

#4

(B117697)

Amendments to the Land Use Element

C-6 Transit Communities

Discussion

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The urban village strategy will continue to be the central organizing principle for planning and distributing growth, and for setting priorities for infrastructure investments and land use planning efforts. Transit communities will not replace urban villages, and most transit communities will be located within urban villages and centers. However, they will not be located within Manufacturing and Industrial Centers, which are intended to be industrial job centers, and which by the nature of industrial land uses are neither complete nor compact.

Once designated, a transit community would be considered as an area where growth is expected, similar to an urban center or village. Transit communities may be located inside an urban center or village, straddle the boundary of an urban center or village, or in a few cases be completely outside an urban center or village. Location of a transit community partly within an urban center or village may serve as the basis for expanding or refining the boundaries of the urban center or village. In a similar way, a transit community located outside of a current urban center or village could be designated as a new urban village with an assigned growth target.

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Policies

LU270 Identify potential transit communities by determining the following types of transit nodes that are located outside of within Urban Villages and Urban Centers other than Manufacturing and Industrial Centers, where multiple destinations are easily and directly accessible via frequent and reliable transit service:

- 1) Light rail stations;
- 2) Places where two corridors that currently provide frequent transit service intersect, as shown in either red, orange, or yellow on the Frequent Transit Network map (Figure 4-1 in the Seattle Transit Master Plan), as updated to show actual 2012 frequent transit service levels;
- 3) Existing multimodal hubs and transportation centers shown in Figure 5-5 in the Seattle Transit Master Plan.

LU271 Once potential transit communities are identified according to LU270, apply the following two factors to determine whether these areas should be designated as transit communities. These factors will be weighted to recognize differences

in the scale of the facilities that generate pedestrian trips and the magnitude of expected population and employment growth.

- 1) Existing land uses that generate pedestrian demand, which could include major employers such as hospitals and large office buildings; colleges and universities; community facilities such as libraries, parks, and community centers; retail and service uses; multifamily housing; and tourist and entertainment attractions such as the Pike Place Market and sports stadiums.
- 2) Population and employment forecasts. Forecasts of the amount and location of future jobs and housing units provide estimates of future pedestrian demand.

LU272 For areas that meet the transit community criteria in Policies LU270 and LU271, create proposed transit community boundaries that are generally within a ten-minute walkshed of the nodes described in LU 270. A walkshed is the distance that the average person is able to walk in ten minutes (about one-half mile), using the existing street network, taking into account walking effort and the existence of barriers such as ravines or freeways. A walkshed may include community-identified generators of pedestrian activity that are nearby but do not meet the ten-minute walk criterion.

LU273 Designate categories of transit communities that describe the different levels of activity, scale and type of development, and other characteristics, as a tool to support current and future planning efforts.

LU274 Identify stakeholders in proposed transit communities, including neighborhood, business, community, and nonprofit organizations, and involve them in refining the boundaries of the transit community, designating the transit community category, planning potential zoning and design guideline changes, and identifying investment needs and priorities. Involve existing organizations, councils, and networks where possible, especially in urban villages and urban centers.

~~LU275 Consider the integration of transit communities into urban center and urban village boundaries, in order to promote predictable growth patterns and set investment priorities that are consistent with the urban village strategy.~~

~~LU276~~ LU275 Prioritize Appropriately prioritize and focus city investments in transit communities to provide affordable housing, transportation improvements, additional open space, and other needs that support complete, compact, and connected transit communities. Consider social equity factors including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates in the prioritization process.

#4

CITY OF SEATTLE
ORDINANCE _____
COUNCIL BILL 117697

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2012-2013 Comprehensive Plan annual amendment process.

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

WHEREAS, the City of Seattle last amended the Comprehensive Plan through Ordinance 123854 on April 2, 2012; and

WHEREAS, the City Council adopted procedures in Resolution 31117 for amending the Comprehensive Plan consistent with the requirements for amendment prescribed by the Growth Management Act, RCW 36.70A; and

WHEREAS, the Growth Management Act, Chapter 36.70A RCW, requires that the City's Comprehensive Plan be subject to continuing review and evaluation; and

WHEREAS, in determining which amendments to consider the Council applied criteria set out in Resolution 30662; and

WHEREAS, the City Council adopted Resolution 31370 to adopt principles and a revised schedule for conducting the state-mandated Major Review and Update of the Comprehensive Plan;

WHEREAS, various parties proposed amendments for consideration during the 2012-2013 annual amendment process, including amendments that represent a portion of the scheduled Major Review; and

WHEREAS, the Council's Planning, Land Use and Sustainability Committee held a public hearing on July 11, 2012, to take public testimony on the amendments proposed for consideration; and

WHEREAS, the Council's Planning, Land Use and Sustainability Committee met on July 25 and August 8, 2012, to consider the proposed amendments; and

WHEREAS, on August 13, 2012, the City Council considered these proposed Comprehensive Plan amendments and adopted Council Resolution 31396 directing that City staff further review and analyze certain proposed amendments; and



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

3 WHEREAS, the City has provided for public participation in the development and review of
4 these proposed amendments that comply with the Growth Management Act's
5 requirement for early and continuous public participation in the development and
6 amendment of the City's Comprehensive Plan; and

7 WHEREAS, the Council has reviewed and considered the Executive's report and
8 recommendations, public testimony made at the public hearing, and other pertinent
9 material regarding the proposed amendments; and

10 WHEREAS, the Council finds that the amendments to be adopted are consistent with the Growth
11 Management Act, and will protect and promote the health, safety, and welfare of the
12 general public; NOW, THEREFORE,

13 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

14 Section 1. The Seattle Comprehensive Plan, as last amended by Ordinance 123854, is
15 amended as follows:

16 A. Climate Action: Amend the Discussion in the Urban Village Element and policies in
17 the Environment Element, as shown in Attachment A, to guide City activities in ways that will
18 help achieve the City's adopted climate goals.

19 B. Urban Design: Add a new Urban Design Element, as shown in Attachment B.

20 C. Healthy Food: Amend the Urban Village, Land Use, Economic Development and
21 Human Development Elements, as shown in Attachment C, to clarify the City's role in urban
22 food systems.

23 D. Transit Communities: Add a new section to the Land Use Element, as shown in
24 Attachment D, describing an approach to encouraging and investments near key transit stops.

25 E. Broadview-Bitter Lake-Haller Lake Neighborhood Plan: Amend the Neighborhood
26 Planning Element, as shown in Attachment E; and amend the Future Land Use Map, as shown in
27 Attachment F, to reflect the results of engagement with the community.



1 F. Rainier Beach Neighborhood Plan: Amend the Neighborhood Planning Element, as
2 shown in Attachment G; and amend the Future Land Use Map, as shown in Attachment H, to
3 reflect the results of engagement with the community.

4 G. Container Port Discussion: Add the following language as a Discussion in the
5 Container Port Element:

6 The Port of Seattle is one of the largest cargo centers in the United States, serving as the
7 entry and exit point for marine cargo to and from the Pacific Rim and Alaska. The Port of
8 Seattle container operations are unique among West Coast ports because they are adjacent to the
9 urban core, abutting the busy downtown, a tourist-friendly waterfront and two sports stadiums
10 that attract millions of visitors each year.

11 The Port of Seattle's marine cargo terminal plays a vital role in the Seattle economy. The
12 Port of Seattle includes approximately 1,400 acres of waterfront land and nearby properties.
13 Nearly 800 acres of that land are dedicated to container terminal operations and cargo handling.
14 Most of the freight shipped through the Port travels in intermodal containers that are transferred
15 to or from railcars or trucks on the dock. Some of the containers are shuttled by truck between
16 BNSF and UP railroad yards. Marine cargo accounts for thousands of jobs, millions of dollars of
17 state and local taxes and billions of dollars in business and personal income for Seattle and the
18 region.

19 As vital as the marine cargo economic sector is, it is also vulnerable to changes in nearby
20 land uses, traffic infrastructure and congestion, and larger economic conditions. In 2007, the
21 City strengthened protection for industrial uses in industrial zones by limiting the maximum size
22 of office and retail uses. This Element advances the same policy intention while responding to
23 the state mandate.

