

A large, dark red circular graphic containing the text "Seattle 2035" in a white, stylized font. The word "Seattle" is written in a cursive-like script, while "2035" is in a clean, sans-serif font. A thin white horizontal line separates the two words.

Seattle
2035

A detailed, colorful illustration of a city street scene. In the foreground, a brick-paved sidewalk is lined with trees and a few people sitting on benches. A person is pushing a bicycle. In the middle ground, a modern glass-walled building with a brick facade is visible. Inside the building, several people are sitting at tables, and a dog is visible. In the background, a multi-story brick building with arched windows and a fire escape is visible. The scene is set during the day with warm lighting.

Comprehensive Plan 2022 Amendments

Managing Growth to Become an
Equitable and Sustainable City
2015-2035

December 2022



Built Environment

- GS 3.8** Encourage the preservation and expansion of the tree canopy throughout the city for the aesthetic, health and environmental benefits trees provide, considering first the residential and mixed-use areas with the least tree canopy in order to more equitably distribute the benefits to residents.
- GS 3.9** Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural, or social significance.
- GS 3.10** Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods.
- GS 3.11** Use zoning tools and natural features to ease the transitions from the building intensities of urban villages and commercial arterials to lower-density developments of surrounding areas.
- GS 3.12** Design streets with distinctive identities that are compatible with a citywide system that defines differences between types of streets and that allows for different design treatments to reflect a particular street's function, **right-of-way** width, and adjoining uses.
- GS 3.13** Preserve, strengthen, and, as opportunities permit, reconnect Seattle's street grid as a means to knit together neighborhoods and to connect areas of the city. Support efforts to use lids and other connections over highways that separate neighborhoods, especially when such lids provide opportunities to reconnect neighborhoods and provide amenities such as affordable housing, open spaces, or pedestrian and bike connections to transit stations.
- GS 3.14** Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.
- GS 3.15** Design multifamily zones to be appealing residential communities with high-quality housing and development standards that promote privacy and **livability**, such as appropriately scaled landscaping, street amenities, and, in appropriate locations, limited commercial uses targeted for the local population.
- GS 3.16** Encourage designs for buildings and public spaces that maximize use of natural light and provide protection from inclement weather.
- GS 3.17** Encourage the use of land, rooftops, and other spaces to contribute to urban food production.
- GS 3.18** Use varied building forms and heights to enhance attractive and walkable neighborhoods.
- GS 3.19** Use groupings of tall buildings, instead of lone towers, to enhance overall topography or to define districts.
- GS 3.20** Consider taller building heights in key locations to provide visual focus and define activity centers, such as near light rail stations in urban centers and urban villages.

GOAL

- TG 3** Meet people’s mobility needs by providing **equitable** access to, and encouraging use of, multiple transportation options.

POLICIES

- T 3.1** Develop and maintain high-quality, affordable, and connected bicycle, pedestrian, and transit facilities.
- T 3.2** Improve transportation options to and within the urban centers and urban villages, where most of Seattle’s job and population growth will occur.
- T 3.3** Consider the income, age, ability, and vehicle-ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
- T 3.4** Develop a citywide transit system that includes a variety of transit modes to meet passenger capacity needs with frequent, reliable, accessible, and safe service to a wide variety of destinations throughout the day and week.
- T 3.5** Prioritize transit investments on the basis of ridership demand, service to populations heavily reliant on transit, and opportunities to leverage funding.
- T 3.6** Make transit services affordable to low-income residents through programs that reduce household transportation costs.
- T 3.7** Optimize operations of bus rapid transit, RapidRide, and streetcar corridors by adjusting signals and providing exclusive transit lanes to promote faster travel times for transit than for automobile travel.
- T 3.8** Work with transportation providers, such as car share, bike share and taxi providers, to provide access to their services throughout the city and to maintain the affordability of their services.
- T 3.9** Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the **Center City**.
- T 3.10** Provide high-quality pedestrian, bicycle, and bus transit access to **high-capacity transit** stations, in order to support transit ridership and reduce **single-occupant vehicle** trips.
- T 3.11** Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to a wide range of key destinations throughout the city.
- T 3.12** Look for opportunities to reestablish or improve connections across I-5 and State Highways by creating new crossings, enhancing streets where ~~I-5 or State Highways~~ crosses overhead, or constructing lids, especially where these can also enhance opportunities for development or open space, **affordable housing, and neighborhood cohesion.**