
Estimated number of renter households with housing costs who are:	34,820	22,015	25,815	16,635	11,710	32,380	143,380
up to 30% of HH income (not cost burdened)	6,000	4,550	14,890	13,080	10,355	31,530	80,410
not computed (no/negative income)	2,355	-	-	-	-	-	2,360
>30% of HH income (total cost burdened):	26,465	17,465	10,925	3,555	1,355	850	60,610
>50% of HH income (severely cost burdened)	21,395	6,240	1,750	340	40	110	29,875
30-50% of HH income (moderately cost burdened)	5,070	11,225	9,175	3,215	1,315	740	30,735
Estimated percent of renter households with housing costs who are:							
up to 30% of HH income (not cost burdened)	17.2%	20.7%	57.7%	78.6%	88.4%	97.4%	56.1%
not computed (no/negative income)	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
>30% of HH income (total cost burdened):	76.0%	79.3%	42.3%	21.4%	11.6%	2.6%	42.3%
>50% of HH income (severely cost burdened)	61.4%	28.3%	6.8%	2.0%	0.3%	0.3%	20.8%
30-50% of HH income (moderately cost burdened)	14.6%	51.0%	35.5%	19.3%	11.2%	2.3%	21.4%

Source: CHAS special tabulation of ACS 2006-2010 5-year estimates.
Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error. Margins of error associated with ACS estimates may be substantial especially for small population and household groups.

Household Characteristics by Race and Ethnicity

Shortly after taking office, Mayor Murray issued Executive Order 2014-02 to reaffirm and further detail the City's commitment to RSJI. This executive order declared that the City will incorporate a racial equity lens in citywide initiatives including those to those related to affordable housing and planning for equitable growth and development.

Data are presented and in the following pages to identify the extent of disparities in housing needs and opportunities by race and ethnicity. Consideration of these disparities is vital to informing planning for housing consistent with RSJI.

Tenure by Race and Ethnicity

While a slight majority (53 percent) of White, non-Hispanic households own their homes, most households of color[6] (63 percent) are renters. The share of Asian households who rent is only slightly more than half, but renting is much more prevalent for households in which the householder is Hispanic or Latino, Native American, Pacific Islander, or Black or African American. Close to or more than 70 percent of these households rent.

Household Income Distribution by Race and Ethnicity

Seattle's households of color are disproportionately likely to have incomes that are extremely low or very low, a pattern that applies not only to households of color overall, but also to each of the individual racial and ethnic groups of color for which the CHAS data are tabulated.

- Households of color, as a group, are twice as likely as White, non-Hispanic households to have a household income that is extremely low: about 24 percent of households of color compared to 12 percent of White, non-Hispanic households. Furthermore, about 16 percent of households of color compared to 13 percent of White, non-Hispanic households have very low incomes.
- Over half of Black households have incomes no higher than 50 percent of AMI: about 35 percent of Black households have extremely low incomes, and 17 percent have very low incomes.
- Having an extremely low or very low income is almost as common for Native American households and Pacific Islander households: over 40 percent of households in each of these groups have incomes at or below 50 percent of AMI.

Racial and ethnic disparities in income levels exist for both renters and owners. Disparately low incomes are especially evident for Black or African American households—both renter and owner, and for Asian renter households. (See Housing Figure A-7)

[6] Households of color are households in which the householder is of Hispanic origin or a race other than White alone. (The Census Bureau considers race and ethnicity to be separate concepts and tabulates Hispanic origin separately from race. The Bureau tabulates race and ethnicity of households based on the characteristics of the householder. This does not imply that all household members are of the same race/ethnicity as the householder.)

Housing Figure A-7

Household Income Distribution by Race and Ethnicity of Householder by Tenure, Seattle

	Broad Categories		Specific Racial and Ethnic Groups of Color				Totals
	White alone, not Hispanic	Of Color	Asian alone, not Hispanic	Black or African-American	Other (incl. Native American Pacific Islander, and multiple race)	Hispanic or Latino, any race	
Total owner households	109,100	28,015	14,995	5,900	3,870	3,250	137,115
Owner Household Income Percent of HUD Area Median Family Income							
less than or equal to 30%	5%	7%	6%	12%	6%	4%	5%
greater than 30% but less than or equal to 50%	6%	9%	7%	12%	6%	11%	6%
greater than 50% but less than or equal to 80%	8%	13%	14%	15%	9%	10%	9%
greater than 80% but less than or equal to 100%	8%	11%	11%	12%	10%	8%	8%
greater than 100%	74%	61%	62%	49%	68%	67%	71%
% of HUD Area Median Family Income—Cumulative							
less than or equal to 50%	10%	15%	13%	24%	13%	15%	11%
less than or equal to 80%	19%	29%	27%	39%	22%	25%	21%
Total renter households	95,575	47,785	16,975	13,390	7,570	9,850	143,360
Renter Household Income % of HUD Area Median Family Income							
less than or equal to 30%	19%	34%	36%	45%	25%	23%	15%
greater than 30% but less than or equal to 50%	14%	18%	16%	19%	18%	18%	18%
greater than 50% but less than or equal to 80%	18%	17%	16%	14%	22%	21%	12%
greater than 80% but less than or equal to 100%	13%	9%	8%	7%	12%	13%	31%
greater than 100%	36%	21%	23%	15%	23%	24%	24%

	Broad Categories		Specific Racial and Ethnic Groups of Color				Totals
	White alone, not Hispanic	Of Color	Asian alone, not Hispanic	Black or African-American	Other (incl. Native American Pacific Islander, and multiple race)	Hispanic or Latino, any race	
% of HUD Area Median Family Income—Cumulative							
less than or equal to 50%	33%	52%	53%	65%	42%	42%	33%
less than or equal to 80%	52%	70%	69%	79%	65%	63%	45%

Source: CHAS special tabulation of ACS 2006-2010 5-year estimates.
Notes: CHAS estimates, like other estimates from the ACS, are sample estimates and carry margins of error. Margins of error associated with ACS estimates may be substantial especially for small population and household groups. Households of color have a householder who is of Hispanic origin or a race other than White alone. Due to their small numbers, Native American and Pacific Islander households are included in the "other" category.

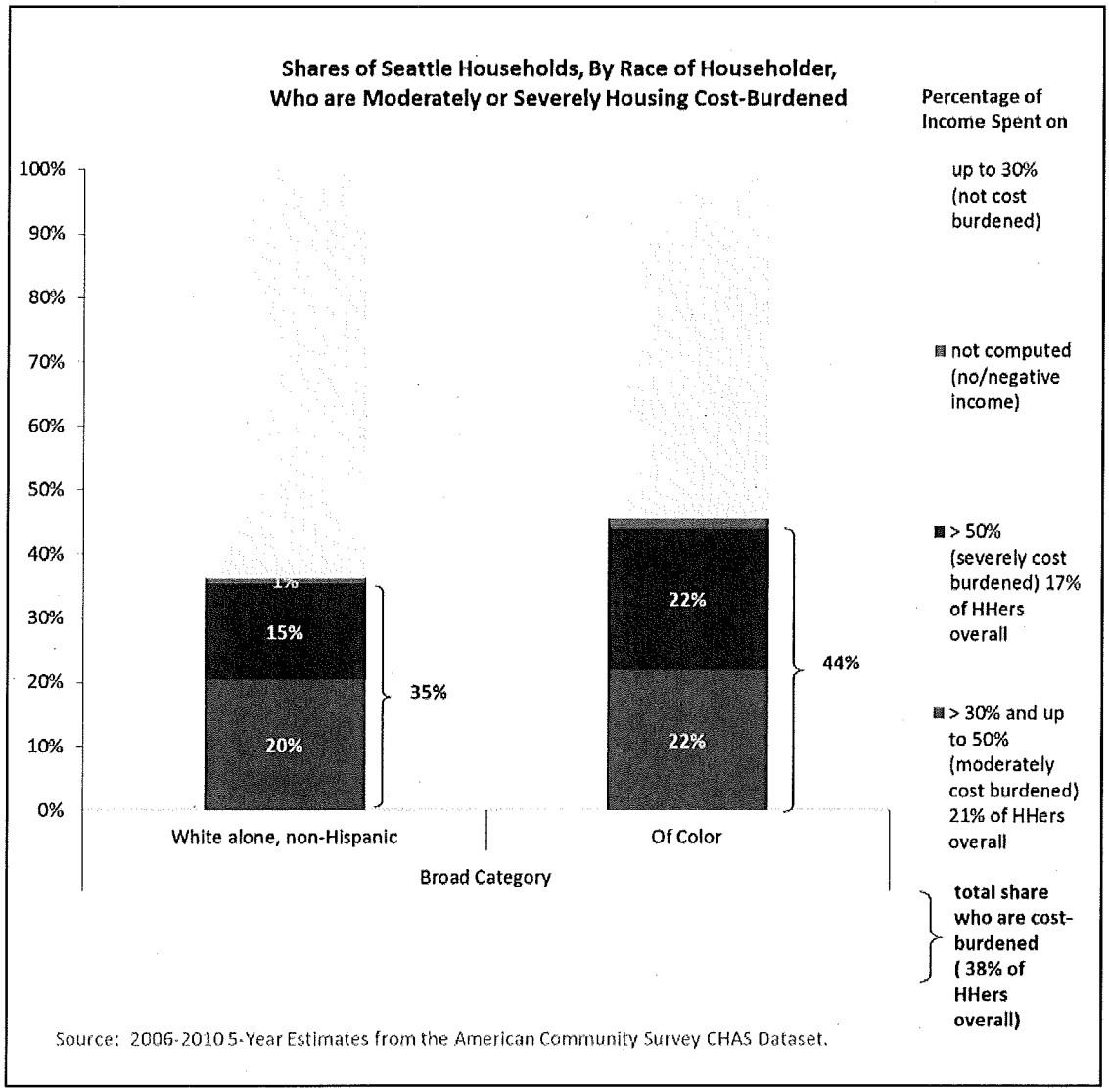
Prevalence of Housing Cost Burdens by Race and Ethnicity

Unaffordable housing cost burdens fall disproportionately on households of color. This is the case among both owners and renters. Housing Figure A-8 provides additional detail.

- Overall, as shown in Housing Figure A-8, about 44 percent of households of color are moderately or severely cost-burdened compared with 35 percent of White, non-Hispanic households. About 22 percent of householders of color are severely cost burdened, compared to roughly 15 percent of White, non-Hispanic households.
- Among most racial and ethnic groups analyzed, cost burdens are more common for renter households than owner households. Data for Hispanic households suggest a potential exception to this pattern.
- Overall, about 47 percent of renter households of color are burdened by unaffordable housing costs compared with 40 percent of White, non-Hispanic renter households.

Housing Figure A-8

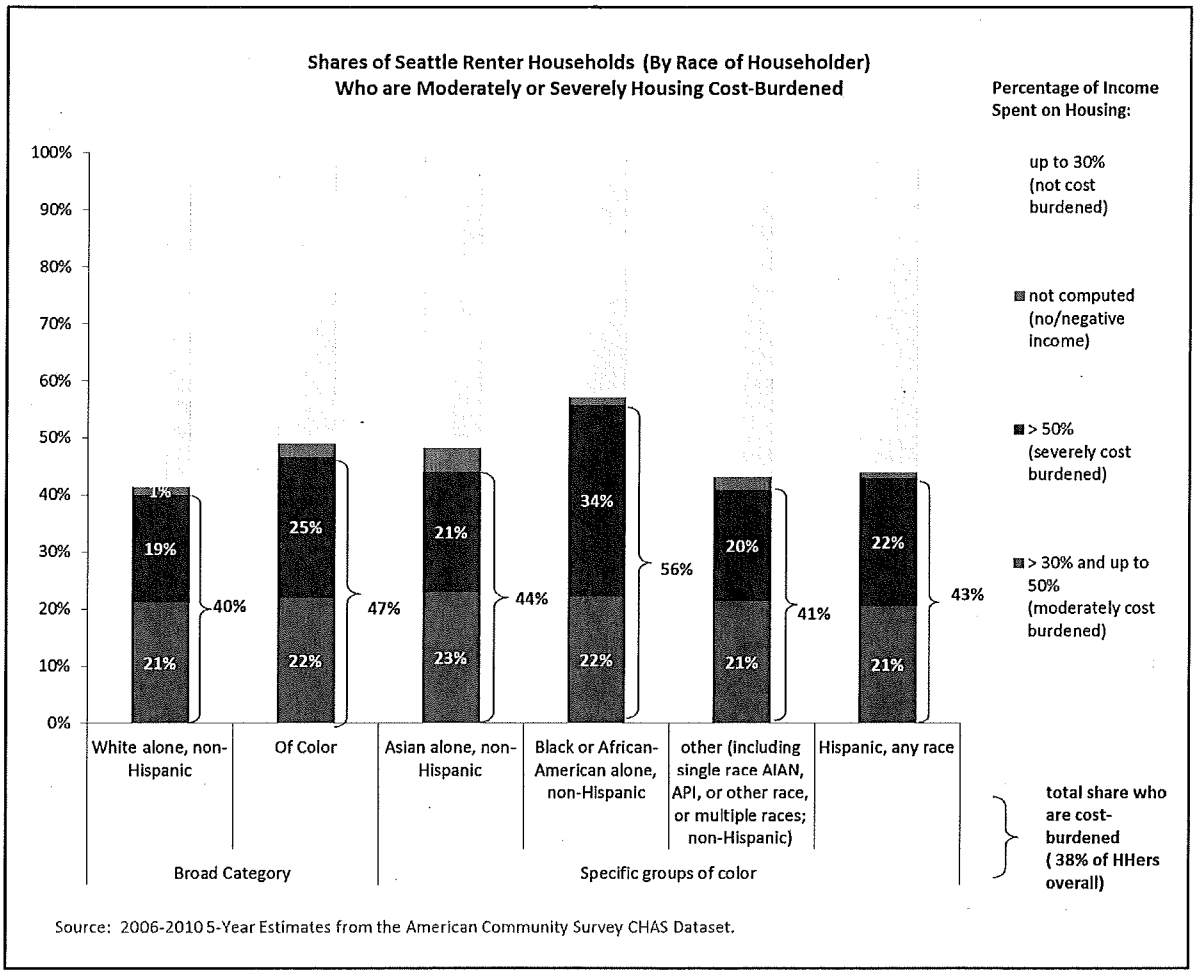
Shares of Seattle Households



Housing Figure A-9 shows that rates of cost burden vary among renter households by race and ethnicity.

Housing Figure A-9

Shares of Seattle Renter Households (By Race of Householder)



Source: 2006-2010 5-Year Estimates from the American Community Survey CHAS Dataset.

A separate and earlier analysis performed for the 2009-2012 Consolidated Plan for Housing and Community Development used 2006 ACS micro data to identify the characteristics of households who were more likely to be severely cost burdened. Highlights are summarized in Housing Figure A-10.

Housing Figure A-10

Groups of Renter Households More Likely to be Severely Cost-Burdened

Groups of Renter Households More Likely To Be Severely Cost–Burdened

HOUSEHOLD INCOME
- Incomes of 0% to 50% of Seattle's Median Income*

AGE OF HOUSEHOLDER
- Age 25 and below
- Seniors

RACE
- Black or African American
- Other non-white

TYPE OF HOUSEHOLD
- Female single parents
- Households with 2 or more children
- Persons living alone

Source: City of Seattle Office of Housing analysis of 2006 American Community Survey "PUMS" microdata for 2009-2012 Consolidated Plan.
**The 2006 ACS PUMS analysis used Seattle Median Income rather than HAMFI, but the 2005-2009 ACS finds that households with incomes of 0-50% of HAMFI are also more likely to be severely cost burdened.*

Maps Showing Selected Household Characteristics

HUD's Community Planning and Development (CPD) Office provides an online set of mapping tools for analyzing housing needs at the local and neighborhood level. Screenshots of selected "CPD Maps" for Census Tracts in and around Seattle are included in this appendix. Maps showing household characteristics are on pages 21 to 23 and maps about the affordability of the housing supply are on pages 39 to 41.

The shading for the CPD maps in this appendix was generated using the default "natural breaks" setting for highlighting variation within a region. The resulting data ranges are different from one map to the other and are shown in the legend accompanying each map.

These maps are based on the ACS CHAS data collected from 2007 to 2011, which is a slightly later time-period than other ACS CHAS data analyzed in this appendix.[7]

[7] The interactive CPD mapping tool is online at http://egis.hud.gov/cpdmaps/. More information about the tool and the data that populate the maps is available in the CPD Maps Desk Guide.

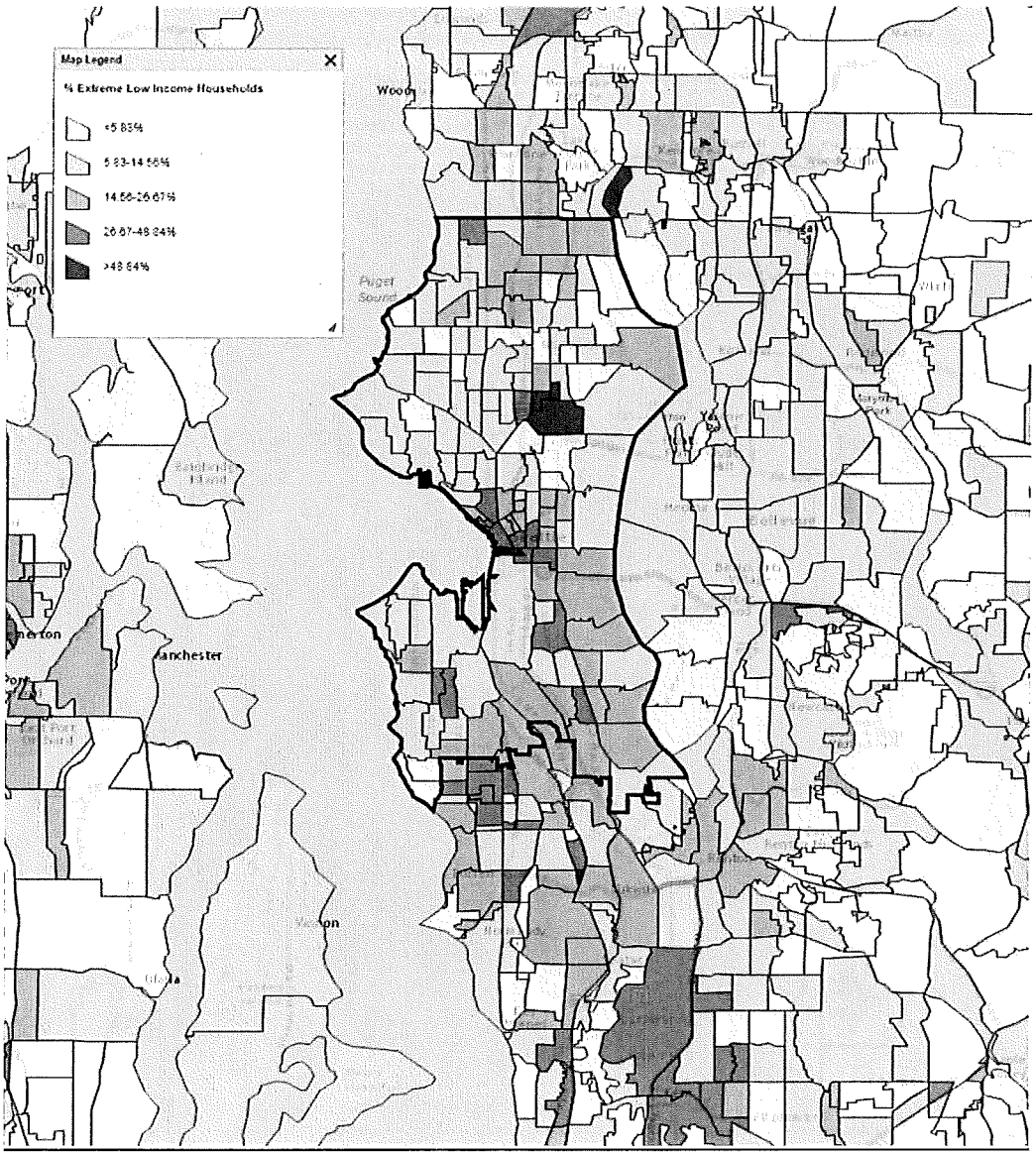
Shares of Households by Income Category

The trio of maps (Housing Figures A-11, A-12, and A-13) that follow show estimated shares of households in Census Tracts who have incomes equal to or below three AMI-based income thresholds: 30 percent of AMI, 50 percent of AMI, and 80 percent of AMI (As elsewhere in this appendix, AMI is adjusted by household size and other factors and is synonymous with HUD's Area Median Family income.)

These maps reveal a great deal of variation between Census Tracts. In Seattle, the shares of households who have low incomes tend to be largest in and around Seattle's Downtown, the University District, and in portions of South Seattle in Delridge and along Rainier Valley. This pattern also includes neighborhoods south and slightly southeast of Seattle's city limits where more than half of the households in many census tracts have incomes below 80 percent of AMI. There are also some census tracts in North Seattle where relatively large shares of households have low incomes, i.e., in the Broadview/Bitterlake area and in a diagonal grouping of tracts that runs from the Aurora Licton Springs neighborhood through Northgate and into Lake City. Concentrations of extremely low-income households are more distinct and found in a smaller number of tracts in and around Seattle than are concentrations of households below 80 percent of AMI.

Housing Figure A-11

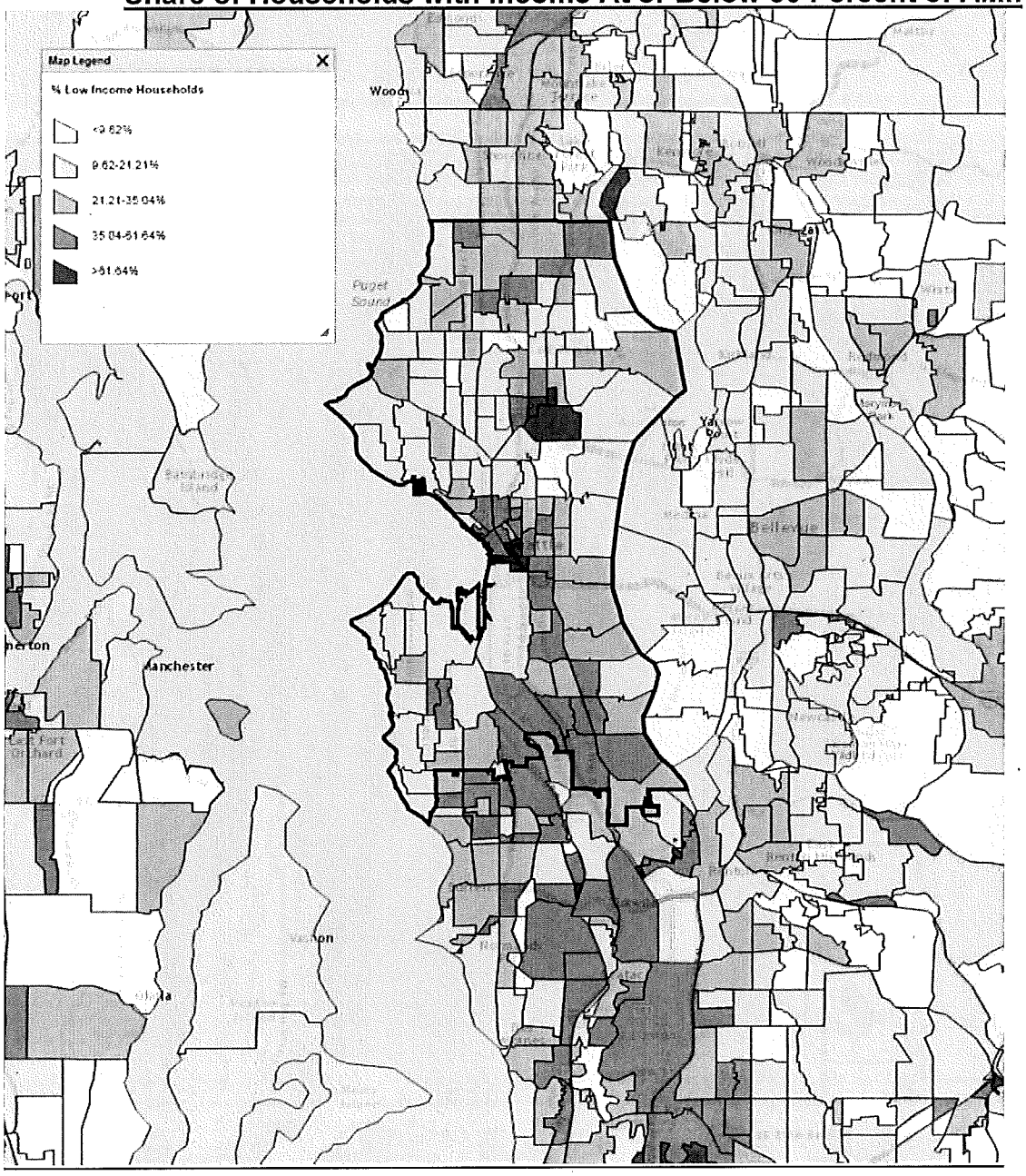
Share of Households with Income At or Below 30 Percent of AMI:



- <5.83%
- 5.83–14.56%
- 14.56–26.67%
- 26.67–48.84%
- >48.84%

Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure A-12
Share of Households with Income At or Below 50 Percent of AMI:



<9.62%

9.62-21.21%

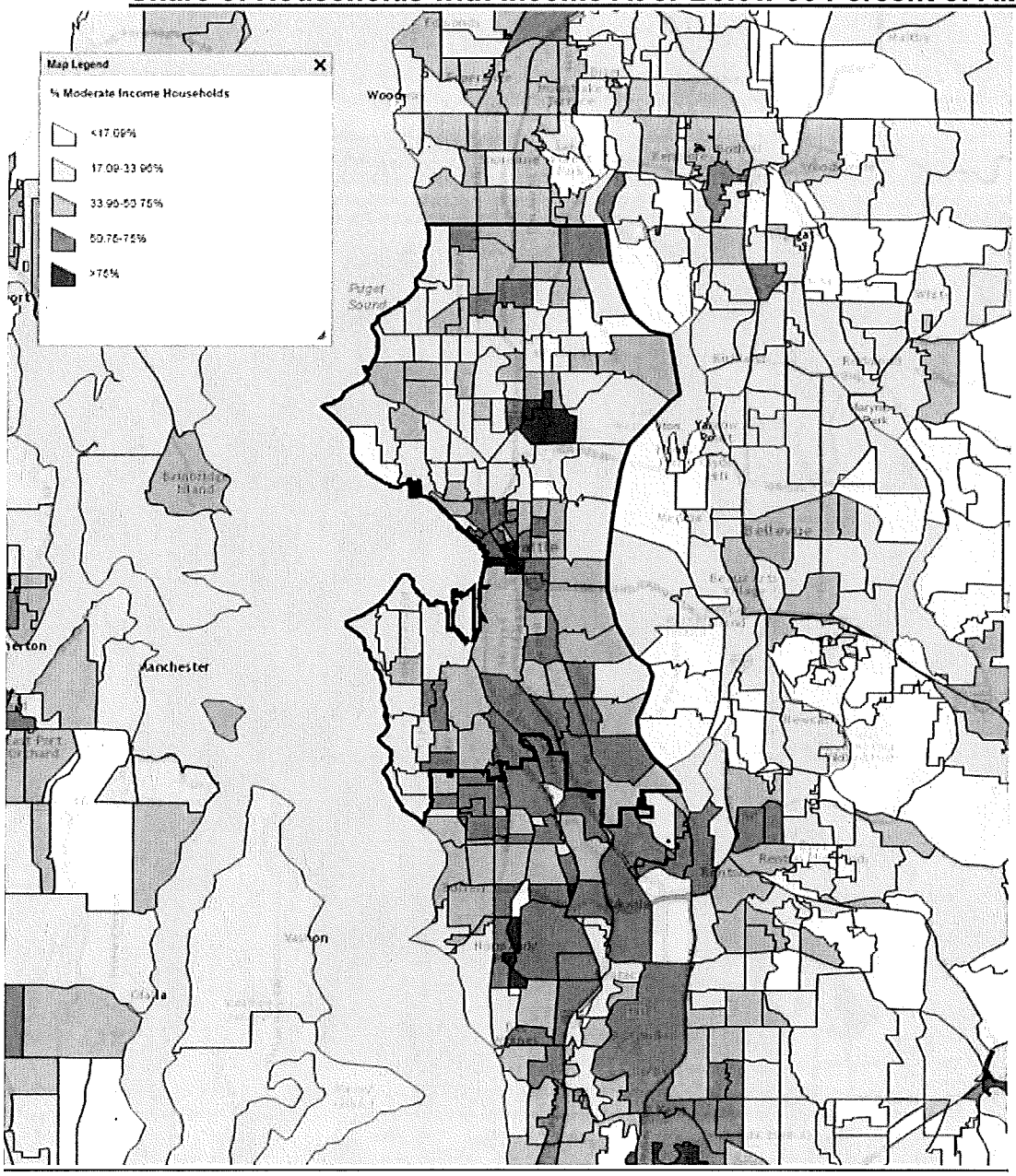
21.21-35.04%

35.04-61.64%

>61.64%

Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure A-13
Share of Households with Income At or Below 80 Percent of AMI:



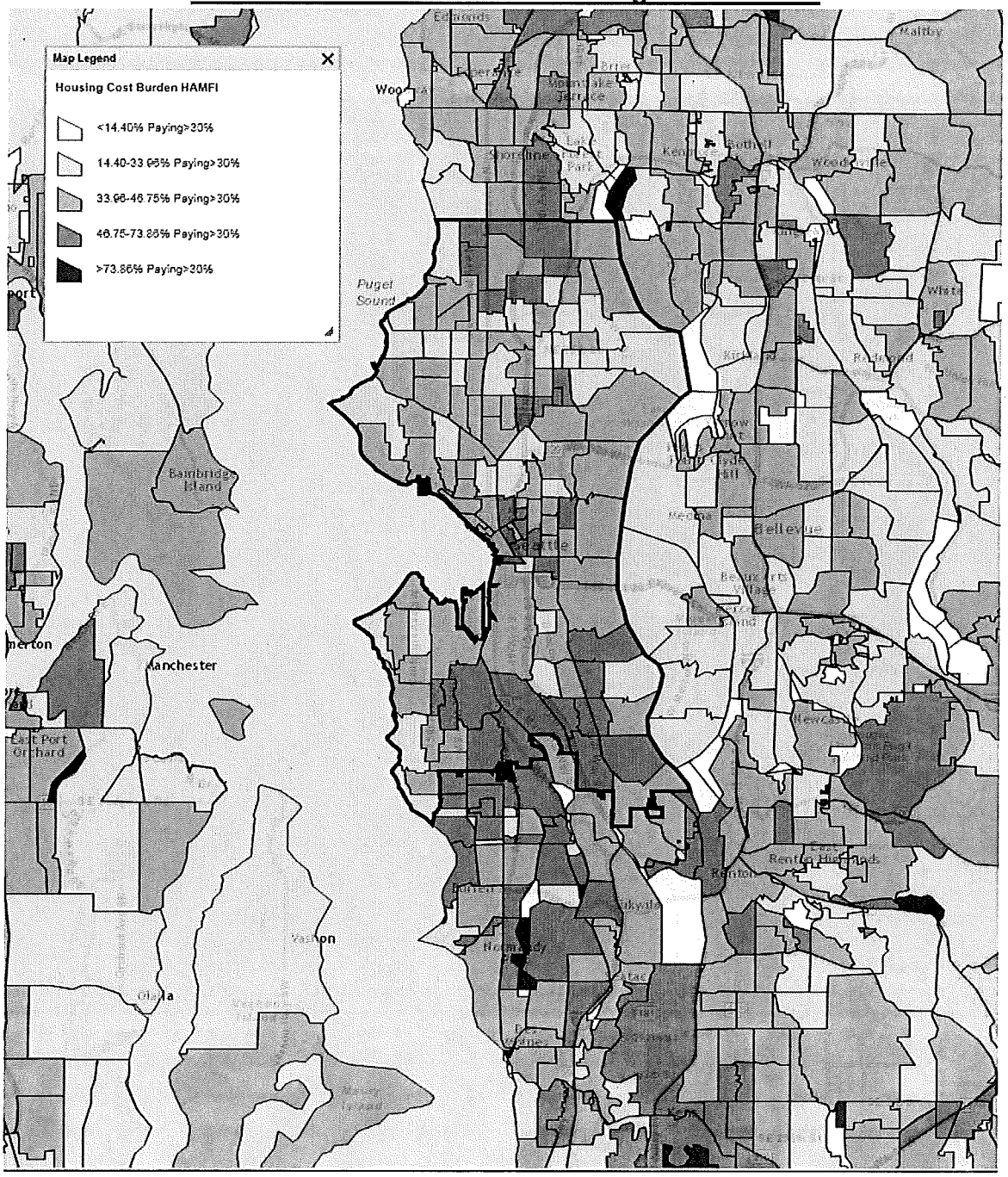
Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Prevalence of Housing Cost Burdens

Housing Figure A-14 shows the estimated percentages of households in each census tract who are shouldering monthly housing costs that are more than 30 percent of their income. Not surprisingly, high concentrations of cost-burdened households are found in many of the census tracts where there are large shares of households with low incomes.

Housing Figure A-14

Share of Households with Housing Cost Burden



Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

E Special Needs Populations

The Growth Management Act and the King County Countywide Planning Policies direct cities to address special needs populations in their Comprehensive Plan housing needs analyses.[8]

Special Needs Populations in Group Quarters

The Decennial Census includes a tabulation of the population residing in group quarters. The 2010 Census enumerated 24,925 persons living in group quarters in the city of Seattle.

Many group quarters categories are devoted to serving, or mostly serve, persons who can be broadly regarded as special needs populations. Housing Figure A-15 shows 2010 Census data for the subset of group quarters categories that have a primary function of serving special needs populations. As shown in Housing Figure A-15, this is almost 10,400 persons. About 2,800 of these persons were counted in institutional facilities, primarily in nursing facilities; and about 7,600 were counted in non-institutional facilities. A large majority of the population in nursing facilities were seniors age 65 and over.

The largest non-institutional category (2,550 persons) was in emergency and transitional shelters. A 2010 Census Special Report on the Emergency and Transitional Shelter Population found that Seattle had the seventh largest emergency and transitional shelter populations among places in the U.S. with a population of 100,000 or more. The Census counted 2,900 persons under "other non-institutional facilities." A large portion of the persons counted in this category may be homeless.

[8] The Puget Sound Regional Council's Housing Element Guide (July 2014) indicates that special needs housing "refers broadly to housing accommodations for individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are homeless."

Housing Figure A-15

Population in Special-Needs Associated Group Quarters Categories (2010 Census)

Special-Needs Associated Group Quarters Categories	Estimated Population in Seattle
Total:	**10,371**
Institutionalized persons:	**2,823**
Juvenile facilities:	115
Group homes for juveniles (non-correctional)	58
Residential treatment centers for juveniles (non-correctional)	57
Nursing facilities/Skilled-nursing facilities	2,588
Other institutional facilities:	120
Mental (Psychiatric) hospitals and psychiatric units in other hospitals	53
Hospitals with patients who have no usual home elsewhere	2
In-patient hospice facilities	65
Noninstitutionalized persons :	**7,548**
Other noninstitutional facilities:	7,548
Emergency and transitional shelters (with sleeping facilities) for homeless persons	2,550
Group homes intended for adults	1,387
Residential treatment centers for adults	637
Workers' group living quarters and Job Corps centers	70
Other noninstitutional facilities: o Soup Kitchens o Regularly Scheduled Mobile Food Vans o Targeted Non-Sheltered Outdoor Locations o Living Quarters for Victims of Natural Disaster o Religious Group Quarters and Domestic Violence Shelters	2,904

Source: 2010 Decennial Census

Homeless Persons from One Night Count and Agency Data

A homeless needs assessment is contained in Seattle's 2014-2017 Consolidated Plan for Housing and Community Development.

One night each January a count of homeless persons is conducted at locations in Seattle and elsewhere in King County in an effort to identify the extent and nature of homelessness. The One Night Count has two components: a count of unsheltered homeless, which is conducted by the Seattle/King County Coalition on Homelessness, and a count and collection by agency staff of information on people being served during that the same night in emergency shelters and transitional housing programs.

Unsheltered Homeless

Information about the unsheltered homeless from the 2014 One Night Count is shown in Housing Figure A-16. This Housing Figure A-16 summarizes the gender, age, and location of unsheltered homeless persons counted in locations within Seattle and in King County as a whole. Almost three-quarters (74 percent) of the more than 3,100 unsheltered homeless persons counted in King County were in Seattle.

Housing Figure A-16

One Night Count: Unsheltered Homeless Persons (January 2014)

	Seattle	King County as a Whole (including night owl buses)
Total	2,303	3,123
Age and gender		
Men	619	944
Women	143	213
Gender unknown	1,527	1,942
Minor (under 18)	14	24
Location		
Benches	51	56
Parking Garages	14	15
Cars/Trucks	730	993
Structures	357	409
Under roadways	228	249
Doorways	206	228
City Parks	54	88
Bushes/undergrowth	64	118
Bus stops	22	26
Alleys	43	47
Walking Around	244	302
Other	290	592

Source: Seattle/King County Coalition on Homelessness, http://www.homelessinfo.org/onc.html

Sheltered Homeless

The King County Community Services Division tabulates information for the portion of the One Night Count focusing on the sheltered population. The two largest demographic segments of the sheltered homeless population in King County are 1) persons in families with children and 2) single adult men age 25 years or older. While members of families with children comprise the majority (69 percent) of the transitional housing population, single adult men are the majority (57 percent) in emergency shelters. A substantial number of persons identified as veterans. Reporting on issues such as disabilities and health conditions is voluntary. The most commonly reported disabilities and health conditions reported were mental illness, alcohol or substance abuse, and physical disability.

Additional information and analysis on Seattle's homeless is included in the Homeless Needs Assessment section in the City's 2014-2017 Consolidated Plan for Housing and Community Development. During the course of the 2012 Annual Homeless Assessment Report (AHAR) reporting year, Seattle shelters participating in the "Safe Harbors" system assisted more than 7,486 people in single-individual shelters (for households without children) as well as more than 1,072 people within families with one or more children.

The Consolidated Plan highlights a number of key findings regarding the characteristics of the sheltered homeless population, including:

- Over half (58 percent) of the individuals in shelters for adults without children report having a disability.
- There were more than 643 children under the age of 18 served in emergency shelters in Seattle, and over 43 percent of these were less than 5 years old.
- More than a third of the persons in transitional housing programs for families with children were in a household with five or more people.
- People of color, particularly Black/African Americans, are disproportionately represented among those who are homeless in the shelter/transitional housing system, representing 28 percent of people served in single adult emergency shelters and 71 percent of people served in family shelters.

F Seattle Housing Market

The Comprehensive Plan underwent its previous substantial update in 2004. The total number of housing units in Seattle grew by 42,870 between the beginning of 2005 and the end of 2014. Annual housing production in Seattle varied greatly over that 10-year

period, influenced by broader economic trends including the 18-month Great Recession of December 2007 to June of 2009.

Within the 10 years from 2005 to 2014, an initial peak in Seattle's annual housing growth was reached in 2009 with production that year totaling nearly 7,000 net new units. This was followed by a precipitous drop in housing production due to the Great Recession. Annual production accelerated rapidly between 2011 and 2014. In 2014, over 7,500 net new housing units were built in Seattle, the highest figures recorded over the past 20 years. (See Housing Figure A-17.)

Housing Figure A-17

Housing Units Built, Demolished, and Net New Units by Year (2005-2014)

Year	Units Built	Units Demolished	Net New Units
2005	3,669	(551)	3,118
2006	3,456	(575)	2,881
2007	4,531	(882)	3,649
2008	4,937	(985)	3,952
2009	7,334	(341)	6,993
2010	3,943	(309)	3,634
2011	2,305	(169)	2,136
2012	3,252	(577)	2,675
2013	6,621	(337)	6,284
2014	8,308	(760)	7,548

Source: Citywide Residential Permit Report, Department of Planning & Development, 2015

Consistent with Seattle's Urban Village Strategy, the large majority of the net new housing units added in the city from 2005 to 2014 were built in urban centers and urban villages. Specifically, an estimated 33,401 units (78 percent of all housing units added in the city during that period) were built in urban centers and urban villages. This includes the addition of 19,344 units (45 percent of the city's total growth) in urban centers), and the addition of another 14,081 units (33 percent of the city's total growth) in urban villages outside of centers.[9]

[9] Figures for 2005 to 2014 from the "Urban Center / Village Residential Growth Report," City of Seattle Department of Planning & Development." (Report generated on April 6, 2015 from DPD Permit Data Warehouse.)

Owner Housing Market

Housing Figure A-18 identifies the eight Northwest Multiple Listing Service (NWMLS) market areas located within Seattle which are referred to in Housing Figures A-19, A-20, and A-21.

Housing Figures A-19 to A-21 provide data on median sales prices for closed sales from 2005 through 2014 for these areas. The home sales reflected in these Housing Figures include condominiums as well as other homes. Note that in the Downtown submarket area (#701), condominiums comprise 100 percent of home sales. Prices in these Housing Figures are inflation adjusted to 2014 dollars.

Housing Figure A-18

Key to Northwest Multiple Listing Service (NWMLS) Market Areas within Seattle

#	Area
140	West Seattle
380	Central Seattle SE, Leschi, Mt Baker, Seward Park
385	Central Seattle SW, Beacon Hill
390	Central Seattle, Madison Park, Capitol Hill
700	Queen Anne, Magnolia
701	Downtown Seattle
705	Ballard, Greenlake, Greenwood
710	North Seattle

Source: Northwest Multiple Listings Service, 2014

As reflected in Housing Figure A-19, home prices in all but one of the eight NWMLS areas in Seattle peaked in either 2006 or 2007. The median sales price for homes in the Central Seattle (area #390) reached a record high in 2014; however, median sales prices in other market areas were still 4 percent to 21 percent lower in 2014 than they were in 2006/2007. Post-recession median sale prices have increased more slowly in South Seattle and Downtown compared to the rest of the city, with the Downtown market area 11 percent lower, West Seattle (area #140) and Southeast Seattle (market area #380) 15 percent lower, and Beacon Hill (area #385) 21 percent lower than their previous peak highs in 2007/2006.

Housing Figure A-19

Median Sales Price by Seattle NWMLS Submarket for Residential Sales, including Condominiums

NWMLS Submarket Area	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
140	$385K	$367K	$329K	$312K	$366K	$364K	$413K	$439K	$450K	$414K
380	$380K	$356K	$307K	$298K	$338K	$370K	$400K	$448K	$438K	$403K
385	$335K	$315K	$258K	$265K	$309K	$337K	$383K	$422K	$403K	$374K
390	$493K	$459K	$446K	$422K	$445K	$408K	$455K	$470K	$492K	$455K
700	$534K	$517K	$464K	$449K	$488K	$495K	$527K	$559K	$556K	$543K
701*	$430K	$423K	$437K	$415K	$407K	$445K	$455K	$485K	$483K	$436K
705	$479K	$447K	$409K	$396K	$431K	$414K	$460K	$487K	$499K	$466K
710	$475K	$436K	$412K	$403K	$443K	$435K	$466K	$514K	$504K	$478K

Source: Northwest Multiple Listings Service King County Statistical Report (December) 2005 through 2014. Inflation adjusted to 2014 dollars based on Consumer Price Index, All Urban Consumers, Seattle-Tacoma-Bremerton, Base Period 1982-84 = 100, Annual for 2005-2014.
* All sales in the Downtown submarket area (#701) are condominiums.

Housing Figure A-20 shows how median sale prices for new construction homes compare to the median sale prices for all residential sales in Seattle's submarkets. Based on NWMLS data for sales that closed in 2014, median sales prices for new construction homes are substantially higher compared to median sales prices for total residential sales. (New construction homes comprised 9 percent of Seattle's total closed sales in 2014 and averaged 13 percent of total sales in 2005 through 2013, peaking in 2008 at 19 percent of total sales.)

Housing Figure A-21 displays median sales prices for new construction homes (again, including condominiums). Median sales prices for new construction homes dipped after the great recession in all submarkets, but have increased substantially in recent years. With respect to new construction homes, all eight Seattle submarkets registered year 2014 median sales prices that were higher than pre-recession median sales prices.

Housing Figure A-20

New Construction Residential Sales Relative to All Residential Sales

NWMLS Submarket Area	2014 Median Sale Price for New Construction Residential Compared to 2014 Median Sale Price for All Residential	Share of Total Residential Sales for New Construction Homes in 2014
140	14% higher	12%
380	32% higher	10%
385	58% higher	10%
390	33% higher	17%
700	28% higher	10%
701*	191% higher	4%
705	28% higher	14%
710	37% higher	8%

Source: Northwest Multiple Listings Service King County Statistical Report, (December) 2014.
* All sales in the Downtown submarket area (#701) are condominiums.

Housing Figure A-21

Median Sales Price by Seattle NWMLS Submarket for New Construction Residential Sales, Including New Construction Condominiums

NWMLS Submarket Area	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
140	$440K	$414K	$315K	$321K	$364K	$348K	$405K	$406K	$422K	$402K
380	$500K	$474K	$350K	$322K	$358K	$376K	$394K	$411K	$427K	$449K
385	$528K	$407K	$313K	$370K	$422K	$381K	$471K	$456K	$474K	$461K
390	$654K	$523K	$546K	$431K	$440K	$444K	$452K	$501K	$520K	$448K
700	$685K	$611K	$490K	$421K	$469K	$514K	$546K	$590K	$613K	$522K
701*	$1.25M	$906K	$551K	$478K	$447K	$450K	$460K	$527K	$548K	$454K
705	$613K	$546K	$490K	$339K	$374K	$370K	$438K	$468K	$486K	$412K
710	$650K	$682K	$425K	$351K	$380K	$408K	$432K	$456K	$473K	$407K

Source: Northwest Multiple Listings Service King County Statistical Report (December) 2005 through 2014. Inflation adjusted to 2014 dollars based on Consumer Price Index, All Urban Consumers, Seattle-Tacoma-Bremerton, Base Period 1982-84 = 100, Annual for 2005-2014.
* All sales in the Downtown submarket area (#701) are condominiums.

Rental Housing Market

This section provides an overview of Seattle's rental housing market based on average rents for market-rate apartment units within apartment complexes containing 20 or more units. The average rents are courtesy of Dupre+Scott Apartment Advisors based on the market surveys they conduct.

Average rents in Seattle have increased and are substantially higher than they were ten years ago. Although they dipped slightly following the Great Recession, average rents resumed rising between 2010 and 2011. Average rents then rose at an accelerated pace from 2011 to 2014.

One-bedroom apartments are the most common size of apartment unit in Seattle. Between 2005 and 2014, the average rent for one-bedroom apartments increased an estimated 35 percent. In these units, the average rent as measured per net rentable square foot (NRSF) increased an estimated 27 percent (see Housing Figure A-22).

Housing Figure A-22

Seattle Average Rent per Unit and per Net Rentable Square Foot – 1 Bedroom Apartment Units, Fall 2014

Year	Average Rent Per Unit	Average Rent Per NRSF
2005	$1,045	$1.55
2006	$1,047	$1.54
2007	$1,147	$1.65
2008	$1,148	$1.66
2009	$1,130	$1.65
2010	$1,135	$1.62
2011	$1,160	$1.64
2012	$1,206	$1.70
2013	$1,302	$1.83
2014	$1,412	$1.97

Source: Dupre+Scott Apartment Advisors, Apartment Vacancy Report, units in 20+ unit complexes, fall 2014, Seattle – 14 market areas; inflation adjusted to 2014 dollars based on Consumer Price Index, All Urban Consumers, Seattle-Tacoma-Bremerton, Base Period 1982-84 = 100, August for 2005-2014

Housing Figure A-23 shows estimated average market rents for apartment units in 14 Seattle neighborhood market areas. For each market area, the Housing Figure A-23 shows overall average rents as well as average rents by number of bedrooms. At approximately $1,070 per unit, average rents are most affordable in the Dupre+Scott "Beacon Hill" market area, followed by the "Rainier Valley" and "North Seattle" (generally north of 85th street) market areas at approximately $1,130 per unit. Average market rents in the Downtown and South Lake Union market areas are approximately 28 percent higher than the estimated average market rent of $1,488 for Seattle as a whole.

Housing Figure A-23

Average Market Rents by Unit Type and Market Area, Fall 2014

Dupre+Scott Market Area	All Units	Studio	1-BR	2-BR/1 B	2 BR/2 B	3 BR/3 B
SEATTLE (city as a whole)	**$1,488**	**$1,169**	**$1,412**	**$1,605**	**$2,156**	**$2,411**
NORTH SEATTLE						
Ballard	$1,563	$1,244	$1,489	$1,696	$2,345	$1,850
Greenlake, Wallingford	$1,557	$1,347	$1,444	$1,599	$2,170	$2,115
North Seattle	$1,130	$988	$1,020	$1,252	$1,407	$1,749
University	$1,361	$1,094	$1,240	$1,441	$1,968	$1,963
CENTRAL SEATTLE						
Belltown, Downtown, South Lake Union	$1,906	$1,301	$1,841	$2,265	$2,918	$4,116
Capitol Hill, Eastlake	$1,462	$1,149	$1,430	$1,836	$2,285	$2,835
Central	$1,446	$1,131	$1,380	$1,534	$1,934	$2,191
First Hill	$1,395	$1,088	$1,409	$1,764	$2,339	$2,728
Madison, Leschi	$1,370	$930	$1,284	$1,577	$1,694	
Magnolia	$1,396	$1,216	$1,248	$1,541	$1,681	$2,144
Queen Anne	$1,525	$1,117	$1,469	$1,767	$2,309	$2,579
SOUTH SEATTLE						
Rainier Valley	$1,128	$1,202	$1,042	$1,174	$1,727	
Beacon Hill	$1,071	$890	$1,055	$1,318	$1,226	
West Seattle	$1,283	$1,188	$1,211	$1,283	$1,843	$2,079

Source: Dupre+Scott Apartment Advisors, Apartment Vacancy Report, units within 20+ unit complexes, 14 D+S-defined market areas within Seattle, fall 2014

In the 14 Dupre+Scott rental market areas within Seattle, the 5-year average vacancy rate has been less than 5 percent. (A vacancy rate of 5 percent is commonly recognized as the equilibrium point signalizing relative balance between supply and demand). As of fall 2014, market vacancy rates were averaging between 0.4 percent and 3.8 percent of units in complexes with 20 or more units. In Seattle's three most affordable rental market areas – Beacon Hill, Rainier Valley, and North Seattle – vacancy rates were averaging an estimated 2.2 percent.

Housing Figure A-24 shows average rents per unit for apartment units in Seattle by the age of the apartment complex. Average rents are markedly higher for the newest cohorts of units. Seattle's most affordable rents are in complexes that were built over a century ago and in the 1970s.

Housing Figure A-24

Average Rent (Fall 2014) Per Unit by Age of Housing

Period in Which Built	Average Rent
2010-2015	$1,822
2000-2009	$1,731
1990-1999	$1,550
1980-1989	$1,230
1970-1979	$1,083
1960-1969	$1,117
1940-1959	$1,174
1920-1939	$1,137
1900-1919	$1,060

Source: Dupre+Scott Apartment Advisors, Apartment Vacancy Report, units in 20+ unit complexes, 14 D+S-defined market areas within Seattle. .