24 The state legislation that requires the inclusion of this Container Port Element in this Plan
25 also identifies approaches that the City may consider using in the future. These include creating
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27
28

1 a “port overlay” district to specifically protect container port uses; industrial land banking;
2 applying land use buffers or transition zones between incompatible land uses; limiting the
3 location, size, or both, of non-industrial uses in the core area and surrounding areas; policies to
4 encourage the retention of valuable warehouse and storage facilities; and joint transportation
5 funding agreements. The core area is defined as co-terminus with the Duwamish
6 Manufacturing/Industrial Center. The state law also adds key freight transportation corridors
7 that serve marine port facilities to the state’s list of transportation facilities of statewide
8 significance.

9 H. Recreational Boating Industry: Amend policy ED 11 in the Economic Development
10 Element as follows: “Recognize the importance of tourism and its support of international trade
11 as well as its contribution to the health of the Seattle retail core. Recognize the important
12 contribution of historic districts such as Pioneer Square and the Pike Place Market to tourism,
13 and support the continued protection and enhancement of these districts. Recognize the role of
14 Seattle’s recreational boat industry in attracting tourists to visit and to extend their visits to the
15 city.”



Section 2. 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 ____ day of _____, 2012, and signed by me in open session in authentication of its passage this ____ day of _____, 2012.

President _____ of the City Council

Approved by me this ____ day of _____, 2012.

Michael McGinn, Mayor

Filed by me this ____ day of _____, 2012.

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:
Attachment A Urban Village Element
Attachment B Urban Design Policy Directions
Attachment C Healthy Food Policy



Tom Hauger
DPD Comp Plan Amendments 2013 ORD
November 29, 2012
Version # 2

Attachment D C-6 Transit Communities

Attachment E Broadview/Bitter Lake/Haller Lake Neighborhood Plan

Attachment F Bitter Lake Village Urban Village Proposed Changes to Future Land Use Map and
Urban Village Boundary

Attachment G Rainier Beach Neighborhood Plan

Attachment H Rainier Beach Urban Village Proposed Changes to Future Land Use Map and
Urban Village Boundary



Climate Change goals and policies

Urban Village Element

Introduction

Discussion

Seattle is prepared to embrace its share of the Puget Sound region's growth. To ensure that it remains a vibrant and healthy place to live, Seattle has planned for the future of the city as a whole and for each ~~((neighborhood))~~ urban center and urban village that is expected to grow and change. The City will use these plans to shape changes in ways that encompass the collective vision for the city as identified in this Plan ~~((of its citizens))~~.

This Plan envisions a city where growth: helps to build stronger communities, heightens our stewardship of the environment, leads to enhanced economic opportunity and security for all residents, and is accompanied by greater social equity across Seattle's communities. The City has made a commitment to growing wisely, to growing in ways that ensure a livable future, and to growing sustainably. Growing sustainably also means building on the city's successes.

Seattle's successes include its neighborhoods. Seattle, at the beginning of the 21st Century, has a large number of appealing mixed-use neighborhoods that ~~((, which))~~ serve as the cores of broader communities. Areas as diverse as Lake City, Columbia City, Uptown, and Georgetown provide goods, services, housing, and employment to Seattle's residents and are ~~((the))~~ key contributors to Seattle's livability.

Seattle's strategy for accommodating future growth and creating a sustainable city builds on the foundation of these neighborhoods and brings together a number of tools to create a better city:

- diverse housing and employment growth,
- pedestrian and transit-oriented communities,
- the provision of services and infrastructure targeted to support that growth, and
- enhancements to the natural environment and the city's cultural resources.

Together, these tools form the urban village strategy. As Seattle's population and job base grow, urban villages are the areas where conditions can best support increased density needed to house and employ the city's newest residents. By concentrating growth in these urban villages, Seattle can build on successful aspects of the city's

existing urban character, continuing the development of concentrated, pedestrian-friendly mixed-use neighborhoods of varied intensities at appropriate locations throughout the city.

Urban Village Strategy

Discussion

Urban villages are community resources that enable the City to: deliver services more equitably, pursue a development pattern that is environmentally and economically sound, and provide a better means of managing growth and change through collaboration with the community in planning for the future of these areas. The urban village strategy is a comprehensive approach to planning for a sustainable future. This approach is intended to maximize the benefit of public investment in infrastructure and services and promote collaboration with private interests and the community, to achieve mutual benefits.

Locating more residents, jobs, stores and services in close proximity can reduce the reliance on cars for shopping and other daily trips and decrease the amount of fossil fuels burned and the amount of greenhouse gases emitted. Increasing residential and employment densities in key locations makes transit and other public services convenient for more people and therefore makes these services more efficient.

The urban village strategy tries to match growth to the existing and intended character of the city's neighborhoods. Four categories of urban villages recognize the different roles that different areas will play in the city's future:

1. Urban centers are the densest neighborhoods in the city and are both regional centers and neighborhoods that provide a diverse mix of uses, housing, and employment opportunities. Larger urban centers are divided into urban center villages to recognize the distinct character of different neighborhoods within them.
2. Manufacturing/Industrial Centers are home to the city's thriving industrial businesses. As with urban centers, Manufacturing/Industrial Centers are regional designations and are an important regional resource.
3. Hub urban villages are communities that provide a balance of housing and employment, generally at densities lower than those found in urban centers. These areas provide a focus of goods, services, and employment to communities that are not close to urban centers.

4. Residential urban villages provide a focus of goods and services for residents and surrounding communities but may not provide a concentration of employment.

In addition to these centers and villages, this Element of the Plan puts further emphasis on transit communities – those areas within easy walking distance of frequent transit service. Most of those transit areas overlap with the geographic areas of urban villages, and the presence of frequent and reliable transit service reinforces the intended function of the urban villages by providing viable mobility options for residents and employees. Each of these areas is intended to see growth and change over time, and together they will accommodate the majority of the city's growth over the life of this Plan. The City will continue to work with its residents, businesses, and institutions to promote conditions that will help each of its communities thrive, but will pay special attention to those areas where the majority of growth and change is expected.

Policies in this ~~((Element and the Neighborhood Planning Element))~~Plan provide direction for that change and growth. In addition to designating urban villages and defining conditions desired within them, the ~~((p))~~Plan addresses conditions outside these areas.

Areas outside urban villages will accommodate some growth in less dense development patterns consisting primarily of single-family neighborhoods, limited multifamily and commercial areas and scattered industrial areas. The strategy of focusing future development in urban villages continues to direct new development away from Seattle's single-family areas.

Environment Element

E. Climate Change

Discussion

Climate change is a global challenge~~((and the human factors that contribute to it are not confined to jurisdictional boundaries))~~. The impacts of greenhouse gases, no matter where they are emitted, affect us all. ~~((Nevertheless,))~~Seattle City government can ~~((contribute to))~~reduce emissions ~~((reductions of those factors through public education, regulation))~~by coordinating land use with existing and planned transportation systems to reduce car trips and facilitate other transportation choices, by supporting energy conservation and low carbon energy sources, by reducing waste generation, by promoting public education, and by reducing emissions from City government operations.

Seattle is a regional employment center and, as such, is a locus for the generation of greenhouse gas emissions from industry and traffic that are the shared responsibility of the region, state, and nation. By monitoring and ~~((seeking to))~~responding to emissions within Seattle's geographic boundaries, Seattle can contribute to a regional reduction in greenhouse gases. Some efforts to reduce emissions will be opportunities for innovations that support local jobs.

This Comprehensive Plan addresses the period between 2004 and 2024. ~~((The greenhouse gas emission goals below are set to correspond to a 50-year goal consistent with s))~~Studies prepared by national and international organizations ~~((These studies))~~indicate that developed countries must reduce greenhouse gases as much as 80 percent in carbon dioxide equivalents (CO₂e) below 1990 levels by 2050 in order to achieve climate stabilization.

With the City's long-standing commitment to environmental stewardship and as home to the nation's first carbon neutral electric utility, Seattle is well positioned to be a leader in emissions reduction. Building on this history of stewardship and leadership, in 2011 the City Council adopted carbon neutrality by 2050 as the City's climate goal.

Meeting targets for reductions in greenhouse gas emissions will require community support and action, political leadership~~((consensus))~~ and ~~((technology))~~innovation. Without such ~~((consensus))~~leadership and innovation, there is a risk that the City may not continue to make necessary progress in meeting these goals. Seattle can, and should, be in the forefront of developing new economic opportunities in industrial sectors that can positively affect greenhouse gas reduction.

The Urban Village Strategy is a powerful tool for helping to achieve the City's climate goals. Since the transportation sector is the largest single source of greenhouse gas emissions, the Urban Village Strategy's focus on concentrating new housing and jobs near one another and near frequent transit service will reduce reliance on cars and lower the number of vehicle miles driven. This Comprehensive Plan's approach for the City to take a large proportion of the region's growth will also help to reduce the number of long-distance commute trips made and lower per capita emissions across the region.

