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# Neighborhood Plans



# Adopted Neighborhood Plans

## Admiral

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### LAND USE GOALS

- A-G1** Land use within the residential urban village that conforms to Admiral's vision of a neighborhood with a pedestrian-oriented small-town atmosphere.
- A-G2** The Admiral neighborhood is predominantly a single-family housing community.

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### LAND USE POLICIES

- A-P1** Encourage development that conforms with the neighborhood's existing character and scale, and further promotes a pedestrian-friendly environment.
- A-P2** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning outside the urban village on properties meeting the locational criteria for single-family zones.
- A-P3** Seek to ensure community involvement in land use code changes.
- A-P4** The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages shall not apply in the Admiral Residential Urban Village.

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### TRANSPORTATION GOALS

- A-G3** A residential urban village with an adequate parking supply to serve customers, residents and employees.
- A-G4** People walk, bicycle, or ride buses when traveling inside the Admiral neighborhood.

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## TRANSPORTATION POLICIES

- A-P5** Future developments and significant remodels should seek to provide adequate parking.
- A-P6A** Strive to attain adequate levels of parking that serves the urban village and adjacent transitional areas, and to discourage parking from commercial areas or other activity centers from spilling over onto residential streets.
- A-P6B** Work with the community in addressing parking issues.
- A-P7** Seek to anticipate and address future parking needs.
- A-P8** Strive to eliminate local traffic safety hazards, and discourage cut-through traffic on residential streets.
- A-P9** Seek to ensure that streets are clean and attractive, are calmed, and have sufficient capacity and a high level of service.
- A-P10** Seek to improve pedestrian and vehicular traffic safety and convenience.
- A-P11** Seek to anticipate and address future traffic circulation needs.
- A-P12** Seek to improve water-based commuting connections from West Seattle to Downtown.
- A-P13** Seek to assure that transit routing, scheduling, and transfer points meet neighborhood needs.
- A-P14** Seek to provide good access to and from West Seattle.
- A-P15** Work with the Admiral neighborhood to minimize loss and damage from landslides and land erosion.
- A-P16** Seek to improve facilities for bicycles, skateboards, and pedestrians.
- A-P17** Seek to increase community awareness of emerging transportation technologies.

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## HOUSING POLICY

- A-P18** Seek to ensure that public-assisted housing is well integrated within the Admiral neighborhood by seeking to keep it dispersed, small-scale, and aesthetically integrated, in keeping with Admiral's small-town image.

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## HUMAN SERVICES GOAL

- A-G5** A neighborhood with adequate community, educational, recreational, safety, and social services to serve its residents.



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## **HUMAN SERVICES POLICIES**

- A-P19** Support local efforts to improve the safety of the Admiral neighborhood.
- A-P20** Seek to provide adequate fire and police service for the planning area.

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## **CAPITAL FACILITIES POLICIES**

- A-P21** Seek to ensure neighborhood involvement, through the involvement of community organizations, in the identifying and siting of publicly sponsored capital projects, including those that impact the natural environment.
- A-P22** Strive for excellent coordination between City departments, and between the City and the County, especially on projects that impact the natural environment.

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## **UTILITIES GOALS**

- A-G6** The neighborhood is well served with infrastructure and capital improvements.
- A-G7** Pollution levels have been reduced in the Admiral neighborhood.

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## **UTILITIES POLICIES**

- A-P23** Seek to ensure the adequacy of neighborhood's utilities to meet ongoing growth.
- A-P24** Seek to provide levels of lighting for streets and sidewalks that enhance safety.
- A-P25** Seek to clean up noise and air pollution, and litter and graffiti.

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## **ECONOMIC DEVELOPMENT POLICIES**

- A-P26** Seek to encourage retail services desired by the community.
- A-P27** Seek to advocate for the health and diversity of merchants located in the Admiral business district.

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## **COMMUNITY BUILDING GOAL**

- A-G8** The City and the Admiral neighborhood continue to collaborate in planning efforts.

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## **COMMUNITY BUILDING POLICY**

- A-P28** Seek to promote community-building opportunities for Admiral neighborhood residents.

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## CULTURAL RESOURCES POLICY

- A-P29** Encourage public art that reflects the heritage and lifestyle of the Admiral neighborhood.

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## PARKS & OPEN SPACE GOAL

- A-G9** Open spaces, parks, and playgrounds in the Admiral planning area have been preserved and maintained.

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## PARKS & OPEN SPACE POLICIES

- A-P30** Work with existing neighborhood groups to seek to ensure that programming of park facilities reflects the needs of the neighborhood.
- A-P31** Seek to provide open space within the Admiral neighborhood to serve the community's needs and to protect critical areas and natural habitat.
- A-P32** Seek to preserve the integrity of the Olmsted design at Hiawatha Park.
- A-P33** Seek to preserve and extend the neighborhood's tree canopy.
- A-P34** Seek to provide convenient pedestrian access to Admiral's parks, playgrounds, and open space.

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## COMMUNITY CHARACTER GOALS

- A-G10** A residential urban village with a vibrant and attractive character.
- A-G11** A high-quality, diverse neighborhood where developers and businesses benefit from sustaining excellence and from filling local needs.
- A-G12** A neighborhood with high expectations and standards for public services, building, and landscaping.

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## COMMUNITY CHARACTER POLICIES

- A-P35** Support neighborhood involvement in land use decisions, especially in decisions related to variances and conditional uses.
- A-P36** Seek to ensure that the designs of private development and public spaces support each other to enhance and reinforce Admiral's identity.

# Aurora-Licton

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## DESIGNATION OF THE AURORA-LICTON RESIDENTIAL URBAN VILLAGE GOAL

- AL-G1** An Aurora-Licton Residential Urban Village that is a vibrant residential community, with a core of multifamily housing, pedestrian-oriented neighborhood retail shops and services, and open space clustered immediately east of Aurora Avenue North. The core area should be fully accessible to residents east and west of Aurora Avenue.

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## DESIGNATION OF THE AURORA-LICTON RESIDENTIAL URBAN VILLAGE POLICIES

- AL-P1** Maintain the current balance of residential and commercial areas within the urban village boundaries. Consider future zoning changes that would reduce conflicts between adjacent areas; promote the development of a neighborhood-serving and pedestrian-oriented commercial core and promote transitions between single-family areas and commercial areas.
- AL-P2** Protect the character and integrity of Aurora-Licton's single-family areas within the boundaries of the Aurora-Licton urban village.
- AL-P3** Encourage development to enhance the neighborhood's visual character through use of tools such as citywide and Aurora-Licton neighborhood-specific design guidelines, including Aurora Avenue specific guidelines.
- AL-P4** Encourage the development of enhanced transit connections to the village core, the Northgate transit hub, and the Northgate high-capacity transit station.

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## COMMUNITY CENTER GOALS

- AL-G2** A developed center for community activities, recreation, and environmental education making strategic use of existing public facilities within the core of the urban village.
- AL-G3** Reduced localized and upstream flooding, and enhance runoff water quality with a well-designed drainage system, including Licton Creek, that is in harmony with wildlife use and habitat, and that is incorporated into other recreational activities and site uses.
- AL-G4** Excellent educational facilities and programs for students and families within the urban village.



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## COMMUNITY CENTER POLICIES

- AL-P5** Seek to provide a range of active and passive recreation and community activities within the heart of Aurora-Licton. Encourage multiple uses of public facilities within the Aurora-Licton community, including the Wilson-Pacific School.
- AL-P6** Encourage the continued presence of public school classroom facilities in the Aurora-Licton Residential Urban Village.
- AL-P7** Explore opportunities to partner with other public agencies, including the Seattle Public School District, to provide for community use of public facilities.
- AL-P8** Strive to enhance the drainage system through such activities as daylighting of Licton Springs Creek.
- AL-P9** As modifications to waterways are designed, seek to balance enhanced drainage capacity, natural habitat, historic character, and environmental significance.
- AL-P10** Strive to develop a central repository for community planning documents, information about the area's history, and community resource information at a permanent location near the core of the urban village. Such a space should be open and accessible to the public during regular hours.
- AL-P11** Encourage community environmental education at sites such as the Wilson-Pacific site, Pilling's Pond, and Licton Springs Park.

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## AURORA-LICTON NEIGHBORHOOD COMMERCIAL CENTERS GOAL

- AL-G5** One or more vibrant, safe, and attractive mixed-use commercial area that provides the immediate neighborhood with convenient access to retail goods and services, and that minimizes impacts, such as parking, traffic, crime, and noise, to adjacent residential areas.

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## AURORA-LICTON NEIGHBORHOOD COMMERCIAL CENTERS POLICIES

- AL-P12** Encourage neighborhood-oriented retail stores and services in the urban village that are attractive and accessible to the surrounding community. Recognize the importance of and support existing businesses in the community.
- AL-P13** Encourage the development of pedestrian-friendly pathways, which will enhance and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.
- AL-P14** Encourage new pedestrian-oriented commercial activity to locate near pedestrian crossings, transit facilities, and along pedestrian routes. New development should provide safe and attractive pedestrian access.
- AL-P15** Encourage the location and development of off-street parking underground or behind buildings.

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## AURORA AVENUE NORTH GOALS

- AL-G6** Safe and convenient crossings of Aurora Avenue North that logically link transit stops and retail nodes. Safe and accessible pedestrian routes along Aurora Avenue North and adjacent side streets leading to the crossings.
- AL-G7** A transformed Aurora Avenue North that is an aesthetically attractive regional highway and commercial corridor that acts as a gateway to the Aurora-Licton Residential Urban Village and to other communities, and that is safe for pedestrians, motorists, business operators, and employees.

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## AURORA AVENUE NORTH POLICIES

- AL-P16** Encourage provision of safe and attractive passage for pedestrians along Aurora Avenue North and safe means for pedestrians to cross Aurora Avenue North at locations that connect transit stops, retail nodes, and pedestrian routes, including relocated, enhanced, and/or additional crosswalks. Discourage the development of new pedestrian underpasses. If additional underpasses are proposed for Aurora, they should be designed to minimize public safety problems.
- AL-P17** Identify means of enhancing the visual character of Aurora Avenue North including streetscape improvements that beautify and enhance functionality. Seek to maintain the important cultural, historic, and visual landmarks while also encouraging redevelopment of deteriorated areas near Aurora Avenue North.

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## NEIGHBORHOOD CONNECTIONS GOAL

- AL-G8** A comprehensive network is established of safe and attractive pedestrian and bicycle connections to transit, between commercial and residential areas, and between the urban village and nearby destinations such as North Seattle Community College and the proposed Northgate Sound Transit Station.

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## NEIGHBORHOOD CONNECTIONS POLICIES

- AL-P18** Work with the community toward providing safe and attractive pedestrian and bicycle access, including sidewalks, on all streets throughout the urban village, providing connections to destinations such as the future Northgate Sound Transit Station, Northgate Mall, the future Northgate library, the Greenwood Library, Green Lake Park, and Bitter Lake Community Center.
- AL-P19** Seek to incorporate bicycle improvements into plans for key pedestrian streets in the Aurora-Licton Residential Urban Village.
- AL-P20** Strive to develop improvements to Stone Avenue in order to create a neighborhood corridor that encourages safe pedestrian, bicycle, transit, and auto use, and supports the neighborhood, retail activities, and the existing businesses along this street.

- AL-P21** Encourage enhanced transit service between Downtown Seattle and the Aurora-Licton Urban Village. Seek to coordinate improvements to transit service with crosswalks and pedestrian, bicycle, and transit shuttle routes.
- AL-P22** Consider the development of local transit shuttle service within the urban village, and to nearby destinations, such as Northgate.
- AL-P23** Seek to enhance and preserve alleys as safe, efficient local access corridors throughout the Aurora-Licton Planning Area. With the community seek to enhance alleys as safe pedestrian corridors to the extent consistent with citywide policies. Work to develop minimum standards for alley construction, lighting, drainage, and maintenance.

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### **PARKS & RECREATION GOAL**

- AL-G9** Excellent active and passive recreation opportunities are accessible to all residents in the planning area.

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### **PARKS & RECREATION POLICIES**

- AL-P24** Work to develop new open space and recreation opportunities in areas that are currently not well served by park facilities.
- AL-P25** Seek opportunities to enhance the usability and accessibility of existing parks and open space areas in the Aurora-Licton Planning Area.
- AL-P26** Seek to incorporate opportunities for community environmental education at public open spaces.

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### **ARTS & LIBRARY SERVICES GOAL**

- AL-G10** Excellent access to information, arts, cultural activities, and library services in the Aurora-Licton neighborhood.

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### **ARTS & LIBRARY SERVICES POLICIES**

- AL-P27** Promote the creation and display of public art, especially art that reflects the historical and cultural aspects of the surrounding environment.
- AL-P28** Encourage the creation of areas for local artists to work and areas for the public display of art.
- AL-P29** Provide enhanced library access and services to Aurora-Licton residents. Explore shared use opportunities with existing local educational facilities.

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## **PUBLIC SAFETY GOAL**

**AL-G11** A neighborhood where all people feel safe from the threat of injury and criminal activity.

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## **PUBLIC SAFETY POLICIES**

**AL-P30** Strive to reduce the fear of crime and the potential for criminal activity through such design tools as lighting, fencing, building, and landscaping.

**AL-P31** Explore the development of programs to reduce public health hazards resulting from criminal activity.

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## **GENERAL TRAFFIC MANAGEMENT & PEDESTRIAN ACCESS POLICIES**

**AL-P32** Work with residents, property and business owners, and surrounding neighborhoods toward the development of strategies to reduce congestion and enhance traffic safety.

**AL-P33** Seek to minimize impacts of public vehicles on neighborhood streets through tools such as designating primary routes and traffic patterns, developing parking management systems, and providing special signalization.

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## **REGIONAL TRANSPORTATION GOAL**

**AL-G13** Excellent multimodal transportation services for the neighborhood, connecting to Downtown Seattle, other neighborhoods, and regional destinations, with minimal negative impacts to residential areas.

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## **REGIONAL TRANSPORTATION POLICIES**

**AL-P34** Work with the State and transit providers to develop connections between the Northgate Transit Center, proposed Sound Transit light rail system, and the Aurora-Licton Urban Village.

**AL-P35** Strive to prevent regional traffic from adversely impacting residential and neighborhood-oriented commercial areas.

# Ballard/Interbay Northend Manufacturing & Industrial Center (BINMIC)

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## ECONOMIC DEVELOPMENT POLICIES

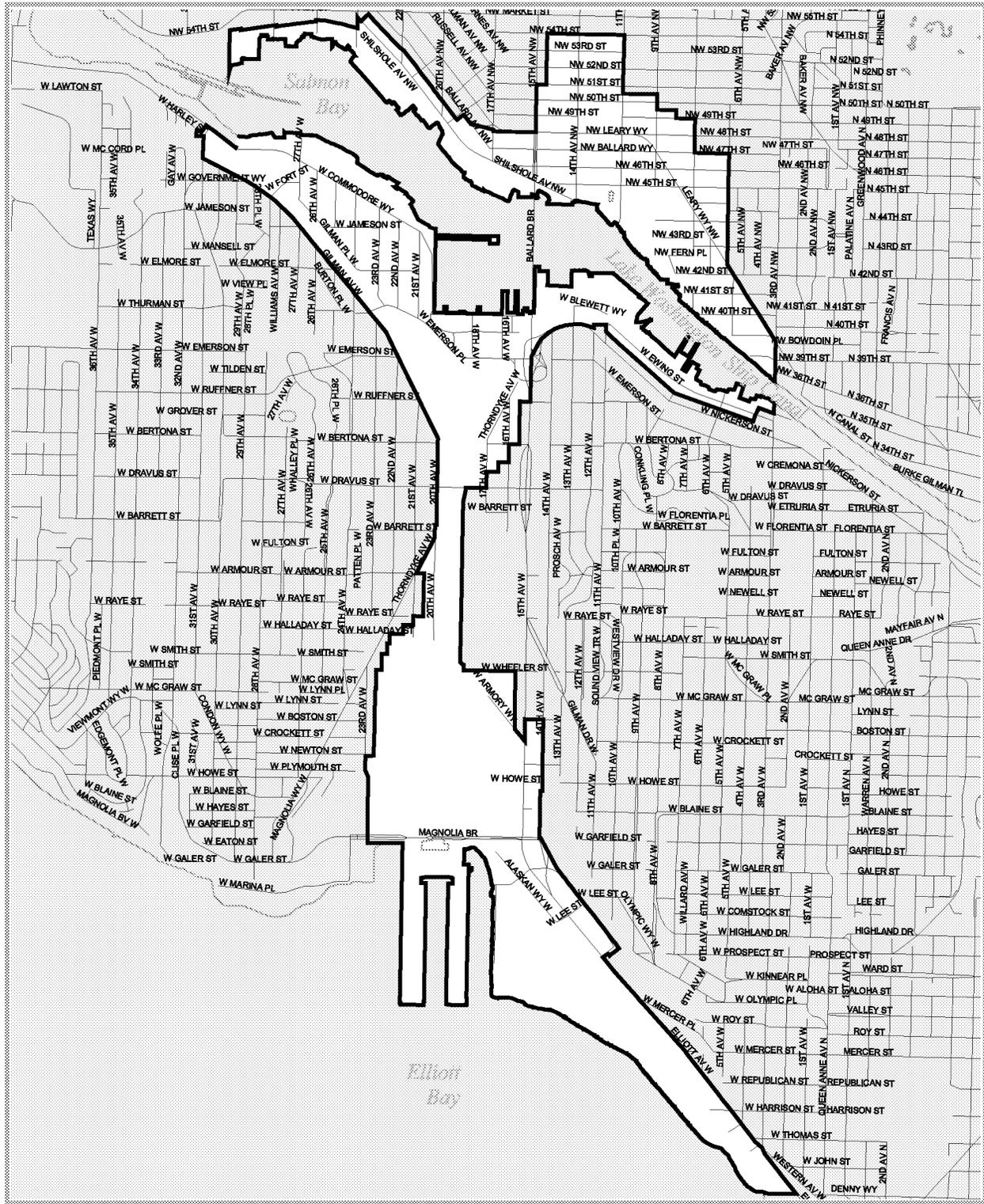
- BI-P1** Accept growth target of at least 3,800 new jobs for the BINMIC by 2014.
- BI-P2** Preserve land in the BINMIC for industrial activities such as manufacturing, warehousing, marine uses, transportation, utilities, construction, and services to businesses.
- BI-P3** Retain existing businesses within the BINMIC and promote their expansion.
- BI-P4** Attract new businesses to the BINMIC.
- BI-P5** Recognize that industrial businesses in the BINMIC have the right to enjoy the lawful and beneficial uses of their property.
- BI-P6** Strive to provide infrastructure in the BINMIC that is sufficient to ensure the efficient operation and smooth flow of goods to, through, and from the BINMIC. Infrastructure includes publicly built and maintained roads, arterials, utilities, moorage facilities, and other capital investments by the City, Port, County, State, and Federal agencies.
- BI-P7** Assist in implementing initiatives recognized and organized by business and property owners and labor organizations to improve economic and employment opportunities in the BINMIC area.
- BI-P8** Maintain the BINMIC as an industrial area and work for ways that subareas within the BINMIC can be better utilized for marine/fishing, high tech, or small manufacturing industrial activities.
- BI-P9** Support efforts to locate and attract appropriately skilled workers, particularly from adjacent neighborhoods, to fill family-wage jobs in the BINMIC.
- BI-P10** Support efforts to provide an educated and skilled labor workforce for BINMIC businesses.
- BI-P11** Within the BINMIC, water-dependent and industrial uses shall be the highest priority use.
- BI-P12** Within BINMIC, support environmental cleanup levels for industrial activity that balance the lawful and beneficial uses of industrial property with environmental protection.

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## FREIGHT MOBILITY & TRANSPORTATION GOALS

- BI-G1** Strive to improve industrial traffic flow to and through the BINMIC.

BALLARD /INTERBAY /NORTHEND  
Manufacturing /Industrial Center



0 0.25 0.5 Miles

— CENTER BOUNDARY

- BI-G2** Facilitate truck mobility.
- BI-G3** Work in conjunction with King County/Metro to promote increased transit to and through the BINMIC, and transit ridership to BINMIC businesses.
- BI-G4** Strive to maintain and enhance intermodal (barge, ship, rail, and truck) connections.
- BI-G5** Strive to maintain and promote rail service to and through the BINMIC.
- BI-G6** Strive to provide adequate room in the street right-of-way for truck loading and maneuvering where it will not interfere with traffic flow.
- BI-G7** Encourage clear directional signage to and from the BINMIC to regional highways.
- BI-G8** Maintain major truck routes to and within the BINMIC in good condition.
- BI-G9** Improve key intersections to and within the BINMIC.
- BI-G10** In order to preserve freight mobility: strive to preserve and improve turning radii, visibility and sight lines, clearance, and existing lane configuration of streets within the BINMIC; and consider impacts on BINMIC of changes to arterial access routes to the BINMIC.
- BI-G11** Support commuting to work to and through the BINMIC by bicycle and walking. Two major factors to consider in trail design and operation are: 1. the operational requirements of adjacent property owners and users, as determined by the City; and 2. the safety of bicycle riders and pedestrians. The City must make every effort in trail design to meet the operational requirements of industrial users while providing for trail safety.

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## **FREIGHT MOBILITY & TRANSPORTATION POLICIES**

- BI-P13** Where practical and appropriate, separate mainline rail traffic from surface street traffic by designing and constructing bridges to improve safety for motorized and nonmotorized transportation.
- BI-P14** Support preservation of all streets within the BINMIC and arterial access routes to the BINMIC for freight mobility. To accomplish this, support preservation of turning radii, visibility and sight lines, clearance, and existing lane configurations.
- BI-P15** Support commuting to work by BINMIC employees by bicycle and walking. For safety and operational reasons, however, support locating recreational and commuter through trails away from industrial areas.
- BI-P16** Support separation of mainline rail traffic from surface street traffic by designing and constructing bridges, where feasible, to improve safety for motorized and nonmotorized transportation.

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## MARITIME & FISHING INDUSTRY POLICIES

- BI-P17** Recognize the interdependence of maritime and fishing industries and related businesses and their special requirements for transportation, utilities, pier space, and chill facilities. Encourage retention of this cluster of businesses and facilitate attraction of related businesses.
- BI-P18** Support maintenance of and creation of pier space for larger vessels (over 60 feet) within the BINMIC to facilitate loading of cargo, provisions, and fuel and obtaining maintenance.
- BI-P19** Support efforts to measure, encourage, and promote the significant role of the maritime and fishing industries.
- BI-P20** Strive to retain shorelines for water-dependent uses by enforcing waterfront and shoreline regulations in industrial areas.
- BI-P21** Strive to provide a physical and regulatory environment that fosters the continued health of the maritime and fishing industries in the BINMIC.
- BI-P22** Encourage land assembly on the BINMIC waterfront to accommodate commercial fishing and other heavier maritime uses.
- BI-P23** Support the Seattle-based distant-water fishing fleet's efforts to participate effectively in Federal and State fisheries management and regulation of fishing.

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## PUBLIC SERVICES, UTILITIES, & INFRASTRUCTURE POLICIES

- BI-P24** Public services, utilities, and infrastructure shall be sufficient to accommodate projected growth.
- BI-P25** Strive to provide opportunities for industrial reuse of vacant governmentally owned property within the BINMIC.
- BI-P26** Provide excellent customer service in City departments for industrial businesses.
- BI-P27** Strive to develop creative financing mechanisms, including public-private partnerships, for upgrading utilities and infrastructure.
- BI-P28** Develop linkages between local businesses, labor groups, and workers to match high-wage jobs with local workers.

# Broadview/Bitter Lake/Haller Lake

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## PUBLIC INVOLVEMENT GOAL

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

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## UTILITIES GOAL

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

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## UTILITIES POLICIES

**BL-P1** Integrate the area's formal and informal drainage and storm water systems with the appropriate basin or citywide system.

**BL-P2** Use environmentally sensitive solutions to resolve drainage and wastewater challenges, such as by encouraging groundwater infiltration where paved surfaces predominate.

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

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

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

---

## TRANSPORTATION GOALS

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

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

**BL-G5** Develop a comprehensive and safe network of "complete streets" (multimodal) that supports access and mobility for residents and business customers and employees.

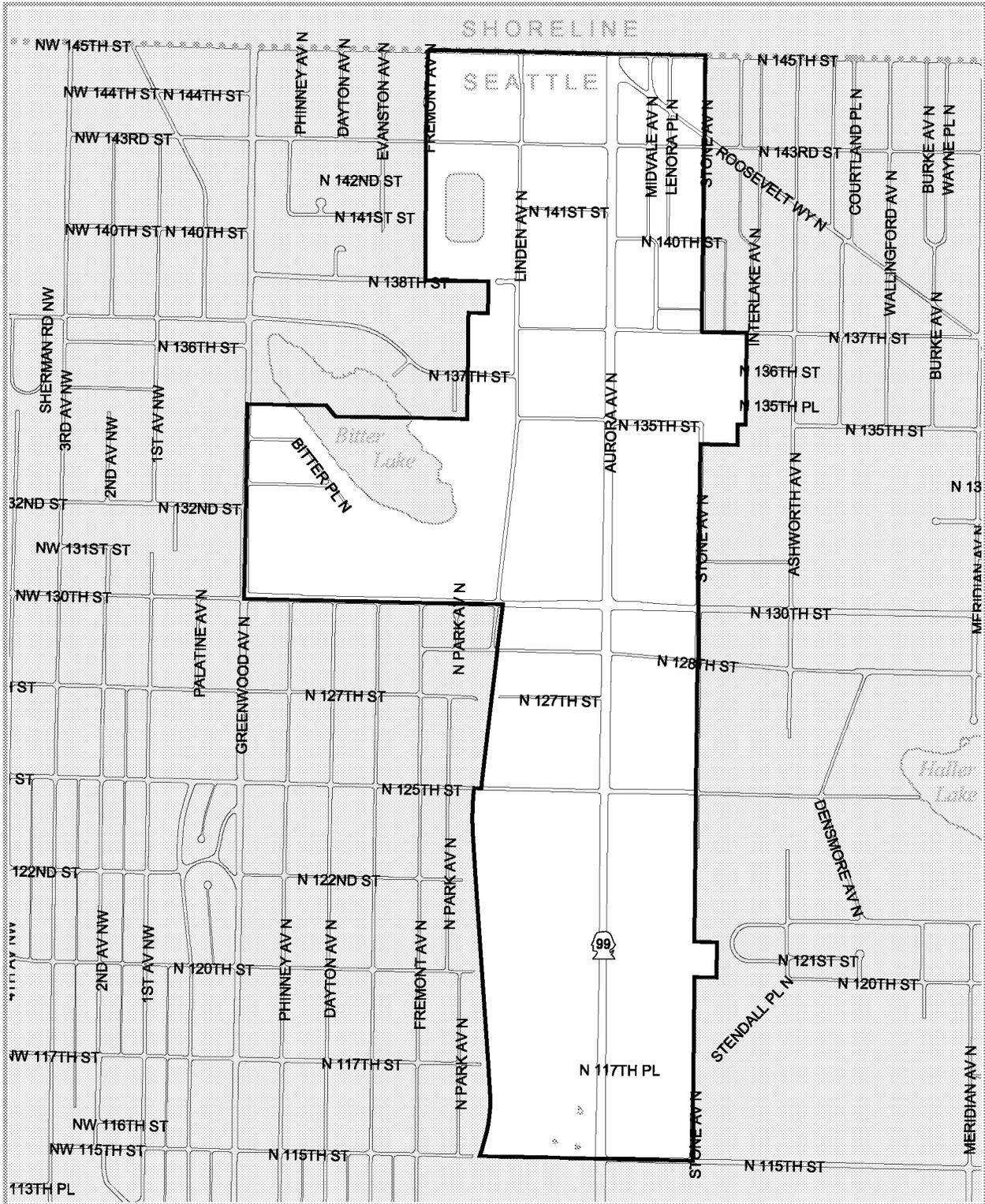
**BL-G6** Efficient vehicular movement through north-south and east-west transportation corridors.

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

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

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

BITTER LAKE VILLAGE  
Hub Urban Village



0 500 1000 Feet

-  VILLAGE BOUNDARY
-  EDGE OF PAVEMENT

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

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## **TRANSPORTATION POLICIES**

- BL-P6** Involve local community organizations, schools, property and business owners, residents, and other interested parties in the design of safe and efficient auto, bus, freight, bike, and pedestrian access in neighborhoods and to local businesses, schools, and other public facilities.
- BL-P7** Develop funding sources to design, construct, and maintain a network of “complete streets” that provide accessible pedestrian walkways, including sidewalks along arterial streets.
- BL-P8** Develop funding sources to design, construct and maintain pedestrian pathways that will link residents to the “complete streets” network and other community focal points, including schools and transit stops.
- BL-P9** Work with the State, King County Metro, and the community to fund the design and construction of Aurora Avenue improvements to provide sidewalks and pedestrian crossings, frequent and fast transit, and adequate drainage.
- BL-P10** Develop funding sources for the design and construction of the network of bicycle facilities recommended in the Bicycle Master Plan that will connect Broadview, Bitter Lake, and Haller Lake residential neighborhoods with community destinations as well as regional trails and other nearby urban villages.
- BL-P11** Use design and traffic circulation strategies that keep residential streets free from excessive traffic volumes and speed.
- BL-P12** Improve the capacity of Aurora Avenue to support access by transit, pedestrians, bicycles, and automobiles, while maintaining freight mobility.
- BL-P13** Design future circulation improvements along other arterials in the area to balance vehicular, pedestrian and bicycle circulation.
- BL-P14** Encourage future vehicular circulation improvements along other arterials in the area that balance pedestrian and bicycle circulation.
- BL-P15** Work with transit providers to provide safe, accessible, and convenient transit stops.

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## **LAND USE & HOUSING GOALS**

- BL-G11** A community where new development is environmentally friendly, supports pedestrians, contains a wide range of housing types and income levels and accommodates businesses offering a diverse selection of products and services.
- BL-G12** A hierarchy of vibrant commercial centers: regional (Aurora Avenue); urban village (Linden Avenue); and neighborhood (Greenwood Avenue nodes).

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

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## LAND USE & HOUSING POLICIES

- BL-P16** Plan for Broadview/Bitter Lake/Haller Lake’s growing age, household, and ethnic diversity so that a range of affordable housing types are made available to a variety of residents including individuals, couples, and families of varying ages within the urban village.
- BL-P17** Plan and design commercial developments, parks and schools to be walkable places using such methods as interior sidewalks linking building entrances to each other and to adjacent sidewalks, pedestrian-scale lighting, limiting the size of buildings to create block-sized patterns of development, and orienting development toward public streets.
- BL-P18** Strengthen Aurora Avenue as a regional commercial center and source of jobs, while enhancing its fit with surrounding communities.
- BL-P19** Use economic development strategies to organize, attract and assist neighborhood-serving businesses to Broadview/Bitter Lake/Haller Lake.
- BL-P20** Support business and residential growth in the Greenwood Avenue business nodes at North 125th and between North 143rd and North 145th to enhance the vitality of these smaller neighborhood centers.
- BL-P21** Take steps toward developing Stone Avenue North into a green corridor, planted with trees and landscaping, to provide a transition between commercial uses and the Haller Lake residential area.
- BL-P22** Preserve existing open space and study the creation of new open space throughout the planning area. Seek additional opportunities to plant trees throughout the community.
- BL-P23** Use the permitting and environmental review process to minimize or mitigate the impacts of commercial and higher density residential uses on nearby single-family residential areas.
- BL-P24** Encourage design and site planning of single-family and multifamily housing that fits with the surrounding neighborhoods.
- BL-P25** Develop and use neighborhood design guidelines to help establish an urban design vision for Linden Avenue, to guide multifamily and commercial development that enhances the pedestrian environment, and to ensure appropriate transitions between single-family neighborhoods and denser commercial areas.
- BL-P26** Develop regulations, incentives, and educational materials to minimize lot clearing and ensure creative site designs that retain mature trees.

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## RECREATION GOAL

**BL-G14** 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.

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## RECREATION POLICIES

- BL-P27** Reinforce and expand parks and open spaces through partnerships and other strategic efforts.
- BL-P28** Coordinate future capital improvements so that Linden Avenue North becomes a greener corridor with a neighborhood “village center” focal point and opportunities for recreation.
- BL-P29** Enhance the “neighborhood feel” of Linden Avenue North area by creating more gathering places for community members to meet.
- BL-P30** Increase public access to public water bodies.
- BL-P31** Include the Seattle school district, community organizations, property owners, residents, and parents of schoolchildren in planning to provide attractive public facilities in the Broadview, Bitter Lake, and Haller Lake neighborhoods.
- BL-P32** Continue to offer excellent public services at neighborhood City facilities.

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## PUBLIC SAFETY GOAL

**BL-G15** A community where residents feel safe and the community works with safety officers to reduce crime.

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## PUBLIC SAFETY POLICIES

- BL-P33** Increase the visibility of law enforcement efforts and maintain an adequate presence of officers within the city and community.
- BL-P34** Include community organizations, property and business owners, residents, and other interested parties in identifying high crime areas and targeting appropriate City and community resources.
- BL-P35** Provide community safety programs, such as block watch and emergency preparedness, and implement additional crime prevention measures, such as increased lighting of public spaces.

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## NATURAL ENVIRONMENT GOAL

**BL-G16** 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.

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### **NATURAL ENVIRONMENT POLICIES**

- BL-P36** Use the design process and environmental review to identify ways to mitigate environmental impacts resulting from activities at City facilities, as appropriate.
- BL-P37** Create a greener and healthier environment by protecting existing trees, as appropriate, and planting new trees.
- BL-P38** Include the community, property owners and other public agencies in identifying tools to improve air and water quality, reduce noise pollution, and remediate environmental impacts of current and past activities, as appropriate.

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### **COMMUNITY DEVELOPMENT GOAL**

- BL-G17** Support a resilient community rich in different ages, incomes, and household types.

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### **COMMUNITY DEVELOPMENT POLICIES**

- BL-P39** Create a unified name and identity for the Broadview/Bitter Lake/Haller Lake area, reflecting its history, to nurture neighborhood pride and motivate various groups to come together as one community.
- BL-P40** Create more opportunities for people to come together where they can meet and get to know their immediate (within a block or so) neighbors.

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### **URBAN AGRICULTURE GOALS**

- BL-G18** Stores, restaurant, and schools that provide healthy food choices.
- BL-G19** An abundant local food economy that draws from urban agriculture activity in the neighborhood as well as regional food sources.

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### **URBAN AGRICULTURE POLICIES**

- BL-P41** Expand access to locally grown food, by attracting farmers' markets and a wider range of grocery stores.
- BL-P42** Create opportunities for the community to learn how to establish and maintain urban agriculture practices in the neighborhood through projects such as P-Patches and community gardens, as well as on private property.

# Capitol Hill

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## COMMUNITY CHARACTER GOAL

**CH-G1** A neighborhood, with distinct residential areas, active business districts, accessible transportation services, and strong institutions, which is diverse and densely populated.

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## COMMUNITY CHARACTER POLICIES

**CH-P1** Encourage the development of the North Anchor District as Capitol Hill’s premier art, culture, civic, and business hub with a centerpiece being a new mixed-use civic and residential complex at the Keystone site located at the north end of Broadway at 10th Avenue and Roy Street. If the Library Board selects the Keystone site as the new location for the Susan Henry Library, take actions to facilitate the location of the library, including, if appropriate, rezoning.

**CH-P2** Encourage the revitalization of the South Anchor District through coordination of the development of a Sound Transit station, the Lincoln Reservoir Park project, and a revised master plan for Seattle Central Community College.

**CH-P3** Support and preserve the neighborhood’s three main commercial corridors—Broadway, 15th Avenue East, and East Olive Way.

**CH-P4** Strengthen and enhance the character of the major residential neighborhoods and encourage a greater range of housing choices affordable to a broad spectrum of the entire community.

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## LAND USE & URBAN DESIGN GOAL

**CH-G2** An enhanced neighborhood with diverse land uses, a mixture of housing types including single-family and dense multifamily, and vibrant commercial districts.

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## LAND USE & URBAN DESIGN POLICIES

**CH-P5** Encourage the preservation of the neighborhood’s architectural quality, historic character, and pedestrian scale.

**CH-P6** Support integration of **transit-oriented development** with local transportation and open space improvements.

**CH-P7** Strive to enhance the neighborhood’s lively, unique pedestrian-oriented commercial corridors.

**CH-P8** Enhance and protect the character of the diverse residential districts.



- CH-P9** Zoning and design guidelines should ensure that new development complements the existing architectural fabric of the neighborhood.
- CH-P10** Support and encourage the relocation of the Susan Henry Library through zoning and other tools that would be appropriate.

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## **HOUSING GOAL**

- CH-G3** A community with a full range of housing types from single-family homes to multifamily contributing to a diverse, densely populated neighborhood.

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## **HOUSING POLICIES**

- CH-P11** Seek tools to retain and increase housing affordable to households with incomes at and below the median income.
- CH-P12** Strive to preserve and provide a variety of housing types, including some single-family and other small-scale dwellings.
- CH-P13** Encourage a range of homeownership options for households with a broad spectrum of incomes.
- CH-P14** Encourage the preservation of existing housing structures and the maintenance of properties.
- CH-P15** Encourage the development of high-quality new housing that blends with historic housing.

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## **HUMAN DEVELOPMENT GOAL**

- CH-G4** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

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## **HUMAN DEVELOPMENT POLICIES**

- CH-P16** Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.
- CH-P17** Seek to improve communication between people, organizations, and communities dealing with human needs and human development issues.
- CH-P18** Seek a comprehensive approach to address social issues and human needs within the neighborhood.

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## **PUBLIC SPACE & ARTS GOAL**

**CH-G5** A neighborhood that provides amenities (quality parks/open space/arts) to serve its dense population.

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## **PUBLIC SPACE & ARTS POLICIES**

**CH-P19** Seek opportunities for the development of new parks and open spaces to adequately serve all Capitol Hill residents, including children, youth, and seniors.

**CH-P20** Encourage the development of open spaces complementary to commercial corridors and Sound Transit stations.

**CH-P21** Strive to maintain and enhance environmental quality in the neighborhood's public spaces.

**CH-P22** Promote safety and a civil environment in the neighborhood's public spaces.

**CH-P23** Support arts and cultural activities as an integral part of community life.

**CH-P24** Support neighborhood cultural institutions, including the Cornish College of the Arts, the Susan Henry Library, and Seattle Central Community College.

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## **TRANSPORTATION GOAL**

**CH-G6** A pedestrian-oriented neighborhood with a balanced transportation environment that emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents, and students.

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## **TRANSPORTATION POLICIES**

**CH-P25** Support construction of light rail transit services through Capitol Hill with transit stations.

**CH-P26** Support a variety of transportation modes that provide alternatives to using a car.

**CH-P27** Encourage traffic-calming measures in residential neighborhoods.

**CH-P28** Discourage commuter and employee parking in the neighborhood.

**CH-P29** Strive to improve parking management to better serve the needs of businesses and residents.

**CH-P30** Work with transit providers to improve transit service and speed within the neighborhood and connections to other neighborhoods.

# Central Area

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## OVERALL CENTRAL AREA COMMUNITY IDENTITY & CHARACTER AND LAND USE GOALS

- CA-G1** The Central Area is a community proud of its culture, heritage, and diversity of people and places. This richness derives from the fact that this neighborhood has always been a place of welcome and it has been, and continues to be the center of the African American community.
- CA-G2** The Central Area is a community that provides inclusive opportunities for everyone to participate in community projects.

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## OVERALL CENTRAL AREA COMMUNITY IDENTITY & CHARACTER AND LAND USE POLICIES

- CA-P1** Strengthen a unique identity for the Central Area that celebrates its culture, heritage, and diversity; enhance the sense of community; and increase the feeling of pride among Central Area residents, business owners, employees, and visitors through excellent physical and social environments.
- CA-P2** Recognize the historical importance and significance of the Central Area's existing housing stock, institutional buildings (old schools, etc.), and commercial structures as community resources. Incorporate their elements into building design and possible designation of historic and cultural resources.
- CA-P3** Seek opportunities for community-based public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of the Central Area.
- CA-P4** Create opportunities for public spaces, public art, and gateways that engage and express the Central Area's unique heritage and identity.
- CA-P5** Identify activities and spaces for people with diverse cultures, ages, and background to meet, share, learn, and strengthen community ties.
- CA-P6** Create an appealing environment that enhances the historic character while providing opportunities for existing and new development to grow, and serve the emerging needs of the diverse community.
- CA-P7** Create a vibrant commercial district, encouraging dense urban development in the commercial areas and encouraging housing supportive of the community through land use tools, such as rezones, design guidelines, and incentives.
- CA-P8** Support existing and new Central Area community programs and expand on existing partnerships so these programs prioritize services to those who consider the Central Area to be central to their identity, such as the African American community .

- CA-P9** Support a network of community-based organizations that can coordinate diverse volunteers to implement community building programs and projects that serve to anchor the cultural diversity of the Central Area.

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## **TRANSPORTATION & INFRASTRUCTURE GOALS**

- CA-G3** A community where residents, workers, students, and visitors can choose from a variety of comfortable and convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated.
- CA-G4** The neighborhood has an efficient and effective network of transit including linkages to the proposed East Link light rail station that supports land use goals and adequately serves the community.
- CA-G5** A community that is served by well-maintained infrastructure including the most up to date communication technology such as fiber optic telecommunication infrastructure.

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## **TRANSPORTATION & INFRASTRUCTURE POLICIES**

- CA-P10** Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety.
- CA-P11** Support a multimodal transportation network that connects community destinations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places and that links the Central Area to other neighborhoods.
- CA-P12** Consider traffic-calming measures on Central Area arterial streets.
- CA-P13** Work with institutions/businesses to develop creative solutions for minimizing single-occupant auto usage by employees and students.
- CA-P14** Maintain and improve pedestrian infrastructure including sidewalks, stairways, pedestrian underpasses, and planting strips and medians on arterial streets to enhance pedestrian safety, mobility, and access.
- CA-P15** Consider improvements to unimproved rights-of-way such as street ends or alleys to foster pedestrian access and mobility.
- CA-P16** Coordinate transportation and infrastructure project planning with adjacent neighborhoods if they are affected by these projects.
- CA-P17** Facilitate convenient transit access to local and regional employment centers for Central Area residents.
- CA-P18** Encourage shared parking at business nodes in order to meet parking demand while minimizing the size of surface parking lots and maximizing space for other uses.

- CA-P19** Encourage coordination of construction work within the street right-of-way in order to maximize the public benefit and minimize the disruption of the street surface.
- CA-P20** Improve road safety through public education, targeted enforcement, and engineering measures.
- CA-P21** Develop a multimodal access plan for proposed and future high-capacity transit stations (Bus Rapid Transit, light rail) that serve or are near to the Central Area.
- CA-P22** Create safe pedestrian and bicycle access to bus and light rail service and to the business districts.
- CA-P23** Encourage King County Metro to provide effective bus service through the neighborhood to the light rail stations and surrounding community facilities.
- CA-P24** Improve the visual quality of the neighborhoods by encouraging undergrounding of utilities including service lines for all new construction and remodel projects and minimizing the impact of new telecommunication facilities such as towers.

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## HOUSING GOAL

- CA-G6** The Central Area is a stable community that provides a range of housing types and affordable options to support the sociodemographic diversity of this neighborhood.

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## HOUSING POLICIES

- CA-P25** Advocate for more flexible options for mortgage financing, and strive to remove barriers to homeownership and renovation loans for local residents.
- CA-P26** Support sweat-equity housing programs.
- CA-P27** Support housing services that encourage age integration.
- CA-P28** Ameliorate the potential impacts of gentrification and displacement of existing residents through a variety of affordable housing programs including preserving existing multifamily affordable housing and producing new affordable housing.
- CA-P29** Maintain and create affordable housing to keep a range of housing prices and unit sizes including affordable family-sized units with amenities for families, and a balance of rental and owner-occupied housing.
- CA-P30** Assist low-income, senior, and disabled renters and homeowners by encouraging supportive services that will allow them to continue to live in the neighborhood.
- CA-P31** Encourage affordable housing in close proximity or with easy access to community assets and amenities.
- CA-P32** Target affordable housing investments near investments in high-frequency transit to reduce the transportation costs of low-income households.
- CA-P33** Leverage publicly owned properties to produce affordable housing.

- CA-P34** Provide development incentives or requirements for the provision of affordable housing units within market-rate housing projects.

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## **ECONOMIC DEVELOPMENT GOALS**

- CA-G7** The Central Area is a culturally and ethnically diverse and economically strong community. Its business districts provide the goods and services needed for the multicultural community who live, work, worship, and shop there.
- CA-G8** The Central Area has vibrant commercial districts with diverse economic opportunities for area residents, including career-path family-wage jobs for its residents.
- CA-G9** The Central Area has strong entrepreneurship that creates jobs and grows the local economy for the benefit of its residents.
- CA-G10** This neighborhood is, and feels, safe and inviting for people and businesses.

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## **ECONOMIC DEVELOPMENT POLICIES**

- CA-P35** Support efforts to encourage existing and new minority and locally owned businesses in the Central Area to grow and expand.
- CA-P36** Support implementation of coordinated long-term strategies to improve commercial districts including support for existing or expanding small businesses and ethnically based businesses in order to maintain the multicultural character.
- CA-P37** Support strong, culturally inclusive business associations that support the vitality of business districts serving the entire community.
- CA-P38** Support vibrant, diverse, and distinct commercial districts that provide a range of goods and services for the entire community.
- CA-P39** Support projects that increase affordable, culturally appropriate and healthy food.
- CA-P40** Create strong linkages to tie job and vocational training, apprenticeship programs, and jobs to members of the community in need of such services, especially youth.
- CA-P41** Build strong partnerships and support projects that provide opportunities for local jobs for Central Area residents and pathways to living wage jobs in the region's employment centers.
- CA-P42** Strive to develop healthy workplaces where employees are treated with respect, and have a voice in decisions that impact their jobs, lives, and community.
- CA-P43** Provide opportunities and support to facilitate start-up small businesses.
- CA-P44** Encourage partnerships among businesses to create a safe and active commercial district.

- CA-P45** Seek opportunities to strengthen partnerships between the community and the Seattle Police Department.
- CA-P46** Support crime prevention programs that create partnerships between the broad diversity of the community, the businesses, and the City to decrease crime and to address underlying conditions that may encourage crime.
- CA-P47** Support efforts to improve the appearance and cleanliness of business districts.

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## **HUMAN SERVICE AND COMMUNITY BUILDING GOALS**

- CA-G11** The Central Area is a connected and caring community that nurtures and supports all its members especially the children, youth, and the elderly, and provides programs and services needed by its diverse community.
- CA-G12** The Central Area has strong schools with excellent programs and strong enrollment with no achievement gap, providing opportunities for all students to succeed and have bright futures.
- CA-G13** The Central Area is a neighborhood in which the community, community-based organizations, service organizations, education/training institutions, and the City work together to create pathways to meaningful employment for all its youth.
- CA-G14** To support cultural diversity, there is improved access to education and employment training opportunities for all, especially for its diverse youth.
- CA-G15** All Central Area youth are empowered and have strong leadership skills.
- CA-G16** The Central Area has strong organizations and local leaders who work to anchor the cultural diversity of this neighborhood.