G Affordability of Seattle's Overall Housing Supply

In an earlier section, this appendix examined ACS CHAS data on housing cost burdens to provide insights into the challenges that households in Seattle experience in affording the housing in which they live. CHAS data can also be used to describe the affordability of a community's housing supply independently of the households who currently live in the housing units. This section uses the 2006-2010 5-year CHAS data in this manner in order to describe the affordability of Seattle's housing supply. The CHAS data summarized here categorize the affordability of each housing unit based on the income level that a household would need in order to afford the monthly housing costs associated with the unit. The analysis to produce these tables takes into account the fact that housing needs vary by household size.[10]

The ACS is designed to provide estimates from a representative sample of all households and housing units in communities. Like other ACS data, the CHAS data do not distinguish between housing units that are rent- and income-restricted and housing units that are market-rate (i.e., those without regulatory agreements or covenants). The estimates from the ACS CHAS data on the affordability of Seattle's housing supply refer

[10] For details on the methodology used to generate the relevant 2006-2010 CHAS tabulations, see "CHAS Affordability Analysis," by Paul Joice, U.S. Department of Housing and Urban Development, Office of Policy Development and Research, Program Evaluation Division, May 20, 2013, http://www.huduser.org/portal/.

to affordability in a broad sense; units tabulated as affordable to households at specified income levels may include market-rate as well as rent- and income-restricted units.

Affordability of Owner Units

In order to represent the monthly costs associated with an owner-housing unit in a way that is independent of any household currently in the unit, the CHAS tabulations simulate a situation in which a household has recently purchased the unit and is making payments on an FHA-insured, 30-year mortgage under prevailing interest rates.[11] In the CHAS tabulations, monthly mortgage payments are regarded as affordable at a certain income level when these payments consume no more than 31 percent of monthly income. The analytical approach reflected in these tabulations provides a useful, but limited picture of ownership housing affordability in Seattle.[12]

For owner units, the CHAS data give estimates for the number of owner units affordable with household incomes of 0-50 percent of AMI, 50-80 percent of AMI, 80 to 100 percent of AMI, and above 100 percent of AMI. Housing Figure A-25 shows the estimated number of owner units in Seattle that are affordable within each of these affordability categories. Cumulative estimates are also shown for units affordable with incomes at or below 80 percent AMI, and units affordable at or below 100 percent of AMI. Occupied owner units and vacant for-sale units are shown in separate columns and summed in the third column.

The analysis shows that very small numbers of owner units are affordable within the income categories of 0-50 percent of AMI and 50-80 percent of AMI. On a cumulative basis, only about 4,500 owner units, or 3 percent of the total owner units are estimated to be affordable at or below 80 percent of AMI. Another 5 percent are estimated to be affordable at 80-100 percent of AMI.

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[11] The CHAS data on affordability of owner units use the home value that respondents provided on the ACS questionnaire. To categorize owner units by affordability, the CHAS tabulations assume that the hypothetical owner has purchased the home at a sales price equal to the home value provided in the ACS, and--as noted--and is currently paying making payments on the mortgage for the home.

[12] CHAS tabulations on the affordability of owner housing supply do not capture the ways that accumulation of equity in a home after purchase can affect a home's affordability over time. These tabulations also ignore the question of whether the down payments involved would be affordable to households on the lower side of the economic spectrum.

Housing Figure A-25

Affordability of Owner Units

-	Occupied owner units	Vacant-for-sale units	Total owner units
Owner units:	**136,304**	**2,955**	**139,259**
By affordability category:	-	-	-
Affordable with income of 0-50% of AMI	2,410	0	2,410
Affordable with income of 50-80% of AMI	1,939	15	1,954
Affordable with income of 80%-100% of AMI	6,920	205	7,125
Affordable with income above 100% of AMI	125,035	2,735	127,770
By affordability level (cumulative):	-	-	-
Affordable with income at or below 80% of AMI	4,349	15	4,364
Affordable with income at or below 100% of AMI	11,269	220	11,489

Source: ACS CHAS 2006-2010 5-Year Estimates.

Notes: Income categories are based on AMI, as estimated and adjusted for household size by HUD, for the Seattle-Bellevue HUD Metro Fair Market Rent Area.

The CHAS tables summarized in this Housing Figure A-25 exclude an estimated 750 owner-occupied and 50 vacant, for-sale housing units in Seattle that lack complete plumbing and kitchen facilities.

ACS CHAS data do not distinguish between housing units with rent restrictions and/or income restrictions and market-rate units (those without regulatory agreements or covenants). Units estimated to be affordable at specified levels may be either market-rate units or rent- and income-restricted units.

CHAS estimates, like other estimates from ACS, are sample estimates and carry margins of error. Margins of error associated with ACS estimates may be substantial especially for small population and household groups.

Affordability of Rental Units

Rental units are regarded as affordable at a given income level if monthly "gross rent," defined as contract rent plus tenant-paid basic utilities, equals no more than 30 percent of monthly gross income.

Housing Figure A-26 shows the estimated numbers of rental units that are affordable by income category. (The housing affordability categories included in the CHAS for rental housing differ somewhat from those for owner housing and include more detail in the lowest part of the income spectrum.)

Only 11 percent of the total rental units in Seattle have gross rents that are affordable with an income at or below 30 percent of AMI. About 22 percent of rental units in the city are affordable in the 30-50 percent of AMI category. Another 42 percent of rental units are affordable in the 50-80 percent of AMI category.

Housing Figure A-26

Affordability of Rental Units

	Occupied rental units	Vacant-for-rent units	Total rental units
Rental units	**139,625**	**5,305**	**144,930**
By affordability category:			
Affordable with income of 0-30% of AMI	16,325	340	16,665
Affordable with income of 30-50% of AMI	31,060	1,495	32,555
Affordable with income of 50-80% of AMI	59,355	1,790	61,145
Affordable with income above 80% of AMI	32,885	1,680	34,565
By affordability level (cumulative):			
Affordable with income at or below 50% of AMI	47,385	1,835	49,220
Affordable with income at or below 80% of AMI	106,740	3,625	110,365

Source: ACS CHAS 2006-2010 5-Year Estimates.

Notes: Unit is affordable if rent and basic utilities together cost no more than 30% of household income. Analysis assumes household size to unit size ratios that HUD uses to administer the Low Income Housing Tax Credit program.

The CHAS tables summarized in this Housing Figure A-26 exclude the estimated 3,760 occupied rental-housing units that lack complete plumbing and kitchen facilities.

ACS CHAS data do not distinguish between housing units with rent and/or income restrictions and market-rate units (those without regulatory agreements or covenants). Units estimated to be affordable at specified levels may include market-rate units or rent/income restricted units.

Margins of error associated with ACS estimates may be substantial especially for small population and household groups.

See prior tables for general notes on the ACS CHAS 2006-2010 5-Year Estimates.

Maps Showing Affordability Levels of Existing Housing

Following are maps showing shares of housing units within Census Tracts in and around Seattle estimated to be affordable at specified household income levels. These maps are based on ACS CHAS data, which—as noted previously—do not distinguish between market rate and subsidized units.

These maps on housing affordability, like the previous census tract level maps in this appendix, are based on 2007 to 2011 ACS CHAS data and were generated using HUD's "CPD maps" tool. The census tracts in these maps are shaded based on "natural breaks" in the distribution of data in order to highlight variation in and around Seattle. As the map legends indicate, the data categories vary from one map to another; this is important to keep in mind when viewing these maps.

The maps in this series were generated separately for owner housing units and renter housing units. They include:

- Estimated shares of owner housing units within Census Tracts that are:
  - affordable at or below 80 percent of AMI (Housing Figure A-27)
  - affordable at or below 100 percent of AMI (Housing Figure A-28)

- Estimated shares of rental housing units within Census Tracts that are
  - affordable at or below 30 percent of AMI (Housing Figure A-29)
  - affordable at or below 50 percent of AMI (Housing Figure A-30)
  - affordable at or below 80 percent of AMI (Housing Figure A-31)

As reflected in these maps, the affordability of housing varies a great deal between areas within Seattle and between areas in Seattle and surrounding cities.

Shares of Owner Housing Units by Affordability Level

Owner units affordable at or below 80 percent of AMI are very scarce within Seattle and in neighboring cities on the eastside of Lake Washington. The vast majority of Census Tracts in Seattle and these Eastside cities are tracts where only 6 percent or fewer units are affordable at or below 80 percent of AMI.

Owner units affordable at or below 100 percent of AMI are also scarce in tracts within Seattle and Eastside cities, but to a somewhat lesser degree. Census Tracts to the south of Seattle and to the northeast of Seattle have larger proportions of owner units affordable at or below these income thresholds.

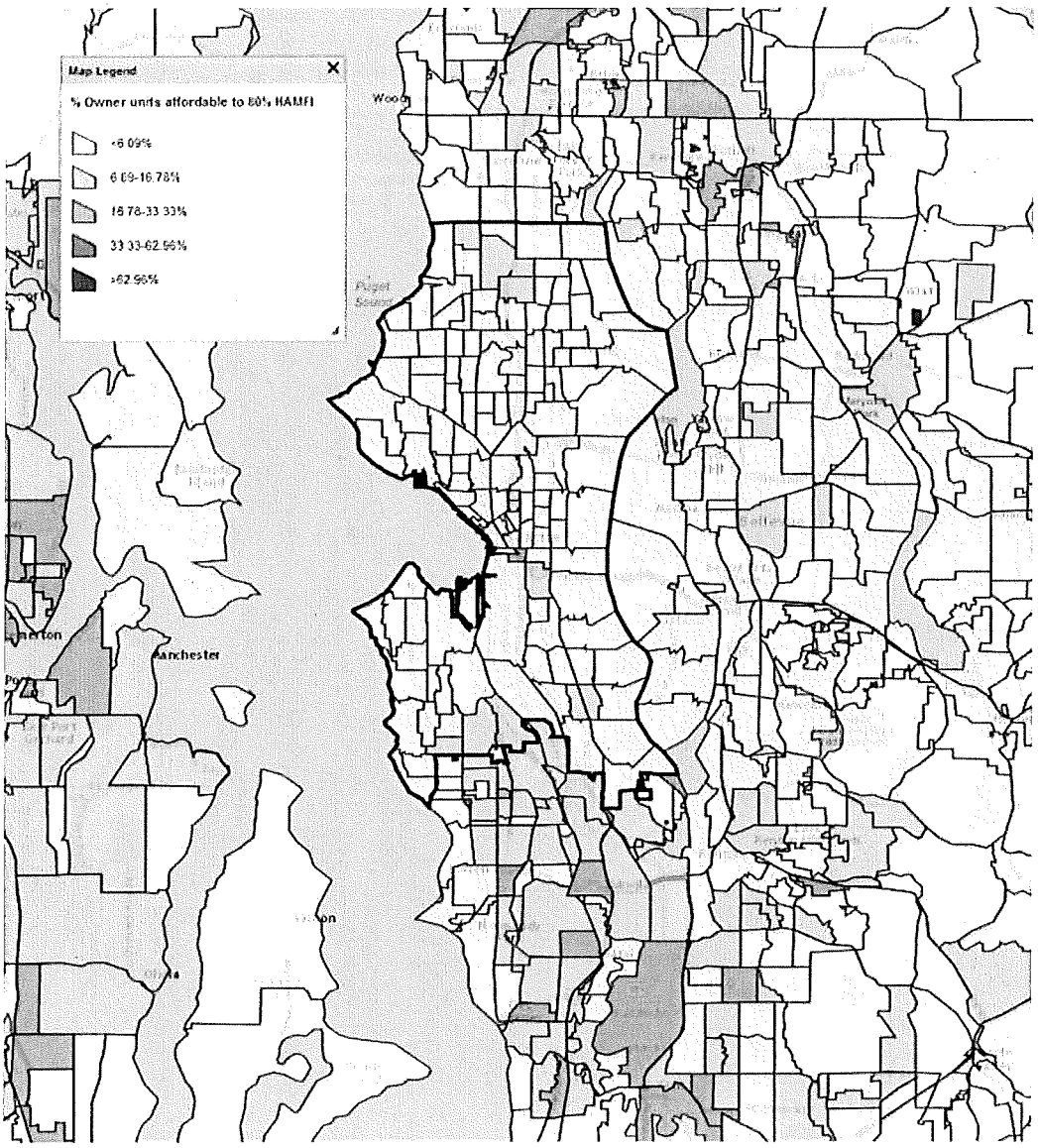
Shares of Rental Housing Units by Affordability Level

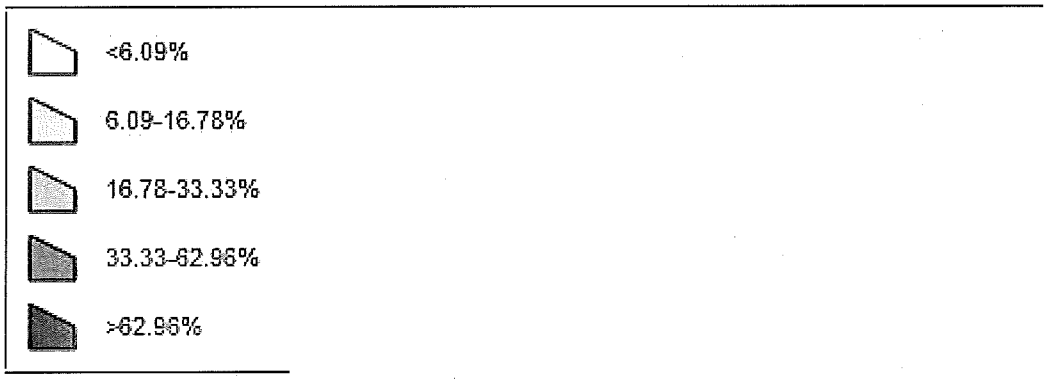
The large majority of census tracts in and around Seattle have very low shares of rental units affordable at or below 30 percent of AMI. However, within the mapped area, Seattle contains many of the Census Tracts where more than 20 percent of rental units are affordable at this income level.

Rental units affordable at or below 50 percent of AMI make up 21 percent or less of the residential rental units in most Seattle census tracts. Within the mapped area, the largest shares of rental units affordable at or below 50 percent of AMI are primarily found in Southeast Seattle and south of Seattle.

Rental units affordable at or below 80 percent of AMI are notably more common in and around Seattle than are rental units affordable at lower income thresholds. However, rental units affordable at or below 80 percent of AMI make up well below half of the rental units in portions of Seattle and in large areas of neighboring cities to the east. Furthermore, units affordable at or below 80 percent of AMI make up large majorities of rental units in a small number of census tracts, most of which are south of Seattle's city limits.

Housing Figure A--27
Share of Owner Units Affordable at or Below 80 Percent of AMI:

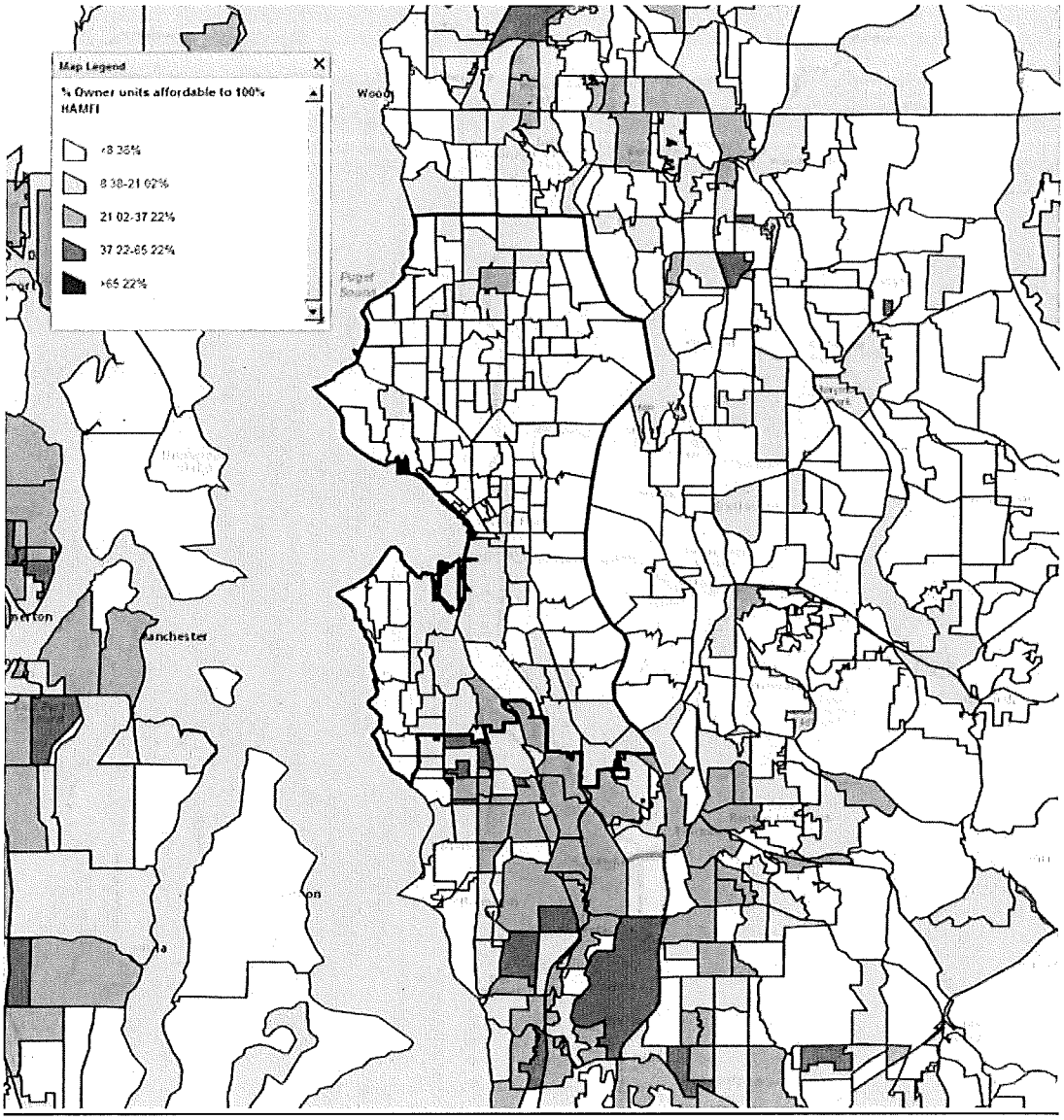




Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure 28

Share of Owner Units Affordable at or Below 100 Percent of AMI:



<8.38%

8.38-21.02%

21.02-37.22%

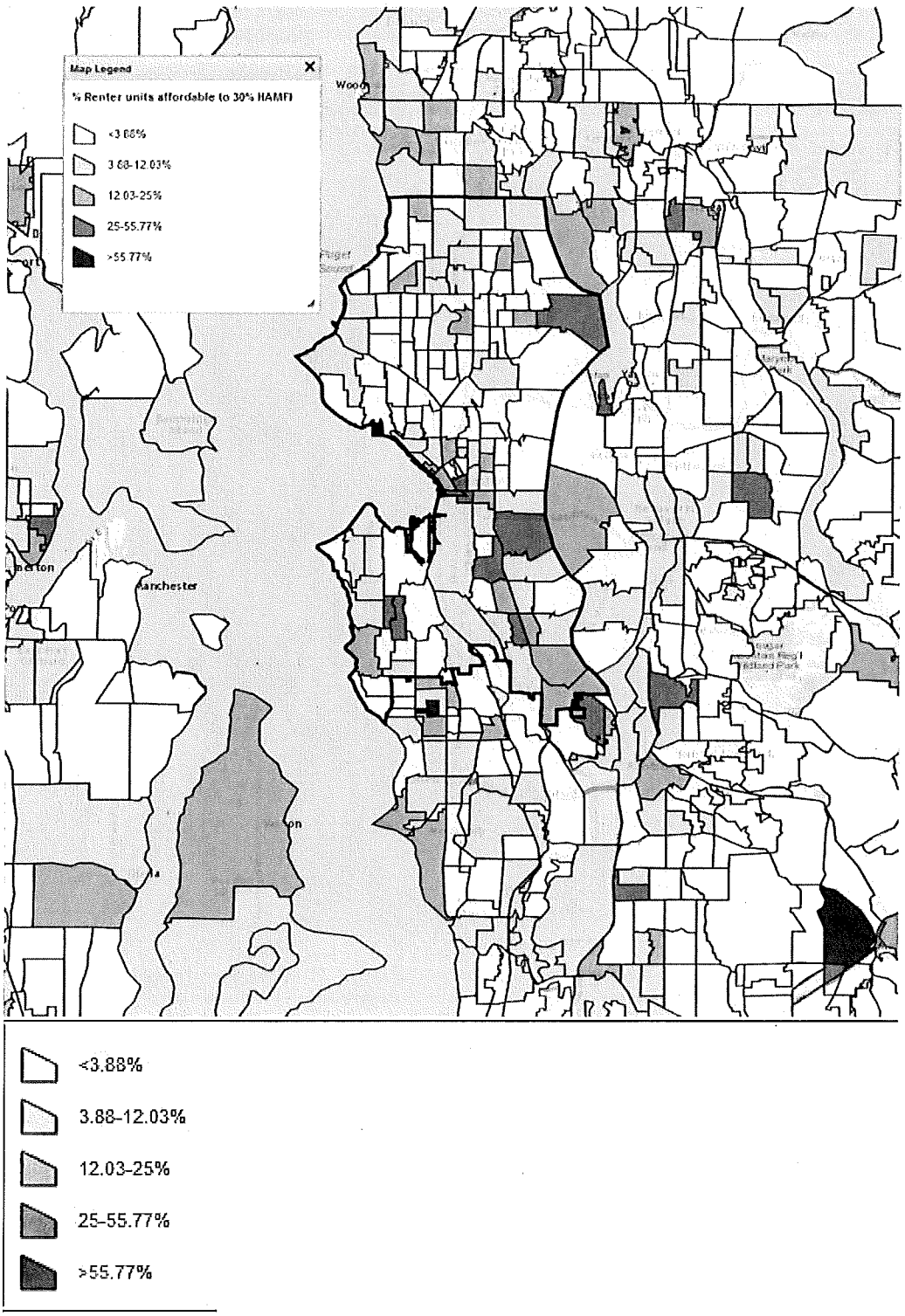
37.22-65.22%

>65.22%

Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure A-29

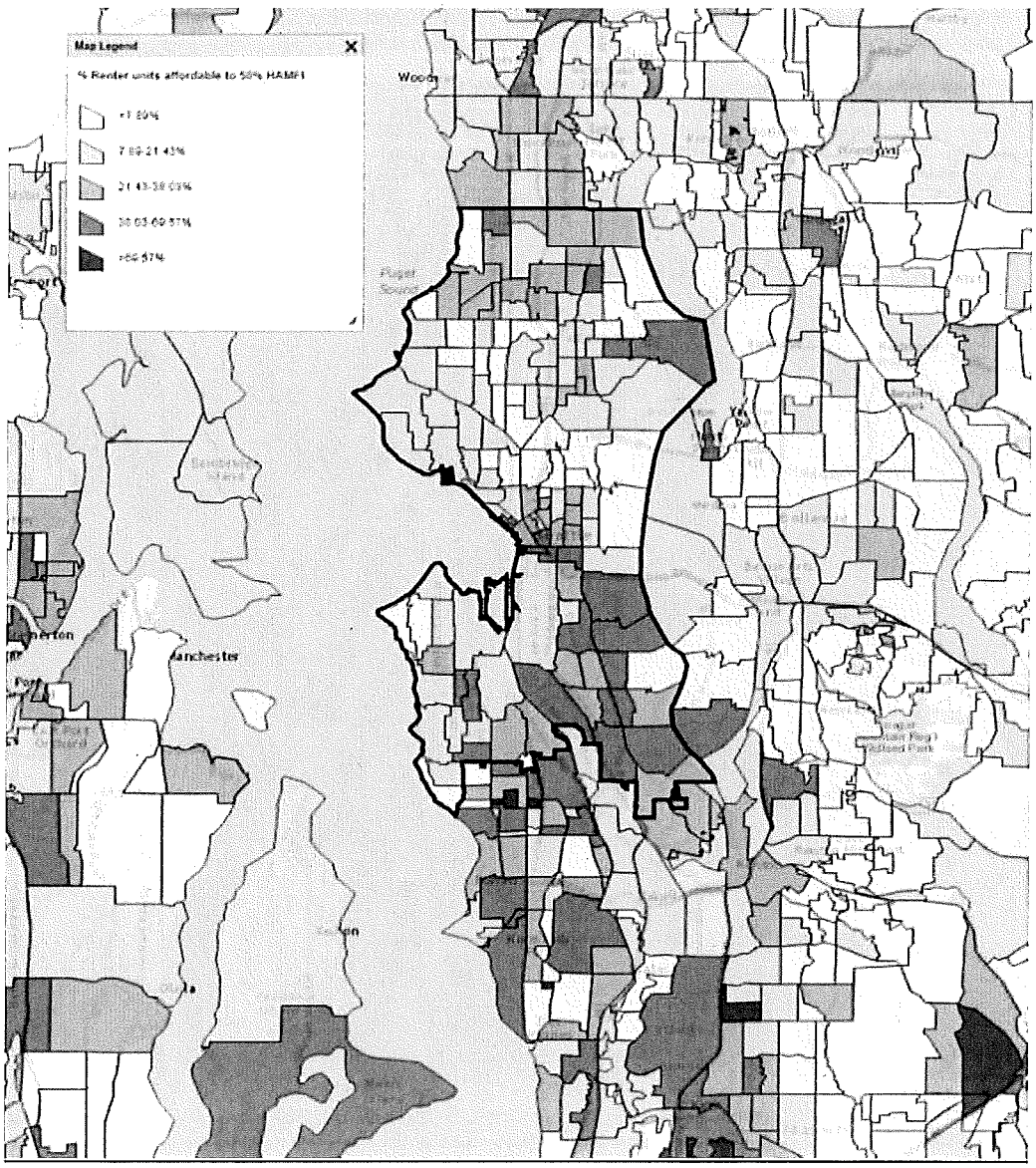
Share of Rental Units Affordable at or Below 30 Percent of AMI:

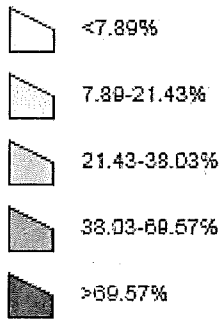


Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure A-30

Share of Rental Units Affordable at or below 50 Percent of AMI:

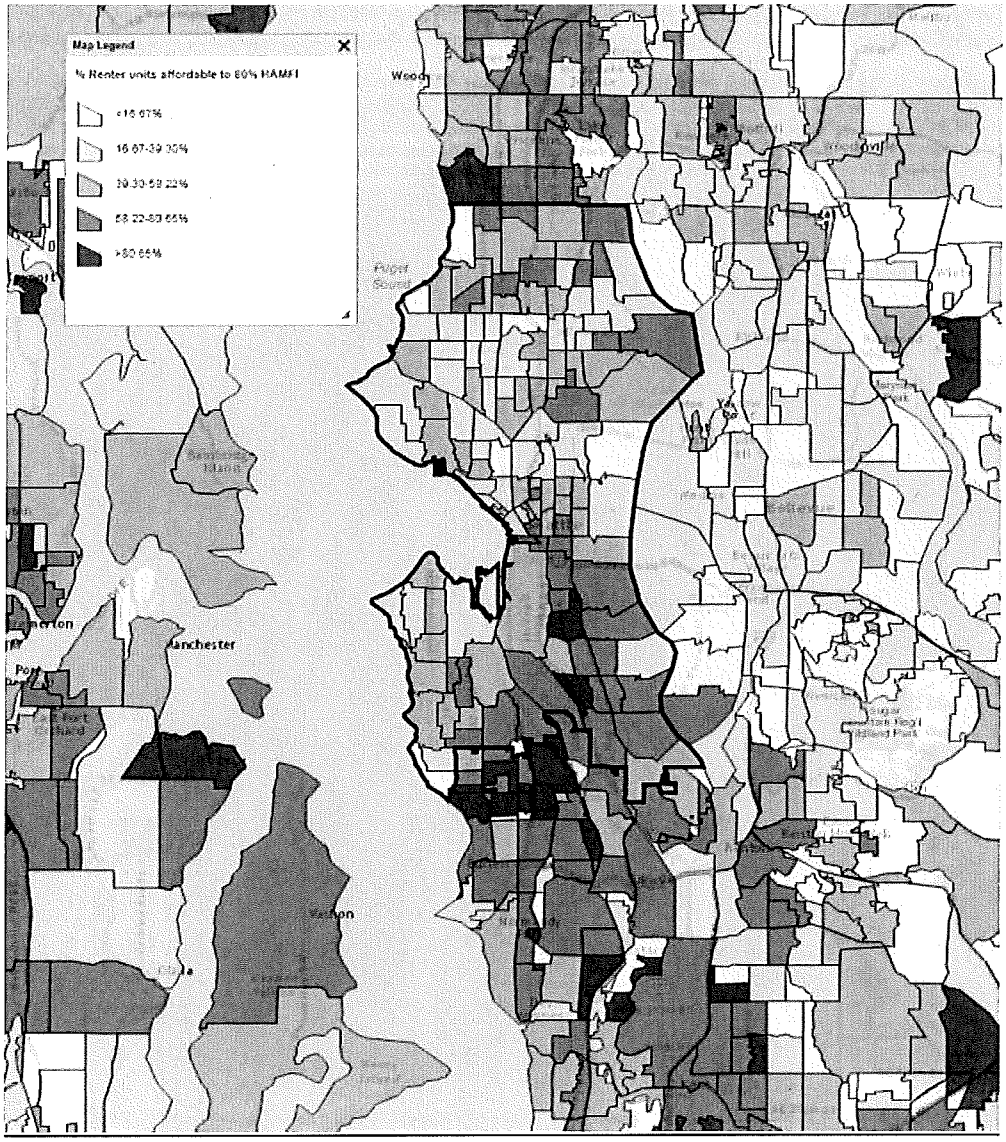


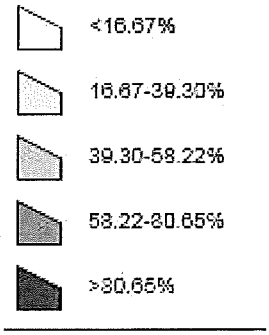


Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Housing Figure A-31

Share of Rental Units Affordable at or below 80 Percent of AMI:





Source: HUD CPD maps (ACS CHAS 2007-2011 estimates)

Affordability *and Availability* of Rental Units in Seattle

The city-level analysis of affordability presented earlier in this appendix used the ACS CHAS data to estimate how much of Seattle's overall rental housing supply is affordable within different low-income categories. Those findings provide useful but incomplete information about the degree to which the current affordability profile of rental housing in Seattle meets existing needs.

As previously described, both market-rate and rent- and income-restricted units are included the CHAS data used to analyze affordability. This helps provide a broad picture of the affordability of rental housing in the city. At the same time, it is important to consider that market-rate rental units affordable at or below a given income threshold can be occupied by households with incomes higher than that threshold.

Gaining a more useful understanding of how well the affordability profile of rental housing in Seattle is meeting the needs of renters in the city requires finding out if the housing units affordable with household incomes at or below the 30 percent, 50 percent, and 80 percent of AMI thresholds are actually *available* to households with incomes at or below these thresholds.

This section dives deeper into the CHAS data to present an analysis of the overall number of rental units that are both affordable *and available* to households at these income levels. In this analysis, units that are affordable are also considered "available" if they are either vacant or are occupied by a household whose income is at or below the specified threshold.[13]

Housing Figure A-32 shows the total number of renter households in each income category, the number of rental units with rents that are affordable in that category, and the number of those units that are occupied by households in that category. These numbers are used to estimate the effective shortage or surplus of affordable and available rental units that exists at or below each of the specified income levels.

For example, 5,300 of the roughly 16,000 units "affordable" at or below 30 percent of AMI are *occupied* by a household with an income that is higher than 30 percent of AMI. The 5,300 units occupied by households with incomes higher than 30 percent of AMI

[13] This analysis for Seattle is based on the affordability and availability methodology described in "Measuring Housing Affordability," By Paul Joice, U.S. Department of Housing and Urban Development, *Cityscape: A Journal of Policy Development and Research*, Volume 16, Number 1, 2014. A variety of other entities, including the Philadelphia Federal Reserve bank and the Washington State Affordable Housing, have employed similar analyses to assess housing needs at the local and state levels.

are estimated to be affordable—but not available—to households with incomes at or below 30 percent of AMI.

The affordability and availability analysis findings can also be expressed in ratios. For example, for every 100 Seattle renter households who have incomes at or below 30 percent of AMI, there are 48 affordable units. However, 15 of these affordable units are occupied by households with incomes above 30 percent AMI. Thus, for every 100 renter households with incomes at or below 30 percent of AMI, there are estimated to be only 33 rental units that are affordable and available.

Housing Figure A-32

Affordability and Availability of Rental Units at Specified Income Levels

		0-30% of AMI	**0-50% of AMI**	**0-80% of AMI**
A	Total renter households with household incomes at or below income level	34,820	56,835	82,650
B	Occupied rental units that are affordable *and available* at or below income level (i.e., units with rent affordable to households at specified income level and occupied by renters at or below that income level)	11,025	30,050	69,685
C	Occupied rental units that are affordable, but *not available*, at or below income level (i.e., rental units with rents that are affordable at or below the specified income level but occupied by households above that income level)	5,300	17,335	37,055
D	All occupied rental units that are affordable (i.e., occupied rental units that have rents affordable at specified income level, ignoring income of current occupant HH) (B+C)	16,325	47,385	106,740
E	Vacant for-rent units that are affordable *and available* at or below income level	340	1,835	3,625
F	Total rental units that are affordable (i.e., total units—occupied or vacant—with rents affordable to households at specified income level) (D+E)	16,665	49,220	110,365

		0-30% of AMI	0-50% of AMI	0-80% of AMI
G	Total rental units that are affordable *and available* at or below income level (B + E)	11,365	31,885	73,310
H	Nominal shortage or surplus of affordable rental units at or below income level (A – F)	Shortage:18,155	Shortage:7,615	Surplus:27,715
I	Effective shortage or surplus of affordable and available rental units at or below income level (A – G)	Shortage:23,455	Shortage:24,950	Shortage:9,340
J	Affordable rental units per 100 renter households at or below income level (F / A * 100)	48	87	134
K	Affordable and available rental units per 100 renter households at or below income level (G / A * 100)	33	56	89

Source: ACS CHAS 2006-2010 5-Year Estimates. Notes: ACS CHAS data do not distinguish between housing units with rent and/or income restrictions and market-rate units without such restrictions. Units estimated to be affordable at specified levels may include market-rate units as well as rent/income restricted units. Housing unit estimates in this Housing Figure A-32 exclude an estimated 3,760 occupied rental housing units and 300 vacant for-rent units that lack complete plumbing and kitchen facilities. The household estimates, however, encompass all renter households, including those who live in rental units lacking complete plumbing. See prior tables for additional notes on the ACS CHAS 2006-2010 5-Year Estimates.

Examining availability in tandem with affordability reveals that gaps between existing rental supply and the need for housing at low income levels are substantially larger than the gaps found when considering affordability alone.

However, even this affordability and availability analysis in some ways underestimates unmet needs in Seattle for affordable housing.

- The estimated shortages of rental housing at each income threshold do not reveal the likely variation in the size of shortages within each of the constituent income ranges under the threshold. For example, the size of the shortage confronted by households at 60 percent of AMI is likely closer to the shortage found at 50 percent of AMI than it is to the shortage at 80 percent of AMI; and

this is likely the case even though 60 percent of AMI is under the same income range as 80 percent of AMI.[14]

- Rents in Seattle have risen substantially since the 2006-2010 period captured in this analysis.

- This affordability and availability analysis *only* addresses rental housing and renter households.[15] The information presented in earlier sections on the affordability of owner housing and the high prevalence of housing cost burdens among low-income owner households are indicators that there is scant availability of owner housing affordable to low income households.

- The households in the analysis are limited to those living in housing units; as a result, the estimated shortages do not factor in the housing needs of homeless people in Seattle who are living on the streets or in temporary shelters.

- Furthermore, the data used for this analysis—like much of the other data analyzed in this appendix—only reflects households who live in Seattle. The analysis does not include households, such as households whose members work in Seattle, who may desire to live inside of Seattle but live in surrounding areas. It is likely that some households living outside of Seattle are doing so in order to access more affordable housing.

[14] Tabulations needed to estimate shortages at finer income increments are not provided in the CHAS dataset. However, other tabulations in the CHAS show that the estimated prevalence of cost burdens and other housing problems tends to be higher for households closer to the bottom than the top of the 30% to 50% of AMI range as well as closer to the bottom than the top of the 50% to 80% of AMI income range.

[15] Results from a similar analysis of owner housing affordability and availability would be difficult to interpret due to the way that households pay for and consume owner-occupied housing over time, which is very different than the way renters pay for housing.

Estimated Household Growth and Projected Housing Needs by Income Level

As described earlier in this appendix, the City is planning for the net addition of 70,000 households in next 20 years. In order to project the amount of housing that will be needed by income level within the planning period, this analysis makes some simplifying assumptions.

The chart shown in Housing Figure A-33 takes the income distribution of Seattle's existing households (based on HUD CHAS 2006-2010 5-year ACS estimates) and overlays this income distribution on the household growth for which the city is planning.

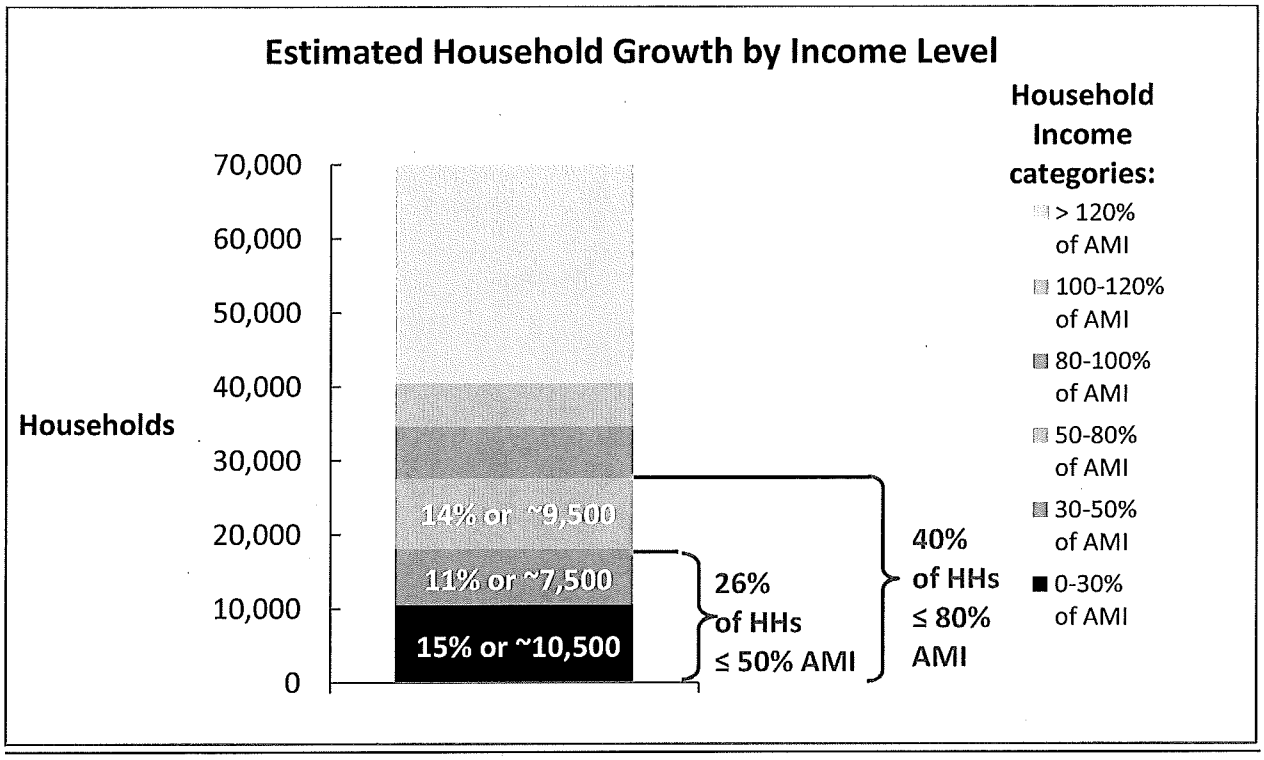
Based on the assumption that the income distribution for the net additional households would be the same as for existing households in Seattle:

- approximately 15 percent (or about 10,500) of the 70,000 of the additional households would have incomes of 0-30 percent of AMI,
- an additional 11 percent of the 70,000 (about 7,500) would have incomes of 30-50 percent of AMI, and
- 14 percent (about 9,500) would have incomes of 50-80 percent of AMI.

On a cumulative basis, 26 percent (or 18,000) of the net new households would have incomes under 50 percent of AMI, and 40 percent (or 28,000) would have incomes under 80 percent of AMI.

Housing Figure A-33

Estimated Household Growth by Income Level



Projecting the amount of housing needed to be affordable at each income level also requires analytical assumptions about how need could be met.

- If affordability needs are met *entirely* with rent- and income-restricted affordable housing, the amount of housing needed for households with incomes in the 0-30 percent, 30-50 percent, and 50-80 percent of AMI income categories will be essentially the same as the number of households in each of these low-income categories.
- If affordability needs within these low-income categories are met with a *combination* of rent- and income- restricted units and non-restricted (i.e., market-rate) units, the amount of housing needed to be affordable at or below income thresholds will be higher than the corresponding number of households. This is to account for the fact some of the affordable market-rate units will be occupied by households above income thresholds. Findings from the affordability and availability analysis conducted for Seattle's existing housing supply can provide insight for projecting future need. At each income level analyzed, that analysis

found that there are about one and a half affordable units for every affordable and available unit.[16]

Based on the assumptions and considerations above, the amount of housing needed to be affordable to the subset of the 70,000 net new households in low-income categories, can be expected to be at least the same as the household numbers shown in Housing Figure A-33, and could potentially be up to one and a half times those numbers.

Following are the estimated numbers of units at each income level that would be needed in order to address affordability needs associated with the addition of 70,000 households.[17]

- *For households with incomes of 0-30 pecent of AMI:* 10,500 rent- and income-restricted affordable units (assumes that all units affordable within this category would be rent- and income-restricted given that it would be extremely unlikely that the market would produce new units affordable at this income level without subsidy or regulatory intervention).
- *For households with incomes of 30-50 percent of AMI:* 7,500 rent- and income-restricted affordable units (if need met entirely with rent/income restricted units) or an additional 11,500 affordable units (if need met with a combination of rent/income restricted- and non-restricted units).
- *For households with incomes of 50-80 percent of AMI:* 9,500 rent- and income-restricted affordable units (if need met entirely with rent/income restricted units) or 14,500 affordable units (if need met with a combination of rent/income restricted- and non-restricted units).

Summing these figures together indicates that addressing the affordability needs of the 70,000 new households would require production of roughly 27,500 to 36,500 housing units affordable at or below 80 percent of AMI. This is in addition to existing unmet need.

The foregoing discussion underscores the vital role that subsidized housing and other forms of rent- and income-restricted affordable housing will continue to play in addressing the affordability needs of low-income households.

[16] See Housing Figure A-32 rows F and G. Figures in Housing Figure A-32 reflect the existing combination of rent/income restricted units and market-provided units. (The ACS CHAS data include both rent/income restricted and market rate units but do not distinguish these units.)

[17] Figures given for the units needed in each income category assume needs in previous categories are met.

The following section describes the City's strategies for addressing affordable housing needs. Through these strategies, Seattle responds to local needs within our city and helps address countywide need as required by the CPPs. Over the next 20 years, the production of rent- and income-restricted affordable units will continue to be essential, especially at the lowest income levels, which the housing market—particularly newly built market-rate housing—rarely addresses.

H Strategies for Addressing Housing Needs

The City of Seattle's Office of Housing administers several affordable housing programs, which all help low-income families and individuals to thrive, and enable neighborhoods to provide a full range of housing choice and opportunity. The City's housing programs help build strong, healthy communities. The rent- and income-restricted housing units achieved through production and preservation of affordable housing, both through capital subsidies and through developer incentives, both help to stabilize lower income residents in their neighborhoods and increase opportunities for people to live in our City. These strategies are informed by knowledge of local needs as well as an understanding of the needs in King County as a whole.

Seattle Office of Housing Programs

Rental Housing Program

The Office of Housing's Rental Housing Program provides capital funding for the development of affordable rental housing in Seattle using funds from the Seattle Housing Levy, payments contributed by developers through the incentive zoning program, and federal grants. The Office of Housing coordinates with other public and private funders to leverage these resources 3 to 1, with the largest sources of leverage coming from low-income housing tax credits and tax-exempt bond investment. Funding is generally provided in the form of low interest, deferred payment loans and is awarded on a competitive basis. It is available to parties from both the non-profit and for-profit sectors, although the former have been the most active in the development and ownership of Seattle's low-income housing to date.

- **2013 Funding:** $27.1 million, including $14 million in Housing Levy, $6.6 million in federal grants, $4.7 million of incentive zoning funds, and $1.8 million in other funding
- **2013 Production:** 432 low-income housing units, including 310 new construction units, 80 acquisition-rehab units, and rehab of 42 units in the existing portfolio
- **Total Portfolio:** Cumulative production of over 11,000 low-income housing units since 1981, largely funded by voter-approved housing levies

- **Affordability Term:** Minimum 50 years
- **Income Limits:** Generally ≤ 60 percent AMI, with over half of all units rent/income restricted at ≤ 30 percent AMI. Of actual households served, 76 percent have incomes 0 to 30 percent AMI, 17 percent > 30 and ≤ 50 percent AMI, and 6 percent > 50 and ≤ 80 percent AMI.
- **Populations Served:** General priorities include formerly homeless individuals and families, seniors and people with disabilities, and low-wage working households. Racial/ethnic makeup of households served is 43 percent White non-Hispanic, 29 percent Black/African American non-Hispanic, 12 percent Asian non-Hispanic, 3 percent Native American non-Hispanic, 7 percent Multi-Racial non-Hispanic, and 6 percent Hispanic,.
- **Weblink:** http://www.seattle.gov/housing/development

Incentive Zoning for
Affordable Housing

In certain zones, Seattle's incentive zoning program enables development to achieve extra floor area beyond a base limit when affordable units are provided ("performance option") or when a fee is paid to support the development of affordable housing ("payment option"). With the latter option, the affordable units can be built either in that same neighborhood or in other neighborhoods with light rail or other direct frequent transit connections to areas experiencing employment and residential growth.

- **2013 Production**: 16 units produced on-site in 5 projects, and $2.8 million of in-lieu payments
- **Total Portfolio**: 106 rent/income restricted units in 16 projects since 2010, and $48.5 million of in-lieu payments since 2001
- **Affordability Term:** Minimum 50 years
- **Income Limits:** Up to 80 percent AMI for rental and 100 percent AMI for owner-occupied housing; In-lieu payments support the Rental Housing and Homeownership Programs
- **Incentive Zoning areas:** http://www.seattle.gov/housing/incentives/IncentiveZoning_Housing_Map.pdf
- **Weblink:** http://www.seattle.gov/housing/incentives/LandUseCode.htm

Multifamily Tax Exemption

Multifamily Tax Exemption is a voluntary program that allows developers to receive a property tax exemption on the residential improvements of a development for up to 12 years. While the tax exemption is in effect, 20 percent of the housing units in the building must be rent-restricted for income-eligible households. The tax exemption is available in 39 target areas in Seattle, which constitute 73 percent of the land zoned for multifamily development. Approximately 40 percent of all projects currently in development in Seattle have opted to participate in the program. The program complements a separate State tax exemption for projects with 75 percent of units serving households ≤ 50 percent AMI.

- **2013 Production**: 693 rent/income restricted units in 41 projects approved
- **Total Portfolio**: 3,133 rent/income restricted units in 87 projects since 1998, with another 1,686 units in 83 projects expected to be complete by 2017
- **Affordability Term:** Up to 12 years
- **Incomes Served:** Up to 65-85 percent AMI, depending on number of bedrooms
- **MFTE Areas:** http://www.seattle.gov/housing/incentives/MFTE_RTA_Map.pdf
- **Weblink:** http://www.seattle.gov/housing/incentives/mfte.htm

Homeownership Program

The Office of Housing provides up to $45,000 per household in down payment assistance to low-income first time home buyers, typically in the form of low-interest, deferred payment second mortgages. For resale restricted homes, Office of Housing will provide up to $55,000. The program is marketed through partner nonprofits and lending institutions, who often supplement City funds with subsidies from additional federal and local sources. The Office of Housing also provides annual funding for homebuyer counseling, and has recently launched a foreclosure prevention outreach campaign to connect homeowners with needed resources.

- **2013 Funding:** $2.3 million awarded, including $1.6 million in Housing Levy and $490,000 in federal grants, and $147,000 in other funding
- **2013 Production:** 51 homebuyers assisted
- **Total Portfolio:** 932 homebuyers assisted since 2004, largely funded through voter-approved Housing Levies
- **Affordability Term:** Nearly 17 percent of loans are through a land trust/resale restricted model, with provisions to ensure long-term affordability for future buyers; no ongoing affordability requirement for the remainder of loans

- **Incomes Served:** Up to 80 percent AMI. Of actual households, 19 percent have incomes ≤ 50 percent AMI, 19 percent >50 percent and ≤ 60 percent AMI, and 62 percent > 60 and ≤ 80 percent AMI.
- **Populations Served:** To date, the program has largely served families with children (40 percent) and single adults (52 percent). Racial/ethnic makeup of households served is 57 percent White non-Hispanic, 18 percent Black/African American non-Hispanic, 17 percent Asian non-Hispanic, 1 percent Native American non-Hispanic, 3 percent Other/Multi-Racial non-Hispanic, and 4 percent Hispanic.
- **Weblink:** http://www.seattle.gov/housing/buying/programs.htm

HomeWise Weatherization

The HomeWise program provides energy efficiency, and health and safety improvements to houses and apartment buildings with low-income households. Typical investment ranges from $6,000 to $12,000 per unit.

- **2013 Funding:** $5.1 million total, including $2.3 million from the State, $1.8 million from utilities, and $1 million in other funds
- **2013 Production:** 1,038 units, including 200 single-family and 838 multifamily units
- **Total Portfolio:** 14,103 units since 2000
- **Affordability Term:** 3 years for rental housing weatherization; no ongoing affordability requirement for homeowners
- **Incomes Served:** Eligibility varies depending on source of funding. Of actual households served, 60 percent have incomes ≤ 30 percent AMI, 36 percent > 30 and ≤ 60 percent AMI, and 4 percent > 60 and ≤ 80 percent AMI.
- **Populations Served:** Racial/ethnic makeup of households served is 44 percent White, 22 percent Black/African-American, and 20 percent Asian residents. A third of residents served are over 60 years of age.
- **Weblink:** http://www.seattle.gov/housing/HomeWise/default.htm

Home Repair Loan Program

The Home Repair Loan Program helps low- to moderate-income homeowners finance critical home repairs. Eligible homeowners apply for a zero percent or 3 percent loan of up to $24,000 (with a maximum life time benefit of $45,000) for a term of up to 20 years. The goals for the program are to identify and make health, safety and code-related repairs, increase home energy-efficiency, and help revitalize neighborhoods.