While concerted efforts to reduce greenhouse gas emissions are critical, historic emissions remain and will continue to affect the global climate. Therefore, ((4))in addition to doing its part to reduce the effects of climate change, the City must also ~~((be preparing))~~ prepare for~~((7))~~ and adapt to~~((7))~~ the effects of climate change.

Goals

EG7 ~~((To control the impact of climate change globally and locally, reduce))~~ Reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and ~~((by 80 percent from 1990 levels))~~ become carbon neutral by 2050.

EG7.3 Seattle will act as a regional and national leader by becoming carbon neutral. ~~((The Climate Action Plan will identify strategies for reducing greenhouse gas emissions in the transportation, building energy, and waste sectors, including establishing specific vehicle miles traveled reduction goals by transportation mode or sector.))~~

EG7.5 Prepare for and adapt to the likely effects of climate change through the development, ongoing assessment, and implementation of the Climate Action Plan.

Sector	2020 Targets (% reduction compared to 2008)	2030 Targets (% reduction compared to 2008)
Transportation		
Passenger	14% reduction in vehicle miles traveled (VMT) 35% reduction in GHG emissions per mile of Seattle vehicles	20% reduction in VMT 75% reduction in GHG emissions per mile of Seattle vehicles
Freight	((Maximum 7% increase in VMT)) 25% reduction in GHG emissions per mile of Seattle vehicles	((Maximum increase 15% increase in VMT)) 50% reduction in GHG emissions per mile of Seattle vehicles
Buildings	((8% reduction in energy use))	((20% reduction in energy use))
Residential	8% reduction in energy use ((5% reduction in energy use))	20% reduction in energy use ((10% reduction in energy use))
Commercial	5% reduction in energy use	10% reduction in energy use
Both	15% reduction in tons of carbon dioxide equivalent (CO ₂ e) per billion BTU for residential and commercial buildings combined	25% reduction in tons of CO ₂ e per billion BTU for residential and commercial buildings combined
Waste	Increase diversion rate to 69%. 50% reduction in methane emissions commitment per ton of waste disposed	Increase diversion rate to over 70%. 50% reduction in methane emissions commitment per ton of waste disposed
TOTAL GHG EMISSION REDUCTION	30% reduction in emissions by 2020	58% reduction in emissions by 2030
	87% reduction in emissions by 2050 (% reduction compared to 2008)	

E15 Work with private and public sector partners ~~((in seeking))~~to achieve the goal ~~((EG7 for))~~of reducing climate-changing greenhouse gas emissions. ~~((from private and public sources to control the impacts of global warming on the city's water supply, electrical energy supply, ecosystems, public health, and economy. Work to establish a standard for greenhouse gas emissions for privately owned buildings))~~

E15.1 Build infrastructure and provide services for pedestrians, bicycles, electric vehicles and transit to facilitate movement around the city by means other than fossil-fueled automobiles.

E15.2 Consider innovative measures that would encourage and facilitate use of alternatives to single-occupant vehicles, such as parking maximums for new development, parking taxes or fees.

E15.3 Continue to recognize the value of planning for transportation facilities at the same time as for the location, type and density of future housing and jobs as a way to reduce the need for future residents and workers to travel by automobile.

E15.4. Work to reduce greenhouse gas emissions through energy efficiency and low-carbon energy sources in buildings

E15.5 For itself and the general public, the City should anticipate the effects of climate change and make plans for adapting to those effects.

E15.6 Establish energy efficiency standards for new buildings, , consistent with applicable law, and encourage existing buildings to also achieve those standards.

E15.7 Reduce emissions associated with solid waste by reducing the amount of waste generated and by operating efficient collection and disposal systems.

[The following element is new, except that goal UVG1 is deleted from the Urban Village Element, renumbered as goal UDG1, and revised as shown.]

Urban Design Element

Discussion

As Seattle grows and changes, urban design policies can help conserve and enhance aspects of the physical environment that make Seattle special to its residents and visitors. These aspects include: its layered, well-defined and diverse neighborhoods; compact, intimate walkable scale; the mixing of uses; close relationship with natural systems; and its parks, streets, and public spaces. Urban design also attempts to direct growth to produce positive outcomes while reducing the negative impacts of change, and guides the fit of old with the new.

Urban Design policies can raise the standards for how private and public developments contribute to the appearance and quality of the city.

Urban design policies build on the ideas and principles outlined in this Plan's urban village strategy and provide an additional tool for implementing the strategy.

Through zoning regulations and design review, the City helps shape the appearance of individual projects. The designation of several historic districts in the city conserves the character of those valued neighborhoods. The way the City builds and maintains major infrastructure, including parks and roads, will continue to define key public spaces and the connections among them.

Urban design policies described here provide a citywide context that will give a coherent approach to the City's future actions in regulating, building and maintaining the city. The policies reflect the diversity of neighborhoods and populations and are part of building equitable communities across the city. The policies also address:

- How to reflect the city's natural setting and features in the shape of new public infrastructure and private development.
- How to fit new development into the city's built form, including the street grid and neighborhood character, that has evolved over 150 years.
- How to enhance the visual and functional qualities of public open spaces and streets.

Goals

~~((UVG1))~~ **UDG1** Maintain and enhance Seattle's character and sense of place, including its built environment and how it respects its natural setting, as the city grows and changes. ~~((Seattle's character includes its built environment: large areas of detached single family houses both inside and outside urban villages, many thriving multifamily areas, mixed-use commercial areas, industrial areas, major institutions, and a densely developed downtown with surrounding high-density neighborhoods. Seattle's character also includes its setting on Puget Sound, its lakes and mountain views, its hills and watercourses, and its many parks and open spaces.))~~

Natural Environment Policies

UD1 Encourage the preservation, protection, and restoration of natural features and land forms such as bluffs, beaches, streams, and remaining evergreen forests that give Seattle its unique sense of place.

UD2 Encourage design that provide physical and visual connections to the natural environment surrounding Seattle, with an emphasis on shorelines and public views of the Olympic and Cascade Mountains.

UD3 Encourage design that recognizes natural systems and integrates ecological functions such as storm water filtration or retention with other infrastructure and development projects.

UD4 Respect topography, water and natural systems in the built environment, such as by using development regulations or design to "step up or down" hillsides to accommodate significant changes in elevation, or by siting tall buildings to harmonize with the city's topography.

UD5 Increase public access to water—both physical and visual.

UD6 Encourage designs for buildings and public spaces that maximize access to sunlight and provide protection from inclement weather conditions.

UD7 Extend landscape strategies to typically under-designed sites such as surface parking lots, rooftops and around freeways.

UD8 Look for ways to connect new developments to the public open space system.

UD9 Connect open spaces in a citywide network.

UD10 Design landscaping strategies that can contribute to urban food production.

UD11 Promote the use of indigenous plants in landscaping to emphasize the region's natural identity.

Built Environment Policies

UD12 Design public infrastructure and private developments to emphasize the positive aspects of existing block and street patterns.

UD13 Integrate new housing in single-family neighborhoods in ways that allow flexibility in the size and design of units, recognizing the character and scale of existing neighborhoods.

UD14 Design streets to give them distinctive identities based on a citywide street hierarchy.

UD15 Design streets as public spaces by encouraging active, rich ground floor facades, especially along important walking routes.

UD16 Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect various districts of the city.

UD17 Develop a system of street designs that reflect a street's function, right-of-way width, adjoining uses and opportunities for providing open space and green infrastructure, such as storm water infiltration.

UD18 Design streets in urban villages to be pedestrian-friendly by means such as respecting street grids, providing connections between major activity centers, incorporating public open spaces, and having commercial buildings with retail and active uses that abut the sidewalk.

UD19 Design multifamily areas as attractive residential communities with high quality residential buildings, appropriately scaled landscaping, setbacks, street amenities, and limited commercial uses that support the local population.

UD 21 Use building forms and height to enhance desirable city patterns of attractive and walkable neighborhoods.

UD22 Use groupings of tall buildings, instead of solitary towers, to enhance topographic form or define districts.

UD23 Allow taller buildings in key locations, such as close to light rail transit stations, to provide visual focus and define activity centers.

UD24 Design tall buildings with setbacks to provide sunlight to public streets, parks, or open spaces, and access to major public views or view corridors.

