Director's Report

2013 Amendments to the Seattle Comprehensive Plan

Department of Planning and Development
November 2012

City of Seattle
Department of Planning and Development

November 29, 2012

Dear Reader:

This report provides analysis and recommendations on the proposals received for amending the Comprehensive Plan in the 2012-13 annual amendment process. Accompanying the report is the Mayor's proposed ordinance for the amendments he recommends for adoption.

This year the amendment proposals came from interested citizens, the Port of Seattle, the Planning Commission and City departments. Upon reviewing the proposals, City Council adopted Resolution 31396 in August 2012 defining which amendment proposals would receive further analysis this year. This report provides the results of that analysis and the Mayor's recommendations regarding the proposals.

The City Council will schedule a public hearing on the ordinance in early 2013.

You may send comments on the ordinance to:

Councilmember Richard Conlin
City Hall
600 4th Avenue, 2nd Floor
PO Box 34025
Seattle, WA 98124-4025

You may also email City Council staff at complan@seattle.gov or Tom Hauger of DPD at tom.hauger@seattle.gov.

Sincerely,

Diane M. Sugimura,
Director

Director's Report on the Mayor's Recommended Comprehensive Plan 2013 Annual Amendments

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Director's Report on the Mayor's Recommended
Comprehensive Plan
2013 Annual Amendments

Introduction

This document describes the Mayor's recommendations for amending the City's Comprehensive Plan. The Comprehensive Plan ("Comp Plan," or "Plan") is a collection of goals and policies that guides City actions for managing future population, housing and employment growth. The Plan is a requirement of the state Growth Management Act (GMA), which calls for most counties and cities in the state to prepare plans showing how they will accommodate the state's projected population growth. Each Comp Plan needs to show how a city will accommodate the population growth forecast to occur in the coming 20 years.

GMA limits the City to amending the Plan only once a year. Because of this limitation, Seattle bundles amendments into a single package for the City Council to consider one time each year.

Seattle's Comprehensive Plan

The City first adopted the Comprehensive Plan in 1994 and conducted a review and update of the Plan in 2004, extending the Plan's horizon to 2024 and planning for revised growth estimates. GMA calls the chapters of the Comp Plan "elements" and requires that all comp plans include six elements – land use, transportation, housing, capital facilities, utilities and economic development. GMA also allows cities to add other elements. GMA also requires that certain cities, including Seattle, have elements in their plans that address marine container ports. In addition to the required elements, Seattle has chosen to include elements related to urban villages, neighborhood planning, human development, cultural resources and the environment in the City's Plan.

The City has amended the Plan most years since it was first adopted. The City follows a process each year for individuals, groups, elected officials, City Councilmembers and City departments to propose updates to address changing conditions so the plan will reflect ongoing work, new policy direction or new information. The Council then follows a two step process. In the first step, the Council decides which of the suggested amendments should be examined further and adopts a resolution directing DPD to analyze those. After DPD completes its analysis, it works with the Mayor to prepare recommendations regarding amendments for the Council to consider. The Council reviews the Mayor's recommendations, holds a public hearing and adopts an ordinance amending the Plan.

GMA requires cities to review and update their comprehensive plans on a regular basis. The deadline for Seattle to update its Plan is 2015. In May of 2012 City Council adopted Resolution 31370 that identified a schedule for the City to review and update the Plan in phases as part of the annual amendment processes through 2015.

As part of the first phase of reviewing the Comp Plan, the resolution said that the City should develop "more explicit urban design considerations; policies related to the City's Climate Action

Plan; policies regarding appropriate development types and densities near existing and planned transit investments; and policies that encourage equitable access to healthy food." Examining these topics provides an opportunity to fine tune and add new emphases to themes the Plan already addresses. The key theme is to direct most of the expected population and employment growth into defined growth areas and to create a sufficient density of residents and commercial services to support active, vibrant communities where people can walk, bike or use public transit to meet many of their daily needs.

On August 13, 2012 City Council adopted Resolution 31396 to identify the amendments they wanted DPD to analyze. This resolution identified 11 potential policy topics for further consideration. DPD and other City departments have analyzed the potential amendments in that resolution and have formulated the recommendations that this report describes.

Summary of Recommended Amendments

Based on DPD's evaluation, the Mayor recommends that City Council adopt the following amendments to the City's Comprehensive Plan:

Climate Action
Add policies to the Environment Element providing further guidance for how the City should shape land use and transportation in order to reduce the amount of greenhouse emissions produced in the city.

Urban Design
Establish a new Urban Design Element containing policies about how the City's expected growth can respect Seattle's natural and built environment, enhance neighborhood character and vitality, and provide attractive and usable public spaces and connections.

Healthy Food
Add policies to the Land Use, Economic Development and Human Development Elements that indicate the City's support for residents to have access to healthful, locally grown food.

Transit Communities
Include new policies in the Land Use Element to show the emphasis the City wants to place on directing growth and investments to locations with frequent transit service.

Broadview – Bitter Lake – Haller Lake Neighborhood Plan
Revise goals and policies in this neighborhood plan, as well as the Future Land Use Map, based on extensive work with the community over the past two years.

Rainier Beach Neighborhood Plan
Revise goals and policies in this neighborhood plan, as well as the Future Land Use Map,, based on extensive work with the community over the past two years.

Container Port Element – Introduction
Add new discussion to the Container Port Element to provide context and background information to the existing policies.

Recreational Boating Industry
Add language to existing policies to recognize recreational boating as a contributor to the City's tourism economy.

Recommended Amendments

Climate Action Plan

Element: Environment

Submitted by: The Executive

Proposed Amendment: The proposal is to add several new policies in the Environment Element directing the City to provide infrastructure for transit, pedestrians and bicycles in order to reduce reliance on single-occupant vehicles for travel throughout the city. It also includes policies aimed at reducing the greenhouse gas emissions associated with the energy used in buildings and with solid waste produced in the city. The proposal also adds language to the Discussion section of the Urban Village Element to reinforce the relationship between the strategy of concentrating growth in the city and the reduced production of greenhouse gases.