- **2013 Funding:** $251,000 total, with $239,000 from CDBG and $12,000 from the Housing Levy

- **2013 Production:** 16 loans
- **Total Portfolio:** ~2,900 loans to date
- **Affordability Term:** No ongoing affordability requirement
- **Incomes Served:** Up to 80 percent AMI. Of actual households served, over half have incomes ≤ 30 percent AMI, a quarter have incomes > 30 and ≤ 50 percent AMI, and a quarter have incomes > 50 and ≤ 80 percent AMI
- **Populations Served:** Over half of households are elderly, nearly a quarter of households are families with children, and remaining households are non-elderly adults. Racial/ethnic makeup of households served is 59 percent White non-Hispanic, 21 percent Black/African American non-Hispanic, 12 percent Asian non-Hispanic, 4 percent Native American non-Hispanic, 2 percent Hispanic.
- **Weblink:** http://www.seattle.gov/housing/buying/repair_loans.htm

I Seattle's Rent and Income Restricted Housing Inventory

The Office of Housing estimates that Seattle has over 27,000 rent- and income-restricted rental housing units for extremely low- to low-income households. The middle columns in Housing Figure A-34 provide a summary of Seattle's approximate rental housing inventory with housing covenants, agreements, or other restrictions by rent/income limit and location of the housing by type of urban center/urban village. This 27,000 unit estimate does not include portable tenant-based Section 8 vouchers.

Housing Figure A-34

Estimated Rent/Income Restricted Housing Units by Income Category and Location

Urban Centers/Villages	Rent/Income Restricted Housing Units by Income Category				Estimated Total Housing Units
	≤ 30% AMI	>30 to 60% AMI	>60 to 80% AMI	Total ≤80% AMI	
Outside of Urban Center/Village	2,642	1,357	712	**4,711**	183,037
Urban Centers	6,403	4,101	1,087	**11,591**	65,412
Hub Urban Villages	976	2,677	364	**4,017**	20,886
Residential Urban Villages	2,507	3,318	1,031	**6,856**	38,377
Manufacturing Industrial Centers	41	1	0	**42**	345
Grand Total	**12,569**	**11,454**	**3,194**	**27,217**	**308,057**

Sources: Office of Housing Survey of Rent/Income Restricted Housing 2008; Office of Housing Multifamily Database 2014; DPD Development Capacity Report 2014.

Based on Office of Housing rent/income restricted housing and DPD total housing unit estimates, slightly less than 9 percent of Seattle's total housing units are rent/income restricted. Specifically, 4.1 percent are rent restricted for households with incomes ≤ 30 percent of AMI, 3.7 percent are rent restricted for households with incomes ≤ 60 percent of AMI, and 1.0 percent are rent restricted for households with incomes ≤ 80 percent of AMI. Over 80 percent of Seattle's 27,000-plus rent/income restricted units are located in urban centers and villages to help extremely low- to low-income households better access services, retail, transit, and other amenities.

Seattle's estimated rent/income restricted housing inventory of over 27,000 units includes approximately 15,000 rental units in the City of Seattle's portfolio of housing funded in part through Office of Housing's Rental Housing Program, provided by residential building owners through incentive zoning or the Multifamily Tax Exemption Program, or provided in accordance with other agreements.

An inventory from the U.S. Department of Housing and Urban Development identifies roughly 75 buildings totaling 3,500 rent/income restricted units with regulatory agreements that could expire between now and 2035. However, it is important to note that the actual universe of units in Seattle that may be at risk of loss of affordability is smaller for a number of reasons. The actual universe is smaller because the HUD list includes buildings that (a) are located outside of the city of Seattle; (b) have been funded by the Seattle Office of Housing (OH), which routinely monitors the long term

affordability restrictions for OH-funded housing; (c) have mortgage loans insured under Section 221(d)(4), for which affordable housing set asides are not required; and (d) are owned by entities with a mission of providing long-term affordable housing for low-income households.

Rental Housing Program:
Profile of Households Served

The data shown in the following three Housing Figures (Housing Figures A-35 to A-37) provide a profile of 13,690 households as reported in 2013 annual reports submitted to Office of Housing via the State's Combined Funders Annual Reporting System (WBARS). The information describes households who benefitted from a 10,850 unit subset of the Office of Housing's estimated 11,400 unit Rental Housing Program portfolio. Totals in Housing Figures A-22 to A-24 differ from total rent/income restricted units in previous tables given the differences in the timeframe and reporting parameters for the data.

Housing Figure A-35

Seattle Rental Housing Program Units by Income Limit & Households by Income

Projects in Operation and Reporting as of 12/31/13	Number of Households by Income	Percent of Households	Units by Income Restriction	Percent of Units
≤ 30% AMI	10,375	75.8%	5,630	51.9%
>30 to ≤ 50% AMI	2,253	16.5%	3,286	30.3%
> 50 to ≤ 80% AMI	853	6.2%	1,560	14.4%
> 80% AMI	209	1.5%	374	3.4%
Total	13,690	100%	10,850	100%

Source: Combined Funders Annual Reporting System (WBARS), Office of Housing Annual Reports, 2013
Notes: "> 80 percent AMI" represents units in Office of Housing-funded projects that have restrictions for income and rent by other funders.

Nearly 60 percent of the Office of Housing's Rental Housing Program serves households of color. An estimated 4,100 units in the Office of Housing's Rental Housing Program portfolio are specifically regulated to serve households who have experienced homelessness. Based on annual report data the Office of Housing received in 2013, 4,829 single-person households and 821 two-plus person households were served by 4,122 homeless units. This housing is integrated with on- or off-site support services.

Housing Figure A-36

Seattle Rental Housing Program Households by Race/Ethnicity

Race/Ethnicity	Number of Households	Percent of Total
White, non-Hispanic	5,595	42.9%
Black/African American, non-Hispanic	3,817	29.2%
Asian/Pacific Islander, non-Hispanic	1,587	12.2%
American Indian or Alaska Native, non-Hispanic	378	2.9%
Multi-Racial, non-Hispanic	935	7.2%
Hispanic	741	5.7%
Total Households Reporting Race/Ethnicity in 2013	13,053	100.0%

Source: Combined Funders Annual Reporting System (WBARS), Office of Housing Annual Reports, 2013

Housing Figure A-37

Seattle Rental Housing Program Average Household Size and Household Income

Unit Type	Average Size of Households	Average Annual Income of Households	Income of Households as Percent of Area Median Income
Studio	1.04	$10,536	17%
1-Bedroom	1.29	$16,841	26%
2-Bedroom	2.71	$22,980	30%
3-Bedroom	4.09	$22,859	29%
4-Bedroom	5.99	$30,235	31%
5-Bedroom	8.17	$26,243	22%

Source: Combined Funders Annual Reporting System (WBARS), Office of Housing Annual Reports, 2013.

Continued Production

Based on historic program production, the City's Office of Housing (OH) estimates that roughly the following numbers of rent- and income-restricted housing units would continue to be produced or newly preserved annually under existing affordable housing programs:

With long-term affordability covenants of 50 years' duration:

- Rental Housing Program: approximately 400 affordable units per year (funded by the Seattle Housing Levy, incentive zoning fees and subsidies from federal, state, and local sources)
- Incentive Zoning on-site performance: approximately 25 affordable units per year
- There is potential for more units to be produced though the City's existing Incentive Zoning program if the program is changed and/or expanded to new areas.

With shorter-term affordability covenants of 12 years' duration:

- Multifamily Tax Exemption: approximately 325 to 375 affordable units per year

These figures are for rent- and income-restricted housing funded and incentivized by the City; affordable units created without such involvement by the City are not included. These figures also do not account for the loss of rent- and income-restricted units, including the loss of Multifamily Tax Exemption units due to expiration of 12-year housing affordability covenants.

As described previously, the Rental Housing Program operated by the City's Office of Housing provides capital funding for the production and preservation of low-income housing using funds from the Seattle Housing Levy, incentive zoning payments, and subsidies from other governmental sources. The production estimates above are based on a continuation of programs in place in 2014 and assume stable state, county and federal resources. However, it is important to note that many sources of outside government funds have been shrinking and that there is a significant risk that affordable housing resources from county, state, and federal agencies will decline.

J Concluding Summary: Key Findings on Existing and Projected Affordable Housing Needs

This Housing Appendix includes an analysis of Seattle's existing and projected affordable housing needs. Key findings based on these analyses are summarized below.

There are currently an estimated 27,200 rent/income restricted housing units in Seattle. Even with these units and the low-cost units provided by the market, large gaps remain between the demand for and supply of housing affordable to households at low income levels. Substantial shares of low-income households are shouldering unaffordable housing cost burdens. The shortages of affordable housing and the percentage shares of households who are cost-burdened are the largest for households in the lowest income categories.

The analysis of existing needs includes an examination of the affordability and availability of rental housing. Described on pages 42-44, that analysis provides a useful but partial picture of existing unmet housing needs. That analysis finds that the numbers of renter households in Seattle with incomes at or below extremely low-income (30 percent of AMI) and very low-income (50 percent of AMI) thresholds greatly exceed the numbers of rental units that are affordable and available to households with incomes at or below these thresholds. Gauged at 80 percent of AMI, the estimated shortage in affordable and available units is lower, but is still substantial.

- The existing shortage in rental housing affordable and available at or below 30 percent of AMI is an estimated 23,500 units.
- The existing shortage in rental housing affordable and available at or below 50 percent of AMI is an estimated 25,000 units.
- The existing shortage in rental housing affordable and available at or below 80 percent AMI is an estimated 9,300 units.

Seattle is expecting residential growth in the next 20 years to total 70,000 households. This appendix provides a rough projection of housing affordability needs associated with these households. (See pages 45 to 47.) Meeting the affordability needs associated with these new households would require production of an additional 27,500 to 36,500 housing units affordable at or below 80 percent of AMI, including 10,500 rent/income restricted housing units for extremely low-income households. This is in addition to units to address existing unmet affordability needs.

The City's Office of Housing estimates that, based on historic production, roughly 750 to 800 rent- and income-restricted units could be produced annually with the City's existing programs. (See page 54.) This includes:

- roughly 425 units per year through programs providing for long-term affordability (the Rental Housing Program and Incentive Zoning Program); and
- approximately 325-375 units through the Multifamily Tax Exemption Program, which has shorter-term affordability covenants

Over the course of 20 years, this could total as many as 16,500 rent- and income-restricted units. This total could be higher if the existing incentive zoning program is

changed and/or expanded to new areas. However, also of note is that expirations of affordability covenants –in some existing buildings and in a portion of new projects with short-term affordability requirements—will occur over the next 20 years.

The data analyzed in this appendix indicate that in order to make substantial progress in addressing existing unmet affordability needs and address the affordability needs of new households, it will be necessary to increase production of affordable housing to rates that are much higher than those achieved historically. Additional strategies and resources will also be needed for preservation of quality, low-cost housing for longer-term affordability.

Data Sources

Findings presented in this appendix regarding housing supply and housing needs in Seattle are based on a variety of data sources. One of the main sources used is the "CHAS" special tabulation of American Community Survey (ACS) prepared by the U.S. Census Bureau for the U.S. Department of Housing and Urban Development (HUD), otherwise known as the Consolidated Housing Affordability Strategy (CHAS) data.

Certain aspects of the ACS CHAS data are important to note. As sample-based estimates, the ACS CHAS estimates carry margins of error. These margins of error can be substantial, particularly for small groups of households. Margins of error are not reported on the ACS CHAS tabulations. To provide reasonably reliable statistics at the local level, HUD obtains CHAS tabulations based on ACS data pooled over a period of five years.

The 5-year CHAS estimates from the 2006-2010 American Community Survey (ACS) provide the main data source for analyses in this appendix regarding household income, housing cost burden, and affordability of Seattle's housing supply. These were the most recent CHAS data available at the time the analysis for this appendix began. The CHAS data, like other ACS data, do not distinguish whether housing units are income- and rent-restricted.

Other key sources of data reported and analyzed in this appendix include the following.

- Standard tabulations of Decennial Census and American Community Survey (ACS) published by the U.S. Census Bureau.
- Rental market data from Dupre+Scott Apartment Advisors, Inc. and home sales data from the Northwest Multiple Listing Service.

- Department of Planning and Development's permit database and development capacity model provide information on recent housing growth and estimated capacity for additional residential growth under current zoning.
- Seattle's Consolidated Plan for Housing and Community Development.
- Information from the Office of Housing on income- and rent-restricted housing.

Data reported from these sources vary with respect to time periods covered due to availability and other considerations.

Attachment 13 Capital Facilities Appendix

((~~Capital Facilities Appendix~~

~~A Inventory of Fire, Police & School Facilities, Supplemental Capacity Information & Future Facility Needs~~

~~The following sections contain the inventory, planning goals and future needs for Fire, Police and Schools. Information for Seattle Public Utilities (Water, Drainage and Wastewater, and Solid Waste) and Seattle City Light is included in the Utilities Appendix.~~

~~The following matrix summarizes the information found in this Appendix, including a summary of the planning goals, existing facilities, and identified six and 20 year needs.~~

~~fire department: inventory~~

~~The Seattle Fire Department provides fire protection and emergency medical services throughout the city from 33 fire stations and Harborview Medical Center. Headquarters for the department are located at Fire Station 10 in Pioneer Square. Fire Department facilities and capacities are shown in Capital Facilities Figure A-1 and the location list provided below.~~

~~Fire, Police & School Facilities~~

~~Facility~~	~~Planning Goal~~	~~Existing Facilities~~	~~Six Year Needs~~	~~Anticipated 20 Year Needs~~
~~Fire~~	~~Maintain a response time of 4 minutes or less to 90% of all fire and EMS emergencies~~	~~33 existing fire stations currently provide response performance at 78% for EMS and 80% for fire.~~	~~Rebuild or remodel 19 fire stations, upgrade 13 others.~~	~~Additional stations in Northgate & South Lake Union. New command & control center & new Station 5.~~
~~Police~~	~~Patrol units allocated around-the-clock based on calls for service. Location and size of facilities not critical to service provision.~~	~~5 Precincts, Mounted Patrol, Kennel, Harbor Unit, Seattle Police Headquarters, Public Safety Building~~	~~North Precinct expansion or replacement~~	

~~Facility~~	~~Planning Goal~~	~~Existing Facilities~~	~~Six Year Needs~~	~~Anticipated 20 Year Needs~~
	~~Facilities planning is based on guidelines for public safety office space.~~			
~~Schools~~	~~Elementary School - 380-535 students, 4 ac. site size~~ ~~Middle School - 600 - 800 students, 12 ac. site size~~ ~~High School - 1,000 - 1,600 students, 17 ac. site size~~	~~62 Elementary Schools, 10 Middle Schools, 11 High Schools, 16 Alternative Schools, Admin. Buildings, Memorial Stadium, Closed schools~~	~~Current Building Excellence Program Phase II (a Capital Improvement Plan) will renovate, replace, and/or add to 17 schools~~	~~The District's Facility Master Plan calls for all schools built before 1973 to be modernized or replaced over the next 20 years.~~

~~Each station provides a full range of fire protective services including fire suppression, emergency medical, rescue and salvage. While each station is equipped with at least one fire engine (except Fire Station 14), other equipment varies by facility. The Fire Department has 33 engine companies, 11 ladder truck companies, two fire boats, four aid units, seven paramedic units and other specialized units including heavy rescue, hazardous materials, and marine fire fighting that provide a broad range of emergency services to existing development.~~

~~fire department: planning goals~~

~~In 2002, the Seattle Fire Department responded to all EMS related calls in four minutes or less 77.5 percent of the time and to all fire related calls in four minutes or less 79.56 percent of the time. The fire-fighting industry has set four minutes 90 percent of the time as a desirable response time.~~

~~Response time is influenced directly by the availability of fire personnel, equipment, traffic conditions, and the number and location of fire stations. Further, firefighter and equipment requirements indirectly affect station requirements. Buildings and associated densities are critical factors in estimating fire fighter requirements. These requirements are estimated on an annual basis through the City's budget process.~~

~~fire department: existing capacity &~~

~~anticipated future needs~~

~~The current facilities and their distribution are inadequate to maintain the desired response time to existing development and the amount of new development expected over the next six years in the Urban Centers and throughout the city. Additional EMS capabilities will be needed downtown near South Lake Union, SODO, Northgate, and the Central District. A new Fire Alarm Center is needed to replace the current facility, and all 33 stations need major upgrades, renovation or replacement in order to continue to provide service. In order to serve expected growth over the next 20 years, the Fire Department will need a new station in the Northgate area and most likely one in the downtown area. A new command and control center will also be needed.~~

~~In 2003, Seattle voters approved the Fire Facilities and Emergency Response Levy Under, which will provide about $167 million to: upgrade, renovate, or replace 32 neighborhood fire stations; construct a new training facility and upgrade the Department's Fire Alarm Center; establish emergency preparedness facilities and disaster response equipment that includes a seismically safe Emergency Operations Center, emergency community supplies, emergency shelter power generators, and emergency water supply capacity for fire fighting in the event the City's fire hydrants are disabled; and a new, large platform fire boat, a rehabilitated and enhanced Chief Seattle fireboat, and a new fast attack small fire rescue boat.~~

~~The Department is exploring relocation and renovation/rebuilding options to promote service efficiencies and to address space needs for larger equipment. In addition, the Department is currently evaluating its emergency medical capabilities and staffing or equipment additions that may be desirable to improve emergency medical service. Additionally, the Department is reviewing its capabilities for providing enhanced services related to homeland security and natural disasters.~~

~~Locations & Capacities of Fire Department Facilities~~

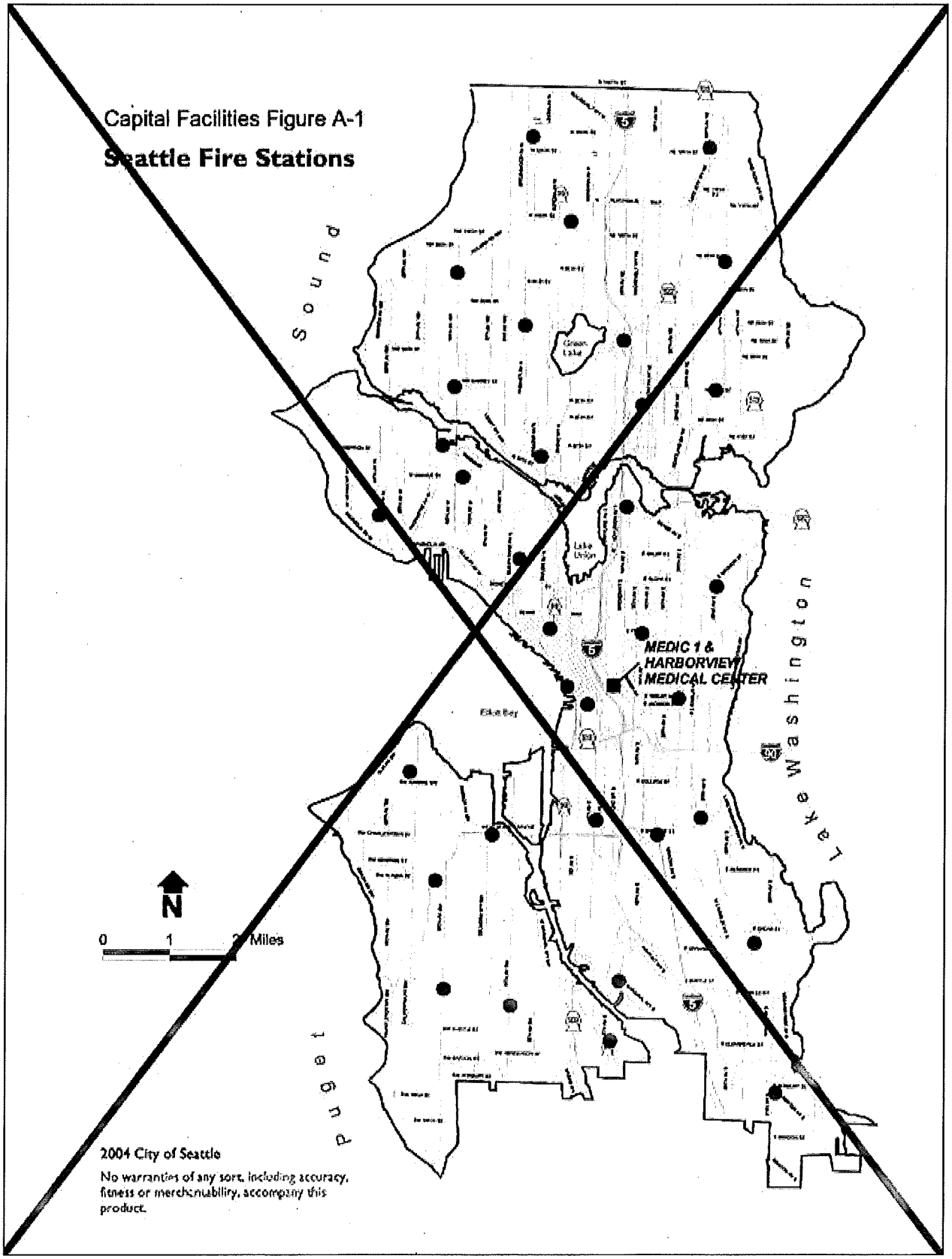
~~Station~~	~~Address~~	~~Capacity (Equipment)~~	~~Medic & Spec. Units~~
~~SFD 2*~~	~~2334 4th Ave.~~	~~Engine, Ladder~~	~~Aid~~
~~SFD 5 ‡~~	~~925 Alaskan Way~~	~~Engine~~	~~Fireboat~~
~~SFD 6 ‡~~	~~101 23rd Ave. S~~	~~Engine, Ladder~~	
~~SFD 8 ‡~~	~~110 Lee St.~~	~~Engine, Ladder~~	
~~SFD 9 ‡~~	~~3829 Linden Ave. N~~	~~Engine~~	~~Air Unit~~
~~SFD 10*~~	~~301 2nd Ave. S~~	~~Engine, Ladder~~	~~Aid, Hazmat~~

~~Station~~	~~Address~~	~~Capacity (Equipment)~~	~~Medic & Spec. Units~~
~~SFD 11~~	~~1514 SW Holden St.~~	~~Engine~~	
~~SFD 13‡~~	~~3601 Beacon Ave. S~~	~~Engine~~	
~~SFD 14‡~~	~~3224 4th Ave. S~~	~~Ladder~~	~~Aide, Rescue Unit~~
~~SFD 16‡~~	~~6846 Oswego Pl. NE~~	~~Engine~~	~~Medic~~
~~SFD 17‡~~	~~1050 NE 50th St.~~	~~Engine, Ladder~~	
~~SFD 18~~	~~1521 NW Market St.~~	~~Engine, Ladder~~	~~Medic, Hose Wagon~~
~~SFD 20‡~~	~~3205 13th Ave. W~~	~~Engine~~	~~Marine Support Unit~~
~~SFD 21‡~~	~~7304 Greenwood Ave. N~~	~~Engine~~	~~Mass Casualty Unit~~
~~SFD 22‡~~	~~901 E Roanoke St.~~	~~Engine~~	~~Communications Van~~
~~SFD 24~~	~~401 N 130th St.~~	~~Engine~~	
~~SFD 25~~	~~1300 E Pine St.~~	~~Engine, Ladder~~	~~Aid, Power Unit, Hose Wagon~~
~~SFD 26~~	~~800 S Cloverdale St.~~	~~Engine~~	~~Air Unit~~
~~SFD 27~~	~~1000 S Myrtle St.~~	~~Engine~~	~~USAR, MMST~~
~~SFD 28‡~~	~~5968 Rainier Ave. S~~	~~Engine, Ladder~~	~~Medic~~
~~SFD 29~~	~~2139 Ferry Ave. SW~~	~~Engine~~	
~~SFD 30‡~~	~~2931 S Mount Baker Blvd.~~	~~Engine~~	
~~SFD 31~~	~~1319 N Northgate Way~~	~~Engine, Ladder~~	~~Medic, Power Unit~~
~~SFD 32~~	~~3715 SW Alaska St.~~	~~Engine, Ladder~~	~~Medic~~
~~SFD 33~~	~~9645 Renton Ave. S~~	~~Engine~~	

~~Station~~	~~Address~~	~~Capacity (Equipment)~~	~~Medic & Spec. Units~~
~~SFD 34~~	~~633 32nd Ave. E~~	~~Engine~~	
~~SFD 35‡~~	~~8729 15th Ave. NW~~	~~Engine~~	
~~SFD 36~~	~~3600 23rd Ave. SW~~	~~Engine~~	~~Marine Response Van~~
~~SFD 37‡~~	~~7300 35th Ave. SW~~	~~Engine~~	
~~SFD 38‡~~	~~5503 33rd Ave. NE~~	~~Engine~~	
~~SFD 39‡~~	~~12705 30th Ave. NE~~	~~Engine~~	
~~SFD 40‡~~	~~9401 35th Ave. NE~~	~~Engine~~	
~~SFD 41‡~~	~~2416 34th Ave. W~~	~~Engine~~	
~~HMC~~	~~325 9th Ave.~~		

~~*City of Seattle Landmark or located in City landmark/special review district~~

~~‡ City historic resource survey properties~~))


Capital Facilities Figure A-1
Seattle Fire Stations
Sound
Puget
Lake Washington
MEDIC 1 &
HARBORVIEW
MEDICAL CENTER
N
0
1
2 Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~Police department: inventory~~

~~The Seattle Police Department currently provides law enforcement patrol services to the city from five precincts. The locations and capacities of these precincts are shown in Figure A-2 and the list below:~~

1. ~~North Precinct, at 10049 College Way North, serves the area north of the Ship Canal to the City limits and has a capacity of 16,779 square feet (sq. ft.).~~
2. ~~West Precinct, located at 810 Virginia Street serves Queen Anne, Magnolia, the downtown core, and the area west of I-5 and north of Spokane Street, and has a capacity of 50,960 sq. ft. (including the 9-1-1 center).~~
3. ~~East Precinct, located at 1519 12th Avenue, serves the area north of I-90 to the Ship Canal and east of I-5, including the Eastlake Community and has a capacity of 40,000 sq. ft.~~
4. ~~South Precinct, at 3001 S Myrtle Street, serves Southeast Seattle, the area south of I-90 to the city limits and has a capacity of 13,688 sq. ft.~~
5. ~~The Southwest Precinct, at 2300 SW Webster, serves West Seattle and the Duwamish Waterway and has a capacity of 28,150 sq. ft.~~

~~Other Police facilities owned and/or operated by SPD include:~~

1. ~~The facility for Mounted Patrol Unit at 9200 8th SW has 18,890 sq. ft. for offices and a horse arena, and a capacity of 12 full-time stalls and space for housing related equipment and supplies.~~
2. ~~The kennel for the K-9 Unit of Police dogs, located at the SPD pistol range in South Seattle near Boeing Field, has a capacity of 6,464 sq. ft., housing 6 dogs and 2 pups and related equipment and supplies.~~
3. ~~The Harbor Unit facility on the north shore of Lake Union has a capacity of 3,706 sq. ft. for offices, shop, dock, and two boat sheds, plus docks which moor nine Patrol boats. The facility also has extra dock areas for temporary moorage.~~
4. ~~The Seattle Police Headquarters, located at 610 5th Avenue, houses the administrative units of the police department along with a number of detective units.~~
5. ~~The Public Safety Building, located at 610 3rd Avenue contains the SPD Traffic Section, a~~

~~number of detective units, and warehouse functions that are scheduled to move into a new facility in 2004.~~

~~The SPD Seattle Center component handles events at the Center, as well as the Police Reserves. In addition to these permanent facilities, the Police Department has two mobile mini-precincts that they locate in various areas as activities dictate. One of the mobile mini-precincts is permanently assigned to West Seattle.~~

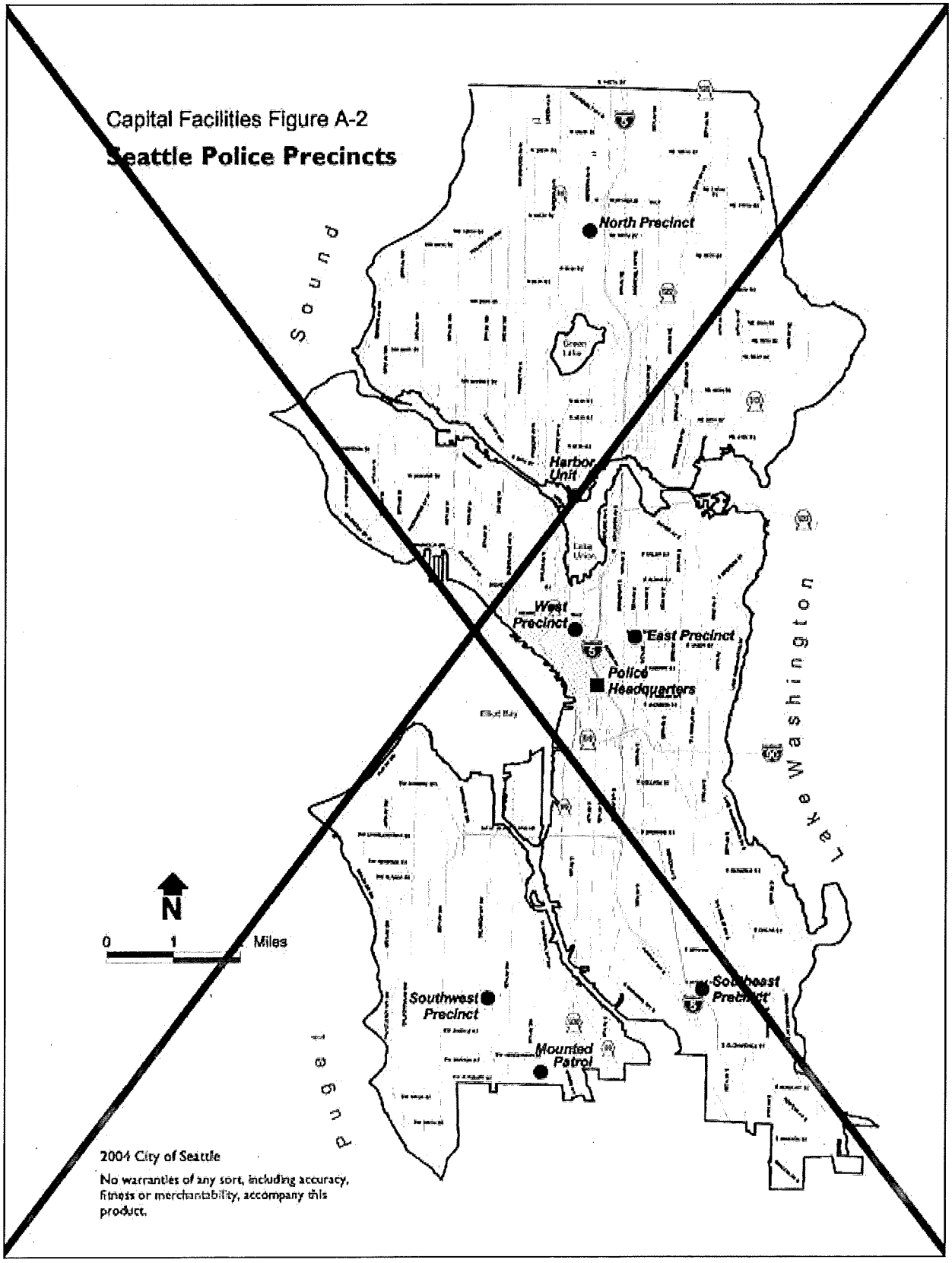
~~police department planning goals~~

~~Uniform patrol law enforcement services are generally allocated based on workload, time and location. The exact location of facilities is usually not critical to the provision of uniform patrol services, since police officers are on patrol in the various sectors and calls for service are dispatched by radio or officers handle situations "on view." However, the location of facilities can be important because of distance traveled at shift change time and because good locations can enhance Police/community interaction and communication.~~

~~Because of the many and changing factors that affect staffing and space objectives of police departments, there are no universally accepted planning goals for police facilities related to performance measures. The forecast of future needs is therefore based on guidelines for office space that incorporate special space requirements related to public safety, using the East Precinct as a model.~~

~~police department existing capacity & anticipated future needs~~

~~The North Precinct is currently overcrowded and does not meet the needs of precinct personnel. In order to serve the growth forecast under the Comprehensive Plan over the next 20 years in the Urban Centers and throughout the City, it is anticipated that additional space may be required in the North Precinct. At this time the exact space requirements are not known and will depend on a variety of factors, as discussed under Planning Goals. As the City further considers neighborhood-based policing options, the long-range plans for police facilities may change.~~))


Capital Facilities Figure A-2
Seattle Police Precincts
North Precinct
Harbor Unit
West Precinct
East Precinct
Police Headquarters
Southwest Precinct
Mounted Patrol
Southeast Precinct
Sound
Lake Washington
Puget
N
0
1
Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~public schools: inventory~~

~~District facilities include 11 high schools, 10 middle schools, 62 elementary schools, 16 alternative schools and Memorial Stadium. In addition, the District has a number of closed schools. Many of the school closures occurred during the 1970's and 1980s as a result of low enrollments. The closed schools are used for temporary schools during remodeling construction, leased to other organizations on a short or long-term basis or remain unused. In September 2002 the District opened a newly renovated administrative headquarters in SODO area, John Stanford Center for Educational Excellence. School locations are shown in Capital Facilities Figure A-3.~~

~~The capacity for school facilities varies by school type as follows: 380-535 students for elementary schools; 600-800 students for middle schools; and 1,000-1,600 students for high schools. Memorial Stadium has a seating capacity of 12,000.~~

~~public schools: planning goals~~

~~The School District has established the following planning goals for new or modernized school facilities:~~

	~~**School Size**~~	~~**Site Size (Minimum)**~~
~~Elementary School~~	~~380, 445 or 535 students~~	~~4 acres~~
~~Middle School~~	~~600 to 800 students, except for alternative programs, which could be smaller~~	~~12 acres~~
~~High School~~	~~1,000 to 1,600 students, except for alternative programs, which could be smaller~~	~~17 acres~~

~~The District plans facilities based on where growth is expected in school age populations of children that would be expected to attend public school. Through the current "choice" student assignment plan, about 75 percent of the children that attend public schools choose and attend the school in their neighborhood and 25 percent choose other schools.~~

~~public schools: existing capacity &~~

~~anticipated future needs~~

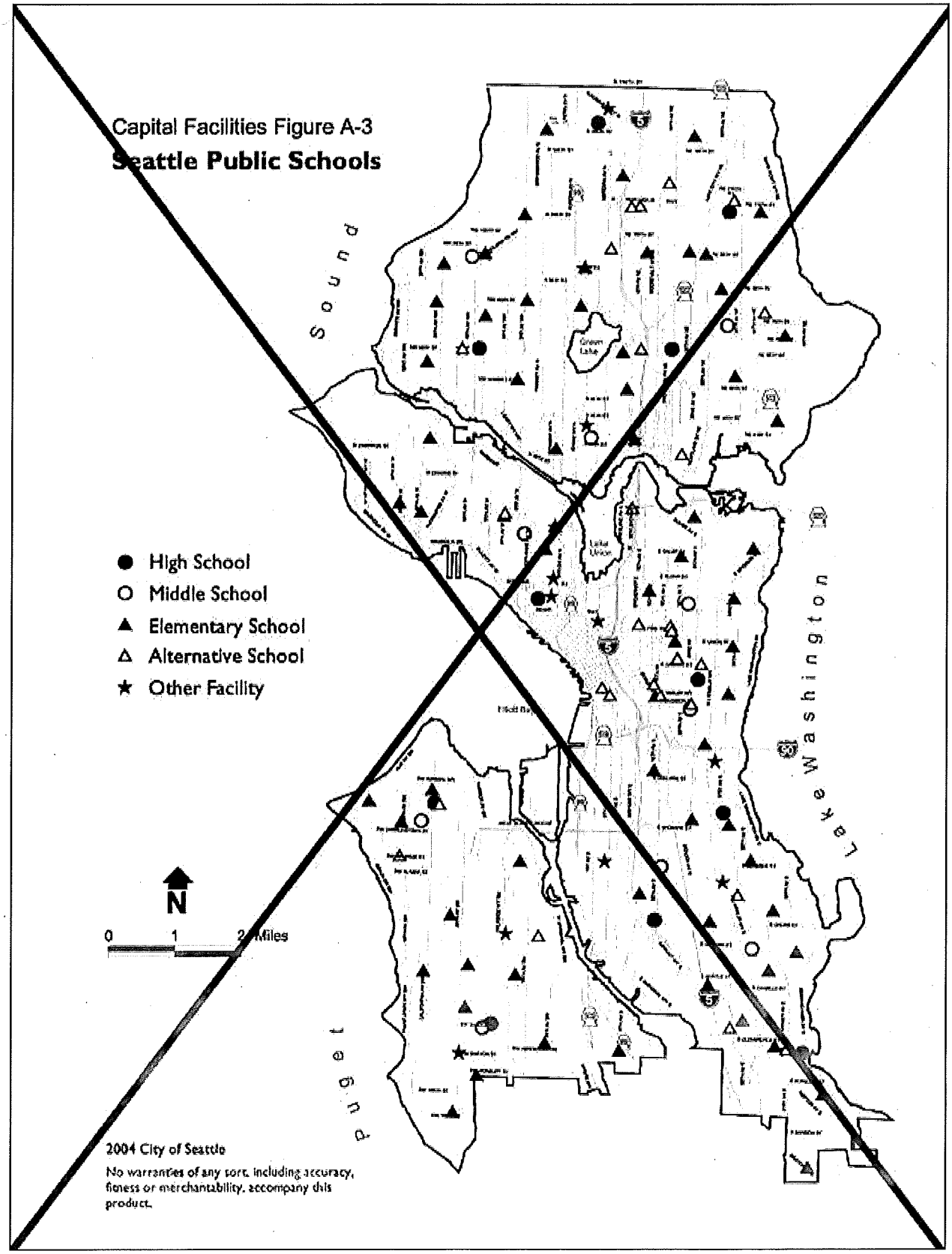
~~In 1991, the School District completed a six-year capital improvement program, known as CIP I. In preparation for the next CIP, the School Board adopted the long-range Facilities Master Plan and Capital Improvement Program. The Capital Improvement Program was divided into several phases. Funding for the CIP, known as Building Excellence I Program (BEX I), was approved by the voters in February 1995.~~

~~The BEX I program covered six years, 1995-2000, and contained 19 projects. The projects included modernization, historic renovation, replacement and/or expansion of elementary and secondary schools, to meet existing requirements. These improvements added some capacity which reduced portable buildings and eased crowding in South Seattle.~~

~~The most recent capital levy program, known as the Building Excellence II Program (BEX II), covers new construction, renovation, or additions at 17 school facilities. BEX II, approved by voters in February 2001, continues BEX I with $398 million over the next six years.~~

~~The School District's Facilities Master Plan (FMP) guides facilities decisions through the year 2010. Over the course of the two capital improvement programs, BEX I and BEX II capacity will be added to eliminate the need for portable buildings.~~

~~The schools outlined in the FMP are in locations that can serve Urban Centers, Urban Villages and the remainder of the city. The FMP recognizes that the shift in trends, as Urban Centers and Villages develop, could be gradual or rapid and will vary throughout the city. The District is committed to reviewing and adjusting its FMP every five years, to be responsive to changing conditions.~~))


Capital Facilities Figure A-3
Seattle Public Schools
High School
Middle School
Elementary School
Alternative School
Other Facility
N
0
1
2 Miles
Sound
Puget
Lake Washington
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~B Inventory of Parks & Recreation, Library, General Government, Seattle Center, Public Health & Publicly Assisted Housing Facilities & Supplemental Capacity Information~~

~~Parks & recreation facilities~~

~~The City maintains a system of parks and open areas that includes 6,074 acres, or about 10 percent of the City's total land area. This includes 4,562 developed acres. Over 6,000 acres of parks and open space are deemed adequate capacity to serve a population of at least 600,000. More than 35 sites are being acquired through the 2000 Pro Parks Levy, including 16 Neighborhood Park projects, 12 Opportunity Fund projects, and 13 Green Spaces. Many of these sites are small properties in densely developed urban villages, but their acquisition will make a significant difference to the lives of the people in these under-served urban neighborhoods. Parks and open areas owned by the City and their capacities are summarized below:~~

~~Parks & Open Space~~		~~Size of Facility~~
~~61~~	~~Local parks~~	~~834 acres~~
~~18~~	~~Major urban or regional parks~~	~~2,560 acres~~
~~62~~	~~Squares, places, triangles~~	~~27 acres~~
~~33~~	~~Playfields~~	~~413 acres~~
~~38~~	~~Neighborhood playgrounds~~	~~135 acres~~
~~8~~	~~Shorelines (including 11 swimming beaches)~~	~~24 miles~~
	~~Biking and pedestrian trails~~	~~8 miles~~

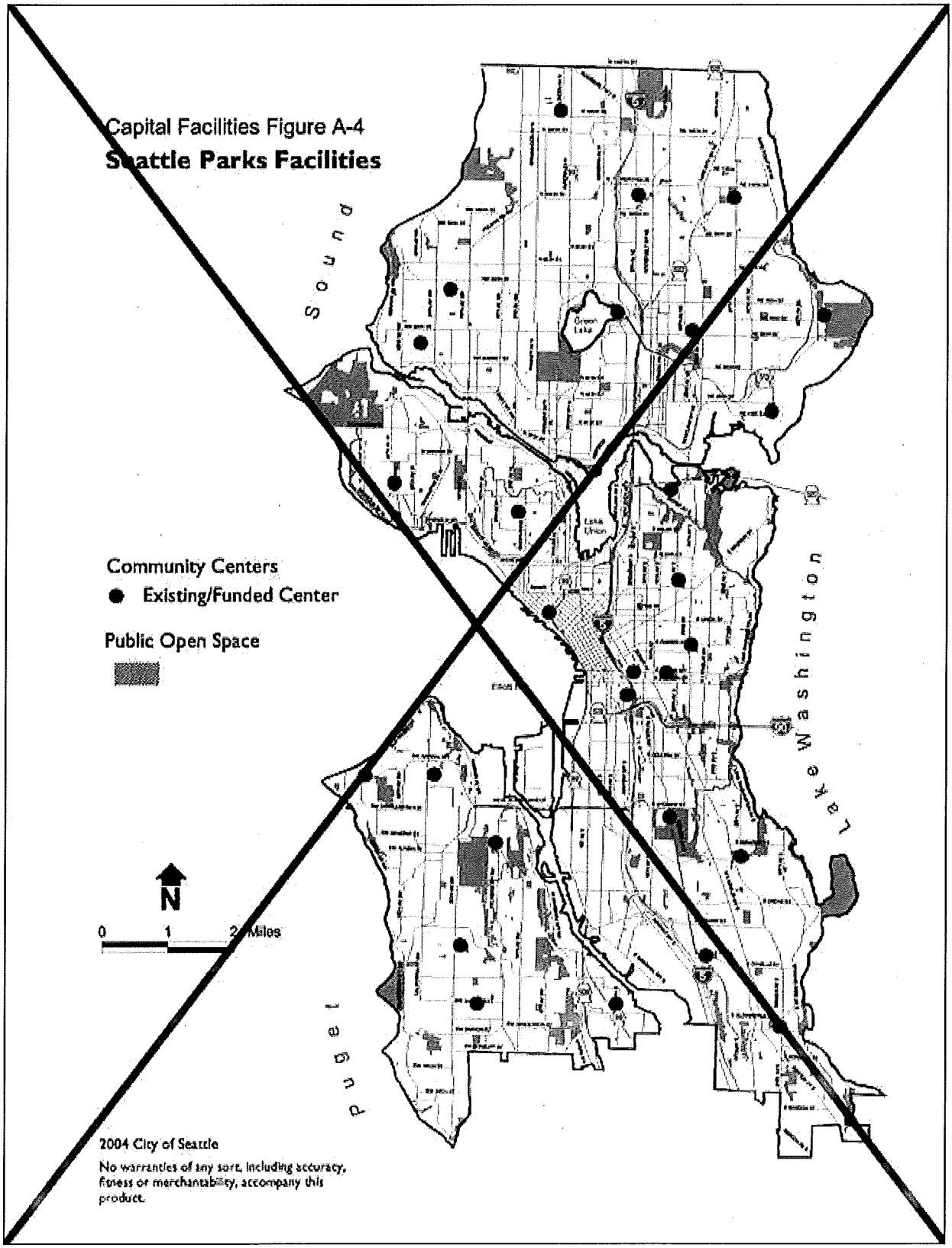
~~18~~	~~Boulevards~~	~~22 miles (396 acres)~~
~~26~~	~~Green spaces~~	~~637 acres~~
~~18~~	~~Natural areas~~	~~69 acres~~

~~The City also owns a number of recreational facilities within the parks system. These structures total more than a million square feet of building space. Five new community centers will expand the capacity by more than 70,000 sq. ft. Following is a list of park system structures:~~

~~Park System Structures~~

~~24~~	~~Community centers~~
~~10~~	~~Swimming pools (including 2 outdoor), 27 wading pools~~
~~1~~	~~Waterfront aquarium~~
~~1~~	~~Zoo: 90 acres, 45 major exhibits and buildings~~
~~1~~	~~Stadium~~
~~1~~	~~Indoor tennis center (10 indoor courts and 4 outdoor courts)~~
~~151~~	~~Outdoor tennis courts (71 with lights)~~
~~185~~	~~Athletic fields~~
~~33~~	~~Playfields~~
~~5~~	~~Golf courses, including pitch/putt (449 acres)~~
~~2~~	~~Boating and sailing centers~~
4	~~Nature interpretive centers (Carkeek Park, Seward Park, Discovery Park, and Camp Long)~~
~~6~~	~~Performing and visual art facilities~~
~~7~~	~~Historic buildings~~
~~90~~	~~Comfort stations~~
~~16~~	~~Residences and cabins~~

~~80~~	~~Picnic shelters and houses~~
~~12~~	~~Concession facilities~~
~~24~~	~~Administrative offices and headquarters~~
~~2~~	~~Museums~~
4	~~Amphitheaters~~
~~52~~	~~Miscellaneous facilities (including storage, maintenance, warehouses, chapel, visitor centers, beach/bath facilities, a rifle/pistol range and a police horse patrol barn, viewpoints and nature trails)~~))


Capital Facilities Figure A-4
Seattle Parks Facilities
Sound
Lake Washington
Puget
Community Centers
Existing/Funded Center
Public Open Space
N
0
1
2 Miles
2004 City of Seattle
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((~~Seattle Public Library~~

~~The Seattle Public Library (SPL) operates the downtown library, 23 neighborhood libraries and a fleet of four bookmobiles. The State funded Washington Talking Book and Braille Library (WTBBL) is also administered by the SPL. The SPL rents space for three of the facilities it does not own. Locations of library facilities and their capacities are shown in Capital Facilities Figure A-5 and in the location list of library facilities provided below.~~

~~Locations & Capacities of Library Facilities~~

~~Branch Name~~	**~~Address~~**	**~~Square footage~~**
~~Ballard~~	~~5711 24th Ave. NW~~	~~7,296~~
~~Beacon Hill~~	~~2519 15th Ave. S~~	~~10,800~~
~~Broadview~~	~~12755 Greenwood Ave. N~~	~~8,405~~
~~Capitol Hill~~	~~425 Harvard Ave. E~~	~~11,615~~
~~Central~~	~~1000 4th Ave.~~	~~363,000~~
~~Columbia*~~	~~4721 Rainier Ave. S~~	~~12,420~~
~~Delridge~~	~~5423 Delridge Way SW~~	~~5,600~~
~~Douglass-Truth*~~	~~2300 E Yesler~~	~~8,008~~
~~Fremont*~~	~~731 N 35th St.~~	~~6,060~~
~~Green Lake*~~	~~7364 E Green Lake Dr. N~~	~~8,090~~
~~Greenwood~~	~~8016 Greenwood Ave. N~~	~~7,085~~
~~High Point~~	~~6302 35th Ave. SW~~	~~7,000~~
~~Lake City*~~	~~12501 28th Ave. NE~~	~~9,013~~
~~Madrona-Sally Goldmark‡~~	~~1134 33rd Ave.~~	~~1,701~~
~~Magnolia*~~	~~2801 34th Ave. W~~	~~5,859~~

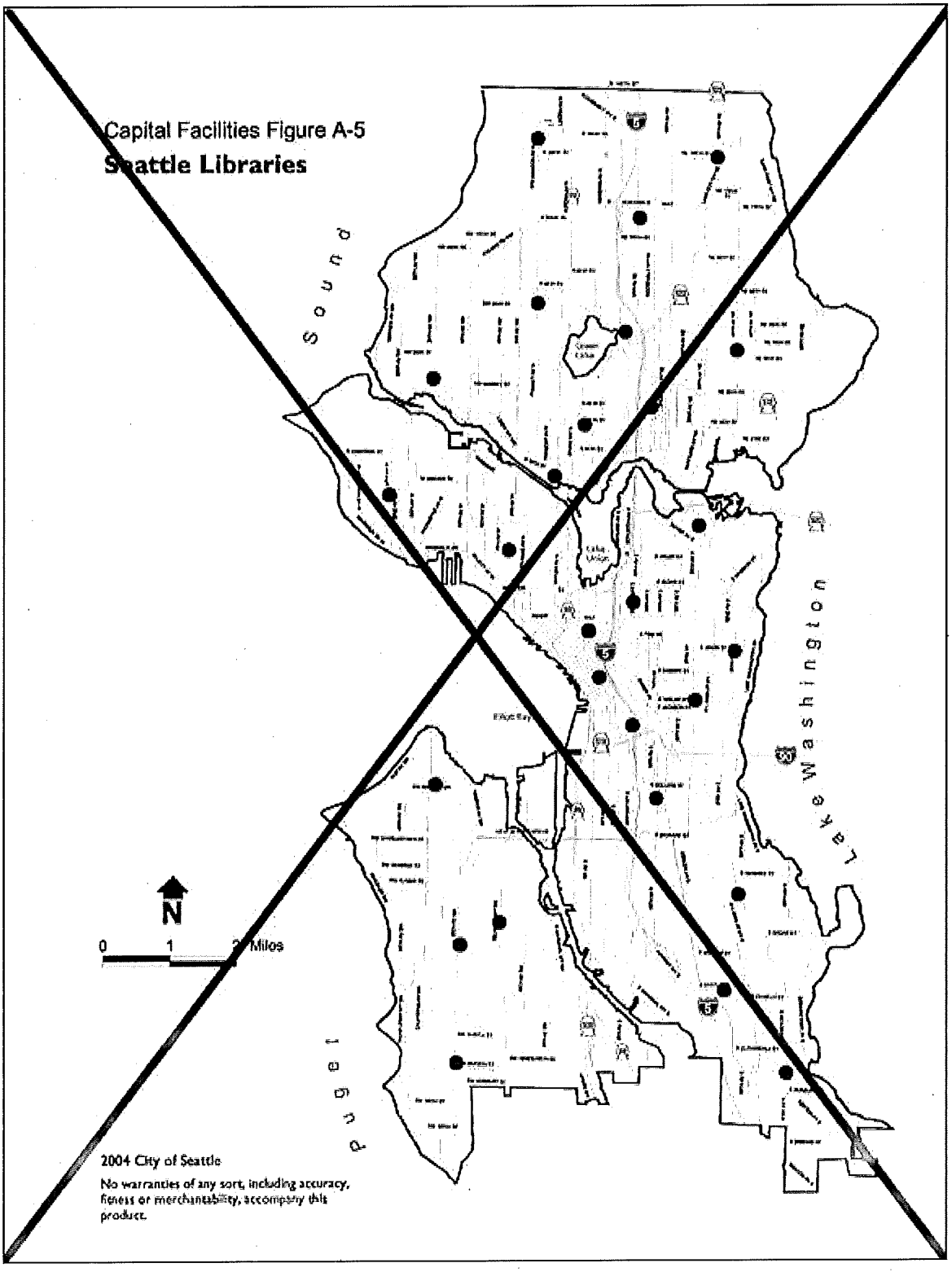
~~Branch Name~~	~~Address~~	~~Square footage~~
~~Mobile Services~~	~~2025 9th Ave.~~	~~5,056~~
~~Montlake~~	~~2300 24th Ave. E.~~	~~1,574~~
~~New Holly~~	~~7058 32nd Ave. S~~	~~4,000~~
~~Northeast*~~	~~6801 35th Ave. NE~~	~~15,000~~
~~Queen Anne*~~	~~400 W Garfield St.~~	~~7,931~~
~~Rainier Beach~~	~~9125 Rainier Ave. S~~	~~15,000~~
~~Southwest~~	~~9010 35th Ave. SW~~	~~7,557~~
~~University*~~	~~5009 Roosevelt Way NE~~	~~8,104~~
~~Wallingford~~	~~1501 N 45th St.~~	~~2,000~~
~~Wash. Talking Book and Braille Library‡~~	~~2021 9th Ave.~~	~~10,000~~
~~West Seattle*~~	~~2306 42nd Ave. SW~~	~~8,970~~

~~*City of Seattle Landmark or located in City landmark/special review district~~
~~‡ City historic resource survey properties~~

~~The Library system is the process of a comprehensive capital renovation program which will increase in the capacity of many current libraries and add new libraries to the system. The table below shows the branches that will be expanded or added, and the location, if different than listed for current facilities above. An (*) indicates a new branch.~~

~~Branch/Date expected to open~~	~~New Location if different than existing~~	~~Estimated new square-footage~~
~~Ballard – 2005~~	~~5711 24th Ave. NW~~	~~15,000~~

~~Branch/Date expected to open~~	~~New Location if different than existing~~	~~Estimated new square-footage~~
~~Broadview – 2007~~		~~15,000~~
~~Douglass-Truth – 2006~~		~~15,000~~
~~Fremont – 2005~~		~~6,840~~
~~Greenwood – 2005~~		~~15,000~~
~~International District/Chinatown – 2005*~~	~~713 8th Ave. S~~	~~3,800~~
~~Lake City – 2005~~		~~15,000~~
~~Magnolia – 2007~~		~~7,659~~
~~Montlake – 2006~~	~~2300 24th Ave. E~~	~~5,680~~
~~Northgate – 2006*~~	~~Corner of NE 105th St. & 5th Ave. NE~~	~~10,000~~
~~South Park – 2006*~~	~~2407 24th Ave. E~~	~~5,000~~
~~Southwest – 2006~~		~~15,000~~))


Capital Facilities Figure A-5
Seattle Libraries
Sound
Lake Washington
Puget
N
0
1
Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fiteness or merchantability, accompany this product.