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## **HUMAN SERVICE AND COMMUNITY BUILDING POLICIES**

- CA-P48** Encourage local institutions, community-based organizations, and other agencies to provide lifelong learning opportunities needed by the Central Area's diverse community.
- CA-P49** Provide all Central Area youth with required skills and experience needed for future careers. Maximize the capability of local institutions and program providers such as Seattle Vocational Institute to serve such needs.
- CA-P50** In the Central Area, support the growth of jobs for teenagers, especially those most in need of a path to a successful future.
- CA-P51** Provide the Central Area youth with cultural education and recreational opportunities that embrace its diversity.
- CA-P52** Enhance community pride through multicultural activities such as community festivals, youth mentoring, and other youth programs.
- CA-P53** Support innovative and effective youth services.

- CA-P54** Encourage Central Area youth to actively engage in community activities and develop leadership skills, especially those most in need of such support.
- CA-P55** Provide seniors with needed resources and assistance and opportunities to engage with the community.
- CA-P56** Provide supportive services for the immigrant/refugee and African American communities.
- CA-P57** Support programs and organizations that nurture local leadership within the Central Area.

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## **PARKS AND OPEN SPACE GOAL**

- CA-G17** A community with functional, well-maintained and connected parks, open space, and recreational facilities to serve the Central Area's diverse population.

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## **PARKS AND OPEN SPACE POLICIES**

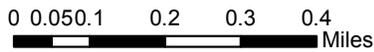
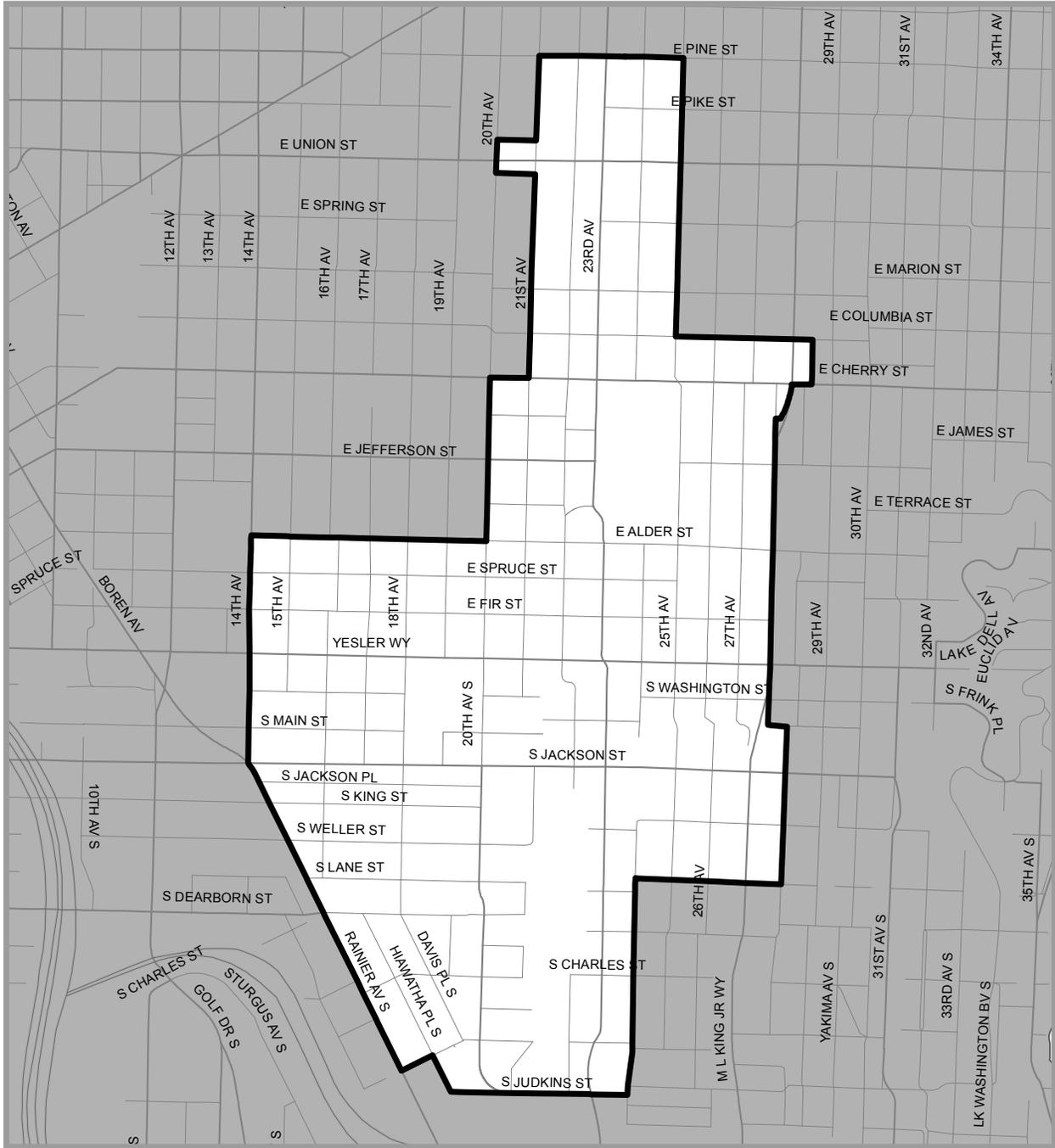
- CA-P58** Facilitate community involvement such that park facilities, improvements, and programming better reflect the needs of the neighborhood.
- CA-P59** Seek opportunities within the commercial districts to create open spaces for community gathering.
- CA-P60** Seek opportunities for public open space on unused or unimproved properties.
- CA-P61** Promote greening and beautification of the neighborhood through local citizen participation.
- CA-P62** Work with community members, organizations, schools, and institutions to provide park stewardship.

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## **23RD AVENUE CORRIDOR GOALS**

- CA-G18** The three community nodes along 23rd Avenue at Jackson, Union, and Cherry are each distinct with a different niche, but together they exhibit or demonstrate the shared identity of the Central Area. These community nodes together serve the diversity of cultures in the Central Area and continue to be home to those businesses and institutions that are central to the African American community:
- **23rd and Jackson**—The largest of the three community nodes with larger scaled mixed-use developments. It is the community's center for general goods and services including education, arts, places of worship and gathering, parks, a library, housing, social services, and places to shop for daily household needs. It is a local and regional destination that draws a broad mix of people.

23RD & UNION-JACKSON  
Residential Urban Village



— CENTER / VILLAGE BOUNDARY

- **23rd and Union**—A medium-sized community-serving node with mixed-use developments. This node has locally owned businesses and institutions and continues to serve as the center of the African American community. It is a neighborhood-scale destination that builds on existing assets and draws customers from the larger neighborhood.
- **23rd and Cherry**—This is a smaller-scaled community-serving node with finer grained mixed-use developments. This node has an abundance of community assets including parks/open space, Garfield High School and Community Center, teen center, arts programs, and small businesses, in particular ethnic restaurants, that create a unique identity for this node. It draws a broad mix of people, especially youth.

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### 23RD AVENUE CORRIDOR POLICIES

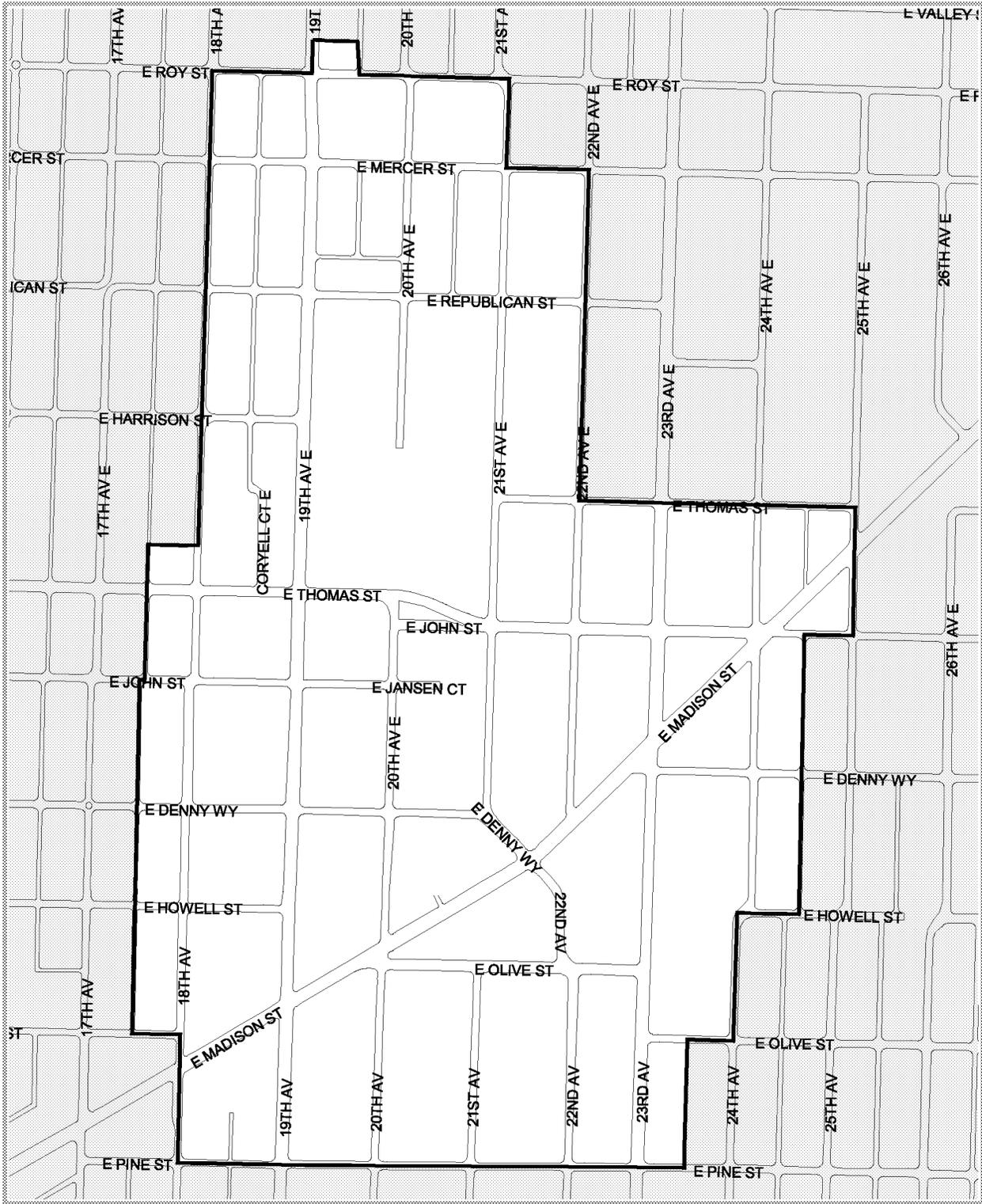
- CA-P63** Encourage new pedestrian-friendly mixed-use development and increased housing density in and around the 23rd Avenue and Jackson Street commercial area. Include small and large businesses, opportunities for startup businesses, and affordable housing while preserving existing gathering spaces.
- CA-P64** Support additional retail, restaurants, services, and office space at 23rd and Yesler to increase activity on the sidewalks.
- CA-P65** Encourage new pedestrian-friendly mixed-use development at 23rd and Union that includes neighborhood serving shops and services, opportunities for startup businesses, affordable housing, and live-work housing while respecting the small scale and historic character of this node.
- CA-P66** Preserve small-scale neighborhood character, immigrant- and refugee-owned businesses while providing a greater variety of shops and services at 23rd and Cherry and an activated street frontage.
- CA-P67** Improve access and connectivity to community assets at 23rd and Cherry and activate space around Garfield High School, Garfield Community Center, and Medgar Evers Pool.
- CA-P68** Consider rezoning single-family zoned parcels to neighborhood commercial to support continuation and expansion of services provided by local institutions as the Cherry Hill Baptist Church.

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### MADISON-MILLER GOALS

- CA-G19** A vibrant, revitalized pedestrian-oriented commercial district on East Madison from 16th to 24th Avenues that serves both local and destination shoppers with a variety of shops and services.
- CA-G20** A vibrant, revitalized pedestrian-oriented commercial node at Madison Street between 19th Avenue and 23rd Avenue that principally serves local residents.

MADISON-MILLER  
Residential Urban Village



**CA-G21** A destination/entertainment center at 23rd and Madison serving as the Central Area’s northern commercial anchor.

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### **MADISON-MILLER POLICIES**

**CA-P69** Encourage increased housing density at 23rd and Madison. As one tool for implementing this policy, consider the Residential Small Lot zone to be appropriate for single-family areas south of East Madison Street within the Madison-Miller Residential Urban Village.

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

**CA-P70** Seek entertainment facilities (e.g., entertainment complex), destination retail, convention and conference facilities, and other like businesses at 23rd and Madison.

**CA-P71** Adopt themes and identity elements for Madison-Miller and incorporate into streetscape concepts, transportation improvements, community-based projects, and new development proposals, including concepts such as:

- The area’s African American heritage;
- “Madison After Dark”;
- Community diversity;
- The physical and natural environment; and
- The area’s transportation history.

**CA-P72** Explore the potential for an incentive-based East Madison “economic opportunity area.”

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### **12TH AVENUE GOAL**

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

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### **12TH AVENUE POLICIES**

**CA-P73** Encourage increased housing density where appropriate, such as on 12th Avenue and on Yesler Way, and in midrise zoned areas.

**CA-P74** Facilitate the redevelopment of City-owned land, emphasizing mixed-use where that type of development will contribute to the desired community character.

**CA-P75** Seek services and retail that build on the neighborhood’s proximity to Seattle University.

12TH AVENUE  
Part of the First Hill /Capitol Hill Urban Center



0 500 1000 Feet

— VILLAGE BOUNDARY  
— EDGE OF PAVEMENT

# Columbia City

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## TRANSPORTATION GOALS

- CC-G1** A community with a safe, effective, and attractive transportation system that provides residents multimodal access to employment opportunities within the region.
- CC-G2** A community served by a light rail transit system that also is a catalyst for transit-oriented housing and commercial development within the station area.
- CC-G3** A community with transportation infrastructure necessary to ensure public safety, efficient access to services, and general quality of life.

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## TRANSPORTATION POLICIES

- CC-P1** Strive to make the Columbia City area safe and efficient for bicycles and pedestrians.
- CC-P2** Seek to improve east–west transit service that allows access to multiple employment centers and educational services.
- CC-P3** Maximize community benefits through the management of parking around the light rail station.
- CC-P4** Seek to replace and rehabilitate nonfunctional elements of the transportation system.
- CC-P5** Improve pedestrian safety and convenience along Rainier Avenue South and Martin Luther King Jr. Way South.
- CC-P6** Strive to make bus stops and transfer points safe, visible, comfortable, and efficient through the use of design techniques and by providing rider information.
- CC-P7** Maximize economic development and revitalization through appropriately designed station area development.
- CC-P8** Strive to maintain efficient goods mobility along Martin Luther King Jr. Way South.

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## ECONOMIC DEVELOPMENT GOALS

- CC-G4** A community with healthy businesses and healthy employment levels.
- CC-G5** A community with retail and service businesses that serve community needs, particularly pedestrian-oriented commercial development.
- CC-G6** A neighborhood that promotes entrepreneurship within the community.



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## ECONOMIC DEVELOPMENT POLICIES

- CC-P9** Encourage mixed-use and pedestrian-scale development within the Columbia City and Hillman City business districts.
- CC-P10** Strive to retain and build upon the unique pedestrian-friendly qualities of the Columbia City, Hillman City, and Genesee business districts.
- CC-P11** Support opportunities for business incubators and local business ownership within the community.
- CC-P12** Assist residents in gaining access to employment services, information technology, and centers of employment.
- CC-P13** Encourage the development of businesses that will increase the number of local jobs for professional, technical, and managerial positions, and that provide for the potential for career advancement.

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## HOUSING GOALS

- CC-G7** A community with healthy and attractive single-family residential areas.
- CC-G8** A community with a variety of available housing options for a mix of income levels and household sizes.
- CC-G9** A community that provides opportunities for owner-occupied housing for community residents.

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## HOUSING POLICIES

- CC-P14** Encourage the preservation of affordable housing resources through the rehabilitation of older existing homes.
- CC-P15** Strive to maintain existing neighborhood scale and character and promote transit-oriented development, where appropriate.
- CC-P16** Support opportunities for homeownership in the vicinity of Columbia City.
- CC-P17** Strive to provide the required infrastructure to support increases in housing density.
- CC-P18** Maximize light rail-related investments to ensure the development of quality housing with appropriate community amenities.
- CC-P19** Support the use of public/private partnerships to develop quality affordable housing.
- CC-P20** Encourage housing as part of mixed-use development projects, including live-work spaces, within the business districts; consider rezoning appropriate areas within the urban village to NC/R designations.

**CC-P21** Support incentives for new housing development near high-capacity transit facilities.

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### **CULTURAL & HUMAN RESOURCES GOALS**

**CC-G10** A community with adequate open space for the residential population.

**CC-G11** A community with a library that serves community needs.

**CC-G12** A community where social service needs are addressed in an efficient and noninvasive manner.

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### **CULTURAL & HUMAN RESOURCES POLICIES**

**CC-P22** Use the P-Patch program as a means of increasing open space and neighborhood amenities.

**CC-P23** Promote the incorporation of public art into the development of public and community facilities.

**CC-P24** Provide library services that meet the needs of the Columbia City/Hillman City/Genesee community.

**CC-P25** Seek to involve the Columbia City/Hillman City/Genesee community in planning efforts for the siting and use of essential community and public facilities in the neighborhood.

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### **PUBLIC SAFETY/IMAGE GOALS**

**CC-G13** A neighborhood with strong community-based policing efforts.

**CC-G14** A neighborhood with property and human rights protection for all residents.

**CC-G15** A neighborhood with an attractive physical appearance and a positive image.

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### **PUBLIC SAFETY/IMAGE POLICIES**

**CC-P26** Support police service that meets the needs of a growing population and reflects changing crime statistics.

**CC-P27** Seek housing incentives for police officers to live within the community.

**CC-P28** Strive to promote positive media portrayals of the surrounding area.

**CC-P29** Develop strategies to address street litter and graffiti within the commercial centers.

**CC-P30** Strive to improve security lighting near schools, parks, public facilities, parking lots, and in alleys.

- CC-P31** Support the continued availability of home improvement and business facade improvement funds, while strictly enforcing exterior maintenance codes.
- CC-P32** Promote a Crime Prevention Through Environmental Design (CPTED) program in the neighborhood.

# Crown Hill/Ballard

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## ECONOMIC DEVELOPMENT GOAL

- CH/B-G1** A defined, vital, accessible mixed-use core with residential and commercial activity in the Ballard Hub Urban Village and Crown Hill Residential Urban Village.

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## ECONOMIC DEVELOPMENT POLICIES

- CH/B-P1** Employ economic development strategies that build on Ballard's history and welcome the variety of traditions represented in the area's population and businesses to create a family-friendly neighborhood that offers the best of Seattle living.
- CH/B-P2** Improve the attractiveness of the business areas in the Ballard Hub Urban Village and the Crown Hill Residential Urban Village to businesses, residents, and shoppers through creation of pleasant streetscapes and public spaces.
- CH/B-P3** Strive to create a mix of locally owned, unique businesses and regional and national retailers.
- CH/B-P4** Encourage tourists visiting the Ballard Locks to patronize businesses in the neighborhood.

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## RESIDENTIAL DEVELOPMENT GOALS

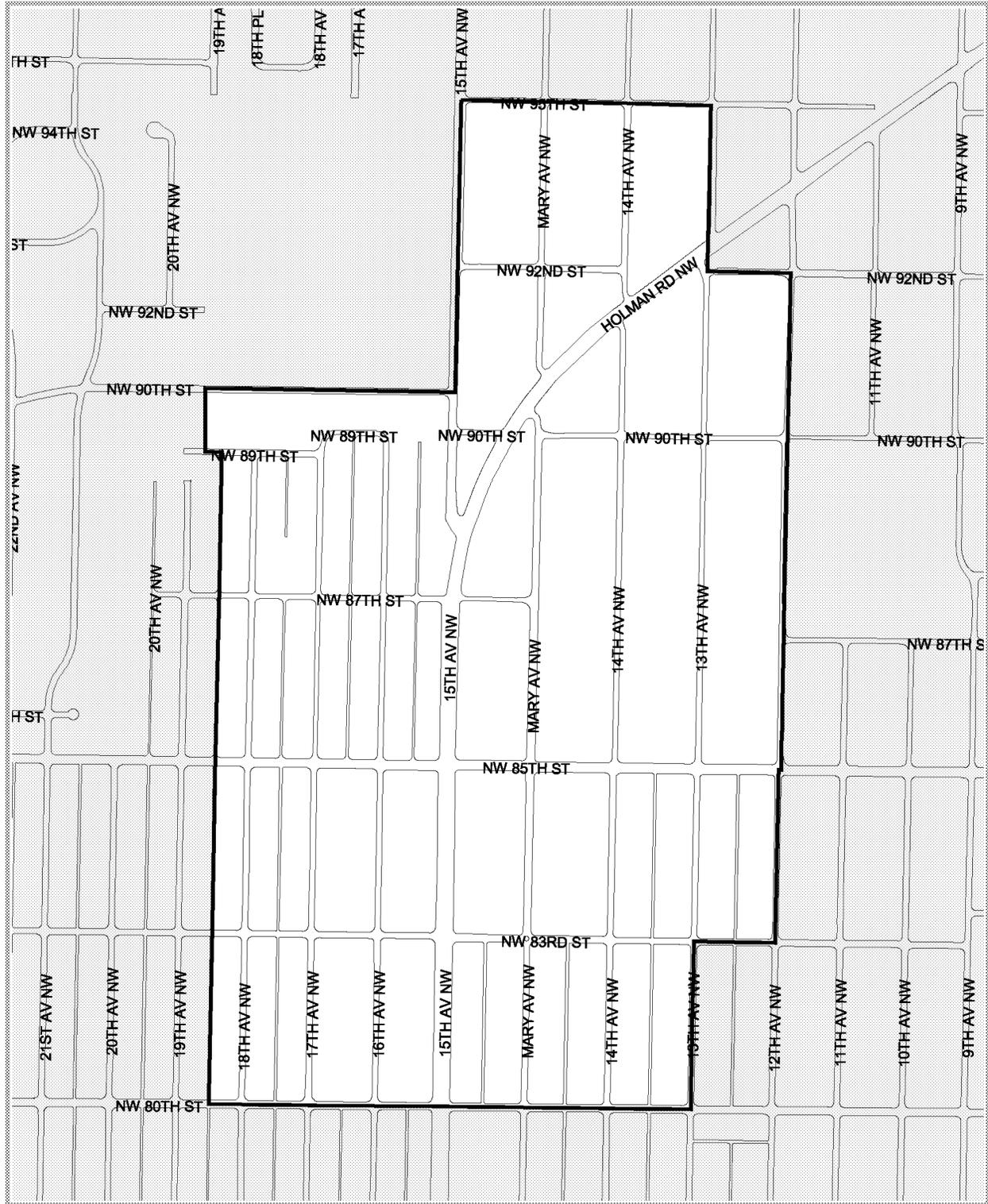
- CH/B-G2** A community with housing types that range from single-family to moderate-density multifamily.
- CH/B-G3** A civic complex in the core of the Ballard Hub Urban Village that incorporates moderate-density housing as well as public open space and other public and private services.

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## RESIDENTIAL DEVELOPMENT POLICIES

- CH/B-P5** Accommodate the majority of new housing units and increases in density in the central areas of the Ballard and Crown Hill urban villages.

CROWN HILL  
Residential Urban Village



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT



**CH/B-P6** Maintain the physical character of the single-family-zoned areas in the Crown Hill/Ballard plan area.

**CH/B-P6.5** In the Crown Hill Residential Urban Village, single-family-zoned portions of split-zoned lots having an existing multifamily use may be rezoned to an abutting multifamily-zoning designation. This policy is intended to guide future rezone decisions and to lead to amendment of the Land Use Code by changing limits on the zones to which single-family areas may be rezoned within the Crown Hill Residential Urban Village, as prescribed by SMC 23.34.010.B.2.

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### TRANSPORTATION GOAL

**CH/B-G4** A transportation system that supports residential, commercial and civic activity in the core of the Ballard and Crown Hill urban villages, and encourages people to use transit and nonmotorized transportation modes.

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### TRANSPORTATION POLICIES

**CH/B-P7** Improve mobility for people using all modes of transportation to, within, and around the Ballard Hub Urban Village to increase retail, commercial, and civic activity. Improve mobility for people using all modes of transportation to, within, and around the Crown Hill Urban Village to serve the residents and businesses there.

**CH/B-P8** Emphasize accessibility by transit, bicycle, and pedestrians in the Downtown Ballard area.

**CH/B-P9** Preserve the function of 15th Avenue NW as a principal arterial and a major truck street, but strive to overcome the street as a barrier that isolates the neighborhood areas to the east and west from each other and to improve its contribution to the visual character of Crown Hill and Ballard.

**CH/B-P10** Strive to improve the pedestrian environment along NW Market Street while retaining its function as a principal arterial.

**CH/B-P11** Take advantage of present and future economic, cultural, and open space developments to enhance the bicycle and pedestrian network.

**CH/B-P12** Work with the Regional Transit Authority and King County/Metro to ensure that Ballard residents and businesses are served by the Regional Transit Authority and King County/Metro systems.

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### RECREATION & OPEN SPACE GOAL

**CH/B-G5** A neighborhood with open space, parks, and recreation sites, connected by a network of “green links,” that offer a full range of active and passive recreational opportunities to area residents and visitors, throughout Crown Hill/Ballard.

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## RECREATION & OPEN SPACE POLICIES

- CH/B-P13** Increase the range of recreation opportunities and types of open space available in the neighborhood. Encourage the development of new facilities, including, but not limited to passive parks, tennis courts, basketball courts, ballfields, play areas, marine and shoreline parks, pedestrian-friendly walkways, trails (including the Burke-Gilman), and gateways.
- CH/B-P14** Enhance existing open space and recreation sites and facilities throughout Crown Hill/Ballard.
- CH/B-P15** Create opportunities for people to experience the natural environment through the preservation of publicly owned forested areas, encouraging community gardening (P-Patches), and tree planting on private property and in the public right-of-way, and creating access to views and waterways.

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## ARTS & CULTURE GOAL

- CH/B-G7** A rich, diverse, and accessible cultural life that serves as the basis for neighborhood identity and helps build a livable community.

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## ARTS & CULTURE POLICIES

- CH/B-P16** Promote Ballard as a hub of arts, culture, and entertainment.
- CH/B-P17** Engage in cultural activities that promote community revitalization and historic preservation.
- CH/B-P18** Encourage the development of indoor and outdoor facilities in which cultural activities can take place.
- CH/B-P19** Address the lack of affordable live-work spaces for artists and others in Seattle through promoting the adaptive reuse of historic buildings in the Ballard Landmark District and other nearby areas as appropriate.
- CH/B-P20** Seek to attract industrial uses that could have a symbiotic relationship with the local arts community, including but not limited to, glass-blowing facilities, welding and metalwork shops, facilities that recycle materials into usable objects, woodworking facilities, or large-scale ceramics.
- CH/B-P21** Define and promote Crown Hill/Ballard's identity by establishing a series of welcoming gateways, such as landscaped areas or artworks, at key entry points to the neighborhood.

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## HUMAN SERVICES GOAL

- CH/B-G7** A caring community that nurtures and supports all its members, particularly the most vulnerable, including children, youth, and the elderly.

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## HUMAN SERVICES POLICY

- CH/B-P22** Create a strong network with multiple access points that link neighborhood organizations and service providers to fully utilize resources and to improve the awareness and use of services among those who need them in Crown Hill/Ballard.

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## CAPITAL FACILITIES & UTILITIES GOALS & POLICIES

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express the vision of the Crown Hill/Ballard neighborhood.

# Delridge

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## PARKS & OPEN SPACE GOAL

- D-G1** A Delridge community that is integrated with the natural environment, where open space and natural areas are preserved, interconnected, well maintained, and safe for wildlife and residents including children.

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## PARKS & OPEN SPACE POLICIES

- D-P1** Seek to create a comprehensive open space network in Delridge that integrates the residential and business environments with natural areas for public access and wildlife habitat.
- D-P2** Seek to protect from development: natural open space areas, wetlands, drainage corridors, and woodlands that contain prime wildlife habitat along the Longfellow Creek, Puget Creek, and Duwamish River drainage corridors and valley hillsides.
- D-P3** Strive to create a comprehensive system of trails for recreational hikers, walkers, and joggers, linking residential areas to parks and community facilities, schools, business nodes, and transit systems.
- D-P4** Work with community groups and neighborhood stakeholders to provide stewardship of the natural environment using appropriate city resources in partnership with community organizations, schools, and others.

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## LAND USE GOALS

- D-G2** A series of mixed-use activity nodes or centers along Delridge Way clustering commercial, business, entertainment, community uses, and public facilities.
- D-G3** The mixed-use neighborhood anchors provide services to residents in compact areas accessible from walkways, park trails, bikeways, transit routes, and local residential streets.

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## LAND USE POLICIES

- D-P5** Seek to create special identities for unique districts or places, particularly the neighborhood anchors along Delridge Way, using distinctive and unique gateways, pedestrian amenities, streetscape, and other furnishings and designs.
- D-P6** Strengthen the local Delridge business community by participating in public/private ventures to provide public benefits as appropriate to meet Delridge’s long-range goals.
- D-P7** Seek to develop a pedestrian-oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Seek to calm traffic on Delridge Way through the neighborhood anchors.
- D-P8** Seek to enhance pedestrian improvements and commercial services in the neighborhood anchor at Delridge and Andover. This anchor should serve as a major local employment center, while facilitating the flow of traffic through the node and onto the West Seattle bridge.
- D-P9** Seek to improve the “community campus” neighborhood anchor at Delridge and Genesee. This anchor should provide educational, recreational, cultural, and social opportunities (and potentially increased housing) to the neighborhood, by preserving and redeveloping the Old Cooper School and by coordinating, expanding, and improving programs between the local agencies.
- D-P10** Seek to improve the neighborhood anchor at Delridge and Brandon, through means including the continuation of the neighborhood commercial zone in the vicinity, along Delridge Way south to SW Juneau Street. This anchor should provide neighborhood-oriented retail and personal services and neighborhood-based city services (such as a neighborhood service center and library) for the nearby neighborhoods and existing neighborhood businesses.
- D-P11** To support the vision of the neighborhood anchor designated at Delridge and Brandon, LDT zoning is appropriate, along both sides of SW Brandon Street between 23rd Avenue SW and 26th Avenue SW; and along both sides of SW Findlay Street between 23rd Avenue SW and 26th Avenue SW.
- D-P12** Seek to improve the neighborhood anchor at Delridge and Sylvan/Orchard Ways, which will provide goods, services, entertainment, and transit services to the West Seattle area.

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## TRANSPORTATION GOALS

- D-G4** A transportation system that provides convenient access for local travel within the neighborhood, and access to principal employment, shopping, and entertainment activities in the surrounding area.
- D-G5** A community that provides safe, convenient, and efficient bikeway access to local and regional destinations.

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## TRANSPORTATION POLICIES

- D-P13** Encourage high-quality bus service with effective and efficient transfer opportunities, and facilities that provide adequate safety and security.
- D-P14** Seek to use park-and-ride lots for multiple purposes such as serving as off-peak period recreational trailheads.
- D-P15** Strive for high-quality roadway maintenance to ensure safe and efficient travel for pedestrians and vehicles.

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## HOUSING GOALS

- D-G6** A community with a range of household types, family sizes, and incomes—including seniors and families with children.
- D-G7** A community that preserves and enhances the residential character of single-family neighborhoods within the Delridge community while providing a range of housing types to fit the diversity of Delridge households.

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## HOUSING POLICIES

- D-P16** Seek to use regulatory tools or other means to preserve open space and natural features while increasing the variety of housing types available to the community
- D-P17** Encourage the rehabilitation of substandard housing.

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## COMMUNITY & CULTURE GOALS

- D-G8** A diverse community of neighborhoods with people from many cultures, longtime residents, and newcomers, young and old, people who own and rent homes and who work in a variety of jobs. A community where all people feel safe and welcome, have the opportunity to participate in their community and express what is most important to them, and which meets its residents' social, economic, and recreational needs.

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## COMMUNITY & CULTURE POLICIES

- D-P18** Seek to provide opportunities for multicultural sharing, education, understanding, and celebration through community participation and appreciation efforts, and through the provision of public meeting facilities.
- D-P19** Seek to inventory and promote neighborhood-based emergency preparation plans.
- D-P20** Strive to build strong partnerships with local crime prevention efforts.

**D-P21** Seek to involve the whole community to make services available to the broadest cross section of the community by developing programs that address the needs of individuals and families.

**D-P22** Seek to develop cultural programs (such as art, music, and theater), and support community programs. Seek to provide public facilities that support the cultural programs.

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### **PLAN STEWARDSHIP GOAL**

**D-G9** A community fully involved in efforts to implement the neighborhood plan, and to maximize the efficient use of available resources.

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### **PLAN STEWARDSHIP POLICIES**

**D-P23** Promote partnerships with projects that can leverage City efforts toward the implementation of the Delridge neighborhood plan.

**D-P24** Support community-based efforts to implement and steward the plan.

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### **ECONOMIC DEVELOPMENT POLICIES**

**D-P25** Seek to create greater employment and shopping opportunities within the Delridge neighborhood.

**D-P26** Seek to participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts that support community residents in need of employment.

**D-P27** Encourage local business development opportunities, particularly for small businesses that may be owned by or employ Delridge residents.

# Downtown Neighborhood Plan

## Downtown Urban Center

### **Discussion**

The following goals are intended to further define the direction for Downtown growth, investment, and development.

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## PRE-EMINENT REGIONAL CENTER GOAL

**DT-G1** Maintain Downtown Seattle as the most important of the region's urban centers—a compactly developed area supporting a diversity of uses meeting the employment, residential, shopping, culture, service, and entertainment needs of the broadest range of the region's population.

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## ECONOMIC DEVELOPMENT GOAL

**DT-G2** Encourage economic development activities consistent with the Comprehensive Plan to attract and retain businesses and to expand employment and training opportunities for Seattle area residents.

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## CULTURE & ENTERTAINMENT GOAL

**ST-G3** Strive to reinforce Downtown as a center of cultural and entertainment activities to foster the arts in the city, attract people to the area, create livable neighborhoods, and make Downtown an enjoyable place to be shared by all. Encourage facilities for artists to live and work in Downtown.

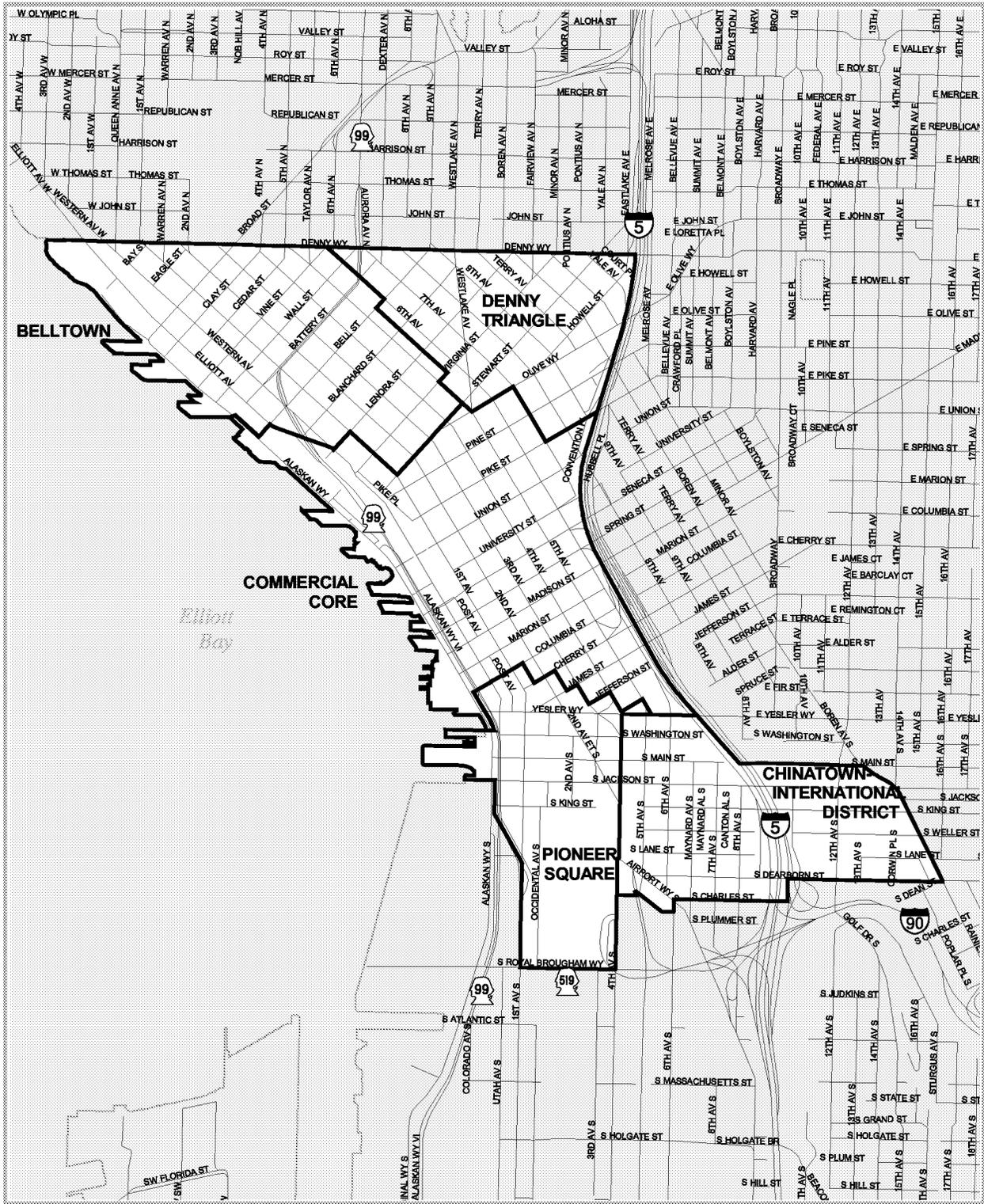
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## URBAN FORM GOAL

**DT-G4** Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the Downtown physical environment by:

1. enhancing the relationship of Downtown to its spectacular setting of water, hills, and mountains;
2. preserving important public views;
3. ensuring light and air at street-level and in public parks;
4. establishing a high-quality pedestrian-oriented street environment;
5. reinforcing the vitality and special character of Downtown's many parts;
6. creating new Downtown parks and open spaces at strategic locations;
7. preserving Downtown's important historic buildings to provide a tangible link to the past;
8. adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.

DOWNTOWN  
Urban Center



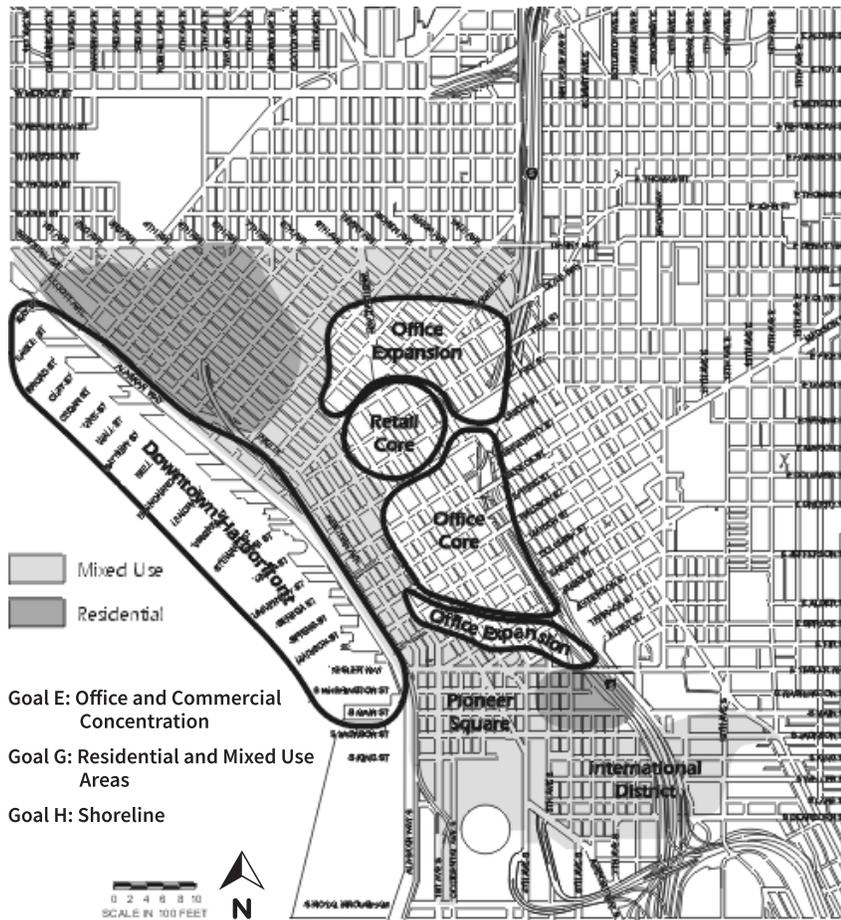
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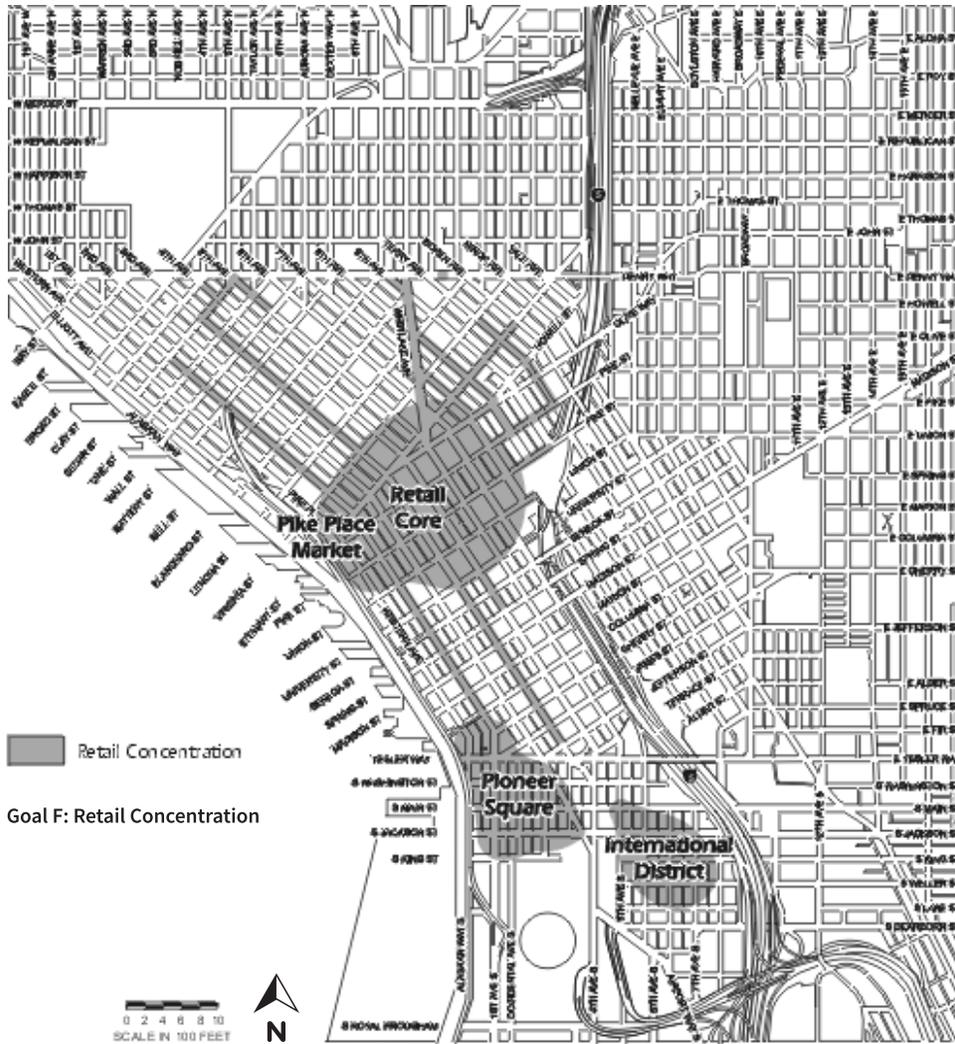
— VILLAGE BOUNDARY

## OFFICE CONCENTRATION GOAL

**DT-G5** Seek to accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in a compactly developed core area bound by the government center, I-5, the retail core, and the lower-intensity areas along First Avenue. Generally maintain areas adjacent to the office core for additional concentrations of office development, along with a mix of other uses, to accommodate office expansion and provide a transition with less intensive development in adjacent areas like Pioneer Square and the Chinatown/International District. Seek to accommodate the largest share of Downtown employment growth in these combined districts. Concentrations of office use should occur:

1. where such concentrations already exist;
2. where existing infrastructure is adequate or can be made adequate;
3. where the existing and planned transportation system has the capacity to handle increased demand;
4. where healthy concentrations of other desirable uses such as retail and housing will not be displaced; and
5. where such concentrations are consistent with neighborhood development objectives.





## RETAIL CONCENTRATION GOAL

**DT-G6** Reinforce the concentrated shopping function of the retail core; preserve the general form and scale of the area; and protect the area from high-density uses that conflict with the primary retail function. Other concentrations of retail activity should be encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

## RESIDENTIAL & COMMERCIAL MIXED-USE AREAS GOAL

**DT-G7** Encourage a mix of housing, employment, and related support activities in a crescent bounding the office and retail cores. Within this crescent, foster areas that are predominantly residential in character, including Chinatown/International District and Belltown. Encourage housing as the primary use in these area and limit the type and scale of nonresidential uses allowed to ensure that such development is compatible with a residential neighborhood.

Use the adopted policies of neighborhood plans for the five Downtown urban villages for further guidance in defining the appropriate mix of activities to accommodate Downtown growth targets for employment and housing, and to meet neighborhood development objectives, including identifying areas that are to be predominantly residential in character.

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### SHORELINE GOAL

**DT-G8** Encourage revitalization of the harborfront in order to strengthen maritime activities, maintain historic characteristics, and enhance opportunities for public access, consistent with the shorelines goals and policies established in the Comprehensive Plan Land Use element.

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### TRANSPORTATION GOAL

**DT-G9** Support transportation improvements that complement and reinforce desired land use patterns. Strive to accommodate growth in peak hour travel primarily by transit, and encourage transit and pedestrian travel as the primary means of internal circulation. Discourage vehicular traffic passing through Downtown on surface streets with a destination elsewhere. Recognize the importance of the automobile as a means of access to Downtown for nonwork trips.