Background: In 2011, City Council adopted a goal of reaching net zero greenhouse gas emissions by 2050, and in 2012, the City Council adopted into the Comprehensive Plan more specific numeric goals for reducing the amount of greenhouse gas that the transportation, building and waste sectors produce. The City is in the process of updating its Climate Action Plan, a document describing actions the City can take to meet those goals.

Analysis: Over the past year the City's Office of Sustainability and the Environment and its consultants have been conducting research to determine how far the City could reduce the amount of greenhouse emissions produced in the city and what practical steps it could take toward achieving those reduced emissions. The Mayor appointed a Green Ribbon Commission to consider and recommend short- and long-term actions the City could take to achieve the adopted goals.

Recommendation: Amend the Plan to revise the Discussion in the Urban Village Element and include additional policies in the Environment Element, as shown in Attachment A.

Urban Design

Element: Proposed new Urban Design Element

Submitted by: DPD

Proposed Amendment: The proposal is to add a new element into the Plan to provide broad guidance for how the City's future planning, regulations and investments could respect and enhance Seattle's natural and built environment, enhance neighborhood character and vitality, and provide attractive and usable public spaces and connections.

Background: Since the City first adopted the Comp Plan, design professionals and others interested in the long-term physical future of the city have periodically suggested that the Plan should provide a framework for defining the essential characteristics of Seattle's physical setting and character, and establish policies to help ensure that future development builds on that setting and character. In 2011, AIA Seattle, a professional association of architects, allied professionals, and laypeople offered to organize a committee of its members to help shape the design issues pertinent to the Comp Plan. Through a series of workshops, these volunteers helped to identify key themes that Comp Plan policies could address: natural environment, built environment, and public spaces. Based on these workshops DPD developed a series of recommendations for a new Urban Design Element for the Comprehensive Plan that also take into consideration public input through the overall Comprehensive Plan Review process in 2011 and public workshops in 2012.

Analysis: Currently the Plan's Land Use Element contains policies that affect building design, such as policy LU34, which says "Limit the maximum amount of lot area covered by a structure to maintain compatibility with the scale and character of an area, (and) to provide an adequate proportion of open area . . " Other policies describe the appropriate location for parking on a site, or the desire to maintain certain development patterns.

The existing policies do not provide an overall vision or a set of values for guiding large-scale design decisions for the City's future infrastructure or land use regulation. The intent behind the proposed urban design policies is to describe broad principles that address core values – respect for the natural environment, a desire to help ensure new development builds on much of what we have already built, and a need for public places that attract people to gather and interact.

The proposed policies do not require changes to any particular regulation or City procedure, but they do establish a common base for future decisions and actions, such as choices about uses of the public right-of-way, and aspects of development regulations that affect the relationship between new developments and their surroundings.

Recommendation: Amend the Plan to include a new Urban Design Element, as described in Appendix B.

Healthy Food

Element: Urban Village, Land Use, Economic Development, Human Development, Environment

Submitted by: the Executive and Councilmember Conlin

Proposed Amendment: The proposal is to adopt or amend several policies in various Elements of the Comp Plan in order to provide direction for future City activities related to the production, processing and distribution of food.

Background: There is increasing awareness of the problems many individuals face in regard to the amount and type of food they can access. Neighborhoods with limited opportunities for purchasing healthy food and urban area farmers looking for ways to get their products to local markets are among the issues. On a broader scale, the need to ship food into this region consumes energy and produces higher levels of greenhouse gases, and climate change will affect the types and availability of certain foods over time. The Comprehensive Plan currently contains a number of policies that recognize some of the City's ongoing activities related to the food system. The City has released a Food Action Plan containing specific steps for the City and others to make healthy food accessible to more people in the city.

Analysis: Because having sufficient healthy food is essential for sustaining life, it is important for the City to help ensure that systems are in place to produce and distribute food. There is growing information indicating that access to fresh and healthy food is unevenly distributed, with low-income neighborhoods having fewer convenient outlets for such food. Having insufficient healthy food is a contributor to obesity and some chronic diseases. The City already plays some role in helping with the availability of healthy food, such as through programs that link low-income families and daycare facilities with local healthy food sources. The City's long-established P-patch program provides community gardens for over 4,000 City residents, and the City supports farmers markets in several neighborhoods. The Seattle/King County Department of Public Health has supported efforts to introduce fresh fruits and vegetables into corner stores in certain parts of the City which are "food deserts" lacking in access to healthy foods.

The proposed amendments provide clearer direction and identify additional ways in which the City could increase access to healthy food.

Recommendation: Amend the Plan to include the changes and additions shown in Attachment C.

Transit Communities

Element: Land Use

Submitted by: Seattle Planning Commission

Background: In 2010 the Seattle Planning Commission issued a report, *Seattle Transit Communities,* that examined opportunities for integrating neighborhoods with transit. The report celebrated the many benefits that recent local and regional transit investments offer individuals, the City and the region. The report also identified 49 potential transit communities in the city and challenged the City to do more to capture the full benefits of past and future transit investments.

A growing body of research confirms that if more people, jobs and community amenities come together within a ten-minute walk of transit, the benefits will include less dependence on cars, lower overall household costs, improved public health, more diversity, stronger local business districts, reduced carbon footprint, and preserved regional open space.

The proposed set of transit community policies introduces key concepts and methods that will be used to identify transit communities, and to support area planning efforts conducted by DPD. Subsequent efforts will apply the methods described in these policies to delineate specific areas, assign place types and draft more specific land use policies. Unlike previous planning for transit-oriented development in Seattle that focused on light rail stations, transit communities could include areas served by other types of frequent transit – light rail, street car, and bus.

Transit communities will not replace urban villages. Urban villages would continue to be the central organizing principle for distributing growth within the city. Transit community policies would provide guidance for areas within a 10-minute walk of frequent transit, both within and outside of urban centers and urban villages. The 10-minute walkshed reflects the actual street network and other pedestrian infrastructure, and the walking effort required for Seattle's hilly topography. New policies to guide development and investment would apply to the areas within transit community boundaries.