((~~general government~~

~~The City of Seattle is in the process of revitalizing its downtown civic campus. Currently five city-owned buildings comprise the civic campus, with a capacity of 1.7 million square feet (sq. ft.) in the downtown core: New City Hall (186,000 sq. ft.), Justice Center (272,000 sq ft), Arctic Building (101,000 sq. ft.), Alaska Building (147,000 sq. ft.) and the Seattle Municipal Tower (1 million sq. ft., of which approximately 920,000 sq. ft. are currently used for City office space). The City also leases about 24,000 sq. ft. in nearby buildings downtown. The City's Sea-Park Garage provides parking for city vehicles and visitor parking within the civic campus.~~

~~The Public Safety Building (291,000 sq. ft.) is mostly vacant, and scheduled for demolition in 2004. Current plans are to sell the Arctic and Alaska Buildings in 2004-2006. The City sold the Dexter Horton Building (350,000 sq. ft.) in 2001.~~

~~Exclusive of fire stations and police precincts, the City owns more than 30 other general government facilities located outside of downtown, and leases an average of 50,000 sq. ft. These provide a wide variety of services, primarily to other city departments, and include maintenance shops, warehouses, and support facilities for the public safety functions.~~

~~In addition, the City also operates 13 storefront Neighborhood Service Centers located throughout the city. These offices range in size from 750 – 2,100 square feet and serve as City information and community contact points, as well as bill payment depositories. Eight are located in leased space, while five are co-located with other city facilities such as libraries, fire stations and community centers. These are shown in Capital Facilities Figure A-6.~~

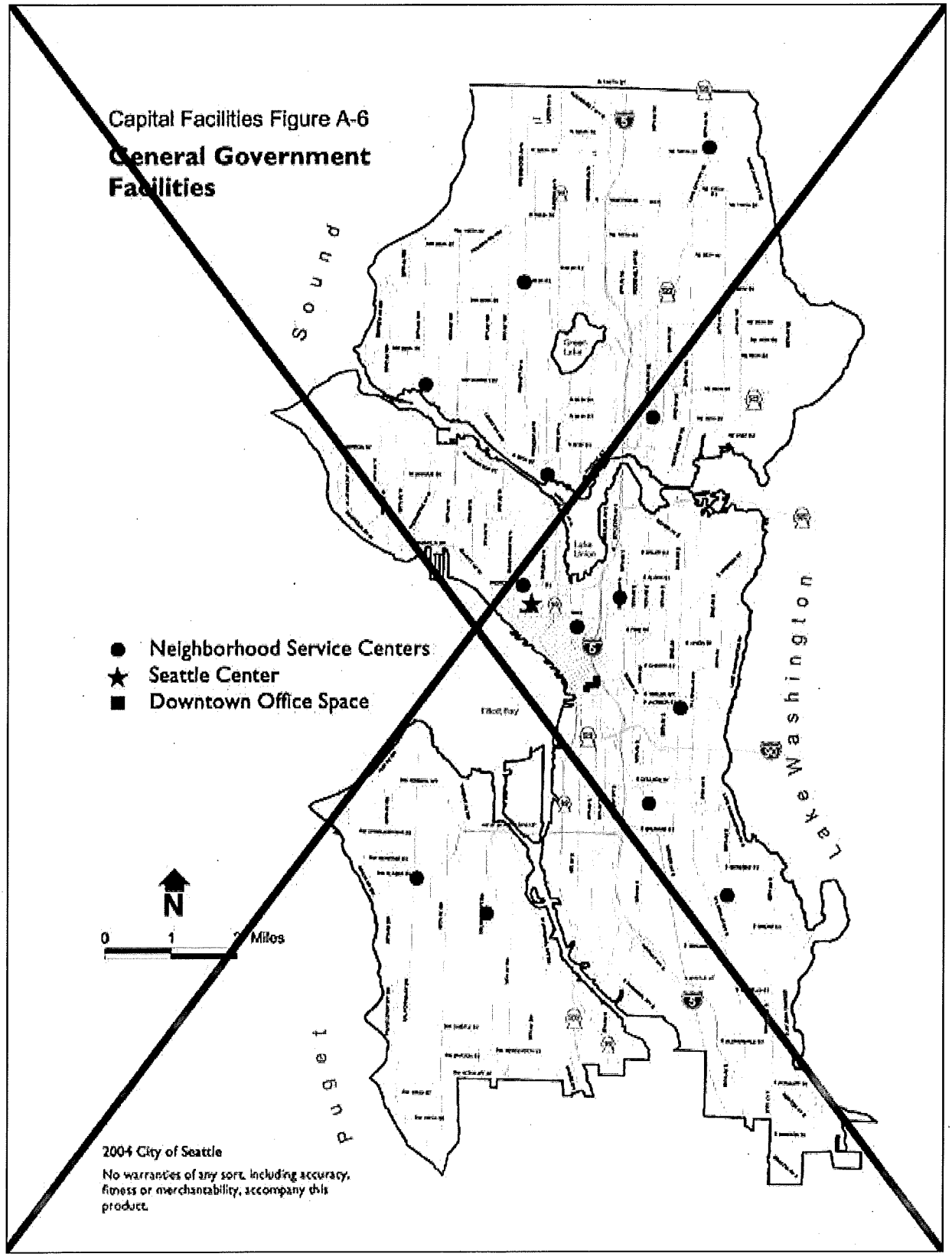
~~Seattle Center~~

~~There are 37 buildings on the 87-acre Seattle Center campus totally in excess of over 2.5 million square feet. These facilities serve more than 10 million visitors a year and present over 5,000 performances or events annually. The campus meeting, performance, educational, exhibition, sports, recreational, gathering spaces and open space are dedicated to meeting the cultural, artistic, educational, recreational, and entertainment needs of the region.~~

~~The Center is home to 12 theater spaces ranging in capacity from 100 seats in the Center House Theater to 2,800 at Marion Oliver McCaw Hall and totaling nearly 6,000 seats for theatrical performances. Sports facilities include the Key Arena with a capacity of 17,000 and Memorial Stadium with a capacity of 12,000 for field events. There are two schools on the campus – a ballet school and a public high school. There are 10 fountains on the grounds and approximately 39 acres of landscaped and green open space and pedestrian ways. There are also active outdoor spaces, including the Fun Forest amusements, a basketball court, and a skate park. Seattle Center's outdoor open spaces, gardens, and fountains are a major urban oasis for active or passive and individual or group enjoyment.~~

~~The Center owns and manages four surface parking lots and two parking garages totaling 3,517 spaces. The Seattle Center is also served by the Seattle Center Monorail between downtown and the Center. The Monorail carries more than 2 million riders a year over the mile-long route.~~

~~Notable buildings and facilities on the Seattle Center campus include: Center House; Key Arena; the Space Needle; Experience Music Project; Memorial Stadium; Pacific Science Center; McCaw Hall; Phelps Center and Ballet School; Seattle Children's Theatre; Bagley Wright Theatre; Intiman Theatre; Seattle Children's Museum; Fisher Pavilion; the Northwest Rooms; Mercer Arena; and the Seattle Center Pavilion.~~))


Capital Facilities Figure A-6
General Government Facilities
Neighborhood Service Centers
Seattle Center
Downtown Office Space
N
0
1
Miles
Sound
Puget
Lake Washington
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~public health~~

~~Public Health – Seattle & King County (Public Health) is a joint enterprise of the City of Seattle and King County and is responsible for the supervision and control of all public health and sanitation affairs in Seattle and King County. Public Health maintains a system of personal health, environmental health, health promotion and disease prevention services through 19 health centers/clinics and other service sites located in Seattle. These health facilities have a total capacity of 229,464 sq. ft. The capacity and ownership of individual facilities are listed below.~~

~~**Health Facility**~~	~~**Size**~~	~~**Tenancy**~~
~~Boeing Field~~	~~3,500 sq. ft.~~	~~Owned by King County~~
~~Central Area Community Health Care Center~~	~~3,298 sq. ft.~~	~~Lease~~
~~Columbia Health Center~~	~~28,094 sq. ft.~~	~~Own~~
~~Downtown Clinic and Downtown Environmental Health~~	~~23,378 sq. ft.~~	~~Lease~~
~~Harborview: STD Clinic~~	~~7,995 sq. ft.~~	~~Owned by King County~~
~~Harborview: Northwest Family Center~~	~~3,212 sq. ft.~~	~~Owned by King County~~
~~Harborview: Medical Examiner~~	~~15,868 sq. ft.~~	~~Owned by King County~~
~~Harborview: Public Health Laboratory~~	~~5,003 sq. ft.~~	~~Owned by King County~~
~~Harborview: TB Clinic~~	~~4,205 sq. ft.~~	~~Owned by King County~~
~~HIV/AIDS Prevention "Raven" Studies~~	~~3,000 sq. ft.~~	~~Lease~~
~~Housing for homeless people with TB~~	~~1,200 sq. ft.~~	~~Lease~~
~~Lake City Dental Clinic~~	~~2,000 sq. ft.~~	~~Lease~~
~~Needle Exchange~~	~~2,500 sq. ft.~~	~~Lease~~
~~North District Health Center~~	~~16,067 sq. ft.~~	~~Owned by King County~~
~~Parent and Child Health "Moms Plus"~~	~~7,200 sq. ft.~~	~~Lease~~
~~Rainier Beach Teen Clinic~~	~~800 sq. ft.~~	~~Lease~~
~~Vital Statistics~~	~~3,661 sq. ft.~~	~~Owned by King County~~

~~Health Facility~~	~~Size~~	~~Tenancy~~
~~Wells Fargo Center~~	~~77,483 sq. ft.~~	~~Lease~~
~~Yesler Building~~	~~21,000 sq. ft.~~	~~Owned by King County~~

~~Public Health facilities are shown in Capital Facilities Figure A-7.~~

~~publicly subsidized rental housing~~

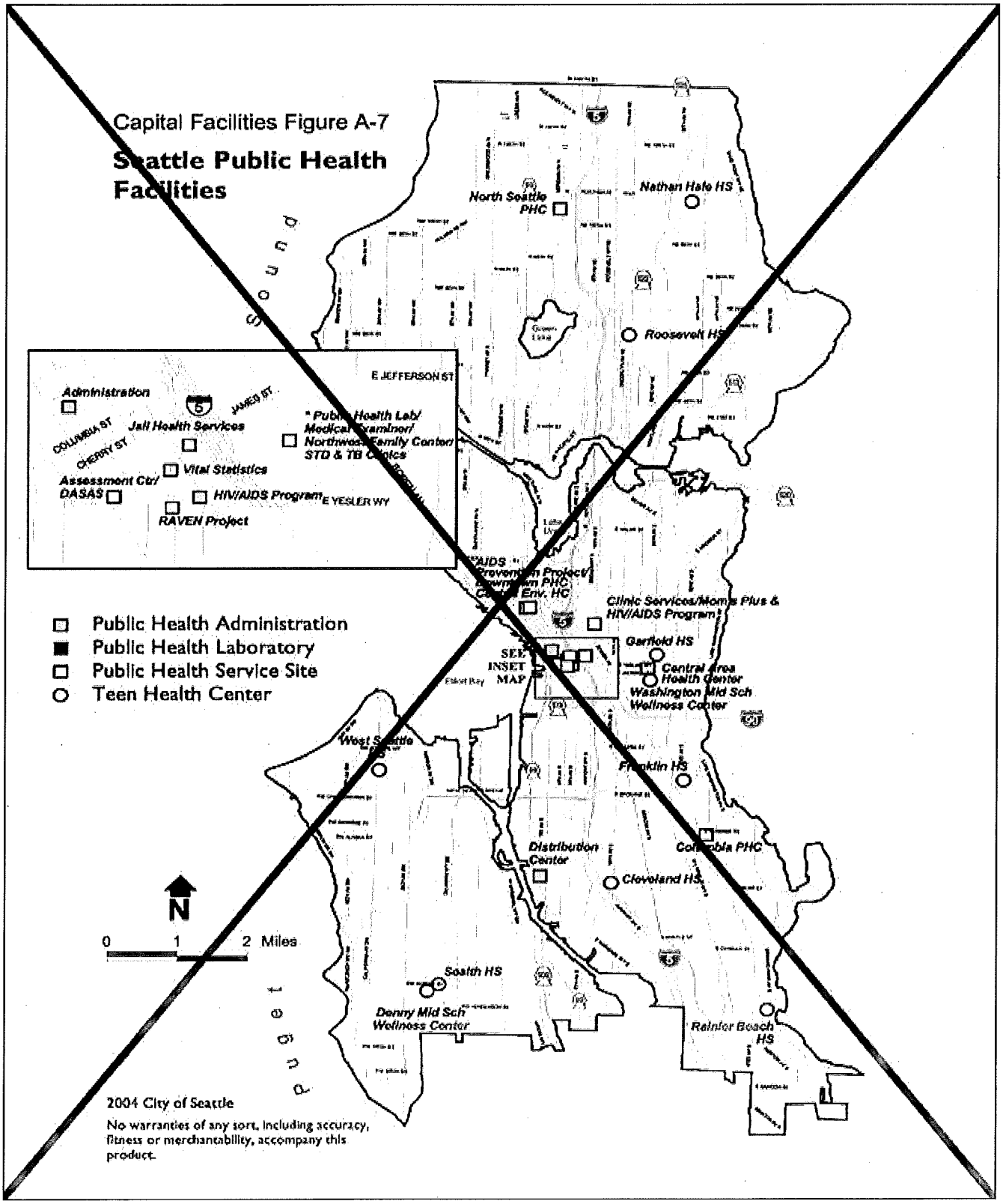
~~As of May 2004, the City's Office of Housing database showed 20,277 affordable rental units with capital subsidies in Seattle. As of the end of 2003, 7,793 of these units were in 238 City-funded projects. The remaining units have capital subsidies from federal, state, or county programs but are not City-funded. The following table summarizes affordability of Seattle's subsidized rental housing stock:~~

~~Rental Housing Units with Capital Subsidies,~~

~~by Affordability Level~~

~~Affordable to Households at:~~	~~Number of Units~~
~~0-30% of MFI*~~	~~10,568~~
~~31-50% of MFI~~	~~6,230~~
~~51-80% of MFI~~	~~3,479~~
~~TOTAL~~	~~20,277~~

~~* MFI = median family income~~))


Capital Facilities Figure A-7
Seattle Public Health Facilities
North Seattle PHC
Nathan Hale HS
Roosevelt HS
E JEFFERSON ST
Administration
JAMES ST
COLUMBIA ST
CHERRY ST
Jail Health Services
Public Health Lab/ Medical Examiner/ Northwest Family Center/ STD & TB Clinics
Vital Statistics
Assessment Ctr/ DASAS
HIV/AIDS Program
E YESLER WY
RAVEN Project
AIDS Prevention Project/ Downtown PHC
Central Area Env. HC
Clinic Services/Mom's Plus & HIV/AIDS Program
Garfield HS
SEE INSET MAP
Central Area Health Center
Washington Mid Sch Wellness Center
West Seattle
Franklin HS
Distribution Center
Columbia PHC
Cleveland HS
Public Health Administration
Public Health Laboratory
Public Health Service Site
Teen Health Center
N
0 1 2 Miles
Sealth HS
Denny Mid Sch Wellness Center
Rainier Beach HS
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~C Inventory of Facilities Serving Urban Centers & Villages~~

~~Following is an inventory of facilities that serve Urban Centers and Urban Villages. Facilities do not have to be located within the boundaries or potential boundaries of the Centers or Villages in order to serve those areas.~~

~~City facilities that are either designated City of Seattle Landmarks or historic resources (including parks that include one or more of these facilities) are identified in the lists of facilities for each urban center and village. "Historic resources" are at least 40 years old and have been reviewed by a historic preservation specialist; these resources may or may not be eligible for designation as landmarks.~~

~~urban centers & center villages~~

~~Downtown Urban Center~~

~~Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 10~~	~~301 2nd Ave. S~~	~~EMS: 78% in 4 mins.~~ ~~Fire: 78% in 4 mins.~~ ~~Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van~~
~~Fire Station~~	~~SFD 5‡~~	~~925 Alaskan Way~~	~~EMS: 78% in 4 mins.~~ ~~Fire: 80% in 4 mins.~~ ~~Engine Co., Fireboat~~
~~Fire Station~~	~~SFD 2*~~	~~2334 4th Ave.~~	~~EMS: 84% in 4 mins.~~ ~~Fire: 83% in 4 mins.~~ ~~Engine Co., Ladder Co., Aid Car~~
~~Fire Station~~	~~SFD 25~~	~~1300 E Pine St.~~	~~EMS: 87% in 4 mins.~~ ~~Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon~~
~~Police Station~~	~~West Precinct~~	~~810 Virginia St.~~	~~11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center~~

~~* City landmark or located in City landmark/special review district~~
~~‡ City historic resource survey property~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Schools1~~	~~All 10 Middle Schools:~~		
	~~Denny~~	~~8402 30th Ave. SW~~	~~740 students~~
	~~Eckstein*~~	~~3003 NE 75th St.~~	~~852 students~~
	~~Hamilton~~	~~1610 N 41st St.~~	~~767 students~~
	~~Aki Kurose at Sharples~~	~~3928 S Graham St.~~	~~897 students~~
	~~Madison*~~	~~3429 45th Ave. SW~~	~~800 students~~
	~~McClure~~	~~1915 1st Ave. W~~	~~673 students~~
	~~Meany~~	~~301 21st Ave. E~~	~~852 students~~
	~~Mercer~~	~~1600 S Columbia~~	~~830 students~~
	~~Washington~~	~~2101 S Jackson St.~~	~~852 students~~
	~~Whitman~~	~~9201 15th Ave. NW~~	~~830 students~~
	~~All 11 High Schools:~~		
	~~Ballard~~	~~1418 NW 65th St.~~	~~1,600 students~~
	~~Cleveland*~~	~~5511 15th Ave. S~~	~~783 students~~
	~~Franklin*~~	~~3013 S Mt. Baker Blvd.~~	~~1,457 students~~
	~~Garfield*~~	~~400 23rd Ave.~~	~~1,240 students~~
	~~Nathan Hale~~	~~10750 30th Ave. NE~~	~~1,261 students~~
	~~Ingraham~~	~~1819 N 135th St.~~	~~1,261 students~~
	~~Rainier Beach~~	~~8815 Seward Park Ave. S~~	~~1,175 students~~
	~~Roosevelt*~~	~~1410 NE 66th St.~~	~~1,718 students~~
	~~Chief Sealth~~	~~2600 SW Thistle St.~~	~~1,066 students~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~West Seattle*~~	~~3000 California Ave. SW~~	~~1,400 students~~
	~~The Center School~~	~~305 Harrison St.~~	~~300 students~~

~~[1] Note that public middle schools and high schools serve a citywide population, and are listed as serving each urban center and village.~~

~~* City of Seattle Landmarks~~

~~Belltown~~

~~Existing Households (HH):~~	~~3,972~~
~~Expected 6 yr. HH Growth:~~	~~1,777~~
~~Expected 20 yr. HH Growth:~~	~~6,500~~
~~Existing Jobs:~~	~~20,012~~
~~Expected 6 yr. Jobs Growth:~~	~~1,701~~
~~Expected 20 yr. Job Growth:~~	~~4,500~~
~~Land Area:~~	~~220 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Parks~~	~~Belltown Cottages*~~	~~2520 Elliott Ave.~~	~~0.2 acres~~
~~Parks~~	~~Myrtle Edwards Park~~	~~3130 Alaskan Way W~~	~~4.8 acres~~
~~Parks~~	~~Regrade Park~~	~~2251 3rd Ave.~~	~~0.3 acres~~
~~Parks~~	~~Tillicum Place~~	~~5th Ave. / Denny Way~~	~~0.04 acres~~
~~Parks~~	~~Denny Park~~	~~100 Dexter Ave.~~	~~4.8 acres~~
~~Parks~~	~~Victor Steinbrueck Park*~~	~~2001 Western Ave.~~	~~0.8 acres~~
~~P-Patch~~	~~Belltown P-Patch~~	~~2520 Elliott Ave.~~	~~0.1 acres: 36 plots~~

~~* City of Seattle Landmarks~~

~~Chinatown/International District~~

~~Existing Households (HH):~~	~~1,616~~
~~Expected 6 yr. HH Growth:~~	~~355~~
~~Expected 20 yr. HH Growth:~~	~~1,300~~
~~Existing Jobs:~~	~~3,999~~
~~Expected 6 yr. Jobs Growth:~~	~~1,060~~
~~Expected 20 yr. Job Growth:~~	~~2,800~~
~~Land Area:~~	~~171 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Police Station~~	~~East Precinct~~	~~1519 12th Ave.~~	~~8.23 sq. mi. service area, facility capacity 40,000 sq. ft.~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Parks~~	~~Hing Hay Park*~~	~~423 Maynard Ave. S~~	~~0.3 acres~~
~~Parks~~	~~International Children's Park*~~	~~700 S Lane St.~~	~~0.2 acres~~
~~Parks~~	~~Kobe Terrace*~~	~~221 6th Ave. S~~	~~1.0 acres~~
~~Parks~~	~~City Hall Park*~~	~~450 3rd Ave.~~	~~0.9 acres~~
~~Parks~~	~~Dr. Jose Rizal Park~~	~~1008 12th Ave. S~~	~~9.6 acres~~
~~Parks~~	~~East Duwamish Greenbelt~~	~~2799 12th Ave. S~~	~~88.8 acres~~
~~Parks~~	~~Harborview Park~~	~~778 Alder St.~~	~~3.6 acres~~
~~Parks~~	~~Sturgus Park~~	~~904 Sturgus Ave. S~~	~~2.2 acres~~

~~*City of Seattle landmark or located in City landmark/special review district~~

~~Commercial Core~~

~~Existing Households (HH):~~	~~2,059~~
~~Expected 6 yr. HH Growth:~~	~~355~~
~~Expected 20 yr. HH Growth:~~	~~1,300~~
~~Existing Jobs:~~	~~107,490~~
~~Expected 6 yr. Jobs Growth:~~	~~10,216~~
~~Expected 20 yr. Job Growth:~~	~~27,000~~
~~Land Area:~~	~~276 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~Central Library~~	~~1000 4th Avenue.~~	~~363,000 sq. ft.~~
~~Parks~~	~~Freeway Park~~	~~700 Seneca St.~~	~~5.2 acres~~
~~Parks~~	~~Piers 62 and 63~~	~~1951 Alaska Way~~	~~1.87 acres~~
~~Parks~~	~~Seattle Aquarium*~~	~~Pier 59~~	~~1.99 acres~~
~~Parks~~	~~Victor Steinbrueck Park*~~	~~2001 Western Ave.~~	~~0.8 acres~~
~~Parks~~	~~Waterfront Park~~	~~1301 Alaskan Way~~	~~4.8 acres~~
~~Parks~~	~~Westlake Park~~	~~401 Pine St.~~	~~0.1 acres~~
~~Parks~~	~~Boren-Pike-Pine Park~~	~~Boren Ave. / Pike St.~~	~~0.5 acres~~
~~Parks~~	~~City Hall Park*~~	~~450 3rd Ave.~~	~~0.9 acres~~
~~Parks~~	~~Kobe Terrace*~~	~~221 6th Ave. S~~	~~1.0 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Occidental Square*~~	~~Occidental Ave. S / S Main St.~~	~~0.6 acres~~
~~Parks~~	~~Pioneer Square*~~	~~100 Yesler Way~~	~~0.3 acres~~

~~*City of Seattle landmark or located in City landmark/special review district~~

~~Denny Triangle~~

~~Existing Households (HH):~~	~~515~~
~~Expected 6 yr. HH Growth:~~	~~956~~
~~Expected 20 yr. HH Growth:~~	~~3,500~~
~~Existing Jobs:~~	~~19,346~~
~~Expected 6 yr. Jobs Growth:~~	~~8,930~~
~~Expected 20 yr. Job Growth:~~	~~23,600~~
~~Land Area:~~	~~143 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Parks~~	~~McGraw Square*~~	~~Stewart St./ Westlake Ave. N~~	~~0.01 acres~~
~~Parks~~	~~Westlake Square~~	~~1900 Westlake Ave. N~~	~~0.01 acres~~
~~Parks~~	~~Boren-Pike-Pine Park~~	~~Boren Ave./ Pike St~~	~~0.5 acres~~
~~Parks~~	~~Denny Park~~	~~100 Dexter Ave.~~	~~4.8 acres~~
~~Parks~~	~~Denny Playfield~~	~~Westlake Ave./ Denny~~	~~1.8 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
		~~Way~~	
~~Parks~~	~~Freeway Park~~	~~700 Seneca St.~~	~~5.2 acres~~

~~*City of Seattle landmark~~

~~Pioneer Square~~

~~Existing Households (HH):~~	~~407~~
~~Expected 6 yr. HH Growth:~~	~~574~~
~~Expected 20 yr. HH Growth:~~	~~2,100~~
~~Existing Jobs:~~	~~12,897~~
~~Expected 6 yr. Jobs Growth:~~	~~1,817~~
~~Expected 20 yr. Job Growth:~~	~~4,800~~
~~Land Area:~~	~~142 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	**~~Name~~**	**~~Location~~**	**~~Capacity~~**
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft~~
~~Parks~~	~~City Hall Park*~~	~~450 3rd Ave.~~	~~0.9 acres~~
~~Parks~~	~~Occidental Square*~~	~~Occidental Ave. S/S Main St.~~	~~0.6 acres~~
~~Parks~~	~~Pioneer Square*~~	~~100 Yesler Way~~	~~0.3 acres~~
~~Parks~~	~~Prefontaine Place*~~	~~3rd Ave./ Yesler Way~~	~~0.1 acres~~
~~Parks~~	~~Union Station Square*~~	~~Jackson & 3rd Ave. S~~	~~0.03 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Community Garden~~	~~Danny Woo Garden*~~	~~6th Ave. S & S. Washington St.~~	

~~*City of Seattle landmark or located in City landmark/special review district~~

~~Capitol Hill/First Hill Urban Center~~

~~Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 25~~	~~1300 E Pine St.~~	~~EMS: 87% in 4 mins. Fire: 87% in 4 mins.Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon~~
~~Fire Station~~	~~SFD 10*~~	~~301 2nd Ave. S~~	~~EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van~~
~~Fire Station~~	~~SFD 22 ‡~~	~~901 E. Roanoke St.~~	~~EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van~~
~~Fire Station~~	~~SFD 6 ‡~~	~~101 23rd Ave. S~~	~~EMS: 82% in 4 mins. Fire: 95% in 4 mins. Engine, Ladder~~
~~Police Station~~	~~East Precinct~~	~~1519 12th Ave.~~	~~8.23 sq. mi. service area, facility capacity 40,000 sq. ft.~~
~~Schools~~	~~Lowell Elementary~~	~~1058 E Mercer St.~~	~~391 students~~
	~~All 10 Middle Schools~~		

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~All 11 High Schools~~		

~~* City of Seattle Landmarks, or located in City landmark/special review district~~

~~‡ City historic resource survey properties~~

~~12th Avenue~~

~~Existing Households (HH):~~	~~1,366~~
~~Expected 6 yr. HH Growth:~~	~~147~~
~~Expected 20 yr. HH Growth:~~	~~1200~~
~~Existing Jobs:~~	~~3,463~~
~~Expected 6 yr. Jobs Growth:~~	~~454~~
~~Expected 20 yr. Job Growth:~~	~~1,200~~
~~Land Area:~~	~~160 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Police Station~~	~~East Precinct~~	~~1519 12th Ave.~~	~~8.45 sq. mi. service area, 1994 population 82,265~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
	~~Douglass Truth Branch*~~	~~2300 E Yesler Way~~	~~8,007 sq. ft.~~
~~Community Center~~	~~Yesler Playfield & Comm. Ctr.~~	~~903 Yesler Way~~	~~4,771 sq. ft., 1.7 ac (SHA property)~~
~~Parks~~	~~Spruce & Squire Park~~	~~156 Boren Ave.~~	~~0.28 acres~~
~~Parks~~	~~Spring Street~~	~~E Spring St./ 15th~~	~~0.3 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~Mini Park~~	~~Ave.~~	
~~P-Patch~~	~~Squire Park P-Patch~~	~~14th Ave. E E Fir St.~~	~~33 plots~~

~~*City of Seattle Landmarks~~

~~Capitol Hill~~

~~Existing Households (HH):~~	~~12,692~~
~~Expected 6 yr. HH Growth:~~	~~541~~
~~Expected 20 yr. HH Growth:~~	~~1,980~~
~~Existing Jobs:~~	~~7,314~~
~~Expected 6 yr. Jobs Growth:~~	~~1,135~~
~~Expected 20 yr. Job Growth:~~	~~3,000~~
~~Land Area:~~	~~397 acres~~

~~The following facilities are in addition to those listed under the Urban Center, below left:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Police Station~~	~~East Precinct~~	~~1519 12th Ave.~~	~~8.45 sq. mi. service area, 1994 population 82,265~~
~~Library~~	~~Capitol Hill Branch~~	~~425 Harvard Ave. E~~	~~11,000 sq. ft~~
~~Parks~~	~~Bellevue Place~~	~~Bellevue Pl. E/ Bellevue Ave. E~~	~~1.4 acres~~
~~Parks~~	~~Belmont Place~~	~~Belmont Pl. E/ Belmont Ave. E~~	~~0.02 acres~~
~~Parks~~	~~Cal Anderson Park*~~	~~1635 11th Ave.~~	~~7.4 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~McGilvra Place~~	~~E Madison St. / Pike St.~~	~~0.06 acres~~
~~Parks~~	~~Summit Place~~	~~Belmont Ave. E/ Bellevue Pl. E~~	~~0.02 acres~~
~~Parks~~	~~Tashkent Park~~	~~511 Boylston Ave.~~	~~0.5 acres~~
~~Parks~~	~~Thomas Street Mini Park~~	~~306 Bellevue Ave. E~~	~~0.25 acres~~
~~Parks~~	~~Volunteer Parkway~~	~~14th Ave. E, E Prospect St. to E Roy St.~~	~~2.5 acres~~
~~Parks~~	~~Williams Place~~	~~15th Ave. E/ E John St.~~	~~0.13 acres~~
~~Parks~~	~~Boren-Pike-Pine Park~~	~~Boren Ave./ Pike St.~~	~~0.5 acres~~
~~Parks~~	~~Miller Playfield~~	~~400 19th Ave. E~~	~~7.6 acres~~
~~Parks~~	~~Volunteer Park*~~	~~1247 15th Ave. E~~	~~48.3 acres~~
~~P-Patch~~	~~Thomas Street Gardens~~	~~1010 E. Thomas St.~~	~~35 plots~~

~~*City of Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district~~

~~First Hill~~

~~Existing Households (HH):~~	~~6,073~~
~~Expected 6 yr. HH Growth:~~	~~656~~
~~Expected 20 yr. HH Growth:~~	~~2,400~~
~~Existing Jobs:~~	~~15,063~~
~~Expected 6 yr. Jobs Growth:~~	~~2,308~~
~~Expected 20 yr. Job Growth:~~	~~6,100~~
~~Land Area:~~	~~228 acres~~

~~The following facilities are in addition to those listed under the Urban Center, left:~~

~~**Facility Type**~~	~~**Name**~~	~~**Location**~~	~~**Capacity**~~
~~Police Station~~	~~East Precinct~~	~~1519 12th Ave.~~	~~8.45 sq. mi. service area, 1994 population 82,265~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
	~~Douglass Truth Branch*~~	~~2300 E. Yesler~~	~~8,008 sq. ft.~~
~~Community Center~~	~~Yesler Playfield & Comm. Ctr.~~	~~903 Yesler Way~~	~~4,771 sq. ft., 1.7 ac (SHA property)~~
~~Parks~~	~~Boren Place~~	~~Broadway/ Boren Ave. S~~	~~0.03 acres~~
~~Parks~~	~~Boylston Place~~	~~Broadway/ Boylston Ave. E~~	~~0.005 acres~~
~~Parks~~	~~First Hill Park~~	~~University St./ Minor Ave. E~~	~~0.2 acres~~
~~Parks~~	~~Freeway Park~~	~~700 Seneca St.~~	~~5.2 acres~~
~~Parks~~	~~Harborview Park~~	~~778 Alder St.~~	~~3.6 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Boren-Pike-Pine Park~~	~~Boren Ave./ Pike St.~~	~~0.5 acres~~
~~Parks~~	~~Kobe Terrace*~~	~~221 6th Ave. S~~	~~1.0 acres~~
~~Parks~~	~~Spruce and Squire Park~~	~~156 Boren Ave.~~	~~0.28 acres~~
~~Community Center~~	~~Yesler Playfield & Comm. Ctr.~~	~~903 Yesler Way~~	~~4,771 sq. ft., 1.7 ac (SHA property)~~
~~Cultivating Communities P-Patch~~		~~8th Ave. S & S Washington St.~~	
~~Cultivating Communities P-Patch~~	~~Yesler Terrace Playground~~	~~10th Ave. S & S Main St.~~	~~12 plots~~

~~*City of Seattle Landmarks or located in City landmark/special review district~~

~~Pike/Pine~~

~~Existing Households (HH):~~	~~2,495~~
~~Expected 6 yr. HH Growth:~~	~~169~~
~~Expected 20 yr. HH Growth:~~	~~620~~
~~Existing Jobs:~~	~~3,471~~
~~Expected 6 yr. Jobs Growth:~~	~~530~~
~~Expected 20 yr. Job Growth:~~	~~1,400~~
~~Land Area:~~	~~131 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Police Station~~	~~East Precinct~~	~~1519 12th Ave.~~	~~8.45 sq. mi. service area, 1994 population 82,265~~
~~Library~~	~~Capitol Hill Branch~~	~~425 Harvard Ave. E.~~	~~11,000 sq. ft.~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Parks~~	~~Boren-Pike-Pine Park~~	~~Boren Ave. / Pike St.~~	~~0.5 acres~~
~~Parks~~	~~Cal Anderson Park*~~	~~1635 11th Ave.~~	~~7.4 acres~~
~~Parks~~	~~Freeway Park~~	~~700 Seneca St.~~	~~5.2 acres~~

~~*City of Seattle Landmarks, or parks containing landmarks~~

~~**University Community Urban Center**~~

~~Some facilities serve the entire Urban Center. These facilities are listed first. Facilities specifically serving the Urban Center Villages are listed under each village below.~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 17‡~~	~~1050 NE 50th St.~~	~~EMS: 75% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., , Battalion~~
~~Fire~~	~~SFD 38‡~~	~~5503 33rd~~	~~EMS: 77% in 4 mins. Fire: 72%~~

~~Station~~		~~Ave. NE~~	~~in 4 mins. Engine Co.~~
~~Police Station~~	~~North Precinct~~	~~10049 College Way North~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~P-Patch~~	~~University Heights*~~	~~NE 50th St. & University Way NE~~	~~38 plots~~

~~*City of Seattle Landmarks~~

~~‡ City historic resource survey properties~~

~~Ravenna~~

~~Existing Households (HH):~~	~~1,057~~
~~Expected 6 yr. HH Growth:~~	~~132~~
~~Expected 20 yr. HH Growth:~~	~~480~~
~~Existing Jobs:~~	~~1,226~~
~~Expected 6 yr. Jobs Growth:~~	~~265~~
~~Expected 20 yr. Job Growth:~~	~~700~~
~~Land Area:~~	~~123 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~**Facility Type**~~	~~**Name**~~	~~**Location**~~	~~**Capacity**~~
~~Library~~	~~University Branch*~~	~~5009 Roosevelt Way NE~~	~~8,140 sq. ft.~~
~~Library~~	~~Northeast Branch*~~	~~6801 35th Ave. NE~~	~~7,042 sq. ft.~~
~~Parks~~	~~Burke-Gilman Trail~~	~~8th Ave. NW to NE 145th St.~~	~~72.6 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Ravenna Boulevard~~	~~NE Ravenna Blvd, E Green Lake Way N/ 20th Ave. NE~~	~~7.5 acres~~
~~Parks~~	~~Ravenna Park ‡~~	~~5520 Ravenna Ave. NE~~	~~49.9 acres~~
~~P-Patch~~	~~Ravenna P-Patch~~	~~5200 Ravenna Ave. NE~~	~~14 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~**University District NW**~~

~~Existing Households (HH):~~	~~4,324~~
~~Expected 6 yr. HH Growth:~~	~~451~~
~~Expected 20 yr. HH Growth:~~	~~1,630~~
~~Existing Jobs:~~	~~8,625~~
~~Expected 6 yr. Jobs Growth:~~	~~1,135~~
~~Expected 20 yr. Job Growth:~~	~~3,000~~
~~Land Area:~~	~~348 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~University Branch*~~	~~5009 Roosevelt Way NE~~	~~8,140 sq. ft.~~
~~Parks~~	~~17th Ave. NE Centerstrip~~	~~17th Ave. NE, NE 45th St. to NE Ravenna Blvd.~~	~~2.4 acres~~
~~Parks~~	~~Burke-Gilman Trail~~	~~8th Ave. NW to NE 145th St.~~	~~72.6 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Christie Park~~	~~NE 43rd St./9th Ave. NE~~	~~0.1 acres~~
~~Parks~~	~~University Playground‡~~	~~9th Ave. NE/NE 50th St.~~	~~2.7 acres~~
~~P-Patch~~	~~University District P-patch*~~	~~8th Ave. NE & NE 40th St.~~	~~65 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~**University Campus**~~

~~Existing Households (HH):~~	~~6,295~~
~~Expected 6 yr. HH Growth:~~	~~0~~
~~Expected 20 yr. HH Growth:~~	~~0~~
~~Existing Jobs:~~	~~22,391~~
~~Expected 6 yr. Jobs Growth:~~	~~1,816~~
~~Expected 20 yr. Job Growth:~~	~~4,800~~
~~Land Area:~~	~~348 acres~~

~~The following facilities are in addition to those listed under the Urban Center, above:~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~University Branch*~~	~~5009 Roosevelt Way NE~~	~~8,140 sq. ft.~~
	~~University of Washington Library system~~	~~University of Washington~~	~~22,714 or .27 sq. ft./capita + .32 sq. ft/capita in citywide facilities~~
~~Parks~~	~~Burke-Gilman Trail~~	~~8th Ave. NW to NE 145th St.~~	~~72.6 acres~~
	~~North Passage Point Park~~	~~600 NE Northlake Way~~	~~0.8 acres~~
	~~17th Ave. NE Centerstrip~~	~~17th Ave. NE, NE 45th St. to NE Ravenna Blvd.~~	~~2.4 acres~~

~~* City of Seattle Landmarks~~

~~Northgate Urban Center~~

~~Existing Households (HH):~~	~~3,466~~
~~Expected 6 yr. HH Growth:~~	~~820~~
~~Expected 20 yr. HH Growth:~~	~~3,000~~
~~Existing Jobs:~~	~~8,913~~
~~Expected 6 yr. Jobs Growth:~~	~~2,341~~
~~Expected 20 yr. Job Growth:~~	~~9,300~~
~~Land Area:~~	~~411 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 31~~	~~1319 N Northgate Way~~	~~EMS: 77% in 4 mins. Fire: 91% in 4 mins. Engine Co., Ladder Co., Medic Unit, Power Unit~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.5 sq. mi. service area, 1990 population 207,827~~
~~Schools~~	~~Northgate Elementary~~	~~11725 1st Ave. NE~~	~~325 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Lake City Branch*~~	~~12501 28th Ave. NE~~	~~9,013 sq. ft.~~
~~Parks~~	~~Thornton Creek Park #6~~	~~5th Ave. NE/ NE 103rd St., Roosevelt Way NE / NE 107th St.~~	~~6.13 acres~~
~~Parks~~	~~Victory Creek Park~~	~~1059 Northgate Way~~	~~0.2 acres~~
~~Parks~~	~~Mineral Springs Park~~	~~10556 Meridian Ave. N~~	~~4 acres~~
~~P-Patch~~	~~Pinehurst P-Patch~~	~~12th Ave. NE & NE 115th St.~~	~~15 plots~~

~~* City of Seattle Landmarks~~

~~South Lake Union Urban Center~~

~~Existing Households (HH):~~	~~514~~
~~Expected 6 yr. HH Growth:~~	~~460~~
~~Expected 20 yr. HH Growth:~~	~~1,700~~
~~Existing Jobs:~~	~~19,018~~
~~Expected 6 yr. Jobs Growth:~~	~~1,133~~
~~Expected 20 yr. Job Growth:~~	~~4,500~~
~~Land Area:~~	~~340 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 2 *~~	~~2334 4th Ave.~~	~~EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car~~
~~Fire Station~~	~~SFD 22 ‡~~	~~901 E Roanoke St.~~	~~EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van~~
~~Police Station~~	~~E Precinct~~	~~1519 12th Ave.~~	~~8.23 sq. mi. service area, facility capacity 40,000 sq. ft.~~
~~Police Station~~	~~W Precinct~~	~~810 Virginia St.~~	~~11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Capitol Hill Branch~~	~~425 Harvard Ave. E~~	~~11,000 sq. ft.~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Parks~~	~~Cascade Playground ‡~~	~~333 Pontius Ave. N~~	~~1.699 acres~~
~~Parks~~	~~Denny Park~~	~~Westlake Ave./~~	~~6.4 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
		~~Denny Way~~	
~~Parks~~	~~Denny Playfield~~	~~Westlake Ave./ Denny Way~~	~~1.82 acres~~
~~Parks~~	~~Eastlake Triangle~~	~~Eastlake Ave. E/ E Prospect St.~~	~~0.075 acres~~
~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Fairview Walkway~~	~~Fairview Ave. N/E Galer St.~~	~~0.5 acres~~
~~Parks~~	~~South Lake Union Parks~~	~~1000 Valley St.~~	~~6.2 acres~~
~~Parks~~	~~Bellevue Place~~	~~Bellevue Pl. E/Bellevue Ave. E~~	~~1.2 acres~~
~~Parks~~	~~NE Queen Anne Greenbelt~~	~~1920 Taylor Ave. N~~	~~9.4 acres~~
~~P-Patch~~	~~Cascade P-Patch~~	~~Minor Ave. N & Thomas St.~~	~~49 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~Uptown Urban Center~~

~~Existing Households (HH):~~	~~3,268~~
~~Expected 6 yr. HH Growth:~~	~~359~~
~~Expected 20 yr. HH Growth:~~	~~1,312~~
~~Existing Jobs:~~	~~16,497~~
~~Expected 6 yr. Jobs Growth:~~	~~831~~
~~Expected 20 yr. Job Growth:~~	~~3,300~~
~~Land Area:~~	~~297 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 8 ‡~~	~~110 Lee St.~~	~~EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.~~
~~Fire Station~~	~~SFD 2 *~~	~~2334 4th Ave.~~	~~EMS: 84% in 4 mins. Fire: 83% in 4 mins. Engine Co., Ladder Co., Aid Car~~
~~Police Station~~	~~W Precinct~~	~~810 Virginia St.~~	~~11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 9-1-1 Center~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Queen Anne Branch*~~	~~400 W Garfield~~	~~7,931 sq. ft.~~
~~Library~~	~~Central Library~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Community Center~~	~~Queen Anne Community Center~~	~~1901 1st Ave. W~~	~~15,337 sq. ft., includes pool~~
~~Parks~~	~~Kinnear Park*~~	~~899 W Olympic Pl.~~	~~14.1 acres~~
~~Parks~~	~~Bhy Kracke~~	~~1215 5th Ave. N~~	~~1.5 acres~~
~~Parks~~	~~Kerry Park~~	~~211 W Highland Dr.~~	~~0.3 acres~~
~~Parks~~	~~Myrtle Edwards Park~~	~~3130 Alaskan Way W~~	~~4.8 acres~~
~~Parks~~	~~Northeast Queen Anne Greenbelt~~	~~1920 Taylor Ave. N~~	~~9.4 acres~~
~~Parks~~	~~SW Queen Anne Greenbelt~~	~~W Howe St./12th Ave. W~~	~~12.5 acres~~
~~Parks~~	~~Ward Springs Park~~	~~Ward St. & 4th Ave. N~~	~~0.3 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~P-Patch~~	~~Interbay~~	~~15th W & W Wheeler St.~~	~~184 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks or parks containing landmarks~~

~~hub urban villages~~

~~Ballard~~

~~Existing Households (HH):~~	~~4,447~~
~~Expected 6 yr. HH Growth:~~	~~410~~
~~Expected 20 yr. HH Growth:~~	~~1,520~~
~~Existing Jobs:~~	~~4,292~~
~~Expected 6 yr. Jobs Growth:~~	~~931~~
~~Expected 20 yr. Job Growth:~~	~~3,700~~
~~Land Area:~~	~~425 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 18~~	~~1521 NW Market St.~~	~~EMS: 67% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., Medic Unit, Hose Wagon, Battalion~~
~~Police~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~Adams Elementary~~	~~6110 28th Ave. NW~~	~~450 students~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~Whittier Elementary~~	~~1320 NW 75th St.~~	~~445 students~~
	~~Loyal Heights Elementary~~	~~2511 NW 80th St.~~	~~310 students~~
	~~North Beach Elementary~~	~~9018 24th Ave. NW~~	~~349 students~~
	~~Salmon Bay K-8 at Monroe~~	~~1810 NW 65th St.~~	~~599 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Ballard Branch~~	~~5711 24th Ave. NW~~	~~7,296 sq. ft.~~
~~Community Center~~	~~Ballard Community Center~~	~~6020 28th Ave. NW~~	
~~Parks~~	~~Ballard Playground~~	~~2644 NW 60th St.~~	~~3.4 acres~~
~~Parks~~	~~Bergen Place~~	~~5420 22nd Ave. NW~~	~~0.2 acres~~
~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Marvins Garden*~~	~~22nd Ave. NW/ Ballard Ave. NW~~	~~0.1 acres~~
~~Parks~~	~~17th Ave NW and NW 63rd St~~	~~17th Ave. NW & NW 63rd St.~~	~~0.7 acres~~
~~Parks~~	~~Ballard Swimming Pool~~	~~1471 NW 67th St~~	~~1.4 acres~~
~~Parks~~	~~Gilman Playground~~	~~923 NW 54th St.~~	~~3.9 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~P-Patch~~	~~Greg's Garden~~	~~14th Ave. NW & NW 54th St.~~	~~20 plots~~
~~Parks~~	~~Thyme Patch~~	~~NW 58th St. & 28th Ave. NW~~	~~16 plots~~

~~* City of Seattle Landmark~~

~~Broadview-Bitter Lake-Haller Lake~~

~~Existing Households (HH):~~	~~2,468~~
~~Expected 6 yr. HH Growth:~~	~~340~~
~~Expected 20 yr. HH Growth:~~	~~1,260~~
~~Existing Jobs:~~	~~3,289~~
~~Expected 6 yr. Jobs Growth:~~	~~705~~
~~Expected 20 yr. Job Growth:~~	~~2,800~~
~~Land Area:~~	~~359 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 24~~	~~401 N 130th St.~~	~~EMS: 78% in 4 mins. Fire: 68% in 4 mins. Engine Co.~~
~~Police~~	~~N Precinct~~	~~10049 College Way N.~~	~~32.04 sq. mi. service area, 1990 population 228,659~~
~~Schools~~	~~Broadview-Thomson Elementary~~	~~13052 Greenwood Ave. N~~	~~575 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~Broadview Branch~~	~~12755 Greenwood Ave. N~~	~~8,161 sq. ft.~~
~~Community Center~~	~~Bitter Lake Community Center~~	~~13040 Greenwood Ave. N~~	
~~Parks~~	~~Bitterlake Playfield~~	~~13035 Linden Ave. N~~	~~7.5 acres~~
~~P-Patch~~	~~Haller Lake P-Patch~~	~~13045 1st Ave. NE~~	~~52 plots~~