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### HOUSING GOAL

**DT-G10** Seek to significantly expand housing opportunities in Downtown Seattle for people of all income levels, with the objectives of:

1. accommodating household growth;
2. preserving existing low-income units; and
3. developing a significant supply of affordable housing opportunities in balance with the market resulting from the growth in Downtown employment. Allow housing in all areas of the Downtown Urban Center except over water and in industrial areas, where residential use conflicts with the primary function of these areas. Target public resources, requirements imposed on new development, and private development incentives to promote the amount and type of housing development necessary to achieve Downtown neighborhood housing goals. Address the need for affordable housing through a range of strategies including both incentive-based and non-incentive-based strategies.

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### CHILD CARE & HUMAN SERVICES GOAL

**DT-G11** Seek to address the increased demand for child care services generated by increased employment growth Downtown and support the provision of adequate human services to meet the needs of Downtown residents and workers.

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## **PUBLIC SAFETY GOAL**

**DT-G12** Promote public safety by encouraging conditions that contribute to a safe and friendly urban environment including: maintaining streets and open spaces as active, well-designed public places; supporting twenty-four-hour activity in a manner that minimizes conflicts among different uses; accommodating a mix of people from all income, age, and social groups; and providing for needed human services within the limits of a neighborhood's capacity to support them.

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## **NEIGHBORHOODS GOAL**

**DT-G13** Five neighborhoods compose the Downtown Urban Center for planning and growth monitoring purposes: Belltown, the Denny Triangle, the Commercial Core, Pioneer Square, and Chinatown/International District. Recognize and seek to enhance the varied character of these neighborhoods and other distinctive areas within Downtown. Use the adopted policies of neighborhood plans to help define desirable characteristics for these neighborhoods.

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## **LAND USE REGULATION POLICIES**

**DT-LUP1** Recognize and enhance the urban center designation and varied character of Downtown neighborhoods and provide direction for growth and change by dividing Downtown into areas that are intended to serve primary land use functions. Classify areas of Downtown according to one of the following primary functional designations:

- Office
- Retail
- Mixed-use Commercial
- Mixed-use Residential
- Harborfront
- Industrial

In addition, maintain consistency between these designations and the function and purpose of special districts as established by the City Council.

**DT-LUP2** Allow a wide range of uses Downtown, consistent with the goals to maintain Downtown's regional importance, create a strong residential community, improve the physical environment, and add activity and diversity to the areas of varied character. Restrict or prohibit uses that are not compatible with the desired character and function of specific areas.

**DT-LUP3** Recognize the diversity of Downtown's many parts and the different development objectives for these areas by varying regulation of uses, development density, and physical form among land use district classifications, including the following:

- Downtown Office Core-1 (DOC-1)
- Downtown Office Core-2 (DOC-2)
- Downtown Retail Core (DRC)
- Downtown Mixed Commercial (DMC)

- Downtown Mixed Residential (DMR)
- Pike Market Mixed (PMM)
- Pioneer Square Mixed (PSM)
- International District Mixed (IDM)
- International District Residential (IDR)
- Downtown Harborfront-1 (DH-1)
- Downtown Harborfront-2 (DH-2)

Base the appropriate classification for an area on the district's intended function and other locational criteria.

**DT-LUP4** Use Downtown land use district classifications to specify the intended function of an area and guide future development and change. Recognize certain areas characterized by a specific activity and intensity of development, such as the office and retail cores, and consider the factors critical to the success of that activity, such as access to transportation, topographic conditions, or the presence of a particular amenity.

Where it is desirable to protect or promote a specific function, encourage uses at an appropriate intensity that are related to or compatible with that function, and restrict or discourage conflicting uses.

Recognize the following desired functions for the different land use districts:

**Downtown OFFICE CORE-1 (DOC-1)**

Area of most concentrated office activity. The DOC-1 land use district is intended to:

- allow the highest density of commercial development Downtown, with development standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public areas;
- accommodate a large share of Downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and
- accommodate other uses, including housing, retail, hotels, and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.

**Downtown OFFICE CORE-2 (DOC-2)**

Areas adjacent to the office core appropriate for office expansion and where a transition in density to mixed-use areas is desirable. The DOC-2 land use district is intended to:

- accommodate major office development to reduce pressures for such development in the retail core and adjacent mixed-use and residential areas; and
- accommodate a mix of other activities, in addition to primary office use, to add diversity, particularly beyond the hours of the normal working day, while providing for scale and density transitions to adjacent areas.

**Downtown RETAIL CORE (DRC)**

Area containing the major department stores and having the greatest concentration of Downtown's retail activity. The DRC land use district is intended to:

- provide the principal center of shopping for both Downtown and the region;
- allow uses other than retail with the general intent that they augment but do not detract from this primary function, and promote housing in the area to complement its principal retail function; and
- maintain an active and pleasant street-level environment through development standards specifically tailored to the unique function and character of this area.

**Downtown MIXED COMMERCIAL (DMC)**

Areas adjacent to the office core, office expansion areas and retail core that provide a transition in the level of activity and scale of development. Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:

- permit office and commercial use, but at lower densities than in the office areas;
- encourage housing and other uses generating activity without substantially contributing to peak-hour traffic; and
- promote development diversity and compatibility with adjacent areas through a range of height limits.

**Downtown MIXED RESIDENTIAL (DMR)**

Areas outside special review districts identified for development of a predominantly residential community in conformance with the Downtown Urban Center goals. The DMR land use district is intended to:

- maintain areas primarily for residential use;
- allow nonresidential uses with the general intent that they reinforce and do not detract from the primary function of the area;
- promote diversity and harmony with existing development and allow a variety of housing forms through multiple height, mix of use, and density classifications;
- control tower development and promote a pleasant street-level environment conducive to a high-density residential neighborhood.

Within the DMR area, one of the following two mixed-use designations applies to achieve subarea objectives.

- A. Downtown Mixed Residential/Residential (DMR/R). The DMR/R designation is more appropriate to areas predominantly residential in character or containing large amounts of underutilized land allowing for a sufficient concentration of new housing to establish a predominantly residential character. While nonresidential uses may be present, they should be of

modest scale, likely to change in the future, or neighborhood serving in character.

- Downtown Mixed Residential/Commercial (DMR/C). The DMR/C designation is more appropriate to those areas containing housing or having the potential for concentrations of housing, but where, because larger-scale commercial development exists and is likely to remain, limited commercial development accommodating modest employment growth is appropriate as part of the overall mix of uses.

#### **PIONEER SQUARE MIXED & SPECIAL REVIEW DISTRICT (PSM)**

Area within the Pioneer Square Preservation District. The PSM designation and the Pioneer Square Preservation District regulations are intended to:

- recognize the historic nature of the area and allow flexibility and discretion in controls, regulations, and guidelines for both present conditions and those that may develop in the future; and
- encourage mixed-use development compatible in use and scale with existing development in Pioneer Square.

Allow districts of varying height within the PSM area to achieve different development objectives, including maintaining a development scale compatible with existing conditions in the historic core, providing incentives for housing through higher height limits for residential use in appropriate areas on the edge of the core, and providing an appropriate transition in scale between the core and adjacent, more intensive Downtown zones.

#### **INTERNATIONAL DISTRICT MIXED & SPECIAL REVIEW DISTRICT (IDM)**

Areas of the International Special Review District identified for mixed-use development. The intent of the IDM land use district is to:

- recognize and promote the area's unique social character, mix of use, and urban design character through the IDM designation and the regulations of the International Special Review District;
- encourage a wide range of uses, housing above the street-level, and the rehabilitation of existing buildings; and
- allow flexibility and discretion in controls, regulations, and guidelines through the IDM designation and Special Review District regulations, both for present conditions and those that may develop in the future.

Allow districts of varying height to achieve objectives related to the desired scale of development and mix of activity, including maintaining a development scale compatible with existing conditions in the district core, providing incentives for housing through higher height limits for residential use in appropriate areas, providing a compatible scale relationship with development in adjacent areas, and providing flexibility to balance development objectives through limited increases in height allowed under the Planned Community Development Process.

#### **INTERNATIONAL DISTRICT RESIDENTIAL & SPECIAL REVIEW DISTRICT (IDR)**

Areas of the International Special Review District identified for development as a

predominantly residential neighborhood in conformance with the Downtown Urban Center goals. The IDR land use district is intended to:

- maintain areas primarily for residential use;
- allow other uses compatible with housing, with the general intent that they reinforce and do not detract from the primary residential function of the area; and
- recognize and promote the area's unique social and urban design character through the IDR designation and the regulations of the International Special Review District.

**Downtown HARBORFRONT-1 & SHORELINE ENVIRONMENT (DH-1)**

Waterfront lots and adjacent harbor areas within the Urban Harborfront Shoreline Environment established in the Seattle Shorelines Master Program. The DH-1 land use district, in conjunction with the Seattle Shorelines Master Program, is intended to:

- encourage economically viable marine uses to meet the needs of waterborne commerce;
- facilitate the revitalization of Downtown's waterfront;
- provide opportunities for public access and recreational enjoyment of the shoreline;
- preserve and enhance elements of historic and cultural significance;
- preserve views of Elliott Bay and the land forms beyond;
- promote the preservation and rehabilitation of groupings of piers having an identifiable historic maritime character within the Historic Character Area; and
- allow flexibility in appropriate development standards as an incentive to include a significant water dependent use on waterfront lots to encourage the retention and development of water-dependent uses in the Downtown harborfront consistent with the Seattle Shoreline Master Program.

**Downtown HARBORFRONT-2 (DH-2)**

Areas partially within a shoreline environment where development potential offers the opportunity to enhance public access to and enjoyment of the waterfront. The DH-2 land use district is intended to:

- allow a mix of uses to facilitate the objectives of public access, enjoyment, and recreation;
- include use and bulk regulations to carry out shoreline goals and preserve views of the water as appropriate for areas partially within a shorelines environment,
- favor a diversity of uses and buildings of small scale; and

- address public open space as a priority in this area through incentives for open space integrated with other public access improvements.

**PIKE MARKET MIXED (PMM)**

The intent of the PMM land use district is to:

- recognize and preserve the unique character, scale, and function of the Market and its surroundings; and
- allow development of a compatible mix of uses.

**DT-LUP5** Apply district designations, as appropriate, to create or reinforce areas with distinctive functions and to provide desirable transitions between areas with different functions and levels of activity. Use the following locational criteria to guide establishing the district boundaries that define areas according to intended function:

1. **Scale and Character of Development.** The appropriate district designation should: reinforce special areas such as Pioneer Square, the International District, and the retail core that are distinguished by a consistent scale and character of development. Employ development standards that respect established patterns, both in physical scale and in nature of activity; or provide direction for the scale and character of future development to create the desired physical environment in some parts of Downtown where it is appropriate to accommodate significant change.
2. **Transportation and Infrastructure Capacity.** Consider locations where the existing and planned transportation network can support additional trips generated by new development as most appropriate for district designations that accommodate significant employment growth. The location of I-5, the transit tunnel, and station locations define those areas of Downtown with the greatest accessibility.
3. **Relationship to Surrounding Activity.** Consider relationships among major areas as a major factor in establishing land use district boundaries, including both well-defined edges, such as I-5 or significant topographic changes, that clearly distinguish one area from another, as well as more subtle transitions resulting from a gradual change in use or development intensity.

**DT-LUP6** Use overlay and district regulations to further specific goals and objectives for areas of Downtown where guidance is needed to protect and promote special qualities. Recognize sensitive environmental, physical, historical, or cultural qualities of these areas by coordinating land use district classifications with overlays as appropriate.

**DT-LUP7** Allow flexibility in the application of regulations and standards for major development on large sites or areas of Downtown through the planned community development procedure. Limit the application of this procedure to proposals for major development that would substantially change the character of an area or for which design flexibility provides for significant public benefit, with special attention to public benefits identified in adopted neighborhood plans. Provide for consideration of the public benefit and the imposition of conditions that would mitigate negative impacts prior to approval of any planned community development.

**DT-LUP8** Generally limit the density of uses that generate employment through a floor area ratio (FAR), and the density of residential uses generally through the combination of height and bulk regulations.

Consider density incentives to encourage development on smaller lots to add diversity to the scale of development in high-density office core areas.

Floor area limit exemptions. Allow exemptions from FAR limits to recognize the lower impacts of certain uses and encourage certain uses that generate minimal peak-period commute trips, support pedestrian activity and transit use, and contribute to the overall diversity of activity Downtown, increasing its attractiveness as a place to live, work, and recreate.

**DT-LUP9** Allow additional floor area, and consider adding greater height where appropriate, up to maximum limits, in specified Downtown areas where it is desirable to accommodate growth. Consider measures to mitigate impacts of higher density development on Downtown resources such as affordable housing, public open space, child care, human services, and pedestrian circulation.

Allow transfer of development potential from one site to another in certain circumstances, consistent with policy DT-LUP 11. When transferable, development potential is referred to for convenience as “transferable development rights,” or “TDRs,” but such terms do not mean that there is any legal right vested in the owner of TDRs to use or transfer them. The conditions and limitations on the transfer or use of TDRs may be modified from time to time as the City may find appropriate to implement the policies of the Comprehensive Plan in light of experience and changing conditions.

Allow transfer of development rights from eligible sending sites to project sites in combination with the use of bonuses. Consider allowing TDRs to be used for all floor area above the base FAR under some conditions.

Recognize different impacts associated with density increases achieved through different options for increasing floor area.

Consider allowing greater use of incentives for open space and other neighborhood amenities in mixed-use residential areas where floor area incentive programs apply to respond to the greater impact of growth on these public resources in high-density residential environments.

**DT-LUP10** Consider allowing voluntary agreements to mitigate the impact of development in certain Downtown zones, and also consider adopting non-mitigation-based strategies for the provision of low-income housing. Consider allowing such options as:

1. providing low-income housing,
2. providing child care facilities,
3. making payments to the City to fund such facilities,
4. providing certain amenity features, combined with the use of options 1 and 2 or with the use of TDRs, or both.

- Consider allowing floor area for certain amenity features, such as open space, on or near the development site that directly benefit both the public and the project by serving the increased employment population and improving conditions in the immediate environment to support the increased density allowed.
- If cash contributions are provided under a mitigation rationale, they should be used to address impacts associated with increased density Downtown, such as impacts on housing resources and child care.

Amount of benefits. The nature and quantity of housing and child care facilities or contributions for such facilities under voluntary agreements, in relation to the floor area allowed, should generally reflect a portion of what is necessary to mitigate the impacts of increased development and the cost to provide these facilities. Facilities provided are not expected to fully mitigate such impacts.

Additional types of facilities or amenity features may be added to address future needs, and existing types of facilities or features may no longer be eligible based on changing assessments of impacts, needs, capacity, and public priorities.

Special criteria. Because of their complexity and the need to adapt them to special circumstances, subject certain bonus features to special criteria and review by the director of DPD. Include among bonus features subject to special criteria urban plazas, transit station access, and public atriums.

**DT-LUP11** Provide incentives to maintain variations in building scale, create public open space, and preserve buildings and uses that are scarce public benefit resources through allowing transfer of development rights. Consistent with priorities for use of development incentives, limit the sites that may transfer development rights. Among sites eligible to transfer development rights, consider including:

1. housing with a minimum amount of residential floor area occupied by units affordable to households with incomes at or below 50 percent of median income;
2. Seattle landmarks in Downtown areas not subject to special review district or historical district provisions;
3. Seattle landmarks and other historic properties within the Pioneer Square Preservation District and the International Special Review District;
4. publicly available open space meeting minimum size and other standards; and
5. sites on the same block as the receiving site in high-density areas where it is desirable to retain varied building scale.

Limitations on Sending and Receiving Site Locations. Limit sending and receiving sites so as to promote development that is consistent with the development objectives of different land use districts and to promote other goals and policies of this Plan. The proportion of floor area that may be gained through TDRs from particular sources may be limited. Limit sites eligible to transfer TDRs to those that provide limited Downtown resources of public benefit, such as low-income housing,

designated landmark structures or historic structures in historic districts, and open space, except where TDRs are allowed to be sent to nearby lots in areas where a variable scale of development is desired.

- DT-LUP12** Engage in a joint pilot program with King County to further regional growth management goals by providing incentives to protect and maintain rural character and direct residential growth to urban centers through the transfer of development credits from certified rural properties to sites in specified Downtown areas. After an initial period, evaluate the performance of the program and the availability of continued funding from King County, and determine whether to continue, modify, or terminate the program.

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## URBAN DESIGN POLICIES

- DT-UDP1** Encourage the preservation, restoration, and re-use of individual historic buildings and groupings of buildings threatened by development pressure through development regulations and incentives.

- DT-UDP2** Consider designating as Seattle landmarks additional Downtown buildings and groups of buildings that impart a strong sense of character and place through a combination of historic importance and significance in terms of architectural, cultural, and/or social interest.

- DT-UDP3** Provide the following development incentives to increase the attractiveness of preserving landmark structures and encourage adaptive reuse of historic resources:

Seattle Landmarks Transfer of Development Rights. Allow the transfer of development rights from designated Seattle landmarks located in Downtown areas where these resources are most threatened by development pressure. Subject transfers from designated Seattle landmarks to limits, including limits on sending and receiving sites implementing Policy LU 11: Transfer of Development Rights, and to other appropriate conditions to promote the rehabilitation and public enjoyment of designated landmark features.

Incentives. Provisions for allowing floor area above the base should not create incentives for the demolition of designated landmark structures.

Floor Area Allowance. Within Downtown mixed-use residential zones where the floor area of existing structures may exceed the density limits for nonresidential use, provide an economic incentive for the use and rehabilitation of designated Seattle landmarks by allowing the total existing floor area of a landmark structure committed to long-term preservation to be occupied by permitted nonresidential uses, regardless of FAR limits and without use of bonuses or TDR. Allow this incentive under the conditions that there is no reduction in the amount of floor area occupied by residential use prior to rehabilitation nor any increase in the floor area in nonresidential use beyond the total floor area of the structure prior to rehabilitation. Consider limiting this incentive to lots not benefiting from other incentives, such as TDR transfers.

- DT-UDP4** Regulate the height of new development generally to:

1. accommodate desired densities of uses and communicate the intensity and character of development in different parts of Downtown;
2. protect the light, air, and human-scale qualities of the street environment, particularly in areas of distinctive physical and/or historic character; and
3. provide transition to the edges of Downtown to complement the physical form, features and landmarks of the areas surrounding Downtown.

**DT-UDP5** Prescribe for all areas of Downtown specific height limits that reflect topographic conditions and a strong relation to the street pattern and the overall urban form of Downtown and adjacent areas. Use the following criteria in determining appropriate height limits and provisions for limited additions or exceptions:

1. **Transition.** Generally taper height limits from an apex in the office core toward the perimeter of Downtown, to provide transitions to the waterfront and neighborhoods adjacent to Downtown.
2. **Existing Character.** Through height limits, recognize and enhance the existing scale and unique character of areas within Downtown including the retail core, office core, the Pike Place Market, Belltown, the waterfront, Pioneer Square, and the Chinatown/International District.
3. **Development Regulations.** Coordinate development regulations with height limits.
4. **Boundaries.** Coordinate height limits and land use district boundaries.
5. **Height Above Specified Limits.** Increased height beyond the limits specified for Downtown zones may be considered only when the public purpose served by the additional height justifies higher buildings, and the height increase is generally consistent with the criteria above.

**DT-UDP6** Employ development standards that guide the form and arrangement of large buildings to reduce shadow and wind impacts at the street-level, promote a human scale, and maintain a strong physical relationship with the pedestrian environment. In areas where consistency of building form is important to maintaining an identifiable character and function, regulate building bulk to integrate new and existing development.

Limit the bulk of tall buildings in residential areas to provide for light, air, and views at street-level and reduce the perceived scale of the buildings.

Vary development standards to reduce impacts of large-scale buildings by district consistent with the desired scale and development pattern in the area.

**DT-UDP7** Consider allowing under appropriate conditions the transfer of unused development rights between nearby sites, regardless of the use on the sending site, to encourage a diversity of building scale within office and retail districts, subject to limits on sending and receiving sites and on the amounts of square feet that may be used on receiving sites. **See Policy LU 11: Transfer of Development Rights.**

**DT-UDP8** Designate as view corridors street segments providing street-level views of important natural features, which may include views to Elliott Bay, West Seattle,

Mount Rainier, and the Olympic Mountains. Protect view corridors through regulations controlling actions within the public right-of-way, as well as through reasonable development standards for abutting property, consistent with Policy UD 9: View Corridor Setbacks. Consider impacts on designated view corridors in the evaluations of street vacations and encroachments.

**DT-UDP9** Require setbacks on specified segments of designated view corridors where there is potential for maintaining a scope of view wider than the street right-of-way from uphill areas as redevelopment occurs. On sites abutting these street segments, require setbacks of the upper portions of buildings to allow for a wider view corridor than would occur if development extended to the street property line. Adjust the height and depth of these setbacks in relation to topography to balance multiple objectives of providing a pedestrian-oriented building base integrated with the established development pattern, maintaining a wide scope of view, and minimizing impacts on the development potential of abutting properties where setbacks are required.

**DT-UDP10** As appropriate for each land use district and type of street environment desired, maintain a strong relationship between buildings and the sidewalk environment through specific street-level development standards. The standards are intended to:

1. make streets enjoyable and pleasant places to be;
2. provide visual interest for pedestrians;
3. provide a comfortable sense of enclosure along the street;
4. integrate individual buildings within the streetscape;
5. bring the activity occurring within buildings into direct contact with the street environment;
6. provide strong edges to clearly define public open spaces; and
7. ensure adequate conditions to support higher density development occurring on abutting properties.

Address through street-level development standards the major components of the streetscape. Consider regulating or requiring features including:

1. street walls,
2. facade transparency,
3. blank wall limitations,
4. overhead weather protection,
5. street landscaping, and
6. screening of parking.

Coordinate street-level development standards with the Pedestrian Street Classification System, established by Policy T 10: Street Classification System. Vary

standards according to the classification of the street to reflect the predominant character of the area and the street's relative importance to pedestrian circulation.

Where appropriate, allow flexibility necessary to accommodate desirable public amenities by exempting street frontages occupied by public open space meeting the criteria for bonused open space amenities from street-level development standards that might otherwise be in conflict.

**DT-UDP11** Regulate uses at street-level in certain areas in order to generate pedestrian interest and activity in conformance with policies for the pedestrian environment. Promote street-level uses to reinforce existing retail concentrations, enhance main pedestrian links between areas, and generate new pedestrian activity where appropriate to meet area objectives without diluting existing concentrations of retail activity.

Promote active and accessible uses at the street-level of new development where it is important to maintain the continuity of retail activity.

Consider measures to promote street-level space of adequate size and sufficient flexibility to accommodate a variety of retail and service activities. Encourage incorporation, as appropriate, of street-level uses as part of open space public amenity features provided for a floor area bonus to promote activity and increase public use of these spaces.

To encourage active and accessible street-level uses throughout Downtown, consider appropriate exemptions of these uses from floor area limits.

**DT-UDP12** Regulate signs to:

1. allow adequate identification of businesses and allow businesses to advertise their products;
2. add interest to the street-level environment;
3. protect public safety;
4. reduce visual clutter; and
5. enhance the appearance and safety of the Downtown area.

Generally discourage signs not oriented to people at street-level. Limit signs on roofs and the upper floors of buildings, intended primarily to be seen from a distance.

Continue the present policy of restricting the issuance of permits for new billboards, including that existing billboards may be maintained and repaired, but not expanded or structurally altered.

Subject signage within the Pioneer Square Preservation District, International Special Review District, and the Pike Place Market Historical District to the regulations and approval of the appropriate boards or commissions.

**DT-UDP13** Further promote the urban design and development objectives of these policies through the City's design review process to ensure that Downtown development is orderly, predictable, and aesthetically pleasing.

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## OPEN SPACE POLICIES

**DT-OSP1** Expand Downtown open space as a comprehensive network to:

1. promote an orderly, visually pleasing, and active environment for workers, residents, and visitors;
2. reinforce desired land use patterns;
3. provide links among areas within and surrounding Downtown; and
4. improve pedestrian circulation.

Expand the open space system through:

1. development of new parks and/or other open space
2. adaptation of streets not critical to vehicular circulation to increase right-of-way use for pedestrian circulation;
3. incorporation of open space, as appropriate, in major public projects;
4. a system of incentives to promote development of public open space as part of new Downtown projects through bonuses for private development of public open space and/or transfer of development rights from sites providing public open space; and
5. encouragement of amenities to enliven open spaces.

**DT-OSP2** Support the addition of major new public open spaces to the Downtown open space network to meet the needs of Downtown’s growing employment and residential populations. Promote new open space development consistent with the Comprehensive Plan’s open space goals and adopted policies of Downtown neighborhood plans. Open space projects to be considered for potential development in the future include the following:

1. **Harborfront Open Space.** To improve public access and enjoyment of the shoreline, and to better integrate east–west pedestrian connections between the Harborfront promenade and the rest of Downtown by developing open space where appropriate opportunities exist along the waterfront.
2. **Westlake Circle.** To provide a formal Downtown terminus of Westlake Avenue and complement the special character desired for this potential boulevard; and to better integrate the retail core with the Denny Triangle neighborhood, by locating public open space in the area bounded by Stewart Street, Olive Way, and Fifth and Sixth Avenues.
3. **International District Community Gardens.** To perpetuate the existing use of the Community Gardens on the Chinatown/International District hilltop by providing public access and supporting the completion of property acquisition for the gardens.

**DT-OSP3** Consider major public projects, such as the City Hall and convention center, as opportunities for adding significant public open space Downtown. Consider

including public open space in these projects when it is consistent with their function and integrate new open space with surrounding parks and public spaces, as appropriate. Any redevelopment of the existing Convention Place transit station site should include a public open space component.

**DT-OSP4** Accommodate active and passive pedestrian space on portions of existing street rights-of-way designated as green streets in accordance with the Pedestrian Classification Policy (Policy T10) and maps adopted by ordinance. Classify the various street segments comprising a green street according to desired vehicle circulation characteristics. In residential areas, generally develop green streets to reinforce neighborhood character. Encourage neighborhood commercial activities at appropriate locations along green streets to enliven the space with outdoor cafes, stalls, and displays to the extent consistent with the basic transportation use of the right-of-way. In office and mixed-use areas, improve green streets to provide a focus for new development and add open space for the enjoyment of workers, residents, and shoppers. Encourage interesting street-level uses and pedestrian amenities to enliven the green street space and lend a special identity to the surrounding area.

Establish procedures to address some issues related to the development of green streets, such as development of general design standards, approval mechanisms, and maintenance agreements to coordinate green street implementation with adjacent private development. Establish a design process to guide development of specific design plans for each green street.

**DT-OSP5** Open Space Amenity Features. In zones with a base and maximum FAR, consider allowing increases in density above the base FAR to encourage development of public open space to meet the open space needs of higher density development and help achieve Downtown open space goals. Consider, when appropriate, including conditions requiring dedication of such space in perpetuity. Coordinate the various incentives for providing open space to promote an equitable distribution of open space resources among Downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for Downtown in the Comprehensive Plan. Include the following as possible options for providing open space features to gain additional floor area:

1. **On-site Public Open Space.** Allow additional floor area for a variety of outdoor and interior features provided on a project site for public use. Such amenities should be highly visible and easily accessible to the public from the street; be of appropriate design and adequate size to function as usable space; be enlivened by uses and other features, including public art, that attract activity; and be designed and sited to respond to the surrounding context and maximize public use.
2. **Off-site Public Open Space.** Consider allowing office developers to provide required open space as public open space not located on their project sites to gain floor area above the base FAR. In addition to features similar to the on-site public amenities described above, other off-site features could include:

Green Street Improvement. Encourage private participation in the development of designated green streets as new projects are built by allowing increases in floor

area above the base FAR for cash contributions or construction of green street improvements in accordance with green street plans.

**DT-OSP6** Consider allowing the transfer of development rights from sites identified as desirable and appropriate locations for public open space. Include as conditions of the transfer that the sending site or open-space portion of the site be improved for public use as open space and dedicated in perpetuity to that use. Coordinate the various incentives for providing open space, including open space TDR, to promote an equitable distribution of open space resources among Downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for Downtown in the Comprehensive Plan.

**DT-OSP7** Generally require major residential and office developments in Downtown to provide open space and/or recreation space adequate to meet the needs of project occupants and to offset the demands that high-density developments place on existing open space resources. As appropriate, provide incentives to encourage project developers to meet this requirement by providing open space accessible to the public, either on the project site or at a nearby location.

Consider extending open space requirements to other uses upon finding that these uses generate demands for open space.

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## ECONOMIC DEVELOPMENT POLICIES

**DT-EP1** Promote development consistent with this plan. Consider the impact on economic development in the planning of major public projects and consider public actions to facilitate private development. Where possible, encourage private sector cooperation in implementing actions such as training and employment for target population groups.

**DT-EP2** Seek to expand employment, training, and placement opportunities for Seattle residents with the objectives of:

1. expanding opportunities to target employment population;
2. providing a mechanism for the coordination and funding of training and referral programs; and
3. encouraging public/private partnerships in employment and training.

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## HOUSING POLICIES

**DT-HP1** Address the desired balance of housing affordable to the full range of household income levels through a collaborative effort between the City and Downtown neighborhoods. Seek to achieve the Downtown Urban Center housing growth target and goals for the number and affordability of Downtown housing units in the adopted policies of the Downtown neighborhood plans.

Balance adopted neighborhood plan goals to achieve overall housing goals for Downtown. Consider these goals as the City develops and implements housing

programs and as City funds and other public resources are distributed. Promote the maintenance and preservation of housing affordable to low- and low-moderate income households.

**DT-HP2** To strive to achieve an adequate balance in employment and housing activity and to meet Downtown housing goals, promote public and private actions for developing a significant supply of affordable Downtown housing to help meet demand generated by Downtown employment growth.

Public/Private Partnerships. Work with Downtown neighborhoods, businesses, and public and nonprofit organizations to meet Downtown housing goals, especially with regard to implementing programs to develop and maintain affordable Downtown housing units.

Light Rail Station Area Development. Review all light rail station area development plans to identify opportunities for high-density transportation efficient housing in these areas and to address potential impacts on existing housing resources.

**DT-HP3** Address the demand for housing for low-income households Downtown, including that generated by Downtown growth that is not being met by the private market, and help offset the pressure of Downtown growth on existing affordable housing resources, through provisions to encourage or require the development of affordable housing, especially for households with incomes between 0 percent and 80 percent of the median income for the region. To this end, within Downtown office, retail, mixed-use commercial, and mixed-use residential areas, consider, among other strategies, conditioning floor area upon a voluntary agreement for the provision of lower-income housing or a payment to a fund for that purpose. To further Downtown housing goals, limit housing developed through such a program to areas permitting housing within the boundaries of the Downtown Urban Center, except that additional areas may be included if such an expansion of the program would be consistent with the goals of both the Downtown Urban Center Plan and the adopted policies of other relevant neighborhood plans. Density bonuses shall not be granted for any housing developed within the Pike Market Mixed zone, where other mechanisms are available to achieve the housing objectives of this land use district.

Require that housing provided serves a range of lower-income households, particularly those with incomes below 80 percent of median income. Where housing is provided under a mitigation rationale, it should be based on the estimated additional needs resulting from new commercial or residential development.

**DT-HP4** Promote the integration of Downtown residents of different income levels by encouraging new development that includes units affordable to households with a range of incomes, including low-income residents. Seek through the administration of funds available for new low-income housing to encourage projects with units affordable to households with a range of incomes, and consider additional incentives or requirements for promoting this type of development.

**DT-HP5** Pursue strategies for maintaining existing Downtown housing resources, including but not limited to the following:

Preservation of project-based Section 8 Housing. Seek to promote preservation of federally-assisted housing units in Downtown Seattle that are at risk of conversion to market-rate rentals or other uses.

Minimum housing maintenance. To prevent the deterioration and abandonment of sound Downtown housing units, consider and evaluate alternatives for a minimum maintenance program including incentives to discourage the neglect of sound housing.

Publicly Supported Housing Programs. Aggressively seek funds and target programs as appropriate to rehabilitate existing structures, construct new low- and low-moderate-income units, and provide rent subsidies. Review annually public housing resources and the findings of the housing monitoring program and programs targeted to the most cost-effective actions to achieve goals for the number of low-income units to be provided by the year 2014.

**DT-HP6** When proposed major projects funded by government agencies have an impact on low-income housing, consider, when appropriate, measures to mitigate that impact.

**DT-HP7** In addition to providing for housing, pursue strategies to enhance the livability of Downtown for existing residents and to provide a high-quality neighborhood environment to attract future residents, including encouraging, as appropriate, the location of public school facilities within or easily accessible to Downtown.

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## HUMAN SERVICES POLICIES

**DT-HS1** Address the demand for child care services generated by Downtown employment growth by including in the conditions for achieving bonus floor area the provision of child care facilities on project sites, or payment to a fund for providing child care facilities at appropriate locations within Downtown.

Child care facilities provided as part of the conditions for bonus floor area must serve a percentage of lower-income families on a free or reduced-fee basis, in order to address the needs of lower-paid employees in Downtown buildings.

Portions of public open space provided for a floor area bonus may be restricted to satisfy requirements for outdoor space associated with child care centers.

**DT-HSP2** Support human services to meet the needs of Downtown workers and residents through direct public action and consider incentives to encourage developers to include these uses in new private development.

Seek to maintain and expand human services for the Downtown low-income population through public actions and the encouragement of private participation, recognizing the relationship between low-income housing needs and human services. Promote collaboration between the City and the community to address human services issues.

To enhance the mix of activity within Downtown and accommodate human service needs, encourage private development to include provision for human services, including such uses as shelter housing, by, for example, exempting appropriate

human service uses from chargeable floor area and by providing assistance for specific projects.

**DT-HSP3** Maintain a Downtown Human Services Fund to provide services to meet the needs of low-income residents and workers.

**DT-HSP4** Strive to maintain the provision of human services for low-income Downtown residents and workers as a high priority for the use of federal and state funds received by the City for health and human services programs.

**DT-HSP5** Consider the needs of target populations in locating human service facilities throughout Downtown. Administer funds available for human services to insure coordination of housing and human services needs of the Downtown low-income population. Seek to avoid over-concentration of human service facilities in any one area of Downtown, and encourage the location of needed facilities in areas lacking such facilities.

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## TRANSPORTATION POLICIES

**DT-TP1** Recognize the critical role that high-capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through Downtown. Seek to improve the system, through actions by the City, with Sound Transit and King County Metro Transit, and other transit agencies that:

1. provide capacity to meet forecast transit growth;
2. reduce travel time by transit;
3. reduce transit rider crowding on sidewalks;
4. reduce diesel bus noise and odor; and
5. provide an attractive and pleasant street environment for the pedestrian and transit rider.

**DT-TP2** Improve and expand the street-level elements of the regional transit system to provide the primary mode of vehicular travel among Downtown activities. Integrate the system with the transit tunnel, the pedestrian circulation network, peripheral parking facilities, and other modes of travel to Downtown including the ferry system, intercity bus, and intercity rail.

Base Circulation System. Promote a base circulation system including modifications to existing service and additional Downtown routes to improve access within Downtown and between Downtown and adjacent neighborhoods. In considering improvements to the base circulation system, examine the potential for using the Monorail, waterfront streetcar, shuttles, and regional bus service to enhance the base circulation system and improve local service.

Long-range System and Incentives Agreement. Seek a long-range program of transit circulation improvements, together with an incentives agreement defining the

appropriate mechanisms for increasing service to be developed among the King County Department of Transportation Transit Division, Sound Transit, and the City.

**DT-TP3** Strive to retain a ride-free zone and consider possible future expansion based on transit demand, finances, and operational conditions.

**DT-TP4** Promote the efficiency of the regional highway system and major arterials within Downtown for vehicular access and circulation. Discourage through-traffic within Downtown's residential and shopping areas as well as those surrounding Downtown. Facilitate the smooth flow of peak-hour traffic on Downtown streets providing access to the regional highway network.

Support projects intended to improve access to and local circulation within Downtown, taking into account other Downtown goals and policies.

**DT-TP5** Promote pedestrian circulation as the principal method of movement for trips within Downtown. Improve the street-level environment as the primary component of the pedestrian network. Strive to make the pedestrian network accessible to the elderly and disabled.

Continue to support a comprehensive program of public improvements to streets and sidewalks in coordination with the transportation, open space, land use, and urban design policies. Consider the following pedestrian circulation improvement projects:

1. **Downtown Transit Corridor** (streets above the Transit Tunnel). Surface pedestrian improvements to improve access to transit stations as part of planning for transit station area development.
2. **Spot Improvements.** A program of location- specific pedestrian improvements at major bus stops and high volume pedestrian locations.
3. **Green streets.** Design and development of designated green streets in Downtown neighborhoods for added passive and active pedestrian space in accordance with the adopted policies of neighborhood plans, the green street policies, and these policies.
4. **Belltown Boulevard.** Development of a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through Belltown as an extension of the Downtown Transit Corridor.
5. **Westlake Boulevard.** Development of a landscaped boulevard with widened sidewalks along Westlake Avenue between Olive Way and Denny Way, consistent with the Belltown, Denny Triangle, and Commercial Core neighborhood plans. Coordinate potential extension to South Lake Union with neighborhood planning for that area.
6. **Waterfront Linkages.** Improvements to east-west pedestrian connections and access through Downtown and between Downtown and the waterfront, including additional hill-climb opportunities as part of both public and private projects.

7. **Linkages across I-5.** Look for opportunities to re-establish connections between Downtown and adjacent areas by enlarging existing crossings, creating crossings under, or constructing lids over I-5 that can also provide opportunities for development or open space.

**DT-TP6** Seek to accommodate increased pedestrian volumes resulting from more intensive development, improve pedestrian circulation, and enhance the Downtown pedestrian environment, by considering conditioning certain development on, or requiring new development to provide, the following features:

1. **Sidewalk Widening.** Minimum sidewalk width requirements in high-volume pedestrian areas. Consider requiring the street-level of buildings to be set back from the street property line, in order to provide pedestrian space to accommodate additional pedestrian trips and transit activity associated with higher density development, and to enable properties in such areas to benefit reciprocally from the pedestrian traffic and transit activity. Vary the sidewalk width requirements according to the transportation function and anticipated volume of pedestrian traffic of the street, as indicated by the street classification system established in Policy T10.
2. **Overhead Weather Protection.** Overhead weather protection covering portions of the sidewalk along active, high-volume pedestrian streets in order to enhance pedestrian comfort and to enable properties to gain reciprocal benefits from encouraging pedestrian activity. Overhead weather protection may include nonstructural features like canopies, awnings, and marquees or structural features like building overhangs and arcades.

**DT-TP7** To encourage improvements that enhance pedestrian circulation and increase pedestrian comfort, consider floor area bonuses for the following features provided in specified locations:

1. **Hillclimb Assist.** To assist pedestrian movement up and down steeply sloping sites between parallel avenues by providing pedestrian corridors that incorporate mechanical features such as elevators or escalators.
2. **Shopping Corridor.** To enhance pedestrian circulation and promote the concentration of shopping activity in the retail core and adjacent areas where pedestrian volumes are highest by providing through-block passages lined with shops connecting parallel avenues.
3. **Transit Station Access.** To integrate the pedestrian network with the transit tunnel system and to minimize sidewalk conflicts in office and retail areas on sites near transit stations by improving access to the system.

Base approval of the bonus on special evaluation criteria to ensure that the location and design of the transit station access is well integrated with the transit system and street-level pedestrian network. Bonus eligibility of particular features may be discontinued if the City finds that the need for additional such features has declined in relation to other Downtown priorities.

**DT-TP8** Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street-level.

**DT-TP9** Encourage and enhance bicycle access to and within Downtown. Allow bicycles to use all Downtown streets. Establish routes or corridors to connect Downtown with the citywide network of bicycle routes. Provide bicycle storage facilities in major new public and private development. Within bicycle corridors, study specific improvements, including signing or actions to increase bicycle safety.

Explore opportunities to create dedicated bicycle facilities on streets within Downtown.

**DT-TP10** Classify Downtown's streets according to the desired functional relationships of the various uses of the right-of-way. Through this classification system, integrate multiple vehicular and pedestrian needs, minimize modal conflicts, reflect, and seek to do the following: reinforce adjacent land use, and provide a basis for physical changes and improvements. Use this system as a guide to identify and prioritize capital improvements and operating changes.

Classify Downtown streets under categories addressing three primary functions:

1. traffic function,
2. transit function, and
3. pedestrian function.

**Traffic Classification.** Classify Downtown streets according to the arterial street classifications of the Seattle Comprehensive Transportation Program (SCTP). The primary intent of this system is to promote vehicular use of streets that is consistent with Policy T4: Vehicular Access and Circulation Improvements.

**Transit Classification.** Classify Downtown streets according to the transit street classifications of the SCTP. Use these classifications to coordinate improvements to the street right-of-way and abutting development so that high volumes of buses occur on streets with adequate sidewalk space for waiting riders.

**Pedestrian Classification.** Establish pedestrian classifications for all Downtown streets. The primary intent of this classification system is to coordinate improvements to the street right-of-way and abutting development to comfortably and safely accommodate anticipated pedestrian volumes and reinforce desired conditions for pedestrian circulation consistent with the Urban Design policies. Designate each Downtown street according to the following categories and functions:

- **Class I:** High-volume pedestrian activity street providing a major link in Downtown pedestrian circulation.
- **Class II:** Moderate pedestrian activity street providing a secondary link in the pedestrian circulation system.
- **Green Street<sup>TM</sup>** Link in pedestrian circulation system and element of open space bonus system.

**DT-TP11** Limit the size and location of curb cuts providing vehicular access to abutting property in order to minimize conflicts with other uses of the street right-of-way, particularly pedestrian and transit activity. Use the Street Classification System

to guide the number, size, and location of curb cuts. Place the greatest emphasis for minimizing curb cuts on Class I Pedestrian Streets and Principal Transit Streets because of their importance to Downtown pedestrian circulation, with access from alleys and Class II Pedestrian Streets generally preferred. Generally, discourage access from green streets, with curb cut controls evaluated on a case-by-case basis during the planning of individual green streets. Standards for the location and size of curb cuts may be modified to accommodate steep slopes or other special conditions, taking into consideration pedestrian safety and the smooth flow of traffic.

**DT-TP12** Through a variety of actions, seek to provide an adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools, and bicycles as alternatives to commuting by auto. In this balancing, generally maintain tighter restrictions on parking serving low-occupancy auto commuters who add to peak period traffic congestion, while allowing more flexibility for parking associated with trips for non-peak activities, such as shopping.

**DT-TP13** Maintain maximum parking requirements to restrict the supply of available long-term parking and to encourage use of alternatives to commuting by auto. Favor short-term parking to meet shopper and visitor needs over long-term parking. Exempt residential use from parking requirements within Downtown where residents can walk or have convenient transit access to work and services, in order to promote affordable housing and reduce auto dependency.

**DT-TP14** Exempt floor area occupied by short-term parking from the calculation of permitted floor area to recognize the difference in impacts between short-term parking and other kinds of uses and to provide an incentive for projects to include short-term parking to meet shopper and visitor parking needs. Short-term parking means parking that is marketed, priced, or operated in a manner that encourages its use as parking for shoppers and other non-commuters.

**DT-TP15** Generally require new development to provide off-street loading spaces to accommodate building service and delivery needs without disrupting traffic and street-level pedestrian activity.

**DT-TP16** To ensure consistency with overall land use and transportation policies for Downtown, limit development of parking as the principal use on a lot, as described below:

1. **Short-Term Parking Garages.** To facilitate shopping and access to personal services, allow short-term parking garages in all areas except residential districts and the waterfront west of Alaskan Way, unless specified otherwise pursuant to adopted neighborhood plan policies.
2. **Long-Term Parking Garages.** In determining to what extent to allow garages for long-term parking, consider the following potential impacts: congestion; negative impacts on adjacent pedestrian and land use activities; encouragement of travel in single occupant vehicles; and conflicts with transportation management programs established to reduce such travel.
3. **Permanent Surface Parking Lots.** Prohibit permanent surface parking lots in most areas to avoid disruption of the pedestrian environment at street-level, maintain the level of activity and intensity of development desired

Downtown, and discourage single-occupant vehicle travel. Identify areas where the impacts associated with permanent surface parking lots may be mitigated and consider permitting them in such areas, subject to mitigating conditions.

4. **Interim Surface Parking Lots.** Where permanent surface parking lots are prohibited, consider allowing interim surface parking lots for a restricted time period when the property would otherwise be unused pending redevelopment, in office, retail, and mixed commercial areas, excluding Special Review Districts.
5. **Principal-Use Parking Garages.** To support residential development, consider allowing principal use parking garages in residential districts where such facilities are compatible with the desired neighborhood character.

**DT-TP17** Consider use of a Downtown parking fund to facilitate the construction of parking facilities supporting Downtown land use and transportation policies and recognized neighborhood plans, at locations consistent with the policies of this plan. Potential fund sources include contributions in lieu of constructing required accessory parking on site, revenues from existing and future public parking facilities, property or business assessment districts formed to construct Downtown parking, and proceeds from the sale of revenue bonds or other bonds for parking construction.

## Downtown Neighborhood (Urban Center Village)

### Belltown

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#### HOUSING GOALS

- B-G1** A neighborhood where growth provides a varied housing stock and a wide range of affordability.
- B-G2** A neighborhood with tools to preserve its housing stock and prevent displacement of low- and low-moderate-income residents.

---

#### HOUSING POLICIES

- B-P1** Seek to assist nonprofit developers to develop new affordable housing in the neighborhood.
- B-P2** Seek to preserve the existing neighborhood scale and character by developing tools that both encourage the retention of existing buildings and encourage the creation of a variety of new small-scale buildings.

- B-P3** Develop methods to integrate and stabilize the current population, respect neighborhood character, and serve as a catalyst for the rest of the planning objective.
- B-P4** Support the neighborhood’s identified goals for housing affordability.
- B-P5** Support projects that will increase artist housing.
- B-P6** Strive to increase the amount of housing production achieved through the Bonus and Transfer of Development Rights Program.
- B-P7** Strive to preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized units.
- B-P8** Improve and use a variety of tools to create and preserve affordable housing, such as increased funding and regulatory mechanisms (e.g., the land use code affordable housing requirement, and Transfer of Development Rights (TDR) and Bonus programs).
- B-P9** Develop tools for owners of existing affordable rental housing to make property improvements at low cost, in order to minimize increases in rents.
- B-P10** Strive to maintain the affordability of existing federally subsidized housing.
- B-P11** Strive to establish and maintain ongoing monitoring of housing affordability as the market changes over time.
- B-P12** Promote voluntary first-right-of-refusal agreements between local property owners and tenants, through means such as developing programs to assist nonprofit agencies to identify willing property owners.
- B-P13** Research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.

---

## LAND USE GOALS

- B-G3** A neighborhood with a vibrant streetscape.
- B-G4** A neighborhood with a mixed-use character with an emphasis on residential and small business activity.
- B-G5** A Belltown with neighborhood design guidelines and design review.