The proposed policies also introduce a set of place types to recognize the different neighborhood contexts and opportunities. The policies also establish transit communities as a priority for City investment. This may expand the City's priority areas for investment, currently urban centers and villages.

Proposed Amendment: The proposal is to add a new subsection to Section C of the Land Use Element, where the Plan describes location-specific land use policies.

Analysis: The proposed amendment supports statewide, regional and citywide goals and investments. The region is making a voter-approved $15 billion investment in regional rapid transit. The City has currently budgeted for extensive planning for high-priority transit corridors identified in the Transit Master Plan. A more focused and strategic approach to integrating land use and transit planning could support these investments and help create great communities.

The proposed amendment is consistent with the goals of the Growth Management Act (GMA), especially those related to urban growth:

- *Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- *Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

The proposed amendment complements *Growing Transit Communities,* a major regional planning initiative led by the Puget Sound Regional Council. That initiative includes significant research into over 70 transit locations across the region (many of them in Seattle), with the goal of producing an implementation typology, financing tools and equity strategies. The transit community approach in the proposed Comp Plan amendment will be able to benefit from the research, best practices, and other information developed through this initiative.

The urban village strategy has been very effective in directing the majority of growth to urban centers and villages: 74 percent of new housing in Seattle has located in urban centers and villages between 2000 and 2010. Transit communities will focus exclusively on areas within a 10-minute walk of frequent transit, both within and outside urban villages. These walksheds are the places with the best opportunities for capturing environmental, social and economic benefits of transit investments.

The proposed amendment provides a framework– goals, definitions and planning methods that can be used to identify the transit communities. More planning, analysis and public outreach are needed before any specific transit community will be designated or policies applied. The inclusion of the proposed policies at this time increases the transparency of the City's intent to use new planning methods in areas surrounding frequent transit. It also provides guidance for current planning undertaken by DPD or other departments, especially plans for communities near transit, affordable housing and implementation of SDOT's functional plans.

Recommendation:

Adopt a new section C-6 in the Land Use Element as shown in Attachment D.

Broadview – Bitter Lake – Haller Lake Neighborhood Plan

Element: Neighborhood Planning and Future Land Use Map

Submitted by: The Executive

Proposed Amendment: Revised set of policies for the Broadview/Bitter Lake/Haller Lake Neighborhood Plan and adjustment to Urban Village Boundary on the Future Land Use Map.

Background: The City adopted the Broadview/Bitter Lake/Haller Lake Neighborhood Plan into the Comprehensive Plan in 1999. The planning area includes a location that the Comp Plan designates as a Hub Urban Village. Since adoption of that neighborhood plan, the urban village has grown by about 1,200 housing units, already exceeding the 2024 growth targets for the urban village. Most of those new units are in a few large projects located along Linden Avenue, north of N. 130th St. Since early 2011, City staff has been working with members of the community to review and update the neighborhood plan and to identify other actions that would help achieve the vision identified in the 1999 plan. The review has included extensive outreach and public involvement in the neighborhood. As a result of the planning effort, staff and the community have identified proposed revisions to the neighborhood plans' goals and policies and to the Future Land Use Map that reflect changed strategies for achieving the vision for this neighborhood's future development.

Analysis: The proposed new policies are consistent with the Comprehensive Plan's vision for concentrating growth in designated Urban Villages because they aim for concentrating growth in the designated village and include suggestions about how to create an environment that is more conducive to pedestrians. Part of the strategy is to focus more pedestrian activity on Linden Avenue, through street improvements and by encouraging more multifamily uses there. The proposed amendments to the Future Land Use Map (FLUM) modify the urban village boundary to include adjoining property to the east that is currently zoned for commercial uses and to remove a cemetery from the village. An additional proposal for the FLUM would change the land use designation from mixed-use/commercial to multifamily for the east side of Linden Ave. from about 135th to about 145th.

Recommendation: Amend the neighborhood plan and the Future Land Use Map as proposed and as shown in Attachment E and F.

Rainier Beach Neighborhood Plan

Element: Neighborhood Planning and Future Land Use Map

Submitted by: The Executive

Proposed Amendment: Revised set of policies for the Rainier Beach Neighborhood Plan and adjustment to Urban Village Boundary on the Future Land Use Map.

Background: The City adopted the Rainier Beach Neighborhood Plan into the Comprehensive Plan in 1999. The planning area includes a location that the Comp Plan designates as a Residential Urban Village. Since adoption of the neighborhood plan, Sound Transit has opened a station and begun light rail service in the neighborhood. The area has seen very little residential or employment growth in the past 20 years, with fewer than 100 units added in that time. Since early 2011, City staff has been working with members of the community to review and update the neighborhood plan and to identify other actions that would help achieve the vision identified in the 1999 plan. The review has included extensive outreach and public involvement in the neighborhood. As a result of the planning effort, staff and the community have identified proposed revisions to the neighborhood plans' goals and policies and to the Future Land Use Map that reflect changed strategies for achieving the vision for this neighborhood's future development.

Analysis: The proposed revisions to the neighborhood plan include changes intended to use the light rail station as a catalyst for further development in the area. They also promote approaches to encourage the production of affordable housing and employment opportunities in the area. The proposed changes to the Future Land Use Map include small expansion of the urban village in the vicinity of the light rail station and new land use designations to encourage higher intensity development than is currently allowed in the western portion of the urban village.

Recommendation: Amend the neighborhood plan and the Future Land Use Map as proposed and as shown in Attachment G and H.

Container Port Discussion

Element: Container Port

Submitted by: Port of Seattle

Proposed Amendment: Add an introductory discussion to the Container Port Element to provide relevant information about the role the Port plays in the City's economy.

Background: In 2009, the state adopted a requirement for the City to add a Container Port Element to the Comprehensive Plan in order to address potential land use and traffic conflicts with port operations. In March 2012, the City adopted a new Element into the Comp Plan to meet that requirement. The legislation Council adopted inadvertently omitted a discussion that had appeared in early versions of the proposed element.