~~Fremont~~

~~Existing Households (HH):~~	~~3,844~~
~~Expected 6 yr. HH Growth:~~	~~222~~
~~Expected 20 yr. HH Growth:~~	~~820~~
~~Existing Jobs:~~	~~4,776~~
~~Expected 6 yr. Jobs Growth:~~	~~428~~
~~Expected 20 yr. Job Growth:~~	~~1,700~~
~~Land Area:~~	~~215 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 9‡~~	~~3829 Linden Ave. N~~	~~EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply~~
~~Police Station~~	~~N Precin~~	~~10049 College~~	~~32.12 sq. mi. service area, facility capacity 16,779~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~ct~~	~~Way N~~	~~sq. ft.~~
~~Schools~~	~~B. F. Day Elementary*~~	~~3921 Linden Ave. N~~	~~400 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Fremont Branch*~~	~~731 N 35th St.~~	~~6,060 sq. ft.~~
~~Park~~	~~Burke-Gilman Trail~~	~~3rd Ave. NW to NE 145th St.~~	~~72.6 acres~~
	~~Fremont Canal Park~~	~~199 N Canal St.~~	~~0.7 acres~~
	~~B.F Day Playground*~~	~~4020 Fremont Ave. N~~	~~2.4 acres~~
~~P-Patch~~	~~Fremont P-Patch~~	~~N 39th St. & Woodland Park Ave. N~~	~~29 plots~~

~~*City of Seattle Landmarks~~

~~‡ City historic resource survey properties~~

~~North~~

~~Existing Households (HH):~~	~~2,815~~
~~Expected 6 yr. HH Growth:~~	~~379~~
~~Expected 20 yr. HH Growth:~~	~~1,400~~
~~Existing Jobs:~~	~~1,556~~
~~Expected 6 yr. Jobs Growth:~~	~~730~~
~~Expected 20 yr. Job Growth:~~	~~2,900~~
~~Land Area:~~	~~142 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 39 ‡~~	~~12705 30th Ave. NE~~	~~EMS: 78% in 4 mins. Fire: 77% in 4 mins. Engine Co.~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools1~~	~~Olympic Hills Elementary~~	~~13018 20th Ave. NE~~	~~257 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Lake City Branch*~~	~~12501 28th Ave. NE~~	~~9,013 sq. ft.~~
~~Parks~~	~~Albert Davis Park~~	~~12526 27th Ave. NE~~	~~1.19 acres~~
~~Parks~~	~~Lake City Memorial Triangle~~	~~31st Ave. NE/ Lake City Way~~	~~0.005 acres~~
~~Parks~~	~~Lake City Mini Park ‡~~	~~Lake City Way/NE 125th St.~~	~~0.2 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Lake City Playground~~	~~2750 NE 125th St.~~	~~2.8 acres~~
~~Parks~~	~~Homewood Park~~	~~11725 Lake City Way NE~~	~~1.0 acre~~
~~Parks~~	~~Thornton Creek Natural Area~~	~~Multiple sites~~	~~2.0 acres~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~North Rainier~~

~~Existing Households (HH):~~	~~2,131~~
~~Expected 6 yr. HH Growth:~~	~~324~~
~~Expected 20 yr. HH Growth:~~	~~1,200~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~453 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 30‡~~	~~2931 Mt. Baker Blvd. W~~	~~EMS: 83% in 4 mins. Fire: 77% in 4 mins. Engine Co.~~
~~Police Station~~	~~S Precinct~~	~~3001 S Myrtle St.~~	~~15.48 sq. mi. service area, facility capacity 13,688 sq. ft.~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Schools~~	~~Muir Elementary~~	~~3301 S Horton St.~~	~~450 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Beacon Hill Branch~~	~~2519 15th Ave. S~~	~~3,327 sq. ft.~~
~~Library~~	~~Douglass-Truth Branch*~~	~~2300 E Yesler Way~~	~~8,007 sq. ft.~~
~~Library~~	~~Columbia Branch*~~	~~4721 Rainier Ave. S~~	~~5,838 sq. ft.~~
~~Parks~~	~~Amy Yee Tennis Center~~	~~2000 MLK Jr. Way S~~	~~8.5 acres~~
~~Parks~~	~~Atlantic Street Park~~	~~S Atlantic St. / Rainier Ave. S~~	~~0.1 acres~~
~~Parks~~	~~Benvenuto Viewpoint~~	~~1401 23rd Ave. S~~	~~1.67 acres~~
~~Parks~~	~~Bradner Gardens Park~~	~~1722 Bradner Pl. S~~	~~1.6 acres~~
~~Parks~~	~~Cheasty Boulevard*~~	~~Cheasty Boulevard S/S Della St.~~	~~2.0 acres~~
~~Parks~~	~~Cheasty Greenspace~~	~~Cheasty Boulevard S/S Della St.~~	~~43.4 acres~~
~~Parks~~	~~Colman Playground~~	~~1800 Lake Washington Blvd. S~~	~~24.3 acres~~
~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~I-90 Lid~~	~~Hiawatha Pl. S & S Bush Pl. to the I-90 Bridge Trail~~	~~2.311 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~MLK Jr. Memorial~~	~~2200 MLK Jr. Way~~	~~4.3 acres~~
~~Parks~~	~~Mount Baker Blvd.~~	~~S Mount Baker Blvd. S McClellan St./Rainier Ave. S~~	~~3.6 acres~~
~~Parks~~	~~Sam Smith Park~~	~~23rd Ave. S & S Atlantic St. (I-90 lid)~~	~~15.2 acres~~
~~Parks~~	~~Taejon Park~~	~~1144 Sturgus Ave. S~~	~~2.0 acres~~
~~Parks~~	~~York Playground~~	~~3327 34th Ave. S~~	~~0.687 acres~~
~~Parks~~	~~College Street Park~~	~~S College St./ 29th Ave. S~~	~~0.4 acres~~
~~Parks~~	~~Colman Park~~	~~1800 Lake Washington Blvd S~~	~~2.0 acres~~
~~Parks~~	~~Horton Hill Corridor~~	~~S Horton St/36th Ave./37th Pl. S~~	~~0.3 acres~~
~~Parks~~	~~Hunter Boulevard~~	~~Hunter Blvd. S, S Hanford St. to S Spokane St.~~	~~1.1 acres~~
~~Parks~~	~~Judge Charles M. Stokes Overlook~~	~~S Judkins St./20th Ave S~~	~~5.2 acres~~
~~Parks~~	~~Judkins Park and Playfield~~	~~2150 S Norman St.~~	~~11.7 acres~~
~~P-Patch~~	~~Estelle Street P-Patch~~	~~3400 Rainier Ave. S~~	~~20 plots~~
~~P-Patch~~	~~Courtland PL. P-Patch~~	~~36th Ave. S & S Spokane St.~~	~~26 plots~~
~~P-Patch~~	~~Bradner Park Gardens~~	~~29th Ave. S & S Grand St.~~	~~61 plots~~
~~P-Patch~~	~~Colman~~	~~3098 S Grand St.~~	~~53 plots~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~P-Patch~~		
~~P-Patch~~	~~Cultivating Communities: Hillside~~	~~MLK Jr. Way S & S McClellan S~~	~~20 plots~~

~~*City Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district~~

~~‡ City historic resource survey properties~~

~~West Seattle Junction~~

~~Existing Households (HH):~~	~~1,995~~
~~Expected 6 yr. HH Growth:~~	~~297~~
~~Expected 20 yr. HH Growth:~~	~~1,100~~
~~Existing Jobs:~~	~~4,308~~
~~Expected 6 yr. Jobs Growth:~~	~~579~~
~~Expected 20 yr. Job Growth:~~	~~2,300~~
~~Land Area:~~	~~226 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 32~~	~~3715 SW Alaska St.~~	~~EMS: 70% in 4 mins. Fire: 75% in 4 mins. Engine Co., Ladder Co., Medic unit~~
~~Fire Station~~	~~SFD 36~~	~~3600 23rd Ave. SW~~	~~EMS: 75% in 4 mins. Fire: 67% in 4 mins. Engine Co., Marine Response Van~~
~~Police Station~~	~~SW Precinct~~	~~2300 SW Webster St.~~	~~19.39 sq. mi. service area, facility capacity 28,150 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~West Seattle Branch*~~	~~2306 42nd Ave. SW~~	~~8,178 sq. ft.~~
~~Parks~~	~~Fauntleroy Place~~	~~3951 SW Barton St.~~	~~0.098 acres~~
	~~Camp Long‡~~	~~5200 35th Ave. SW~~	~~55.6 acres~~
	~~West Seattle Golf Course‡~~	~~4600 35th Ave. SW~~	~~154 acres~~
~~P-Patch~~	~~Delridge~~	~~5078 25th SW~~	~~39 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~residential urban villages~~

~~23rd & Jackson~~

~~Existing Households (HH):~~	~~3,360~~
~~Expected 6 yr. HH Growth:~~	~~243~~
~~Expected 20 yr. HH Growth:~~	~~900~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~515 acres~~

~~**Facility Type**~~	~~**Name**~~	~~**Location**~~	~~**Capacity**~~
~~Fire Station~~	~~SFD 6‡~~	~~101 23rd Ave. S~~	~~EMS: 82% in 4 mins. Fire: 95% in 4 mins. Engine, Ladder~~
~~Police Station~~	~~E Precinct~~	~~1519 12th Ave.~~	~~8.23 sq. mi. service area, facility capacity 40,000 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Douglass-Truth Branch*~~	~~2300 E Yesler Way~~	~~8007 sq. ft., 1990 pop served 21,101, or .38 sq. ft./ capita + .32 sq. ft./capita in citywide facilities~~
~~Community Center~~	~~Garfield Community Center~~	~~2323 E Cherry St.~~	
~~Community Center~~	~~Langston Hughes Cultural Arts Center*~~	~~104 17th Ave. S~~	

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Dr. Blanche Lavizzo Park~~	~~2100 S Jackson St.~~	~~2.0 acres~~
~~Parks~~	~~Garfield Playfield~~	~~23rd Ave./ E Cherry St.~~	~~9.4 acres~~
~~Parks~~	~~Gerber Park~~	~~MLK Jr. Way/ E Cherry St.~~	~~0.164 acres~~
~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Judge Charles M. Stokes Overlook~~	~~S Judkins St./ 20th Ave. S~~	~~0.308 acres~~
~~Parks~~	~~Judkins Park and Playfield~~	~~2150 S Norman St.~~	~~6.2 acres~~
~~Parks~~	~~Langston Hughes Cultural Arts~~	~~104 17th Ave. S~~	~~1.029 acres~~
~~Parks~~	~~Pratt Park~~	~~Yesler Way & 20th Ave. S~~	~~5.6 acres~~
~~Parks~~	~~Spruce Street Mini Park~~	~~160 21st Ave.~~	~~0.7 acres~~
~~Parks~~	~~Atlantic Street Park~~	~~S Atlantic St./Rainier Ave. S~~	~~0.7 acres~~
~~Parks~~	~~Benvenu~~	~~1401 23rd Ave. S~~	~~1.67 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~to Viewpoint~~		
~~Parks~~	~~Colman Playground~~	~~1800 Lake Washington Blvd. S~~	~~2.8 acres~~
~~Parks~~	~~East Duwamish Greenbelt~~	~~Carkeek Dr. S/S Burns St.~~	~~89.3 acres~~
~~Parks~~	~~Firehouse Mini Park~~	~~712 18th Ave.~~	~~0.3 acres~~
~~Parks~~	~~Flo Ware Park~~	~~28th Ave. S/S Jackson St.~~	~~0.5 acres~~
~~Parks~~	~~Frink Park~~	~~398 Lake Washington Blvd. S~~	~~17.3 acres~~
~~Parks~~	~~I-90 Lid~~	~~Hiawatha Pl. S and S Bush Pl. to the I-90 Bridge Trail~~	~~2.311 acres~~
~~Parks~~	~~Lewis Park~~	~~1120 15th Ave. S~~	~~1.8 acres~~
~~Parks~~	~~Nora's Woods~~	~~720 29th Ave.~~	~~0.3 acres~~
~~Parks~~	~~Plum Tree Park~~	~~1717 26th Ave.~~	~~0.3 acres~~
~~Parks~~	~~Powell Barnett Park~~	~~352 MLK Jr. Way~~	~~4.4 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Sam Smith Park~~	~~23rd Ave. S & S Atlantic St. (I-90 lid)~~	~~15.2 acres~~
~~Parks~~	~~Sturgus Park~~	~~904 Sturgus Ave. S~~	~~2.2 acres~~
~~Parks~~	~~Taejon Park~~	~~1144 Sturgus Ave. S~~	~~6.22 acres~~
~~P-Patch~~	~~Judkins P-Patch~~	~~24th Ave. S & S Norman St.~~	~~39 plots~~

~~* City of Seattle Landmark~~

~~‡ City historic resource survey properties~~

~~**Admiral**~~

~~Existing Households (HH):~~	~~829~~
~~Expected 6 yr. HH Growth:~~	~~92~~
~~Expected 20 yr. HH Growth:~~	~~340~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~98 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 29~~	~~2139 Ferry Ave. SW~~	~~EMS: 77% in 4 mins. Fire: 78% in 4 mins. Engine Co., Battalion~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Police Station~~	~~SW Precinct~~	~~2300 SW Webster St.~~	~~19.39 sq. mi. service area, facility capacity 28,150 sq. ft.~~
~~Schools~~	~~LaFayette Elementary~~	~~2645 California Ave. SW~~	~~500 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~West Seattle Branch*~~	~~2306 42nd Ave. SW~~	~~8,178 sq. ft.~~
~~Community Center~~	~~Hiawatha Community Center~~	~~2700 California Ave. SW~~	
~~Parks~~	~~California Place~~	~~California Ave SW / SW Hill St.~~	~~0.24 acres~~
~~Parks~~	~~Hiawatha Playfield*~~	~~2700 California Ave. SW~~	~~10.3 acres~~
~~Parks~~	~~Belvedere Viewpoint~~	~~3600 Admiral Way SW~~	~~1.7 acres~~
~~Parks~~	~~College Street Ravine~~	~~51st Ave. SW/SW College St.~~	~~2.2 acres~~
~~Parks~~	~~Duwamish Head Greenbelt~~	~~Harbor Ave SW/ Fairmount Ave. SW~~	~~59.8 acres~~
~~Parks~~	~~Fairmount Park~~	~~2627 39th Ave. SW~~	~~1.7 acres~~
~~Parks~~	~~Hamilton Viewpoint~~	~~1531 California Ave. SW~~	~~16.9 acres~~
~~P-Patch~~	~~Alki~~	~~2126 Alki SW~~	~~7 plots~~

~~* City of Seattle Landmarks, or parks containing landmarks~~

~~Aurora-Licton Springs~~

~~Existing Households (HH):~~	~~2,315~~
~~Expected 6 yr. HH Growth:~~	~~243~~
~~Expected 20 yr. HH Growth:~~	~~--~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~327 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 31~~	~~1319 N Northgate Way~~	~~EMS: 77% in 4 mins. Fire: 92% in 4 mins. Engine Co., Ladder Co., MedicUnit, Power unit.~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Greenwood Branch~~	~~8016 Greenwood Ave. N~~	~~7,094 sq. ft.~~
~~Library~~	~~Greenlake Branch*~~	~~7364 E Greenlake Dr. N~~	~~8,690 sq. ft.~~
~~Parks~~	~~Licton Springs Park~~	~~9536 Ashworth Ave. N~~	~~7.6 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~Greenwood Park~~	~~602 N 87th St.~~	~~2.2 acres~~
	~~Mineral Springs Park~~	~~1735 N. 107th St.~~	~~4 acres~~
~~P-Patch~~	~~Evanston P-Patch~~	~~Evanston Ave. N & N 102nd~~	~~42 plots~~

~~* City of Seattle Landmarks~~

~~**Columbia City**~~

~~Existing Households (HH):~~	~~1,659~~
~~Expected 6 yr. HH Growth:~~	~~200~~
~~Expected 20 yr. HH Growth:~~	~~740~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~313 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 28 ‡~~	~~5968 Rainier Ave. S~~	~~EMS: 72% in 4 mins. Fire: 81% in 4 mins. Engine Co., Ladder Co., Medic~~
~~Fire Station~~	~~SFD 30 ‡~~	~~2931 Mt. Baker Blvd. W~~	~~EMS: 83% in 4 mins. Fire: 77% in 4 mins.~~
~~Police Station~~	~~S Precinct~~	~~3001 S Myrtle St.~~	~~15.48 sq. mi. service area, facility capacity 13,688 sq. ft.~~
~~Schools~~	~~ORCA at Columbia~~	~~3528 S Ferdinand St.~~	~~244 students~~
	~~All 10 Middle Schools~~		

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~All 11 High Schools~~		
~~Library~~	~~Columbia Branch*~~	~~4721 Rainier Ave. S~~	~~5,838 sq. ft.~~
~~Community Center~~	~~Rainier Community Center~~	~~4600 38th Ave. S~~	
~~Parks~~	~~Columbia Park*~~	~~4721 Rainier Ave. S~~	~~2.1 acres~~
~~Parks~~	~~Genesee Park & Playfield~~	~~4316 S Genesee St.~~	~~57.7 acres~~
~~Parks~~	~~Rainier Playfield~~	~~3700 S Alaska St.~~	~~9.5 acres~~
~~Parks~~	~~Hitt's Hill Park~~	~~Renton Ave. S & S Brandon St.~~	~~3.1 acres~~
~~Parks~~	~~Brighton Playfield~~	~~6000 39th Ave. S~~	~~13.9 acres~~
~~Parks~~	~~Cheasty Blvd*~~	~~Cheasty Blvd. S./S. Della St.~~	~~19.3 acres~~
~~Parks~~	~~Cheasty Greenspace~~	~~Cheasty Blvd. S/S Della St.~~	~~46 acres~~
~~Parks~~	~~Cheasty Greenspace: Mt. View~~	~~Mt. View Dr. S & S Columbian Way~~	~~7.2 acres~~
~~Parks~~	~~Dearborn Park~~	~~2919 S Brandon St.~~	~~8.8 acres~~
~~Parks~~	~~Jefferson Park Golf Course~~	~~4051 Beacon Ave. S~~	~~120.7 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~P-Patch~~	~~Findlay P-Patch~~	~~4607 S. Lucile St.~~	~~35 plots~~
~~P-Patch~~	~~Rainier Vista P-Patches~~	~~4 locations: of S Gennessee & MLK Jr. Way S~~	~~Various~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks, or parks containing landmarks, or located in City landmark/special review district~~

~~**Crown Hill**~~

~~Existing Households (HH):~~	~~950~~
~~Expected 6 yr. HH Growth:~~	~~84~~
~~Expected 20 yr. HH Growth:~~	~~310~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~173 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 35‡~~	~~8729 15th Ave. NW~~	~~EMS: 77% in 4 mins. Fire: 84% in 4 mins. Engine Co.~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Library~~	~~Greenwood Branch~~	~~8016 Greenwood Ave. N~~	~~7,094 sq. ft.~~
~~Parks~~	~~Baker Park on Crown Hill~~	~~8347 14th Ave. NW~~	~~0.4 acres~~
~~Parks~~	~~Crown Hill Glen~~	~~8799 19th Ave. NW~~	~~0.4 acres~~
~~Parks~~	~~Loyal Heights Playfield~~	~~2101 NW 77th St.~~	~~6.7 acres~~
~~Parks~~	~~Soundview Playfield~~	~~1590 NW 90th St.~~	~~10.5 acres~~
~~P-Patch~~	~~Ballard P-Patch~~	~~25th Ave. NW & NW 85th~~	~~69 plots~~

~~‡ City historic resource survey properties~~

~~Eastlake~~

~~Existing Households (HH):~~	~~2,665~~
~~Expected 6 yr. HH Growth:~~	~~103~~
~~Expected 20 yr. HH Growth:~~	~~380~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~200 acres~~

~~Facility~~	~~Name~~	~~Location~~	~~Capacity~~

~~Type~~			
~~Fire Station~~	~~SFD 22 ‡~~	~~901 E Roanoke St.~~	~~EMS: 80% in 4 mins. Fire: 70% in 4 mins. Engine, Communications van~~
~~Police Station~~	~~E Precinct~~	~~1519 12th Ave.~~	~~8.23 sq. mi. service area, facility capacity 40,000 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Capitol Hill Branch~~	~~425 Harvard Ave. E~~	~~11,001 sq. ft.~~
~~Library~~	~~Central~~	~~1000 4th Ave.~~	~~363,000 sq. ft.~~
~~Parks~~	~~Fairview Walkway~~	~~Fairview Ave. N / E Galer St.~~	~~0.5 acres~~
~~Parks~~	~~Fairview Park~~	~~2900 Fairview Ave. E~~	~~0.8 acres~~
~~Parks~~	~~Lynn Street Mini Park~~	~~E Lynn St./ Fairview Ave. E~~	~~0.15 acres~~
~~Parks~~	~~Roanoke Street Mini Park~~	~~950 E Roanoke St.~~	~~2.2 acres~~
~~Parks~~	~~Rogers Playground~~	~~Eastlake Ave. E / E Roanoke St.~~	~~1.9 acres~~
~~Parks~~	~~South Passage Point Park~~	~~3320 Fuhrman Ave. E~~	~~0.664 acres~~
~~Parks~~	~~Terry Pettus Park~~	~~E Newton St./Fairview Ave. E~~	~~0.9 acres~~
~~P-Patch~~	~~Eastlake P-Patch~~	~~2900 Fairview Ave. E~~	~~29 plots~~

~~‡ City historic resource survey properties~~

~~**Greenlake**~~

~~Existing Households (HH):~~	~~1,485~~
~~Expected 6 yr. HH Growth:~~	~~108~~
~~Expected 20 yr. HH Growth:~~	~~400~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~109 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 16‡~~	~~6846 Oswego Pl. NE~~	~~EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Co., Medic~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~Green Lk. Elementary~~	~~2400 N 65th St.~~	~~350 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Greenlake Branch*~~	~~7364 E Greenlake Dr. N~~	~~8,690 sq. ft.~~
~~Community Center~~	~~Green Lk. Community Center‡~~	~~7201 E Green Lake Dr. N~~	
~~Parks~~	~~Ravenna Boulevard~~	~~NE Ravenna Blvd,East Green Lake Way N/20th Ave. NE~~	~~6.4 acres~~
~~Parks~~	~~Froula~~	~~7200 12th~~	~~2.7 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~Playground~~	~~Ave. NE~~	
~~Parks~~	~~Green Lake Park ‡~~	~~7201 East Green Lake Dr. N~~	~~67.8 acres~~
~~Parks~~	~~NE 60th Str. Park~~	~~5th Ave. NE/ NE 60th St.~~	~~0.3 acres~~
~~P-Patch~~	~~Green Lake~~	~~N 67th St. & Linden Ave. N~~	~~29 plots~~

~~‡ City of Seattle historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~**Greenwood-Phinney**~~

~~Existing Households (HH):~~	~~1,315~~
~~Expected 6 yr. HH Growth:~~	~~95~~
~~Expected 20 yr. HH Growth:~~	~~350~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~94 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 21‡~~	~~7304 Greenwood Ave. N~~	~~EMS: 85% in 4 mins. Fire: 80% in 4 mins. Engine Co. , MCI Van~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~Greenwood Elementary~~	~~144 NW 80th St.~~	~~250 students~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Greenwood Branch~~	~~8016 Greenwood Ave. N~~	~~7,094 sq. ft~~
~~Parks~~	~~Greenwood Park~~	~~602 No 87th St.~~	~~2.2 acres~~
	~~Sandel Playground~~	~~9053 1st Ave. NW~~	~~3.7 acres~~
~~P-Patch~~	~~Greenwood P-Patch~~	~~343 NW 88th~~	~~16 plots~~

~~‡ City historic resource survey properties~~

~~**Madison/Miller**~~

~~Existing Households (HH):~~	~~1,643~~
~~Expected 6 yr. HH Growth:~~	~~108~~
~~Expected 20 yr. HH Growth:~~	~~400~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~145 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 25~~	~~1300 E Pine St.~~	~~EMS: 87% in 4 mins. Fire: 87% in 4 mins. Engine Co., Ladder Co., Battalion, Aid Car, Power Unit, Hose Wagon~~
~~Police~~	~~E Precinct~~	~~1519 12th Ave.~~	~~8.23 sq. mi. service area,~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Station~~			~~facility capacity 40,000 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Douglass-Truth Branch*~~	~~2300 E Yesler Way~~	~~8,007 sq. ft.~~
~~Library~~	~~Madrona-Sally Goldmark Branch ‡~~	~~1134 33rd Ave.~~	~~1,702 sq. ft.~~
~~Community Center~~	~~Miller Community Center~~	~~330 19th Ave. E~~	
~~Parks~~	~~Miller Triangle~~	~~E Thomas St./20th Ave. E~~	~~0.188 acres~~
	~~Pendleton Miller Playfield~~	~~400 19th Ave. E~~	~~7.6 acres~~
~~P-Patch~~	~~Republican P-Patch~~	~~503 20th Ave. E~~	~~13 plots~~
	~~Pelican Tea~~	~~19th Ave. E & E Mercer~~	~~Communal garden~~
	~~Mad P~~	~~30th Ave. E & E Mercer St.~~	~~15 plots~~
	~~Ida Mia~~	~~E Madison St. & Lk. Washington Blvd. E~~	~~7 plots~~

~~MLK Jr. Way@Holly St.~~

~~Existing Households (HH):~~	~~1,064~~
~~Expected 6 yr. HH Growth:~~	~~217~~
~~Expected 20 yr. HH Growth:~~	~~800~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~375 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 28‡~~	~~5968 Rainier Ave.~~	~~EMS: 72% in 4 mins. Fire: 81% in 4 mins. Engine Co., Ladder Co., Medic Unit~~
~~Police Station~~	~~S Precinct~~	~~3001 S Myrtle St.~~	~~15.48 sq. mi. service area, facility capacity 13,688 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~New Holly Branch~~	~~7058 32nd Ave. S~~	~~3,847 sq. ft~~
~~Parks~~	~~37th Ave. South Park~~	~~3551 S Holly St.~~	~~5.8 acres~~
~~P-Patch~~	~~Holly Park Cultivating Communities~~	~~4 locations in Holly Park~~	~~30 plots~~
~~P-Patch~~	~~Morgan~~	~~42nd Ave. S & S Morgan~~	~~New~~

~~‡ City historic resource survey properties~~

~~Morgan Junction~~

~~Existing Households (HH):~~	~~1,643~~
~~Expected 6 yr. HH Growth:~~	~~108~~
~~Expected 20 yr. HH Growth:~~	~~400~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~145 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 37 ‡~~	~~7300 35th Ave. SW~~	~~EMS: 68% in 4 mins. Fire 53% in 4 mins. Engine Co.~~
	~~SFD 32~~	~~3715 SW Alaska St.~~	~~EMS: 70% in 4 mins. Fire: 75% in 4 mins. Engine Co., Ladder Co., Medic unit~~
~~Police Station~~	~~SW Precinct~~	~~2300 SW Webster St.~~	~~19.39 sq. mi. service area, facility capacity 28,150 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Southwest Branch~~	~~9010 35th Ave. SW~~	~~7,557 sq. ft.~~
	~~West Seattle Branch~~	~~2306 42nd Ave. SW~~	~~8,178 sq. ft.~~
~~P-Patch~~	~~Lincoln Park‡~~	~~Fauntleroy Way SW & SW Webster St.~~	~~New~~

~~‡ City historic resource survey properties~~

~~North Beacon~~

~~Existing Households (HH):~~	~~1,879~~
~~Expected 6 yr. HH Growth:~~	~~148~~
~~Expected 20 yr. HH Growth:~~	~~550~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~131 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 13 ‡~~	~~3601 Beacon Ave. S~~	~~EMS: 83% in 4 mins. Fire: 80% in 4 mins. Engine Co., Battalion~~
~~Police Station~~	~~S Precinct~~	~~3001 S Myrtle St.~~	~~15.48 sq. mi. service area, facility capacity 13,688 sq. ft.~~
~~Schools~~	~~Beacon Hill Elementary~~	~~2025 14th Ave. S~~	~~325 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Beacon Hill Branch~~	~~2519 15th Ave. S~~	~~3,327 sq. ft.~~
~~Parks~~	~~Beacon Hill Playground‡~~	~~1902 13th Ave. S~~	~~3.0 acres~~
~~Parks~~	~~East Duwamish Greenbelt~~	~~Carkeek Dr. S /S Burns St.~~	~~79.8 acres~~
~~Parks~~	~~McClellan Place~~	~~S McClellan St. /16th Ave. S~~	~~0.01 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Stevens Place~~	~~Beacon Ave. S/17th Ave. S~~	~~0.19 acres~~
~~Community Garden~~	~~El Centro de la Raza~~	~~2524 16th S.~~	
~~P-Patch~~	~~Beacon Bluff~~	~~S Massachusetts at 13th Ave. S~~	~~17 plots~~

~~‡ City historic resource survey properties~~

~~Rainier Beach~~

~~Existing Households (HH):~~	~~1,536~~
~~Expected 6 yr. HH Growth:~~	~~200~~
~~Expected 20 yr. HH Growth:~~	~~1,736~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~250 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 33~~	~~9645 Renton Ave. S~~	~~EMS: 84% in 4 mins. Fire: 72% in 4 mins. Engine Co.~~
~~Police Station~~	~~S Precinct~~	~~3001 S Myrtle St.~~	~~15.48 sq. mi. service area, facility capacity 13,688 sq. ft.~~
~~Schools~~	~~Dunlap Elementary*~~	~~8621 46th Ave. S~~	~~350 students~~
	~~Emerson Elementary*~~	~~9709 60th Ave. S~~	~~375 students~~
	~~Graham Hill Elementary~~	~~5149 S Graham St.~~	~~372 students~~
	~~Van Asselt Elementary~~	~~7201 Beacon Ave. S.~~	~~401 students~~
	~~Whitworth Elementary~~	~~5215 46th Ave. S.~~	~~330 students~~
	~~Wing Luke Elementary~~	~~3701 S Kenyon St.~~	~~290 students~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~South Lake Alternative High School~~	~~8825 Rainier Ave. S.~~	~~151 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Rainier Beach Branch~~	~~9125 Rainier Ave. S~~	~~9,006 sq. ft.~~
~~Community Center~~	~~Rainier Beach Comm. Center.~~	~~9125 Rainier Ave. S~~	~~1.405 acres~~
~~Parks~~	~~Fletcher Place~~	~~57th Ave. S/S Fletcher St.~~	~~0.062 acres~~
~~Parks~~	~~Rainier Beach Lake Cottage Park Tracts~~	~~8802 Rainier Ave. S~~	~~0.231 acres~~
~~Parks~~	~~Rainier Beach Playfield~~	~~8802 Rainier Ave. S~~	~~9.5 acres~~
~~Parks~~	~~Sturtevant Ravine~~	~~Sturtevant St. - between S. Roxbury St. & Rainier Ave. S~~	~~2.808 acres~~
~~P-Patch~~	~~Thistle P-Patch~~	~~8430 42nd Ave. S~~	~~156 plots~~

~~* City of Seattle Landmarks~~

~~**Roosevelt**~~

~~Existing Households (HH):~~	~~1,016~~
~~Expected 6 yr. HH Growth:~~	~~92~~
~~Expected 20 yr. HH Growth:~~	~~340~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~158 acres~~

~~**Facility Type**~~	~~**Name**~~	~~**Location**~~	~~**Capacity**~~
~~Fire Station~~	~~SFD 16 ‡~~	~~6846 Oswego Pl. NE~~	~~EMS: 60% in 4 mins. Fire: 71% in 4 mins. Engine Co., Medic~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Greenlake Branch*~~	~~7364 E Greenlake Dr. N~~	~~8,690 sq. ft.~~
~~Parks~~	~~Froula Playground~~	~~7200 12th Ave. NE~~	~~2.7 acres~~
~~P-Patch~~	~~Roosevelt~~	~~7012 12th Ave. NE~~	~~31 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~South Park~~

~~Existing Households (HH):~~	~~1,037~~
~~Expected 6 yr. HH Growth:~~	~~95~~
~~Expected 20 yr. HH Growth:~~	~~350~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~263 acres~~

~~**Facility Type**~~	~~**Name**~~	~~**Location**~~	~~**Capacity**~~
~~Fire Station~~	~~SFD 26~~	~~800 S Cloverdale St.~~	~~EMS: 70% in 4 mins. Fire: 66% in 4 mins. Engine Co., Air~~
~~Police Station~~	~~SW Precinct~~	~~2300 SW Webster St.~~	~~19.39 sq. mi. service area, facility capacity 28,150 square feet~~
~~Schools~~	~~Concord Elementary*~~	~~723 S Concord St.~~	~~275 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~High Point Branch~~	~~6302 35th Ave. (to be opened in 2004)~~	~~7,000 sq. ft.~~
~~Library~~	~~Southwest Branch~~	~~9010 35th Ave. SW~~	~~7,557 sq. ft.~~
~~Community Center~~	~~South Park Community Center~~	~~8319 8th Ave. S~~	
~~Parks~~	~~South Park~~	~~9100 8th Ave. S~~	~~1.0 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~Meadow~~		
~~Parks~~	~~South Park Playground~~	~~738 S Sullivan St.~~	~~5.6 acres~~
~~P-Patch~~	~~South Park P-Patch~~	~~4th Ave. S & S. Director~~	~~34 plots~~

~~* City of Seattle Landmarks~~

~~Upper Queen Anne~~

~~Existing Households (HH):~~	~~1,115~~
~~Expected 6 yr. HH Growth:~~	~~81~~
~~Expected 20 yr. HH Growth:~~	~~300~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~53 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 8‡~~	~~110 Lee St.~~	~~EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.~~
~~Police Station~~	~~W Precinct~~	~~810 Virginia St.~~	~~11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 911 Center~~
~~Schools~~	~~Coe Elementary~~	~~2424 7th Ave. W~~	~~321 students~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
	~~John Hay Elementary~~	~~201 Garfield St.~~	~~459 students~~
	~~Secondary BOC at Old Hay*~~	~~411 Boston St.~~	~~400-600 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Queen Anne Branch*~~	~~400 W Garfield St.~~	~~7,931 sq. ft.~~
~~P-Patch~~	~~Queen Anne P-Patch~~	~~3rd Ave. N & Lynn St.~~	~~65 plots~~
~~P-Patch~~	~~Queen Pea~~	~~5th Ave. N & Howe St.~~	~~34 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~Wallingford~~

~~Existing Households (HH):~~	~~2,245~~
~~Expected 6 yr. HH Growth:~~	~~54~~
~~Expected 20 yr. HH Growth:~~	~~200~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~257 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 9 ‡~~	~~3829 Linden Ave. N~~	~~EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply~~
~~Fire Station~~	~~SFD 17 ‡~~	~~1050 NE 50th St.~~	~~EMS: 75% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., , Battalion~~
~~Police Station~~	~~N Precinct~~	~~10049 College Way. N~~	~~32.12 sq. mi. service area, facility capacity 16,779 sq. ft.~~
~~Schools~~	~~B. F. Day Elementary*~~	~~3921 Linden Ave. N~~	~~400 students~~
	~~Bryant Elementary*~~	~~3311 NE 60th St.~~	~~483 students~~
	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Wallingford Branch~~	~~1501 N 45th St.~~	~~2,016 sq. ft .~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Parks~~	~~Meridian Playground~~	~~4649 Sunnyside Ave. N~~	~~6.5 acres~~
	~~Wallingford Playfield~~	~~4219 Wallingford Ave. N~~	~~4.5 acres~~
~~P-Patch~~	~~Good Shepherd P-Patch~~	~~4618 Bagley Ave. N & N 47th~~	~~43 plots~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmark~~

~~Westwood-Highland Park~~

~~Existing Households (HH):~~	~~1,710~~
~~Expected 6 yr. HH Growth:~~	~~189~~
~~Expected 20 yr. HH Growth:~~	~~700~~
~~Existing Jobs:~~	~~--~~
~~Expected 6 yr. Jobs Growth:~~	~~--~~
~~Expected 20 yr. Job Growth:~~	~~--~~
~~Land Area:~~	~~276 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 11~~	~~1514 SW Holden St.~~	~~EMS: 82% in 4 mins. Fire: 81% in 4 mins. Engine Co.~~
~~Fire Station~~	~~SFD 37 ‡~~	~~7300 35th Ave. SW~~	~~EMS: 68% in 4 mins. Fire 53% in 4 mins. Engine Co.~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Police Station~~	~~Southwest Precinct~~	~~2300 SW Webster St.~~	~~19.39 sq. mi. service area, facility capacity 28,150 sq. ft.~~
~~Schools~~	~~All 10 Middle Schools~~		
	~~All 11 High Schools~~		
~~Library~~	~~Southwest Branch~~	~~9010 35th Ave. SW~~	~~7557 sq. ft.~~
~~P-Patch~~	~~Longfellow Creek~~	~~25th Ave. SW & SW Thistle~~	~~New~~

~~‡ City historic resources~~

~~manufacturing/industrial centers~~

~~**BINMIC**~~

~~Existing Households (HH):~~	~~4,447~~
~~Expected 6 yr. HH Growth:~~	~~410~~
~~Expected 20 yr. HH Growth:~~	~~1,520~~
~~Existing Jobs:~~	~~4,292~~
~~Expected 6 yr. Jobs Growth:~~	~~931~~
~~Expected 20 yr. Job Growth:~~	~~3,700~~
~~Land Area:~~	~~425 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 2*~~	~~2334 4th Ave.~~	~~#2, 3.8 minute response time Engine Co., Ladder, Aid, Command~~
~~Fire Station~~	~~SFD 8‡~~	~~110 Lee St.~~	~~EMS: 88% in 4 mins. Fire: 95% in 4 mins. Engine Co., Ladder Co.~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire Station~~	~~SFD 9‡~~	~~3829 Linden Ave. N~~	~~EMS: 82% in 4 mins. Fire: 82% in 4 mins. Engine Co., Air Supply~~
~~Fire Station~~	~~SFD 18~~	~~1521 NW Market St.~~	~~EMS: 67% in 4 mins. Fire: 69% in 4 mins. Engine Co., Ladder Co., Medic Unit, Hose Wagon, Battalion~~
~~Fire Station~~	~~SFD 20‡~~	~~3205 13th Ave. W~~	~~EMS: 73% in 4 mins. Fire: 65% in 4 mins. Engine Co.~~
~~Police Station~~	~~W Precinct~~	~~810 Virginia St.~~	~~11.52 sq. mi. service area, facility capacity 50,960 sq. ft., including 911 Center~~

~~‡ City historic resource survey properties~~

~~* City of Seattle Landmarks~~

~~Greater Duwamish~~

~~Existing Households (HH):~~	~~469~~
~~Expected 6 yr. HH Growth:~~	~~--~~
~~Expected 20 yr. HH Growth:~~	~~--~~
~~Existing Jobs:~~	~~62,696~~
~~Expected 6 yr. Jobs Growth:~~	~~2,734~~
~~Expected 20 yr. Job Growth:~~	~~10,860~~
~~Land Area:~~	~~4,936 acres~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Fire~~	~~SFD 5 ‡~~	~~925 Alaska~~	~~EMS: 78% in 4 mins. Fire: 80% in~~

~~Facility Type~~	~~Name~~	~~Location~~	~~Capacity~~
~~Station~~		~~Way~~	~~4 mins. Engine Co., Fireboat~~
~~Fire Station~~	~~SFD 10*~~	~~301 2nd Ave. S~~	~~EMS: 78% in 4 mins. Fire: 78% in 4 mins. Engine Co., Ladder Co., Shift Commander, Aid Car, Hazmat Van~~
~~Fire Station~~	~~SFD 11~~	~~1514 SW Holden~~	~~EMS: 82% in 4 mins. Fire: 81% in 4 mins. Engine Co.~~
~~Fire Station~~	~~SFD 14 ‡~~	~~3224 4th Ave. S~~	~~EMS: 63% in 4 m;ins. Fire: 50% in 4 mins. Ladder Company, Aid Car, Rescue Unit~~
~~Fire Station~~	~~SFD 26~~	~~800 S Cloverdale St.~~	~~EMS: 70% in 4 mins. Fire: 66% in 4 mins. Engine Co., Air~~
~~Fire Station~~	~~SFD 27~~	~~1000 S Myrtle St.~~	~~EMS: 77% in 4 mins. Fire: 63% in 4 mins. Engine Co. USAR , MMST~~
~~Fire Station~~	~~SFD 29~~	~~9645 Renton Ave. S~~	~~EMS: 77% in 4 mins. Fire: 78% in 4 mins. Engine Co., Battalion~~
~~Fire Station~~	~~SFD 36~~	~~3600 23rd Ave. SW~~	~~EMS: 75% in 4 mins. Fire: 67% in 4 mins. Engine Co., Marine Response Van~~
~~Fire Stations~~	~~Combined capacity of these stations includes: 7 Engine Companies, 2 Ladder Companies, Shift Commander, Battalion Chief, Fireboat, 2 Aid Units, HazMat Van, , Marine Response Van, Heavy Rescue Equipment, Confine Space Equipment, Mobile Air Supply~~		
~~Police Station~~	~~SW Precinct~~	~~2300 SW Webster St.~~	~~19.39 sq. mi. service area, facility capacity 28,150 sq. ft.~~

~~* City of Seattle Landmarks, or located in City landmark/special review district~~
~~‡ City historic resource survey properties~~

~~D Potential Future Discretionary Projects~~

~~Besides the facilities that are included in the City's Capital Improvement Program (CIP), there are a number of prospective capital projects that the City might undertake or fund in the future. They are listed below to provide a broad view of the City's potential future capital spending. Projects are not listed in any priority order. Funding for these projects is not yet identified, and no decisions have been made to go forward with funding these projects.~~

- ~~African-American Heritage Museum*~~
- ~~Aquarium Redevelopment~~
- ~~Arboretum~~
- ~~Blue Spruce Site Redevelopment (Seattle Center)~~
- ~~Broadband Wireless Project~~
- ~~City Maintenance Facility Improvements~~
- ~~Downtown Circulator~~
- ~~Downtown Parks~~
- ~~Homeless Day Center*~~
- ~~Key Arena Enhancement Plan (Seattle Center)~~
- ~~Kreielsheimer Property Development (Seattle Center)~~
- ~~Memorial Stadium Relocation*~~
- ~~Memorial Stadium Site Redevelopment (Seattle Center)~~
- ~~Neighborhood Planning Capital Projects~~
- ~~North Police Precinct Expansion~~
- ~~Public Safety Building Block Redevelopment~~
- ~~Redevelopment of 2nd/John St. & Warren Ave. N. Parking Lots (Seattle Center)~~
- ~~Seattle Parks and Recreation Plan 2000 (potentially updated in 2005-2006)~~
- ~~PC-1 Lot at Pike Place Market~~
- ~~Sand Point Redevelopment~~
- ~~Seattle Center 5th Avenue Parking Lot Development~~
- ~~Seattle Center Master Plan Updates~~
- ~~Seattle Transit Initiative~~
- ~~South Downtown Study Area Improvements~~
- ~~South Lake Union Park Development~~
- ~~South Lake Union Transportation Improvements~~
- ~~Southwest Harbor Project *~~
- ~~Telecommunications Improvements~~

- ~~TransLake* (includes early action items)~~
- ~~Urban Trails Plan Implementation~~
- ~~Waterfront Plan~~
- ~~West Seattle Stadium~~
- ~~Zoo Parking Improvements~~

~~At the time of publication, projects with an * are owned or sponsored by another government agency or private organization. The City might participate in funding these projects.~~))

Capital Facilities Appendix

The following sections contain the inventory and anticipated needs for various capital facilities. Information for utilities, such as drinking water, drainage and sewer, solid waste, and electricity, is included in the Utilities Appendix. Information for transportation facilities is included in the Transportation Appendix.

A. Fire Department

inventory

The Seattle Fire Department (SFD) provides fire protection and emergency medical services throughout the City from 33 fire stations, marine facilities, and Harborview Medical Center. Headquarters for the department is located in a historic building in Pioneer Square. The department shares the Joint Training Facility with Seattle Public Utilities. Each station provides a full range of fire protective services including fire suppression, emergency medical, and rescue. Each station is equipped with at least one fire engine. Many stations include other equipment and special units. The Fire Department has 33 engine companies, 12 ladder truck companies, four fire boats, five aid units, eight paramedic units and other specialized units including heavy rescue, hazardous materials, and tunnel rescue that provide a broad range of emergency services. Information on existing fire facilities is shown in Capital Facilities Figure A-1 and A-2.

planning goals

The Department evaluates emergency medical capabilities and staffing or equipment additions and institutes operation changes each year as a part of the budget process. State law requires that fire departments report yearly on established emergency response standards. The Seattle Fire Department reports response time for fire response and emergency medical services (EMS), which includes basic life support (BLS) and advance life support (ALS). SFD response standards are:

- Call Processing Time: 60 seconds for phone answered to first unit assigned, for 90% of calls.

- Fire Response Time: Arrival within 4 minutes for first arriving engine at a fire for 90% of calls, and arrival within 8 minutes of the full first alarm assignment of 15 fire fighters, for 90% of calls
- Basic Life Support: Arrival within 4 minutes of the first medical unit with 2 EMT, for 90% of calls.
- Advanced Life Support: Arrival within 8 minutes with 8 minutes, for 90% of calls

Response time is influenced directly by the availability of fire personnel, equipment, traffic conditions, and the number and location of fire stations. Firefighter and equipment requirements indirectly affect station requirements.

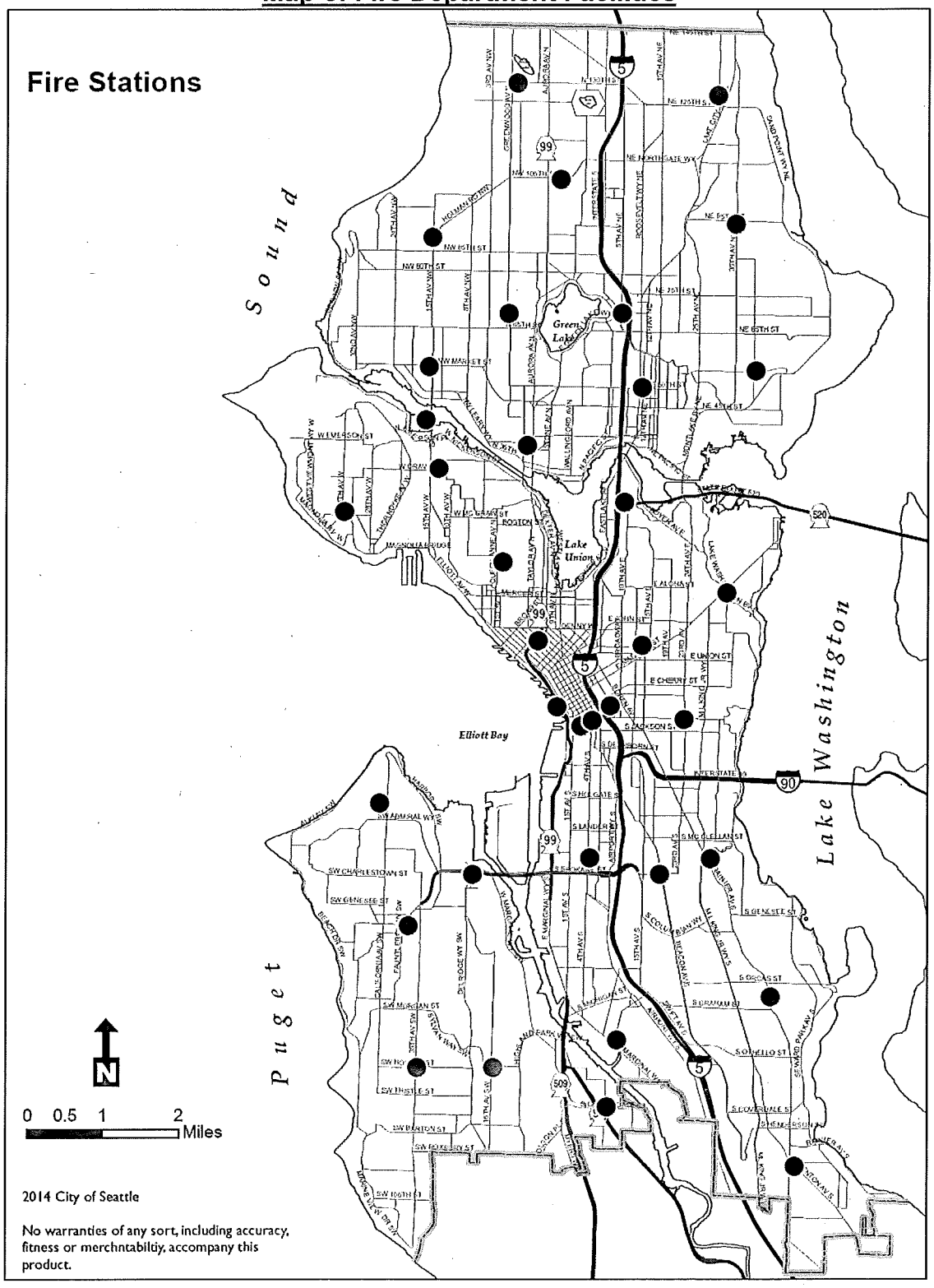
The City plans for asset preservation through a capital maintenance program. Minor and major capital facility projects are included in the City's six-year Capital improvement program.

forecast of future needs

The City has added capacity and renovated or replaced many of the fire stations in the past ten years as part of the 2003 Fire Facilities levy, which provided about $167 million to upgrade, renovate or replace 32 neighborhood fire stations, construct a new training facility and upgrade the Department's Fire Alarm Center among other things. The new facilities have been built with excess physical capacity.

The City anticipates it will need to replace Fire Station No. 3 and the Fire Marshall office, and replace or expand the commissary and fire garage, as well as continue maintenance on the remaining existing buildings. To support existing operations, a new fire administration building and expanded training facilities are needed. To support the SFD's desired goal of timely emergency response in all areas of the city, a new South Lake Union fire station and a freshwater marine fire suppression facility are desired under existing conditions.

Capital Facilities Figure A-1
Map of Fire Department Facilities



Capital Facilities Figure A-2

Table of Fire Department Facilities

Facility Name (* indicates a historic building)	Year Built/ updated	Building Square feett	Area Served	Address
Headquarters*	1908	55,952	Citywide	301 2nd Ave. S
Fire Station 2*	1922 2010	37,740	Belltown	2334 4th Ave.
Fire Station 3	1960	2,760	Ballard	1735 W Thurman
Fire Station 5*	1963 2016	5,688	Waterfront	925 Alaskan Way
Fire Station 6	2013	11,003	Central District	405 Martin Luther King Jr. Way S
Fire Station 8	1964 2013	5,450	Queen Anne	110 Lee St.
Fire Station 9	2013	8,804	Fremont	3829 Linden Ave. N
Fire Station 10	2006	61,156	International District	400 S Washington St.
Fire Alarm Control	2006	Portion of FS10	City wide	105 5th Ave. S
Fire Station 11	1971 2015	5,610	Highland Park	1514 SW Holden St.
Fire Station 13*	1928 2012	4,329	Beacon Hill	3601 Beacon Ave. S
Fire Station 14*	1927 2013	16,831	SoDo District	3224 4th Ave. S
Fire Station 16*	1927 2013	3,995	Green Lake	6846 Oswego Pl. NE
Fire Station 17*	1929 2010	23,537	University	1020 NE 50th St.
Fire Station 18	1974 2015	16,624	Ballard	1521 NW Market St.
Fire Station 20	2014	6,229	Inter bay	2800 15th Ave. W
Fire Station 21	2011	8,783	Greenwood	7304 Greenwood Ave. N
Fire Station 22	1965 2016	4,110	Roanoke	901 E Roanoke St.
Fire Station 24	1977 2014	3,630	Bitter Lake	401 N 130TH St.
Fire Station 25	1969 2014	20,824	Capitol Hill	1300 E Pine St.