---

## LAND USE POLICIES

- B-P14** Promote pedestrian activity through such methods as eliminating “dead spots” of street-level activity.
- B-P15** Provide opportunities for artists and start-up businesses through techniques such as live-work space and the temporary use of vacant “transitional” buildings.

- B-P16** Promote human-scaled architecture, particularly ground-level retail uses.
- B-P17** Increase neighborhood involvement in design review and development review.
- B-P18** Strive to preserve and enhance the intended residential character of Belltown by limiting the amount of off-site commercial advertising in the neighborhood.
- B-P19** Maintain designated view corridors.
- B-P20** Develop public/private investment strategies for a healthy business climate that attracts and supports the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents, and to attract visitors for a healthy business climate.
- B-P21** Promote opportunities for small businesses to find affordable sites within Belltown.

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### **TRANSPORTATION GOAL**

- B-G6** A circulation system that enables people to live, work, shop, and play in Belltown and all of Downtown without a car.

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### **TRANSPORTATION POLICIES**

- B-P21** Accommodate vehicular access, egress, and parking that support residences, businesses, institutions, and destinations within Belltown.
- B-P22** Manage routing and growth of vehicular traffic to minimize use of Belltown as a through-corridor and to mitigate neighborhood impacts.

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### **PEDESTRIAN ENVIRONMENT GOALS**

- B-G7** A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at-grade access.
- B-G8** A neighborhood with a sense of seamless transition between public and private space, and a sense of ownership of public spaces.

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### **PEDESTRIAN ENVIRONMENT POLICY**

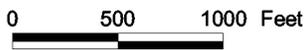
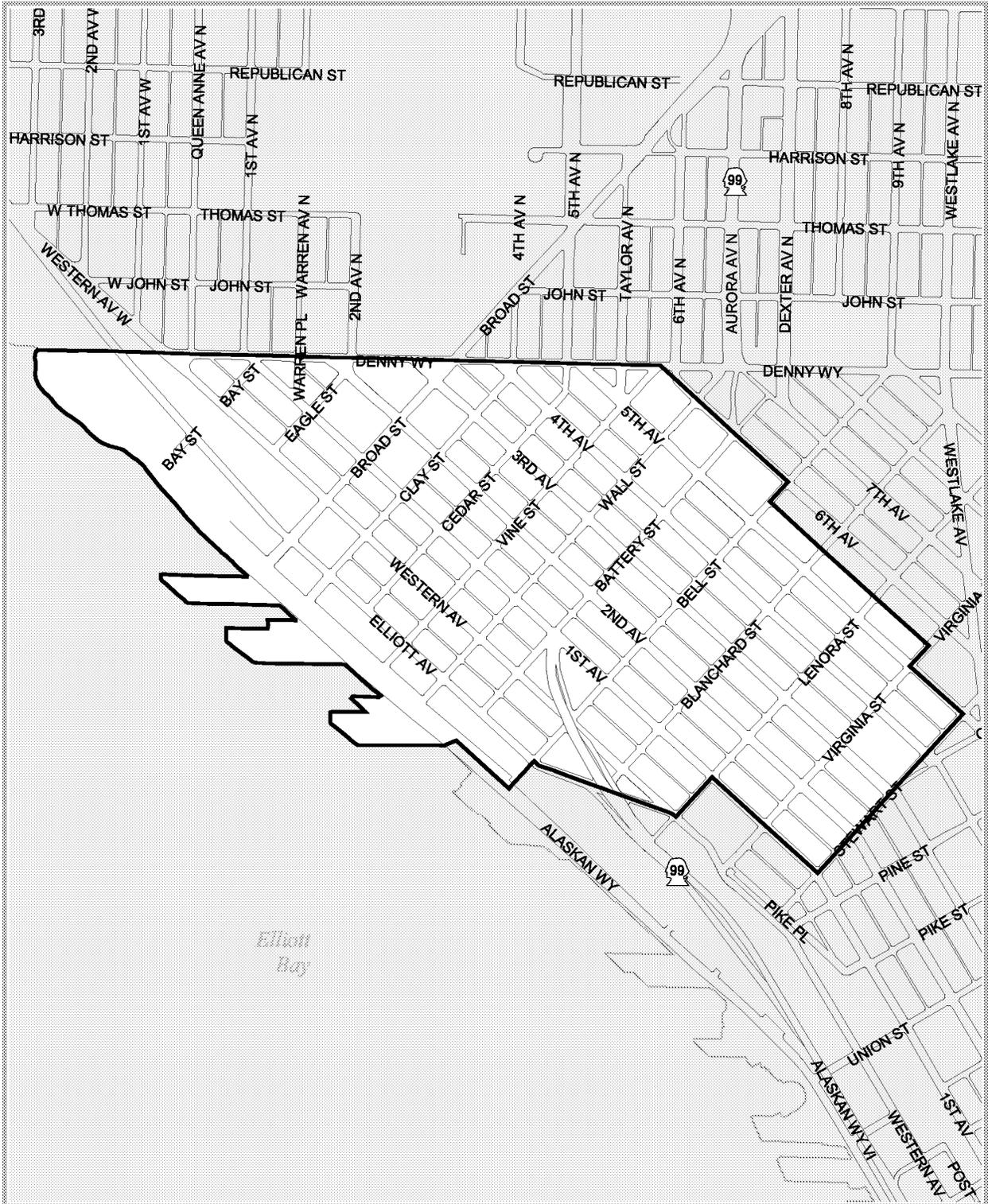
- B-P23** Encourage citizens to view streets as front porches, alleys as back doors, and parks (both public and private) as yards and gardens.

---

### **TRANSIT GOAL**

- B-G9** A neighborhood served by an efficient and easy-to-use transit system.

BELLTOWN  
Part of the Downtown Urban Center



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT

---

## TRANSIT POLICIES

- B-P24** Explore methods to consolidate transit service into major corridors within the neighborhood.
- B-P25** Seek to develop well-designed and managed multimodal hubs in the neighborhood.
- B-P26** Seek to improve transit access to other neighborhoods, especially to Capitol Hill and the University District.

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## PARKING GOAL

- B-G10** A neighborhood with sufficient parking to meet the needs of Belltown residents and the customers of businesses, and where the provision of adequate parking does not encourage people to choose car trips over other modes.

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## PARKING POLICY

- B-P27** Strive to establish and maintain adequate levels of parking in the neighborhood for residents and the customers of businesses while enhancing street-level activities and aesthetics.

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## ALLEYS GOAL

- B-G11** A neighborhood with alleys that are viable pedestrian and bicycle routes and business access points, and maintain their function for service access.

---

## ALLEYS POLICIES

- B-P28** Promote well used, safe and clean alleys.
- B-P29** Promote the use and sense of ownership of alleys through the consideration of tools such as naming alleys and allowing the numbering of business and residences whose entries face alleys.

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## GREEN STREETS GOALS

- B-G12** A neighborhood with well-designed and constructed green street improvements on designated green streets.
- B-G13** A neighborhood with well-designed streetscapes that enhance the character and function of Belltown's streets and avenues.

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### **GREEN STREETS POLICY**

- B-P30** Encourage the use of the Belltown Streetscape Guidebook and Green Street Guidelines when designing street and sidewalk improvements.

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### **COMMUNITY ENRICHMENT & SOCIAL SERVICES GOALS**

- B-G14** A thriving, integrated community that takes a stewardship role in the community.
- B-G15** A neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.

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### **COMMUNITY ENRICHMENT & SOCIAL SERVICES POLICY**

- B-P31** Encourage increased communication between social service providers and the community at large.

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### **PUBLIC SAFETY AND NEIGHBORLY REGULATIONS GOAL**

- B-G16** A neighborhood where it is safe to live, work, and play.

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### **PUBLIC SAFETY AND NEIGHBORLY REGULATIONS POLICIES**

- B-P32** Strive to increase participation in the Belltown Crime Prevention Council and Block Watch Programs through outreach.
- B-P33** Promote awareness of Crime Prevention Through Environmental Design (CPTED) techniques.
- B-P34** Promote a safe neighborhood environment to encourage day/night and weekend pedestrian-oriented activity.

## **Chinatown/International District**

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### **CULTURAL & ECONOMIC VITALITY GOAL**

- ID-G1** Support the thriving businesses, organizations, and cultural institutions of the Chinatown/International District and recognize the neighborhood's rich and vital history as home to and center of many of the city's immigrant communities including the Chinese, Filipino, Japanese, and Vietnamese communities and as a historic center of the Native American and African-American communities in the city.

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## CULTURAL & ECONOMIC VITALITY POLICIES

- ID-P1** Work with the Chinatown/International District community to strategically coordinate plans, programs and projects to better support thriving businesses, organizations, and cultural institutions in Chinatown, Japantown, and Little Saigon areas.
- ID-P2** Support marketing activities that promote neighborhood businesses, events, and cultural opportunities.
- ID-P3** Work with the Chinatown/International District community to develop business improvement strategies to encourage greater customer patronage of individual businesses.
- ID-P4** Encourage new business development and location within the neighborhood.
- ID-P5** Emphasize nighttime activity to tap into a new market for businesses.
- ID-P6** Enable greater access for the neighborhood’s residents and employees to the neighborhood’s multipurpose community recreation center, library and other public amenities.
- ID-P7** Improve utility infrastructure, when appropriate, to support community needs.
- ID-P8** Work with the Chinatown/International District to develop anti-displacement strategies to maintain, or, if possible, increase availability of affordable commercial space in Chinatown, Japantown, and Little Saigon areas.
- ID-P9** Work with the Little Saigon community on strategies to strengthen its culturally-based neighborhood identity.

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## HOUSING DIVERSITY & AFFORDABILITY GOAL

- ID-G2** A neighborhood with diverse and affordable housing.

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## HOUSING DIVERSITY & AFFORDABILITY POLICIES

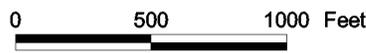
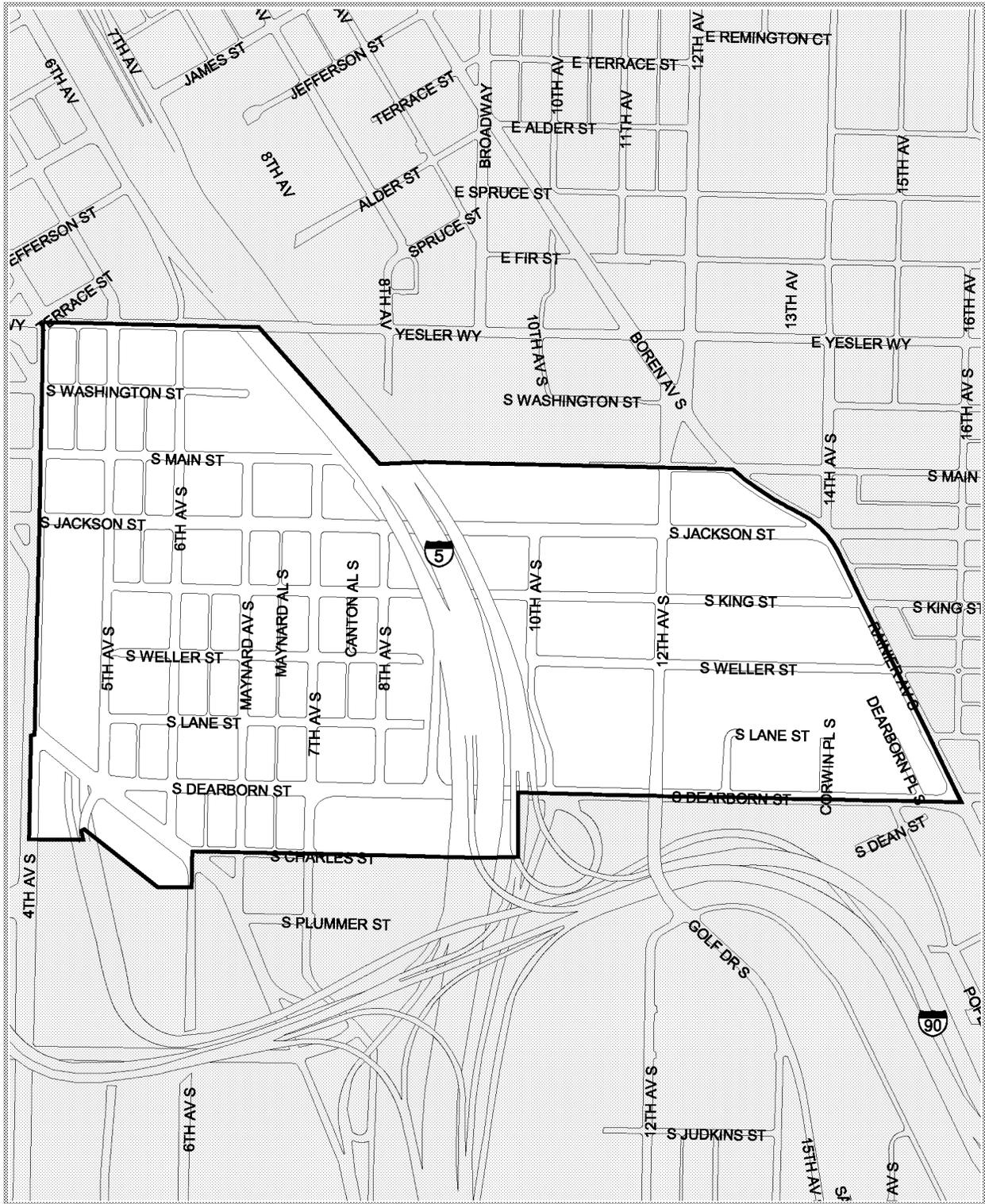
- ID-P10** Seek to diversify housing stock to include more moderate-income and family housing.
- ID-P11** Seek additional affordable housing strategies to preserve existing low-income units and households.
- ID-P12** Explore resources and strategies for upgrading existing substandard and vacant buildings.

---

## SAFE & DYNAMIC PUBLIC SPACES GOAL

- ID-G3** Create safe and dynamic public spaces.

CHINATOWN /INTERNATIONAL DISTRICT  
Part of the Downtown Urban Center



VILLAGE BOUNDARY  
 EDGE OF PAVEMENT

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## SAFE & DYNAMIC PUBLIC SPACES POLICIES

- ID-P13** Support specific programming to deliberately activate the parks, especially Kobe Park.
- ID-P14** Look for ways to incorporate design elements for crime prevention throughout the neighborhood, especially in parks, parking facilities, and alleyways.
- ID-P15** Increase pedestrian safety by adding additional stop signs and crosswalk striping, where appropriate.
- ID-P16** Build on partnerships that can work together to provide additional pedestrian amenities such as pedestrian street lighting, street trees, street furniture, and informational kiosks that enhance the pedestrian environment.
- ID-P17** Target Jackson Street, Dearborn Street, and Fifth Avenue for pedestrian improvements.

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## ACCESSIBILITY GOAL

- ID-G4** An accessible neighborhood, with access within and to the neighborhood, for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes, and walking.

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## ACCESSIBILITY POLICIES

- ID-P18** Seek to reduce auto congestion at key intersections.
- ID-P19** Work with Metro and Sound Transit to find ways to maximize service to residents, customers, and employees in the neighborhood.
- ID-P20** Improve bicycle route markings and related bicycle facilities, including bicycle racks within the neighborhood.
- ID-P21** Increase short-term parking opportunities within the neighborhood.

# Commercial Core

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## GOALS

- COM-G1** Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.
- COM-G2** Promote a unique neighborhood identity for the Commercial Core.

---

## POLICIES

- COM-P1** Explore revising public benefit bonuses and incentive programs regulated by the Land Use Code to stimulate desirable development and support neighborhood goals.
- COM-P2** Encourage variety in architectural character and building scale.
- COM-P3** Strive to maintain the neighborhood's historic, cultural, and visual resources.
- COM-P4** Seek to provide housing affordable to households with a range of income levels.
- COM-P5** Guide development and capital projects throughout the entire Downtown area through development of a unified urban design strategy that provides a vision for new public facilities, waterfront connections, pedestrian environments, transit linkages, and open space.
- COM-P6** Strive to take advantage of opportunities to develop new public open space and encourage development of a system of connected green spaces and open public areas.
- COM-P7** Use green streets and open space as a means to improve urban design character and provide amenities that support growth.
- COM-P8** Seek to improve the cleanliness and safety of streets and public spaces.
- COM-P9** Seek to improve the pedestrian qualities of streets and public spaces.
- COM-P10** Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.
- COM-P11** Work with transit providers to promote convenient transit and public access to and through the Commercial Core.
- COM-P12** Seek opportunities to improve mobility throughout the Commercial Core.
- COM-P13** Seek to increase coordination among Downtown human services providers.

## Denny Triangle

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### HOUSING GOAL

- DEN-G1** A diverse residential neighborhood with an even distribution of income levels.

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### HOUSING POLICIES

- DEN-P1** Seek an even distribution of household income levels.
- DEN-P2** Explore the use of bonuses, zoning, TDRs, and City investment to encourage housing throughout the Denny Triangle Neighborhood.

**DEN-P3** Maintain a supply of low-income units in the Denny Triangle neighborhood throughout the life of the plan.

---

### LAND USE GOAL

**DEN-G2** A mixed-use neighborhood that combines commercial office space, retail sales and services, social and public services, and a residential population.

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### LAND USE POLICIES

**DEN-P4** Consider a variety of land use tools, including increased height limits and floor area ratios, design review processes, bonuses for public benefit features, and exempting housing and retail space from floor area ratio, to stimulate both residential and commercial development.

**DEN-P5** Encourage a mix of low-, moderate-, and market-rate affordable housing throughout the neighborhood, incorporated into projects that mix commercial and residential development within the same projects.

**DEN-P6** Support creation of “residential enclaves” of predominantly residential development along key green street couplets at Ninth and Terry Avenues and Bell and Blanchard Streets identifiable as residential neighborhoods by small parks, improved streetscapes, retail functions, and transportation improvements that support neighborhood residents and employees alike.

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### URBAN FORM GOAL

**DEN-G3** A diverse, mixed-use character that provides a transit- and pedestrian-friendly atmosphere.

---

### URBAN FORM POLICIES

**DEN-P7** Encourage the development of gateway markers at major entryways to the neighborhood along Denny Way.

**DEN-P8** Encourage redevelopment of small triangular parcels as neighborhood gateways.

**DEN-P9** Encourage the creation of new open spaces, including at Westlake Circle and at the Olive/Howell wedge.

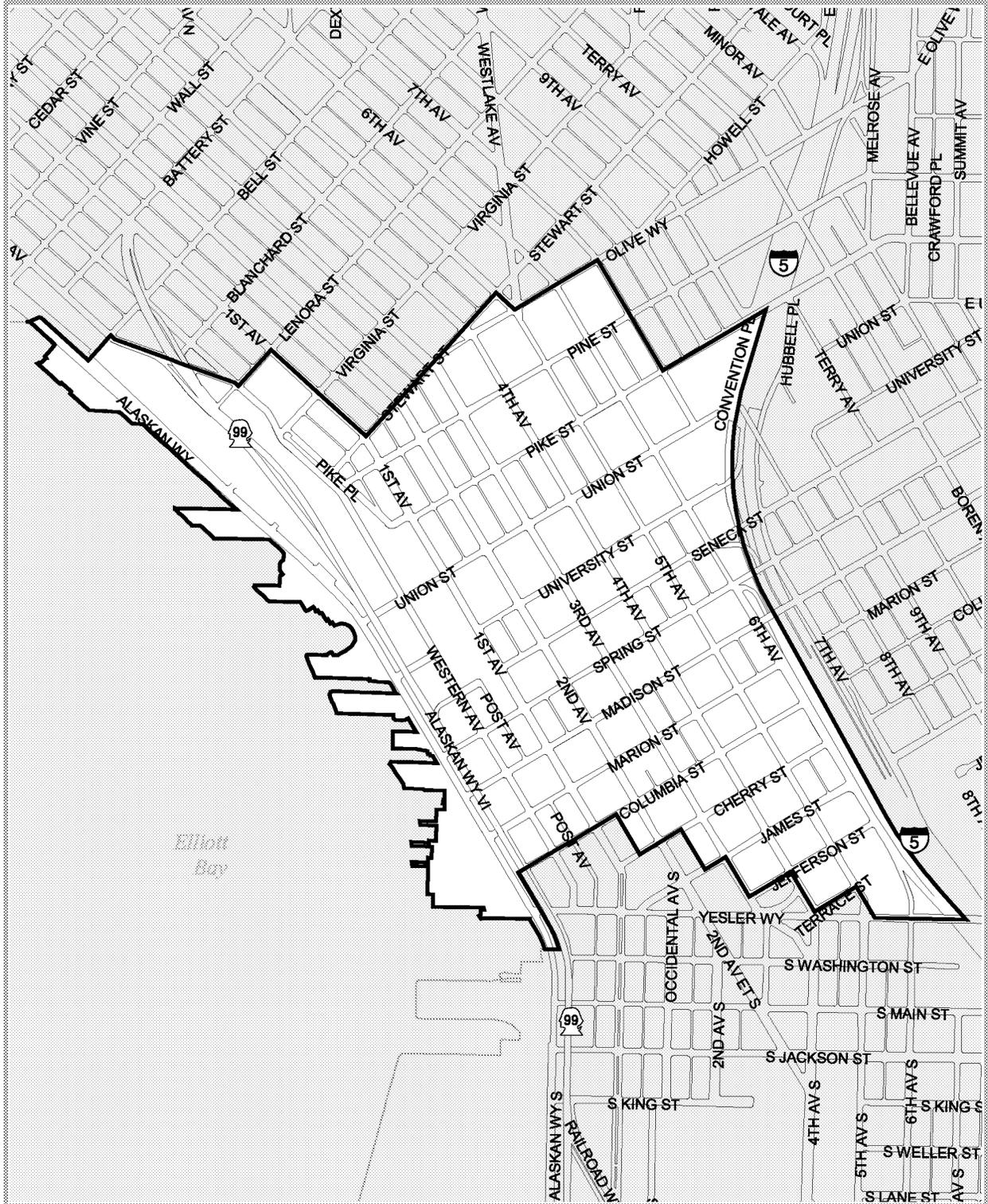
**DEN-P10** Encourage the creation of open space as part of new public projects.

**DEN-P11** Support redevelopment of Westlake Boulevard as a boulevard.

**DEN-P12** Designate and support the development of green streets in the neighborhood.

**DEN-P13** Strive to accomplish goals for open space as defined for urban center villages, such as:

COMMERCIAL CORE  
Part of the Downtown Urban Center



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT

- One acre of Village Open Space per 1,000 households;
- All locations in the village must be within approximately one-eighth mile of Village Open Space;
- Dedicated open space must be at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities;
- There should be at least one usable open space of at least one acre in size where the existing and target households total 2,500 or more;
- One indoor, multiple-use recreation facility;
- One dedicated community garden for each 2,500 households in the village, with at least one dedicated garden site.

---

### TRANSPORTATION GOAL

**DEN-G4** Reduce external transportation impacts while improving internal access and circulation.

---

### TRANSPORTATION POLICIES

**DEN-P14** Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions.

**DEN-P15** Use partnerships with transit providers to improve the basic transit route structure, system access, and connectivity to better serve the neighborhood.

**DEN-P16** Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.

**DEN-P17** Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.

**DEN-P18** Consider development of traffic improvement plans to lessen the impact of regional automobile traffic on the Denny Triangle neighborhood.

## Pioneer Square

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### OPEN SPACE GOAL

**PS-G1** A community with a strong quality of life including public art and cleanliness.

---

## OPEN SPACE POLICIES

- PS-P1** Encourage the inclusion of an artist in the design of publicly funded projects.
- PS-P2** Improve gardening, cleaning, and maintenance of public spaces within Pioneer Square through the coordination of city departments and private or nonprofit cleaning companies.
- PS-P3** Recognize the importance of Occidental Corridor as the “center” of the neighborhood.
- PS-P4** Strive to improve park areas within Pioneer Square through grant funding and technical assistance.
- PS-P5** Reclaim Pioneer Square alleys for positive uses through improved cleanliness and safety programs.

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## PUBLIC SAFETY GOAL

- PS-G2** A community that invites pedestrian and tourist activity through a high level of civil behavior and cleanliness.

---

## PUBLIC SAFETY POLICIES

- PS-P6** Raise and maintain a high level of public behavior and civility standards through police enforcement and participation by neighborhood groups.
- PS-P7** Continue to support Good Neighbor Agreements between existing social service providers and the neighborhood.

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## HOUSING GOAL

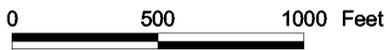
- PS-G3** A diverse community with a significant residential population.

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## HOUSING POLICIES

- PS-P8** Encourage housing development through both new construction and renovation of existing structures.
- PS-P9** Encourage the retention and development of artist live-work space.
- PS-P10** Encourage the development of incentive packages for housing construction and rehabilitation.
- PS-P11** Encourage the development of housing opportunities for a mix of incomes.
- PS-P12** Encourage concurrent development of businesses necessary to support residents in new housing developments.

DENNY TRIANGLE  
Part of the Downtown Urban Center



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT

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## ECONOMIC DEVELOPMENT GOAL

**PS-G4** A diverse and unique community with an eclectic mix of businesses and major community facilities.

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## ECONOMIC DEVELOPMENT POLICIES

**PS-P13** Recognize the Qwest Field North Lot development as a business anchor in the neighborhood.

**PS-P14** Encourage coordination between development projects, neighborhood enterprise, and the local labor pool—especially low-income and shelter residents.

**PS-P15** Strive to maintain local access to Pioneer Square during major events.

**PS-P16** Support neighborhood efforts to develop business support and communication system.

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## TRANSPORTATION & UTILITIES GOAL

**PS-G5** A community with an efficient transportation system that provides efficient access to sites inside and outside neighborhood boundaries.

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## TRANSPORTATION & UTILITIES POLICIES

**PS-P17** Coordinate with other responsible agencies to develop access opportunities to the neighborhood through transit and pedestrian methods.

**PS-P18** Strive to improve infrastructure to accommodate increased pedestrian and traffic uses.

**PS-P19** Strengthen coordination of alley improvements among city department and involved neighborhood groups.

**PS-P20** Encourage the development of a community-parking program in order to provide access for residents, especially during events.

# Eastlake

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## COMMUNITY DESIGN GOALS

**EL-G1** A residential lakefront community primarily defined by low to moderate residential density, pedestrian-scale mixed-use development, neighborhood services, Lake Union maritime uses, and compatible architectural styles.

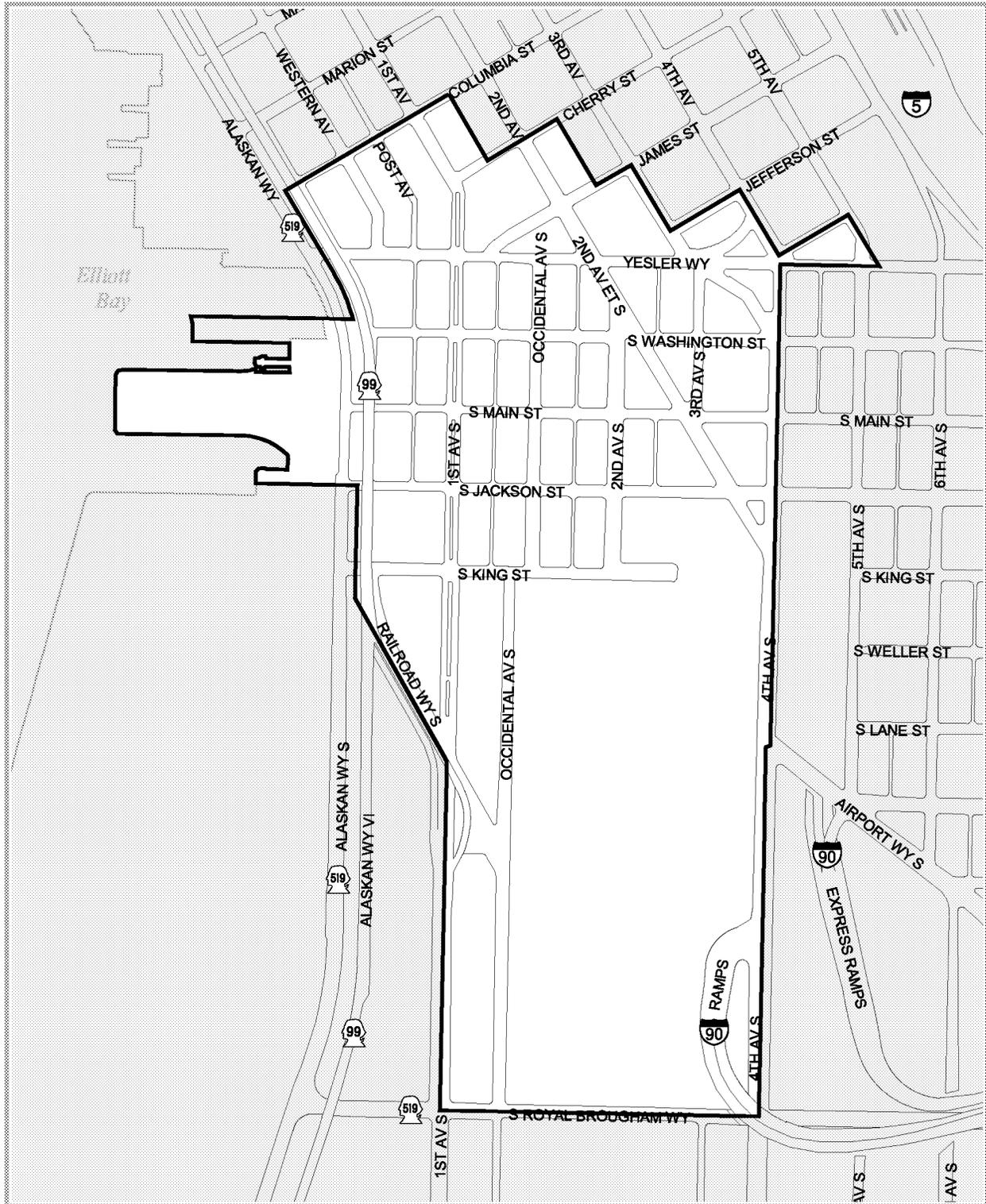
- EL-G2** A safe and interesting streetscape with pedestrian activity, a strengthened commercial identity and residential community, and reduced conflicts between residential and commercial uses along Eastlake Avenue East.
- EL-G3** A neighborhood that values and preserves its traditional diversity and scale of development, and that respects its ecology and environment.
- EL-G4** A community with pedestrian activity, and attractive close-in and distant views along streetscapes, alleys, and shorelines.
- EL-G5** A community where the residential growth is consistent with Eastlake’s character, size, scale, infrastructure, and public services, and occurs in locations appropriate for residential uses.

---

## COMMUNITY DESIGN POLICIES

- EL-P1** Encourage the consolidation of commercial and residential uses on Eastlake Avenue East into districts or nodes that would: strengthen the identity of each area; reduce the potential for conflicts between land uses; increase residential development along parts of Eastlake Avenue East; increase the development of neighborhood-serving businesses at street-level; and direct vehicle access and parking to alleys and side streets.
- EL-P2** Identify, preserve, enhance, and create a variety of attractive and interesting views from and of public spaces.
- EL-P3** Anticipate and minimize, through zoning regulations and/or design review guidelines, to be prepared for the Eastlake area, the potential for impacts on residential uses from the close proximity, orientation, or incongruent scale of commercial development, including the loss of privacy, sunlight, or air, or increased noise, artificial light, or glare.
- EL-P4** Seek opportunities to conserve Eastlake’s older structures as defining elements of Eastlake’s architectural and historic character and as a resource for affordable housing and commercial spaces.
- EL-P5** Through design review, promote interaction between the community, developer, designers, and decision-makers to help ensure buildings contribute to and enhance Eastlake’s character.
- EL-P6** Explore the development of live-work units in areas that allow commercial development.
- EL-P7** Buildings are an important part of Eastlake’s views and residential and commercial streetscapes, and their designs should reflect the neighborhood’s lowrise, finely textured scale, comparatively small development sites, and the individuality of its architectural expressions.
- EL-P8** Pedestrian connections between buildings should occur at the street-level. Avoid skybridges on public property and rights-of-way in Eastlake; when connections across such public land and rights-of-way are necessary, pursue below-grade

PIONEER SQUARE  
Part of the Downtown Urban Center



— VILLAGE BOUNDARY  
— EDGE OF PAVEMENT

connections to buildings that do not detract from activity at the street-level, the streetscape, and public views.

- EL-P9** Promote interesting, safe, and diverse pedestrian connections that are compatible with and sensitively designed for abutting land uses.
- EL-P10** Strive to preserve, restore, and maintain Eastlake’s historic cobblestone streets.
- EL-P11** Enhance Lynn Street between Eastlake and Boylston Avenues East as a gateway to the Eastlake neighborhood, a view corridor, and an important pedestrian connection without expanding its existing street or right-of-way width.
- EL-P12** Use and development of Eastlake’s shoreline properties should strengthen and enhance the neighborhood’s existing maritime uses, recreational uses, habitat, and floating home community through the future use and development of Eastlake’s shoreline properties.
- EL-P13** Maintain, enhance, and nurture the Seward School as a public school, historic landmark, and focus of community identity and social, civic, and recreational activities.
- EL-P14** In the Eastlake Residential Urban Village, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages shall not apply.

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## **OPEN SPACE GOALS**

- EL-G6** A neighborhood that cherishes and preserves its urban ecological health.
- EL-G7** An open space network providing a variety of experiences that promotes community, ecology, learning, and stewardship, and that serves Eastlake and the larger region for current and future generations.

---

## **OPEN SPACE POLICIES**

- EL-P15** Encourage Eastlake residents, businesses, and public facilities to plant native vegetation on public and private properties.
- EL-P16** Encourage the use of landscaping, berms, and other natural sound-absorption techniques to reduce noise and create an aesthetically pleasing environment or wildlife habitat.
- EL-P17** Provide open space for wildlife and plant habitat, pedestrian connections, and passive and active recreation. For individual open space sites, identify the primary purpose from among these four purposes, plan for compatible uses, and discourage incompatible uses.
- EL-P18** Strive to create an attractive, identifiable gateway (“North Gateway”) to Eastlake and the adjoining neighborhoods that provides open space, art, and community identity.

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## TRANSPORTATION GOALS

**EL-G8** A neighborhood where seniors, children, and people with disabilities can stroll and cross streets safely, where bicyclists are safe, buses are frequent, and bus stops convenient, where truck access is good, and where through-traffic, freeway noise, and pollution are controlled.

---

## TRANSPORTATION POLICIES

**EL-P19** Strive to improve pedestrian facilities including street crossings, sidewalks and other walkways, especially along Eastlake Avenue.

**EL-P20** Strive to establish additional pedestrian connections where they do not now exist, such as under or over Interstate 5 or along the shoreline.

**EL-P21** Strive to enhance Fairview Avenue East north of East Newton Street through traffic-calming and other pedestrian safety improvements.

**EL-P22** Strive to reduce freeway-related noise, air, and water pollution.

**EL-P23** Support the neighborhood's visibility and identity from Interstate 5 through such means as landscaping and signage.

**EL-P24** Seek to implement the City's Urban Trail system within this neighborhood by completing pedestrian connections.

---

## MAIN STREET GOAL

**EL-G9** A neighborhood where residents and employees also shop and dine, that attracts and retains quality retail and services businesses, that is lively and busy during the day and evening, and that has a clean and vital main street that adds to the sense of community.

---

## MAIN STREET POLICIES

**EL-P25** Seek to attract new businesses and customers.

**EL-P26** Pursue traffic, parking and local and express transit service improvements. King County/Metro buses that use Eastlake Ave E. should include at least two stops within the Eastlake neighborhood.

**EL-P27** Seek to provide more planted medians for those parts of Eastlake Avenue in which businesses and abutting property owners support them.

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## DIVERSITY GOAL

- EL-G9** A neighborhood in which neighbors know and help one another, value diversity, welcome people of any race, age, family makeup and economic status, maintain a close relationship with businesses and schools and in which community is a reality.

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## DIVERSITY POLICIES

- EL-P28** Promote diversity among Eastlake's residents and strengthen their relationship with Eastlake's public school.
- EL-P29** Build ties between Eastlake's business and residential communities.

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## AFFORDABLE HOUSING GOAL

- EL-G10** A neighborhood including all socioeconomic groups with some housing units affordable to people with low-incomes.

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## AFFORDABLE HOUSING POLICY

- EL-P30** Seek to expand housing opportunities in Eastlake for those with incomes under 80 percent, and especially for those under 50 percent, of the citywide median income.

# First Hill

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## COMMUNITY CHARACTER GOALS

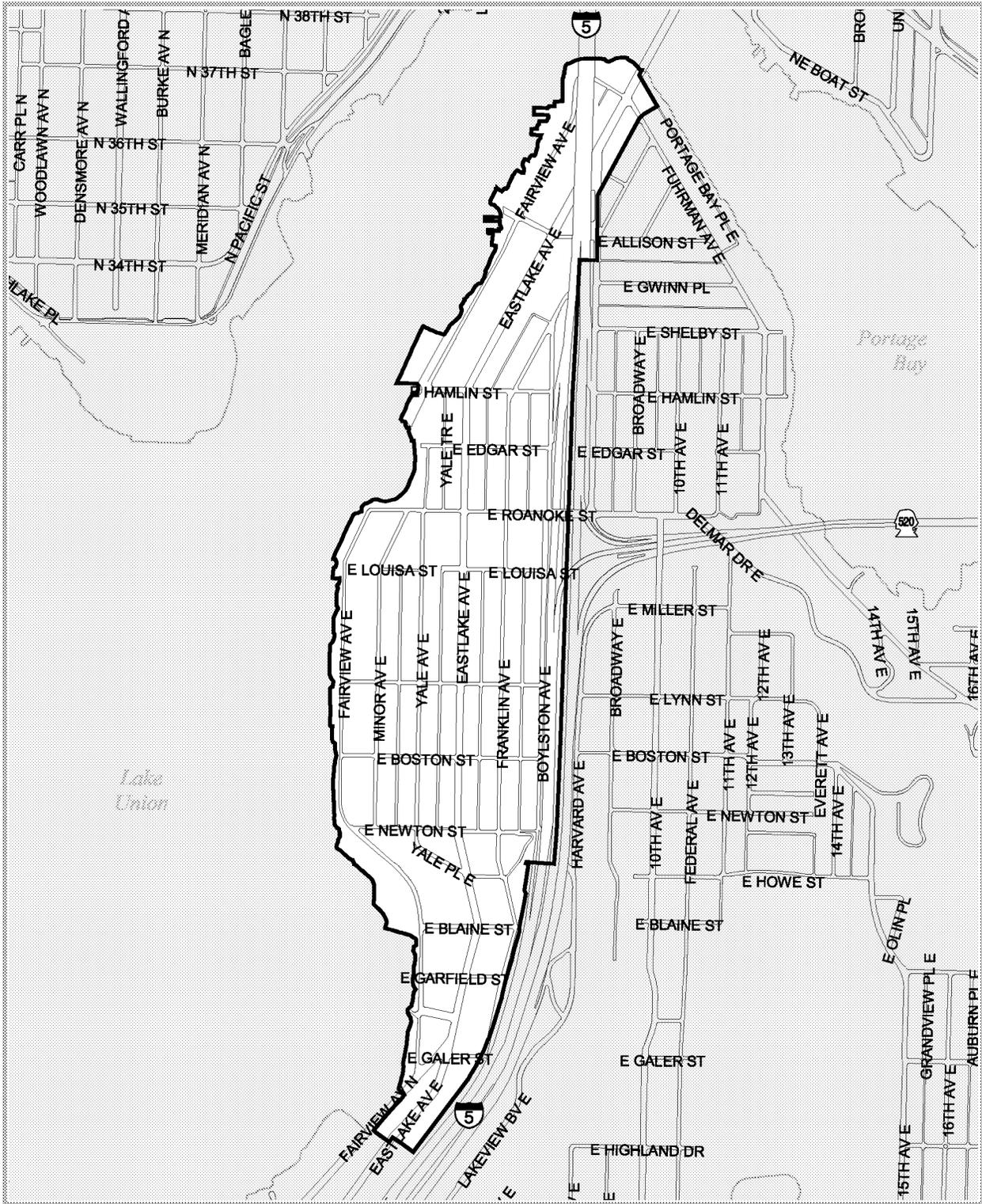
- FH-G1** A community with a culturally and economically diverse residential population, that is also a major employment center, home to many of the region's state-of-the-art medical centers and related facilities.
- FH-G2** An active, pedestrian-friendly urban center village that integrates residential, commercial, and institutional uses, and maintains strong connections to surrounding neighborhoods and the urban center.

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## COMMUNITY CHARACTER POLICIES

- FH-P1** Encourage mixed-use development in the Madison Street district to create more of a visual and functional center to the neighborhood and strengthen the relationship between the residential and commercial areas in First Hill.
- FH-P2** [Policy deleted by ordinance 122313.]

EASTLAKE  
Residential Urban Village



- FH-P3** Seek opportunities to provide additional community facilities to serve the existing diverse population and the new residents and employees projected to move into the neighborhood within the next fifteen years.
- FH-P4** Encourage the implementation of public safety measures to provide a safe environment for residents, employees, and patrons.
- FH-P5** Encourage major institutions and public projects to work to preserve, maintain, and enhance the important qualities of the neighborhood plan, i.e., open space, housing, and pedestrian environment.

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### **ECONOMIC DEVELOPMENT GOAL**

- FH-G3** A thriving business district that serves the needs of residents, employees, and visitors to First Hill.

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### **ECONOMIC DEVELOPMENT POLICY**

- FH-P6** Encourage longer hours of operation and an increased variety of businesses in First Hill.

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### **HOUSING GOALS**

- FH-G4** A neighborhood which provides a variety of housing opportunities that are compatible with other neighborhood goals, and maintains the economic mix of First Hill residents.

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### **HOUSING POLICIES**

- FH-P7** Encourage new housing development on underutilized sites.
- FH-P8** Explore joint housing development opportunities with the private sector, major institutions, and other public agencies.
- FH-P9** Encourage the retention and preservation of existing housing.
- FH-P10** Support a neighborhood infrastructure of attractive amenities and public facilities that attracts the development of new housing and preserves existing housing.
- FH-P11** Support the development of a strong commercial district that also serves the needs of the residential areas.

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### **PUBLIC SAFETY GOAL**

- FH-G5** A safe community for residents, employees, visitors, and shoppers.

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## **PUBLIC SAFETY POLICIES**

- FH-P12** Encourage a twenty-four-hour activity climate and increased street activity throughout the neighborhood as a crime deterrent by promoting eyes-on-the-street surveillance.
- FH-P13** Support community-based organizations and encourage partnerships with law enforcement agencies to make the neighborhood more safe and secure.
- FH-P14** Encourage the use of crime prevention through environmental design techniques for buildings, streets, and parks to minimize the ability for crime to take place.

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## **HUMAN NEEDS & DEVELOPMENT GOALS**

- FH-G6** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

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## **HUMAN NEEDS & DEVELOPMENT POLICIES**

- FH-P15** Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.
- FH-P16** Seek to improve communication between people, organizations, and communities dealing with human needs and development issues.
- FH-P17** Seek to address human support needs in the neighborhood.
- FH-P18** Seek a comprehensive approach in addressing the human needs and problems of people within the neighborhood.

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## **PARKS, OPEN SPACE, & COMMUNITY FACILITIES GOALS**

- FH-G7** A neighborhood with safe, accessible, and well-maintained parks, open space, and community facilities that meet the current and future needs of a growing community.

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## **PARKS, OPEN SPACE, & COMMUNITY FACILITIES POLICIES**

- FH-P19** Seek new opportunities for the creation of usable and safe parks and open space.

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## **TRANSPORTATION GOALS**

- FH-G8** A neighborhood that provides for the safe and efficient local- and through-traffic circulation of automobiles, transit, bicycles, and pedestrians.

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## TRANSPORTATION POLICIES

- FH-P20** Seek to resolve transportation and parking problems associated with being both a major medical employment center and a residential urban center village, and improve the environment for pedestrians.

# Fremont

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## COMMUNITY CHARACTER GOALS

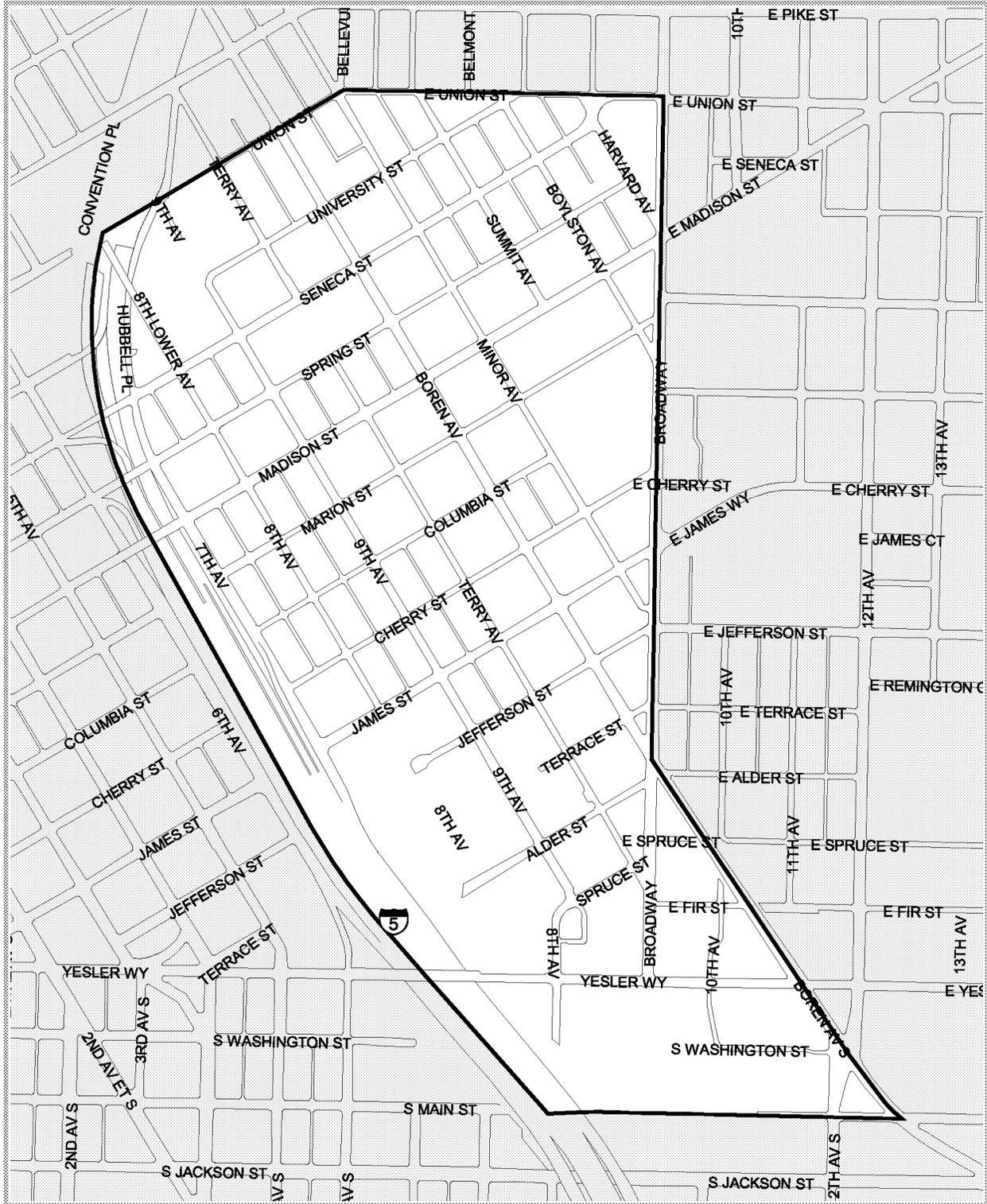
- F-G1** A neighborhood with unique character and opportunities that make Fremont the “Center of the Universe.”
- F-G2** A neighborhood with rich and varied urban streetscapes.
- F-G3** A neighborhood with a cohesive sense of community woven together by neighborhoods on both sides of Aurora Avenue North, south of Woodland Park.
- F-G4** A neighborhood that encourages the retention of important scenic view opportunities throughout the neighborhood.