Analysis: The proposed language provides a description of the Port of Seattle's container terminals, their size and their contribution to the local economy. It also provides some of the reasoning that prompted the legislature to make this a required Element in Seattle's Comp Plan. The discussion does not alter the goals or policy direction already in the Plan, but does provide context for understanding those.

Recommendation: Adopt as an introductory discussion to the Container Port Element the following:

Discussion

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

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

As vital as the marine cargo economic sector is, it is also vulnerable to changes in nearby land uses, traffic infrastructure and congestion, and larger economic conditions. In 2007, the City strengthened protection for industrial uses in industrial zones by limiting the maximum size of

office and retail uses. This Element advances the same policy intention while responding to the state mandate.

The state legislation that requires the inclusion of this Container Port Element in this Plan also identifies approaches that the City may consider using in the future. These include creating a "port overlay" district to specifically protect container port uses; industrial land banking; applying land use buffers or transition zones between incompatible land uses; limiting the location, size, or both, of non-industrial uses in the core area and surrounding areas; policies to encourage the retention of valuable warehouse and storage facilities; and joint transportation funding agreements. The core area is defined as roughly co-terminus with the Duwamish Manufacturing/Industrial Center. The state law also adds key freight transportation corridors that serve marine port facilities to the state's list of transportation facilities of statewide significance.

Recreational Boating Industry

Element: Economic Development

Submitted by: Lake Union Association

Proposed amendment: The proposal would add language to two existing policies. In ED 11 it would add two sentences recognizing the importance of recreational boating as part of the City's tourism. In ED 15 it would add specific boating-related uses to a list of maritime uses. The proposal would also add a new policy offering support to recreational boating as a "key sector" of Seattle's economy.

Background: Recreational boating in Seattle includes large and small marinas for pleasure boats, boat yards for maintaining and repairing boats, boat sales and retail outlets selling provisions and equipment. Many of these facilities are located in Lake Union and the Ship Canal, but some are located on Lake Washington and on the Duwamish River. These facilities serve local pleasure boat owners, as well as tourists who take advantage of the city's many boating opportunities.

Currently, the Economic Development Element contains policies that focus the City's economic development efforts on "sectoral strategies," policies that provide general direction for the City to support business sectors that pay higher than average wages, bring new capital into the economy and have good future prospects. The only business sector specifically named is tourism.

Analysis: Policy ED 11 currently recognizes the importance of tourism as part of supporting international trade. As part of that, the policy particularly identifies historic districts such as Pioneer Square and Pike Place Market for their contribution to tourism. Recreational boating is one of several industries that support tourism but that the policy does not currently mention. Policy ED 15 currently mentions the cruise ship industry, which is also a part of the tourist trade. To cite boating in ED 11 as another example of the industries that contribute to the economy's tourism sector would broaden the perspective of what constitutes tourism and provide a new way of viewing the ways in which tourism affects the local economy.

The proposed amendment to ED 15 would add "marina, boat yards and boat sales" to a short list of "water-dependent and related uses" that the City identifies as suitable uses in the shoreline area. The City Council will be considering separate amendments to the Shoreline Master Plan's policies that appear in the Comp Plan's Land Use Element. That Master Plan is a more appropriate vehicle for describing appropriate uses in the shoreline environment, and its policies describe in more detail which uses are permitted in various parts of the shoreline environment. Those policies are a more appropriate location for listing appropriate shoreline uses.

The proposal would add a new policy ED 15.5 specifically naming recreational boating as a "key sector." Since the Plan does not currently list any sector as "key," and the Office of Economic Development believes the City has several key sectors, naming only one of those sectors in this policy would seem to elevate it above the others.

As part of the ongoing Major Review of the Comp Plan, the executive will be reviewing the entire Economic Development Element in the 2013 or 2014 annual amendment cycle. That will provide an opportunity to consider whether it is appropriate for the Comp Plan's long-range strategy to cite specific industries, rather than the more general policy guidance this Element currently exhibits.

Recommendation: Amend policy ED 11 to read "Recognize the importance of tourism and its support of international trade as well as its contribution to the health of the Seattle retail core. Recognize the important contribution of historic districts such as Pioneer Square and the Pike Place Market to tourism, and support the continued protection and enhancement of these districts. <u>Recognize the role of Seattle's recreational boat industry in attracting tourists to visit and to extend their visits to the city.</u>" (Recommended new language is underlined.)

Remaining Proposals

The City Council Resolution 31396 identified three other potential amendments, which DPD is not recommending for adoption. These are described below.

Funding Neighborhoods Directly to Prepare Neighborhood Plans.

Element: Neighborhood Planning

Submitted by: Chris Leman

Proposed Amendment: The proposal would add the following sentence to policy N3: For those neighborhoods that wish to, the City is receptive to continuing the model of the 1990s under which it funds neighborhood organizations to conduct the neighborhood planning process under City contract and according to City guidelines and oversight.

Background: After adoption of the Comprehensive Plan in 1994, the City began a program of neighborhood planning for those areas of the city that contained an urban center or urban village, or that were identified as 'distressed communities.' For each of those areas that chose to prepare a plan, the City provided a monetary grant to support the effort, along with staff support from a specially-created Neighborhood Planning Office that included a staff of over 12 people over a six-year period. The proposal is to include a policy in the Comp Plan saying the City is 'receptive' to repeating that model for future neighborhood planning efforts.

Analysis: The Plan does not include policy direction about methods for funding specific programs. That level of detail is unnecessary and inappropriate in a policy document such as the Comp Plan. Whether and how to fund neighborhood planning efforts is a budget decision that the Mayor and Council will most appropriately make during annual budget deliberations.

Recommendation: Do not adopt this amendment.

Spectator Sports Facilities in Industrial Zones

Element: Land Use

Submitted by: ILWU

Proposed Amendment: The proposal would add a new policy prohibiting spectator sports facility development in all industrial zones. It would also move the southern boundary of Stadium Overlay District from Holgate St. to Atlantic St. and amend the Land Use Code to indicate that indoor and outdoor sports and recreation uses are Council Conditional Uses, rather than permitted uses, as is currently the case.