Facility Name (* indicates a historic building)	Year Built/ updated	Building Square feett	Area Served	Address
Fire Station 26	1970 2014	5,960	South park	800 S Cloverdale St.
Fire Station 27	1970 2014	5,960	Georgetown	1000 S Myrtle St.
Fire Station 28	2010	13,638	Rainer Valley	5968 Rainer Ave. S
Fire Station 29	1970 2014	5,049	Admiral District	2139 Ferry Ave. SW
Fire Station 30	2011	9,100	Mount Baker	2931 S Mount Baker Blvd.
Fire Station. 31	1974 2009	12,452	Northgate	1319 N Northgate Way
Fire Station 32	2016	6.646	West Seattle	3715 SW Alaska St.
Fire Station 33	1971 2010	5,061	Rainer Beach	9645 Renton Ave. S
Fire Station 34	2014	4,625	Madison Park	633 32nd Ave. E
Fire Station 35	2010	11,532	Crown Hill	8729 15th Ave. NW
Fire Station 36	1971 2014	4,676	Delridge/ Harbor Island	3600 23rd Ave. SW
Fire Station 37	2010	9,000	West Seattle/ High point	7700 35th Ave. SW
Fire Station 38	2011	8,700	Hawthorne Hills	4004 NE 55th St.
Fire Station 39	2010	9,593	Lake City	2806 NE 127th St.
Fire Station 40	1965 2013	6,500	Wedgewood	9401 35th Ave. NE
Fire Station 41	1936 2010	6,146	Magnolia	2416 34th Ave. W
Fire Marshall	2000	9,462	Downtown	220 3rd Ave. S
Training Facility	2009	53,402	Citywide	9401 Myers Way S
Commissary	1985	37,606	Citywide	3601 21nd Ave. S
Fire Garage	1975	15,000	Citywide	815 Dearborn St.
Harbor View Medical Center		1,000	Citywide	325 9th Ave.
South Lake Union Station			South Lake Union	Not Determined

B. Police Department

inventory

The Seattle Police Department currently provides law enforcement patrol services to the city from five precincts and the Harbor Patrol Unit which covers 59 square miles of waterways. The SPD also provides for parking and traffic enforcement as well as specialized units including SWAT, gang unit, mounted patrol, and canine. Information on these precincts and facilities is shown in Capital Facilities Figures A-3 and A-4.

planning goals

Uniform patrol law enforcement services are generally allocated based on workload, time, and location. The exact location of facilities is usually not critical to the provision of uniform patrol services since police officers are on patrol in the various sectors and calls for service are dispatched by radio. The location of facilities can be important because the distance traveled at shift change time impacts the availability of officers and because locations can enhance interaction with the community. Because of the many, changing factors that affect staffing and space objectives of police departments, there are no universally accepted planning goals for the location and distribution of police facilities.

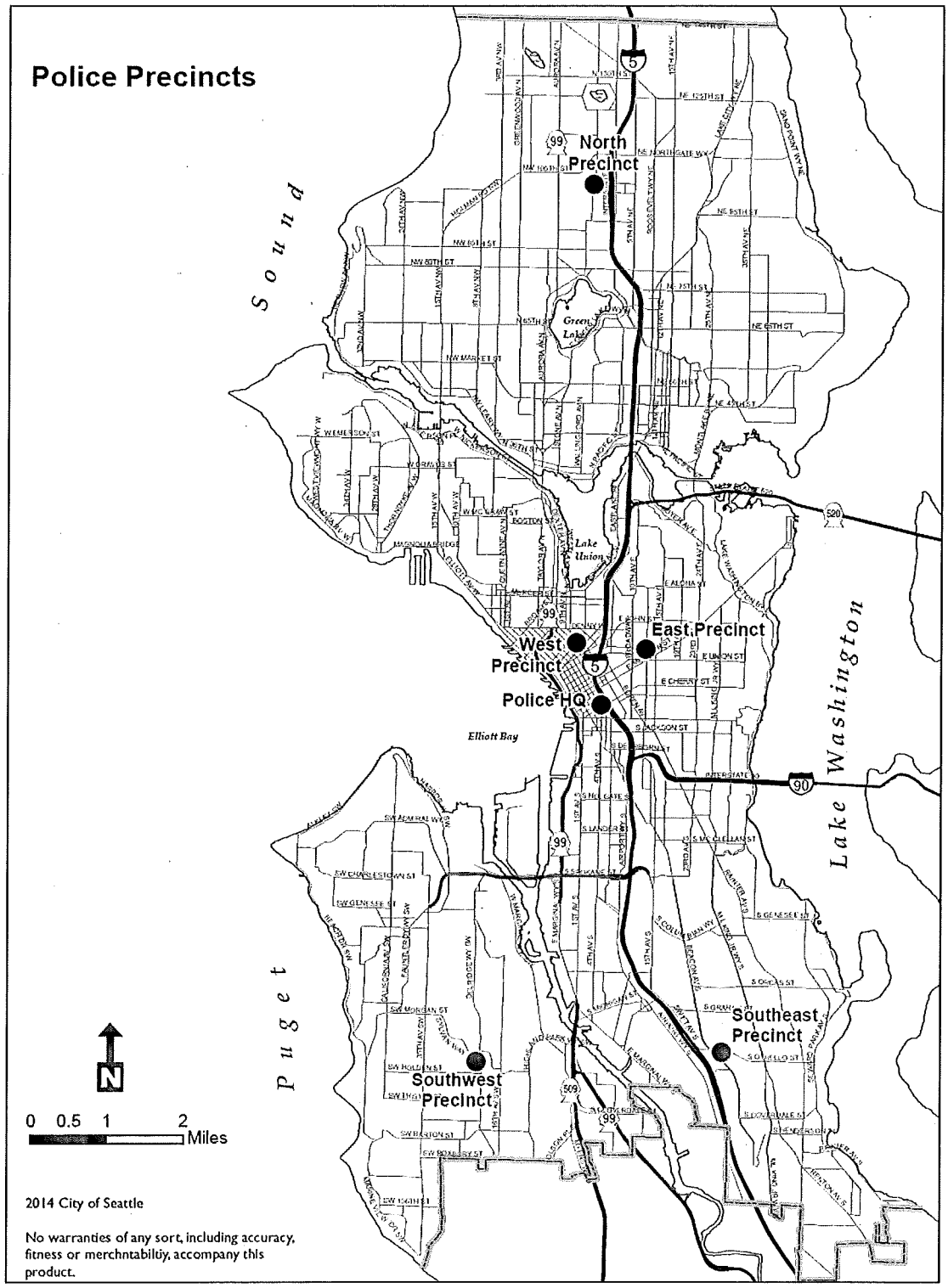
The City plans for asset preservation through a capital maintenance program. Minor and major capital facility projects are programed in the City's six-year capital improvement program.

forecast of future needs

The City is expected to maintain, replace, or expand some police facilities as shown in Capital Facilities Figure A-4. To support existing police operations citywide, SPD expects that it may upgrade, expand, or replace Harbor Patrol, rifle range, and training facilities. The existing North Precinct is currently overcrowded and does not meet the needs of precinct personnel; therefore, a new consolidated facility is proposed to be built. The City has purchased property for a new North Precinct. In the next 20 year period, the City may also elect to build its own correctional facility, rather than to continue leasing space from King County at its jail.

Capital Facilities Figure A-3

Map of Current Police Department Facilities



Capital Facilities Figure A-4

Table of Police Department Facilities

Facility Name	Year Built/ updated	Size in square feet	Description	Area served	Address
Police Headquarters	2002		Police Headquarters shares Justice Center building	Citywide	610 5th Ave.
Justice Center	2005	310,490	Justice Center includes municipal courts	Citywide	600 5th Ave.
Professional Accountability	1970	6,300	Leased space in Pacific Building	Citywide	712 3rd Ave.
North Precinct	1984	16,434	Serves the area north of the Ship Canal to the City limits	Northgate	10049 College Way N
Emergency Operations Center/ 911 Call center	2006	61,156	Shared facility with Fire Alarm Center and FS 10	Citywide	400 S Washington St.
North Precinct Annex	1983	4,474	Leased office space	Northgate	10303 Meridian Ave. N
West Precinct	1999	50,960	Serves Queen Anne, Magnolia, the downtown core, and the area west of I-5	Downtown	810 Virginia St.
West Precinct Garage	1948	53,336	Condo garage located in adjacent building	Capitol Hill	2021 9th Ave.
East Precinct	1926 1985	61,580	Serves the area north of I-90 to the Ship Canal and east of I-5, Eastlake Community	East Precinct	1519 12th Ave.
East Precinct Garage	2014	29,058	Garage located under 12th Avenue Arts building	Capitol Hill	1624 12th Ave.
South Precinct	1983	13,688	Serves area south of 1-90 to City limits and west of Duwamish	Beacon Hill	3001 S Myrtle St.
South West Precinct	2002	28,531	Serves West Seattle and Duwamish Industrial area	Delridge	2300 SW Webster
Mounted Patrol	2001	39,041	12 full time horse stalls and related equipment	Citywide	9200 8th Ave. SW
Police Training Center			Practice range is an open air range.	Citywide	11026 E Marginal Way S

Facility Name	Year Built/ updated	Size in square feet	Description	Area served	Address
K-9 Kennel		6,464	Houses 6 dogs and 2 pups and related equipment and supplies.	Citywide	11026 E Marginal Way S
SPD Parking Enforcement		10,268	Office and Warehouse (leased)	Northwest	1330 N 131st St.
Harbor Patrol	1928 1986	3,706	Offices, shops, docks and maintenance buildings	Citywide	1717 Northlake Pl.
Warehouse		5,400	Vehicle storage	Citywide	923 S Bay S
Police Support Facility	1985	145,158	Airport Way Center Police Support Facility	Citywide	2203 Airport Way S
Warehouse		21,800	Storage	Citywide	4735 E Marginal Way S
Correctional Facilities	NA		City leases space from King County Jail	Citywide	

C. Parks and Recreation

inventory

Seattle Parks and Recreation (Parks) manages a 6,200-acre park system, including 465 parks and extensive natural areas. Parks provides athletic fields, tennis courts, play areas, specialty gardens, and more than 25 miles of boulevards and 120 miles of trails. The system comprises about 11% of the City of Seattle's land area. Parks also manages many facilities, including community centers, swimming pools, environmental education centers, small craft centers, golf courses, an outdoor stadium, skateparks, and more. Parks and open areas owned by the City and their capacities are summarized below in Capital Facilities Figures A-5 through A-7.

Capital Facilities Figure A-5

Table of Parks by Type

Park Type	Size of Facility
Boulevards/Green Streets/Greenways	348 acres
Community Parks	606 acres
Downtown Parks	23 acres
Greenbelts/Natural Areas	1,285 acres

Park Type	Size of Facility
Mini Parks/Pocket Parks	58 acres
Neighborhood Parks	717 acres
Regional Parks/Large Urban Parks	1,446 acres
Special-Use Parks/Specialty Gardens	1,366 acres

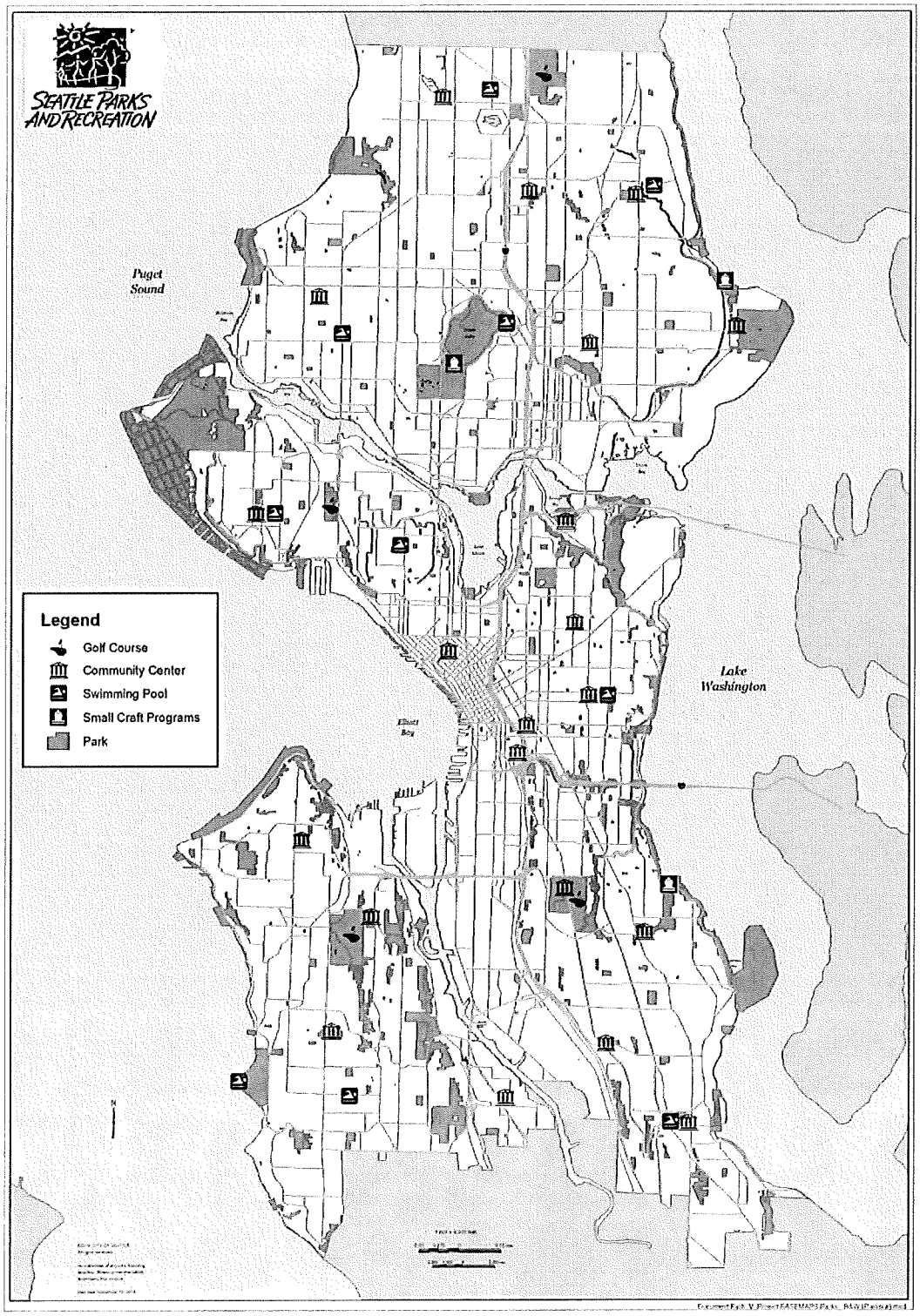
Capital Facilities Figure A-6

Table of Recreational Facilities by Type

Number	Facility Type
26	Community Centers
10	Swimming pools, including 2 outdoor pools
32	Wading Pools and Spray Parks
1	Aquarium
1	Zoo, including 45 major exhibits, 145 buildings and structures on 92 acres
1	Stadium
1	Indoor tennis center
144	Outdoor tennis courts, 17 of which have lighting, plus two multi-use courts for dodgeball, bike polo and roller hockey
207	Athletic fields, including 19 sites with synthetic fields and lighting
11	Skateparks, comprised of district parks, skatespots and skatedots
4	Golf courses, including 3 driving ranges and 1 pitch/putt facility
2	Rowing, Sailing, and Small Craft Centers
4	Environmental Learning Centers
6	Performing and visual art facilities
54	Landmarked buildings (there is some overlap with other categories, since this category includes some Community Centers, the Asian Art Museum, concessions, a bathhouse and other structures)
118	Comfort stations
40	Rentable Picnic shelters
20	Administrative offices and headquarters
2	Museums
5	Amphitheaters
90	Miscellaneous – storage, maintenance, warehouses

Capital Facilities Figure A-7

Map of Parks and Recreation Facilities



forecast of future needs

The City of Seattle has a robust citywide park system which is available and accessible for use by all of the City's residents. To enhance Seattle's quality of life, the City seeks to add parks and open space to the City's system as additional amenities for all of the City's residents. To that end, the City continues to fund Park's acquisition with the primary goals of:

1. pursuing usable open space acquisition in areas where the acreage and distribution of parks is lowest on a per capita basis. These are mostly found within urban centers and villages; and
2. acquiring properties that can complete or expand existing parks.

Parks acquisitions are opportunity-driven, but are informed by UV 46 and Urban Village Appendix Figures A-1 and A-2. Additions to the park facilities would enhance the City's quality of life. However, such additions are not necessary to accommodate new households in urban centers or citywide.

Planned investments in the maintenance of existing facilities are provided in the Capital Improvement Program and are updated on an annual basis according to asset management priorities and available funds.

D. General Government

inventory

The Department of Finance and Administrative Services provides facility management and planning for general government facilities. These facilities include vehicle repair shops, office space, warehouses, communication facilities, social services facilities, and the animal shelter. The City also owns property which is leased to social service organizations. Capital Facilities Figures A-8 and A-9 inventory existing General Government capital facilities.

planning goals

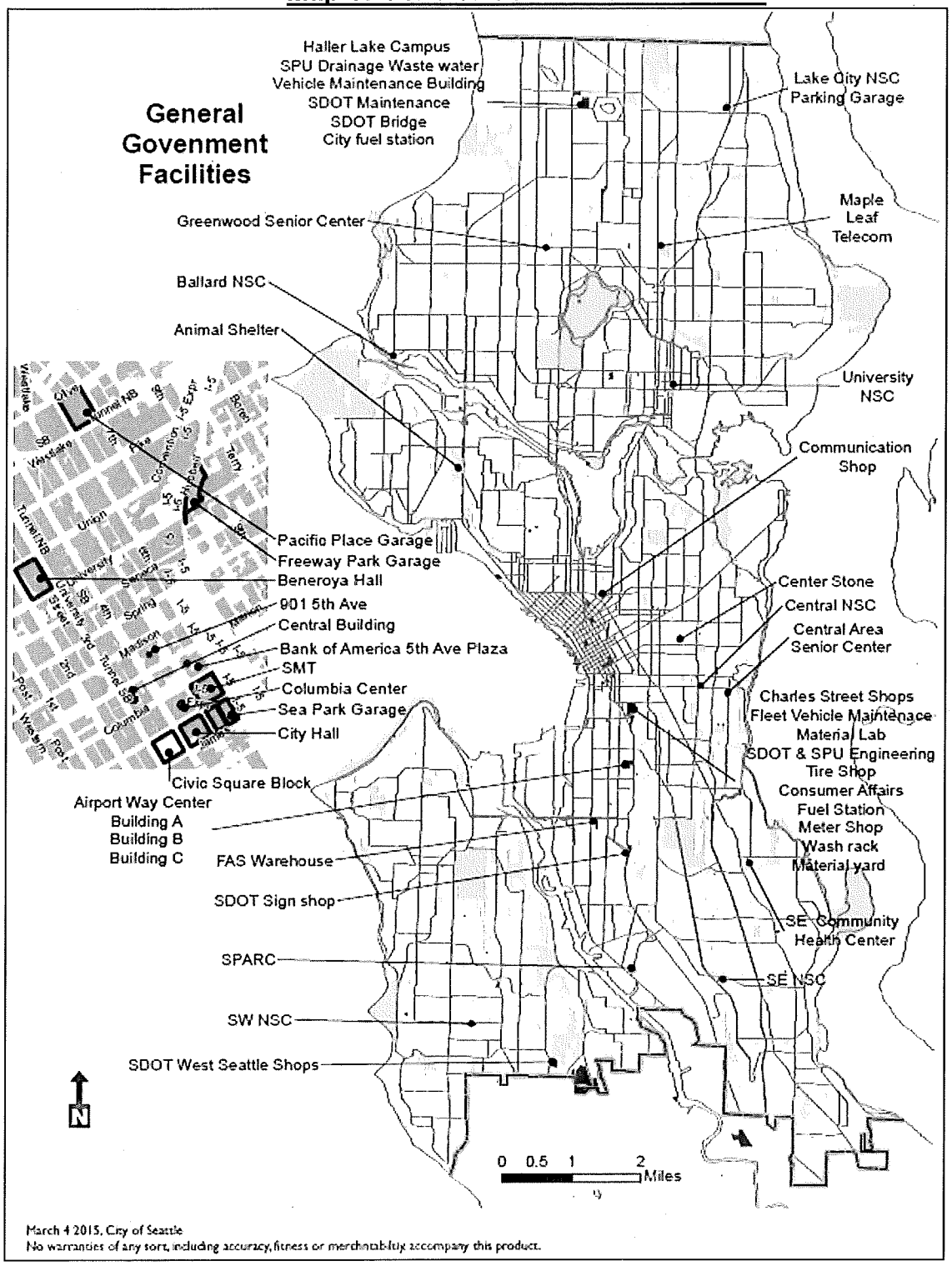
The City does not have general planning goals for general government facilities, which are instead driven by the needs of specific departments and programs. These governmental facilities are not related or necessary for future growth. The City plans for asset preservation through a capital maintenance program. Minor and major capital facility projects are programed in the City's six year Capital improvement program.

forecast of future needs

The Department of Finance and Administrative Services Department has identified a need for expanded facilities that support vehicle maintenance and department operations over the 20 year planning horizon. Additional warehouse and office space may be needed as the City grows, however, this need will be driven primarily by budget revenue and departmental priorities. Additional space needs can be accommodated through leasing as well as building new space. General facilities that support citywide

functions such as the Animal Shelter and Consumer Affairs are in need of new and expanded facilities to enhance the quality of life in the community.

Capital Facilities Figure A-8
Map of General Government Facilities



Capital Facilities Figure A-9
Table of General Government Facilities

Facility Name	Year Built/ updated	Size in square feet	Description	Area Served	Address
SMT Municipal Tower	1989	1,223,577	Seattle Municipal Tower	Citywide	700 5th Ave.
SMT \ Parking Garage	1989	193,891	Municipal Tower Parking	Citywide	700 5th Ave.
City Hall	2003	153,502	Council, Mayor, and City Attorney offices	Citywide	600 4th Ave.
Sea Park Garage	1993	213,346	Parking garage for City Campus	Downtown	609 6th Ave.
Leased Office		9,294	Columbia Center	Citywide	400 4th Ave.
Leased Office		28,523	Central Building	Citywide	810 3rd Ave.
Leased Office		42,578	Bank of America Building 5th Ave Plaza	Citywide	800 5th Ave.
Leased Office		28,721	901 5th Ave Building	Citywide	901 5th Ave.
Leased Office		6,800	Pacific Building	Citywide	720 3rd Ave.
FAS Warehouse		21,898	Records and surplus	Citywide	3807 2nd Ave.
Airport Way Center Bldg. A	1944 1981	102,075	Office Building	Citywide	2203 Airport Way S
Airport Way Center Bldg. B	1985	16,800	FAS shop space	Citywide	2203 Airport Way S
Airport Way Center Bldg. D	1985	22,803	FAS paint shops	Citywide	2203 Airport Way S
Seattle Animal Shelter	1981	1,567	Animal Shelter and spay and neuter clinic	Citywide	2189 15th Ave. W
West Seattle Shops	1956	5,122	SDOT Street Maintenance	Citywide	9200 8th Ave. SW
	1980	1,200	SDOT Urban Forestry trailer	Citywide	9200 8th Ave. SW

Haller Lake Campus	1975	2,436	SPU Drainage Waste Water buildings	North	12600 Stone Ave. N
	1958	24,588	Vehicle Maintenance Building A	North	12555 Ashworth Ave. N
	1998	5,979	SPU Hazardous waste buildings	North	12550 Stone Ave. N
	1996	6,7250	SDOT Street Maintenance Building B	North	12599 Ashworth Ave. N
	1973	3,640	SDOT equipment storage	North	12535 Ashworth Ave. N
	1973	3,724	SDOT Bridge maintenance and paint shop buildings	Citywide	1328 & 1324 N 125th St.
	1975	1,991	Fuel Station	North	12600 Stone Ave. N
Charles Street Campus	1950 2008	67,356	Fleet Vehicle Maintenance	Citywide	805 Charles St.
	1973	7,400	Materials Testing Lab (SPU)	Citywide	707 S Plummer
	1974	21,315	SPU and SDOT Engineering	Citywide	714 Charles St.
	1967	5,450	Fleet Tire Shop	Citywide	814 8th Ave. S
	1950	1,624	Weights and Measures	Citywide	805 Charles St.
		2,000	Equipment wash rack	Citywide	1011 8th Ave. S
	1994	200	Fuel Station	Citywide	1040 7th Ave. S
	1967	22,058	Meter Shop, Bridges	Citywide	1010 8th Ave.
	1960	20,000	Material Yard	Citywide	717 S Plummer St.
	1960	185,046	Yard and Parking	Citywide	1099 S Airport Way
SDOT Sign shop	19601970	45,036	SDOT Sign Shop	Citywide	4200 Airport Way S
DOIT Com. Shop	1951	4,964	Communications Shop	Denny Triangle	1933 Minor Ave.
NE Telecom building	2014	6,00	Communications building	Northeast	8526 Roosevelt Way NE
Ballard Service Center	2005	3,100	Neighborhood Service Center	Ballard	5604 22nd Ave. NW
Lake City Service Center and garage	2005	12,409	Neighborhood Service Center and parking garage	Lake City	12525 and 12509 28th Ave. NE
Central Service Center	1980	2,235	Central Area Service Center	Central	2301 S Jackson St.

SW Service Center	1975	400	Neighborhood Service Center	Junction	2801 SW Thistle St.
SE Service Center	2003	1,500	SE Neighborhood Services Center	Southeast	3815 S Othello St.
University Service Center		1,400	University Neighborhood Service Center	University	4534 University
Pacific place Garage	1999	526,850	Condo ownership of garage portion of Pacific Place	Downtown	600 Pine St.
Freeway Park Garage	1975	63,750	Leased to Washington State Convention Center	Downtown	609 9th Ave.
Central Area Senior Center	1959	9,478	Central Area Senior Center	Central	500 30th Ave. S
Greenwood Senior Center	1950	9,587	Green wood Senior center	Greenwoo d	525 N 85th St.
Northwest Senior Center	1950	8,400	Northwest Senior Center	Ballard	5431 32nd Ave. NW
Center Stone	1908	15,360	Lease to social services agency	Central	722 18th Ave.
SPARC	1919	5,848	South Park Community Center	South Park	8201 10th Ave. S
Benaroya Hall			Ground Lease	Citywide	200 University

E. Public Library

inventory

The Seattle Public Library (SPL) operates the Central Downtown Library, 26 neighborhood libraries, and a fleet of four book mobiles. The State-funded Washington Talking Book and Braille Library (WTBBL) is also administered by the SPL. The SPL rents space for three of the facilities it does not own. Information on library facilities is shown in Capital Facilities Figures A-10 and A-11.

planning goals

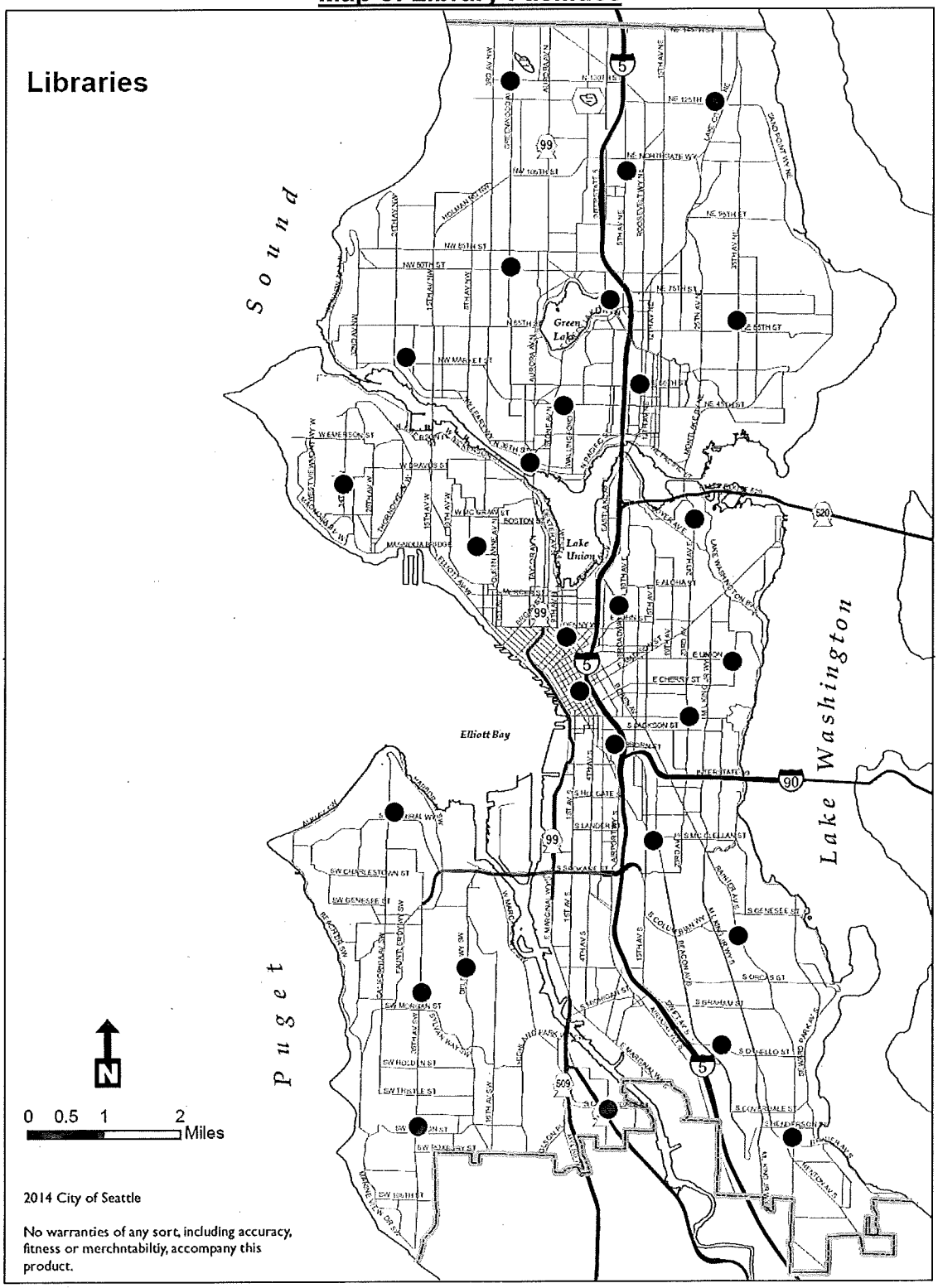
In 2009, SPL completed a decade of building renewal and expansion. The voter-approved "Libraries for All" capital program renovated or replaced all 22 branches that were in the system as of 1998, added four new branch libraries, and built the new Central Library. The expansion also allowed for an increase in the number of public access computers, large community meeting areas, and study rooms. The focus now shifts from buildings to services as was adopted in the 2011 Library Strategic Plan.

forecast of future needs

The Seattle Public Library will need maintenance and support facilities to support the existing library facilities.

Capital Facilities Figure A-10

Map of Library Facilities



Capital Facilities Figure A-11

Table of Library Facilities

Branch Name	Address	Square footage
Ballard	5711 24th Ave. NW	7,296
Beacon Hill	2519 15th Ave. S	10,800
Broadview	12755 Greenwood Ave. N	8,405
Capitol Hill	425 Harvard Ave. E	11,615
Central	1000 4th Ave.	363,000
Columbia*	4721 Rainier Ave. S	12,420
Delridge	5423 Delridge Way SW	5,600
Douglass-Truth*	2300 E Yesler	8,008
Fremont*	731 N 35th St.	6,060
Green Lake*	7364 E Green Lake Dr. N	8,090
Greenwood	8016 Greenwood Ave. N	7,085
High Point	6302 35th Ave. SW	7,000
Lake City*	12501 28th Ave. NE	9,013
Madrona-Sally Goldmark‡	1134 33rd Ave.	1,701
Magnolia*	2801 34th Ave. W	5,859
Mobile Services	2025 9th Ave.	5,056
Montlake	2300 24th Ave. E	1,574
New Holly	7058 32nd Ave. S	4,000
Northeast*	6801 35th Ave. NE	15,000
Queen Anne*	400 W Garfield St.	7,931
Rainier Beach	9125 Rainier Ave. S	15,000
Southwest	9010 35th Ave. SW	7,557
University*	5009 Roosevelt Way NE	8,104
Wallingford	1501 N 45th St.	2,000
Wash. Talking Book and Braille Library‡	2021 9th Ave.	10,000
West Seattle*	2306 42nd Ave. SW	8,970

*City of Seattle Landmark or located in City landmark/special review district
‡ City historic resource survey properties

F. Seattle Center

Inventory (see Figure A-12)

Seattle Center serves as an extraordinary arts, civic, and public family gathering place for our region, located on a 74-acre campus in the middle of the Seattle urban core. The more than 30 cultural, educational, sports and entertainment resident organizations at Seattle Center, together with a broad range of public and community programs, offer 5,000 events attracting 12 million visits each year. Seattle Center's Purpose is "to create exceptional events, experiences, and environments that delight and inspire the human spirit to build stronger communities". Activities at Seattle Center generate $1.15 billion in business activity and $387 million in labor income annually.

The Center is home to 12 theater spaces ranging in capacity from 200 seats in the Center Theatre to 2,900 at Marion Oliver McCaw Hall and totaling nearly 6,000 seats for theatrical performances. Sports facilities include the Key Arena with a capacity of 17,000 and Memorial Stadium with a capacity of 12,000 for field events. There are three schools on the campus – a ballet school, a school for 3-D animation and gaming, and a public high school. There are 10 fountains on the grounds and approximately 40 acres of landscaped and green open space and pedestrian ways. There are also active outdoor spaces, including a children's playground and a skate park. Seattle Center's outdoor open spaces, gardens, and fountains are a major urban oasis for active or passive and individual or group enjoyment.

The Center owns and manages two surface parking lots and three parking garages totaling more than 3,500 spaces. The Seattle Center is also served by multiple King County/METRO bus routes and also the Seattle Center Monorail which runs between downtown and Seattle Center. The Monorail carries more than 2 million riders a year over a 0.9 mile route.

Notable buildings and facilities on the Seattle Center campus include: Seattle Center Armory; Key Arena; the Space Needle; International Fountain; Chihuly Garden and Glass; Experience Music Project; Memorial Stadium; Pacific Science Center; KCTS; McCaw Hall; Phelps Center and Ballet School; Seattle Children's Theatre; Seattle Repertory Theatre; Cornish Playhouse ; Seattle Children's Museum; Fisher Pavilion; SIFF Film Center; The VERA Project; Pottery Northwest; the Northwest Rooms; Center Playground; Mercer Arena; and the Seattle Center Pavilion.

Capital Facilities Figure A-12

Table of Seattle Center Facilities

Facility	Address	Size in Square Feet
Armory (formerly Center House)	305 Harrison St.	278,500
Blue Spruce	158 Thomas St.	14,036
Central Plant	324 Republican St.	10,072
Chihuly Garden and Glass	305 Harrison St.	30,000
EMP	200 2nd Ave. N	283,324
Exhibition Hall	225 Mercer	52,000
Fifth Ave N Garage	516 Harrison St.	356,390
First Ave N Garage	220 First Ave. N	173,000
Fisher Pavilion	200 Thomas St.	21,018
International Fountain		122,000
International Fountain Pavilion	2nd Ave. N & Republican	4,681
KCTS	401 Mercer St.	
Key Arena	334 First Ave. N	368,000
Kobe Bellhouse		600
Maintenance Shop – Leased (5.5 Building)	621 2nd Ave. N	30,720
Marion Oliver McCaw Hall	321 Mercer St.	295,000
Memorial Stadium		238,920
Memorial Stadium Parking Lot		101,489
Mercer Arena	363 Mercer St.	108,000
Mercer Street Garage	300 Mercer St.	511,424
Monorail Office and Gift Shop	370 Thomas St.	4,592
Monorail Terminal		19,563
Mural Stage		3,200
NASA Building	102 Thomas St.	8,400
Next 50 Pavilion		5,285
Northwest Rooms	354 First Ave. N	35,240
Pacific Science Center		141,681
Park Place	232 First Ave. N	7,200
Phelps Center/Pacific NW Ballet	225 Mercer St.	49,680
Playhouse Theatre (w/out courtyard)	201 Mercer St.	33,424
Playhouse Theatre Rehearsal Hall		4,333
Pottery Northwest	226 First Ave. N	7,200
Restroom Pavilion	303 2nd Ave. N.	1,219
Seattle Center Pavilion		7,580
Seattle Center Skatepark		18,825
Seattle Center Warehouse (under N. Stadium Stands)	369 Republican St.	20,774
Seattle Children's Theatre	240 Thomas St.	46,300

Facility	Address	Size in Square Feet
Seattle Children's Theatre Tech Pavilion		29,112
Seattle Repertory Theatre	151 Mercer St.	65,000
SIFF (Seattle International Film Festival)		11,776
Space Needle		4,400
VERA		9,536
West Court Building	312 First Ave. North	10,596

G. Public Schools

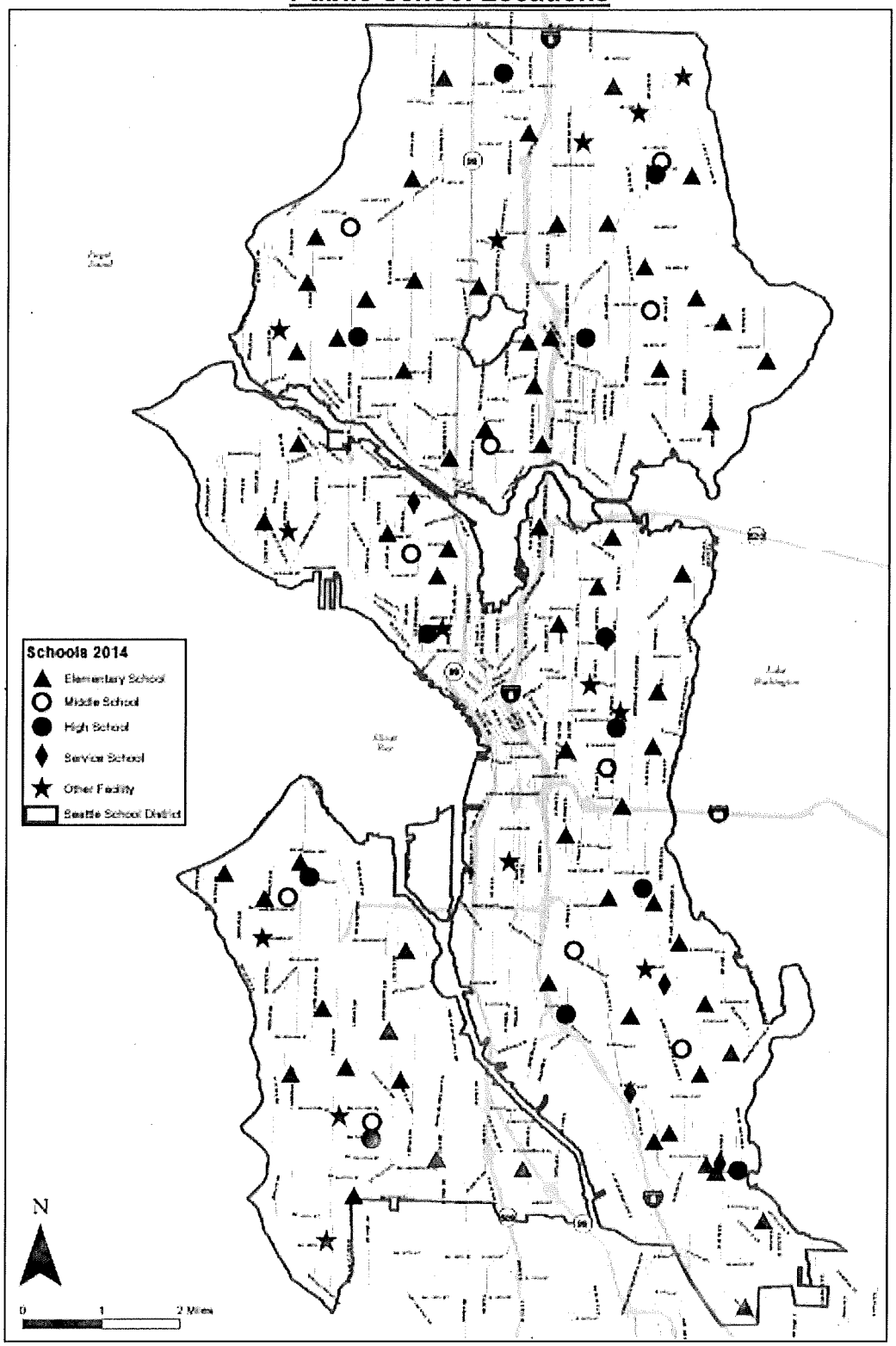
inventory

Seattle Public Schools include 12 high schools, 9 middle schools, 10 K-8 schools, and 57 elementary schools. In addition, Seattle Public Schools has a number of closed or vacated schools sites that could potentially be reactivated as well as various athletic, administrative, and support buildings. All in all, the District owns 119 schools and sites. School locations are shown in Capital Facilities Figure A-14.

planning goals

Capital Facility planning is driven by projected student population as well as curriculum goals, educational specification (including class room size and types of room facilities need), and the need for facilities to address specialized needs of specific students and administration of the district overall. The goals are detailed in the Seattle Public School's Facilities Master Plan which is updated periodically (most recently in 2012) and has a ten year time horizon.

Capital Facilities Figure A-13
Public School Locations



forecast of future needs

The School District's Facilities Master Plan (FMP) provides planning information for a period of 10 years, to school year 2021 including detailed analysis of needs by individual school service area. Overall, student enrollment is projected to grow to over 57,000 students by 2022. This would exceed the estimated 2012 capacity of approximately 51,700.

The Building Excellence (BEX) IV levy provides the funding necessary to address existing capacity needs through 2021. It includes the following projects, which along with portable classrooms, are anticipated to accommodate the projected students population:

- Fairmount Park Elementary improvements
- Schmitz Park Elementary replacement
- North East School development (new school)
- Jane Addams K-8 replacement
- Olympic Hills Elementary replacement
- Wilson Pacific K-8 development (new school)
- Loyal Heights Elementary addition
- Arbor Heights Elementary replacement
- Queen Anne Elementary addition
- Wing Luke Elementary replacement
- Bagley Elementary addition
- Meany Middle reconfiguration
- Mann High addition
- World School modernization
- Lincoln High modernization
- Interim downtown elementary school
- Support of various interim schools

Seattle Public Schools does not forecast student populations beyond a 10-year horizon due to the challenges of predicting demographic trends over a longer period and the historic lack of relationship between population and employment numbers and student population (since 1960 the student population has fallen by half while overall population and employment have grown).

The Seattle Public School District is currently planning for their BEX V levy, which is planned to start in 2021 and run for 6 years. This levy will seek to make investments to ensure that sufficient capacity is available in the future.

H. Public Health

Public Health – Seattle & King County (Public Health) is a joint enterprise of the City of Seattle and King County and is responsible for the supervision and control of all public health and sanitation affairs in Seattle and King County. Public Health maintains a system of personal health, environmental health, health promotion, and disease prevention services through health centers/clinics and other service sites located in Seattle. The capacity and ownership of individual facilities are listed below.

Capital Facilities Figure A-14

Table of Public Health Facilities

Health Facility	Size in Square Feet	Tenancy
Chinook Building (Administration)	114,839	Owned
Columbia Health Center	28,094	Owned
Downtown Clinic	25,497	Lease
Harborview: STD Clinic	13,197	Owned by King County
Harborview: Medical Examiner	34,147	Owned by King County
Harborview: Public Health Laboratory	5,003	Owned by King County
Harborview: TB Clinic	4,205	Owned by King County
Lake City Dental Clinic	3,370	Lease
North District Health Center*	16,067	Owned by King County
Rainier Beach Teen Clinic	800	Lease

* Scheduled for demolition in 2016

I Facilities Serving Urban Centers

Following is an inventory of facilities that serve Urban Centers. Facilities do not have to be located within the boundaries or potential boundaries of the Centers or Villages in order to serve those areas.

Downtown Urban Center

Facility Type	Name	Location
Fire Station	Headquarters	301 2nd Ave. S
Fire Station	Fire Station 5	925 Alaskan Way
Fire Station	Fire Station 2	2334 4th Ave.
Fire Station	Fire Station 25	1300 E Pine St.
Police Station	East Precinct	1519 12th Ave.
Library	Central Library	1000 4th Ave.
Parks	Alaskan Way Blvd	Alaskan Way Blvd.
Parks	Bell Street Boulevard	Bell Street Blvd. from 1st Ave. to 5th Ave.
Parks	Belltown Cottages	2520 Elliott Ave.
Parks	Boren-Pike-Pine Park	Boren Ave. & Pike St.
Parks	City Hall Park	450 3rd Ave.
Parks	Denny Park	100 Dexter Ave.
Parks	Denny Playfield	Westlake Ave. & Denny Way
Parks	Dr. Jose Rizal Park	1008 12th Ave. S
Parks	East Duwamish Greenbelt	2799 12th Ave. S
Parks	Freeway Park	700 Seneca St.
Parks	Harborview Park	778 Alder St.
Parks	Hing Hay Park	423 Maynard Ave. S
Parks	International Children's Park	700 S Lane St.
Parks	Kobe Terrace	221 6th Ave. S
Parks	McGraw Square	Stewart St. & Westlake Ave. N
Parks	Myrtle Edwards Park	3130 Alaskan Way W
Parks	Occidental Square	Occidental Ave. S & S Main St.
Parks	Plymouth Pillars Park	Boren Ave. & Pike St.
Parks	Piers 62 and 63	1951 Alaska Way

Facility Type	Name	Location
Parks	Pioneer Square	100 Yesler Way
Parks	Prefontaine Place	3rd Ave. & Yesler Way
Parks	Regrade Park	2251 3rd Ave.
Parks	Seattle Aquarium	Pier 59
Parks	Seattle Center	Denny Way and Republican St. from 1st Ave. N to 5th Ave. N
Parks	Sturgus Park	904 Sturgus Ave. S
Parks	Tillicum Place	5th Ave. & Denny Way
Parks	Union Station Square	Jackson & 3rd Ave. S
Parks	Victor Steinbrueck Park	2001 Western Ave.
Parks	Waterfront Park	1301 Alaskan Way
Parks	Westlake Park	401 Pine St.
Parks	Westlake Square	1900 Westlake Ave. N
Parks	Yesler Terrace Community Center grounds	Yesler Way and Broadway Ave.
Schools	Gatzert and Lowell Elementary Schools	
	McClure and Washington Middle Schools	
	Garfield High School	

Overall, fire, police, library facilities, parks and schools are sufficient to accommodate expected 20 year growth.

A replacement of the Fire Department's headquarters building is expected for reasons other than as a result of development (the SFD headquarters is located in the urban center).

The City may seek to increase park space in the urban center to meet desired goals. While additions to the park facilities would enhance the City's quality of life, such additions are not necessary to accommodate new households in urban centers or citywide.

Some of the schools serving this urban center are projected to exceed their capacity, given existing attendance area boundaries. Given that Seattle Public Schools has planned investments to meet citywide capacity needs, capacity issues could potentially be solved by modifying attendance area boundaries or allowing more students to transfer to other schools. Seattle Public Schools is also evaluating the creation of a

downtown elementary school. This school could help create a local school option as well as assist with capacity issues.

First Hill/Capitol Hill Urban Center

Facility Type	Name	Location
Fire Station	Fire Station 25	1300 E Pine St.
Fire Station	Fire Station 10	301 2nd Ave. S
Fire Station	Fire Station 22	901 E Roanoke St.
Fire Station	Fire Station 6	101 23rd Ave. S
Library	Capitol Hill Branch	425 Harvard Ave. E
Library	Central Library	1000 4th Ave.
Library	Douglass Truth Branch	2300 E Yesler Way
Community Center	Yesler Playfield & Community Center	903 Yesler Way
Parks	12th and E James Court Park	12th Ave. and E James St.
Parks	Bellevue Place	Bellevue Pl. E & Bellevue Ave. E
Parks	Belmont Place	Belmont Pl. E & Belmont Ave. E
Parks	Boren Place	Broadway & Boren Ave. S
Parks	Boren-Pike-Pine Park	Boren Ave. & Pike St.
Parks	Boylston Place	Broadway Ave. & Boylston Ave. E
Parks	Cal Anderson Park	1635 11th Ave.
Parks	Federal & Republican	Federal Ave. & Republican St.
Parks	First Hill Park	University St. & Minor Ave. E
Parks	Freeway Park	700 Seneca St.
Parks	Harborview Park	778 Alder St.
Parks	Horiuchi Park	156 Boren Ave.
Parks	Kobe Terrace	221 6th Ave. S
Parks	McGilvra Place	E Madison St. & Pike St.
Parks	Miller Playfield	400 19th Ave. E
Parks	Plymouth Pillars	Boren Ave. & Pike St.
Parks	Seven Hills	1514 E Howell St.
Parks	Spring Street Mini Park	E Spring St. & 15th Ave.
Parks	Spruce & Squire Park	156 Boren Ave.
Parks	Summit Place	Belmont Ave. E & Bellevue Pl. E
Parks	Tashkent Park	511 Boylston Ave.

Facility Type	Name	Location
Parks	Thomas Street Mini Park	306 Bellevue Ave. E
Parks	Volunteer Park	1247 15th Ave. E
Parks	Volunteer Parkway	14th Ave. E from E Prospect St. to E Roy St.
Parks	Williams Place	15th Ave. E & E John St.
Police Station	East Precinct	1519 12th Ave.
Schools	Gatzert, Lowell, Madrona, and Stevens Elementary Schools	
	Meany and Washington Middle Schools	
	Garfield High School	

Overall, fire, police, library facilities, parks and schools are sufficient to accommodate expected 20 year growth.

The City may seek to increase park space in the urban center to meet desired goals. While additions to the park facilities would enhance the City's quality of life, such additions are not necessary to accommodate new households in urban centers or citywide.

Some of the schools serving this urban center are projected to exceed their capacity, given existing attendance area boundaries. Meany Middle School is proposed to be reconfigured to accommodate more students. Given that Seattle Public Schools has planned investments to meet citywide capacity needs, capacity issues could potentially be solved by the Meany reconfiguration and modifying attendance area boundaries or allowing more students to transfer to other schools. Seattle Public Schools is also evaluating the creation of a downtown elementary school. This school could help create a local school option as well as assisting with capacity issues.

University Community Urban Center

Facility Type	Name	Location
Fire Station	SFD 17	1050 NE 50th St.
Fire Station	SFD 38	5503 33rd Ave. NE
Library	Northeast Branch	6801 35th Ave. NE
Library	University Branch	5009 Roosevelt Way NE
Parks	17th Ave NE Centerstrip	17th Ave. NE from NE 45th St. to NE Ravenna Blvd.
Parks	Burke-Gilman Trail	8th Ave. NW to NE 145th St.

