

Uptown Urban Design Framework



Background Report

January 2014



Section 1: Uptown's history and role in the City



Seattle's Uptown neighborhood is one of the City's oldest neighborhoods. Initially settled by the Denny family in the late 1800's, the neighborhood has been shaped by several significant development periods, including the World's Fair of 1962 which established Seattle Center. Uptown today is home to the Bill and Melinda Gates Foundation, a thriving performing arts scene, and it serves as an important multi-family housing resource and jobs center. Seattle and King County's Comprehensive Plans designate Uptown as one of six Urban Centers in the City. The Urban Center designation means that as the City grows, the neighborhood will continue to grow and be a location for jobs and housing of regional significance.

As the neighborhood grows, coordination of investments in infrastructure, City services, housing, and transportation will be essential. The character of growth and public investment will determine the quality of life in the neighborhood. The Uptown Urban Design Framework will bridge aspirations established by the community in the Comprehensive Plan's Neighborhood Planning Element with implementation strategies that will guide the

physical development of the public realm and influence the character of development in the private realm. This report provides basic background on the neighborhood to inform the development of an Urban Design Framework that may also clarify and expand the neighborhood's vision for the future.

The Uptown Urban Center is approximately 297 acres in size and is home to 7,300 residents and 14,801 jobs. The Seattle Center is situated centrally in the neighborhood. A vibrant retail district is bisected by Queen Anne Avenue and Mercer Street. To the west is a dense residential neighborhood with buildings from a diversity of eras. An area of future change includes the Denny-Broad-Aurora Triangle bounded by Aurora Avenue, Broad Street, and Denny Way to the east of Seattle Center. Uptown is connected to the Queen Anne Urban Village to the north, Belltown to the south and South Lake Union to the east. Adopted in 2009, Uptown's Neighborhood Design Guidelines show key neighborhood districts and how they relate to each other.



Growth Estimates for Uptown

Seattle's Comprehensive Plan guides future growth in the city, in part through neighborhood growth targets. The Comprehensive Plan allocates to Seattle's six Urban Centers 56 percent of all citywide growth in housing and 73 percent of growth in employment over a 20 year period. Specific growth targets for each urban center are based on a variety of neighborhood specific factors that include recent growth trends, development capacity, infrastructure investment and locational advantages, among other considerations. These growth targets are not static and do not define ideal densities but simply set out goals for how the City will accommodate 20 years of growth. State law requires an update of the Comprehensive Plan every 8 years with the next update due in 2015. That process will again allocate growth to each urban center based on expected citywide growth to the year 2035.

Residential growth has out-paced job growth in the Uptown Urban Center. Current growth targets for the Uptown Urban Center over the period 2004-2024 estimate an increase of 1,000 households and 1,150 jobs. If these growth targets are realized, the density of households in the neighborhood will increase from 10 households per acre in 2004 (4,580 total households), to 15 households per acre in 2024 (5,580 total households). Similarly if the growth target for jobs is realized, the density of jobs in Uptown will increase from 52 jobs per acre (15,570 total jobs) to 56 jobs per acre (16,720 total jobs). During the 8 years between 2005 and 2013 1,606 new housing units were developed in the Uptown neighborhood thereby achieving 161% of its 20-year growth target. As of March 2011 (the most recent year employment data is available) Uptown has achieved 39% of its employment target for a total of 14,801 jobs.

Neighborhood Planning Policies

Growth and investment in the Uptown Urban Center is also guided by goals and policies in the Comprehensive Plan's Neighborhood Planning element. These goals and policies emerged from a neighborhood planning process that occurred in the 1990s. That planning process addressed both the Uptown Urban Center and the Queen Anne Residential Urban Village. Goals and policies relevant to the Uptown Urban Center addressed:

- Housing
- Transit
- Economic Vitality
- Open Space
- Historic Preservation

Goals and policies from the Neighborhood Planning Element are aspirational in nature but serve as a useful guide to evaluate neighborhood successes and areas for improvement as we plan for the future. At the end of this chapter, the relevant urban center goals and policies are excerpted. Below is a summary of policy objectives of the neighborhood planning element goals and policies for the Uptown Urban Center and related investments and/or planning activities to achieve them.