Background: A private proposal to build a professional basketball and hockey arena in the Stadium Overlay District and within the Duwamish Manufacturing/Industrial Center has raised concerns that an additional sports venue in this area will increase conflicts between the spectator sports uses and the industrial activities that are the primary intended uses of the M/I Center.

Analysis: In October 2012 City Council adopted an ordinance authorizing an agreement between the City and the arena proponent to construct the arena, with its project site defined to be in the Stadium Overlay District. That site is zoned Industrial Commercial and is within the Duwamish Manufacturing/Industrial Center. Adopting a Comp Plan policy prohibiting spectator sports facilities in all industrial zones would preclude selection of the only named project site. While the agreement indicates other sites will be considered, adopting the proposed Comp Plan amendment at this time is premature, until the Council makes a final determination about the appropriate location for an arena.

Recommendation: Do not adopt this amendment.

Pedestrian Grade Separations in Urban Centers

Element: Transportation

Submitted by: Chris Leman

Proposed Amendment: The proposal would add a new policy to the Transportation Element, saying "Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level."

Background: The city contains numerous pedestrian routes that cross over or under street rights-of-way. These include skybridges such as those connecting large downtown retailers with their parking facilities, connecting separate portions of the Convention Center, or connecting medical facilities on First Hill. There are also pedestrian tunnels such as the one beneath the University Tract that under 5th Avenue, or the one linking the Seattle Municipal Tower with two other office buildings on separate blocks.

Currently, the Comp Plan contains policies in the Downtown and Eastlake neighborhood plans discouraging grade-separated pedestrian crossings. The Seattle Municipal Code prohibits skybridges over any street designated as a Downtown view corridor. With adoption of Ordinance 123959 in July of 2012, City Council clarified the process and criteria for considering the location of skybridges in the city.

Analysis: The proponent says that the proposed new policy is necessary to give meaning to other Comp Plan policies that promote an active pedestrian environment at street level. The Plan's urban village strategy aims to concentrate most of the expected housing and job growth in the City's six urban centers and to make these places livable and attractive to pedestrians. The presence of alternate routes that could draw pedestrians off the street level has the potential for diluting the vibrancy of the pedestrian environment. However, the recent Ordinance updating the skybridge permitting process and criteria makes it clear that a decision about a skybridge should consider whether there would be an impact on pedestrian activity at street level.

Chapter 15.64 of the Municipal Code addressing the process for permitting skybridges, lists elements the Director of Transportation should consider in formulating a recommendation to Council about a particular skybridge. Some of those elements recognize the potential detrimental effects a skybridge could have on the pedestrian environment, such as: "Interruption or interference with existing streetscape or other street amenities; Impacts due to reduction of natural light; Reduction of and effect on pedestrian activity at street level; Number of pedestrians projected to use the skybridge; (and) Effect on commerce and enjoyment of neighboring land uses."

The proponent expressed concern that it is a omission for the Comprehensive Plan to not reflect the Municipal Code. However, in the state's growth management scheme, the Comprehensive Plan provides a more general policy foundation for specific implementation

tools such as the Municipal Code, not the other way around. There is no requirement for the Plan to include a policy reflecting every regulation the City has adopted; it is enough that those regulations are consistent with the Plan. The Plan emphasizes the importance of an active pedestrian environment, and the current Municipal Code calls for the City to evaluate proposals based, in part, on whether those proposals would interrupt or reduce pedestrian activity at street level. The current Code language seems to implement the overall intent of the Plan, without having an explicit policy addressing this aspect of the pedestrian environment.

Recommendation: Do not adopt this amendment.

Attachment A – Recommended Amendments
Climate Action

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~~)) serves as the core of broader communities. Areas as diverse as Lake City, Columbia City, Uptown, and Georgetown provide goods, services, housing, and employment for((~~to~~)) Seattle's residents and are the key 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 the transit service reinforces the intended function of the urban villages by providing an alternative way for residents and employees to travel. 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.

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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 planning the land use and transportation system 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 (CO_2e) 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 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 lowering the per capita emissions across the region.

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

Goal

EG7 To ((~~control the impact of climate change globally and locally,~~)) reduce emissions of carbon dioxide and other climate-changing greenhouse gases in Seattle by 30 percent from 1990 levels by 202((~~4~~))0, 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.~~))(Formerly policy E 15.6)

EG7.5 Be prepared for the likely effects of climate change.

Sector	**2020 Targets** (% reduction	**2030 Targets** (% reduction compared to 2008)

	compared to 2008)	
Transportation	14% reduction in vehicle miles traveled (VMT)	20% reduction in VMT
Passenger	35% reduction in GHG emissions per mile of Seattle vehicles	75% reduction in GHG emissions per mile of Seattle vehicles
Freight	((~~Maximum 7% increase in VMT~~))	((~~Maximum increase 15% increase in VMT~~))50% reduction in GHG emissions per mile of Seattle vehicles
	25% 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	20% reduction in energy use
	((~~5% 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_2e) per billion BTU for residential and commercial buildings combined	25% reduction in tons of CO_2e 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

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, and congestion pricing.

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.

E15.7 Establish energy efficiency standards for new buildings, and encourage existing buildings also to achieve those standards, through incentives or other means.

E15.8 Reduce emissions associated with solid waste by reducing the amount of waste generated and by operating efficient collection and disposal systems.

Attachment B- Recommended Amendments
Urban Design

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 and 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 urban design policies provide direction in three aspects of design:

- 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.
- How to enhance the visual and functional qualities of public open spaces and streets.

Goals

((~~UVGI~~))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 retains links to the 'Big Nature' surrounding the city, especially where it touches Puget Sound and Lake Washington and its views of the Olympic and Cascade Mountains.

UD3 Build with Nature by integrating ecological functions such as storm water filtration or retention with other infrastructure and development.

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 accentuate the city's topography.

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

UD6 Encourage the designs for buildings and public spaces to 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 into 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 Encourage active streets and public spaces by ensuring active 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.