Facility Type	Name	Location
Parks	Christie Park	NE 43rd St. & 9th Ave. NE
	Cowen Park	5849 15th Ave. NE
Parks	North Passage Point Park	600 NE Northlake Way
Parks	Ravenna Boulevard	NE Ravenna Blvd. from E Green Lake Way N to 20th Ave. NE
Parks	Ravenna Park	5520 Ravenna Ave. NE
Parks	University Heights	University Way NE and NE 50th St.
Parks	University Playground	9th Ave. NE & NE 50th St.
Police Station	North Precinct	10049 College Way N
Schools	Greenlake and Bryant Elementary Schools	
	Eckstein and Hamilton Middle Schools	
	Roosevelt High School	

Overall, fire, police, library facilities, parks and schools are sufficient to accommodate expected 20 year growth. Construction of a new north precinct is planned to deal with existing overcrowding.

Some of the schools serving this urban center are projected to exceed their capacity given existing attendance area boundaries. Given that Seattle Public Schools has planned investments to meet citywide capacity needs, capacity issues could potentially be solved by modifying attendance area boundaries or allowing more students to transfer to other schools.

Northgate Urban Center

Facility Type	Name	Location
Fire Station	Fire Station 31	1319 N Northgate Way
Police Station	North Precinct	10049 College Way N
Schools	Olympic View Elementary	
	Jane Addams Middle School	
	Nathan Hale High School	
Library	Lake City Branch	12501 28th Ave. NE
Parks	Hubbard Homestead Park	11203 5th Ave. NE

Parks	Mineral Springs Park	10556 Meridian Ave. N
Parks	Northgate Park	10510 5th Ave. NE
Parks	Thornton Creek Park #6	5th Ave. NE & NE 103rd St. & Roosevelt Way NE & NE 107th St.
Parks	Victory Creek Park	1059 Northgate Way

Overall, fire, police, library facilities, parks and schools are sufficient to accommodate expected 20 year growth. Construction of a new north precinct is planned to deal with existing overcrowding.

Some of the schools serving this urban center are projected to exceed their capacity given existing attendance area boundaries. Seattle Public Schools is developing a new Wilson Pacific Elementary school nearby this area. While the school is not planned to serve this urban center directly, its development will directly increase local capacity. Given that Seattle Public Schools has planned investments to meet citywide capacity needs, capacity issues could potentially be solved by modifying attendance area boundaries or allowing more students to transfer to other schools.

South Lake Union Urban Center

Facility Type	Name	Location
Fire Station	Fire Station 2	2334 4th Ave.
Fire Station	Fire Station 22	901 E Roanoke St.
Police Station	East Precinct	1519 12th Ave.
Police Station	West Precinct	810 Virginia St.
Library	Capitol Hill Branch	425 Harvard Ave. E
Library	Central Library	1000 4th Ave.
Parks	Cascade Playground	333 Pontius Ave. N
Parks	Denny Park	Westlake Ave. & Denny Way
Parks	Denny Playfield	Westlake Ave. & Denny Way
Parks	Eastlake Triangle	Eastlake Ave. E & E Prospect St.
Parks	Fairview Walkway	Fairview Ave. N & E Galer St.
Parks	South Lake Union Parks	1000 Valley St.
Parks	Bellevue Place	Bellevue Pl. E & Bellevue

		Ave. E
Parks	NE Queen Anne Greenbelt	1920 Taylor Ave. N
Schools	Lowell Elementary School	
	McClure Middle School	
	Garfield and Ballard High Schools	

Overall, fire, police, library facilities, parks and schools are sufficient to accommodate expected 20 year growth. To support the SFD's desired goal of timely emergency response in all areas of the city, a new South Lake Union fire station is needed under existing conditions.

Some of the schools serving this urban center are projected to exceed their capacity given existing attendance area boundaries. Given that Seattle Public Schools has planned investments to meet citywide capacity needs, capacity issues could potentially be solved by modifying attendance area boundaries or allowing more students to transfer to other schools. Seattle Public Schools is also evaluating the creation of a downtown elementary school. This school could help create a local school option as well as assisting with capacity issues.

Uptown Urban Center

Facility Type	Name	Location
Fire Station	Fire Station 8	110 Lee St.
Fire Station	Fire Station 2	2334 4th Ave.
Police Station	West Precinct	810 Virginia St.
Library	Queen Anne Branch	400 W Garfield
Library	Central Library	1000 4th Ave.
Community Center	Queen Anne Community Center	1901 1st Ave. W
Parks	Alaskan Way Blvd	Alaskan Way Blvd
Parks	Counterbalance Park	Queen Anne Ave. N & Roy St.
Parks	Elliot Bay Park	Pier 86
Parks	Kinnear Park	899 W Olympic Pl.
Parks	Bhy Kracke	1215 5th Ave. N
Parks	Kerry Park	211 W Highland Dr.
Parks	Myrtle Edwards Park	3130 Alaskan Way W
Parks	Northeast Queen Anne	1920 Taylor Ave. N

	Greenbelt	
Parks	Seattle Center	Denny Way and Republican St. from 1st Ave. N to 5th Ave. N
Parks	SW Queen Anne Greenbelt	W Howe St. & 12th Ave. W
Parks	Ward Springs Park	Ward St. & 4th Ave. N
Schools	Hay Elementary School	
	McClure Middle School	
	Ballard High School	

Overall, fire, police, library facilities, parks and schools are sufficient to accommodate expected 20 year growth.

Some of the schools serving this urban center are projected to exceed their capacity given existing attendance area boundaries. Given that Seattle Public Schools has planned investments to meet citywide capacity needs, capacity issues could potentially be solved by modifying attendance area boundaries or allowing more students to transfer to other schools. Seattle Public Schools is also evaluating the creation of a downtown elementary school. This school could help create a local school option as well as assisting with capacity issues.

J. Potential Future Discretionary Projects

Besides the facilities that are included in the City's Capital Improvement Program (CIP), there are a number of prospective capital projects that the City might undertake or fund in the future. They are listed below to provide a broad view of the City's potential future capital spending. Projects are not listed in any priority order. Funding for these projects may not yet be identified and decisions may not yet have been made to go forward with funding these projects.

fire:

South Lake Union Fire Station development

Freshwater Marine Station relocation

Fire Administration Building relocation

Fire Marshall's Office relocation

Warehouse Space replacement

Training Facilities expansion

police

North Police Precinct replacement

Harbor Patrol Building replacement

Parking Enforcement facilities

Police Training Center

Municipal Correctional Facility

Airport Way Center parking expansion

general facilities

City building maintenance facilities upgrades

City vehicle maintenance facilities replacement

Animal Shelter replacement

Weights and Measures building replacement

Communications Shop relocation

Consumer Protection Division facility upgrades

Office space consolidation

Social Services facilities

Civic Square development

Energy efficiency improvements

Urban Forestry facilities expansion

Roadway Structures facility consolidation

Street Maintenance facility improvements

Streetcar Maintenance facility improvements

King Street Station improvements

BNSF property acquisition at SDOT sign shop

Material storage facilities

Seattle Center

Blue Spruce site redevelopment

Memorial Stadium relocation*

Memorial Stadium site redevelopment

Key Arena enhancement

North Parking Lots redevelopment

parks

Seattle Aquarium Master Plan implementation

Washington Park Arboretum improvements

Downtown parks improvements

Warren G Magnuson Park building and site improvements

Seattle Park District implementation

Regional and Neighborhood park improvements

Waterfront improvements

library

Facility shops relocation

At the time of publication, projects with an * are owned or sponsored by another government agency or private organization. The City might participate in funding these projects.

Attachment 14 Utilities Appendix

Utilities Appendix

((~~A Inventory of City Utilities, Capacity Information & Future Facility Needs~~

~~Seattle City Light~~

~~Seattle City Light (SCL) is the City-owned electric utility serving approximately 131 square miles, including all of Seattle and some portions of King County north and south of Seattle city limits.~~

~~Seattle City Light: inventory~~

~~SCL generates between 56 percent and 75 percent of the energy that it sells to retail customers from its own facilities. This percent share varies with water conditions because all SCL-owned resources are hydroelectric. The largest facilities are the Boundary Project, on the Pend Oreille River in northeast Washington, and the Skagit Project, which consists of three hydroelectric dams (Ross, Diablo and Gorge) on the Skagit River. The Newhalem Hydroelectric Plant, located on Newhalem Creek, was built in 1921 to supply power to the Skagit Project. It was modernized in 1970 and produces a small amount of energy. The Cedar Falls Dam on the Cedar River and the South Fork Tolt Dam on the South Fork Tolt River are also smaller generating facilities owned by SCL. In addition to these power sources, SCL purchases power from the Bonneville Power Administration (BPA), including firm amounts under the Block Product and a share in the output from the Federal System (Slice Product), which depends on water conditions. SCL also holds firm power purchase contracts with a number of other suppliers in the Pacific Northwest. These contracts include power generated from hydroelectric sources, including a combined-cycle combustion turbine (Klamath Falls in Oregon) and a share in the State Line Wind Project located in Southeast Washington and Northeast Oregon. (See Utilities Figure A-1.)~~

~~SCL owns and maintains approximately 657 miles of transmission lines which carry power from the Skagit and Cedar Falls generating facilities to 14 principal substations. SCL is dependent on other transmission line owners, i.e., the Bonneville Power Administration (BPA), to bring power from its Boundary Dam hydroelectric plant and from other contracted resources, to serve its load in Seattle. The transmission grid interconnection with other utilities also provides additional reliability to meet load requirements. Power is distributed from SCL's principal substations via high voltage feeder lines to numerous smaller distribution substations and pole transformers which reduce voltage to required levels for customers. SCL owns and maintains 2,428 circuit miles of distribution lines within Seattle that deliver power from the 14 principal substations to approximately 365,200 customers. (See Utilities Figure A-2).~~

~~Seattle City Light: existing capacity~~

~~SCL's current generation capability (owned and contracted) is adequate to serve existing customers. Because of the nature of City Light's hydroelectric system, the utility is not presently constrained by its ability to meet peak loads (typically referred to as capacity). At times, the system may be constrained in its ability to carry load over periods of heavy load hours (6 a.m. to 10 p.m.) during the winter. On an average monthly basis, City Light currently has sufficient resources to meet expected customer load in the next few years, even under serious drought conditions.~~

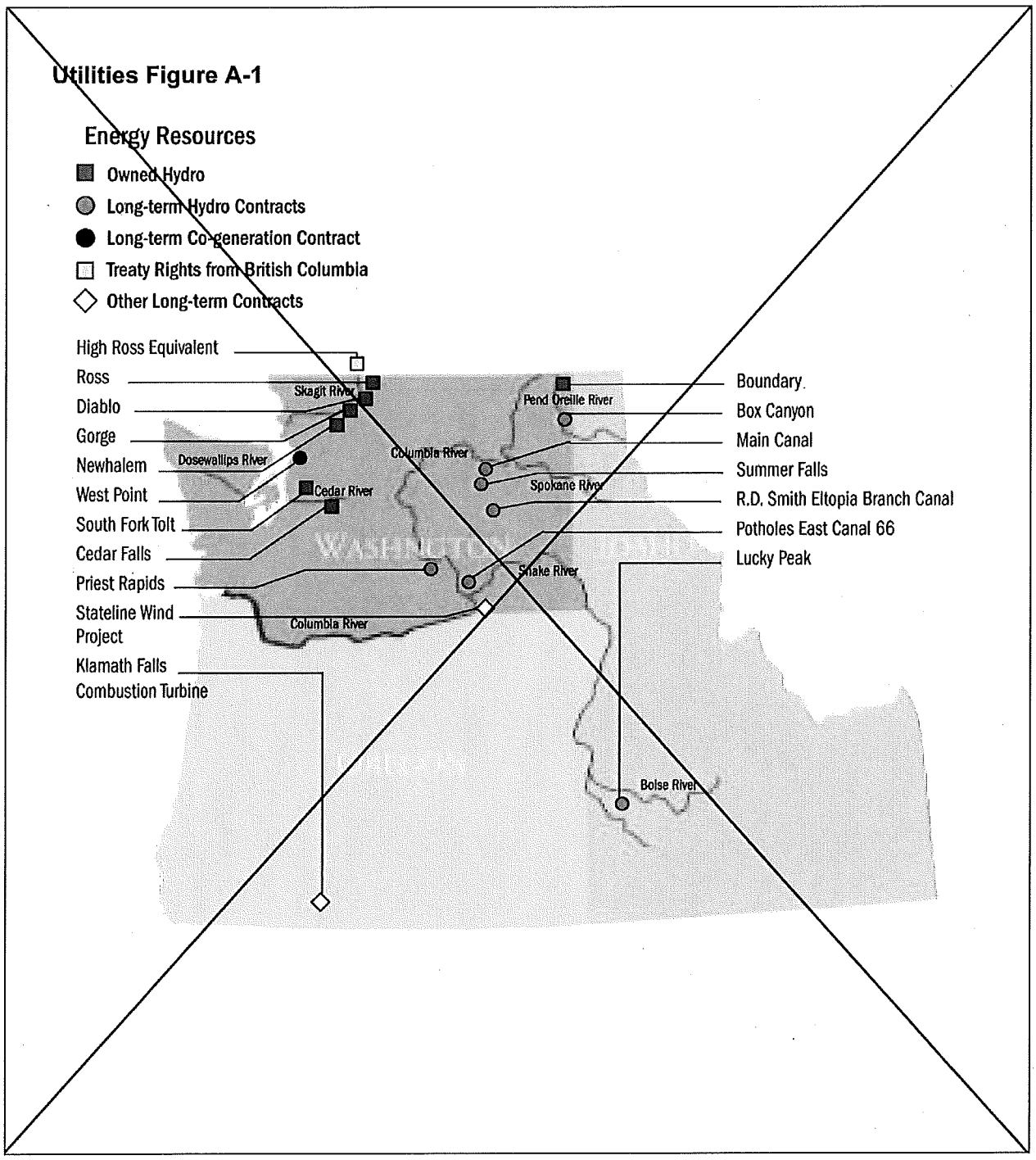
~~SCL sells on the wholesale energy markets the energy it does not need to meet customer load. The utility also buys energy in the wholesale markets to enhance the value of its resource portfolio and to meet occasional short-term energy deficits.~~

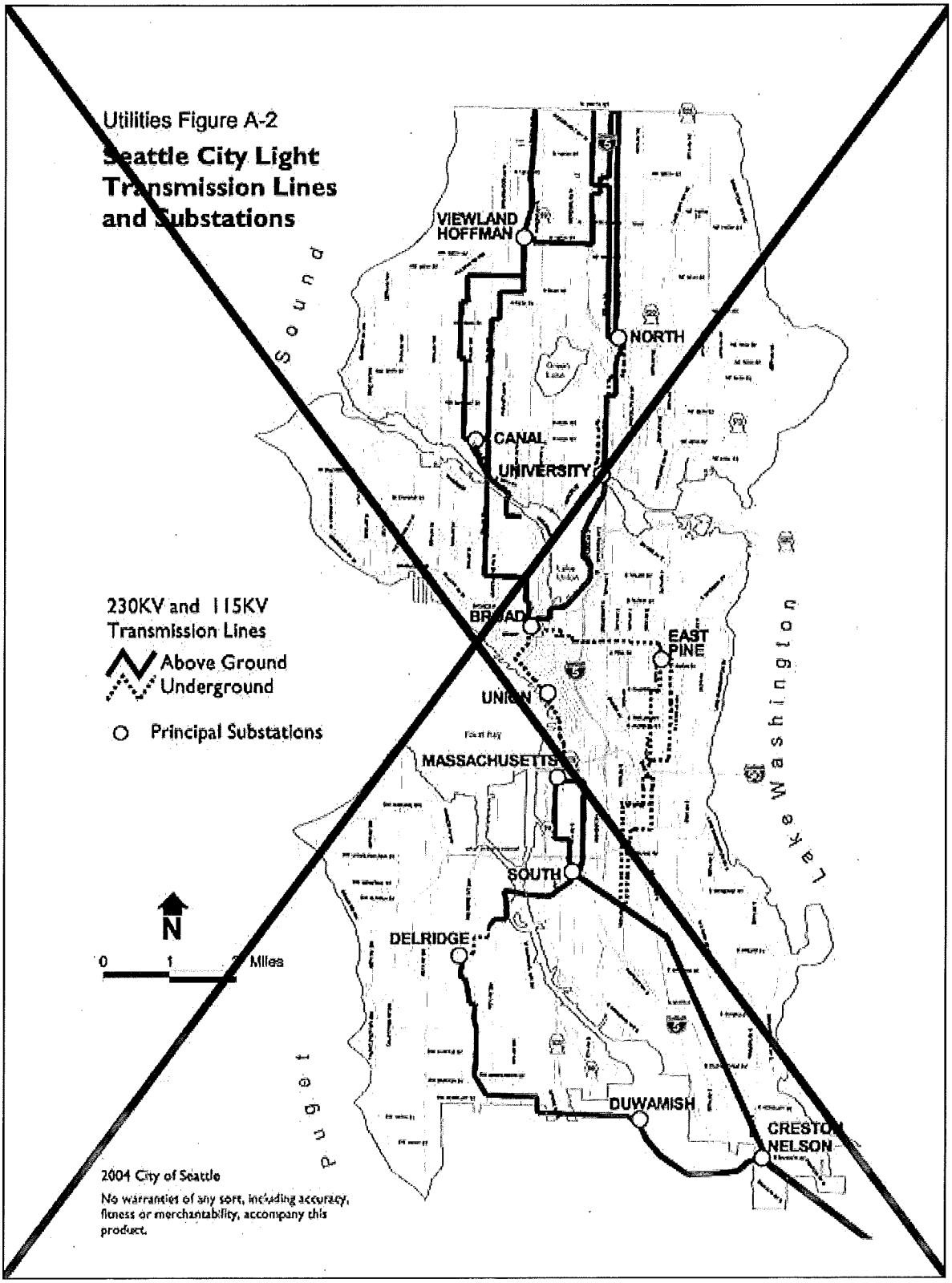
~~Seattle City Light: anticipated future facilities~~

~~City Light's current contract with BPA extends through the end of September 2011 and includes an increase in the firm amount of power purchased effective in October 2006. The utility has committed to meet its load growth through 2011 with conservation and renewable resources and is on target to achieve this goal. Given projected customer load growth, no significant resource addition is anticipated until 2005 or 2006.~~

~~For the transmission and distribution components of SCL's system, projected growth will be accommodated by planned transmission and distribution capacity additions. The addition of a transformer at the Bothell Substation in Snohomish County will serve the principal substations from the Snohomish County line to the Lake Washington Ship Canal. Within the Comprehensive Plan's 20 year timeframe a new principal substation will be necessary downtown, with an underground transmission line connection to the South substation. Capacity would also be expanded at the North, Duwamish, Shoreline, University and Creston substations. New substations also may be built in the next five to twenty years at Interbay, in the SODO area and in South Lake Union, depending on load growth projections and emerging real construction. Substations in the Northeast and Northwest parts of the City may also be built in the 20-year period. City Light owns properties for the Interbay, NE and NW substations.~~))

Utilities Figure A-1




Utilities Figure A-2
Seattle City Light Transmission Lines and Substations
230KV and 115KV Transmission Lines
Above Ground
Underground
Principal Substations
N
0
1
Miles
VIEWLAND HOFFMAN
NORTH
CANAL
UNIVERSITY
BROAD
EAST PINE
UNION
MASSACHUSETTS
SOUTH
DELRIDGE
DUWAMISH
CRESTON NELSON
Sound
Lake Washington
Puget
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~Seattle Public Utilities (water utility)~~

~~Seattle Public Utilities (SPU) provides water service to customers of Seattle and portions of King County. In addition, SPU sells wholesale water to more than two dozen suburban water districts, municipalities, and nonprofit water associations ("purveyors") which serve retail water customers in most of the urban areas in north, east, and south King County, and a small part of southwest Snohomish County. (See Utilities Figure A-3). SPU operates under an Operator's Certificate granted by the State Department of Health. Information about the certificate and the water system can be found in Seattle's Water System Plan.~~

~~Seattle Public Utilities: inventory~~

~~SPU supplies drinking water from two major water supply sources, the Cedar River Watershed and the South Fork of the Tolt River Watershed, and a small amount of water from the Highline Well Field. The Cedar River of the Tolt River watersheds are in the Cascade Mountains, while the Highline Well Field is located north of Seattle Tacoma International Airport. Transmission pipelines carry the water to various reservoirs, standpipes, and tanks for further distribution. (See Utilities Figure A-4)~~

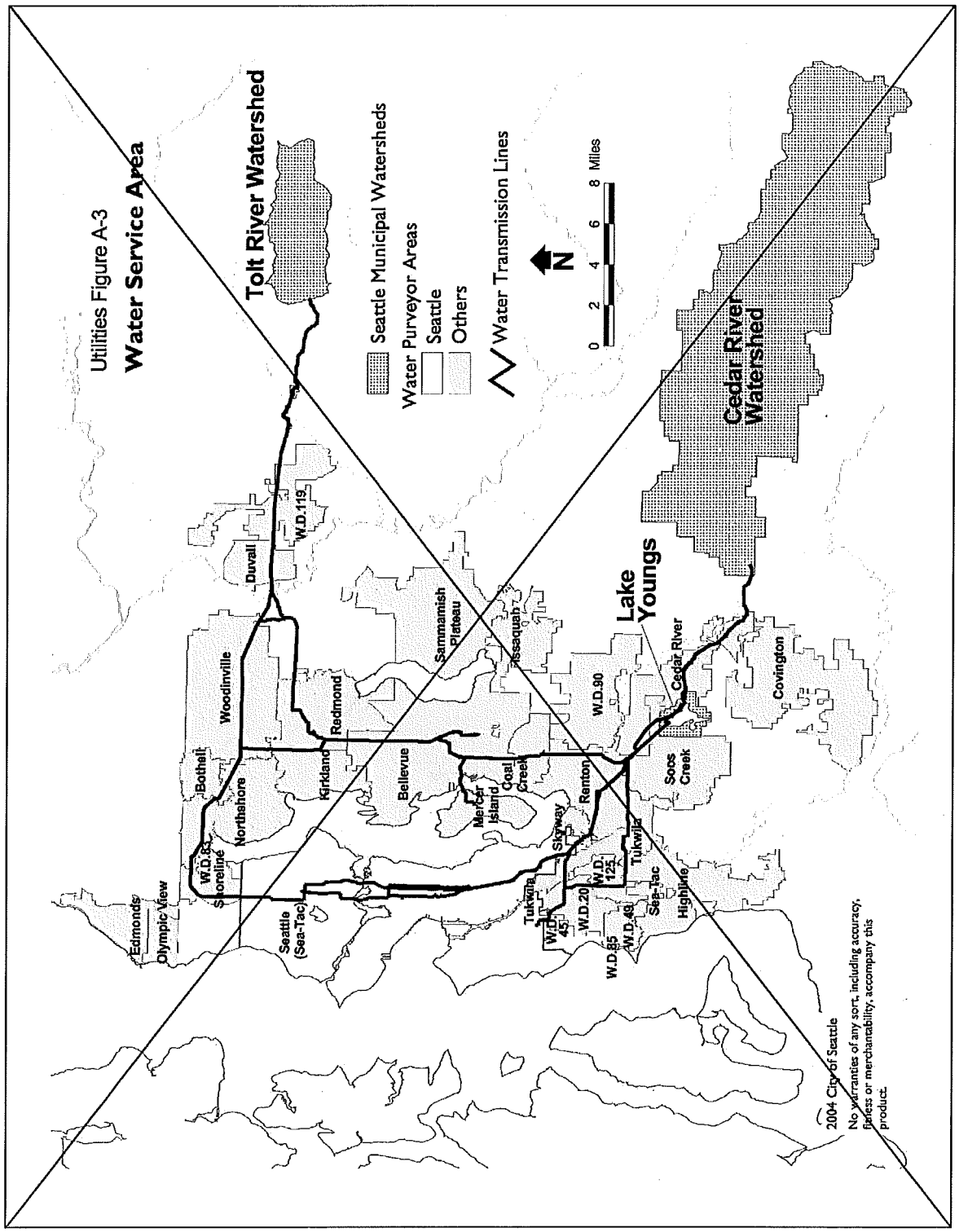
~~Seattle Public Utilities: existing capacity~~

~~SPU's service area extends beyond the City's boundaries, making it impossible to assign for in-city service capacity figures to the supply sources and transmission lines. Snowpack, temperature and precipitation in the watershed areas are important natural factors that determine when and how much runoff will fill the reservoirs. Also affecting SPU's water supply is the environmental impact of the dams on the stream flows. Tribes and business, environmental, recreational and fisheries groups all have interests in the level of water in the streams. The 50-year Cedar River Watershed Habitat Conservation Plan provides certainty for the City of Seattle's drinking water supply and protects and restores fish and wildlife habitats. In addition, the City recently completed a new treatment facility on the Tolt source that adds supply capacity. A new treatment facility on the Cedar source will be come online in 2004 that will improve drinking water quality. Under these current circumstances, SPU expects water supply to be adequate to serve the City's existing and forecast population for at least the next 20 years.~~

~~Distribution and storage facilities that serve Seattle residents have adequate capacity to serve the city. There are, however, a few areas that have substandard mains or experience low water pressure.~~

~~Low pressure areas include the higher elevations and other scattered locations in Maple Leaf (Maple Leaf Tank), Phinney Ridge (Woodland Park Standpipe), and Queen Anne Hill (Queen Anne Standpipe). These areas are all located near standpipe or/tanks and, therefore, receive water at or below the current design standard of 30 pounds per square inch (psi).~~

~~SPU is currently applying an asset management assessment to determine which pipelines would be replaced using the funds available in the six year CIP.~~))


Utilities Figure A-3
Water Service Area
Tolt River Watershed
Seattle Municipal Watersheds
Water Purveyor Areas
Seattle
Others
Water Transmission Lines
N
0 2 4 6 8 Miles
Cedar River Watershed
Lake Youngs
W.D.119
Duvall
Woodinville
Bothell
Northshore
W.D.83
Shoreline
Edmonds
Olympic View
Seattle (Sea-Tac)
Redmond
Kirkland
Bellevue
Sammamish Plateau
Issaquah
Mercer Island
Coal Creek
Skyway
Renton
W.D.90
Cedar River
Soos Creek
Covington
Tukwila
W.D. 45
W.D.20
W.D. 125
W.D.85
W.D.49
Sea-Tac
Highline
2004 City of Seattle
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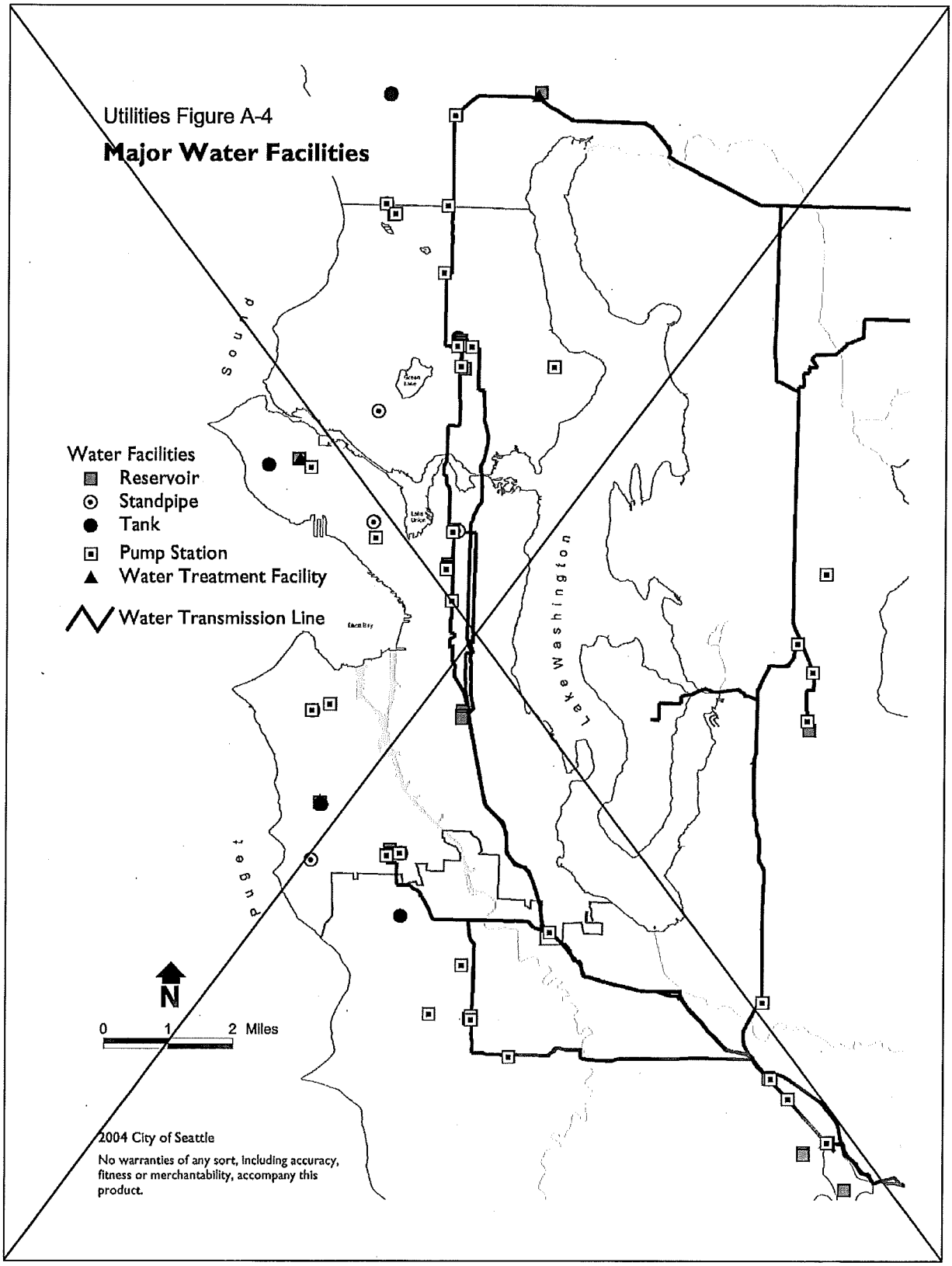

Utilities Figure A-4
Major Water Facilities
Water Facilities
Reservoir
Standpipe
Tank
Pump Station
Water Treatment Facility
Water Transmission Line
Lake Washington
Puget Sound
N
0
1
2 Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~Seattle Public Utilities: anticipated future facilities~~

~~Most of the new households to be added within the city will be in multifamily units, which have a much lower per capita water demand than single family households.~~

~~The major impact of the growth envisioned by the Comprehensive Plan on the City's water facilities will be in the distribution system. Rehabilltation and improvements to the existing distribution system will be needed to support growth over the 20 year life of the Plan. SPU will work with developers to be sure needed infrastructure is in place for the development. Most of the time, developers finance the necessary distribution facilities.~~

~~Seattle Public Utilities: drainage & wastewater~~

~~SPU is charged with managing drainage, surface runoff, and sewer systems to meet public safety, water quality, and resource protection goals. SPU's service area covers the City of Seattle.~~

~~Seattle Public Utilities: inventory~~

~~Although a few small areas are still served by septic systems, almost all areas of the city are served by sanitary sewers. Three types of drainage and waste water systems are used in Seattle: combined sanitary/storm water sewer, partially separated sanitary/storm water sewer, and separate sanitary and storm water sewer systems. The SPU system collects residential, commercial, and industrial wastewater and delivers it to interceptor lines operated by the regional sewage treatment agency (King County). The sewage is then treated at the West Point Sewage Treatment Plant before being discharged into Puget Sound. Two other plants, Alki and Carkeek, have been converted to treat wet weather overflows only. (See Utilities Figure A-5).~~

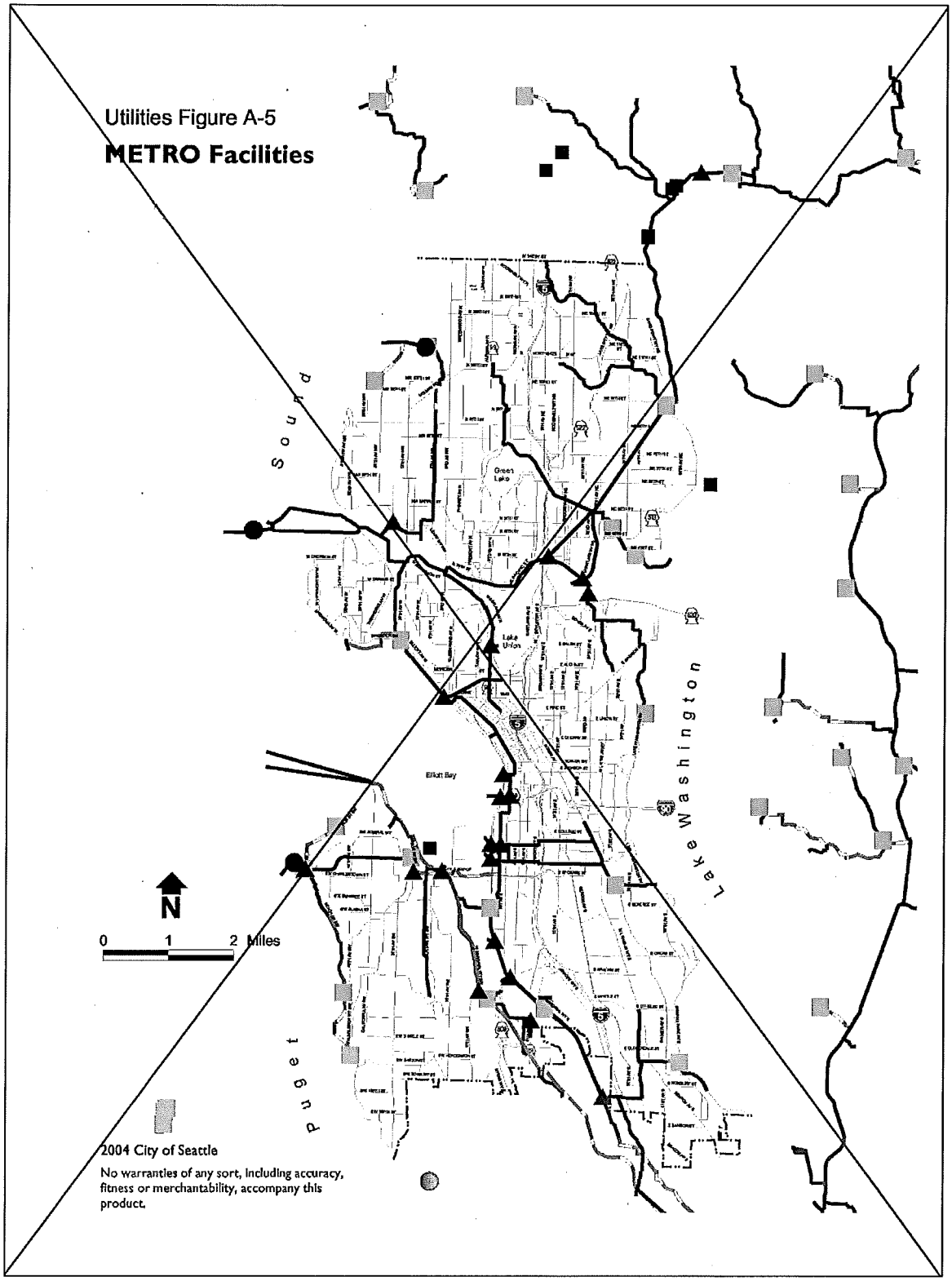
~~Seattle Public Utilities: existing capacity~~

~~**City Drainage and Wastewater System:** The capacity of the wastewater system in some areas is limited when peak stormwater flows enter the combined systems. During or following intense or prolonged periods of rainfall, some of the systems cannot accommodate the combined runoff and sanitary sewage flows, resulting in combined sewer overflows (CSOs) being discharged into area waters. CSOs occur in both the regional and the City systems. Seattle's CSO Control Plan, adopted in 1988, and updated in 2001, addresses specific storage and separation projects to control CSOs and describes costs and schedules in a 20-year timeframe. SPU has already completed improvements to 69 of the 83 CSO locations and by the year 2006, Seattle will have reduced CSO volumes by at least 79 percent. Funding for these improvements is included in the Department's six-year CIP.~~

~~Seattle Public Utilities: regional wastewater treatment system~~

~~The West Point Treatment Plant is a secondary treatment facility, with a capacity of 133 million gallons per day (MGD), monthly average flow. It is designed to handle a peak flow capacity of 440 MGD, with 300 MGD receiving secondary treatment and the remainder primary treatment.~~

~~The West Point Treatment Plant serves 1.3 million people including residents of Seattle, King County north of Seattle, and South Snohomish County.~~)**)**


Utilities Figure A-5
METRO Facilities
Sound
Puget
Lake Washington
Green Lake
Lake Union
Elliott Bay
N
0 1 2 Miles
2004 City of Seattle
No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.

((~~Seattle Public Utilities:~~
~~anticipated future facilities~~

~~**City Facilities:** Generally, the drainage and wastewater facilities in Seattle have been planned and sized to serve the maximum or build out conditions under zoning at the time and will be adequate to serve the level of increased growth proposed in the Plan. The capacity of the wastewater system is limited in confined areas of the city, where there have been historic hydraulic and system backup problems. These problems are being addressed through developer-funded facility upgrades and by Seattle Public Utilities' CIP.~~

~~**Regional Facilities:** Under King County's Regional Wastewater Services Plan, a third treatment plant is planned to be added in South Snohomish or North King County by about 2010 to handle the region's growth.~~

~~Seattle Public Utilities (solid waste)~~

~~SPU contracts with private firms for the collection of residential solid waste, recyclables, and yard waste and commercial solid waste within the city; collection of commercial recyclables is handled by the private sector, SPU provides for disposal of all solid waste generated within the city through a long-term contract with Waste Management Incorporated.~~

~~Seattle Public Utilities: inventory~~

~~The solid waste transfer system consists of four transfer stations. The two City owned transfer stations receive residential and commercial solid waste, while the two privately-owned transfer stations receive both commercial and other solid waste from within and outside the city of Seattle. Refuse is compacted into containers which are trucked to the Argo Intermodal Facility; from there, the containers are loaded onto trains for long-haul transport to a landfill owned and operated by Waste Management Incorporated in Gilliam County, Oregon. Most recyclable materials are handled by two privately-owned facilities. The City of Seattle also owns and operates two household hazardous waste facilities. (See Utilities Figure A-6 for their location).~~

~~Seattle Public Utilities:~~
~~existing capacity~~

1. ~~**Solid Waste Collection and Transfer Facility Capacity:**~~
   ~~SPU's North and South Recycling and Disposal Stations (RDS) were designed in the 1960's for the transfer of solid waste, not for the current solid waste management strategy involving separation of recyclable materials. They were designed to handle 1,000 tons of solid waste per day (or 365,000 tons per year). In 2002, approximately 280,000 tons of solid waste were disposed of through the City's two transfer stations as well as more than 63,000 tons of yard waste, 2,000 tons of wood waste, 600 tons of metal appliances and more than 32,000 tons of other recyclables, totaling about 349,000 tons per year.~~

~~SPU is currently evaluating options for increasing the RDS's capacity to handle future self-haul and contractor trips and tons at the transfer stations as part of a comprehensive Solid Waste Facilities Master Plan that will be completed in 2003.~~

~~A portion of the collected commercial solid waste generated in the City is delivered to the two privately-owned transfer stations. These two facilities handle refuse as well as construction and demolition debris and other wastes from both inside and outside Seattle. In 1999, the two private stations handled 225,000 tons of solid waste from the City of Seattle. In recent years, Waste Management Incorporated has also built a new station for separated construction debris. The two private transfer facilities have the capability to handle 300,000-400,000 tons of waste per year including waste from Seattle's businesses. These facilities are located in the South Park area near the City's South Recycling and Disposal Station and south of downtown on South Lander Street.~~

~~Intermodal container loading capacity at Argo Yard is limited and the demand to process other domestic and international cargo through this yard is expected to increase.~~

2. ~~**Recycling Processing Facilities:**~~
   ~~Two private "material recovery facilities" (MRFs) serve as the processing and transfer facilities for most of the recyclable materials collected from in-City residents and businesses. These facilities are Recycle Seattle and Recycle America and they process and transfer a large proportion of the 320,000 tons of residential and commercial recyclable material that was collected through the City's solid waste system in 2000. Recycle America is located in the South Park area, near the City's South Recycling and Disposal Station, and Recycle Seattle is south of downtown on South Lander Street.~~

3. ~~**Disposal Facilities:**~~
   ~~Waste is compacted at the transfer stations into containers that are trucked to the Argo rail yard and loaded onto a train for long haul shipment to a landfill in Oregon. Presently, approximately 60 containers per day (each holding 25-28 tons), five days a week, are trucked to the railhead. The train to the landfill operates five times per week, with about 100 containers per trip. Waste containers from King, Snohomish, Island, San Juan, and Whatcom counties are also added to the train. Seattle and Washington Waste Systems (WWS) have a contract extending through March 31, 2028, and the terms of the contract are more than adequate to handle the additional waste volumes generated by projected growth.~~

~~Seattle Public Utilities:~~
~~anticipated future facilities~~

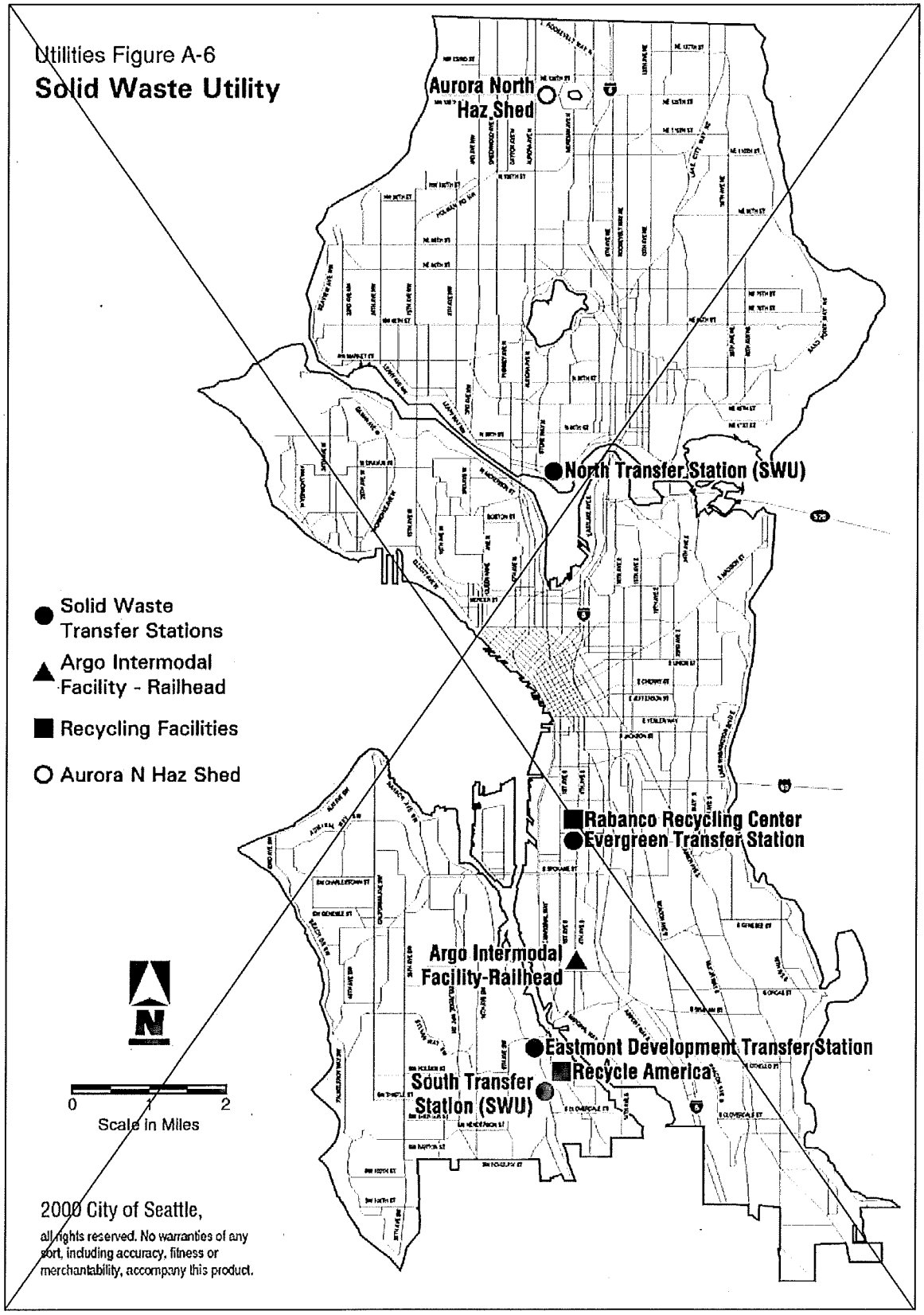
~~The region's landfill capacity is large enough to last for at least the next 40-80 years. Private transfer stations have the capacity to handle projected solid waste tonnages, but SPU transfer facilities will need modifications if they are to adequately handle projected customer visits and to divert waste to effectively contribute to the City's waste reduction and recycling goals. Although the overall amount of waste generated in the city will increase with projected residential and employment growth, the percentage of waste that will be directed to disposal is expected to decrease because waste diversion through recycling is expected to increase. Seattle has adopted the goal of recycling 60 percent of its overall waste by 2008.~~

~~Residential waste is anticipated to comprise a decreasing share of the future combined waste stream. Commercial waste is projected to comprise a larger share of Seattle's waste stream in the future. Increased commercial sector waste disposal needs and an increased demand for recycling contractor services will be handled by private contractors and facilities. Representatives from both private transfer stations have indicated that the increased amount of waste can be handled within the existing facilities.~~

~~The two private materials processing facilities will handle a major share of the increase in volumes of recyclable material that will occur with projected growth. These businesses are dealing with services and markets at a regional level, so the specific impacts of increased Seattle tonnage are difficult to predict.~~

~~It is anticipated that the two City-owned transfer stations will be demolished and rebuilt to accommodate projected customer demand and diversion goals.~~

~~It is also anticipated that a new City-owned waste receiving and compaction station will be built in conjunction with an intermodal loading station. This intermodal solid waste transfer facility will eliminate the need to load containers at the existing Argo Yard.~~))


Utilities Figure A-6
Solid Waste Utility
Aurora North Haz Shed
North Transfer Station (SWU)
Rabanco Recycling Center
Evergreen Transfer Station
Argo Intermodal Facility-Railhead
Eastmont Development Transfer Station
Recycle America
South Transfer Station (SWU)
Solid Waste Transfer Stations
Argo Intermodal Facility - Railhead
Recycling Facilities
Aurora N Haz Shed
N
0 1 2
Scale in Miles
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((~~B — Description & Inventory of Investor-Owned Utilities Serving Seattle~~

~~Puget Sound Energy~~

~~Puget Sound Energy (PSE) is an investor-owned electric and natural gas utility serving more than 1.2 million customers in 11 Western Washington counties. In the Seattle area, PSE only provides natural gas service. PSE's distribution of natural gas involves system pressure regulation and the development and maintenance of a network of gas mains to serve the utility's customers.~~

~~PSE is supplied by Northwest Pipeline Corporation, a natural gas wholesaler with interstate pipeline facilities extending from Canada to New Mexico. Two underground transmission lines branch off from the pipeline to serve more than 116,000 natural gas customers in the Seattle area.~~

~~QWEST Communications~~

~~QWEST Communications (QWEST) is the telephone company subsidiary of QWEST, Incorporated—one of the seven regional holding companies resulting from the divestiture of AT&T. QWEST is the principal provider of local telephone and related services in Seattle.~~

~~Of the 11 central switching offices (COs) serving Seattle, 10 are located within the city limits. For local exchange, the COs switch calls in and between the line exchange groupings (these groupings are addressed uniquely by an area code and the first three digits of a phone number). For long distance, the COs switch calls and mediate between the long-distance network and the local originating/terminating network. Due to advances in technology, additional capacity is easily and quickly added to the system.~~

~~Four main cable routes emanate from each CO, running north, south, east, and west. Connected to these main feeder routes are branch feeder routes which support thousands of local loops providing dial tone service to individual subscribers. The COs are connected by inter-exchange trunk lines that may be aerial or buried, and copper or fiber optic line.~~

~~cellular communications~~

~~Seattle is served numerous cellular telephone companies, the largest of which include AT&T Wireless, Cingular, Sprint PCS, T-Mobile and Verizon Wireless. Cellular telephones are radios which send and receive signals from low power, ultra high frequency antennas positioned at several cellular communication ("cell") sites. The "cellular" name is derived from the manner in which coverage is provided by the cell sites. Each cell site has a signal radius, or coverage area, of only a few miles (depending upon terrain and capacity demand for service). As a cellular telephone user~~

~~passes from one cell to the next, the call is transferred to an available channel at an adjacent cell site.~~

~~The cellular phone industry is extremely volatile, so any comprehensive listing of providers or cell sites would be obsolete upon printing. There are over 500 cell sites within the city of Seattle. Ownership of the sites changes as companies enter and leave the market.~~

~~cable television~~

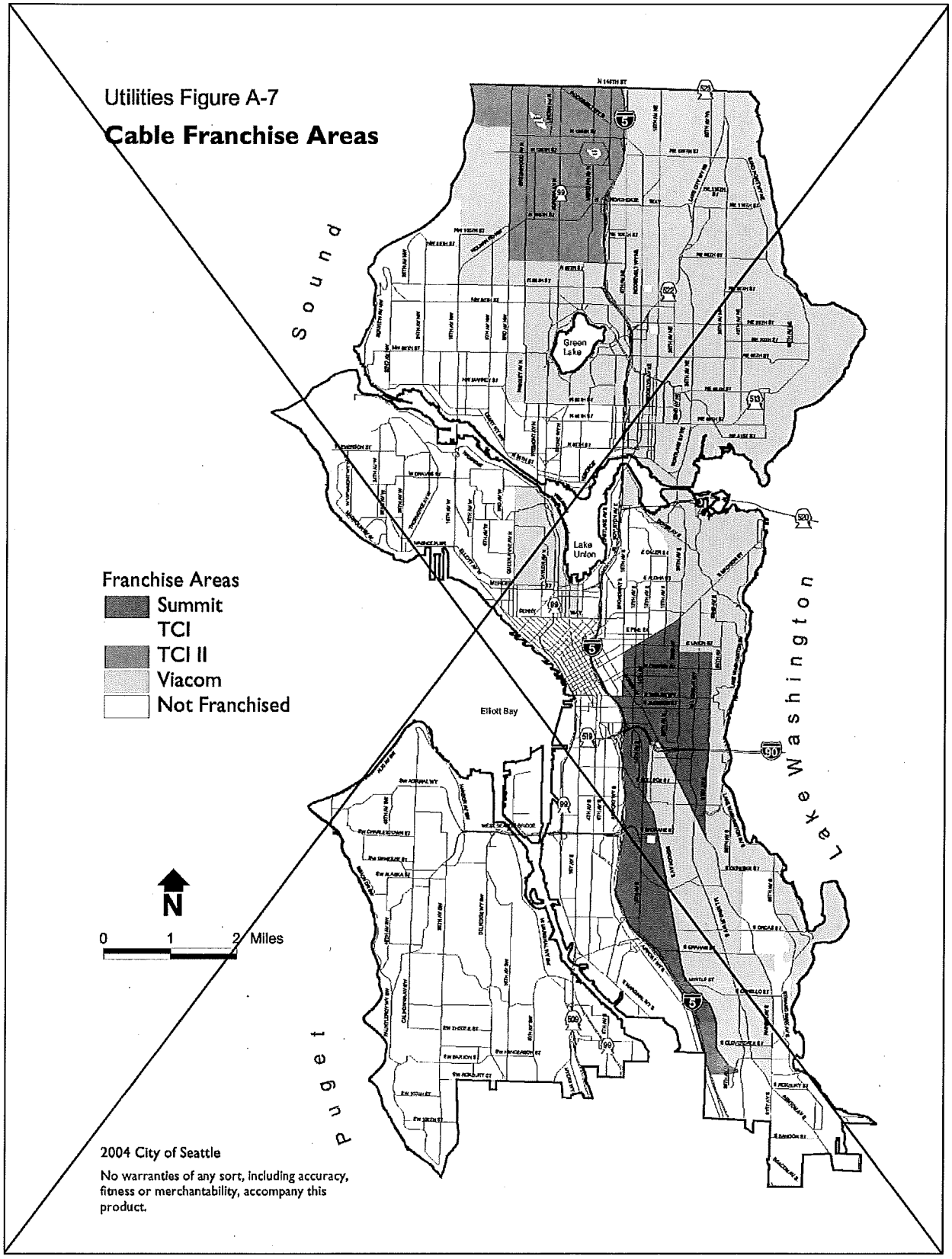
~~Two cable communications companies hold City franchises for serving Seattle residents, Comcast and Millennium Digital Media. (See Utilities Figure A-7.) The City is currently in the franchise renewal period with Comcast whose franchise expires on January 20, 2006. Millennium Digital Media's franchise expires on March 1, 2008.~~