---

## COMMUNITY CHARACTER POLICIES

- F-P1** Encourage unique recreational and aesthetic amenities within the urban village.
- F-P2** Recognize Fremont’s core retail area (Downtown Fremont) and shoreline (Lake Union and the Ship Canal) as important local urban amenities.
- F-P3** Encourage the development of public art, cultural amenities, and unique design treatments consistent with Fremont’s character for the enjoyment and enrichment of users.
- F-P4** Strive to provide street amenities that will create an attractive urban environment and that recognize the importance of both vehicular and pedestrian uses.
- F-P5** Coordinate street improvements with other neighborhoods, where appropriate, to ensure a consistent approach.
- F-P6** Recognize the importance of commercial activities and adjacent residential neighborhoods and seek to balance and accommodate the needs of both on Fremont’s streets.
- F-P7** Develop methods to link the communities on both sides of Aurora Avenue North to create a more cohesive and high-quality urban environment.
- F-P8** Strive to provide linkages that will enhance the livability of the Fremont neighborhood and encourage exchange between east and west, including the development of common open space.

FIRST HILL  
Part of the First Hill /Capitol Hill Urban Center



- F-P9** Seek opportunities for improved vehicle access across/under Aurora Avenue North.
- F-P10** Strive to protect public view corridors and scenic opportunities throughout Fremont.
- F-P11** Explore ways to support incubator businesses in the city.
- F-P12** Consider capital improvements and infrastructure to be important for the Leary Way, upper Fremont Avenue North, and Stone Way business areas, as well as for the Fremont Hub Urban Village, because these areas provide goods and services to the Fremont Urban Village and their adjoining residential areas, and are accessible by walking, bicycling, carpooling, or public transit.
- F-P13** In the area where the Wallingford Urban Village and the Fremont Planning Area overlap (the area bounded by Stone Way on the east, N. 45<sup>th</sup> Street on the north, Aurora Avenue North on the west, and N. 40<sup>th</sup> Street on the south) maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family zoning on properties meeting the locational criteria for single-family zones.

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## HOUSING GOALS

- F-G5** A neighborhood that is a desirable and an affordable community in which to live.
- F-G6** A neighborhood with a mix of housing affordability and types that enhance Fremont's unique character.
- F-G7** A neighborhood with a stable residential population.

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## HOUSING POLICIES

- F-P14** Make use of existing tools to address affordable housing needs.
- F-P15** Encourage programs and land use code regulations that support a mix of housing types and a range of affordability.
- F-P16** Encourage the development of housing in commercial areas.
- F-P17** Increase opportunities for homeownership.
- F-P18** Develop incentives for families to locate in the Fremont community.
- F-P19** Encourage the development of housing for senior citizens.
- F-P20** Seek to maintain existing, and encourage new, affordable rental housing.
- F-P21** Encourage neighborhood design quality, creativity, and character consistent with Fremont neighborhood design guidelines.
- F-P22** Encourage attractive, pedestrian-oriented streetscapes through design guidelines, zoning refinements, and streetscape improvements.

- F-P23** Support the creation of public art at key sites in the community.
- F-P24** Encourage high-density housing to locate in mixed-use areas and in close proximity to transit corridors.

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### **TRANSPORTATION: PLANNING FOR THE FUTURE GOAL**

- F-G8** A neighborhood with an efficient, safe, and community-compatible transportation system.

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### **TRANSPORTATION: SPECIFIC IDENTIFIED TRANSPORTATION SYSTEMS ISSUES GOALS**

- F-G9** A neighborhood with efficient connections to Aurora Avenue North.
- F-G10** A Stone Way corridor that balances the needs of industrial access and general traffic capacity with bicycle and pedestrian safety.

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### **TRANSPORTATION: SPECIFIC IDENTIFIED TRANSPORTATION SYSTEMS ISSUES POLICIES**

- F-P25** Seek to develop efficient and safe connections between all sections of Fremont and Aurora Avenue North.
- F-P26** Seek to reduce or eliminate the use of local residential streets for access to Aurora Avenue North.
- F-P27** Seek to improve safety and convenience for pedestrians and bicyclists crossing Aurora Avenue North.
- F-P28** Strive to improve safety, access and circulation for local vehicular traffic, pedestrians, and bicycles.
- F-P29** Strive to improve access to waterfront industrial areas.

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### **TRANSPORTATION: TRANSIT SERVICE & TRANSPORTATION MODES GOALS**

- F-G11** A neighborhood served by a high level of public transportation that is responsive to community needs.
- F-G12** A neighborhood that encourages the use of modes of transportation other than the single-occupant automobile.
- F-G13** A neighborhood with active programs, such as car sharing, that reduce residents' reliance on ownership and operation of personal autos.

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## **TRANSPORTATION: TRANSIT SERVICE & TRANSPORTATION MODES POLICIES**

- F-P30** Seek to improve the convenience of transit access and transit connections in and around Fremont.
- F-P31** Strive to maximize Fremont access to planned citywide and regional transit services (e.g., Monorail, Sound Transit, water taxi, etc.).
- F-P32** Seek to establish safe and convenient pedestrian circulation to, from, and within the Downtown Fremont commercial area.
- F-P33** Improve safety and convenience of bicycle travel within and through the Fremont neighborhood.

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## **TRANSPORTATION: DOWNTOWN FREMONT ACCESS & CIRCULATION GOAL**

- F-G14** A “Downtown” Fremont with excellent circulation and accessibility.

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## **TRANSPORTATION: DOWNTOWN FREMONT ACCESS & CIRCULATION POLICY**

- F-P34** Seek to improve Downtown Fremont streets and traffic control systems to ensure efficient circulation and accessibility.

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## **TRANSPORTATION: ARTERIAL CORRIDOR PEDESTRIAN IMPROVEMENT GOAL**

- F-G15** A neighborhood with convenient and safe pedestrian access along and across arterials.

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## **TRANSPORTATION: ARTERIAL CORRIDOR PEDESTRIAN IMPROVEMENT POLICY**

- F-P35** Provide appropriate pedestrian crossings on arterials.

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## **TRANSPORTATION: BICYCLE IMPROVEMENTS GOAL**

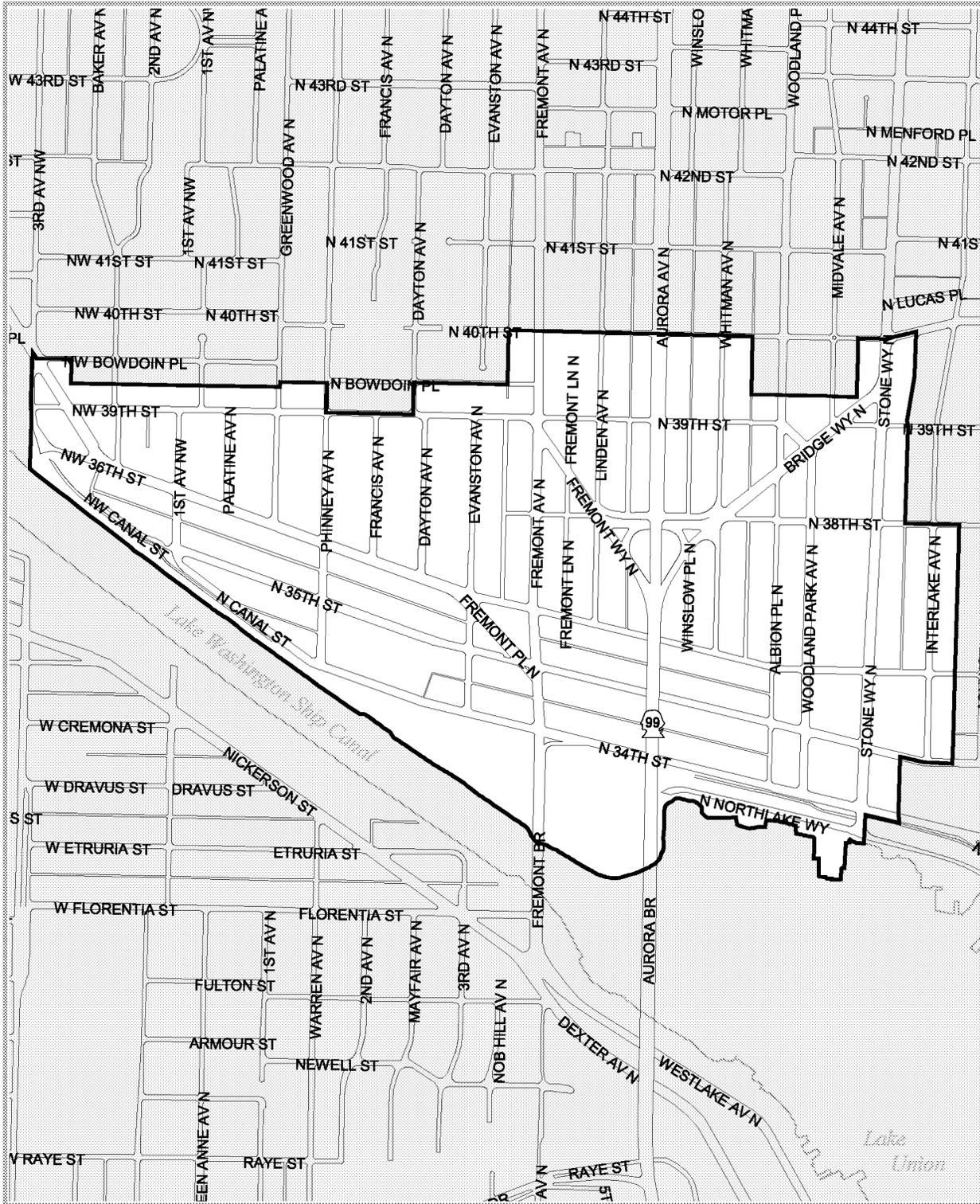
- F-G16** A neighborhood with convenient and safe options for bicycle travel within and through the Fremont neighborhood.

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## **TRANSPORTATION: BICYCLE IMPROVEMENTS POLICIES**

- F-P36** Strive to improve connections among the main bicycle routes and trails passing through and serving Fremont.

FREMONT  
Hub Urban Village



**F-P37** Encourage street improvements for bicycle safety and convenience where needed.

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### **TRANSPORTATION: TRAFFIC MANAGEMENT/CALMING & SPOT IMPROVEMENT GOAL**

**F-G17** A neighborhood that is safe for local travel and with minimal cut-through traffic on residential streets.

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### **TRANSPORTATION: TRAFFIC MANAGEMENT/CALMING & SPOT IMPROVEMENT POLICY**

**F-P38** Seek to provide local safety improvements and traffic-calming measures.

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### **FREMONT ARTS GOALS**

**F-G18** A neighborhood that promotes its cultural and historic identity through the arts.

**F-G19** A neighborhood with community arts and cultural facilities and opportunities.

**F-G20** A neighborhood that supports the existing infrastructure of arts organizations to promote and fund public art.

**F-G21** A neighborhood with public access to art.

**F-G22** A neighborhood that encourages employment and small business development in conjunction with the arts.

**F-P42** Strive to ensure the inclusion of art in all public and private development.

**F-P43** Seek to utilize available publicly owned properties for cultural resource uses such as art and performing arts.

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### **FREMONT ARTS POLICIES**

**F-P39** Encourage support of the arts, artists, and arts organizations.

**F-P40** Encourage the dissemination of information for artists, businesses, and residents regarding City of Seattle regulatory matters.

**F-P41** Seek to promote awareness and recognition of Fremont public art.

**F-P44** Seek to make public and nonprofit use a priority for publicly owned properties.

**F-P45** Strive to promote and fund public art and community arts groups.

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### **FREMONT ARTS: ARTIST LIVE–WORK HOUSING GOAL**

**F-G23** A neighborhood with a supply of artist studios and artist live–work spaces.

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### **FREMONT ARTS: ARTIST LIVE–WORK HOUSING POLICIES**

**F-P46** Seek to preserve existing artist studio spaces in Fremont.

**F-P47** Encourage the development of artist live–work housing.

## **Georgetown**

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### **SEATTLE DESIGN DISTRICT GOAL**

**G-G1** A healthy Georgetown area economy that capitalizes on the presence of the regionally significant design and gift centers and the related wholesale, retail, design, and manufacturing trades to foster economic development and physical visibility of these industries.

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### **SEATTLE DESIGN DISTRICT POLICIES**

**G-P1** Encourage the development of a “design district” to capitalize on the economic vibrancy of the design and gift centers and the associated businesses.

**G-P2** Encourage economic development efforts designed to market design- and gift-related trades.

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### **GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR GOAL**

**G-G2** A residential community that recognizes, preserves, and enhances Georgetown’s residential area as a viable place where people live, raise families, enjoy open spaces, and celebrate its unique historic character and buildings.

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### **GEORGETOWN RESIDENTIAL NEIGHBORHOOD ANCHOR POLICIES**

**G-P3** Seek to retain Georgetown’s residentially zoned lands as a means of providing affordable homeownership opportunities.

**G-P4** Seek to provide community facilities that meet a range of needs in the residential area of Georgetown.

- G-P5** Promote opportunities for the reuse of historic structures and other significant buildings and seek to create linkages between historic preservation and economic revitalization.
- G-P6** Seek opportunities for creating recreational facilities that can serve both the local residential population and employees.
- G-P7** Recognize Georgetown’s historic character and buildings and the presence of the design center when developing amenities and programs to reinforce Georgetown’s image as a quality place to live, work, raise a family, and/or own a business.

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### **SAFER GEORGETOWN GOAL**

- G-G3** A community that is safe and is perceived as safe for living, working, and doing business.

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### **SAFER GEORGETOWN POLICIES**

- G-P8** Emphasize crime prevention and community policing as public safety measures to help make Georgetown safe for residents, business owners, and employees.
- G-P9** Strive to raise public safety awareness in the business community and increase interaction between business people and the Seattle Police Department.
- G-P10** Seek ways to abate serious nuisance problems and develop strategies to address criminal activity.

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### **PROMOTING INDUSTRY & FAMILY WAGE JOBS GOAL**

- G-G4** An economically strong and vital manufacturing and industrial center that places priority on job creation, business growth, and ways for linking Georgetown residents to local jobs.

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### **PROMOTING INDUSTRY & FAMILY WAGE JOBS POLICIES**

- G-P11** Retain industrial-zoned land in Georgetown, while seeking out the potential to promote commercial and retail uses in commercial zones.
- G-P12** Promote the growth, development, and retention of industries and commerce that have the opportunity to flourish in Georgetown.
- G-P13** Balance the needs of water-dependent uses and natural/environmental habitat goals for the Duwamish Waterway.
- G-P14** Seek ways to develop, train, and connect the local workforce with Georgetown employers.

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## **CODE ENFORCEMENT & PERMIT PROCESSING GOAL**

- G-G5** A community that receives responsible and efficient City action in the abatement of illegal and criminal uses.

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## **CODE ENFORCEMENT & PERMIT PROCESSING POLICY**

- G-P14** Strive to deliver efficient, timely, and responsive code enforcement and permit processing as a means of promoting economic vibrancy and residential quality of life in Georgetown.

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## **ECONOMIC DEVELOPMENT GOAL**

- G-G6** A community that continues to support its businesses, promotes job growth, and receives the necessary public investment in infrastructure to continue economic vibrancy.

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## **ECONOMIC DEVELOPMENT POLICY**

- G-P16** Work with the community to explore ways of marketing Georgetown's commercial zones for commercial use, to help preserve industrial zones for industrial use, and to help encourage shopping opportunities for local residents in the commercial zones.

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## **TRANSPORTATION FACILITIES GOAL**

- G-G7** An integrated transportation network that addresses the freight mobility, highway access, and efficiency demands of all users; the nonmotorized and pedestrian needs of area residents; and that is supported by the basic services of good roads, transit service, and efficient area-wide circulation.

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## **TRANSPORTATION FACILITIES POLICIES**

- G-P17** Strive to minimize traffic congestion within the Georgetown neighborhood.
- G-P18** Work with other jurisdictions, such as King County and the City of Tukwila, to promote regional freight mobility for the Georgetown neighborhood and the Greater Duwamish Manufacturing/Industrial Center.
- G-P19** Address traffic safety concerns for both pedestrians and vehicles in Georgetown through means that could include improvements to roads and sidewalks.
- G-P20** Promote opportunities for nonmotorized transportation in the Georgetown neighborhood.

- G-P21** Work with Sound Transit, King County Metro Transit, and the residential and business communities to provide convenient and efficient transit mobility throughout Georgetown.

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### ENVIRONMENT GOALS

- G-G8** A community sensitive to environmental quality with a recognition and respect for the vital natural environment and ecosystems, such as the Duwamish River, that survive in Georgetown in the presence of commerce and industry
- G-G9** A community that reduces environmental hazards that threaten the health, safety, and general welfare of Georgetown's residents and employees.

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### ENVIRONMENT POLICIES

- G-P22** Promote awareness among Georgetown residents, employees, business owners, and property owners of environmental quality issues such as air, soil, and groundwater pollution.
- G-P23** Work with other jurisdictions to protect the environmental quality of the Duwamish watershed.
- G-P24** Seek ways to monitor the environmental impacts of the King County International Airport in the Georgetown community, while recognizing its economic significance.

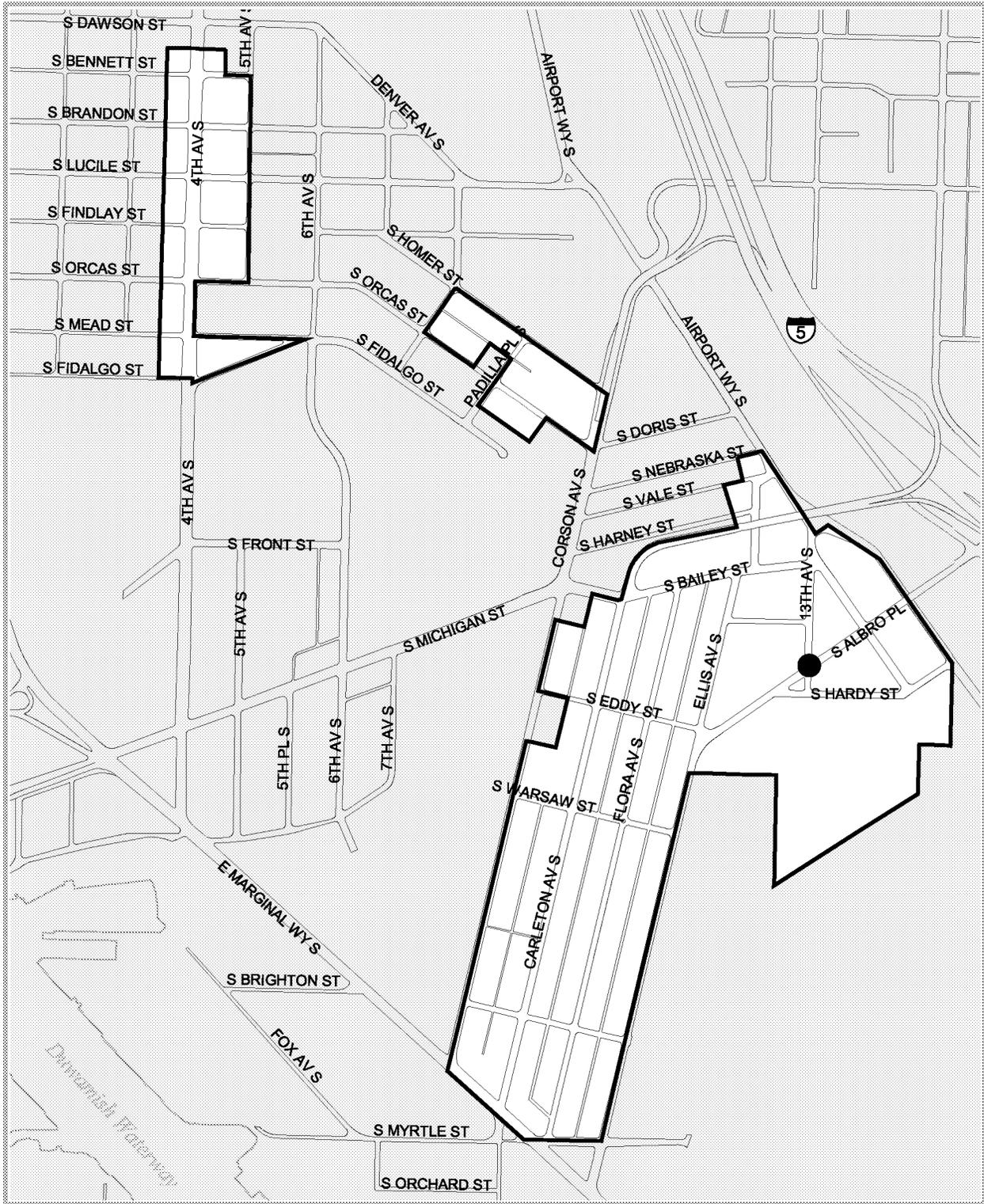
# Greater Duwamish Manufacturing/ Industrial Center

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### JOBS & ECONOMICS GOALS

- GD-G1** The Duwamish Manufacturing/Industrial Center remains economically vital.
- GD-G2** Public infrastructure adequate to serve business operations in the Duwamish Manufacturing/Industrial Center is provided.
- GD-G3** Land in the Duwamish Manufacturing/ Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities, and commercial fishing activities.
- GD-G4** The City regulatory environment facilitates location and expansion of industrial businesses in the Duwamish Manufacturing/Industrial Center.

GEORGETOWN  
Neighborhood Anchor



0 500 1000 Feet

-  ANCHOR LOCATION
-  COMMERCIAL & RESIDENTIAL ZONED AREAS
-  EDGE OF PAVEMENT

Note: the Georgetown neighborhood does not include an area designated as an urban village. The commercial and residential zoned areas boundary is shown for illustrative purposes only.

- GD-P1** Recognize the significant contribution of the industries and businesses in the Duwamish Manufacturing/Industrial Center in terms of the jobs they create, and the export and tax revenues they generate.
- GD-P2** Strive to retain existing businesses and promote their viability and growth, with particular emphasis on small businesses.
- GD-P3** Encourage new industrial businesses that offer family-wage jobs to locate in the area.
- GD-P4** Encourage site assembly that will permit expansion or new development of industrial uses.
- GD-P5** Limit the location or expansion of nonindustrial uses, including publicly sponsored nonindustrial uses, in the Duwamish Manufacturing/Industrial Center.
- GD-P6** Strive to separate areas that emphasize industrial activities from those that attract the general public.
- GD-P7** Continue to promote timeliness, consistency, coordination, and predictability in the permitting process.

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## **LAND USE GOALS**

- GD-G5** Land in the Duwamish Manufacturing/Industrial Center is sufficient to allow an increase in the number of family-wage industrial jobs that can be filled by workers with diverse levels of education and experience.
- GD-G6** The Duwamish waterway continues as a working industrial waterfront that retains and expands in value as a vital resource providing family-wage jobs and trade revenue for the city, region, and state.
- GD-G7** The City and other government bodies recognize the limited industrial land resource and the high demand for that resource by private industrial businesses within the Duwamish Manufacturing/Industrial Center when considering the siting of public uses there.
- GD-G8** The Duwamish Manufacturing/Industrial Center remains a manufacturing/industrial center promoting the growth of industrial jobs and businesses and strictly limiting incompatible commercial and residential activities.

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## **LAND USE POLICIES**

- GD-P8** Strive to protect the limited and nonrenewable regional resource of industrial, particularly waterfront industrial, land from encroachment by nonindustrial uses.
- GD-P9** Distinguish between the industrial zones in the Duwamish Manufacturing/Industrial Center by the amount and types of uses permitted in them.

- GD-P10** If industrial land south of South Park is annexed to the city, include much of it in the Duwamish Manufacturing/Industrial Center, with appropriate land use controls to encourage industrial uses and discourage nonindustrial uses.
- GD-P11** Strive to maintain sufficient capacity in the shoreline areas for anticipated water-dependent industrial uses.
- GD-P12** Seek to preserve the Duwamish Waterway’s ability to function as the city’s gateway to the Pacific and to provide adequate nearby land for warehousing and distribution that serve the shipping industry.
- GD-P13** Especially along the waterway, discourage conversion of industrial land to nonindustrial uses.
- GD-P14** Maintain shoreside freight access to and from the waterway.
- GD-P15** Strive to increase the trade revenues generated by Seattle’s water-dependent industries.
- GD-P16** Consider a variety of strategies, including possible financial incentives, to retain and attract marine businesses.
- GD-P17** Encourage other jurisdictions to:
1. avoid locating nonindustrial uses in the Duwamish Manufacturing/Industrial Center;
  2. consolidate public facilities to minimize the amount of land consumed by the public sector; and
  3. pursue joint operations and colocation so that facilities can serve more than one jurisdiction.
- GD-P18** Encourage public agencies, including City agencies, to explore ways of making property available for private industrial uses when disposing of property in the Duwamish Manufacturing/Industrial Center.
- GD-P19** Prohibit certain commercial uses and regulate the location and size of other commercial uses in the manufacturing/industrial center.
- GD-P20** Seek to integrate stadium and stadium-related uses into the Duwamish Manufacturing/Industrial Center by creating an overlay district limited to the area near the stadiums that discourages encroachment on nearby industrial uses, creates a pedestrian connection from the stadiums north to Downtown, and creates a streetscape compatible with Pioneer Square.

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## **TRANSPORTATION GOALS**

- GD-G9** A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.

- GD-G10** The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes.
- GD-G12** The transportation network in the Duwamish Manufacturing/Industrial Center emphasizes the mobility of freight and goods.
- GD-G13** Rail service in the Duwamish Manufacturing/Industrial Center remains safe and efficient.
- GD-G14** Well-maintained streets and facilities serve all the properties in the Duwamish Manufacturing/Industrial Center.
- GD-G15** Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.
- GD-G16** The public transit system provides employee access to the Duwamish Manufacturing/Industrial Center while minimizing impacts on freight mobility.

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## **TRANSPORTATION POLICIES**

- GD-P21** Strive to enhance access throughout the Duwamish Manufacturing/Industrial Center by means such as signal coordination, roadway channelization, grade separation, and pavement rehabilitation.
- GD-P22** Encourage use of Airport Way as an alternate route for commute trips that might otherwise use First and Fourth Avenues.
- GD-P23** Strive to maintain the existing capacity on roadways and bridges and encourage use of underused facilities.
- GD-P24** Encourage maintenance of a connection across the Duwamish River that provides access to the South Park area while allowing the river to continue serving marine traffic.
- GD-P25** Strive to maintain arterial/rail crossings until those crossings can be replaced with grade separations.
- GD-P26** Recognize and strive to address the cumulative traffic effects that transportation and development projects in and near the Duwamish Manufacturing/Industrial Center can have on freight mobility.
- GD-P27** Pursue opportunities and develop partnerships to provide grade separations between rail and auto/truck traffic along key east-west routes for enhanced speed and reliability while maintaining safety for both travel modes.
- GD-P28** Encourage the design of bicycle and pedestrian facilities in the Duwamish Manufacturing/Industrial Center that minimize conflicts between motorized and nonmotorized traffic and promote both traffic flow and safety.
- GD-P29** Strive to maintain waterborne and roadway access to seaport facilities.

DUWAMISH  
Manufacturing /Industrial Center



CENTER BOUNDARY

- GD-P30** Strive to maintain access for air cargo to the King County International Airport.
- GD-P31** Strive to facilitate east-west freight movement in the Duwamish Manufacturing/Industrial Center, particularly through the Royal Brougham, Spokane Street, and Michigan Street corridors.
- GD-P32** Strive to maintain efficient freight movement along designated truck routes in the Duwamish Manufacturing/Industrial Center.
- GD-P33** Strive to maintain reasonable access to regional transportation facilities for goods distribution from all areas of the Duwamish Manufacturing/Industrial Center.
- GD-P34** Recognize the importance of intermodal connections for the movement of freight between the state highway system, rail yards, barge terminals, Port terminals, airports, and warehouse/distribution centers.
- GD-P35** Strive to minimize disruptions to freight mobility caused by construction (including construction of transportation facilities) in the Duwamish Manufacturing/Industrial Center.
- GD-P36** In setting priorities for roadway repairs in the Manufacturing/Industrial Center, consider the importance of those facilities to freight mobility.
- GD-P37** Consider setting speed limits for trains high enough to limit the length of time trains block streets at grade crossings.
- GD-P38** Encourage railroad operations in which switching and signals enhance the speed and reliability for passenger and freight trains.
- GD-P39** Encourage a working relationship between the City and property and business owners in the area to identify possible funding sources for non-arterial road and drainage improvements.
- GD-P40** Encourage the efficient use of transit opportunities, including the E-3 busway, to expedite the movement of event patrons in and out of the Duwamish Manufacturing/Industrial Center.
- GD-P41** Encourage the management of event parking in ways that minimize the impacts on congestion in the Duwamish Manufacturing/Industrial Center.
- GD-P42** Strive to maintain parking that serves local businesses during special events.
- GD-P43** Strive to maintain sufficient rail spurs to accommodate existing and potential future business needs in the Duwamish Manufacturing/Industrial Center.
- GD-P44** Encourage employees in the Duwamish Manufacturing/Industrial Center to use public transit for commuting to work through means such as employer-subsidized bus passes and enhanced transit service.
- GD-P45** Seek to minimize impacts on freight mobility in the design of new or expanded transit facilities in the Duwamish Manufacturing/Industrial Center.

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## UTILITIES GOAL

**GD-G17** The network of utilities is sufficient to meet the needs of businesses in the area.

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## UTILITIES POLICIES

**GD-P46** Strive to maintain affordable rates for City-operated utilities serving the Duwamish Manufacturing/Industrial Center.

**GD-P47** Strive to provide stormwater facilities that help increase pavement durability.

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## ENVIRONMENTAL REMEDIATION GOAL

**GD-G18** Sufficient incentives exist in the industrial area so that the private sector can remedy environmental contamination and contribute to the expansion of the industrial job base.

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## PUBLIC SAFETY GOALS

**GD-G19** The community makes use of crime prevention resources in the Duwamish Manufacturing/Industrial Center and adjacent residential communities to control crime and increase the sense of security in the area.

**GD-G20** Public investments contribute to a sense of community identity and enhance public safety.

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## PUBLIC SAFETY POLICIES

**GD-P48** Recognize crime prevention as a significant contributor to economic vitality in the Duwamish Manufacturing/Industrial Center and to the quality of life in the surrounding residential communities.

**GD-P49** Encourage the use of community policing techniques to increase personal safety.

**GD-P50** Consider techniques such as neighborhood identification and wayfinding signs to increase pride in the community and to facilitate navigation through the Duwamish Manufacturing/Industrial Center.

# Green Lake

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## COMMUNITY CHARACTER GOALS

- GL-G1** A vibrant residential urban village with pedestrian-friendly streetscapes that preserve and enhance the unique scale and character of the village.
- GL-G2** A neighborhood with a safe and attractive pedestrian and bicycle network of streets, districts, and corridors.

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## COMMUNITY CHARACTER POLICIES

- GL-P1** Support zoning designations that will encourage new development to harmonize with the existing historical building, streetscapes, and pedestrian-friendly character.
- GL-P2** Strive to create a vital and identifiable main street along Woodlawn Avenue.
- GL-P3** Encourage linkages between the lake and the commercial district through public open space, such as a public plaza.
- GL-P4** Strengthen and enhance the existing architectural character and scale of the urban village.
- GL-P5** Encourage a lively and thriving business core.
- GL-P6** Strive to create safe and attractive pedestrian network linkages to Green Lake, Sound Transit, and other community resources.
- GL-P7** Encourage commercial facades that are distinctive and that enhance neighborhood character and the overall visual quality of the streetscape.
- GL-P8** Seek to enhance the visual and pedestrian appeal of key streets radiating from the lake.
- GL-P9** Encourage improvements that will provide a sense of entry/gateway into the Green Lake neighborhood.

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## TRANSPORTATION GOAL

- GL-G3** A street system that safely and efficiently accommodates traffic volumes with sufficient capacity and speed.

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## TRANSPORTATION POLICIES

- GL-P10** New development should be designed to encourage the use of public transportation and discourage single-occupant vehicular use.

**GL-P11** Encourage an integrated transportation and transit system with positive impacts on existing uses and long-term redevelopment opportunities.

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### **PARKING GOAL**

**GL-G4** An urban village with an adequate parking supply for residents and businesses that does not detract from village character and does not create significant traffic impacts.

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### **PARKING GOAL**

**GL-P12** Encourage the better use of existing parking and examine new and innovative parking options.

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### **TRANSIT GOAL**

**GL-G5** A neighborhood with convenient, predictable, and reliable transit service that provides access to surrounding activity areas, adjacent neighborhoods, local transit hubs, and regional transit stations.

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### **TRANSIT POLICIES**

**GL-P13** Encourage frequent and reliable transit service.

**GL-P14** Strive to improve local neighborhood transit and citywide transit connections to Green Lake.

**GL-P15** Consider alternative transit technology, including the use of smaller buses and vans, on low-ridership routes.

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### **TRAFFIC-CALMING GOAL**

**GL-G6** A neighborhood with good auto access and safe streets that do not significantly encourage additional traffic, particularly in residential areas.

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### **TRAFFIC-CALMING POLICY**

**GL-P16** Strive to minimize the impact of automobile and transit traffic on the neighborhood.

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### **BICYCLE ACCESS GOAL**

**GL-G7** A neighborhood with safe, efficient bicycle facilities.

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## **BICYCLE ACCESS POLICIES**

- GL-P17** Improve bicycle safety and access to the neighborhood and regional system for both transportation and recreation purposes.
- GL-P18** Support the development of the bicycle/pedestrian corridor linkages that connect Green Lake to regional trail systems such as the Burke-Gilman Trail.
- GL-P19** Strive to provide facilities and other improvements for bicycles in the neighborhood.
- GL-P20** Promote cycling for short to medium-length trips and commutes to work.

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## **PEDESTRIAN FACILITIES GOAL**

- GL-G8** A neighborhood with safe, accessible, and enjoyable pedestrian facilities.

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## **PEDESTRIAN FACILITIES POLICIES**

- GL-P21** Provide improvements for good pedestrian access to Green Lake, with particular focus on people with disabilities, including curb cuts for wheelchair users.
- GL-P22** Strive to ensure wheelchair accessibility to Green Lake Park.
- GL-P23** Strive to improve pedestrian access across both Aurora Avenue North and Interstate 5.

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## **HOUSING GOALS**

- GL-G9** An urban village with affordable housing opportunities.
- GL-G10** A neighborhood with housing for a range of income levels that is compatible with the existing single-family character of the neighborhood.

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## **HOUSING POLICIES**

- GL-P24** Encourage development that is supportive of housing goals and mixed-use development.
- GL-P25** To support the vision of the Green Lake residential urban village and its housing goals and to accommodate growth targets, Midrise 60 zoning is appropriate in the area bounded by Interstate 5, Fifth and Sixth Avenues NE, NE Maple Leaf Place, and NE 70th Street.

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## **LAND USE GOAL**

- GL-G11** A community with neighborhood design guidelines that continue and enhance the desired community character.

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## LAND USE POLICIES

- GL-P26** Seek to preserve scale and rhythm between structures, especially in areas bordering single-family homes.
- GL-P27** Seek to conserve noteworthy structures and their structural components.

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## HUMAN SERVICES GOALS

- GL-G12** An urban village with enhanced availability of human services.
- GL-G13** A neighborhood with a community center that provides meeting and arts facilities and social services for neighborhood residents.

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## HUMAN SERVICES POLICIES

- GL-P28** Provide community facilities with social and recreation opportunities that match the diversity and demographics of the neighborhood, including the needs of teens and seniors.
- GL-P29** Encourage cooperative efforts with the school district to enhance community use of school properties.

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## PARKS & OPEN SPACE GOAL

- GL-G14** A neighborhood with green space and other recreation opportunities throughout the planning area that are equally accessible to all residents regardless of disability.

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## PARKS & OPEN SPACE POLICIES

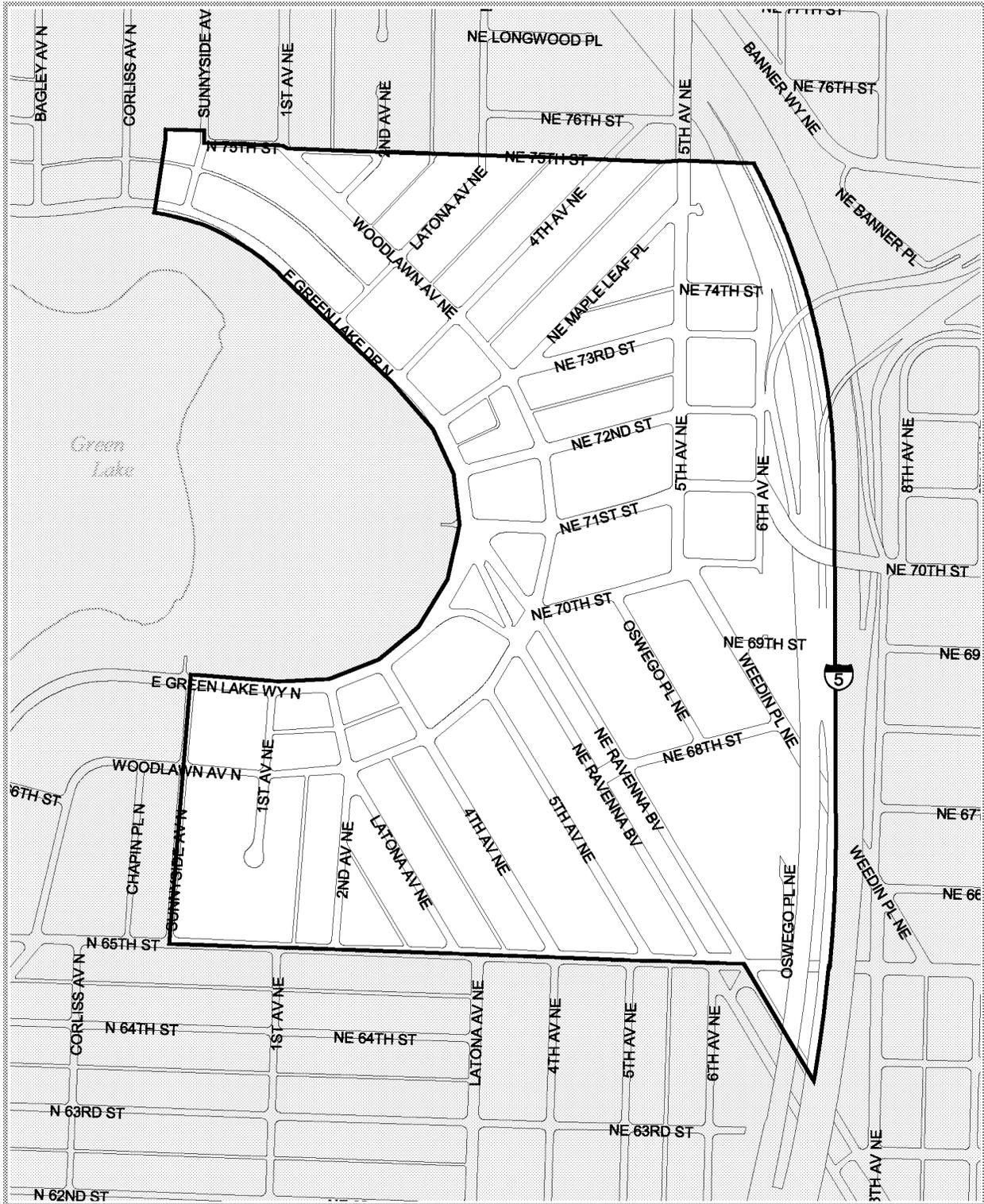
- GL-P30** Strive to increase the amount of open space in the neighborhood.
- GL-P31** Enhance the health and quality of vehicle and pedestrian corridors by adding trees and other vegetation.
- GL-P32** Support the creation of additional recreational activities and increased awareness of and accessibility to recreational resources.

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## HABITAT ISSUES GOALS

- GL-G15** A neighborhood with an abundance of native habitat that supports native wildlife.
- GL-G16** A community with restored and protected natural drainage systems.

GREEN LAKE  
Residential Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT

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## HABITAT ISSUES POLICIES

- GL-P33** Pursue open space and habitat improvements opportunities on public lands that provide multiple environmental benefits.
- GL-P34** Encourage public involvement, appreciation, and stewardship of native habitats.
- GL-P35** Support increased environmental education and interpretation opportunities and public awareness of environmental issues.
- GL-P36** Support programs for water quality and watershed awareness.
- GL-P37** Recognize the natural drainage system as a centerpiece of environmental education, habitat restoration, and revegetation activities.

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## ECONOMIC DEVELOPMENT GOAL

- GL-G17** A neighborhood with a vital business community.

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## ECONOMIC DEVELOPMENT POLICIES

- GL-P38** Recognize the neighbor-friendly character and vitality in the neighborhood's four principal commercial areas.
- GL-P39** Strive to attract and nurture a positive mix of independent, pedestrian-oriented businesses serving local needs.
- GL-P40** Encourage businesses and new development to establish and maintain pedestrian gathering areas, such as green space, sculptures, and fountains.

# Greenwood/Phinney Ridge

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## LAND USE & COMMUNITY CHARACTER GOALS

- G/PR-G1** A vital Greenwood commercial area with a pedestrian-friendly streetscape.
- G/PR-G2** A neighborhood with vital, pedestrian-friendly main streets that connect all the commercial areas.
- G/PR-G3** A neighborhood with streets that are green, tree-lined, pedestrian and bicycle-friendly, and contribute to an integrated open space system.
- G/PR-G4** A neighborhood with public viewsapes and view corridors available for public enjoyment.
- G/PR-G5** A high-quality living environment with areas of higher densities concentrated where services are located.

- G/PR-G6** A neighborhood that grows in a manner that is compatible with existing scale and character.
- G/PR-G7** A neighborhood where the scale and character of historical or existing single-family areas have been maintained.
- G/PR-G8** A neighborhood where public amenities and necessary infrastructure are focused to areas planned for growth.
- G/PR-G9** A neighborhood with a strong sense of identity and history.

---

## LAND USE & COMMUNITY CHARACTER POLICIES

- G/PR-P1** Encourage the conservation of original structures and facades that define Greenwood/Phinney Ridge's architectural and historic character.
- G/PR-P2** Encourage integrated design guidelines that promote mixed-use development similar to historic neighborhood development patterns as well as a high level of neighborhood design quality, creativity, and character.
- G/PR-P3** Seek to strategically place public facilities near the Main Street along Greenwood Avenue North and Phinney Avenue North and North 85th Street.
- G/PR-P4** Encourage development in commercial and multifamily zones that is consistent and compatible with neighborhood scale and character.
- G/PR-P5** Encourage easy access by foot, bicycle and transit to the urban village and along the Main Street along Greenwood Ave North and Phinney Ave North and N 85th Street.
- G/PR-P6** Encourage the use of decorative paving, lighting, plantings and benches to encourage a vital and pedestrian-friendly main street.
- G/PR-P7** Seek to provide infrastructure to support growth as and where growth occurs.
- G/PR-P8** Seek to provide a landscaped civic plaza around the Phinney Neighborhood Association building near the intersection of North 67th Street and Phinney Avenue North.
- G/PR-P9** Strive to preserve the existing public view corridors that characterize the openness of the neighborhood and seek to provide new view corridors where possible.
- G/PR-P10** Consider capital improvements and infrastructure to be important for the commercial area along Greenwood/ Phinney Avenue North from the Woodland Park Zoo to North 105th Street, as well as for the Greenwood/Phinney Ridge Residential Urban Village, because this area provides goods and services to the Greenwood/ Phinney Ridge Residential Urban Village and their adjoining residential areas, and is accessible by walking, bicycling, carpooling, or public transit.

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## HOUSING GOAL

**G/PR-G10** A neighborhood with a varied housing stock and a wide range of affordability that serves a diverse population.

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## HOUSING POLICIES

**G/PR-P11** Support the development of accessory dwelling units (ADUs) as a means to accommodate planned housing growth.

**G/PR-P12** Encourage the maintenance of existing viable housing stock for affordable housing.

**G/PR-P13** Support programs that allow existing owners and renters to stay in their homes.

**G/PR-P14** Support the development of smaller affordable housing units.

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## PUBLIC SAFETY GOAL

**G/PR-G11** A neighborhood with a low crime rate, safe streets, no graffiti, and lighting for safety.

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## PUBLIC SAFETY POLICIES

**G/PR-P15** Strive to provide excellent police presence in the neighborhood.

**G/PR-P16** Encourage community involvement in programs and activities that promote public safety.

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## HUMAN NEEDS & DEVELOPMENT GOALS

**G/PR-G12** Vibrant arts organizations that are supported and strengthened by the community.

**G/PR-G13** A neighborhood with well-maintained and strong human service facilities and programs.

---

## HUMAN NEEDS & DEVELOPMENT POLICY

**G/PR-P17** Encourage community involvement in programs and activities that promote the arts.

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## PARKS, OPEN SPACE, & COMMUNITY FACILITIES GOALS

**G/PR-G14** A neighborhood with active and vibrant neighborhood meeting places.

**G/PR-G15** A neighborhood with an abundance of opportunities for active and passive recreation.

- G/PR-G16** A full-service recreational facility that serves the Greenwood/Phinney Ridge Urban Village.
- G/PR-G17** A neighborhood with a full-service library.