UD18 Design streets in urban villages to be pedestrian-friendly by such means 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, appropriate 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.

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 ensure 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 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.

Attachment C – Recommended Amendments
Healthy Food

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 residential areas, inside and outside of urban villages.

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

- U12.5: Encourage residents to reduce food waste as a strategy to decrease the burdens on the utility as well as reducing fertilizer, pesticide, 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: Goal: All households in the city should have access to healthy, affordable, culturally-appropriate food.
- 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 improving the health of school and 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 means to decrease the environmental and climate impacts of the food production and distribution systems.
- E12.5: Seek to reduce the amount of pesticide, herbicides, and artificial fertilizer used for urban agriculture within the city.

Existing Policies to be Modified

- **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.

- **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.

- **E**22: 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.

Attachment D – Recommended Amendments
Transit Community Policies

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 will leverage local and regional transit investments by aligning and coordinating land use policies and public investment to foster the development of strong, diverse residential and business communities oriented around transit. This strategy will help expand housing options for Seattleites, improve local services and direct infrastructure investments appropriately.

Transit communities are complete, compact, connected places generally within a ten-minute walk of reliable, frequent transit that offer a unique, sustainable lifestyle.

- Complete: Depending on the type of transit community, a variety of people will live and/or work in and visit the neighborhood. Key infrastructure makes it easy and safe for pedestrians and bicyclists to travel to and within the area. Infrastructure serves and protects the urban environment. Residents, workers and visitors are able to obtain a variety of goods and services within transit communities, varying by each transit community place type.
- Compact: Transit communities are designed so that more people and activities are located closest to transit service, creating a critical mass of people and activity to encourage safe streets and public spaces and support more services for the larger neighborhood.
- Connected: Transit communities are internally accessible to everyone 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. 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 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, low transportation costs, low greenhouse gas emissions and easy access to jobs.

Transit communities follow the core values and principles outlined in this Plan's urban village strategy. Since the adoption of the 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.

The transit community policies presented here provide a planning framework that focuses precisely on areas near transit to help implement the urban village strategy, as well as other state and regional growth management goals. Transit community policies support the City's

decision-making process regarding capital investments, land use changes and transportation improvements by defining place types, implementing the “walkshed” to define the geography of a transit community. The policies can also support the citywide goals for social equity and carbon neutrality.

Goals

LUG 60 Communities that are complete, compact, connected places within walking distance of reliable, frequent transit.

LUG 61 Investments and infrastructure in transit communities that take advantage of high concentrations of jobs and residents.

LUG 62 Opportunities for people to live and work in close proximity to transit and so they can easily access other daily needs such as healthy food, healthcare, child care, education, services, retail, good jobs and reliable utilities, thereby potentially lowering overall household costs.

LUG 63 Opportunities for a broad cross-section of socio-economic groups, ethnicities and household types to live and work in transit communities, especially current residents and businesses.

LUG 64 Lower dependency on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.

LUG 65 Efficient, frequent and reliable transit service.

Policies

LU270 Identify transit communities based on the following: the location of transit stations or stops, transit mode, frequency and span of transit services, the mix and intensity of use in the surrounding area, as well as proximity to activity-generating destinations.

LU271 Identify the boundaries of a designated transit community as the area generally within a ten-minute walk or “walkshed” of a transit station or stop, accounting for the street network, topography, and physical barriers, and to take advantage of activity-generating destinations such as a major employer or institution, a neighborhood business district or major housing development. Consider walksheds when planning for areas near transit.

LU272 Create a series of transit community place types to be used as a tool to support current and future planning efforts. These place types help to describe the characteristics, qualities and features of different parts of the city and what outcomes our planning efforts should aspire to. More analysis will be required to map these place types as part of focused planning in specific areas.

- *Urban center:* Regional hub in downtown or other regionally designated intensely urbanized area where abundant transit and very-high-density land uses predominate; features wayfinding linkages to and between transit nodes in addition to a rich

network of public spaces, civic institutions and destinations. These areas coincide with the Urban Centers designated in this Plan.

- *Mixed-use center:* Local hub where transit supports a high concentration of jobs, housing and services in a vibrant neighborhood; variety of smaller open and gathering spaces; healthy food access; community facilities for all ages; high levels of complete street improvements and a network of dedicated bicycle facilities. Features a high intensity of activity, and a land use mix of residential, pedestrian-oriented retail and other employment.
- *Mixed-use neighborhood*: Local neighborhood centered around transit where a range of retail, commercial and housing options meet most of residents' daily needs; variety of public open spaces integrated with other public facilities including natural areas, trails and sports fields; service businesses; healthy food access; high level of complete street improvements; community facilities and dedicated bicycle facilities connecting to transit. Features a moderate intensity of activity, as well as a land use mix of residential and pedestrian-oriented retail.
- *Industrial job center*: Cluster of large and small industrial businesses and ancillary commercial uses well-served by transit and less likely to have the mix of uses or level of pedestrian activity found in other types of transit communities; .
- *Special district:* Area near transit featuring a major institution, entertainment district, sports facility, or multimodal transfer hub that creates large pulses of activity; pedestrian environment designed to accommodate large groups, displays and vendors. May have a very high, intermittent intensity of use associated with large cultural or sporting events. Most special districts in Seattle are within designated Urban Centers.

LU273 Prioritize and focus city investments in transit communities, in addition to urban centers and urban villages, to provide affordable housing and other components of livability within transit communities.

LU274 Identify components of livability appropriate to each transit community place type based on land use mix, scale, intensity and vibrancy, job and residential density, as well as unique land uses and conditions.

Attachment E - Recommended Amendments
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 new population.

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

BL-P2 ((~~Explore new tools, including land use tools, to~~))Use ((~~provide~~))environmentally sensitive solutions to resolve drainage and wastewater challenges, e.g., 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 do not preclude 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 ensuring reliable transit, safe auto access, landscaping and drainage.

BL-G5((~~4 Adequate~~))A comprehensive and safe network of "complete streets" (multi-modal) ((~~transportation networks~~))that support access and mobility for ((~~the residential~~))residents and business customers in the Broadview, Bitter Lake and Haller Lake neighborhoods((~~populations~~)).