~~One of the primary components of a cable system is the head end site—an electronic control center where the information signal is processed for distribution through the cable system. This signal can be received off a hard line (cable), a satellite dish, microwave antennae, and/or a TV antenna. Comcast has two primary head end sites in the Seattle area. It's cable system passes 264,744 Seattle homes and serves 139,445 households. Comcast has 2,311 Aerial plant miles and 412 Underground plant miles in Seattle (includes both fiber and coaxial cable). Millennium has one head end site in Seattle, along with 155 miles of coaxial cable and 3,240 miles of fiber optic cable serving 14,998 households out of 51,463 homes passed.~~

~~Seattle Steam~~

~~Seattle Steam is a district heating utility franchised by the City. Its service area encompasses roughly a square-mile area of the Central Business District, extending from Blanchard Street to King Street and from the waterfront to 14th Avenue, crossing over First Hill. (See Utilities Figure A-8.) The company provides steam to commercial, residential, and institutional customers for space and hot water heating, along with other uses.~~

~~Two steam-generating plants supply the network. The primary plant is located on Western Avenue at University Street. The secondary plant is located on Western Avenue near Yesler Way—the site of the original plant built in 1893. Total steam generation capacity is 750,000 pounds per hour, with boilers designed to burn either natural gas or residual oil. The network of insulated steel pipe encompasses a total length of over 18 miles beneath city streets and currently serves 220 customers.~~))


Utilities Figure A-7
Cable Franchise Areas
Franchise Areas
Summit
TCI
TCI II
Viacom
Not Franchised
N
0
1
2 Miles
Green Lake
Lake Union
Elliott Bay
Puget Sound
Lake Washington
2004 City of Seattle
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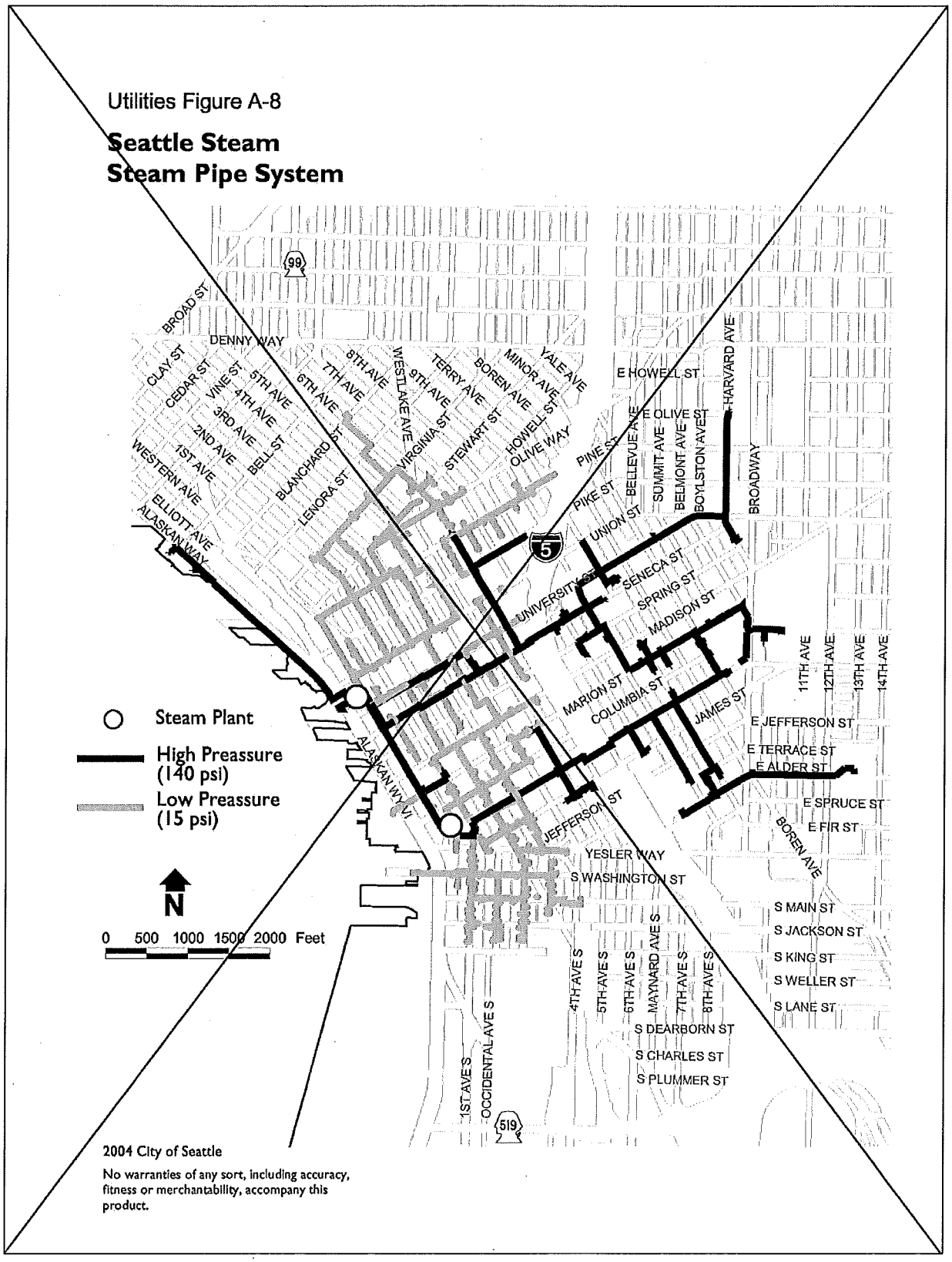


Utilities Appendix

A City Utilities: Inventory, Capacity and Future Needs Assessment

Seattle City Light: electricity

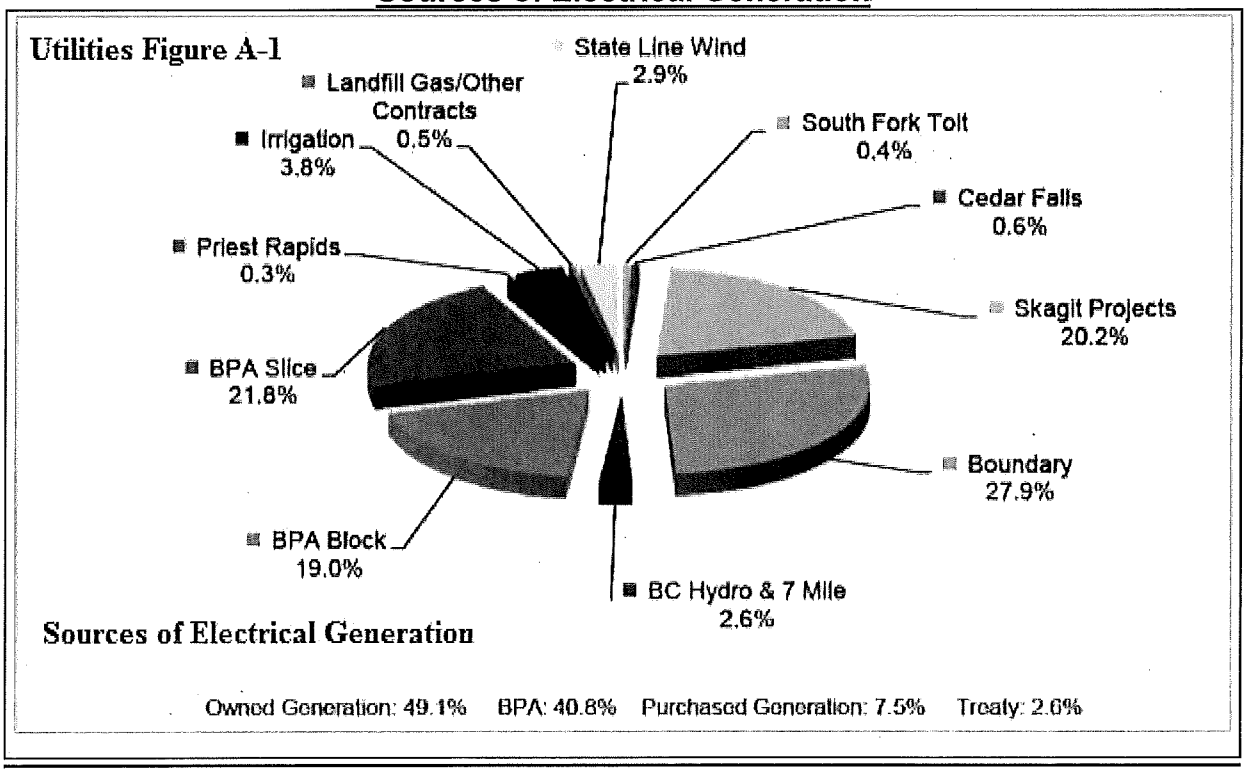
Seattle City Light (SCL) is the City-owned electric utility serving all of Seattle and some portions of other cities and unincorporated King County north and south of the city limits.

Seattle City Light: inventory & capacity

SCL supplies power from a portfolio of sources that includes self-generated assets and purchased power. SCL typically purchases 50% of all power delivered to its customers. Utilities Figure A-1 below shows the sources of power.

Utilities Figure A-1

Sources of Electrical Generation



The current resource portfolio includes SCL-owned generation resources; long-term contract resources supplemented with power exchange agreements, near-term purchases, and sales made in the wholesale power market; and conservation. City

Light-owned generation facilities include the Boundary Project, on the Pend Oreille River in northeast Washington, and the Skagit Project, which consists of three hydroelectric dams (Ross, Diablo and Gorge) on the Skagit River. The Newhalem Hydroelectric Plant on Newhalem Creek, the Cedar Falls Dam on the Cedar River, and the South Fork Tolt Dam on the South Fork Tolt River are also smaller generating facilities owned by SCL.

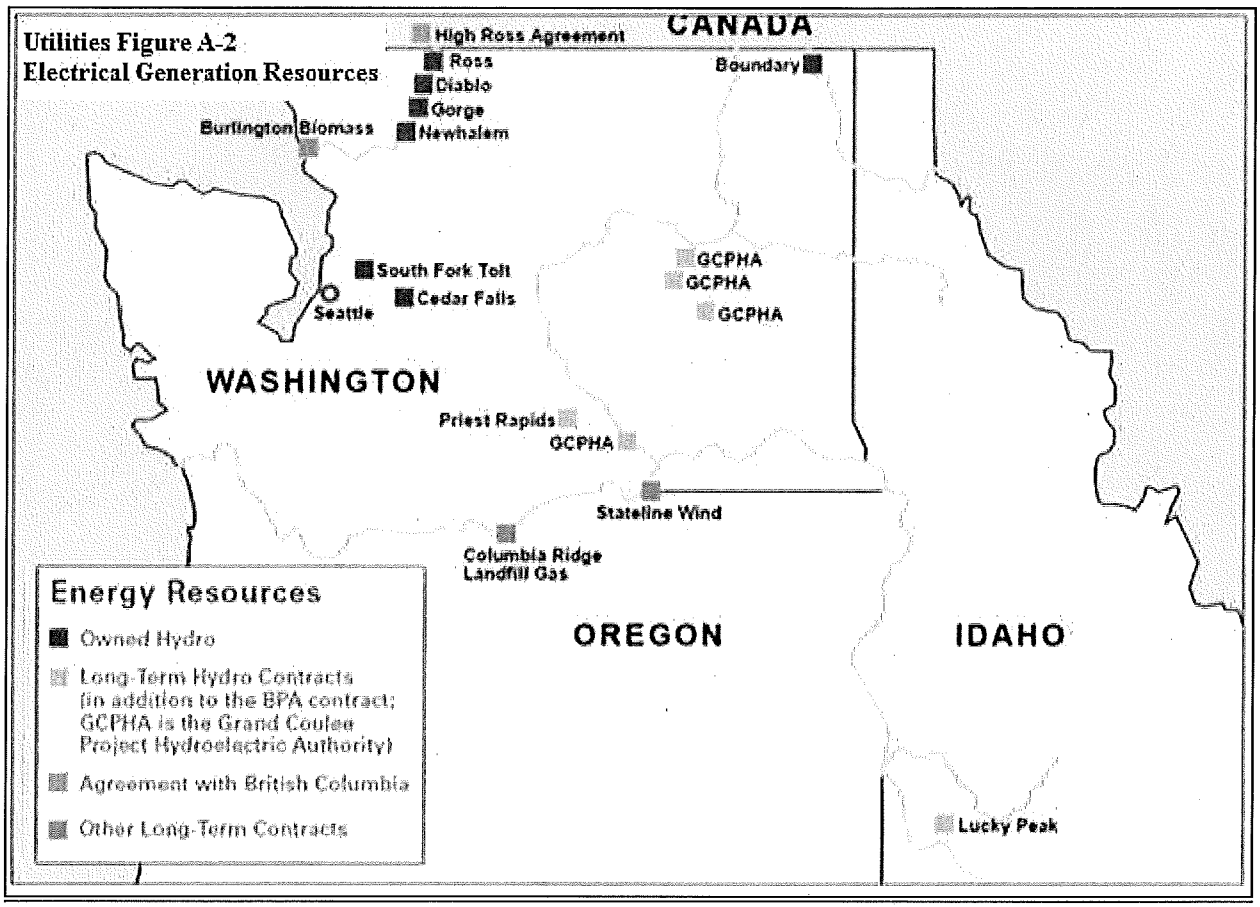
In addition to these power sources, SCL purchases power from a variety of other sources including:

- the Bonneville Power Administration (BPA), including firm amounts under the Block Product and a share in the output from the Federal System (Slice Product), which depends on water conditions
- British Columbia Hydro
- Lucy Peak, a hydro project located near Boise Idaho
- Priest Rapids, a hydro project within the Grant County Public Utility District
- Grand Coulee Project Hydroelectric Authority, a share in the State Line Wind Project located in Southeast Washington and Northeast Oregon
- Biomass and landfill gas through Burlington Biomass, Columbia Ridge Landfill Gas Project and King County West Point Wastewater Treatment Plant.

Under an exchange agreement with the Northern California Power Agency, City Light delivers energy to NCPA in the summer and in exchange NCPA delivers energy to City Light in the winter.

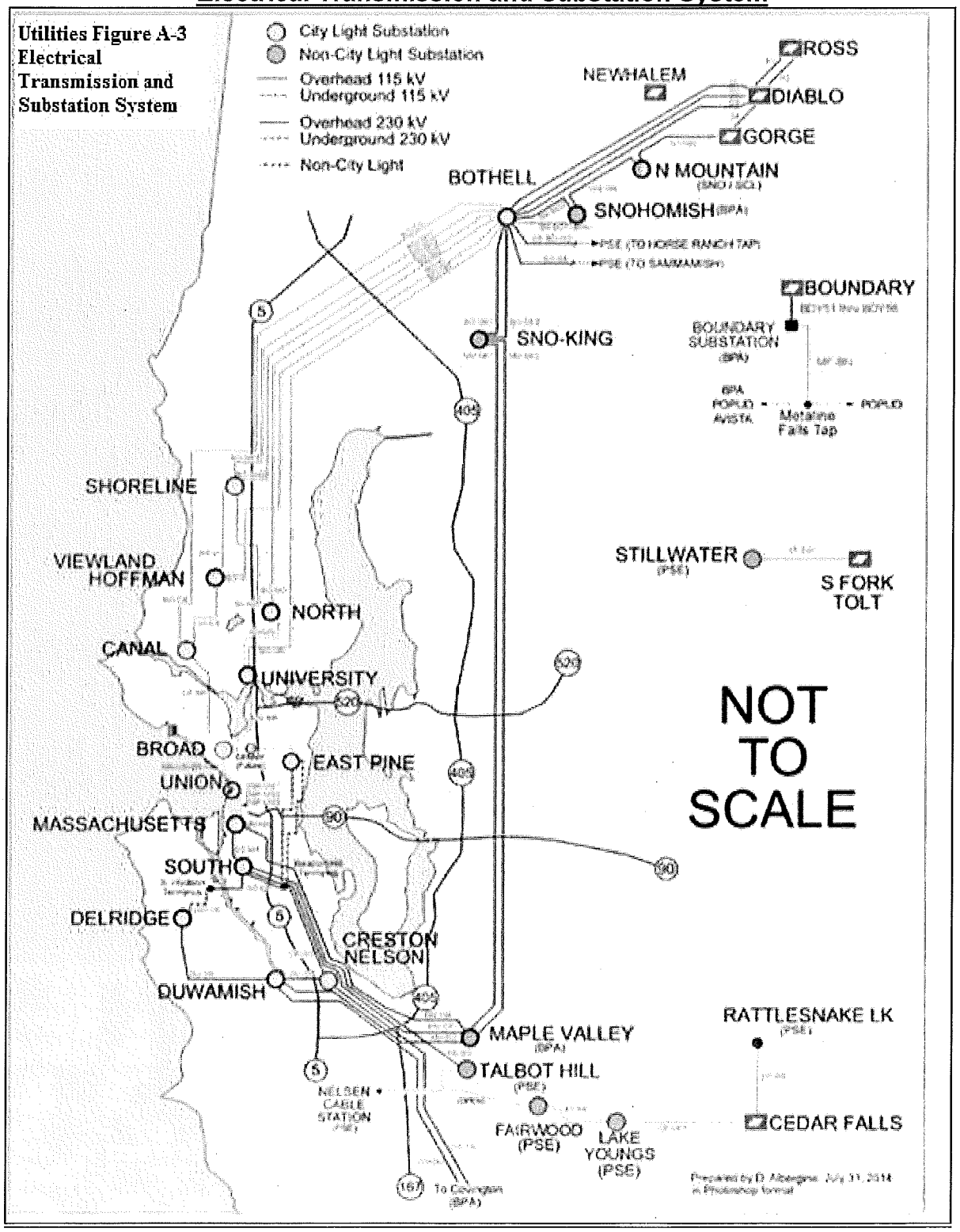
SCL owns and maintains approximately 657 miles of transmission lines which carry power from the Skagit and Cedar Falls generating facilities to 14 principal substations. SCL is dependent on other transmission line owners, i.e., the Bonneville Power Administration (BPA), to bring power from its Boundary Dam hydroelectric plant and from other contracted resources, to serve its load in Seattle. The transmission grid interconnection with other utilities also provides additional reliability to meet load requirements. Power is distributed from SCL's principal substations via high voltage feeder lines to numerous smaller distribution substations and pole transformers which reduce voltage to required levels for customers. SCL owns and maintains 2,428 circuit miles of distribution lines within Seattle that deliver power from the 14 principal substations to approximately 365,200 customers (See Utilities Figure A-2 and A-3).

Utilities Figure A-2
Electrical Generation Resources



Utilities Figure A-3

Electrical Transmission and Substation System



SCL's current generation capability (owned and contracted) is adequate to serve existing customers. Because of the nature of City Light's hydroelectric system, the utility is not presently constrained by its ability to meet peak loads (typically referred to as capacity). At times, the system may be constrained in its ability to carry load over periods of heavy load hours (6 a.m. to 10 p.m.) during the winter. On an average monthly basis, City Light currently has sufficient resources to meet expected customer load in the next few years, even under serious drought conditions.

SCL sells on the wholesale energy markets the energy it does not need to meet customer load. The utility also buys energy in the wholesale markets to enhance the value of its resource portfolio and to meet occasional short-term energy deficits.

Seattle City Light: future needs assessment

New resources will be needed to meet load growth and to comply with I-937 over the next 20 years. The timing of resource acquisition depends on the rate of load growth, hydro volatility, together with the I-937 schedule for acquiring renewable resources and/or renewable energy credits.

For the transmission and distribution components of SCL's system, projected growth will be accommodated by planned transmission and distribution capacity additions. The addition of a downtown substation is being permitted to meet the load growth in the Denny Triangle and South Lake Union.

Capacity would also be expanded at the North, Duwamish, Shoreline, University and Creston substations. New substations also may be built in the next five to twenty years in Interbay, SODO, and the Highline area, depending on load growth projections and emerging real construction. Substations in the Northeast and Northwest parts of the City may also be built in the 20-year period. City Light owns properties for the Interbay, Northeast, and Northwest substations.

Seattle Public Utilities: drinking water

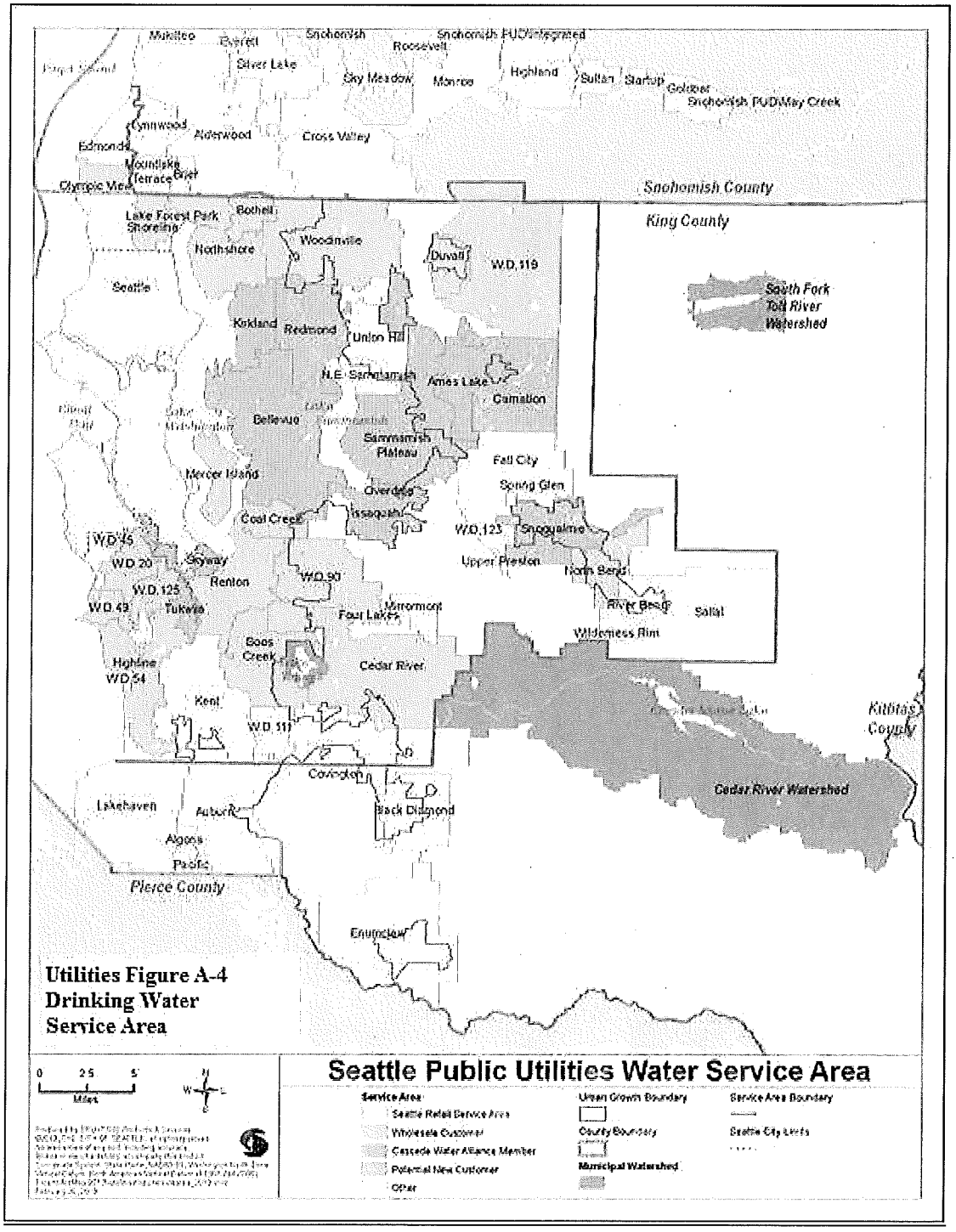
Seattle Public Utilities (SPU) provides drinking water to a service area population of 1.3 million within the greater Seattle metropolitan region of King County and portions of southern Snohomish County. SPU provides retail water service to customers in the City of Seattle, and portions of the cities of Shoreline, Lake Forest Park and Burien, as well as portions of unincorporated King County south of the City of Seattle. SPU also provides retail water service to Shorewood Apartments on Mercer Island and Seattle Tacoma International Airport. In addition, SPU sells wholesale water to 19 municipalities and special purpose districts, plus Cascade Water Alliance, who in turn provide the water to their own retail customers (See Utilities Figure A-4). SPU operates under an annual Operating Permit issued by the Washington State Department of Health. More information about the water system can be found in Seattle's latest Water System Plan.

Seattle Public Utilities: inventory & capacity

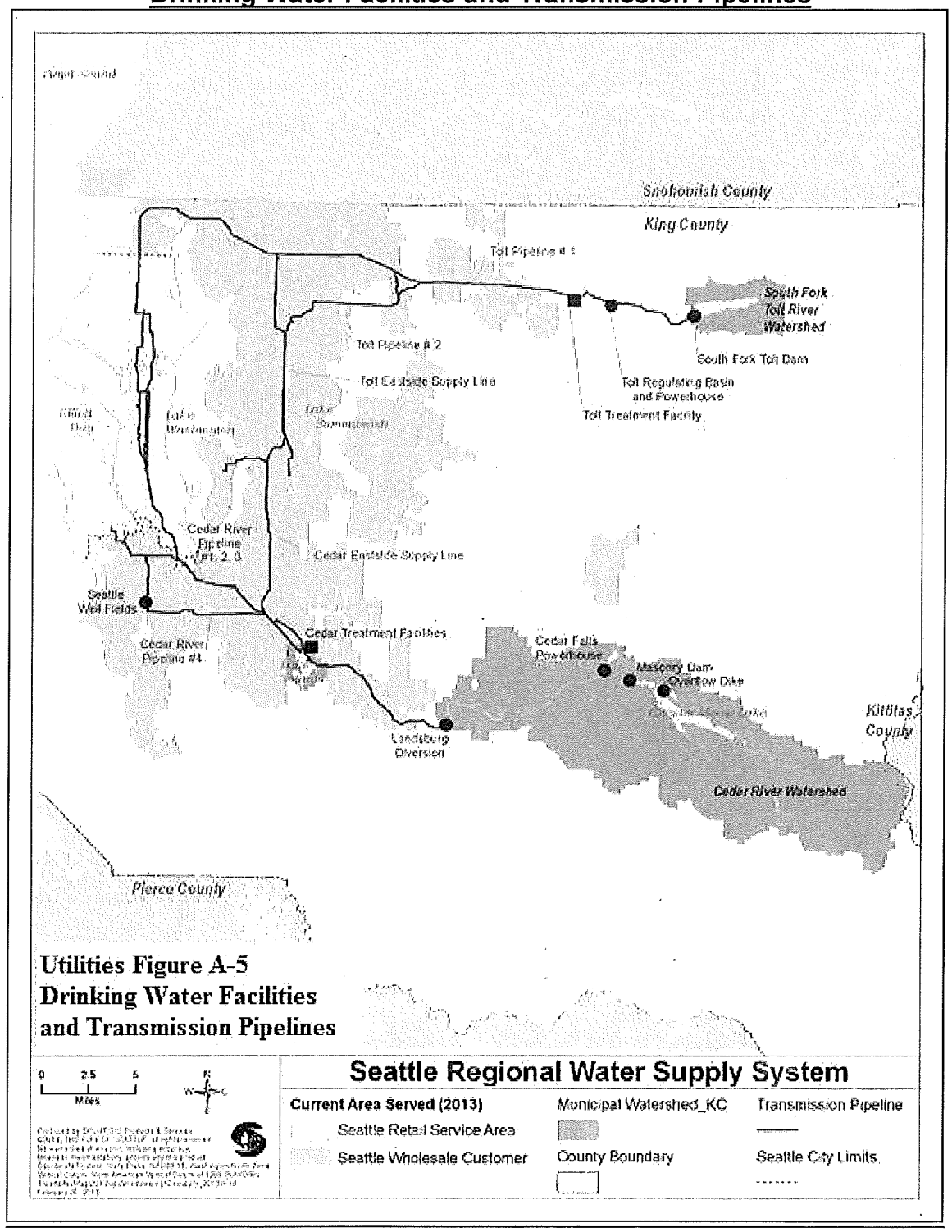
SPU supplies drinking water from two major water supply sources, the Cedar River Watershed and the South Fork of the Tolt River Watershed, both on the western slopes of the Cascade Mountains. In addition, a small amount of water from Seattle Well Fields, which are located north of Seattle Tacoma International Airport, is available to provide drought and emergency supply. In total, these sources can supply up to 172 million gallons of water per day on an average annual basis. Water from these sources is treated to meet drinking water quality regulations. The treated water is then delivered to Seattle retail and wholesale customers through a network of approximately 1,880 miles of transmission and distribution system pipelines, 400 million gallons of treated water storage facilities (reservoirs, tanks and standpipes), and 31 pump stations. System-wide treatment and transmission capacity is 310 million gallons per day (See Utilities Figure A-4).

Utilities Figure A-4

Drinking Water Service Area



Utilities Figure A-5
Drinking Water Facilities and Transmission Pipelines



Seattle Public Utilities: future needs assessment

SPU expects water supply to be adequate to serve the City's existing and forecast population for at least the next 20 years. This assessment considered an analysis of future climate change impacts on both supply and demand. That analysis indicated that, although available supply could be reduced by as much as 4 percent in 2025 and 6 percent in 2050 under the warmest climate change scenario analyzed, this reduced supply would still exceed climate-impacted demands in those time periods.

One reason for this outlook is the anticipated continued reduction in per capita water use in SPU's service area. Total water use in SPU's regional water system declined by 15% from 2000 to 2013 while the population served has grown by 30%. The regional water conservation program administered by SPU for the Saving Water Partnership – a collaborative program run by Seattle and 18 of SPU's wholesale customers – has been a contributor to this reduction in water use. For the 2013-2018 period, the Saving Water Partnership has set a goal to reduce per capita water use from current levels so that total average annual retail water use of members of the Saving Water Partnership is less than 105 million gallons per day despite forecasted population growth.

Distribution and storage facilities that serve Seattle residents and businesses have adequate capacity to serve the city. There are, however, a few areas where SPU's water system has hydrants that cannot provide fire flows to existing buildings as required under current codes for new buildings. This can be caused by a combination of factors including pipes with small diameters or areas with low water pressure due to older design standards, or pipes whose interiors have been reduced by deposits. There are also areas that were originally built to now-obsolete fire codes. Depending on the location and type of development, parts of SPU's water distribution system may need to be upgraded to meet current fire flow standards for the planned development. Additionally, there are also parts of the retail service area in which water mains need to be extended to serve a particular parcel. SPU will work with developers to have needed water infrastructure in place for the development.

In addition to the distribution system improvements needed to support new development, investments are needed to replace aging infrastructure that has reached the end of its economic life. SPU is currently applying an asset management assessment to determine which facilities would be replaced using the funds available in the six-year CIP instead of being repaired.

Seattle Public Utilities: drainage & sewer

Seattle Public Utilities is charged with managing drainage and sewer systems to meet public safety, water quality, and resource protection goals. SPU's drainage and sewer service area covers the City of Seattle. King County is responsible for operating the sewage treatment plants that treat all City of Seattle sewage as well as the interceptor lines that deliver sewage to these facilities.

Seattle Public Utilities: inventory & capacity

Although a few small areas are still served by septic systems, almost all areas of the city are served by sewer. Three types of drainage and sewer systems are used in Seattle:

- combined drainage and sewer (a single set of pipes carries water from drainage water and sewage)
- separate drainage sewer systems, (the pipes carrying drainage are completely separate from the pipes carrying sewage) and
- partially separated drainage and sewer (one set of pipes carries sewage and some drainage water – general from street runoff, while the other set carries only drainage water).

The SPU system collects residential, commercial, and industrial sewage and delivers it to interceptor lines operated by the regional sewage treatment agency (King County). While King County operates a regional system including various treatment plants, sewage from Seattle is primarily treated at the West Point Sewage Treatment Plant before being discharged into Puget Sound (See Utilities Figure A-5). The West Point Treatment Plant is a secondary treatment facility, with a monthly average capacity of 133 million gallons per day (MGD) and daily peak flow capacity of 440 MGD. Of the daily peak flow capacity, 300 MGD would receive secondary treatment and the remainder would receive primary treatment. The West Point Treatment Plant serves 1.3 million people including residents of Seattle, King County north of Seattle, and South Snohomish County.

The capacity of the drainage and sewer system in some areas is limited during peak storm events. During or following intense or prolonged periods of rainfall, some of the systems cannot accommodate the combined drainage and sewage flows, resulting in combined sewer overflows (CSOs) being discharged into area waters. CSOs occur in both the regional and the City systems. There are two "wet weather" treatment facilities, Alki and Carkeek, that partially treat a portion of this overflow, but in many areas the overflows discharge completely untreated water.

Seattle Public Utilities: future needs assessment

Generally, the City-operated drainage and sewer facilities in Seattle have been planned and sized to serve the maximum or build out conditions under zoning at the time and will be adequate to serve the level of increased growth proposed in the Plan. The capacity of the sewer system is limited in confined areas of the city, where there have been historic hydraulic and system backup problems. In addition, there are areas of drainage deficiencies and water quality issues in the City. These problems are being addressed through developer- funded facility upgrades and by Seattle Public Utilities' Capital improvement Program (CIP).

Seattle Public Utilities: solid waste

Various state and local regulations and guidelines influence Seattle's solid waste planning. Chief among the regulations is the State of Washington's 1969 legislation Revised Code of Washington (RCW) 70.95 requiring local solid waste plans. Seattle Public Utilities manages this responsibility by regularly reviewing and updating Seattle's Solid Waste Plan. The Plan has a 20-year horizon and provides strategies for future solid waste management needs.

Seattle Public Utilities: inventory & capacity

A network of public and private service providers and facilities collect, transfer, process, and landfill Seattle's discards. All Seattle's Municipal Solid Waste that is not recycled or composted is, by law, under city control.

SPU contracts with private firms to collect residential garbage, recyclables, and yard and food waste (organics). The same contractors collect commercial garbage. Open-market providers collect commercial recycling and organics. Businesses may choose to "self-haul" their solid waste materials.

Transfer and recycling processing facilities consolidate collected solid waste materials and route them to their next destination. Garbage and organics collected by the city's contractors goes to the transfer stations owned and operated by the city. Recycling picked up by the city's contractors goes to the city's contracted recycling processing facility. Recycling picked up from businesses may go to a recycling processor or one of the many local businesses specializing in recycled materials. Other collected materials go to the city's transfer stations, or private transfer stations or processors. Occasionally, residential garbage is taken to private transfer facilities such as when a city station temporarily needs to close.

At the transfer stations, garbage is loaded into rail containers and trucked to Seattle's contracted rail yard. Assembled trains of containers are hauled to the city's contracted landfill. Processed recyclables go to various materials markets. Organics go to the city's contracted organics contractor to be processed into compost.

SPU also runs two moderate risk waste (MRW) collection facilities. Seattle provides this service as a partner in the Local Hazardous Waste Management Program (LHWMP) in King County.

Except for the two city-owned transfer stations, the equipment and facilities necessary to operate Seattle's solid waste system are provided by contracted services.

Seattle Public Utilities: collection

Two collection companies collect all residential solid waste materials and commercial garbage. Current contracts started in March 2009 and run until at least 2017. The companies provide all aspects of collection, including trucks, truck yards, and labor. Service areas and routes are planned to ensure efficient use of collection vehicles and to collect consistent amounts of material each day so that the daily capacity of each

transfer station is not exceeded. Transfer and processing facilities need an even, predictable inflow to avoid having to stockpile incoming materials.

Seattle Public Utilities: transfer stations

The city owns and operates two transfer stations: North Transfer Station in the Wallingford neighborhood, and South Transfer Station in the South Park neighborhood. Two private transfer stations supplement city facilities.

The city's transfer facilities now serve a variety of vehicles and customers and receive a range of discarded materials that include garbage, recyclables, and compostables. In addition to transferring materials delivered by collectors, the stations play an important role in accepting materials unsuitable for curbside collection. Residents with large, bulky items or excess quantities can bring these materials to the stations for recycling or disposal. The stations also serve businesses that choose to self-haul their waste and recyclable materials.

In 2007, the Seattle City Council decided to proceed with improvements to the two city-owned stations, which were originally built in the 1960's. SPU completed construction of the new South Transfer Station in 2013. The new North Transfer Station will be complete in 2016. Demolition of the old South Recycling and Disposal Station and redevelopment of that site is scheduled to be complete in 2018.

The two private transfer facilities are located in the industrial area south of downtown Seattle.

Seattle Public Utilities: recycling and composting

SPU contracts with Rabanco Recycling Center for traditional recycling (newspaper, glass bottles, tin cans, etc.). It is located in the Duwamish Manufacturing/Industrial Center.

Most commercial recycling is provided by private arrangements. Vendors collect both mixed and source-separated materials, and take them to a variety of processors in the Seattle area. Which processor they use depends on the material and any agreements haulers and processors may have.

For organics composting, SPU implemented new contracts in 2014 with two vendors: Lenz Enterprises, Inc., and PacifiClean Environmental of Washington, LLC. Lenz Enterprises is mainly responsible for taking organics from SPU's Seattle's North Transfer Station to its processing facility in Stanwood, Washington. PacifiClean will take mainly organics from SPU's South Transfer station to their processing facility that will be located in central Washington. Both companies have guaranteed access to backup facilities.

Seattle Public Utilities: disposal

The City of Seattle contracts with Waste Management of Washington for rail haul and disposal of all non-recyclable waste at Columbia Ridge Landfill in Gilliam County,

Oregon. After it has been compacted into shipping containers at transfer facilities, garbage is hauled to the Argo rail yard and loaded onto the train. The Argo Yard is owned and operated by the Union Pacific Railroad, and is located in the Duwamish Manufacturing/Industrial Center. Trains leave Seattle six times a week, stacked two-high. Waste Management of Washington owns the containers. The Columbia Ridge Landfill and Recycling Center is owned and operated by Oregon Waste Systems, a division of Waste Management.

Seattle Public Utilities: future needs assessment

As the City of Seattle contracts with private service providers for recycling processing, organics composting, and landfill long-haul and disposal, any programmatic changes would be made through those contracts. Since Public Health-Seattle & King County regulates all solid waste handling facilities in their jurisdiction, their approval is required for any a new public or private facilities for the transfer, recycling, composting and landfilling of solid waste materials.

Although the overall amount of waste generated in the city will increase with projected residential and employment growth over the 20 year plan horizon, the percentage of waste that will be directed to disposal is expected to decrease. Seattle's overall municipal solid waste generation (MSW) has generally followed the ups and downs of economic trends, even as population has steadily increased. Total generation saw a prolonged downward trend after 2007 through the Great Recession and through 2012. SPU expects overall waste generation to increase gradually over the next two decades, not rising to pre-recession levels of about 850,000 tons of material per year until about 2027 or after.

Seattle's diversion goal is to recycle or compost 70% of the city's MSW by 2022. In 2012 Seattle recycled or composted 56% of its MSW. Seattle recently set an additional goal, to recycle 70% of the city's construction and demolition (C&D) waste by 2020. The majority of C&D waste is managed in the private sector, from generation through processing and disposal.

Shifts in consumer patterns change over time. Likewise, new materials and combinations of materials continue to enter the consumption cycle. SPU will conduct waste composition analyses frequently enough to be able to respond to these changes. For example, SPU will continue to work with processors to designate additional recyclable materials, and modify collection programs as needed.

Future Needs Assessment

collection

Seattle will continue with its strategy to competitively contract for collection services. The contractors will adjust to changing service needs, such as more recycling, over time.

transfer

The capacity provided by the rebuild of Seattle's two transfer facilities, in conjunction with private transfer capacity, is projected to satisfy Seattle's solid waste transfer needs for at least as long as the 50-year expected life of the rebuilt facilities. Seattle's new facilities are purposely designed for flexibility in response to a changing mix of solid waste materials over time.

recycling & composting

Recycling capacity at private facilities is considered adequate for at least two decades, and Seattle will continue to contract for these services. Seattle's current contract is guaranteed through 2019. In 2014, Recology Cleanscapes opened a new high capacity mixed-material recycling facility in the Duwamish Manufacturing/Industrial Center. Furthermore, the Washington State Department of Ecology currently lists more than 280 recycling facilities in King, Pierce, and Snohomish counties. In addition to the new Recology Cleanscapes facility, at least 3 of these are large facilities that process mixed recycling and are within 20 miles of Seattle. SPU expects that many other private recyclers that handle limited ranges of materials will continue their presence in the local market.

Current composting capacity is adequate for the 20 year planning horizon. However, statewide there is concern about future capacity as more cities and counties divert more organics. Seattle's two organics contracts are guaranteed, and may be extended through 2024. As regional demand for composting increases, composting service providers are researching and developing new technologies, for example anaerobic digestion.

disposal

Columbia Ridge landfill, Seattle's current contracted landfill, projects that it will be able to receive material beyond the current contract's guaranteed 2028 end date. Seattle plans to continue with contracting for this service. Although Seattle's disposal alternatives are restricted through the life of the contract, the City will continue monitoring emerging alternate technologies. Rail-haul capacity has not been an issue. The contract provides for alternate transportation if rail lines become unavailable.

City communications facilities

The City Department of Information Technology, in collaboration with City Light and other departments, jurisdictions and institutions, installs, owns and/or operates an extensive radio and broadband information and communications technology (ICT) infrastructure, including radio for emergency services and field work, and fiber optic for transmission of voice, video and data for delivery of city services. The City leases some services from private providers, but has steadily increased the network of public infrastructure to city buildings. The City has a fiber sharing agreement with other public agencies that enables joint installation and maintenance of an extensive network of conduit and which minimizes cost, digging and installation of broadband infrastructure. The City also leases excess fiber capacity to private providers.

B Investor-Owned Utilities

natural gas

Puget Sound Energy (PSE) provides natural gas service to more than 780,000 customers in six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston, and Lewis. As of 2014, it is estimated that PSE serves over 140,000 customers with the City of Seattle.

Natural gas comes from gas wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to Puget Sound Energy's gate stations.

Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60psig. Distribution mains are fed from the district regulators and individual residential service lines are fed by the distribution mains.

PSE does not have any major projects planned in Seattle, but new projects may be developed in the future at any time due to:

- New or replacement of existing facilities to increase capacity requirements due to new building construction and conversion from other fuels.
- Main replacement to facilitate improved maintenance of facilities.
- Replacement or relocation of facilities due to municipal and state projects.

cable

The FCC provides limited regulatory authority to local jurisdictions to enable franchise agreements with providers of cable television. As of 2014, the City of Seattle had cable franchise agreements with two companies: Comcast and Wave Broadband. Comcast is the city's largest provider, serving approximately 2/3 of the city. These companies also provide telephone and broadband Internet services. As of 2014, Wave also owns CondoInternet, which offers gigabit Internet service in a limited, but growing area of Seattle.

The franchise agreements provide for consumer protection and public benefits, such as delivery of cable television and public Internet access to City community centers, public

housing, and non-profits providing Internet access and skills training to technology disadvantaged residents. The companies are allowed to compete, though overlapping service areas have been minimal as of 2014. The franchise agreements have generally been for 10 year periods with some adjustment when companies are sold. See seattle.gov/cable/franchises.htm for more detail.

landline telephone

CenturyLink, which purchased QWEST Communications, is the largest telephone company, providing local landline telephone and related retail and wholesale communications services throughout the entire city. They maintain a number of poles, transmission lines and network architecture. Additionally, there are a number of small companies that provide limited telephone service, often by paying for the use of other company's infrastructure.

wireless and cellular

Seattle is served by numerous companies providing wireless and cellular services. These communications utility companies tend to own wireless and cellular transmission facilities as well as fiber backbone to relay the data received in the transmission facilities. Common wireless technologies include point-to-point microwave as well as Wi-Fi internet services. Microwave antennas require location for line of sight transmission. Cellular and Wi-Fi transmitters have limited transmission radius and are also dependent on the strength of the antenna in user's mobile devices. As the number of users and the demand for higher data transfer (e.g. for watching or sending video) grows, the infrastructure will also require expansion. Greater distribution of fiber optics through the city enables higher bandwidth connections to these antennas. The industry is continuing to evolve, so the city is likely to see continued demand for placement of antennas, though technology developments may also result in some reduction of the number required.

radio and broadcast television

Seattle is also served by a number of radio and television broadcast facilities who maintain antennas and transmission equipment in the city which, like cellular equipment, may be located and operated on company sites, or placed on other public or private buildings through leasing arrangements. Some of these companies also operate other communications hosting or networking services. The FCC issued a limited number of low-power FM construction licenses to non-profit entities, starting in 2014, that require siting of small antennas and will enable local information distribution.

district energy

Enwave Seattle is a district energy utility franchised by the City. Enwave produce heat at a centralized plant and distributes steam to commercial, residential, and institutional customers for space and hot water heating, along with other uses, by underground lines. Its service area encompasses roughly a square-mile area of the Central Business District, extending from Blanchard Street to King Street and from the waterfront to 14th Avenue, crossing over First Hill.

Enwave Seattle is a privately-owned utility that provides heat to approximately 200 buildings in Seattle's Central Business District and First Hill neighborhoods. Enwave Seattle's mission is to deliver a reliable, cost-effective and efficient source of heat that benefits its customers, the environment and the Seattle community.

Two steam-generating plants supply the piping network. The primary plant is located on Western Avenue at University Street. The secondary plant is located on Western Avenue near Yesler Way—the site of the original plant built in 1893. Total steam generation capacity is 670,000 pounds per hour, with boilers designed to burn renewable biomass, natural gas or diesel oil if natural gas is not available. The network of insulated steel pipe encompasses a total length of over 18 miles beneath city streets and currently serves approximately 200 buildings.

The City is also working to establish district energy utility systems in South Lake Union, Denny Triangle, and First Hill. Systems for these neighborhoods are in varying planning stages, but each, if established, would likely be a closed-loop water-based utility system providing heating, hot water, and potentially cooling services to building owners. Energy sources for the utility system would largely be comprised of waste heat already in the neighborhood, including waste heat from data centers, sewer lines, and condensate from the nearby Enwave system.

Attachment 15 Economic Development Appendix

((~~Economic Development Appendix~~

~~A. Economic Development~~

~~While the Growth Management Act does not require a comprehensive plan to include an economic development element, the King County Countywide Planning Policies do require that each jurisdiction in King County include in its comprehensive plan an economic development element which will include an estimate of the type and number of jobs to be accommodated in the jurisdiction during the next 20 years.~~

~~Economic Development Figure A-1 presents the estimated number of jobs, by industry, Seattle expects to accommodate between 2002 and 2024. Total anticipated job growth for this period is estimated to be 93,000 jobs. This analysis is based on estimates of actual employment levels in 2002 and includes job growth for the two-year period prior to the 20-year window covered by this Plan. During the twenty-year period covered by this Plan, total job growth is anticipated to be 84,000 jobs.~~

~~Economic Development Figure A-1~~
~~**Estimated Number of Jobs, by Industry, to be Accommodated in Seattle, 2002-2024**~~

	~~**Estimated 2002**~~	~~**Change**~~	~~**Estimated 2024**~~
~~Retail~~	~~73,221~~	~~4,432~~	~~77,653~~
~~F.I.R.E.S~~	~~217,643~~	~~80,838~~	~~298,481~~
~~Government/Education~~	~~91,267~~	~~6,415~~	~~97,682~~
~~W.T.C.U.~~	~~55,459~~	~~15,613~~	~~71,072~~
~~Manufacturing~~	~~41,651~~	~~-14,298~~	~~27,353~~
~~**TOTAL**~~	~~**479,241**~~	~~**93,000**~~	~~**563,238**~~

~~F.I.R.E.S. includes Finance, Insurance, Real Estate, and Services; W.T.C.U. includes Wholesale Trade, Transportation, Communications and Utilities.~~
~~Source: Change 2003-2024 was calculated by the Planning and Development Department based on PSRC economic sector forecasts to the years 2020 and 2030 and estimates of job growth in the city to 2024.~~))

STATE OF WASHINGTON -- KING COUNTY

--ss.

330260 No.

CITY OF SEATTLE,CLERKS OFFICE

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:124884-124888 TITLE

was published on

11/06/15

The amount of the fee charged for the foregoing publication is the sum of $77.50 which amount has been paid in full.

JENNIFER A. BARNES
COMMISSION
STATE OF WASHINGTON

Subscribed and sworn to before me on

11/06/2015

Notary public for the State of Washington,
residing in Seattle

Affidavit of Publication

State of Washington, King County

City of Seattle

The full text of the following legislation, passed by the City Council on October 12, 2015 and published below by title only, will be mailed upon request, or can be accessed at http://clerk.seattle.gov. For information on upcoming meetings of the Seattle City Council, please visit http://www.seattle.gov/council/calendar. Contact: Office of the City Clerk at (206) 684-8344.

Ordinance 124884

AN ORDINANCE appropriating money to pay certain audited claims and ordering the payment thereof.

Ordinance 124885

AN ORDINANCE relating to land use and zoning; amending Section 25.05.800 of the Seattle Municipal Code to repeal the categorical exemption for SEPA review of proposed "infill" development.

Ordinance 124886

AN ORDINANCE relating to land use and zoning; amending the Seattle Comprehensive Plan to incorporate changes relating to housing affordability proposed as part of the 2014-2015 Comprehensive Plan annual amendment process.

Ordinance 124887

AN ORDINANCE, relating to land use and zoning, amending the Seattle Comprehensive Plan to reflect changes needed as part of the periodic review and to incorporate changes proposed as part of the 2014-2015 Comprehensive Plan annual amendment process and amending Section 23.52.004 of the Seattle Municipal Code.

Ordinance 124888

AN ORDINANCE, relating to land use and zoning, amending the Seattle Comprehensive Plan to reflect changes to the University Community Urban Center goals and policies, as well as the Future Land Use Map, as part of the periodic review and to incorporate changes proposed as part of the 2014-2015 Comprehensive Plan annual amendment process.

Date of publication in the Seattle Daily Journal of Commerce, November 6, 2015.

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