UD25 Locate and site tall structures in ways that respect natural surroundings and key natural features, such as by having lower building heights near major water bodies.

UD26 For buildings that are not tall, reduce setbacks from the street, while maintaining adequate sidewalk width for pedestrians, to encourage better scale relationships between horizontal width of streets and vertical walls of buildings.

Public Space Policies

UD27 Encourage new approaches to street design that expand the role of streets as public spaces.

UD28 Encourage well-defined outdoor spaces that are of adequate size to serve potential users and that are well integrated with adjoining buildings and spaces.

UD29 Consider the needs of growing demographic and ethnic groups in the design of public space.

UD30 Connect large parks and open spaces to each other and to population concentrations, such as urban villages.

Healthy Food Goals and Policies

Urban Village Element

UV10.5: Encourage the location of grocery stores, farmers markets, and community food gardens to support access to healthful food for all areas where people live.

UV57.5: Create opportunities for people to experience the natural environment by including parks, forested areas, ((community gardens))urban agriculture (P-Patches, farms, orchards and community gardens), and viewpoints among the priority uses to be considered for the City's surplus properties.

Land Use Element

LU5.5: Seek opportunities to preserve active farms by employing mechanisms such as the transfer of development rights from regional farmland into the city.

Utility Element

U12: Pursue the long-term goal of diverting 100% of the city's solid waste from disposal by maximizing recycling, reducing consumption, preventing food waste, and promoting products that are made to be reused, repaired or recycled back into nature or the marketplace.

U12.5: Encourage residents to reduce food waste as a strategy to decrease utility expenses as well as to reduce fertilizer and pesticide use and greenhouse gas emissions.

Economic Development Element

ED11.5: Recognize the value of the local food system in sustaining the local economy and seek ways to expand this benefit by supporting our capacity to grow, process, distribute, and access local foods.

Human Development Element

HDG3.5: Strive to provide access to healthy, affordable food to all households in the city.

HD13.5: Seek to expand access to healthy food by encouraging better distribution and marketing of healthy options in a greater diversity of places and by addressing nutrition standards in City purchasing programs.

HD13.6: Encourage local food production, processing, and distribution through the support of home and community gardens, farmers markets, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.

HD13.7: Consider using City land, including parks and surplus property, to expand our capacity to grow, process, distribute, and access local foods.

Environment Element

E15.7: Encourage local food production as a way to decrease the environmental and climate impacts of the food production and distribution systems.

E12.5: Promote the reduction of the amount of pesticides, herbicides, and artificial fertilizers used for urban agriculture within the city.

E22: Work to achieve a sustainable urban forest that contains a diverse mix of tree species and ages in order to use the forest's abilities to reduce storm water runoff and pollution, absorb air pollutants, provide wildlife habitat, absorb carbon dioxide, provide shade, stabilize soil, provide food, and increase property values.

Amendments to the Land Use Element

C-6 Transit Communities

Discussion

Reliable, frequent transit service provides a meaningful opportunity to cultivate livable, equitable, and connected “transit communities” across Seattle. The City can leverage local and regional transit investments by aligning and coordinating land use policies and public investment to foster the development of strong residential and business communities oriented around transit.

Transit communities are complete, compact, connected places that offer a sustainable lifestyle, generally within a ten-minute walk of reliable, frequent transit. Not all transit communities will be the same, and the policies anticipate different categories of transit communities that vary in scale and intensity of use. However, all transit communities will include the following characteristics:

- Complete: A variety of people will live, work in, and/or visit each transit community, depending on its category. The transportation infrastructure makes it easy and safe for pedestrians and bicyclists to travel to and within the area. Residents, workers, and visitors are able to obtain a variety of goods and services within transit communities, again varying by category.
- Compact: Transit communities are designed so that a large number of people and activities are located close to transit service, creating a critical mass of people and activity that encourages safe streets and public spaces, and provides services for the surrounding neighborhood.
- Connected: Transit communities are internally accessible and are connected to other transit communities by reliable, frequent transit service. People have increased mobility choices without need for a car.

While transit communities range in scale and intensity of use, on the whole they tend to be more compact and connected than the surrounding area. The goal is that people who live, work, or attend school in a transit community enjoy enhanced livability in the form of diverse housing types; car-free access to goods, services, and jobs; a comfortable, safe, and connected system for walking and bicycling; high quality open space; and distinctive neighborhood culture and diversity. These components of livability create vibrant, walkable, sustainable communities.

Transit communities provide environmental, economic, and social benefits to individuals and to the greater community, including healthy lifestyle choices, lower transportation costs, reduced greenhouse gas emissions, and easy access to housing options, services, and jobs. In addition to informing priorities for City spending and land use planning, the transit communities policies can also support citywide goals for social equity and carbon neutrality.

Transit communities follow the core values and principles that guide this Plan. Since the adoption of this Plan and its urban village strategy in 1994, the region's investment in transit has grown to include commuter rail, light rail, streetcar, and bus rapid transit in addition to the bus and ferry systems that pre-dated the Plan.

By using "walkshed" methodology, the transit community policies provide a planning framework that focuses precisely on areas located near frequent transit service. This helps implement the urban village strategy, as well as other state and regional growth management goals. A walkshed is the distance that the average person is able to walk in ten minutes, which is about one-half mile. It is not mapped "as the crow flies", but using the existing street network. It also takes walking effort into account, since people will walk farther on level ground than on a steep slope, as well as the existence of barriers such as ravines or freeways. The boundary of a walkshed may be extended based on community input to include generators of pedestrian activity, such as a large employer or institution, business district, or light rail stations, which is nearby but does not meet the ten-minute walk criterion.

The urban village strategy will continue to be the central organizing principle for planning and distributing growth, and for setting priorities for infrastructure investments and land use planning efforts. Transit communities will not replace urban villages, and most transit communities will be located within urban villages and centers. However, they will not be located within Manufacturing and Industrial Centers, which are intended to be industrial job centers, and which by the nature of industrial land uses are neither complete nor compact.

Once designated, a transit community would be considered as an area where growth is expected, similar to an urban center or village. Transit communities may be located inside an urban center or village, straddle the boundary of an urban center or village, or in a few cases be completely outside an urban center or village. Location of a transit community partly within an urban center or village may serve as the basis for expanding or refining the boundaries of the urban center or village. In a similar way, a transit community located outside of a current urban center or village could be designated as a new urban village with an assigned growth target.

Through a planning process for establishing transit communities, the City would involve neighborhood stakeholders and seek their recommendations for refinements of transit community boundaries, designation of the transit community category, potential zoning and design guidelines changes, and investment needs and priorities.

Another part of the planning process for establishing transit communities is to identify the improvements that are needed to support the creation or enhancement of a complete, compact, and connected communities. These needs would be given priority when City investment decisions are made. For example, a transit community would be considered a high priority for sidewalk improvements that make it easier to access

frequent transit service. In addition, social equity factors in transit communities, including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates, could be considered in setting public investment priorities. For example, in considering applications for Housing Levy funding for low-income housing projects, locations within transit communities could be given higher priority.

Transit community designations will ultimately be adopted as part of the Future Land Use Map in the Comprehensive Plan.

Goals

- LUG 60 Create transit communities that are complete, compact, connected places within easy walking distance of reliable, frequent transit that provides service to multiple destinations.
- LUG 61 Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.
- LUG 62 Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.
- LUG 63 To take advantage of high concentrations of jobs and residents, prioritize investments and infrastructure improvements in transit communities, as part of the urban village strategy.
- LUG 64 Provide opportunities for residents of transit communities to lower their cost of living by providing safe and convenient walking or transit access to employment, education, and goods and services to meet their daily needs.
- LUG 65 Seek to provide equitable access to frequent and reliable transit service, and to preserve opportunities for a broad cross-section of socio-economic groups, ethnicities, and household types to live and work in transit communities. Encourage targeted use of incentive zoning and other tools and resources to curb potential displacement from transit communities of low-income, special needs, immigrant, and refugee populations, as well as culturally significant institutions or businesses, due to price increases and development associated with new transit facilities and increased investment.

Policies

- LU270 Identify potential transit communities by determining the following types of transit nodes that are located outside of Manufacturing and Industrial Centers, where multiple destinations are easily and directly accessible via frequent and reliable transit service:

- 1) Light rail stations;
- 2) Places where two corridors that currently provide frequent transit service intersect, as shown in either red, orange, or yellow on the Frequent Transit Network map (Figure 4-1 in the Seattle Transit Master Plan), as updated to show actual 2012 frequent transit service levels;
- 3) Existing multimodal hubs and transportation centers shown in Figure 5-5 in the Seattle Transit Master Plan.