((~~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-G8 Aurora Ave. is designed to serve the communities and development along it as well as local and regional transportation needs.

BL-G9 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~~)) (Split Policy) ((~~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 design and construction of Aurora Ave. improvements to provide ((~~consider safe~~))sidewalks and pedestrian crossings, frequent and fast and 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 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.

BL-P13 Ensure that future vehicular circulation improvements along other arterials in the area balance pedestrian and bicycle circulation.

BL-P14((~~0~~)) Work with transit providers to provide safe, accessible and convenient transit stops.

Land Use and Housing

BL-G10((~~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-P15 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 young singles, families and senior citizens within the urban village.

BL-P16 Plan and design commercial developments, parks and schools to be walk-able places.

BL-G11 A hierarchy of vibrant commercial centers: regional (Aurora Ave.); urban village (Linden Ave.); and neighborhood (Greenwood Ave. nodes).

BL-G12 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-P17 Strengthen Aurora Avenue as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.

BL-P18 Use economic development strategies to organize, attract and assist neighborhood servicing businesses to Broadview-Bitter Lake-Haller Lake.

BL-P19 Enhance the economic and social vibrancy of the Greenwood Avenue business nodes.

BL-P20((~~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-P21((~~3 Encourage the preservation~~)) Preserve ((~~of~~))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-P22((~~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-P23((~~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-P24((~~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 ((~~and uses~~))development that enhances the pedestrian environment, and to ((~~provide~~))ensure appropriate transitions between single family neighborhoods and denser commercial areas.

BL-((~~P2518 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-P26 Reinforce and expand parks and open spaces through partnerships and other strategic efforts.

BL-P27((~~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-P28 Enhance the "neighborhood feel" of Linden Avenue North area by creating more gathering places for community members to meet.

BL-P29((~~0 Seek opportunities to provide~~)) Increase public access to public water bodies.

BL--P30((~~21 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-P31((~~22~~)) Continue to offer excellent public services at neighborhood City facilities.

Public Safety

BL-G14((~~1~~)) A community where residents feel safe and the community works with safety officers to reduce crime.

BL-P32((~~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-P33((~~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-P34((~~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-P35((~~26~~)) Review and mitigate environmental impacts resulting from activities at City facilities, as appropriate.

BL-P36((~~27 Seek to create~~)) Create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.

BL-P37((~~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-P38 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-P39 Create more activities for people to come together where they can meet and get to know their immediate (within a block or so) neighbors.

Urban Agriculture

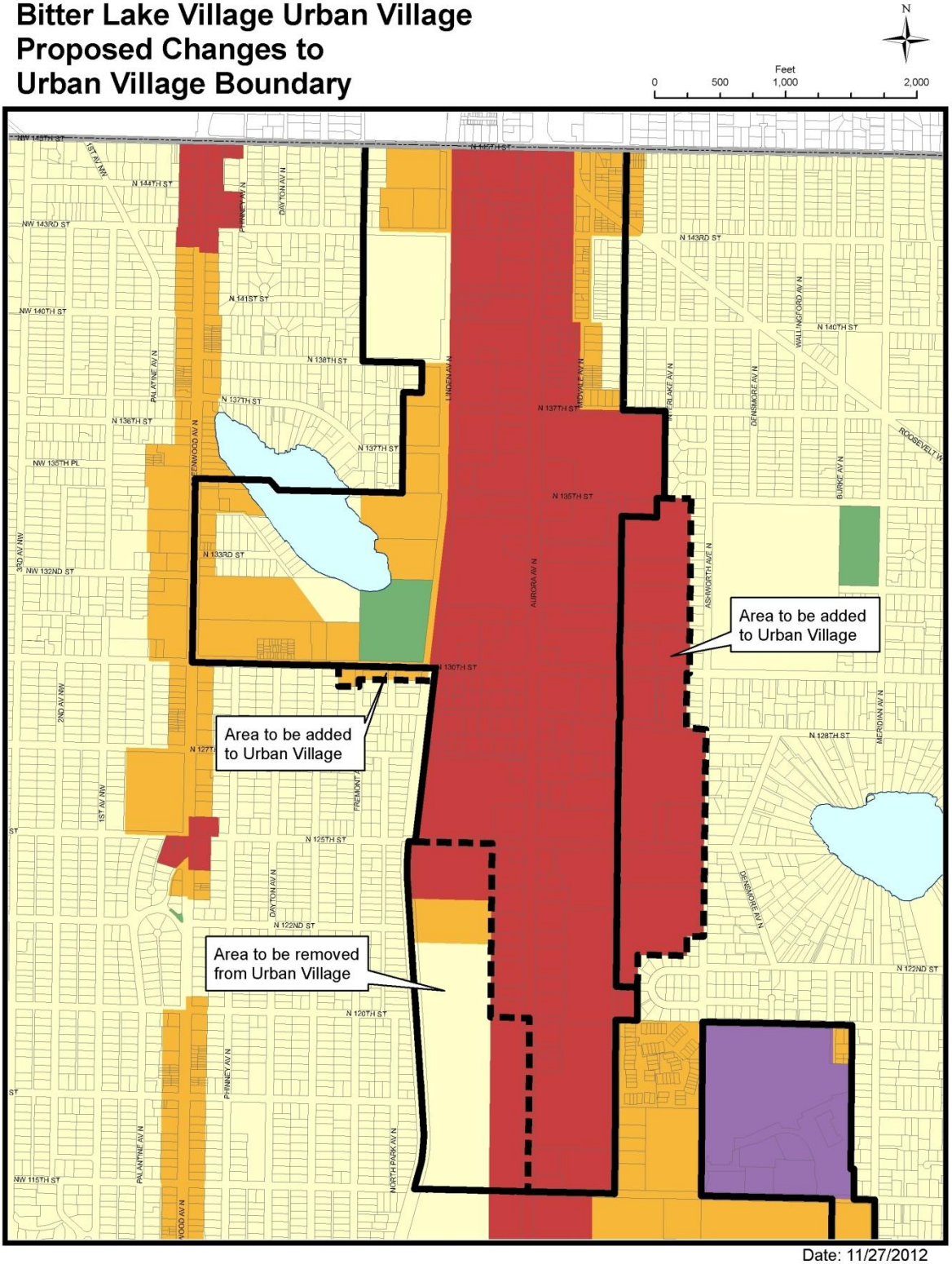
BL-G17 Stores, restaurant, and schools that provide healthy food choices.