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### **PARKS, OPEN SPACE, & COMMUNITY FACILITIES POLICIES**

- G/PR-P18** Strive to create and maintain active and vibrant community facilities, such as the Phinney Neighborhood Center and a new community center in Greenwood.
- G/PR-P19** Provide a variety of opportunities for active and passive recreation in the neighborhood.
- G/PR-P20** Seek accessibility and attractiveness at all community facilities
- G/PR-P21** Encourage new development, both public and private, to provide trees and greenery, pedestrian amenities, and improved streetscapes as part of facility design.
- G/PR-P22** Strive to create a variety of green spaces through landscaping with benches or other amenities that encourage people to linger, gather, and converse.
- G/PR-P23** Encourage the colocation of compatible community programs and activities.
- G/PR-P24** Consider vacant/undeveloped land and surplus City-owned properties, such as Seattle City Light right-of-way, within the neighborhood for recreational use and as green space.
- G/PR-P25** Encourage a network of bikeways and walkways that are safe, clearly identifiable, and attractive, that connect neighborhoods to parks, neighborhoods to neighborhoods, and commercial areas to open space.
- G/PR-P26** Explore mechanisms, including LIDs, as an option to fund comprehensive infrastructure improvements.

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### **ENVIRONMENT GOALS**

- G/PR-G18** A neighborhood that protects and improves ecological and environmental health and that supports environmental awareness.
- G/PR-G19** Neighborhood streets with good storm drainage.

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### **ENVIRONMENT POLICIES**

- G/PR-P27** Strive to increase infiltration of runoff by minimizing the use of impermeable surfaces.
- G/PR-P28** Encourage the development of systems that both control runoff and improve water quality.
- G/PR-P29** Seek to mitigate storm overflow surges into Pipers Creek and other waterways.



- G/PR-P30** Strive to improve the ecological function of Pipers Creek.
- G/PR-P31** Promote environmental education and outreach in the neighborhood.

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### **TRANSPORTATION GOALS**

- G/PR-G20** A neighborhood with adequate off-street parking facilities throughout the commercial area.
- G/PR-G21** A neighborhood where heavily traveled streets are pedestrian-friendly and attractively landscaped.
- G/PR-G22** A neighborhood with efficient and safe traffic flow and numerous safe pedestrian crossings.
- G/PR-G23** A neighborhood circulation system that minimizes vehicular traffic impacts on residential areas.
- G/PR-G24** A neighborhood with convenient and frequent transit service that provides access to neighborhood commercial and activity areas, adjacent neighborhoods, local transit hubs, and regional transit stations.
- G/PR-G25** A neighborhood with a variety of available transportation modes.
- G/PR-G26** Neighborhood streets with adequate and safe public walkways.

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### **TRANSPORTATION POLICIES**

- G/PR-P32** Strive to minimize the negative impacts of parking and vehicular access on residential streets.
- G/PR-P33** Strive to implement a street tree program with priority on the most visible locations such as along arterials and in commercial areas.
- G/PR-P34** Seek to extend the regional trail systems that link to the Burke-Gilman Trail.
- G/PR-P35** Strive to “green” North and Northwest 85th Street within the commercial area.
- G/PR-P36** Strive to ensure safe and convenient pedestrian access across and under Aurora Avenue North to Green Lake Park.
- G/PR-P37** Seek transit operations that move traffic more efficiently, and have convenient pedestrian access to transit stops.
- G/PR-P38** Seek to coordinate traffic signals throughout the neighborhood and to improve traffic flow at 85th Street and Greenwood Avenue North.
- G/PR-P39** Encourage new development to be designed in ways that encourage the use of public transportation and discourage single-occupant vehicular use.

- G/PR-P40** Encourage additional transit opportunities, such as a shuttle service to link with other transit and shuttle routes, and tie in with the proposed Sound Transit light rail system.
- G/PR-P41** Look for opportunities to link existing and future public parking facilities with shuttle and bus systems as well as pedestrian walkways as an incentive to minimize local neighborhood car trips.
- G/PR-P42** Strive to provide improvements for pedestrians to cross busy streets at selected locations, with particular focus for people with disabilities.
- G/PR-P43** Encourage the participation of the community in the planning and prioritizing of transportation improvement projects such as walkways, traffic-calming, bike and pedestrian trails, transit facilities and traffic signal timing, traffic capacity distributions and modifications and others.
- G/PR-P44** Strive to provide public walkways on streets where they are needed and in areas prioritized by the neighborhood with an emphasis on the main streets along Greenwood Avenue North and Phinney Avenue North and North 85th Street.

## Morgan Junction

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### COMMUNITY CHARACTER GOAL

- MJ-G1** An attractive community where the buildings, streets, and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.

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### TRAFFIC & TRANSPORTATION GOAL

- MJ-G2** A community that is conveniently accessible by transit and automobile, and where walking and biking are an integral part of the transportation system.

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### TRAFFIC & TRANSPORTATION POLICIES

- MJ-P1** Seek to develop design modifications for Fautleroy Way so that it is more integrated aesthetically.
- MJ-P2** Enhance pedestrian access and vehicle and bicycle mobility throughout the neighborhood, with particular attention to the Fautleroy Way, the California Avenue SW, and the 35th Avenue SW corridors.
- MJ-P3** Encourage pedestrian and bicycle linkages to other Seattle neighborhoods.

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## **PARKS & OPEN SPACE GOAL**

**MJ-G3** A community with an appealing nature, with attractive landscaping and pleasant parks and gathering places where walking and biking are easy and enjoyable.

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## **PARKS AND OPEN SPACE POLICIES**

**MJ-P4** Seek future open space opportunities and acquisitions to provide additional “breathing room” to the Morgan Junction neighborhood.

**MJ-P5** Seek to keep unused and unimproved street rights-of-way and alleys in City ownership, eliminate encroachment on these areas, and identify them with clear public signage to encourage public use.

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

**MJ-P7** Encourage the creation of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.

**MJ-P8** Seek opportunities to reclaim unneeded portions of public rights-of-way to develop open space and trails where appropriate and support the “Green Crescent” concept described in the Morgan Junction Neighborhood Plan.

**MJ-P9** Seek opportunities to revegetate parks and open spaces with native plants and reintroduce native plant species to appropriate habitats.

**MJ-P10** Support the development of distinctive neighborhood gateways at north and south entries into the Morgan Junction neighborhood and business district with associated open space and/or landscaped areas and signage.

**MJ-P11** Seek to provide safe, green, and aesthetically pleasing arterial streets through the neighborhood with improvements focused on Fautleroy Way SW and California Avenue SW.

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## **BUSINESS DISTRICT GOAL**

**MJ-G4** A community with a vital commercial district that provides restaurants, stores, and services to meet the needs of local residents.

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## **BUSINESS DISTRICT POLICY**

**MJ-P12** Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation, and pedestrian safety on neighborhood streets.

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## HOUSING & LAND USE GOAL

- MJ-G5** A community with strong single-family neighborhoods and compatible multifamily buildings offering a wide range of housing types for all people.

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## HOUSING AND LAND USE POLICIES

- MJ-P13** Maintain the character and integrity of the existing single-family designated areas by maintaining current single-family zoning both inside and outside the urban village on properties meeting the locational criteria for single-family zones, except where, as part of a development proposal, a long-standing neighborhood institution is maintained and existing adjacent community gathering places are activated, helping to meet MJ-P6.
- MJ-P14** Ensure that use and development regulations are the same for single-family zones within the Morgan Junction Urban Village as those in corresponding single-family zones in the remainder of the Morgan Junction Planning Area.
- MJ-P15** The special Lowrise 3 (L3) and Lowrise 4 (L4) locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages shall not apply in the Morgan Junction Residential Urban Village.
- MJ-P16** Strive to achieve adequate levels of parking for new commercial, mixed-use and multifamily buildings, and use other parking management techniques that minimize spillover parking into residential areas.
- MJ-P17** Encourage parking standards for new multifamily development that reflect the ratio of vehicle ownership per multifamily dwelling unit in Morgan Junction.
- MJ-P18** Encourage parking standards for new development that reflect the proportion of compact cars registered in the City of Seattle, based on Washington Department of Licensing data.
- MJ-P19** Explore methods to discourage increasing height limits in the commercial and multifamily zones above the currently existing levels and encourage developers of new multifamily and commercial buildings to locate mechanical, heating, ventilation, and air conditioning equipment within the envelope of the building structure.
- MJ-P20** Support and promote existing programs and policies that help low- and fixed-income people, especially seniors, retain ownership of their homes.
- MJ-P21** Encourage the preservation of well-managed low-income housing both inside and outside the urban village.
- MJ-P22** Promote homeownership for people of diverse backgrounds and income levels, and encourage a wide range of building styles.
- MJ-P23** As provided in citywide Comprehensive Plan housing policy, and as implemented through the City's Consolidated Plan, consider the proximity of existing publicly supported housing to the Morgan Junction Urban Village when considering the location of additional publicly supported housing.

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## COMMUNITY & CULTURE GOAL

**MJ-G6** A community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle.

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## COMMUNITY & CULTURE POLICIES

**MJ-P24** Support the provision of public art throughout the business district and in new public spaces.

**MJ-P25** Seek opportunities to develop public gathering spaces.

**MJ-P26** Encourage human services providers to work closely with neighborhood organizations in coordinating programs that benefit consumers and the larger community.

**MJ-P27** Strive to improve library services to better serve the Morgan Junction community.

**MJ-P28** Support community activities for children, teens, and families.

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## PUBLIC SAFETY GOAL

**MJ-G7** A safe community with active crime-prevention programs and a strong police presence.

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## PUBLIC SAFETY POLICIES

**MJ-P29** Use the new SW Police Precinct to improve public safety services in Morgan Junction.

**MJ-P30** Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of new open space sites, pedestrian trails, and traffic improvements.

**MJ-P31** Seek to improve communication between individuals, organizations, and communities dealing with safety issues.

**MJ-P32** Strive to provide responsive solutions to address public safety service issues as identified by neighborhood groups.

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## CAPITAL FACILITIES GOAL

**MJ-G8** A neighborhood with public facilities that are assets to both the neighborhood and community activities.



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## CAPITAL FACILITIES POLICIES

- MJ-P33** Seek to involve the Morgan Junction community in planning efforts for the use of public facilities in the planning area.
- MJ-P34** Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.
- MJ-P35** Encourage the retention and re-use of public facilities within the Morgan Junction neighborhood that would serve long-term goals and needs of the community.

# North Beacon Hill

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## LAND USE & HOUSING GOAL

- NBH-G1** A well-defined mixed-use residential neighborhood where the lives of Beacon Hill residents are enhanced, in part, through affordable and diverse housing options available throughout the neighborhood.
- NBH-G2** A vibrant mix of housing close to the light rail station.

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## LAND USE & HOUSING POLICIES

- NBH-P1** Encourage sensitive transitions between development densities throughout the urban village, in particular between the town center and surrounding residential areas.
- NBH-P2** To enable any implementation of rezoning to be considered under Policy P1, that portion of Beacon Avenue South located within the boundaries of the North Beacon Hill Residential Urban Village is designated a principal commercial street.
- NBH-P3** Encourage a mix of unit prices and sizes through use of incentives, requirements on development, direct City funding, and/or surplus property programs.
- NBH-P4** Encourage affordable, family-sized homes through incentives, requirements on development, direct City funding, and/or surplus property programs. In particular, strive to preserve, or when needed, replace affordable family-sized apartments.
- NBH-P5** Encourage a balance of affordable rental and homeownership housing through incentives, direct City funding, and surplus property programs.
- NBH-P6** Encourage the development of housing close to the light rail station.
- NBH-P7** Capture the opportunity created by light rail to support affordable housing development close to the light rail station by including homes appropriate for different family sizes, so that residents are able to stay in the neighborhood, even as the housing market changes over time.

- NBH-P8** Seek to maintain the character of low-density multifamily areas in the northern portion of the urban village while providing opportunities for additional mixed-use residential development in the retail core in the southern portion of the urban village.
- NBH-P9** Allow alternative housing types, such as cottage housing, in single-family zones to support affordable choices while preserving the single-family character.
- NBH-P10** Support a continuing mix of small businesses and encourage new small businesses by providing technical assistance and access to financing.

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### TOWN CENTER GOALS

- NBH-G3** A civic gathering space appropriate and flexible for the diversity of cultures living in the neighborhood.
- NBH-G4** An urban village with a strong overall business district image and identity that is home to a variety of commercial services, including a grocery store and a mix of small, local, and ethnic businesses.
- NBH-G5** Higher-density development surrounds the light rail station and is responsive to the neighborhood context at a variety of scales, from single-family houses to multistory buildings.
- NBH-G6** A redevelopment of El Centro de la Raza that builds on the site's history and serves as a defining civic element of the town center.
- NBH-G7** A Town Center urban form that transitions from denser development at the Town Center core to less dense and single-family residential neighborhoods in a manner that is responsive to the context and character of the North Beacon Hill neighborhood.

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### TOWN CENTER POLICIES

- NBH-P11** Retain local access to food, including a grocery store in the commercial core.
- NBH-P12** Promote services, such as childcare, that can serve neighborhood residents who commute by light rail, close to the station.
- NBH-P13** Preserve and support the expansion of the role of El Centro as a cultural and service center, including current social services such as childcare and a food bank.
- NBH-P14** Support a multicultural gathering venue.
- NBH-P15** Support mixed-use development on the El Centro site through appropriate zoning or regulatory changes.
- NBH-P16** Recognize the importance of the library as a focal point for a community with an ethnically diverse population, a significant number of whom are young, and its role as a symbol of pride and identity.

**NBH-P17** Guide future development and potential rezones so they contribute to an urban form and character at the town center that is responsive to the North Beacon Hill vision.

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### **PUBLIC SAFETY GOAL**

**NBH-G8** North Beacon Hill is an active and safe neighborhood for a diversity of people, throughout the day and evening.

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### **PUBLIC SAFETY POLICY**

**NBH-P18** Encourage additional eyes on the street over the course of the day and evening through community programs and festivals, the design of new developments, and other means.

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### **TRANSPORTATION: PEDESTRIAN IMPROVEMENTS GOAL**

**NBH-G9** An urban village that is a pleasant place to walk with good access to alternative transportation, where lively, friendly, and safe streetscapes encourage pedestrians and bicyclists, and where roadways are seen as public access for walkers, bicycles, and buses as well as cars.

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### **TRANSPORTATION: PEDESTRIAN IMPROVEMENTS POLICIES**

**NBH-P19** Enhance pedestrian safety along key streets within the urban village and discourage projects that would hinder pedestrian access.

**NBH-P20** Seek improvements, such as crosswalks, pedestrian-activated crossing signals, signage, curb bulbs or other devices that will improve pedestrian safety along Beacon Avenue South, and that support increased access to shopping and transit.

**NBH-P21** Provide for improved and safe pedestrian access to the North Beacon Hill Library through the design of surrounding streets and walkways.

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### **TRANSPORTATION: TRANSIT SERVICE GOALS**

**NBH-G10** An urban village with transit service that serves the needs of the existing population and also provides for improvements to serve the neighborhood's projected population growth.

**NBH-G11** An urban village with an established neighborhood station and transit linkages to all other alternative transit modes available.

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## TRANSPORTATION: TRANSIT SERVICE POLICIES

- NBH-P22** Recognize the current high levels of transit ridership within North Beacon Hill and support improvements to transit systems to encourage continued transit ridership and less reliance on the automobile.
- NBH-P23** Strive to improve transit connections within Beacon Hill and to and from other neighborhoods to create a seamless transportation network for the neighborhood.
- NBH-P24** Support the effort by King County Metro Transit to improve the transit system in and around Beacon Hill.

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## TRANSPORTATION: TRAFFIC-CALMING GOALS

- NBH-G12** A residential urban village in which neighborhood traffic functions efficiently and safely and in which traffic-calming devices that improve pedestrian safety are placed at strategic locations.
- NBH-G13** Recognition of the link Beacon Avenue Boulevard provides through the entire neighborhood planning area.

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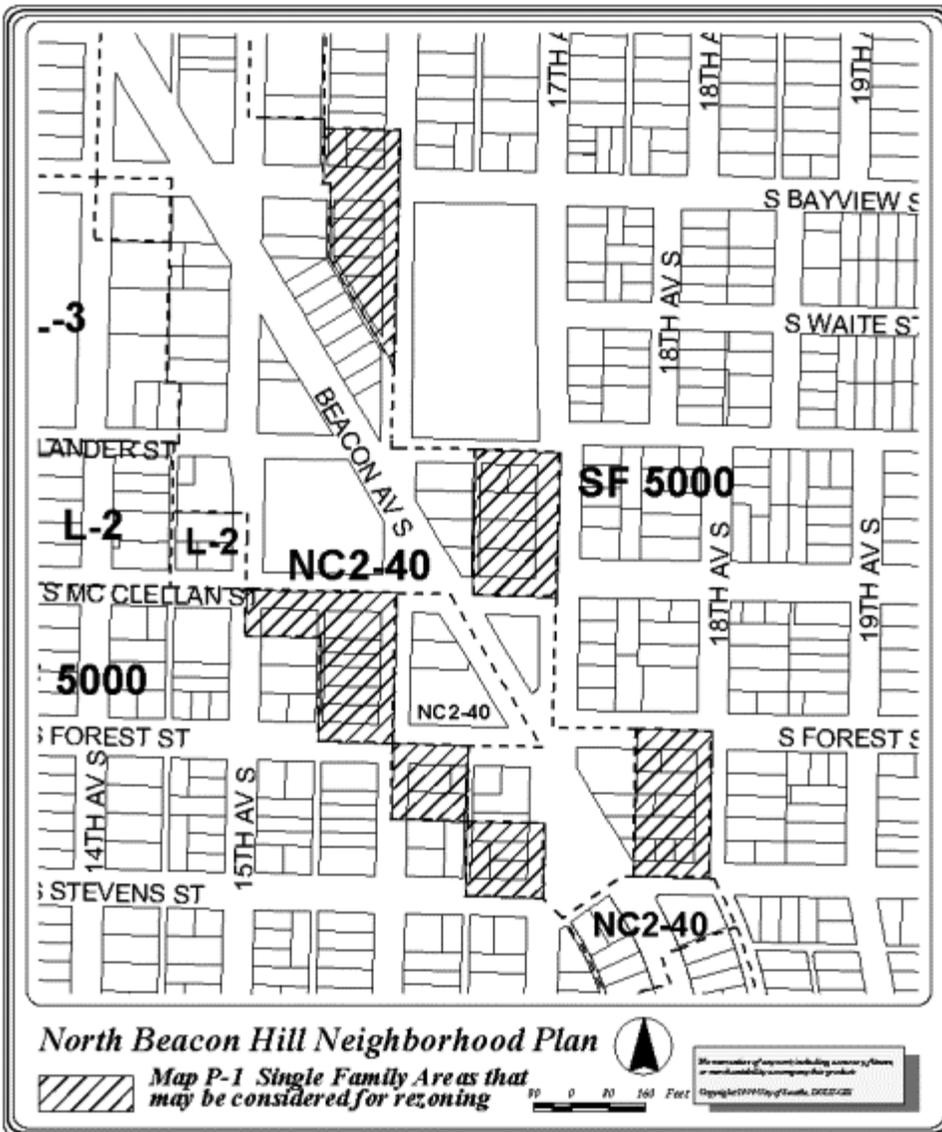
## TRANSPORTATION: TRAFFIC-CALMING POLICIES

- NBH-P25** Recognize the existing residential character of many streets within the urban village and support mechanisms to protect these streets from increased traffic.
- NBH-P26** Strive to implement neighborhood traffic-calming control devices and strategies that protect local residential streets from through-traffic, short-cutting, high volumes, and high-speed traffic as growth occurs within the urban village.
- NBH-P27** Recognize the unique topography and location of North Beacon Hill and its connections to major arterials, freeway access points, and sports-stadium destinations and seek ways to mitigate the resulting traffic impacts on residential street systems.
- NBH-P28** Recognize the unique conditions along Beacon Avenue as it cuts diagonally across the regular north-south and east-west street grid and creates irregular intersections and difficulties for pedestrian crossings.
- NBH-P29** Use the Pedestrian Master Plan, which recognizes the importance of Beacon Avenue South, to identify and prioritize pedestrian improvements.
- NBH-P30** Use the Bicycle Master Plan, which recognizes the importance of Beacon Avenue South, to identify, prioritize, and improve bicycle connections to Downtown, Jefferson Park, and Rainier Valley.
- NBH-P31** Encourage improvements on Beacon Avenue that enhance its functional use and physical appearance.

**OPEN SPACE & URBAN DESIGN GOALS**

**NBH-G14** An urban village that provides open space amenities and utilizes design guidelines for future development that benefits the neighborhood and contributes to a livable environment.

**NBH-G15** A range of well-maintained parks and community open spaces in the urban village core with programs that accommodate a diversity of uses and users.





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## OPEN SPACE & URBAN DESIGN POLICIES

- NBH-P32** Seek to create additional public open space amenities within the urban village through future public acquisition and encourage the inclusion of public open space in private development.
- NBH-P33** Recognize that public streets are part of the open space network within the urban village and strive to improve the physical character and quality of the key pedestrian streets.
- NBH-P34** Consider the development of pedestrian and bicycle trails through publicly owned greenbelts throughout North Beacon Hill.
- NBH-P35** Develop, through public programs and public/private partnerships, at key locations within the commercial core along Beacon Avenue, small civic open spaces, gateways, landscaped features, and pedestrian streetscape amenities.

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## PARKS & RECREATION GOAL

- NBH-G16** A neighborhood with parks that serve the needs of both regional and local users.

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## PARKS & RECREATION POLICIES

- NBH-P36** Explore and support opportunities to increase usable open space in parks that serve the neighborhood, including Jefferson Park.
- NBH-P37** Seek to create small pocket parks throughout the urban village, either through City acquisition or private development.
- NBH-P38** Continue to develop neighborhood-specific cultural programming and design elements in Seattle's parks.
- NBH-P39** Seek to preserve scenic views from parks located within the neighborhood.
- NBH-P40** Encourage opportunities for public art within the neighborhood's parks.

# North Neighborhoods (Lake City)

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## GETTING AROUND GOAL

- NN-GA1** A comprehensive multi-use, neighborhood-oriented transportation network integrates with regional and intra-city transportation systems and services.

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## GETTING AROUND POLICIES

- NN-P1** Reduce the impact of cut-through traffic in neighborhoods and use neighborhood input in selecting and designing mitigation measures.
- NN-P2** Strive to create safe pedestrian ways, especially for children walking between schools and transit stops on Lake City Way, NE 125th Street, and 15th Avenue NE.
- NN-P3** Improve access from residential neighborhoods to the Civic Core and the business district.
- NN-P4** Enhance opportunities for nonmotorized travel in the planning area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.
- NN-P5** Require installation of curbs, gutters, and sidewalks as part of any new multifamily or commercial development in the planning area along both residential and arterial streets that meets threshold standards established in the City's Street Improvement Manual. Encourage the installation of sidewalks, curbs, gutters, and sidewalk lighting for any new or substantially renovated multifamily or commercial development in the planning area along both residential and arterial streets.

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## LAKE CITY WAY GOAL

- NN-LCW1** Lake City Way has a pleasant, safe "boulevard" look and feel that accommodates both local and through-traffic and transit as well as pedestrian use.

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## LAKE CITY WAY POLICIES

- NN-P6** Along Lake City Way, seek to redesign driveway access where safety problems exist.
- NN-P7** Minimize the dividing effect of Lake City Way on the business district and the community.
- NN-P8** Establish a pedestrian-friendly atmosphere and boulevard look and feel for Lake City Way.
- NN-P9** In conjunction with maintenance or improvements to Lake City Way, seek to preserve, repair, or re-establish adjacent riparian and wetland systems.
- NN-P10** Using neighborhood input, develop bike routes through the planning area to eliminate the need for bicyclists to travel on Lake City Way.

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## CIVIC CORE GOAL

- NN-CC1** A cluster of public community facilities is conveniently located and serves the area's projected population.

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## **CIVIC CORE POLICIES**

- NN-P11** Consider colocation, consolidation, and expansion of community facilities and property.
- NN-P12** Provide walking and biking paths inside and to the Civic Core.

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## **BUSINESS, ECONOMIC DEVELOPMENT GOAL**

- NN-BED1** New businesses and employers are attracted to the Lake City business district and new private commercial investment is stimulated.

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## **BUSINESS, ECONOMIC DEVELOPMENT POLICIES**

- NN-P13** Provide infrastructure that will support current business and residential population as well as future growth.
- NN-P14** Strive to underground utilities when sidewalk and street improvements are made within the planning area.
- NN-P15** Support and encourage home-based businesses in residential areas while protecting the neighborhood character.

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## **COMMUNITY NETWORKS GOAL**

- NN-CN1** Opportunities exist for effective civic involvement by individuals and organizations throughout the planning area.

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## **COMMUNITY NETWORKS POLICIES**

- NN-P16** Maintain the open and inviting character of community councils and the North District Council so people and organizations of the planning area will feel encouraged toward civic participation.
- NN-P17** Build on existing programs and resources, creating new programs or efforts only to fill gaps that existing programs and resources cannot provide.

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## **PUBLIC SAFETY & CRIME PREVENTION GOAL**

- NN-PSCP1** A perception and reality of security and safety exists throughout the planning area.

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## **PUBLIC SAFETY & CRIME PREVENTION POLICIES**

- NN-P18** Support programs and facilities that effectively address the causes of crime and prevent crime and public safety problems.
- NN-P19** Use design standards to provide safe pedestrian and bicycle travel.
- NN-P20** Use environmental design techniques and guidelines to reinforce crime prevention.
- NN-P21** Provide appropriate levels of police and fire protection to all places within the planning area.
- NN-P22** Seek to identify and remedy known crime problems as they develop.

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## **NATURAL SYSTEMS GOAL**

- NN-NS1** The area's watershed, green areas, and habitat corridors are preserved and improved.

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## **NATURAL SYSTEMS POLICIES**

- NN-P23** Strive to avoid the degradation of natural systems.
- NN-P24** Strive to avoid land use actions that negatively affect sensitive ecosystems and natural systems. When avoidance is not possible, employ effective natural mitigation methods and try to find ways to take protective measures.
- NN-P25** Encourage and support businesses and industries that employ sound environmental practices.

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## **OPEN SPACES GOAL**

- NN-OS1** Parks, public recreation facilities, and community areas are safe, clean, multi-use wherever possible, and responsive to local needs.

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## **OPEN SPACES POLICIES**

- NN-P26** Support the provision of usable open space at one-half mile intervals.
- NN-P27** Act cooperatively with community councils, neighborhoods, appropriate City departments, and the Seattle school district in the development of joint-use or other types of cooperative agreements.
- NN-P28** Foster mutual support and reciprocity by urging schools in the planning area to proactively seek partnership with neighborhood residents and community councils.
- NN-P29** Encourage the development of transit-connection waiting areas and access routes that are safe, pleasant, and augment open space resources.

**NN-P30** Encourage the inclusion of publicly accessible gathering areas or provide for such areas in a nearby location in developments of one block or larger size.

**NN-P31** Encourage the inclusion of rooftop and/or common area courts devoted to green open space and/or children’s play areas in multifamily developments of six or more family units.

**NN-P32** Strive to make all parks and public gathering spaces ADA accessible.

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### **HUB URBAN VILLAGE GOAL**

**NN-HUV1** A unique urban area fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

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### **HUB URBAN VILLAGE POLICIES**

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

**NN-P34** New multifamily housing in commercial zones within pedestrian-designated zones in the HUV will be mixed-use, with a nonresidential use on the street-level.

**NN-P35** Encourage new development in the HUV to include adequate provision for the needs of pedestrians.

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### **HOUSING DEMAND GOAL**

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

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### **HOUSING DEMAND POLICIES**

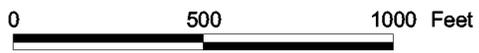
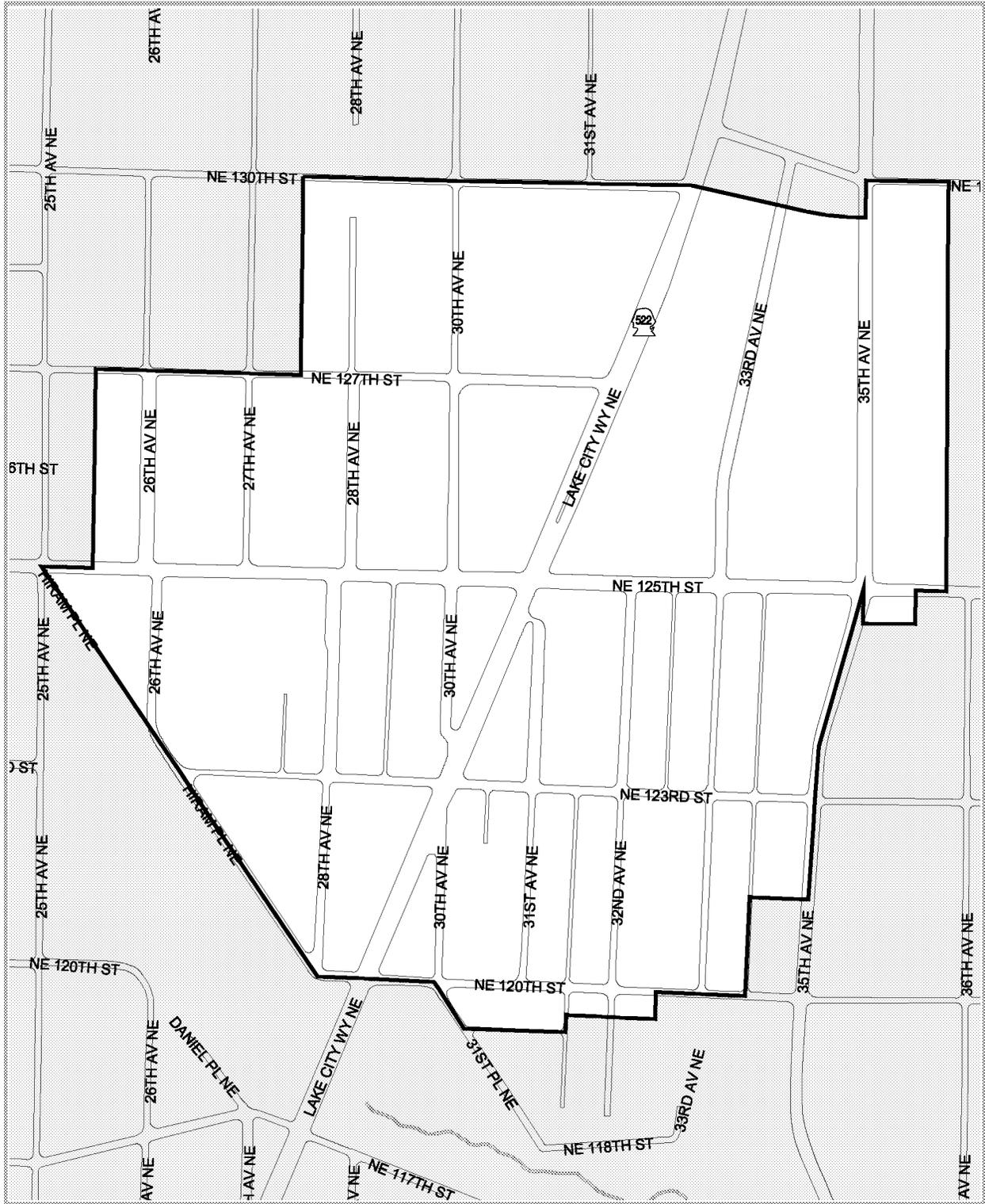
**NN-P36** Encourage development of non-single-family parcels adjacent to single-family zoning to provide transitions or buffers adequate to protect the single-family area from adverse impacts.

**NN-P37** Encourage innovative and affordable housing types responsive to market demand and neighborhood desires, including live-work , studio, and in-home business.

**NN-P38** This policy is to be considered in the review of future rezones in the area defined by 15th Avenue NE on the west, NE 95th Street on the south, NE 145th Street on the north, and Lake Washington on the east. Rezones are not favored by this neighborhood plan if they would:

- increase the permitted density, bulk, or height of structures in residential or commercial use, except for rezones from a commercial (C) zone to a neighborhood commercial (NC) zone or any rezone in the vicinity of the Civic Core, defined as the area roughly bounded by 128th Avenue NE on the north,

LAKE CITY  
Hub Urban Village



 VILLAGE BOUNDARY  
 EDGE OF PAVEMENT

Lake City Way on the east, 30th Avenue NE and 125th Street to the south, and 27th Avenue NE to the west;

- change a neighborhood commercial (NC) to a commercial (C) zone; or
- change a commercial to an industrial zone.

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

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## **HUMAN SERVICES GOAL**

**NN-HS1** Human services serve current and future populations.

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## **HUMAN SERVICES POLICIES**

**NN-P39** Seek to acquire land for capital facilities and other resources in anticipation of population growth, based on demographic projections.

**NN-P40** Periodically assess the effectiveness of current services through means such as community reviews or performance audits.

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## **DESIGN REVIEW GOAL**

**NN-DR1** Significant community influence over the quality, function, and appearance of future development is accomplished through effective use of design review guidelines.

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## **DESIGN REVIEW POLICIES**

**NN-P41** Require design review for all multifamily and commercial development meeting Design Review Program thresholds, in the zones to which the Design Review Program applies, anywhere in the North Neighborhoods' planning area.

**NN-P42** Seek to protect existing riparian and wetland areas and re-establish interrupted systems.

**NN-P43** Seek to provide clear, safe separation of pedestrian and vehicular areas on all arterials and within the HUV.

**NN-P44** Provide amenities along sidewalks that are attractive and safe.

# North Rainier

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## TOWN CENTER GOAL

**NR-G1** A town center that concentrates housing, commercial uses, services and living-wage employment opportunities; that is well served by transit and nonmotorized travel options; and that is well-designed and attractive to pedestrians.

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## TOWN CENTER POLICIES

**NR-P1** Recognize the town center as the area where land use designations facilitate transit-oriented development to promote appropriate development around the light rail station.

**NR-P2** Foster development of a shopping district composed of businesses that provide products and services meeting the needs of community members from different cultural backgrounds.

**NR-P3** Promote uses around transit facilities such as businesses open into the evening hours, and housing that provides “eyes on the street.”

**NR-P4** Encourage the construction of physical improvements and activity programming that are culturally relevant to people with disabilities throughout the town center.

**NR-P5** Provide sufficient utility capacity within the town center to support the desired future density.

**NR-P6** Within mixed-use zones in the Station Area Overlay District, define and consider minimum residential densities in new buildings in order to create the critical mass of people and activity for a town center.

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## HOUSING GOALS

**NR-G2** Housing in the neighborhood meets community needs for a range of household incomes and unit sizes, and makes a compatible transition from higher-intensity mixed-use and multifamily residential to single-family areas.

**NR-G3** Development within the town center prioritizes housing that serves households across a range of incomes.

---

## HOUSING POLICIES

**NR-P7** Seek to promote the highest intensity residential development in the proposed town center, the focal point of mixed-use commercial and residential development.

**NR-P8** Encourage additional multifamily or mixed-use development in the following areas: south of the Rainier/Martin Luther King intersection within the urban village, and

continue south toward Rainier Valley Square Shopping Center; and in vacant parcels located east to 23rd Avenue South and west to 17th Avenue South around the intersection of Massachusetts Street and Rainier Avenue South.

- NR-P9** Seek to maintain single-family zoned areas within the urban village, but allow rezones to Residential Small Lot to encourage cluster housing developments and bungalow courts. Any single-family-zoned area within the urban village is appropriate for any of the small-lot single-family designations, provided that the area meets other requirements of the land use code rezone evaluation criteria for rezones of single-family land.
- NR-P10** Include a portion of single-family area located between 24th Avenue South and 25th Avenue South, north of S. McClellan Street, within the urban village and within the Station Area Overlay District, and support a multifamily zoning designation for the area that would allow more compact residential development.
- NR-P11** Seek partnerships with local social service providers, and continue to develop programs such as down payment assistance to develop affordable and attractive homeownership opportunities in the North Rainier Valley.
- NR-P12** Use design guidelines within the North Rainier Hub Urban Village so that higher-density development includes well-designed structures that respond to the desired future physical character and existing positive attributes of the surrounding natural environment and the neighborhood.
- NR-P13** Encourage a mix of home prices and sizes through use of incentives, requirements on development, and/or funding.

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## **ECONOMIC DEVELOPMENT GOALS**

- NR-G4** A vibrant business district that serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley.
- NR-G5** The neighborhood retains sufficient zoning capacity to facilitate employment growth.
- NR-G6** A local economic climate in which North Rainier's unique small businesses can remain economically viable, and have the opportunity to grow as the town center grows.
- NR-G7** North Rainier Hub Urban Village is known as a "green hub" providing green jobs and training, and green development.

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## **ECONOMIC DEVELOPMENT POLICIES**

- NR-P14** Seek to maintain the general commercial zoning that is outside the proposed town center in order to provide a land supply that promotes higher-wage manufacturing, distribution, and office and professional employment.

- NR-P15** In fulfilling its role as the hub urban village for the Rainier Valley, North Rainier should include training programs and jobs for youth that prepare them for family-wage jobs in the area and region.
- NR-P16** Strive to facilitate the vitality of existing retail and businesses that help meet the neighborhood’s employment goals and serve as destination businesses for customers from the Rainier Valley and beyond in addition to meeting the daily needs of residents.
- NR-P17** Provide technical and financial support to small business that meet the needs of the ethnic and cultural businesses in the neighborhood.
- NR-P18** Strengthen local business associations that include and support the presence and growth of businesses owned by immigrant and minority community members.
- NR-P19** Support and expand the existing diverse mix of generally small-scale businesses.
- NR-P20** Encourage the inclusion of affordable commercial space in new development.
- NR-P21** Support training programs and jobs in North Rainier that capitalize on the green technology market in order to support the role of North Rainier as the hub urban village within the Rainier Valley.
- NR-P22** Identify and promote opportunities for green infrastructure and development.

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## **COMMUNITY LIFE GOALS**

- NR-G8** North Rainier Valley’s network of parks, recreational facilities, open spaces, and arts and culture programs are functioning and are well utilized.
- NR-G9** Ethnic and cultural diversity is a continued presence in the businesses and community.
- NR-G10** A community that supports and provides opportunities for neighborhood youth.
- NR-G11** The transportation and housing needs of residents of North Rainier’s community service facilities are met.
- NR-G12** North Rainier is known as a safe and hospitable neighborhood through its residents’ increased awareness of community-based crime prevention programs.

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## **COMMUNITY LIFE POLICIES**

- NR-P23** Enhance community pride through establishment of a multicultural community center, multicultural community festivals, mentoring, and programs that support positive and safe activities for youth.
- NR-P24** Promote the location of cultural community centers and services in the transit-accessible areas of the neighborhood.

- NR-P25** Support local agriculture and access to locally grown food through public mechanisms such as P-Patches and the Cultivating Communities program, as well as nonprofit and private mechanisms including farmers' markets and on-site landscaping.
- NR-P26** Seek to meet the transit, access, and housing needs of users of North Rainier's community service facilities.
- NR-P27** Encourage housing and employment opportunities for people with special needs.
- NR-P28** Encourage community-based efforts for cross-cultural integration among the business owners as well as among the broader community.
- NR-P29** Seek ways to enhance North Rainier's built environment through actions such as neighborhood-wide clean-ups and "adopt-a-street" programs, rehabilitation and reuse of old or historic buildings, and through reclaiming public land for public use (i.e., street ends, planting strips, and City-owned vacant lots and buildings).
- NR-P30** Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.
- NR-P31** Seek to promote community improvement projects that can be acted upon through community-based efforts, as well as through public investment.

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### **OPEN SPACE GOAL**

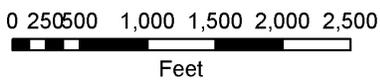
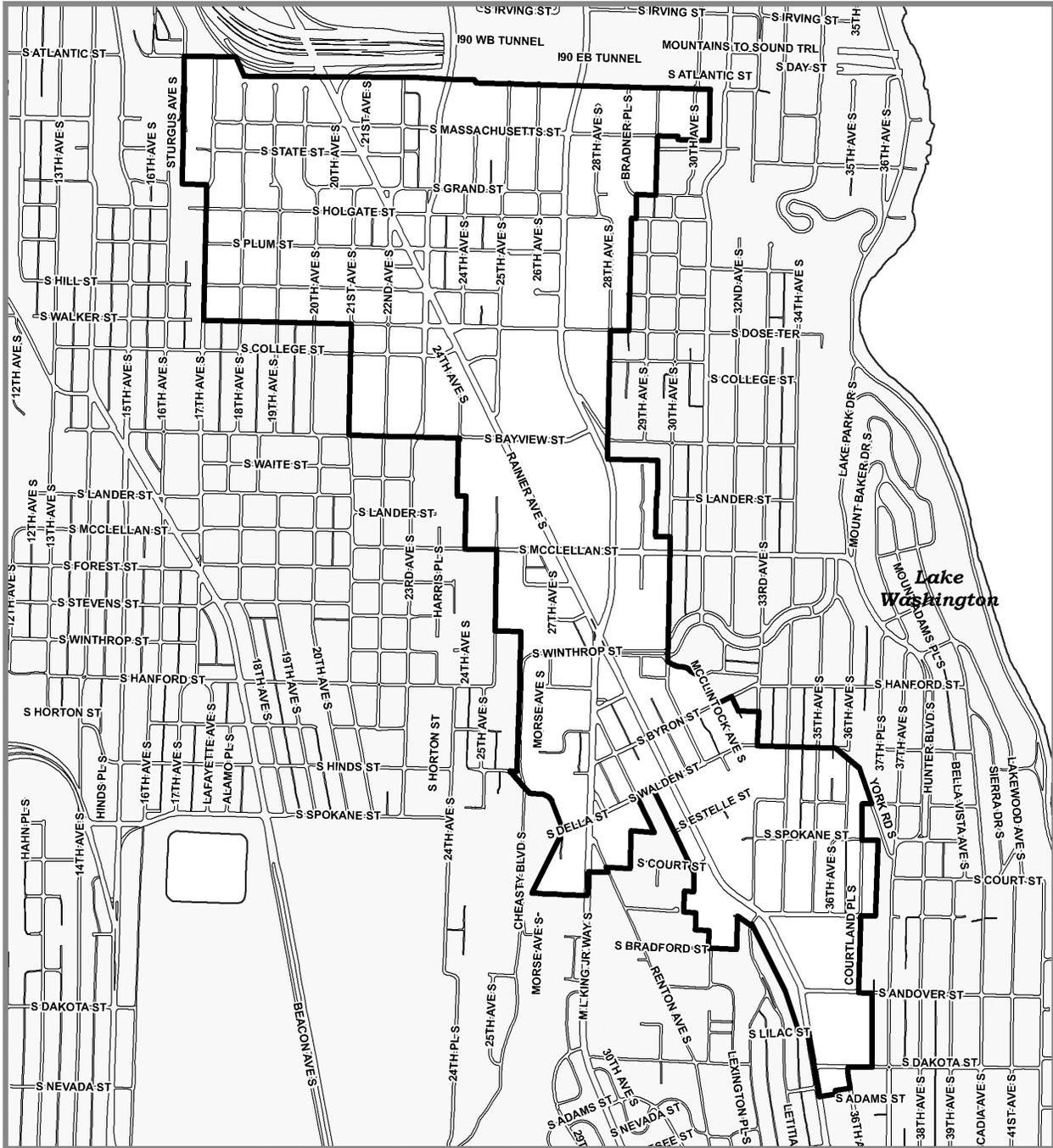
- NR-G13** Cheasty Boulevard and Greenbelt has been reclaimed and developed in a manner consistent with the 1909 Olmsted Parks and Boulevards Plan.
- NR-G14** A "ring of green" surrounding the urban village with strong connections to the greenbelts, boulevards, and parks, augmented with a hierarchy of open spaces.

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### **OPEN SPACE POLICIES**

- NR-P32** Support partnerships with Parks, SDOT, DON, utilities, nonprofits, and the community to enhance street-end stairs, and create safe trails where appropriate through the surrounding greenbelts.
- NR-P33** Design parks and open spaces and programming to accommodate users of diverse ages, interests, and cultures.
- NR-P34** Consider using levy funds, general funds, and partnerships with developers, to create a hierarchy of public and private open spaces that are publicly accessible and address the gaps identified in the Parks Gap Analysis.
- NR-P35** Seek to preserve environmentally sensitive hillsides, particularly those in the Cheasty Greenbelt, and seek to protect them from further residential development.

NORTH RAINIER  
Hub Urban Village



- Village Boundary
- Edge of Pavement

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## TRANSPORTATION & TRANSIT SERVICE GOALS

- NR-G15** Good connections between North Rainier Valley, Mount Baker, and Beacon Hill that encourage use of the Link Light Rail station.
- NR-G16** Neighborhoods adjacent to Rainier Avenue South and Martin Luther King Jr. Way have effective traffic circulation and have implemented traffic-calming strategies/facilities.
- NR-G17** A neighborhood served by a network of safe streets with amenities for pedestrians and bicyclists.
- NR-G18** Rainier Avenue South is a highly functioning multimodal “complete street” that serves as the spine of the Rainier Valley and retains its existing vistas of Mount Rainier.
- NR-G19** Continue to develop Martin Luther King Jr. Way South as a “complete street,” and part of the neighborhood’s network of streets with amenities for pedestrians, bicyclists, and transit riders.
- NR-G20** A transformed Rainier Avenue South between South Bayview Street and Martin Luther King Jr. Way South that functions as a pedestrian-oriented main street.

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## TRANSPORTATION & TRANSIT SERVICE GOALS

- NR-P36** Promote alternative transportation programs, such as bicycle commuting, local hiring, van pools, and transit ridership.
- NR-P37** Create seamless pedestrian and bicycle links within the town center, and to the surrounding community facilities.
- NR-P38** Prioritize development of universally accessible routes between the town center and locations such as Lighthouse for the Blind and Center Park.
- NR-P39** Ensure that standards for new development projects will accommodate a vibrant pedestrian environment throughout the town center.
- NR-P40** Enhance access throughout the town center for people of all ages and abilities.
- NR-P41** Support actions that improve the pedestrian and transit functions along Rainier Avenue South between South Bayview Street and Martin Luther King Jr. Way South so that the section becomes more of a local main street for the North Rainier neighborhood.

# Northgate

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## GOALS

- NG-G1** A place where people live, work, shop, play, and go to school—all within walking distance.
- NG-G2** A thriving, vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods transformed from an underutilized, auto-oriented office/retail area.

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## LAND USE & HOUSING GOALS

- NG-G3** The surrounding single-family neighborhoods are buffered from intense development in the core, but have ready access to the goods, services, and employment located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile (the core area is shown on the Northgate map).
- NG-G4** The most intense and dense development activity is concentrated within the core.
- NG-G5** Commercial activity outside the core is smaller in scale and allows for a mix of uses that serve the adjacent residential neighborhoods.

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## LAND USE & HOUSING POLICIES

- NG-P1** Encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.
- NG-P2** Use land use regulation to cause new development to locate close to transit stops and provide good pedestrian and bicycle connections throughout the area so that intra-area vehicular trips and locally generated traffic are reduced.
- NG-P3** Use a Northgate Overlay District to address the special characteristics of development in the area.
- NG-P4** Concentrate employment activity where the infrastructure and transportation system can best accommodate it.
- NG-P5** Promote a mixture of activities including commercial and residential uses in areas that have Neighborhood Commercial and Residential Commercial zoning designations.
- NG-P6** Promote additional multifamily housing opportunities for households of all income levels to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.