LU271 Once potential transit communities are identified according to LU270, apply the following two factors to determine whether these areas should be designated as transit communities. These factors will be weighted to recognize differences in the scale of the facilities that generate pedestrian trips and the magnitude of expected population and employment growth.

- 1) Existing land uses that generate pedestrian demand, which could include major employers such as hospitals and large office buildings; colleges and universities; community facilities such as libraries, parks, and community centers; retail and service uses; multifamily housing; and tourist and entertainment attractions such as the Pike Place Market and sports stadiums.
- 2) Population and employment forecasts. Forecasts of the amount and location of future jobs and housing units provide estimates of future pedestrian demand.

LU272 For areas that meet the transit community criteria in Policies LU270 and LU271, create proposed transit community boundaries that are generally within a ten-minute walkshed of the nodes described in LU 270. A walkshed is the distance that the average person is able to walk in ten minutes (about one-half mile), using the existing street network, taking into account walking effort and the existence of barriers such as ravines or freeways. A walkshed may include community-identified generators of pedestrian activity that are nearby but do not meet the ten-minute walk criterion.

LU273 Designate categories of transit communities that describe the different levels of activity, scale and type of development, and other characteristics, as a tool to support current and future planning efforts.

LU274 Identify stakeholders in proposed transit communities, including neighborhood, business, community, and nonprofit organizations, and involve them in refining the boundaries of the transit community, designating the transit community category, planning potential zoning and design guideline changes, and identifying investment needs and priorities. Involve existing organizations, councils, and networks where possible, especially in urban villages and urban centers.

LU275 Consider the integration of transit communities into urban center and urban village boundaries, in order to promote predictable growth patterns and set investment priorities that are consistent with the urban village strategy.

LU276 Prioritize and focus city investments in transit communities to provide affordable housing, transportation improvements, additional open space, and other needs that support complete, compact, and connected transit communities. Consider social equity factors including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates in the prioritization process.

Broadview/Bitter Lake/Haller Lake

Neighborhood Plan

Public involvement

BL-G1 A community where residents, businesses, community organizations, and property owners are involved throughout the implementation of the neighborhood plan.

Utilities

BL-G2 Environmentally sound sanitary sewer, storm water, and drinking water systems throughout the Broadview, Bitter Lake and Haller Lake neighborhoods that are well-maintained and adequate to serve the current and future population.

BL-P1 ~~((Seek to i))~~Integrate the area's formal and informal drainage and storm water systems with the appropriate basin or citywide system.

BL-P2 ~~((Explore new tools, including land use tools, to))~~Use ~~((provide))~~ environmentally sensitive solutions to resolve drainage and wastewater challenges, such as by encouraging groundwater infiltration ~~((including those created by additional))~~where ~~((paving))~~paved surfaces predominate.

BL-P3 Create system-wide drainage infrastructure that enables the construction of "complete streets" along arterials, while also linking individual green stormwater infrastructure improvements.

BL-P4 Design sustainable drainage solutions that provide for adequate sidewalks on both sides of streets and planned bicycle facilities.

BL-P5 Plan, provide and maintain adequate utility services in collaboration with the community.

Transportation

BL-G3 A community where neighbors are able to comfortably walk and bicycle from residential areas to Aurora Ave. N., other area business districts, schools, parks, churches, community facilities, and other neighborhood focal points via a connected network of sidewalks, pathways, and bicycle facilities~~((trails))~~.

BL-G4 An attractive and functional streetscape on Aurora Ave. that includes safe sidewalks and crossings, facilities encouraging reliable transit, freight mobility, safe auto access, landscaping and drainage.

BL-G5((4-Adequate)) Develop a comprehensive and safe network of "complete streets" (multi-modal) ((~~transportation networks~~))that supports access and mobility for((the residential)) residents and business customers and employees.

~~((BL-G5 Facilities for pedestrians and bicyclists and opportunities for accessible and safe walking and bicycling in the Broadview, Bitter Lake and Haller Lake neighborhoods.))~~

BL-G6 Efficient vehicular movement through north/south and east/west transportation corridors.

BL-G7 A neighborhood in which regional traffic does not have a serious impact on local streets.

BL-G8 Transit systems that provide convenient and fast local and regional transportation, connecting the urban village and surrounding residential areas to the rest of the city and region.

BL-G9 Aurora Ave. is designed to serve the communities and development along it as well as local and regional transportation needs.

BL-G10 Aurora Ave. will be a high capacity transit (e.g. bus rapid transit) corridor.

BL-P6((3-Work))Involve ((with local))community organizations, schools, property and business owners, residents, and other interested parties ((toward))in the design of ((providing))safe and efficient auto, bus, freight, bike and pedestrian access in neighborhoods and to local businesses, schools and other public facilities ((by auto, bus, bike and foot)).

BL-P7((4)) ((~~Seek to develop~~))Develop funding sources to design, construct, and maintain a network of "complete streets" that provide accessible pedestrian walkways, including sidewalks along arterial streets. ((and))

BL-P8 Develop funding sources to design, construct and maintain pedestrian pathways that will link residents to the ((arterial))"complete streets" network and other community focal points, including schools and transit stops.

BL-P9((5)) Work with the State, King County Metro, and the community to fund the design and construction of Aurora Ave. improvements to provide ((consider safe))sidewalks and pedestrian crossings, frequent and fast transit, and adequate drainage((of Aurora Avenue North and other arterials that are accessible to all neighborhood residents)).

BL-P10((6)) Develop funding sources for the design and construction of ((Designate a))the network of bicycle ((bike paths and trails))facilities recommended in the Bicycle Master Plan that will connect((ing residential neighborhoods in the)) Broadview, Bitter Lake and Haller Lake residential neighborhoods with community destinations as well as regional trails and other nearby urban villages.

BL-P11((7 Seek)) Use design and traffic circulation strategies that((to)) keep residential streets ((quiet and safe))free from excessive traffic volumes and speed.

BL-P12((8 Work with the State to identify opportunities for improvements to vehicular circulation on)) Improve the capacity of Aurora Avenue ((N))to support access by transit, pedestrians, bicycles and automobiles, while maintaining freight mobility.

BL-P913 Seek opportunities to make Design future circulation improvements for vehicular circulation along other arterials in the area to balance vehicular, pedestrian and bicycle circulation.

BL-P14 Encourage future vehicular circulation improvements along other arterials in the area that balance pedestrian and bicycle circulation.

BL-P15((9)) Work with transit providers to provide safe, accessible and convenient transit stops.

Land Use and Housing

BL-G11((9)) A community where new development is environmentally friendly, ((and))supports pedestrians, ((containing))contains a wide range of housing types and income levels, and ((accommodating))accommodates ((a diverse set of))businesses ((providing))offering a diverse selection((range)) of products and services.

BL-P16 Plan for Broadview-Bitter Lake-Haller Lake's growing age, household, and ethnic diversity so that a range of affordable housing types are made available to a variety of residents including individuals, couples, and families of varying ages within the urban village.

BL-P17 Plan and design commercial developments, parks and schools to be walkable places using such methods as interior sidewalks linking building entrances to each other and to adjacent sidewalks, pedestrian-scale lighting, limiting the size of buildings to create block-sized pattern of development, and orienting development toward public streets.

BL-G12 A hierarchy of vibrant commercial centers: regional (Aurora Ave.); urban village (Linden Ave.); and neighborhood (Greenwood Ave. nodes).

BL-G13 Create a vibrant mixed-use "town center" along Linden Avenue that supports a greater range of neighborhood-serving shops and services, and high quality dense residential housing serving a wide range of income levels.

BL-P18 Strengthen Aurora Avenue as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.

BL-P19 Use economic development strategies to organize, attract and assist neighborhood servicing businesses to Broadview-Bitter Lake-Haller Lake.

BL-P20 Support business and residential growth in the Greenwood Avenue business nodes at N. 125th and between N 143rd and N 145th to enhance the vitality of these smaller neighborhood centers.

BL-P21((12 Explore developing)) Take steps toward developing Stone Avenue North into a green corridor, planted with trees and landscaping, to provide((ing)) a transition between commercial uses and the Haller Lake residential area.

BL-P22((3 Encourage the preservation)) Preserve ((ef))existing open space and study the creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.