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

BL-P40 Expand access to locally grown food, by attracting farmers' markets and a wider range of grocery stores.

BL-P41 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

Attachment F - Recommended Amendments
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 mixed-use ((~~the Lowrise Duplex Triplex (LDT), Lowrise 1 (L1), or Lowrise 2 (L2)~~))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, protected from motorists, and pleasant.

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~~s~~ 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 among transportation improvements and with other infrastructure and programmatic actions (such as public art, parks, or economic development) to maximize the positive contributions transportation improvements can provide to "place making."

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 address the causes of the perception of crime, the lack of personal safety, and the detraction from Rainier Beach's community character (by 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 incentive, direct City funding, and publicly owned surplus property programs.

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((~~15~~)) 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((~~16~~)) 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 Provide individuals and families with the tools for achieving sustainable wealth creation: managing their money; making sound financial decisions; and building wealth.[1]

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

RB-P28 Prioritize development proposals that create jobs during the process to surplus Sound Transit properties south of the rail station.

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 build on the traditional strength and character of the small, locally-owned businesses that make up the town center.

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-P31((~~0~~)) 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((~~11~~)) 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((~~12~~)) Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.

RB-P35((~~13~~)) 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((~~14~~)) 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 and strategic implementation of update 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-P38 Plan comprehensively and to leverage resources for related issues and solutions.

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

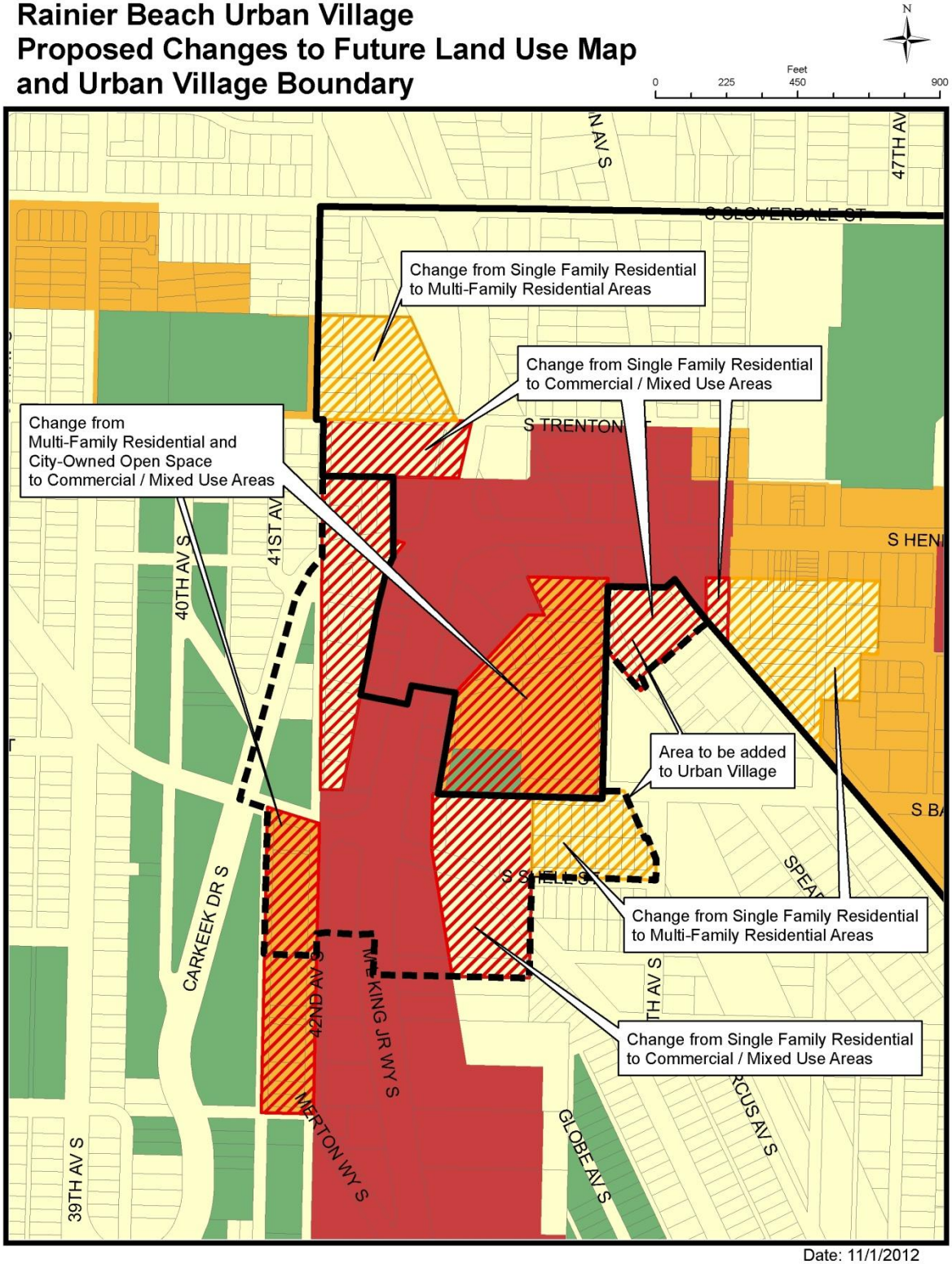
RB-P39 Use public relations strategies to highlight Rainier Beach's community identity as a thriving and interconnected community with diverse households and supported by strong social and cultural institutions and services.

RB-G21 A safe Rainier Beach neighborhood.

RB-P40 Improve public safety when implementing any project or program within the community.

RB-P41 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



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