- NG-P7** Reduce conflicts between activities and promote a compatible relationship between different scales of development by maintaining a transition between zones where significantly different intensities of development are allowed.
- NG-P8** Maintain the character and integrity of the existing single-family zoned areas by maintaining current single-family-zoning on properties meeting the locational criteria for single-family zones.
- NG-P8.5** Support future potential rezones to higher-intensity designations in the North Core Subarea. In considering such rezones, pay particular attention to the development of an environment that creates a network of pedestrian connections and that encourages pedestrian activity, among other considerations associated with a rezone review.

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## TRANSPORTATION GOALS

- NG-G6** An economically viable commercial core with improved alternative means of access, good vehicular and pedestrian circulation, and an enhanced, interesting environment that attracts customers, visitors, and employers.
- NG-G7** Medium- to high-density residential and employment uses are concentrated within a ten-minute walk of the transit center, reducing the number and length of vehicle trips and making travel by foot and bicycle more attractive.

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## TRANSPORTATION POLICIES

- NG-P9** Promote the efficiency of the transportation system by accommodating more person trips rather than vehicle trips.
- NG-P10** Enhance transit service and facilities to make it a more attractive travel mode for people living and working in the Northgate Area.
- NG-P11** Promote pedestrian circulation with an improved street-level environment by striving to create pedestrian connections that are safe, interesting, and pleasant.
- NG-P12** Manage parking supply, location, and demand to discourage the use of single-occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or high-occupancy vehicle (HOV) usage, or detracting from the creation of an attractive pedestrian environment.
- NG-P13** Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.
- NG-P14** Seek to control impacts of a high-capacity transit station on surrounding neighborhoods by emphasizing nonmotorized access, transit-supportive land uses, and an attractive pedestrian environment at and near the station.

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## **OPEN SPACE GOAL**

**NG-G8** Quality open space exists in sufficient quantity and variety to meet the needs of workers, shoppers, students, and visitors, as well as recreational and natural spaces for the growing residential population.

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## **OPEN SPACE POLICY**

**NG-P15** Promote a system of open spaces and pedestrian connections, to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

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## **DRAINAGE POLICY**

**NG-P16** Promote reduction of potential runoff into Thornton Creek, and encourage restoration of the creek to enhance aquatic habitat and absorb more runoff.

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## **HUMAN SERVICES & COMMUNITY FACILITIES POLICY**

**NG-P17** Encourage quality human services for all segments of the population.

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## **FINANCING GOAL**

**NG-P18** Explore and seek to develop a variety of strategies for financing implementation of these goals and policies.

# Othello

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## **LAND USE & HOUSING GOALS**

**O-G1** A neighborhood that offers a broad range of activities to serve the diverse needs of the community and to encourage neighborhood sustainability, including residential, commercial, retail, service, cultural, and open space uses.

**O-G2** A neighborhood that supports the broad economic, cultural, and family-size diversity of this neighborhood by keeping housing affordable with a balance of both single-family and multifamily housing for both renters and owners.

**O-G3** The core town center, around the light rail station, is economically strong and serves the multicultural community who live, work, and shop here.

**O-G4** The Othello Residential Urban Village has parks, recreational facilities, and open spaces that are designed and programmed to accommodate users of diverse ages,



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## LAND USE & HOUSING POLICIES

- O-P1** Encourage dense urban development in the town center in a manner that creates a vibrant and active commercial district supportive of the community, along with residential infill development to increase the housing supply.
- O-P2** Maintain and augment affordable housing to keep a range of housing prices and unit sizes and a balance of rental and owner-occupied housing.
- O-P3** Encourage well-designed multifamily development to contribute to the development of a mixed-use town center development.
- O-P4** Encourage development of housing available in a range of prices and sizes, including affordable family-sized homes with amenities for families.
- O-P5** Increase opportunities for affordable homeownership by working with lenders, and nonprofit and for-profit developers.
- O-P6** Encourage the preservation of affordable housing resources through rehabilitation of existing single-family residences.
- O-P7** Encourage lenders to design mortgage programs, products, and educational materials that meet the needs of a diverse neighborhood.
- O-P8** Support low-income, senior, and disabled renters and homeowners with supportive services that will allow them to continue to live in the neighborhood.
- O-P9** In partnership with local, state, and federal agencies, ensure the preservation of a supply of subsidized housing units in the neighborhood.
- O-P10** Encourage service providers and managers to provide security and decent physical condition for transitional housing to better integrate this housing into the surrounding neighborhood.
- O-P11** Encourage a range of affordable and market-rate residential uses in mixed-use development that is within short walking distance of a light rail station.
- O-P12** Use the light rail station as a gateway with appropriate transitions to the Othello Residential Urban Village.
- O-P13** Promote development standards that accommodate a vibrant pedestrian environment throughout the town center.
- O-P14** Support a uniquely identifiable town center that is a destination for international food and cultural experiences.
- O-P15** Coordinate with other public and private agencies to plan, develop, operate, and maintain park and recreational facilities.
- O-P16** Promote public safety in parks through partnerships with local organizations and law enforcement, defensible design, lighting, and landscaping.
- O-P17** Encourage the development of pocket parks throughout the neighborhood in unopened rights-of-way and other surplus public property.

- O-P18** Use the P-Patch program as a means of increasing open space and neighborhood amenities.

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## **ECONOMIC DEVELOPMENT GOALS**

- O-G5** Ethnic diversity of Othello merchants, a key asset of this neighborhood, is supported and maintained over the years.
- O-G6** The retail and commercial core of the Othello Residential Urban Village is an attractive and vibrant area for neighborhood residents and visitors.
- O-G7** Othello has vibrant commercial areas with diverse economic opportunities for area residents, including family-wage jobs and a variety of employment.
- O-G8** A continuum of opportunities for education, training, skills enhancement, and job placement that responds to the changing needs of the work place locally and regionally, and is readily available to neighborhood residents and workers.

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## **ECONOMIC DEVELOPMENT POLICIES**

- O-P19** Support a vibrant and attractive multicultural town center in providing a range of goods for those who live, work, and shop in the neighborhood.
- O-P20** Encourage retail and services that are destination businesses for customers from the Rainier Valley and beyond, as well as those that support the culturally specific daily needs of the community.
- O-P21** Promote retail, restaurant, and entertainment uses that are pedestrian-oriented, that provide a high level of street activity, and that create a secure environment for people and businesses.
- O-P22** Strive to develop pedestrian amenities to link commercial areas, transportation facilities, residential areas, and parks.
- O-P23** Support implementation of coordinated long-term strategies for commercial district improvement including support for existing or expanding small businesses and ethnically based businesses to maintain the multicultural character.
- O-P24** Develop strategies that keep commercial space affordable for small businesses, especially culturally based businesses.
- O-P25** Support family-wage jobs in the neighborhood.
- O-P26** Support innovative employment opportunities, including green businesses and training programs.
- O-P27** Support programs that help residents be successful in their jobs, including training and apprenticeships.

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## TRANSPORTATION GOALS

- O-G9** The neighborhood has a safe and effective network of buses and trains that supports land use goals and adequately serves the community.
- O-G10** Improve circulation within the existing capacity of the arterial street system to provide cost-effective mobility and minimal neighborhood disruption.
- O-G11** There are safe and convenient pedestrian and bicycle transportation alternatives to and from residential areas, parks, schools, civic buildings, and commercial and employment areas.

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## TRANSPORTATION POLICIES

- O-P28** Mitigate the impact of arterial traffic on pedestrian activity and promote the safety of pedestrians by providing pedestrian amenities along arterials.
- O-P29** Create safe pedestrian and bicycle access to light rail and bus service, and to the business district, especially from the east and west.
- O-P30** Encourage King County Metro to provide effective bus service through the neighborhood to the light rail station and surrounding community facilities.
- O-P31** Work with the community to identify measures for residential streets, such as traffic circles, on-street parking, and street trees to mitigate impacts from nearby arterials.
- O-P32** Design streets for pedestrian safety, especially at light rail crossings.
- O-P33** Provide nonmotorized connections to open spaces.

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## PUBLIC SAFETY GOAL

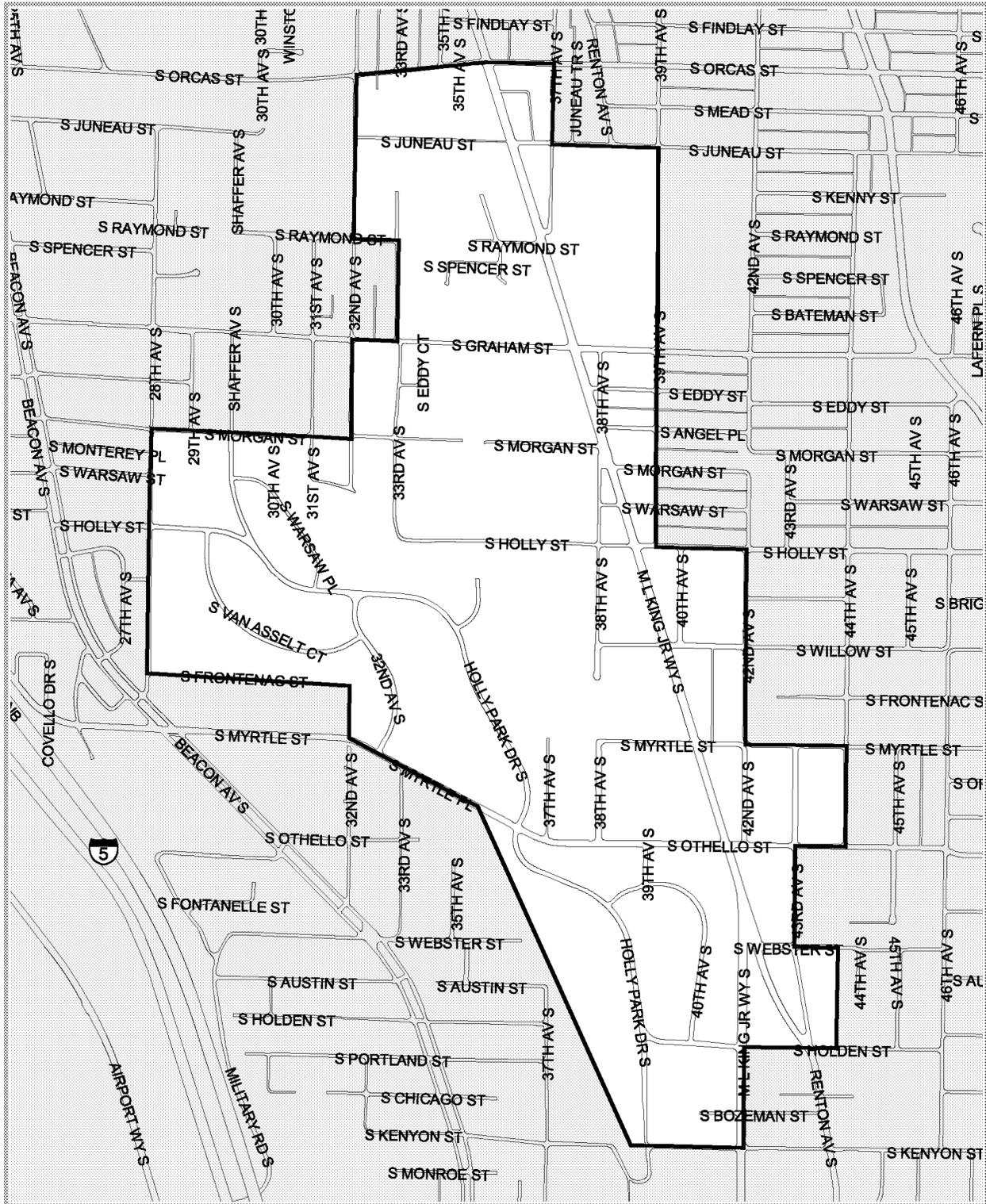
- O-G12** This neighborhood is, and feels, safe for people and businesses—from crime as well as from accidents while walking, biking, and driving.

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## PUBLIC SAFETY POLICIES

- O-P34** Work in partnership with the community, Seattle Police Department, and other agencies to identify public safety “hot spots” and appropriate courses of remedial action such as Block Watch programs, security lighting, and the Holly Park Merchants Association Business Watch.
- O-P35** Encourage partnerships among businesses to create a safe and active commercial district.
- O-P36** Create a secure environment for people to walk and gather.
- O-P37** Create a secure environment for people and businesses.

OTHELLO  
Residential Urban Village



VILLAGE BOUNDARY  
 EDGE OF PAVEMENT

- O-P38** Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.

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## **COMMUNITY BUILDING GOALS**

- O-G13** A tightly knit community where people know how, and want, to get involved in community activities.
- O-G14** Othello offers positive and safe activities for youth, including apprentice programs, recreation opportunities, and jobs specifically for teens.
- O-G15** To support cultural diversity, there is improved access to education and employment training opportunities for all, including support specifically for immigrant and refugee families.

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## **COMMUNITY BUILDING POLICIES**

- O-P39** Encourage property and business owners to enhance and maintain the cleanliness and appearance of residential and commercial areas.
- O-P40** Support culturally inclusive local business associations that support the vitality of a business district that serves the entire community.
- O-P41** Support the growth of jobs for teenagers in the neighborhood.
- O-P42** Encourage local institutions to meet the needs of the residents through opportunities for lifelong learning in the neighborhood.
- O-P43** Improve the availability of community facilities for local organizations in the Othello Residential Urban Village.
- O-P44** Provide recreational and cultural programs and activities in parks and community centers that are relevant to the diverse population.
- O-P45** Support the creation of a variety of open spaces for informal public gathering and recreation, including an open space in the town center that can be used for community functions such as a farmers' market and cultural celebrations.
- O-P46** Enhance community pride through multicultural community festivals, youth mentoring, and other youth programs.
- O-P47** Support key cultural assets such as the Filipino Community Center, Lao Highland Community Center, and cultural media.
- O-P48** Seek opportunities and partnerships to create a shared cultural center that could accommodate offices and gathering/performance space for various multicultural and interest groups.

# Pike/Pine

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## COMMUNITY CHARACTER GOAL

**P/P-G1** A community with its own distinct identity composed of a mix of uses including multifamily residential, small-scale retail businesses, light manufacturing, auto row, and local institutions.

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## COMMUNITY CHARACTER POLICIES

- P/P-P1** Strengthen the neighborhood’s existing mixed-use character and identity by encouraging additional affordable and market-rate housing, exploring ways of supporting and promoting the independent, locally owned businesses, seeking increased opportunities for art-related facilities and activities, and encouraging a pedestrian-oriented environment.
- P/P-P2** Seek to preserve the architectural and historic character of the neighborhood by exploring conservation incentives or special district designations.

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## ECONOMIC DEVELOPMENT GOAL

**P/P-G2** A neighborhood of thriving and diverse businesses that support both lively daytime and nighttime activities. A destination for retail, arts, and entertainment.

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## ECONOMIC DEVELOPMENT POLICIES

- P/P-P3** Encourage the development of new tools that support and promote the independent, locally owned businesses in order to improve their economic vitality and plan their development while maintaining and enhancing the unique character of the neighborhood.
- P/P-P4** Strive to maintain the unique character of the neighborhood by creating programs for business retention and recruitment with a focus on supporting small, independent businesses.
- P/P-P5** Collaborate with other organizations in the creation of an attractive, safe, clean, pedestrian-friendly environment in which businesses thrive.
- P/P-P6** Seek to preserve and encourage the mix of light manufacturing, wholesaling, high-tech, and auto-related businesses that co-exist with smaller retailers.
- P/P-P7** Support the creation of a synergistic relationship between the business community and the broader neighborhood in order to promote the shared goals of maintaining the unique character of the neighborhood while improving its livability.

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## HOUSING GOAL

**P/P-G3** A neighborhood that welcomes increased residential densities, with additional affordable and market-rate housing, and proper infrastructure to support the densities.

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## HOUSING POLICIES

**P/P-P8** Encourage diversity of housing while seeking to maintain existing low-income housing.

**P/P-P9** Seek additional resources for the preservation of existing, affordable rental housing.

**P/P-P10** Promote opportunities for owners of existing affordable rental housing to obtain financing to make property improvements without impacting rent levels.

**P/P-P11** Promote the additional development of new or rehabilitated housing units, through tools such as code modifications, incentives, and providing flexibility during development review.

**P/P-P12** Promote the development of mixed-use structures in general commercial areas of the Pike/Pine neighborhood, especially compatible mixed-uses such as artist live-work space.

**P/P-P13** Work with nonprofit housing organizations in identifying and implementing affordable housing projects.

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## HUMAN NEEDS & DEVELOPMENT GOAL

**P/P-G4** A neighborhood that recognizes and meets the diverse and distinctly different human service needs of a culturally and economically diverse population.

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## HUMAN NEEDS & DEVELOPMENT POLICIES

**P/P-P14** Promote community connections and cohesion by encouraging opportunities for people to come together, interact, support, and get to know each other and participate in a range of activities.

**P/P-P15** Seek to improve communication between people, organizations, and communities dealing with human needs and human development issues.

**P/P-P16** Seek new tools to address human support needs in the neighborhood.

**P/P-P17** Seek a comprehensive approach in addressing the human needs and problems of people within the urban center and citywide.

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## URBAN DESIGN GOAL

**P/P-G5** A neighborhood with a distinct identity that provides a distinct and active pedestrian environment and a balance of basic amenities that serves a dense urban center village.

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## URBAN DESIGN POLICIES

**P/P-P18** Encourage the attraction and passage of pedestrians to and from Downtown and adjacent neighborhoods by seeking to provide improved environments along key pedestrian streets.

**P/P-P19** Seek to develop the core area east of Broadway into an active pedestrian center with connections to adjoining neighborhoods.

**P/P-P20** Strive to enhance awkward intersections where streets come together at odd angles for use as unique urban plazas and strive to improve pedestrian safety along Madison and elsewhere.

**P/P-P21** Seek to enhance sidewalks and alleys to make a better overall environment for pedestrians as well as retail activities.

**P/P-P22** Seek to enhance available open space and seek additional opportunities for pocket parks, community garden, children's play spaces, and other recreational activities.

**P/P-P23** Strengthen the recognition of the West End as the major entry point into the neighborhood.

**P/P-P24** Seek opportunities to enhance parking and traffic-calming opportunities on primarily residential cross streets, along Pike and Pine.

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## TRANSPORTATION GOAL

**P/P-G6** A neighborhood transportation network that facilitates movement of residents, workers, students, visitors, and goods with a particular emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.

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## TRANSPORTATION POLICIES

**P/P-P25** Encourage the use of traffic-calming measures to enhance pedestrian and bicycle travel, slow vehicular traffic, and direct through-traffic away from non-arterial streets.

**P/P-P26** Support the designation of key pedestrian linkages as green streets.

**P/P-P27** Seek to provide safer and easier crossings for pedestrians throughout the neighborhood.

**P/P-P28** Promote the improvement of primary sidewalk systems and pedestrian connections.

**P/P-P29** Encourage the completion and expansion of the urban trails system in order to provide increased bicycle access to the Pike/Pine neighborhood.

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## **TRANSIT GOAL**

**P/P-P30** Seek to improve the speed, frequency, and reliability of transit serving the Pike/Pine neighborhood.

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## **TRANSIT POLICIES**

**P/P-P31** Strive to make transit convenient, understandable, and easy to use.

**P/P-P32** Encourage the development of additional transit options that serve the neighborhood.

**P/P-P33** Encourage good access to light rail systems from the Pike/Pine neighborhood.

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## **PARKING POLICIES**

**P/P-P34** Encourage parking management and transportation demand management practices as a means to reduce parking in the neighborhood.

**P/P-P35** Encourage the use of residential parking zones in the neighborhood, including areas within the Neighborhood Commercial or Commercial zones and establish curb space priorities.

**P/P-P36** Discourage long-term commuter parking and park-and-ride lots in the neighborhood.

**P/P-P37** Promote the reduction of car ownership by residents to minimize parking demand.

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## **FREIGHT MOBILITY POLICY**

**P/P-P38** Strive to provide adequate access to merchants and to major institutions for deliveries and freight movement.

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## **ARTS & CULTURE GOALS**

**P/P-G7** A neighborhood that fosters the creation of arts and cultural activities and facilities in a community that brings together many diverse talents and interests.

PIKE / PINE  
 Capitol Hill / First Hill Urban Center



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT

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## ARTS & CULTURE POLICIES

**P/P-P39** Promote the establishment of a community-based arts organization that would function in an integrated role with other Pike/Pine organizations and those in surrounding neighborhoods.

**P/P-P40** Support and promote arts events and projects in the Pike/Pine neighborhood.

# Queen Anne (Uptown)

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## GOALS

- QA-G1** Queen Anne is recognized for the uniqueness of its different neighborhoods, including the urban center, each with distinctive physical characteristics and a strong sense of community.
- QA-G2** Queen Anne has many single-family, multifamily, and mixed-use neighborhoods that preserve cultural and historic resources and which include affordable, subsidized, and special-needs housing.
- QA-G3** The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood that enjoys a strong relationship with Seattle Center.
- QA-G4** Human service needs are addressed in the Queen Anne community.
- QA-G5** Queen Anne is a neighborhood that meets the parks and open space needs of its population by maintaining existing parks, identifying future needs, providing connections between parks and the community, and enhancing historic Queen Anne Boulevard.
- QA-G6** Queen Anne retains its unique natural environment while providing a safe urban Environment.
- QA-G7** Queen Anne recognizes the impacts that traffic congestion may have on the community's quality of life and strives to address traffic and transportation issues while improving the efficiency of the local and regional transportation system.
- QA-G8** Queen Anne is a community that encourages access to a wide range of transportation modes.
- QA-G9** Queen Anne is a neighborhood with a vibrant and sustainable business community and safe commercial districts.
- QA-G10** Queen Anne's businesses are accessible and meet the needs of the community.

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## POLICIES

- QA-P1** Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Anne’s community character with open space, street trees, and other vegetation.
- QA-P2** Preserve the character of Queen Anne’s single-family and mixed-use neighborhoods.
- QA-P3** Seek to maintain and establish quality design in the Queen Anne area. Through neighborhood design guidelines and design review, consider unique or particular local design characteristics, and include consideration of signage, adjacent public right-of-ways, and historic boulevards.
- QA-P4** Recognize and promote Queen Anne’s historic resources through such means as developing a Roy Street Conservation District, preserving and enhancing the historic Queen Anne Boulevard, and providing information about and incentives to preserve residential structures.
- QA-P5** Encourage an attractive range of housing types and housing strategies to retain Queen Anne’s eclectic residential character and to assure that housing is available to a diverse population.
- QA-P6** Create a unique urban identity in Queen Anne’s Urban Center that includes an attractive multifamily residential neighborhood identified by its distinctive park-like character and surrounding mixed-use areas.
- QA-P7** Seek to establish high-capacity transit/multimodal node(s) in the urban center that will be centrally located and convenient to residents, businesses, and Seattle Center.
- QA-P8** Promote affordable locations for business in the urban center.
- QA-P9** Enhance the unique character of each business district.
- QA-P10** The special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages shall not apply in the Upper Queen Anne Residential Urban Village.
- QA-P11** Provide for an attractive and harmonious transition between different land uses, including commercial areas and single-family areas.
- QA-P12** Legal non-conforming uses exist in Queen Anne’s single-family neighborhoods, and these shall be allowed to remain at their current intensity, as provided in the Land Use Code, to provide a compatible mix and balance of use types and housing densities.
- QA-P13** Accessory dwelling units (ADUs) in single-family zones, in the Queen Anne planning area, should continue to be limited to the principal residential structure, and consider requiring that they be subordinate in size and character in order to discourage the development of duplexes and other multifamily structures in these zones.
- QA-P14** Encourage Seattle Center to plan and implement development that will enhance the quality of life in the Queen Anne neighborhood.

- QA-P15** Seek ways to ensure that Seattle Center remains a vibrant and valuable community resource and a premier regional amenity.
- QA-P16** Encourage the development of a unique urban residential neighborhood in the urban center through such means as allowing Single-Purpose Residential buildings in designated portions of Neighborhood Commercial 3 (NC3) zones.
- QA-P17** Strive to develop a Queen Anne neighborhood facility in the urban center that will serve the needs of the community as a community and resource center.
- QA-P18** Promote methods of assuring that existing housing stock will enable changing households to remain in the same home or neighborhood for many years.
- QA-P19** Seek to maintain Queen Anne parks and open spaces and replace aging parks facilities used by the public, and seek to ensure no net loss of parks, park facilities, or open spaces while recognizing the need for a citywide balance in ongoing maintenance and investment.
- QA-P20** Accommodate a range of uses in parks to meet the needs and interests of the Queen Anne population.
- QA-P21** Strive to meet the open space and parks and recreation needs of the Queen Anne population, including the Urban Center.
- QA-P22** Strive to provide trails and nonmotorized linkages throughout and around Queen Anne.
- QA-P23** Seek to provide abundant green spaces and streetscapes throughout Queen Anne.
- QA-P24** Preserve and encourage the enhancement and development of historic Queen Anne Boulevard as a major park/recreation/pedestrian trail element.
- QA-P25** Seek to retain and enhance the habitat value of Queen Anne's open spaces and undeveloped public lands.
- QA-P26** Protect the ecological integrity of critical areas.
- QA-P27** Ensure appropriate drainage in Queen Anne's open spaces and critical areas.
- QA-P28** Ensure that public park lands are retained and maintained for public use.
- QA-P29** Strive to diversify transportation modes and emphasize non-SOV travel within the Queen Anne neighborhood.
- QA-P30** Seek to find solutions to Queen Anne's traffic congestion.
- QA-P31** Promote a human scale and character within the heart of the urban center and strive to reduce industrial through-traffic.
- QA-P32** Promote enhanced mobility and mobility options between Queen Anne and other neighborhoods, employment centers, and recreation centers.
- QA-P33** Transportation facilities and services should be consistent with and enhance Queen Anne's unique urban character.

- QA-P34** Strive to provide multimodal linkages and access to and within Queen Anne and adjacent employment centers.
- QA-P35** Strive to provide high-capacity transit services, including light rail, to the urban center.
- QA-P36** Strive to provide convenient and efficient transit linkages throughout Queen Anne with an emphasis on linking Upper Queen Anne and the urban center.
- QA-P37** Strive to provide improved facilities for transit.
- QA-P38** Strive to provide a system of bicycle facilities and routes within and around Queen Anne to encourage increasingly safe and convenient commuter and recreational bicycle use as an alternative to motorized travel.
- QA-P39** Strive to provide convenient and safe bicycle and pedestrian access between Queen Anne and the Elliott Bay waterfront.
- QA-P40** Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.
- QA-P41** Seek to alleviate parking problems in the Queen Anne planning area.
- QA-P42** Strive to ensure adequate facilities, such as lighting, for safety in pedestrian and parking areas in Queen Anne's business districts.
- QA-P43** Strive to ensure that Queen Anne's commercial areas and business districts are safe from crime.
- QA-P44** Strive to find solutions to the parking needs of Queen Anne's business districts.
- QA-P45** Seek to fill identified market gaps in Queen Anne and support locally owned businesses and other businesses that meet the needs of the local population.

## Rainier Beach

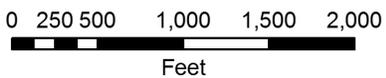
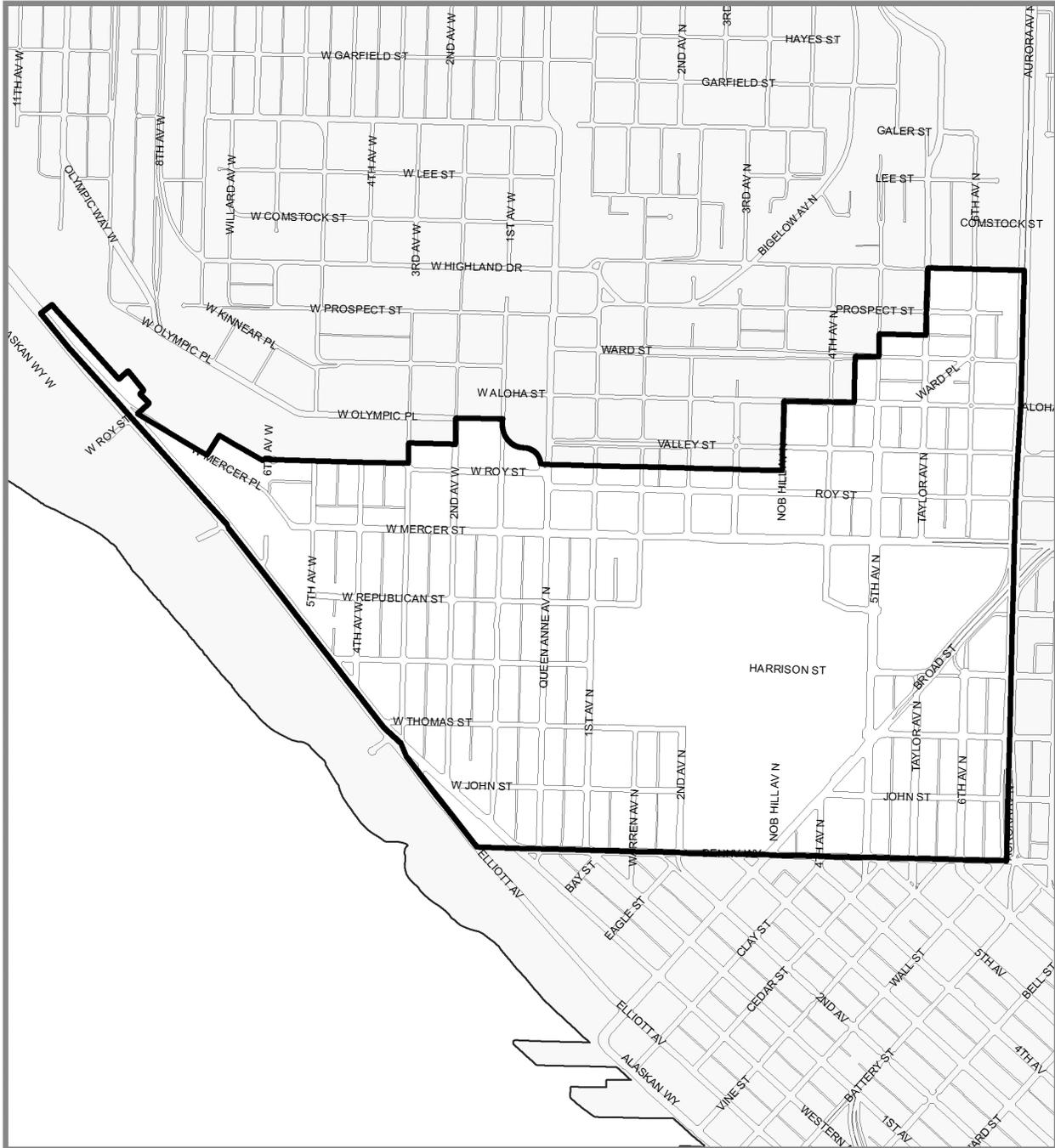
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### LAND USE GOALS

- 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.



UPTOWN  
Urban Center



- Village Boundary
- Edge of Pavement

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## LAND USE POLICIES

- RB-P1** Encourage the revitalization of the South Henderson Street corridor as a safe and attractive conduit between the light rail station at Martin Luther King Jr. Way South and the commercial center along Rainier Avenue South.
- RB-P2** Seek to promote transit-oriented development around Rainier Beach’s light rail station at Martin Luther King Jr. Way South and South Henderson Street.
- RB-P3** Encourage mixed-use housing and commercial development in the Beach Square area bounded by South 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 single-family zoned areas. Encourage residential small-lot opportunities within single-family areas within the designated residential urban village. In the area within the residential urban village west of Martin Luther King Way South, permit consideration of rezones of single-family zoned land to mixed-use designations.
- RB-P5** Encourage the City to support rezones within the Rainier Beach Residential Urban Village for projects that:
- A. meet the overall community vision,
  - B. promote redevelopment of underutilized and derelict sites, and
  - C. result in pedestrian-friendly, well-designed new buildings.

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## TRANSPORTATION & TRANSIT FACILITIES GOALS

- RB-G3** A community with safe streets, pedestrian- and bicycle-friendly facilities, and an efficient, multimodal transit system that supports access to shops, schools, services, places of worship, etc. that are necessary to lead a healthy lifestyle, and connects Rainier Beach residents and employees to other parts of the Rainier Valley and the region. A safe walking environment should be free from crime, and protected from motorists. It should also include amenities such as landscaping, street trees, and public art that contribute to an enjoyable environment.
- RB-G4** Integrated transportation improvements that serve the community.

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## TRANSPORTATION & TRANSIT FACILITIES POLICIES

- RB-P6** Improve residential streets to best serve residential neighborhoods.
- RB-P7** Seek to promote nonmotorized travel throughout Rainier Beach by providing facilities for pedestrians and bicyclists (as outlined in the Southeast Transportation Study, and Pedestrian and Bicycle Master Plans), particularly at the business nodes along the S. Henderson Street corridor, near the light rail station, and around the Beach Square commercial core.

- RB-P8** Explore a range of alternative transportation modes and solutions that would support the concepts of sustainability and environmental responsibility.
- RB-P9** Seek to strengthen provisions for code enforcement of transportation-related violations such as speeding, and parking violations.
- RB-P10** Coordinate transportation improvements with other infrastructure and programmatic actions (such as public art, parks, or economic development) so that those improvements contribute positively to the neighborhood's identity.

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## HOUSING GOAL

- RB-G5** 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.

---

## HOUSING POLICIES

- RB-P11** Encourage 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-P12** Seek to preserve the economic, racial/ethnic, and cultural diversity of Rainier Beach's population by providing affordable housing, including homeownership opportunities, through capital funding, incentive programs (e.g., Multifamily Tax Exemption), and/or land use/zoning tools, including, where appropriate, rezones and other measures encouraging or requiring provision of affordable housing by new development.
- RB-P13** Seek to promote townhomes and mixed-use buildings as the preferred development pattern for meeting the housing growth target for the Rainier Beach Residential Urban Village.
- RB-P14** Address the causes of the perception of crime, the lack of personal safety, and the detraction from Rainier Beach's community character such as by cleaning up derelict residential properties.
- RB-P15** 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 South Henderson Street.
- RB-P16** Encourage affordable family-sized units through incentives, requirements on development, direct City funding, and/or reuse of publicly owned property.

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## CAPITAL FACILITIES GOALS

- RB-G7** 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-G8** Connected parks and open space that serve the community.
- RB-G9** Use the arts and public art, in particular, to engage and express Rainier Beach's cultural diversity.

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## CAPITAL FACILITIES POLICIES

- RB-P17** Support the Rainier Beach Urban Farm and Wetlands Project to convert the Parks Department's Atlantic Street Nursery into an urban farm and wetlands restoration project.
- RB-P18** Seek to retain existing parks and recreation facilities, and strive to improve maintenance of these facilities.
- RB-P19** Recognize the importance of 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-P20** 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-P21** 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-P22** Seek to include art created by local artists, and which includes the input of ethnic and minority communities in exploring themes and locations, in public works construction projects in Rainier Beach.
- RB-P23** 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.

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## ECONOMIC DEVELOPMENT GOAL

- RB-G10** 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-G11** A strong local economy for Rainier Beach.
- RB-G12** Strong entrepreneurship that creates jobs and grows the local economy.

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## ECONOMIC DEVELOPMENT POLICIES

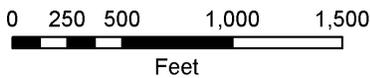
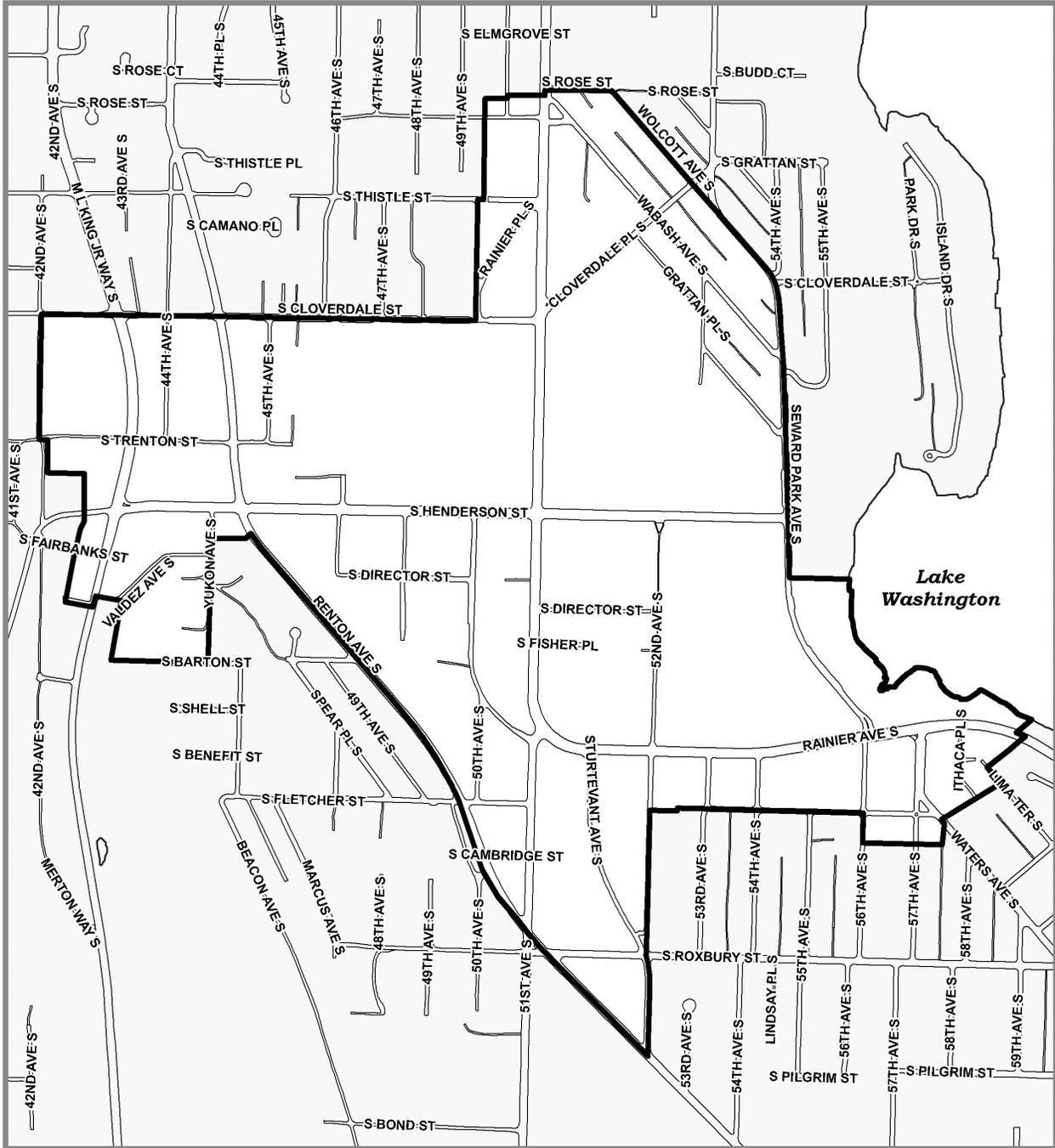
- RB-P24** Seek to promote Beach Square as Rainier Beach’s hub of commercial retail activity.
- RB-P25** Support and expand the existing character and diverse mix of small-scale, minority, and immigrant-owned businesses nodes around Rainier Ave South and South Rose Street; Rainier Avenue South and 56th/57th Avenue South; and the rail station.
- RB-26** 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-P27** As part of community development, seek to provide programs that equip individuals and families with the tools for achieving sustainable wealth creation; managing their money; making sound financial decisions; and building wealth.
- RB-P28** Consider strategies for employing youth when funding and implementing economic development programs.
- RB-P29** Encourage Sound Transit to develop its properties south of the rail station in ways that create permanent, well-paying jobs.
- RB-P30** Build on the asset of community diversity and consider the specific needs of minority and immigrant-owned businesses when undertaking economic development.
- RB-P31** Use streetscape improvements to enhance the character of the town center and support small, locally owned businesses located there.

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## HUMAN DEVELOPMENT GOAL

- RB-G13** Strong schools with excellent programs and strong enrollment, which encourage and support the educational development of exceptional students.
- RB-G14** 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-G15** Strong institutions and activities that engage and support Rainier Beach youth.
- RB-G16** Ready access to healthy food.
- RB-G17** Community-based implementation of neighborhood plan recommendations and other community projects.
- RB-G18** Neighborhood spaces that support Rainier Beach’s many cultures.
- RB-G19** Arts and public art, in particular, are used to engage and express Rainier Beach’s cultural diversity.
- RB-G20** A positive identity for Rainier Beach based on its unique strengths.
- RB-G21** A safe Rainier Beach neighborhood.

RAINIER BEACH  
Residential Urban Village



- Village Boundary
- Edge of Pavement

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## HUMAN DEVELOPMENT POLICIES

- RB-P32** 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-P33** Integrate the concept of lifelong learning including education and job-related activities into the programs provided by the schools and by the neighborhood's entire educational system.
- RB-P34** 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-P35** Encourage parents and adults in the community to work with school administrators to improve schools in the Rainier Beach area.
- RB-P36** 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-P37** Encourage a community grass-roots approach to involve religious organizations and other influential organizations in community education issues.
- RB-P38** Work with existing community organizations and/or create new community organizations to implement plan update recommendations.
- 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-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.

# Roosevelt

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## LAND USE GOALS

- R-LUG1** Foster development in a way that preserves single-family residentially zoned enclaves and provides appropriate transitions to more dense, or incompatible, uses.
- R-LUG2** Promote the growth of the Roosevelt Urban Village in a manner that concentrates residential and business uses in the commercial core and near the light rail station, with less dense residential, mixed-use, and commercial development along the commercial arterials that extend from the core.

**R-LUG3** Promote the design of private development and public facilities that protects and enhances public views and vistas.

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## LAND USE POLICIES

**R-LUP1** Support a zoning strategy that consolidates similar zoning into whole blocks in and near the urban core and light rail station, to result in more compatible development.

**R-LUP2** Support the infill development of commercial-zoned properties that are vacant or underutilized.

**R-LUP3** Promote the development of new multifamily dwellings, in properly zoned areas, that will buffer single-family areas from the commercial core, freeway, and commercial corridors.

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## TRANSPORTATION GOALS

**R-TG1** Accommodate anticipated increases in transit, truck, and automobile traffic on arterials.

**R-TG2** Balance the use of arterials for the movement of people and goods with parking needs.

**R-TG3** Minimize cut-through traffic on non-arterial streets.

**R-TG4** Respect the Olmsted legacy of Ravenna Boulevard as an element of the city's transportation and open space systems.

**R-TG5** Ensure that Roosevelt continues to be well integrated into the regional transportation infrastructure.

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## TRANSPORTATION POLICIES

**R-TP1** Acknowledge that the existing built street environment must accommodate foreseeable traffic increases and provide interface with the light rail station.

**R-TP2** Promote sidewalk design on principal and minor arterials to encourage pedestrian use and improve pedestrian safety.

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## PARKING GOALS

**R-TG6** Promote the preservation of on-street parking for residents and their guests on minor arterials without bus routes and local access streets.

**R-TG7** Promote the efficient use of on-street parking on principal and minor arterials.

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## **PARKING POLICIES**

- R-TP3** Promote the equitable distribution of parking on commercial and residential access streets to provide a safe flow of traffic relative to traffic volume and optimize the amount of on-street parking.
- R-TP4** Prioritize parking in commercial areas for business customers.

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## **SAFETY GOAL**

- R-TG8** Street design and traffic control on principal and minor arterials should provide for pedestrian safety and promote a healthy walking environment.

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## **SAFETY POLICIES**

- R-TP5** Design traffic signals, crosswalks, and sidewalks to improve pedestrian safety and encourage walking.
- R-TP6** Promote site planning that reduces conflicts between pedestrians and vehicles.

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## **LIGHT RAIL GOAL**

- R-TG9** Promote and support the integration of the Sound Transit Light Rail Station into the transportation network of the Roosevelt Urban Village.

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## **LIGHT RAIL POLICIES**

- R-TP7** Promote a surface transit routing scheme that provides convenient, effective, and frequent access to the light rail station.
- R-TP8** Promote elements in the design of the light rail station that provide functional loading and unloading for vehicles, including surface transit.
- R-TP9** Promote improvements of pedestrian and bicycle facilities to ensure safe and convenient access to the light rail station.
- R-TP10** Protect on-street parking for residents and neighborhood commercial patrons from light rail users who commute to the station by automobile.

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## **HOUSING GOALS**

- R-HG1** Protect and maintain the architectural heritage of Roosevelt's Craftsman, bungalow, and Tudor-style housing while embracing growth of well-designed buildings of an appropriate scale.
- R-HG2** Create housing types that can provide housing opportunities for a wide range of residents and households with varying incomes and housing needs.

**R-HG3** Accommodate most of the expected residential growth by encouraging larger development in and around the Roosevelt Urban Village's light rail station and commercial core.

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## HOUSING POLICIES

**R-HP1** Promote the preservation and maintenance of existing single-family homes in single-family zones and control impacts to homes on the edge of the single-family zones.

**R-HP2** Encourage an appropriate fit of scale and architectural character in all new developments.

**R-HP3** Encourage extended families and families with children to reside in Roosevelt.

**R-HP4** Encourage housing options for people with disabilities, senior citizens, and those with low or moderate-income levels.

**R-HP5** Create housing opportunities that allow Roosevelt residents to stay in the neighborhood through various life stages.

**R-HP6** Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.

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## CAPITOL FACILITIES GOALS

**R-CFG1** As growth in the neighborhood occurs and density increases, provide public open spaces and indoor and outdoor community gathering places for neighborhood enjoyment.

**R-CFP2** Provide safe, well-maintained parks and open spaces with a variety of facilities that will promote positive activity.