BL-P23((14 Seek to)) Use the permitting and environmental review processes to minimize or mitigate the impacts of commercial and higher density residential uses on nearby single family residential areas.

BL-P24((15)) Encourage ((single-family and multi-family housing))design and ((siting))site planning ((to))of single-family and multi-family housing that fits ((in))with the surrounding neighborhoods.

BL-P25((16 Encourage)) Develop and use ((the use of))neighborhood design guidelines to help establish an urban design vision for Linden Ave., to guide multi-family and commercial ((land uses))development that enhances the pedestrian environment, and to ((provide))ensure appropriate transitions between single family neighborhoods and denser commercial areas.

BL-P26((18 Explore mechanisms to prevent)) Develop regulations, incentives and educational materials to minimize lot clearing and ((provide for))ensure creative site designs that ((encourage the retention of))retain mature trees.

Recreation

BL-G13((0)) A community where a system of safe and well-maintained pocket parks, playgrounds, gardens, public plazas, and larger parks take advantage of natural amenities such as lakes, creeks, and the shores of Puget Sound.

BL-P27 Reinforce and expand parks and open spaces through partnerships and other strategic efforts.

BL-P28((19 ~~Seek to turn~~)) Coordinate future capital improvements so that Linden Avenue N((into)) becomes a greener corridor ((which provides))with a neighborhood “village center” focal point and opportunities for recreation.

BL-P29 Enhance the “neighborhood feel” of Linden Avenue North area by creating more gathering places for community members to meet.

BL-P30((20 ~~Seek opportunities to provide~~)) Increase public access to public water bodies.

BL-P31((24 ~~Work with~~)) Include the Seattle School District, community organizations, property owners, residents, and parents of school children in planning to provide attractive public facilities in the Broadview, Bitter Lake and Haller Lake neighborhoods.

BL-P32((22)) Continue to offer excellent public services at neighborhood City facilities.

Public Safety

BL-G14((4)) A community where residents feel safe and the community works with safety officers to reduce crime.

BL-P33((23 ~~Explore opportunities to i~~)) Increase the visibility of law enforcement efforts and maintain an adequate presence of officers within the city and community.

BL-P34((24 ~~Work with~~)) Include community organizations, property and business owners, residents, and other interested parties ((to))in identifying high crime areas and targeting appropriate City and community resources.

BL-P35((25)) Provide community safety programs, such as block watch and emergency preparedness,((and develop)) and implement additional crime prevention measures, such as increased lighting of public spaces.

Natural Environment

BL-G15((2)) A community where government agencies, community and environmental organizations, property and business owners, residents, and other interested parties work together to preserve, restore, and enhance our area's natural resources, including our lakes, creeks, and watersheds, and protect habitat for fish, birds, and other wildlife.

BL-P36((26)) Use the design process and environmental ((R))review ((and))to identify ways to mitigate environmental impacts resulting from activities at City facilities, as appropriate.

BL-P37((27 ~~Seek to create~~)) Create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.

BL-P38((28 ~~Work with~~)) Include the community, property owners and other public agencies ((to))in identifying tools to improve air and water quality, reduce noise pollution and remediate environmental impacts of current and past activities, as appropriate.

Community Development

BL-G16 Support a resilient community rich in different ages, incomes and household types.

BL-P39 Create a unified name and identity for the Broadview-Bitter Lake-Haller Lake area, reflecting its history, to nurture neighborhood pride and motivate various groups to come together as one community.

BL-P40 Create more opportunities for people to come together where they can meet and get to know their immediate (within a block or so) neighbors.

Urban Agriculture

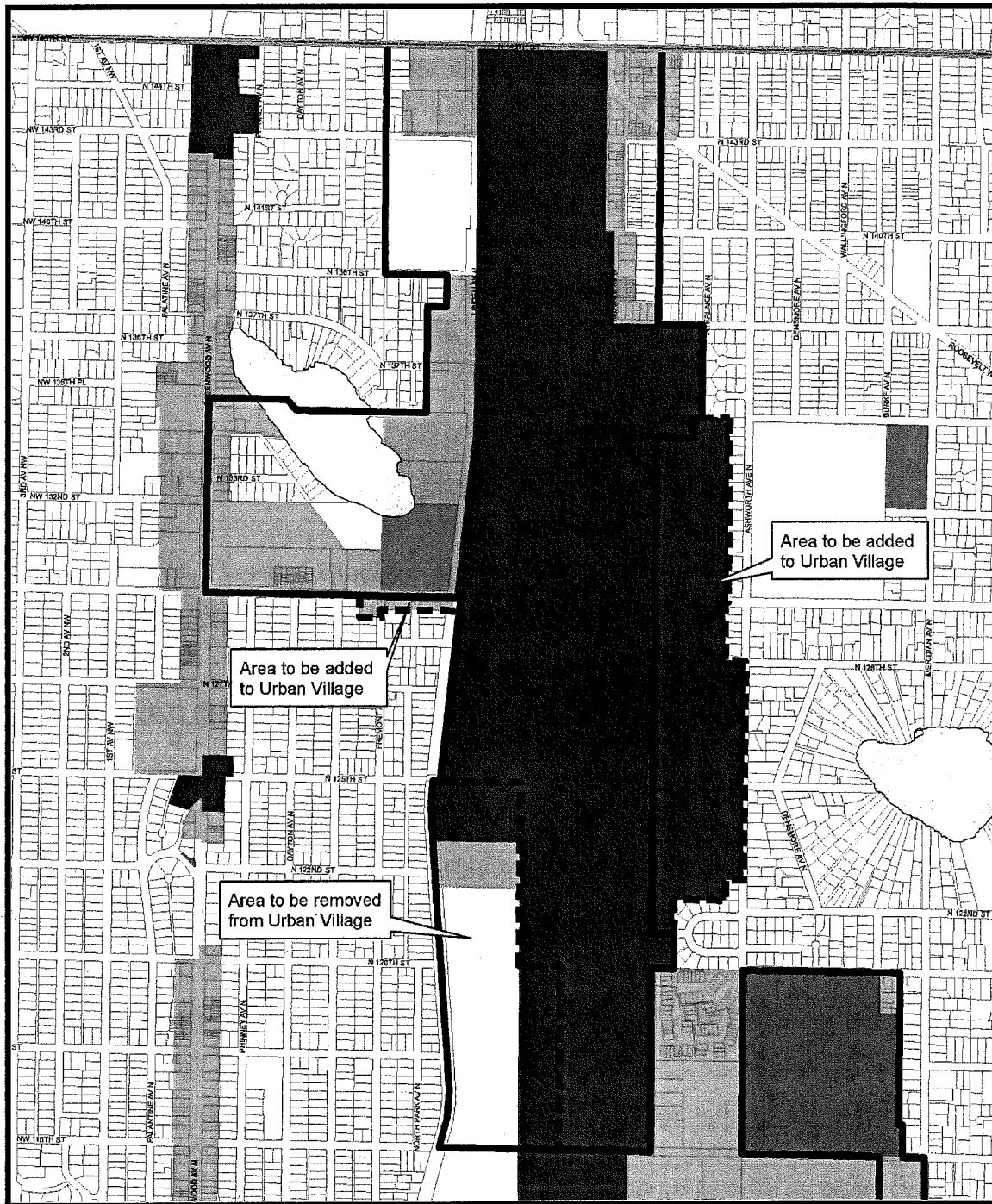
BL-G17 Stores, restaurant, and schools that provide healthy food choices.

BL-G18 An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources.

BL-P41 Expand access to locally grown food, by attracting farmers' markets and a wider range of grocery stores.

BL-P42 Create opportunities for the community to learn how to establish and maintain urban agriculture practices in the neighborhood through projects such as P-Patches and community gardens, as well as on private property.

Bitter Lake Village Urban Village Proposed Changes to Urban Village Boundary



Date: 11/27/2012

Rainier Beach

Neighborhood Plan

Land Use

RB-G1 A diverse and vibrant neighborhood composed of pedestrian-friendly, transit-connected business districts and affordable and attractive residential areas.

RB-G2 For Rainier Beach, the “town center” is an interconnected and vibrant set of places where the community comes together. These places reflect the diverse cultures, histories, and traditions that collectively give Rainier Beach its identity.

RB-P1 Encourage the revitalization of the S. Henderson Street corridor as a safe and attractive conduit between the ~~((future))~~ light rail station at Martin Luther King, Jr. Way S. and the commercial center along Rainier Avenue South.