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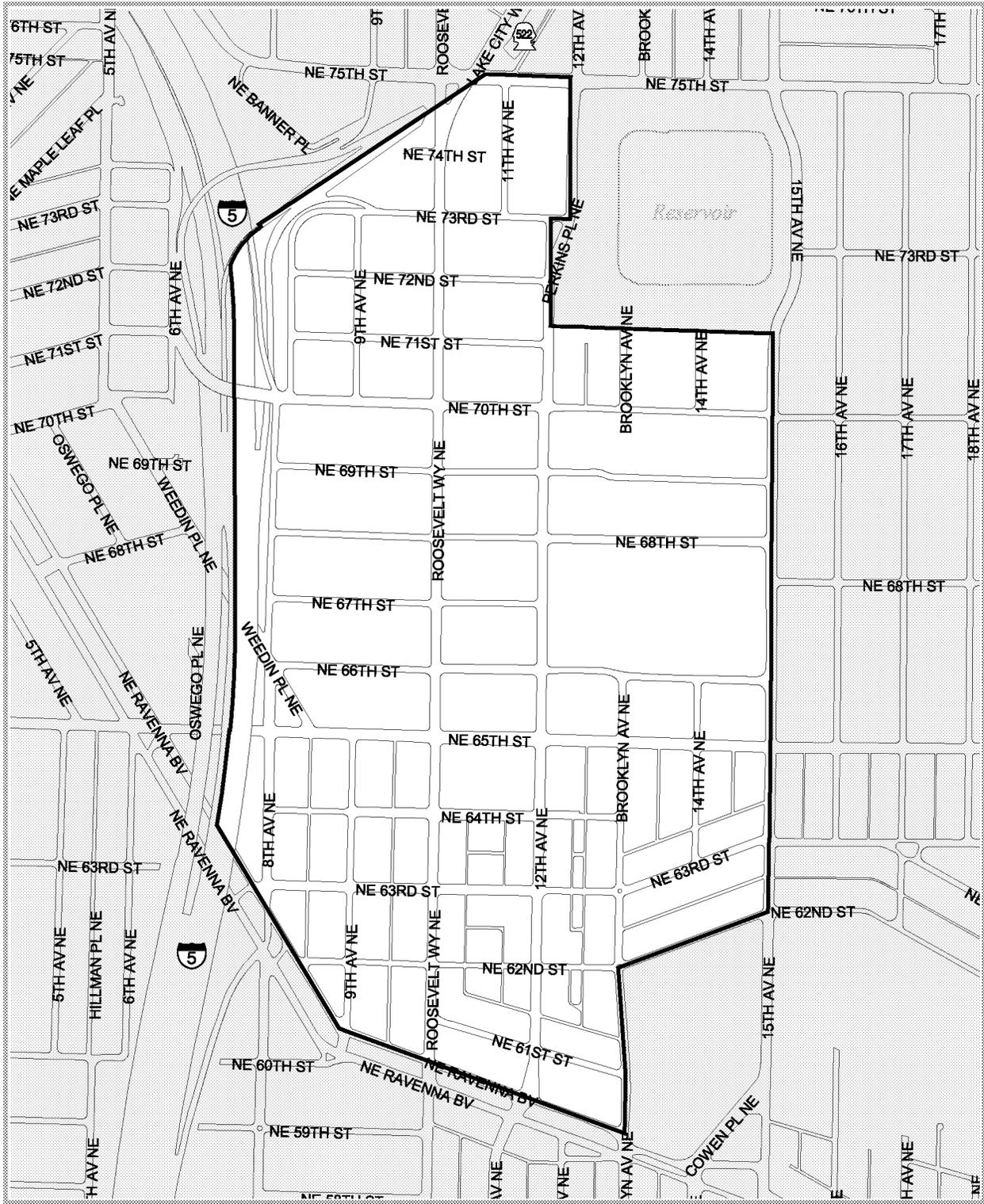
## CAPITAL FACILITIES POLICIES

**R-CFP1** Protect the value of Roosevelt's public spaces by controlling shadow impacts from surrounding development, enhancing and maintaining the landscape and facilities, and preserving public views from these spaces of the Olympic Mountains and Mount Rainier, the Downtown Seattle skyline, and other City landmarks.

**R-CFP2** Promote increased use of existing public open spaces.

**R-CFG3** Provide open space to support higher-density residential development in appropriately zoned areas, including public plazas and other urban amenities in the commercial core and at the light rail station.

ROOSEVELT  
Residential Urban Village



0 500 1000 Feet

— VILLAGE BOUNDARY  
— EDGE OF PAVEMENT

- R-CFP4** Consider redevelopment of underused or decommissioned properties or facilities as a way to increase the amount of parks and recreation facilities and open space in the neighborhood.
- R-CFP5** Promote the design and programming of existing open spaces and facilities for alternative activities and shared uses.
- R-CFP6** Provide trails and corridors that connect existing and new parks and open spaces, to create an open space network.

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## UTILITIES GOALS

- R-UG1** Maintain and enhance access for Roosevelt residents and businesses to the broadest range of utility systems available within Seattle.
- R-UG2** Help achieve overall City goals to reduce the use of energy and the production of nonrecyclable waste and to increase the reuse of stormwater and the recycling of solid waste.
- R-UG3** Reduce the visual impact of utilities in the Roosevelt neighborhood.

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## UTILITIES POLICIES

- R-UP1** Promote Roosevelt as a neighborhood of high technology connectivity.
- R-UP2** Strive to ensure that all residents and businesses have equal access to public and private utilities and programs that reduce cost and waste.
- R-UP3** Encourage the participation by all Roosevelt residents and businesses in voluntary programs for yard waste reduction and recycling, rainwater collection and reuse, solar connection to the City's electrical grid, and other such programs as may be sponsored by the City, private utilities, or other public organizations.
- R-UP4** Promote the use of sustainable building products and energy/water-conserving fixtures in all new construction.
- R-UP5** Encourage the screening of above-ground utility facilities, such as electrical substations, with either landscaping or artistic treatments.

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## ECONOMIC DEVELOPMENT GOALS

- R-EDG1** Promote the health of the Roosevelt neighborhood commercial core and foster a strong, vibrant, pedestrian-oriented neighborhood business district.
- R-EDG2** Take advantage of the location of the light rail station by promoting mixed-use development that includes both businesses and multifamily housing near the station to serve the diverse population of the Roosevelt neighborhood.

**R-EDG4** Recognize that Roosevelt’s cultural resources, including schools, institutions, traditions, historic resources, and creative people, are important contributors to our neighborhood economy, as well as to the city.

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## **ECONOMIC DEVELOPMENT POLICIES**

**R-EDP1** Support retention and growth of existing businesses, industries, and small firms within the Roosevelt Urban Village, and actively seek to attract new businesses appropriate to the neighborhood context and infrastructure.

**R-EDP2** Promote opportunities for business development related to users of the Roosevelt light rail station.

**R-EDP3** Encourage development of live-work arrangements within traditional commercial and office spaces, as a way to encourage small business owners to live in the neighborhood.

**R-EDP4** Strengthen ties with schools, institutions, arts and cultural entities, nonprofits, and other organizations and recognize their contributions of economic diversity, living wage jobs, and economic activity to the neighborhood.

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## **HUMAN DEVELOPMENT GOALS**

**R-HDG1** Make Roosevelt a neighborhood that supports a variety of lifestyles and families of all sizes, where all can be involved in community and neighborhood life.

**R-HDG2** Create an environment for sustainable living, accessible health care, education, and housing within the Roosevelt community.

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## **HUMAN DEVELOPMENT POLICIES**

**R-HDP1** Create opportunities that build connections through community service and volunteering.

**R-HDP2** Promote respect and appreciation for diversity in the Roosevelt neighborhood and compassion for those in the neighborhood who are disadvantaged.

**R-HDP3** Promote public safety through active community involvement and good urban design.

**R-HDP4** Foster a family-friendly environment and activities that promote cross-generational participation and that increase youths’ attachment to the community.

**R-HDP5** Support programs that provide assistance to disadvantaged individuals and families.

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## ENVIRONMENT GOALS

- R-EG1** Maintain a healthy natural environment as the Roosevelt neighborhood accommodates growth.
- R-EG2** Maintain and enhance the legacy of environmental stewardship in the Roosevelt neighborhood.

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## ENVIRONMENT POLICIES

- R-EP1** Protect and enhance the urban forest on public and private property to reduce storm runoff, absorb air pollutants, reduce noise, stabilize soil, and provide habitat.
- R-EP2** Discourage the use of chemical products on lawns and gardens and for household use and discourage impervious ground surfaces to help protect the quality of Seattle's water bodies.
- R-EP2** Maintain and enhance environmental quality through the use of natural systems to reduce pollution and greenhouse gases in the air and to clean and control stormwater runoff.
- R-EP3** Promote conservation of resources and energy, and use of sustainable building products, through education, design review, and community action.
- R-EP4** Strive to protect and retain exceptional trees and groups of trees that enhance Roosevelt's historical, cultural, environmental, and aesthetic character.
- R-EP5** Promote the use of environmentally friendly modes of transportation and other ways of reducing greenhouse gases, such as alternative heating systems and reduced use of gasoline-powered devices.
- R-EP6** Promote site planning and building design that reduce energy use through natural lighting, natural ventilation, and solar orientation.
- R-EP7** Promote street and other outdoor lighting fixtures that reduce light pollution, such as through the use of hoods and downward orientation.

# South Lake Union

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## NEIGHBORHOOD CHARACTER GOALS

- SLU-G1** A vital and eclectic neighborhood where people both live and work, where use of transit, walking, and bicycling is encouraged, and where there are a range of housing choices, diverse businesses, arts, a lively and inviting street life, and amenities to support and attract residents, employees, and visitors.

- SLU-G2** A neighborhood that recognizes its history as a maritime and industrial community and embraces its future as a growing urban center that provides for a wide range of uses.
- SLU-G3** A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.
- SLU-G4** A neighborhood where arts and culture thrive, with attractions for citywide audiences and a broad range of arts and cultural organizations.
- SLU-G5** A neighborhood that supports this and future generations by providing community-based historical, cultural, artistic, and scientific learning and enrichment activities for children, residents, employees, and visitors.

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## **NEIGHBORHOOD CHARACTER POLICIES**

- SLU-P1** Encourage the colocation of retail, community, arts, and other pedestrian-oriented activities in key pedestrian nodes and corridors.
- SLU-P2** Promote diversity of building styles and support the diverse characters of neighborhood subareas.
- SLU-P3** Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.
- SLU-P4** Work with the community to develop strategies to make the neighborhood safe for all community members.
- SLU-P5** Encourage designs of public spaces and private buildings that can accommodate the needs of people across a range of ages and abilities, allowing residents to age in place.
- SLU-P6** Establish incentives to encourage preservation, reuse, and rehabilitation of historically significant structures in the neighborhood; explore incentives to encourage the adaptive reuse of other older buildings in the neighborhood that provide a visual reminder of the past; and promote diversity of character and building types.
- SLU-P7** Support existing organizations that provide for an eclectic and livable community, including arts and culture, human services, maritime, and educational organizations.
- SLU-P8** Seek to maintain a diversity of uses in the neighborhood, including maritime, industrial, and Downtown-core service businesses traditionally occupying the neighborhood.
- SLU-P9** Support the growth of innovative industries in South Lake Union including biotechnology, information technology, environmental sciences, and technology, and sustainable building.
- SLU-P10** Foster a collaborative and creative community through interaction among community members and different types of organizations in the community,

including those engaged in arts and culture, human services, and education, as well as neighborhood businesses and organizations.

- SLU-P11** Encourage characteristics that favor a sustainable arts and cultural presence, including affordable and adaptable venues for making, performing, and displaying art that meet the diverse needs of artists and arts organizations.
- SLU-P12** Provide for a livable community by encouraging artistic activities that create a positive street presence.
- SLU-P13** Seek to incorporate the arts into the design of public projects and the use of public spaces.
- SLU-P14** In order to support neighborhood families, encourage existing and new schools and childcare facilities in South Lake Union and adjacent neighborhoods.
- SLU-P15** Recognize the heritage of the neighborhood and the rich diversity of neighborhood businesses and organizations as opportunities for learning.
- SLU-P16** Encourage the development of higher education, apprenticeship and internship opportunities, and adult learning offerings that build on the innovative climate of the community.

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## **TRANSPORTATION GOALS**

- SLU-G6** A livable, walkable community that is well served by transit and easy to get around by foot, bike, or transit.
- SLU-G7** A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.
- SLU-G8** A well-connected neighborhood with bicycle, pedestrian, waterborne, and vehicular access to adjacent neighborhoods.
- SLU-G9** A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.

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## **TRANSPORTATION POLICIES**

- SLU-P17** Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets.
- SLU-P18** Promote a system of safe pedestrian and bicycle connections linking key activity areas and destinations, such as open spaces, schools, and arts facilities.
- SLU-P19** Collaborate with businesses, developers, housing providers, and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters.

- SLU-P20** Develop flexible off-street parking requirements that provide parking adequate to a building's occupants and encourage the use of transit, walking, bicycling, and other non-automotive modes.
- SLU-P21** Encourage the efficient use of on-street parking for neighborhood businesses, residents, and attractions through innovative parking management and pricing strategies.
- SLU-P22** Explore transportation improvements to link South Lake Union with its surrounding neighborhoods.
- SLU-P23** Seek to provide improved access to and connections across Aurora Avenue North that result in a more integrated and efficient transportation system for multiple transportation modes.
- SLU-P24** Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.
- SLU-P25** Encourage improvements to Mercer and Valley Streets that support development of South Lake Union Park, improve neighborhood circulation for all modes, and move people and freight efficiently through this corridor.

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## **PARKS & OPEN SPACE GOAL**

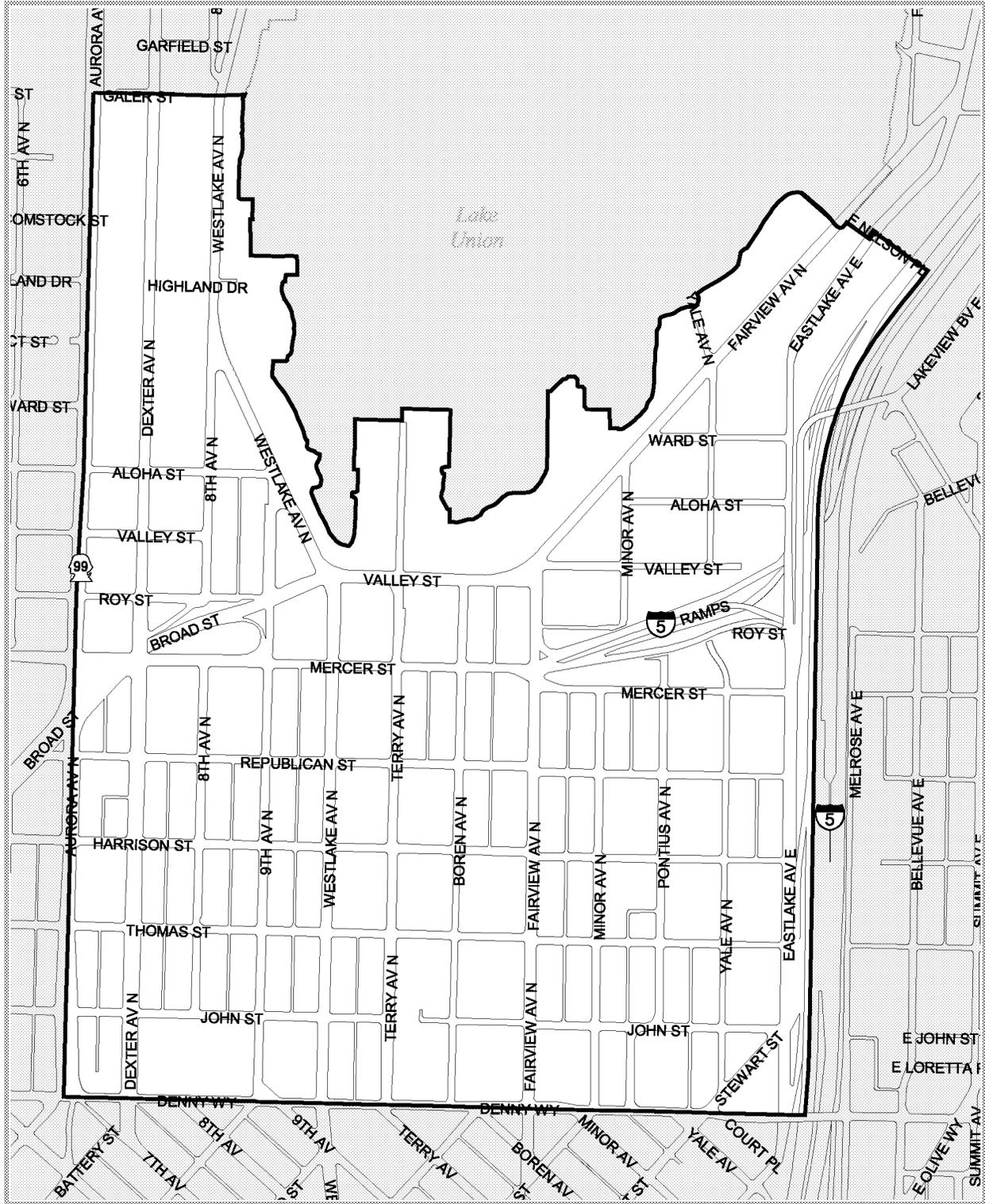
- SLU-G10** Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

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## **PARKS & OPEN SPACE POLICIES**

- SLU-P26** Support South Lake Union Park as a local and regional waterfront attraction that celebrates the area's natural history and maritime heritage.
- SLU-P27** Support Cascade Playground and related facilities as a community resource and model for sustainable parks development.
- SLU-P28** Support Denny Park's historic character while identifying opportunities to encourage more use of the park.
- SLU-P29** Consider a variety of tools, including regulatory measures and joint projects with public agencies and private organizations, to support existing park and open space projects and to provide for new open spaces to support the growth of the neighborhood.
- SLU-P30** Encourage the acquisition and development of public or private spaces that provide for active play and recreation.
- SLU-P31** Use visual and physical connections between open spaces, adjacent streets, and surrounding activities to stimulate positive social interactions.

SOUTH LAKE UNION  
Urban Center



**SLU-P32** Identify opportunities for alternatives to traditional open spaces, including green streets and recognition and use of Lake Union as recreation and open space.

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## HOUSING GOALS

**SLU-G11** A wide range of housing types is integrated into the community, accommodating households that are diverse in their composition and income.

**SLU-G12** Housing in South Lake Union is affordable for and attractive to workers in South Lake Union, to enable people to live near their jobs.

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## HOUSING POLICIES

**SLU-P33** Provide incentives or requirements for provision of housing for people across a range of incomes in a variety of housing types, particularly in mixed-income buildings.

**SLU-P34** Encourage affordable housing units throughout the community through new construction and preservation of existing buildings.

**SLU-P35** Encourage both rental and ownership housing.

**SLU-P36** Promote housing, amenities, and services, including schools and childcare, community center, library programs, and other public services that promote a healthy community and that will attract more families to move into the South Lake Union neighborhood.

**SLU-P37** Encourage employers to develop and participate in strategies that allow employees to live near their work.

**SLU-P38** Allow housing and businesses throughout South Lake Union to provide opportunities for people to work and live in the neighborhood.

**SLU-P39** Identify locations within South Lake Union where housing could be particularly concentrated to create viable urban residential communities.

**SLU-P40** Promote the development of live-work housing, especially when designed to meet the special needs of groups like artists and their families.

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## SUSTAINABILITY GOAL

**SLU-G13** A neighborhood that acts as a model for sustainable redevelopment.

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## SUSTAINABILITY POLICIES

**SLU-P41** Encourage low-impact development and activities that can control consumption of resources, improve public health and safety, and provide for multiple environmental benefits.

- SLU-P42** Encourage careful stewardship of water quality in Lake Union, including strategies to improve the quality of water flowing into the lake.
- SLU-P43** Provide for a stable and reliable supply of electrical power to South Lake Union, which has facilities with unique load and service requirements, such as high-technology and biotechnology research laboratories.
- SLU-P44** Explore new sources of energy for heating and cooling, renewable energy, distributed cogeneration, and energy conservation, at the building, block, and neighborhood level.
- SLU-P45** Encourage building designs that allow for public view corridors through the neighborhood to Lake Union and the Space Needle and natural light at street-level.
- SLU-P46** Seek to increase tree coverage, reintroduce native plant species into the neighborhood, and provide for additional wildlife habitat appropriate to the urban environment.

## South Park

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### GOALS

- SP-G1** A great place to live and work.
- SP-G2** A community where neighbors are encouraged to know one another and join in making decisions about the future of the South Park community.
- SP-G3** A community inviting to households with children, where people value children's safety and education.
- SP-G4** A neighborhood where residents of all cultures, incomes, and ages are welcome.
- SP-G5** A "people place" at all times of the day.

---

### POLICIES

- SP-P1** Collaborate with South Park residents, businesses and organizations in future planning efforts that impact South Park.
- SP-P2** Encourage community-building opportunities for South Park's residents.
- SP-P3** Encourage interjurisdictional partnerships that address issues in South Park that transcend jurisdictional boundaries.

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### LAND USE GOAL

- SP-G6** Maintain and enhance South Park's residential character.

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## LAND USE POLICIES

- SP-P4** Seek to maintain industrial land for industrial and commercial uses.
- SP-P5** Seek to maintain residential land for residential uses. Multifamily and split zoned lots, adjacent to commercial zoning along 14th Avenue South, may be rezoned to commercial zoning to provide increased space for parking that supports commercial uses.

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## TRANSPORTATION GOAL

- SP-G7** A community where people feel safe and comfortable walking, riding a bicycle, using public transportation, or driving a vehicle, and where streets are pleasant and public spaces are safe.

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## TRANSPORTATION POLICIES

- SP-P6** Seek to promote an active, attractive, accessible pedestrian environment.
- SP-P7** Consider opportunities to increase accessibility within the neighborhood, including across Highway 99.

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## HOUSING GOAL

- SP-G8** The development of new, and the preservation of existing, single-family detached housing affordable to low-income households.

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## HOUSING POLICIES

- SP-P8** Encourage the maintenance of existing housing.
- SP-P9** Work in partnership among various levels of government to address low-income housing needs that transcend jurisdictional boundaries.

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## CAPITAL FACILITIES GOAL

- SP-G9** Public facilities that reflect South Park's residential character and role as the service center for surrounding areas.

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## CAPITAL FACILITIES POLICIES

- SP-P10** Continue seeking grass-roots involvement in identifying and siting desired capital projects and public facilities.
- SP-P11** Continue to provide for the maintenance of public facilities within South Park.

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## UTILITIES POLICIES

- SP-P12** Continue seeking grass-roots involvement in siting utility facilities for South Park.
- SP-P13** Seek to provide timely and effective notification to other interested utilities of planned road and right-of-way trenching, maintenance, and upgrading activities, to minimize the cost and public inconvenience of road and right-of-way trenching activities.
- SP-P14** Seek to coordinate utility capital expenditure planning with capital investment planning by County departments, where appropriate.

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## ENVIRONMENT GOAL

- SP-G10** A community where residents and businesses practice responsible stewardship of the environment.

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## ENVIRONMENT POLICIES

- SP-P15** Seek to include quality environmental practices in the execution of public works in South Park.
- SP-P16** Support the efforts of local organizations that are working to create a healthier environment.

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## ECONOMIC DEVELOPMENT POLICY

- SP-P17** Seek training opportunities for South Park residents that will help them to compete for meaningful and productive employment, earn a living wage, and meet the needs of business.

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## CULTURAL RESOURCES POLICY

- SP-P18** Encourage public art within South Park.

# University Community Urban Center

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## GOALS

- UC-G1** Stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.
- UC-G2** Vibrant commercial districts serving local needs and offering regional attractions.

- UC-G3** An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle, and automobile, and minimizes negative impacts to the community.
- UC-G4** A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances homeownership opportunities with rental unit supply.
- UC-G5** A community with a wide range of neighborhood recreation facilities and open space and which meets the Comprehensive Plan’s open space goals.
- UC-G6** A community that builds a unique physical identity on its historical and architectural resources, attractive streets, university campus, and special features.
- UC-G7** An urban center that is home to the University of Washington, the region’s foremost educational institution, which is expanding to meet new challenges while enhancing the surrounding community.
- UC-G8** A community in which public education resources are readily available.
- UC-G9** A community that is regionally recognized for its arts and cultural activities and that uses cultural activities as a community building asset.
- UC-G10** An integrated social service delivery network that serves the entire community.
- UC-G11** A community where people are and feel safe.
- UC-G12** A community where the historic resources, natural elements, and other elements that add to the community’s sense of history and unique character are conserved.
- UC-G13** A community that supports innovation, discovery, and job creation through collaboration between businesses and the university.

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## **POLICIES**

- UC-P1** In pursuit of Comprehensive Plan Housing element policies, encourage lower-density housing types in the Roosevelt, University Heights, and Ravenna areas of the community, with options at a variety of affordability levels.
- UC-P2** South of 50th and west of 15th, encourage high-quality development with a variety of building types, enhancing a vibrant mixed-use area with excellent proximity to the University and to the Sound Transit Light Rail station.
- UC-P3** Continue to strengthen pedestrian-oriented retail on University Way through physical improvements to the street and sidewalk and encouraging property and business owners to improve frontages. Encourage new improvements to University Way north of NE 50th Street.
- UC-P4** Strengthen a diverse mix of retail and commercial activities on NE 45th Street and Roosevelt Avenue NE.

- UC-P5** Support the University Village Shopping Center’s activities in a way that furthers economic and housing goals while requiring mitigation of significant and cumulative impacts according to SEPA.
- UC-P6** Encourage the development of retail businesses that serve local needs on 25th Avenue NE, and encourage the redevelopment of a diverse mix of housing and compatible retail, where appropriate, in adjacent areas.
- UC-P7** Involve the community and contiguous neighborhoods in the monitoring of traffic, and the identification of actions needed to preserve the multimodal capacity of the principal arterial streets, to accommodate projected growth and protect residential streets from the effects of through-traffic.
- UC-P8** In pursuit of Comprehensive Plan Policies Transportation Policies, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in citywide modal plans
- UC-P9** Take advantage of Sound Transit improvements and coordinate local transportation needs and impacts and facilitate intermodal connections, such as bus, streetcar, bicycle, pedestrian travel, and surface vehicle traffic.
- UC-P10** Work with King County Metro and Community Transit to create efficient bus circulation. Address bus layover impacts, bus routing, and transfer issues as well as street improvements to facilitate transit.
- UC-P11** Carefully manage parking to provide needed accessibility while minimizing traffic and on-street parking impacts when considering on-street parking actions, off-street parking requirements for new development, and public parking development. Strongly discourage “park-and-ride” parking for commuters.
- UC-P12** Employ a variety of strategies to effectively provide for identified housing needs, including preservation of some existing housing while accommodating growth with a diversity of unit types, sizes, and affordability.
- UC-P13** To maintain safe housing for all, and to reduce conflicts between student and non-student neighbors, encourage collaboration between residents, the City, and the university to enforce code requirements.
- UC-P14** Employ a variety of strategies to bring housing development to the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.
- UC-P15** In order to serve existing residents to the north and emerging residential neighborhoods, support the community services cluster roughly along NE 50th Street, which includes a variety of public, recreational, educational, community, and human services, plus churches, playfields, and other facilities.
- UC-P16** Employ a variety of strategies to increase open space, such as park acquisition through a major open space funding program, improvement of and better access to existing assets, adding open space functions in rights-of-way, and creation of small spaces with new development.

- UC-P17** Encourage the establishment of a local open space fund that can be used to purchase and improve small parcels when the opportunity arises, and to support programming and maintenance costs.
- UC-P18** Provide better physical connections from the University District to the UW campus, with particular emphasis on the campus entrance at NE 43rd Street and, more broadly, opening the west edge of central campus along 15th Avenue NE.
- UC-P19** South of NE 50th Street and west of 15th Avenue NE, create a network of open spaces integrated with development, including improved sidewalks and pedestrian pathways that increase accessibility through and along long blocks. Provide open space and recreation facilities for seniors.
- UC-P20** Pursue the creation of a centrally located, flexible open space, ideally within two blocks of the Sound Transit light rail station at Brooklyn and 43rd. Surround this open space with active uses, and manage it to ensure that it is a positive addition to the neighborhood.
- UC-P21** In the University Way-15th Avenue NE corridor between NE 55th Street and NE 41st Street, encourage the provision of more sidewalk cafes, alley activation, and street-oriented public space through both public and private investment.
- UC-P22** In the Ravenna Urban Village, seek to protect and enhance natural areas and features.
- UC-P23** Seek to preserve and enhance the following design characteristics within the community: pedestrian orientation and visual interest to the pedestrian, high-quality, human-scaled design details in larger buildings, streetscape continuity on commercial corridors, integration between the UW campus and the surrounding community, buildings with attractive open space and low-rise multifamily development that fits with the design character of adjacent single-family houses.
- UC-P24** Enhance gateways into the University Community, especially at NE 45th St and Seventh Avenue NE, NE 50th Street at Roosevelt Avenue NE, NE 45th Street at 15th Avenue NE, the Sound Transit light rail station, the “landing” of the University Bridge at NE 40th Street, 25th Avenue NE at NE 55th Street, and NE 45th Street at 25th Avenue NE. “Gateways” means visual enhancements that signify entries into the community, such as improved landscaping, signage, artwork, or architectural features.
- UC-P25** Accommodate new university growth in a way that benefits the surrounding community.
- UC-P26** Work to connect and integrate the campus and the community visually, physically, socially, and functionally.
- UC-P27** Ensure that the University Community plays an active role in the UW’s Campus Master Plan on subjects of mutual interest.
- UC-P28** Pursue opportunities to work with Seattle Public School District #1 in locating a public school in the community, capitalizing on the area’s excellent accessibility and proximity to the University of Washington.

- UC-P29** Work with Seattle Public School District #1 to ensure appropriate, equitable school resources are available in the community, including after-school activities and facilities.
- UC-P30** Encourage the local coordination of arts and cultural activities, including museums, theaters, commercial activities, galleries, classes, performance halls, arts groups, and informal performance groups, for the mutual enhancement of those efforts.
- UC-P31** Provide the opportunity for local public involvement in City-sponsored art projects and the design of major public facilities.
- UC-P32** Ensure that the full range of cultural activities and backgrounds is represented in publicly funded arts.
- UC-P33** Foster the coordinated efforts of local social service providers to identify and meet the specific service delivery needs in the urban center.
- UC-P34** Encourage effective partnerships between service providers and integrate these efforts into other community improvement activities.
- UC-P35** Place a high priority on controlling illegal activities on streets and in public spaces.
- UC-P36** Encourage legitimate uses and a sense of ownership in parks and public spaces.
- UC-P37** Support public safety through urban design.
- UC-P38** Seek to conserve the special historic and cultural resources in the University Community including significant structures on commercial corridors, registered landmarks, and significant public structures.
- UC-P39** Identify and conserve areas of special design character, such as Greek Row and the 17th Avenue NE boulevard.

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## **CAPITAL FACILITIES & UTILITIES**

The goals and policies of the Capital Facilities and Utilities elements of the Comprehensive Plan express the vision of the University Community Urban Center.

# Wallingford

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## **URBAN VILLAGES GOAL**

- W-G1** A neighborhood with a vital commercial district serving the residential core.

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## **URBAN VILLAGES POLICIES**

- W-P1** Protect the character and integrity of Wallingford's single-family areas.

- W-P2** Discourage single purpose residential development in the key business district along 45th Avenue North and NE.
- W-P3** Allow for consideration of future downzones to encourage small-lot or cottage development and affordable housing types or to respond to unanticipated development pressure.
- W-P4** Use Wallingford Neighborhood Design Guidelines for reviewing commercial and multifamily development to encourage design that is consistent with the neighborhood's character, while maintaining and promoting a vital business community.
- W-P5** Strive to create open space opportunities in underserved areas.
- W-P6** Give significant attention to infrastructure within the urban village and for heavily used facilities serving the urban village.
- W-P7** Inasmuch as the Wallingford Residential Urban Village has substantially exceeded its household growth target, special L3 and L4 locational criteria for the evaluation of rezones to the L3 and L4 designations inside of urban villages shall not apply in the Wallingford Residential Urban Village.

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## HOUSING GOAL

- W-G2** A community with housing and amenities that support a population of diverse incomes, ages, and other social characteristics.

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## HOUSING POLICIES

- W-P8** Promote a high rate of homeownership within the Wallingford area.
- W-P9** Seek to make a wide variety of housing types available to meet the needs of diverse populations and families and explore options to provide affordable homes.
- W-P10** Encourage a wide range of public facilities and other amenities such as parks, open space, library, and meeting rooms that encourage and promote neighborhood stability.
- W-P11** Encourage development of housing for a wide range of incomes.
- W-P12** Encourage retention of a wide range of age groups residing in Wallingford.
- W-P13** Allow development of home businesses that do not adversely affect the character of the residential community.
- W-P14** Encourage the development of accessory dwelling units in the community as a housing affordability strategy.

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## TRANSPORTATION GOAL

**W-G3** A neighborhood of pleasant and exciting streets that promote walking, transit use, and interactions between neighbors.

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## TRANSPORTATION POLICIES

**W-P15** Strive to create an efficient street network for cars, trucks, pedestrians, buses, and bicycles and to promote safety for all modes.

**W-P16** Strive to eliminate local safety hazards to pedestrians and traffic and to discourage cut-through traffic on residential streets.

**W-P17** Work to provide convenient access to, and network connectivity of, the transit system.

**W-P18** Seek to provide for commercial parking availability, and use of existing parking, and to eliminate spillover parking in residential areas.

**W-P19** Strive to create streets with sidewalks that are pleasant public places with safe and convenient street crossings and a balanced interaction between pedestrian, bicycle, car, bus, and truck traffic.

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## BUSINESS HEALTH GOAL

**W-G4** A neighborhood that maintains and promotes a vital business community.

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## BUSINESS HEALTH POLICIES

**W-P20** Encourage efficient utilization of existing parking opportunities along the business corridor.

**W-P21** Strive to maintain, promote, and beautify a vital business community that is clean, safe and accessible.

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## COMMUNITY BUILDING GOAL

**W-G5** A neighborhood that feels like “a small town in the big city.”

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## COMMUNITY BUILDING POLICIES

**W-P22** Encourage neighborhood-based efforts to enhance a sense of community and individual empowerment and strengthen community organization.

**W-P23** Work to provide excellent city-neighborhood collaboration and communication.

- W-P24** Promote volunteerism to help make best use of our most valuable resource—our knowledgeable and caring community members.

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### **HUMAN SERVICES POLICIES**

- W-P25** Encourage human services in Wallingford that are closely attuned to the neighborhood’s internal needs yet recognize the needs of the larger community.
- W-P26** Encourage early communication and notification and meaningful participation by Wallingford residents in the siting of human service facilities.

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### **SPECIAL OPPORTUNITIES GOAL**

- W-G6** A neighborhood with public facilities that are assets to both the neighborhood and the service providers.

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### **SPECIAL OPPORTUNITIES POLICIES**

- W-P27** Strive to involve and consider the Wallingford community in planning for the use of all public facilities in Wallingford.
- W-P28** Encourage agencies responsible for public facilities to maintain and rehabilitate existing public facilities as necessary to make them assets to the neighborhood and to preserve their historic value.
- W-P29** Consider acquisition of facilities owned by other public agencies, such as the Seattle school district, as they become available based on viability for long-term use.

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### **SOUTH WALLINGFORD GOAL**

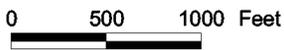
- W-G7** A neighborhood south of N/NE 40th Street that reflects the residents’ desire for a pedestrian-friendly neighborhood, with strong connections to the Wallingford Urban Village and to public spaces along the shoreline, while maintaining the viability of the existing marine-industrial and commercial activities.

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### **SOUTH WALLINGFORD POLICIES**

- W-P30** Maintain the shoreline’s marine industrial zoning in order to preserve the water-dependent use and the working waterfront character of the Wallingford shoreline.
- W-P31** Provide opportunities for small, pedestrian-oriented businesses in South Wallingford while preserving the economic vitality of existing businesses and opportunities for their reasonable redevelopment.
- W-P32** Pursue opportunities to provide public access between the residential community and the shoreline area.

WALLINGFORD  
Residential Urban Village



- VILLAGE BOUNDARY
- EDGE OF PAVEMENT

- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from viewpoints and parks.
- W-P34** Control impacts of regional traffic on South Wallingford’s residential, commercial, and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

## West Seattle Junction

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### COMMUNITY CHARACTER GOAL

- WSJ-G1** A small-town community with its own distinct identity comprised of a strong single-family residential community and a vibrant mixed-use business district serving the surrounding residential core.

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### COMMUNITY CHARACTER POLICIES

- WSJ-P1** Seek to maintain and enhance a compact mixed-use commercial core, with small-town character, located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street, by encouraging improved traffic flow, pedestrian safety and amenities, and architectural image.
- WSJ-P2** Target city investments into areas where growth is expected to occur, especially within the village “core” located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street.

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### ECONOMIC DEVELOPMENT WITHIN THE COMMERCIAL CORE GOAL

- WSJ-G2** A vibrant center of shopping, dining, and cultural opportunities that supports both daytime and nighttime activity.

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### ECONOMIC DEVELOPMENT WITHIN THE COMMERCIAL CORE POLICIES

- WSJ-P3** Encourage attractive, higher-density mixed-use development within the commercial core at a height compatible with the neighborhood’s small-town scale.
- WSJ-P4** Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation, and pedestrian safety on neighborhood streets.
- WSJ-P5** Seek to reinforce pedestrian orientation, enhance the architectural character of the area, and promote interaction between the community, property owners, and developers to encourage new buildings that contribute to and enhance the Junction’s character.

**WSJ-P6** Encourage a human-scale design of buildings and public spaces to be accessible to pedestrians, safe, well lit, and clean.

**WSJ-P7** Encourage efforts to maintain and preserve local landmark buildings within the business district.

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### **FAUNTLEROY GATEWAY INTO THE JUNCTION GOAL**

**WSJ-G3** A community gateway near Fauntleroy Way and Oregon Street that reflects the character of the rest of the neighborhood, presents a positive image, and provides a safe and pleasant pedestrian environment, efficient traffic flow, and a pleasant and positive aesthetic appearance.

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### **FAUNTLEROY GATEWAY INTO THE JUNCTION POLICIES**

**WSJ-P8** Seek to integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally while, at the same time, maintaining its arterial functions.

**WSJ-P9** Seek to enhance pedestrian safety and improve pedestrian circulation along Avalon Way, Fauntleroy Way, and SW Alaska Street from 35th Avenue SW to California Avenue SW.

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### **TRANSPORTATION GOAL**

**WSJ-G4** A neighborhood that facilitates movement of people and goods with a particular emphasis on increasing safety, supporting the economic centers, and encouraging a full range of transportation choices.

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### **TRANSPORTATION POLICIES**

**WSJ-P10** Enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood, with particular attention to the Junction commercial core, the Fauntleroy Way Corridor, the California Avenue SW Corridor, and the 35th Avenue SW Corridor.

**WSJ-P11** Encourage pedestrian and bicycle linkages among the three West Seattle Junctions (Admiral, West Seattle, and Morgan) and to and from other Seattle neighborhoods via the Spokane Street corridor.

**WSJ-P12** Strive to protect the residential neighborhoods surrounding the West Seattle Junction from traffic impacts.

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### **HOUSING & LAND USE GOAL**

**WSJ-G5** A community with housing and amenities that support a population of diverse incomes, ages, and other social characteristics.

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## HOUSING & LAND USE POLICIES

- WSJ-P13** Maintain the character and integrity of the existing single-family areas.
- WSJ-P14** Encourage programs that help low- and fixed-income people, especially seniors, retain ownership of their homes.
- WSJ-P15** Encourage opportunities to provide affordable market-rate housing in the neighborhood for Junction workers.

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## PARKS & OPEN SPACE GOALS

- WSJ-G6** A desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.
- WSJ-G7** A neighborhood with a cohesive identity and aesthetics, which respects the urban forest and native habitat.

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## PARKS & OPEN SPACE POLICIES

- WSJ-P16** Encourage the provision of open spaces in conjunction with pedestrian and bicycle linkages throughout the neighborhood.
- WSJ-P17** Seek opportunities to reclaim unneeded portions of street right-of-way to develop open space and trails where appropriate and explore opportunities to support the “open space lattice” concept.
- WSJ-P18** Explore opportunities within the business district to create community gathering places.
- WSJ-P19** Promote greening and beautification of the neighborhood through local citizen participation.
- WSJ-P20** Enhance the urban forest within existing parks and open space areas.
- WSJ-P21** Support the maintenance and restoration of native habitat and species in existing parks, open spaces, and street right-of-ways.

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## CULTURAL ARTS GOAL

- WSJ-G8** A neighborhood community with a distinctive flavor in arts and culture, yet integrated into the overall arts and cultural community in West Seattle.

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## CULTURAL ARTS POLICIES

- WSJ-P22** Support the provision of public art throughout the Junction.
- WSJ-P23** Strive to integrate art into the business district and at new open space sites.

**WSJ-P24** Encourage multicultural outreach for and participation in the arts throughout West Seattle.

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### **HUMAN DEVELOPMENT & PUBLIC SAFETY GOAL**

**WSJ-G9** A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing population.

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### **HUMAN DEVELOPMENT & PUBLIC SAFETY POLICIES**

**WSJ-P25** Encourage human services providers to work closely with neighborhood organizations in developing programs that benefit clients and the larger community.

**WSJ-P26** Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.

**WSJ-P27** Promote the use of good environmental design to improve the safety of new open space sites, pedestrian trails, and new development.

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### **CAPITAL FACILITIES GOAL**

**WSJ-G10** A neighborhood with public facilities that are assets to both the neighborhood and the service providers.

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### **CAPITAL FACILITIES POLICIES**

**WSJ-P28** Seek to involve the Junction community in planning efforts for the use of the public facilities in the planning area.

**WSJ-P29** Encourage the maintenance and continued use of public facilities as necessary to ensure they remain assets to the neighborhood and preserve their historic value.

**WSJ-P30** Encourage the retention and re-use of public facilities within the Junction neighborhood that would serve long-term goals and needs of the community.

# Westwood/Highland Park

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### **COMMUNITY CHARACTER GOAL**

**W/HP-G1** A diverse community with two distinct areas, Westwood and Highland Park, composed of a mix of single- and multifamily residential areas, significant public facilities, regional and local commercial businesses, and natural resource opportunities that together offer a variety of choices for its residents.



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## COMMUNITY CHARACTER POLICIES

- W/HP-P1** Encourage and strengthen a community-wide network of safe and convenient connections that unite Westwood and Highland Park and link major open spaces, transit facilities, commercial areas, schools, and other community facilities.
- W/HP-P2** Seek to reclaim and enhance a major natural resource, Longfellow Creek, as a central linkage promoting recreational, environmental, and historical themes.
- W/HP-P3** Strive to preserve existing single-family areas and increase the attractiveness of multifamily residential areas that offer a range of attractive and safe housing choices affordable to a broad spectrum of the entire community.
- W/HP-P4** Promote a system-wide and comprehensive transportation approach for West Seattle that strongly encourages safe, convenient, and efficient local improvements that serve the community.
- W/HP-P5** Seek to strengthen the neighborhood's economic core, Westwood Town Center (a regional and local retail/service center) and the 16th Avenue Business District.
- W/HP-P6** Encourage a civic center and recreational complex anchor that serves the entire community for the Denny/Sealth Recreation Area.

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## ECONOMIC DEVELOPMENT GOAL

- W/HP-G2** A vibrant center of shopping that serves and attracts local residents within both communities.

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## ECONOMIC DEVELOPMENT POLICIES

- W/HP-P7** Seek to revitalize the Triangle Commercial Core (16th Avenue SW Business District and Westwood Town Center) through pedestrian amenities, parking management, and transit enhancements to create an anchor business district that attracts and serves local residents.
- W/HP-P8** Encourage programs that promote the local business community through collaborative marketing activities and neighborhood celebration events.

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## URBAN DESIGN & COMMUNITY ANCHORS GOAL

- W/HP-G3** A community that reflects the unique local character of the Westwood and Highland Park neighborhoods, with community anchors, a safe and pleasant pedestrian environment, and a positive aesthetic appearance.

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## URBAN DESIGN & COMMUNITY ANCHORS POLICIES

- W/HP-P9** Encourage physical gateway improvements at key entry points and within the business districts that identify Seattle's Westwood and Highland Park neighborhoods.
- W/HP-P10** Seek to create a sense of place along major streets that visually and functionally promotes the rights of pedestrians through decorative crosswalks, pavings, and landscaping at key intersections.
- W/HP-P11** Promote a sense of community identity and pride through the use of public artwork, sculptures, and streetscape improvements along major arterials.

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## TRANSPORTATION & PEDESTRIAN SYSTEMS GOAL

- W/HP-G4** A neighborhood that facilitates movement of people and goods with a particular emphasis on increasing pedestrian safety and access, supporting the economic centers, and encouraging a full range of convenient transportation choices to residents.

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## TRANSPORTATION & PEDESTRIAN SYSTEMS POLICIES

- W/HP-P12** Seek to enhance pedestrian access and vehicular and bicycle mobility throughout the neighborhood.
- W/HP-P13** Encourage the coordination of transportation capital improvements across all of West Seattle.
- W/HP-P14** Seek to improve arterial streets that promote pedestrian safety and mobility throughout the neighborhood.
- W/HP-P15** Promote the safe and convenient operation of the Delridge Way SW corridor by seeking to improve traffic flow, intersection operation, transit accessibility, and pedestrian and bicycle facilities.
- W/HP-P16** Seek to establish excellent east-west pedestrian linkages with pedestrian improvements along SW Trenton Street and SW Thistle Street.
- W/HP-P17** Seek excellent internal east-west transit linkages within the neighborhood.

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## HOUSING GOAL

- W/HP-G5** A community with both single-family and multifamily residential areas and the amenities to support the diverse population.

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## HOUSING POLICIES

- W/HP-P18** Seek to maintain the character and integrity of the existing single-family areas.

- W/HP-P19** Encourage new housing development that serves a range of income levels.
- W/HP-P20** Promote the attractiveness of higher-density residential areas through the enhancement of basic infrastructure and amenities.
- W/HP-P21** Encourage quality design in town houses, cottage houses, and accessory dwelling units.
- W/HP-P22** Promote mixed-use projects featuring quality housing opportunities within the Triangle Commercial Core.
- W/HP-P23** Seek to ensure safe and well-maintained housing.
- W/HP-P24** Support the Seattle Housing Authority and other nonprofits in the development of high-quality housing that serves the low-income community.
- W/HP-P25** Encourage new residential development through zoning tools such as Residential Small Lot Development, and incentives in multifamily zones and commercial zones.

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### **PARKS & OPEN SPACE GOAL**

- W/HP-G6** A community with accessible and functional parks, open space, recreational facilities, and natural systems that are connected to serve Westwood and Highland Park's diverse population.

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### **PARKS & OPEN SPACE POLICIES**

- W/HP-P26** Strive to reclaim and enhance the Longfellow Creek corridor by creating a comprehensive trail system that enhances public access and links the neighborhoods to the existing parks and other trail systems and other community attractions.
- W/HP-P27** Encourage direct public access through observation points to Longfellow Creek and its environs that features the importance of natural systems and the neighborhood's geological history.
- W/HP-P28** Seek to coordinate the Longfellow Creek Legacy Trail Project with the Delridge neighborhood's creek trail system to help achieve a coordinated community trail system.
- W/HP-P29** Seek to acquire property for small parks and open space to serve the community.
- W/HP-P30** Support community-wide recreational opportunities for the Denny/Sealth Recreation Area.

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### **HUMAN DEVELOPMENT & PUBLIC SAFETY GOAL**

- W/HP-G7** A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing and diverse population.



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## HUMAN DEVELOPMENT & PUBLIC SAFETY POLICIES

- W/HP-P31** Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.
- W/HP-P32** Promote the use of Crime Prevention Through Environmental Design (CPTED) techniques in the development of parks, open spaces, pedestrian/bike trails, and traffic improvements.