RB-P2 Seek to promote transit-oriented development around Rainier Beach’s ~~((proposed))~~ light rail station at Martin Luther King, Jr. Way S. and South Henderson Street.

RB-P3 Encourage mixed-use housing and commercial development in the “Beach Square” area bounded by S. Henderson Street to the north, Rainier Avenue South to the south and west, and Seward Park Avenue South to the east.

RB-P4 Seek to preserve the character of Rainier Beach’s ~~((all))~~ single family zoned areas ~~((character))~~. Encourage residential small lot opportunities within single-family areas within the designated residential urban village ~~((and i))~~. In the area within the residential urban village west of Martin Luther King Way ((Boulevard))S., permit consideration of rezones of single-family zoned land to ((the Lowrise Duplex Triplex (LDT), Lowrise 1 (L1), or Lowrise 2 (L2)))mixed-use designations.

RB-P5 Encourage the City to support rezones within the Rainier Beach Residential Urban Village for projects that:

- A. meet the overall community vision,
- B. promote redevelopment of underutilized and derelict sites, and
- C. result in pedestrian-friendly, well designed new buildings.

Transportation and Transit Facilities

RB-G3~~((5))~~ A community with safe streets, pedestrian- and bicycle-friendly facilities, and an efficient, multi-modal transit system that supports access to shops, schools, services, places of worship, etc. that are necessary to lead a healthy lifestyle, and connects

Rainier Beach residents and employees to other parts of the Rainier Valley and the region. A safe walking environment should be free from crime, and protected from motorists. It should also include amenities such as landscaping, street trees and public art that contribute to an enjoyable environment.

RB-G4 Integrated transportation improvements that serve the community.

RB-P6((18)) Improve residential streets to best serve residential neighborhoods.

RB-P7((19)) Seek to promote non-motorized travel throughout Rainier Beach by providing facilities for pedestrians and bicyclists (as outlined in the Southeast Transportation Study, and Pedestrian and Bicycle Master Plans), particularly at the business node, along the S Henderson Street corridor, near the ((future))light rail station, and around the "Beach Square" commercial core.

RB-P8((20)) Explore a range of alternative transportation modes and solutions that would support the concepts of sustainability and environmental responsibility.

RB-P9((21)) Seek to strengthen provisions for code enforcement of transportation related violations such as speeding, and parking violations.

RB-P9 Coordinate transportation improvements with other infrastructure and programmatic actions (such as public art, parks, or economic development) so that those improvements contribute positively to the neighborhood's identity.

Housing

RB-G5((2)) A community that meets the housing needs of its economically diverse and multicultural population and provides opportunities at all economic levels.

RB-G6 Retain and develop affordable (low and moderate income) housing, especially where such housing is accessible to transit.

RB-P10((6)) Encourage ((affordable and))attractive multifamily development, affordable to the neighborhood's economically diverse population, particularly along Rainier Avenue South from South Holly Street to South Cloverdale Street, and as part of South Henderson Street revitalization efforts.

RB-P11((7)) Seek to preserve ((Rainier Beach's))the economic, racial/ethnic, and cultural diversity ((and multicultural))of Rainier Beach's population by providing affordable housing, including home-ownership opportunities, through capital funding and incentive programs (e.g. Multifamily Tax Exemption), and land use((and))zoning tools, including, where appropriate, rezones((ing)).

RB-P12((8)) Seek to promote townhomes and mixed-use buildings as the preferred development pattern for meeting the housing ((projected))growth target for the Rainier Beach ((within the))residential urban village.

RB-P13((9-Seek to-a)) Address the causes of the perception of crime, the lack of personal safety, and the detracting from Rainier Beach's community character ((f))such as by cleaning up((addressing)) derelict residential properties((and minimizing non-conforming and criminal uses)).

RB-P14 Increase opportunities for home-occupation, and live-work development that allows ground floor business including small-scale retail and services in the station area and along S. Henderson St.

RB-P15 Encourage affordable family sized units through incentives, direct City funding, and reuse of publicly owned property.

Capital Facilities

RB-G7((6)) A community with a variety of parks and open spaces, civic facilities, waterfront access, and a trail system that promotes the existing open space sites, and the enjoyment of new public spaces.

RB-P16 Support the Rainier Beach Urban Farm and Wetland Project to convert the Parks Department's Atlantic Street Nursery into an urban farm and wetlands restoration project.

RB-P17((22)) Seek to retain existing parks and recreation facilities, and strive to improve maintenance of these facilities.

RB-P18((23)) Recognize the importance of ((improving))actively programming, strengthening connections to the community and maintaining the Rainier Beach Community Center and South Shore Middle School to help foster a civic core.

RB-P19((24))Seek to promote the development of pedestrian trails that connect residential areas to the commercial core, and bring pedestrians from the Rainier View neighborhood down to the lower Rainier Beach valley.

RB-G8 Connected parks and open space that serve the community.

RB-P20 Improve connections to, and circulation within, public spaces (South Shore k-8, Rainier Beach Playfield, Rainier Beach High School and between Beer Sheva and Pritchard Beach).

RB-G9 Use the arts and public art, in particular, to engage and express Rainier Beach's cultural diversity.

RB-P21((5)) Seek to include art created by local artists, and that includes the input of ethnic and minority communities in exploring themes and locations, in public works construction projects in Rainier Beach.

RB-P22((6)) Seek to ensure coordination between City departments, private service providers and volunteers for the maintenance, cleaning, and general landscape upkeep of Rainier Beach's public streets and civic areas.

Economic Development

RB-G10((4)) A revitalized commercial business core that attracts the patronage of local and citywide residents and employees through an attractive, safe, and clean built environment.

RB-P23((45)) Seek to promote "Beach Square" as Rainier Beach's hub of commercial retail activity.

RB-P24 Support and expand the existing character and diverse mix of small-scale, minority and immigrant-owned businesses nodes around Rainier Ave S and S Rose Street; Rainier Ave South and 56th/57th Ave. South; and the rail station.

RB-P25((46)) Encourage partnerships among local housing providers, community development corporations, neighborhood and business organizations, and the City to assist with economic revitalization in Rainier Beach.

RB-G11 A strong local economy for Rainier Beach.

RB-G12 Strong entrepreneurship that creates jobs and grows the local economy

RB-P26 As part of community development, seek to provide programs that equip individuals and families with the tools for achieving sustainable wealth creation; managing their money; making sound financial decisions; and building wealth.

RB-P27 Consider strategies for employing youth when funding and implementing economic development programs.

RB-P28 Encourage Sound Transit to develop its properties south of the rail station in ways that create permanent, well-paying jobs.

RB-P29 Build on the asset of community diversity and consider the specific needs of minority and immigrant-owned businesses when undertaking economic development.

RB-P30 Use streetscape improvements to enhance the character of the town center and support small, locally-owned businesses located there.

Human Development

RB-G13 Strong schools with excellent programs and strong enrollment, that encourage and support the educational development of exceptional students.

RB-G14((3)) Education is integrated as an innovative and connected learning system into all levels of community life for all residents, resulting in the empowerment of the community and the promotion of lifelong learning.

RB-P3((40)) Create strong partnerships between Seattle School District and the City of Seattle to support capital and programmatic improvements for schools in the Rainier Beach area.

RB-P32((44)) Integrate the concept of life-long learning including education and job-related activities into the programs provided by the schools and by the neighborhood's entire educational system.

RB-P33 Seek to attract a community college facility that serves the Rainier Beach community in order to offer local college level studies and to establish connections to four-year colleges.

RB-P34((42)) Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.

RB-P35((43)) Seek to facilitate and improve the participation of parents and adults in the neighborhood schools by encouraging formation of active PTAs and by outreach to the non and limited English-speaking population of Rainier Beach.

RB-P36((44)) Encourage a community grass-roots approach to involve religious organizations and other influential organizations in community education issues.

RB-G15 Strong institutions and activities that engage and support Rainier Beach youth.

RB-G16 Ready access to healthy food.

RB-G17 Community-based implementation of neighborhood plan recommendations and other community projects.

RB-G18 Neighborhood spaces that support Rainier Beach's many cultures.

RB-G19 Arts and public art, in particular, are used to engage and express Rainier Beach's cultural diversity.

RB-P37 Work with existing community organizations and/or create new community organizations to implement plan update recommendations.

RB-G20 A positive identity for Rainier Beach based on its unique strengths.

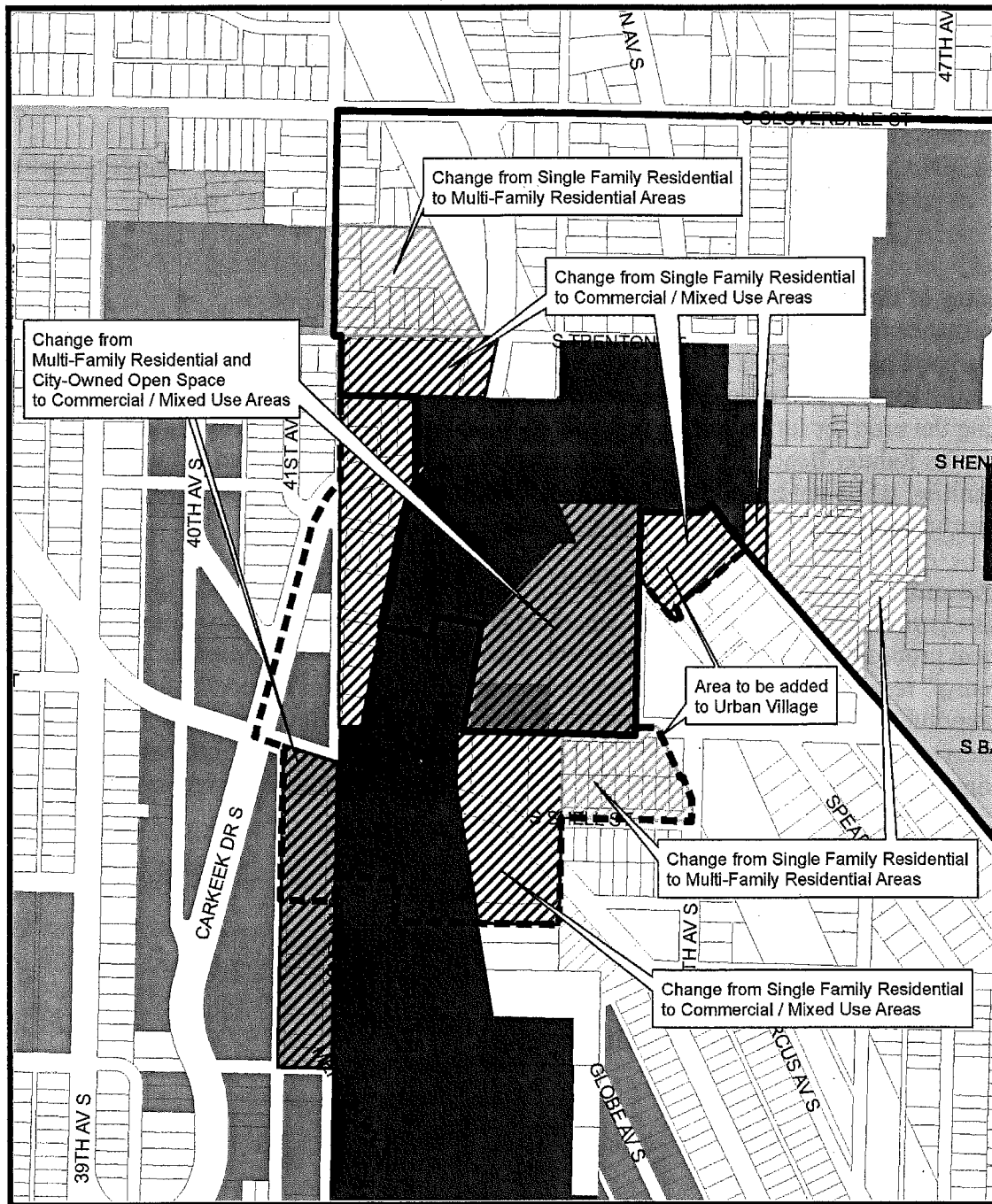
RB-P38 Use public relations strategies to highlight Rainier Beach's community identity as a thriving and interconnected community with diverse households and supported by strong social and cultural institutions and services.

RB-G21 A safe Rainier Beach neighborhood.

RB-P39 Improve public safety when implementing any project or program within the community.

RB-P40 Build and sustain a positive relationship between Seattle Police and the diverse cultures in Rainier Beach.

Rainier Beach Urban Village Proposed Changes to Future Land Use Map and Urban Village Boundary



Dashed line = proposed new Urban Village boundary; cross-hatch = proposed new land use designations

FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Planning & Development	Tom Hauger/4-8280	Melissa Lawrie/4-5805

Legislation Title:

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes proposed as part of the 2012-2013 Comprehensive Plan annual amendment process.

Summary of the Legislation:

The ordinance makes several amendments to the Comprehensive Plan, including updates to two neighborhood plans, new sets of policies on climate change, urban design, transit communities and healthy food. Updates to the neighborhood plans change the Future Land Use Map, implying the need for future rezone that will alter the type and density of development that could occur in the Rainier Beach and Bitter Lake urban villages. Policies related to transit communities, while not linked to specific locations, could result in increased City investment for infrastructure and amenities near transit stations.

Background:

State law permits the Comp Plan to be amended only once a year. The City Council has adopted an annual procedure for reviewing suggested amendments in the spring/summer and adopting a "docketing" resolution that identifies topics from those suggestions to receive further consideration. Based on department review of those topics, the Mayor recommends an ordinance to amend the Plan in the 4th quarter for Council action in the 1st quarter of the following year. The ordinance addressed by this fiscal note represents the recommendations for Council action in early 2013.

Please check one of the following:

 X This legislation does not have any financial implications.

 This legislation has financial implications.

Other Implications:

a) Does the legislation have indirect financial implications, or long-term implications?

This ordinance could have long-term financial implications because some of the Comprehensive Plan amendments it includes suggest changes to either the levels of – or priorities for – funding for certain activities, such as encouraging more construction of pedestrian, bicycle and transit facilities, or concentrating City-sponsored amenities near transit stations.

b) What is the financial cost of not implementing the legislation?

There is no financial cost of not adopting this legislation.

c) Does this legislation affect any departments besides the originating department?

The Comprehensive Plan provides broad guidance to several departments that have roles in managing or serving development. Particular policies in this legislation address reducing carbon emissions and call on the City to build infrastructure that would facilitate travel by pedestrians, bicycles and transit, which over time could alter spending priorities in SDOT, if not increase its expenditures. Similarly, policies for the revised Bitter Lake and Rainier Beach neighborhood plans call on SPU to develop a system-wide approach to drainage that will alleviate drainage problems and enable other improvements in the right-of-way.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives? The Comprehensive Plan is the document state law designates for articulating City policy about matters affecting how the City manages growth. If the elected officials determine they want to make these policy adjustments, this ordinance is the only way to accomplish that.

e) Is a public hearing required for this legislation?

Yes, City Council will hold a public hearing in early 2013.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

This legislation is subject to review under the State Environmental Policy Act (SEPA), and DPD has already published notice of a SEPA determination of non-significance (meaning no environmental impact statement required) in the DJC. Notice of the public hearing will also appear in the DJC.

g) Does this legislation affect a piece of property?

The ordinance does not affect a particular property; the Comp Plan has general effects across the entire city. Two sets of this year's amendments apply to specific neighborhoods – Bitter Lake and Rainier Beach – but even for those neighborhood



planning areas, policies do not apply to individual properties.

h) Other Issues:

List attachments to the fiscal note below:





City of Seattle
Office of the Mayor

December 11, 2012

Honorable Sally J. Clark
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Clark:

I am pleased to transmit the attached proposed Council Bill that contains amendments to the City's Comprehensive Plan. My recommended amendments include updates to two neighborhood plans, a new urban design element, new policies related to climate change, transit communities and healthy food. I am also proposing to add a new discussion in the Plan's Container Port Element, and additional language in the Economic Development Element to recognize the role of recreational boating as a tourism-related economic activity.

Earlier this year Council identified several potential amendment topics in Resolution 31396 for further consideration this year. The attached Council Bill contains the topics from that resolution that warrant inclusion in the Comprehensive Plan. The proposed policies related to climate change, urban design and transit communities are the first phase in the major review that state law mandates the City conduct by 2015. Together, these three sets of policies describe shifts in emphasis for the Plan's approach to managing growth.

The Comprehensive Plan continues to provide fundamental guidance about how we want to shape growth in Seattle, and the recommended amendments enhance that guidance. Thank you for your consideration of this legislation. Should you have questions, please contact Tom Hauger at 684-8380.

Sincerely,

Michael McGinn
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