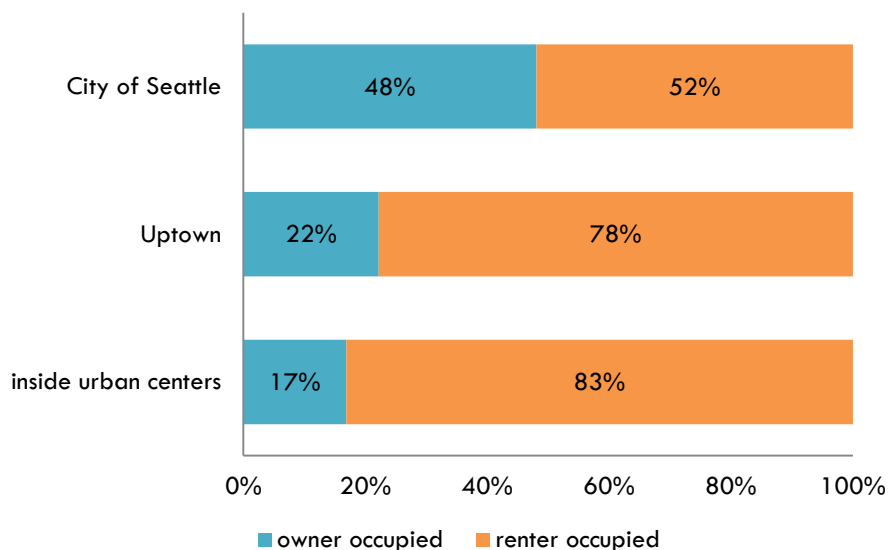


Housing

The Uptown neighborhood is an important resource for a diversity of multifamily housing opportunities. The central location of the neighborhood provides access to jobs throughout the center city and reinforces the increasing supply of housing opportunity in the neighborhood.

Neighborhood plan policies support conservation of the historic character of

development along Roy Street and development of a range of housing types that includes housing for families. As the chart above shows, more than 3/4s of all housing units in the Uptown Urban Center are rental housing. This is substantially higher than the citywide proportion of rental housing, but slightly less than is found in Seattle's urban centers overall.



Transportation

The neighborhood plan goals and policies for Uptown promote development of a transportation system with many options that serves both residents and visitors to the neighborhood and emphasizes non-single occupancy vehicular modes of transportation as a method to better manage traffic congestion. Goals and policies support high capacity transit such as light rail or rapid bus to serve the neighborhood and Seattle Center by connecting residents to employment centers and to bring visitors to the neighborhood. Policies also advise the integration of pedestrian and bike facilities throughout the neighborhood, and transportation options that are consistent with the historic character of the neighborhood.

The Comprehensive Plan sets out mode split goals for the city as a whole, and for each urban center. In 2000, the share of Uptown residents commuting to work by means other than single occupancy vehicles (SOV) was 64%. The goals set out in the Comprehensive Plan established non-SOV targets of 70% for 2010 and 75% for 2020. These are aggressive goals that complement the neighborhood plan goals of developing a multi-modal transportation system.

A number of ongoing planning efforts will advance these transportation goals and policies. Sound Transit is currently studying five potential high capacity transit corridors that will serve the neighborhood and may be part of the next phase of requested funding for Sound Transit projects. The Lake to Bay loop will provide for pedestrian and bicycle connections from Lake Union to Elliot Bay primarily along Thomas Street and Harrison Street. Finally, as home to the north portal of the deep



bore tunnel, the neighborhood will benefit from restored east west connections, both pedestrian and vehicular, at John, Thomas, and Harrison Streets.

The Uptown Urban Design Framework will support these plans and policies by evaluating Uptown's street network and identifying key planning criteria for design and use of streets in the neighborhood.

Economic Vitality

Seattle Center and Key Arena influence the economic health of the commercial corridor along Queen Anne Avenue N. However the neighborhood is also home to a substantial number of employers that are independent of these influences. The Neighborhood Planning Element identifies the need to provide for affordable space for commercial uses, distinct character for the different business districts in the neighborhood (see map), and calls for the provisions of employment opportunities in the neighborhood to create a true mixed use character.

Open Space

The Seattle Center serves as the primary open space within the neighborhood. Additional open space is provided by the Counterbalance Park in the "Heart" of Uptown. The neighborhood planning element envisions a broader view of open space and encourages designs of streets such as Queen Anne Boulevard and suggests that residential streets serve as open spaces as well. Development of a diverse open space network in the neighborhood overlaps with transportation policies that advance the goal of providing pedestrian trails that serve as active open spaces throughout the neighborhood.

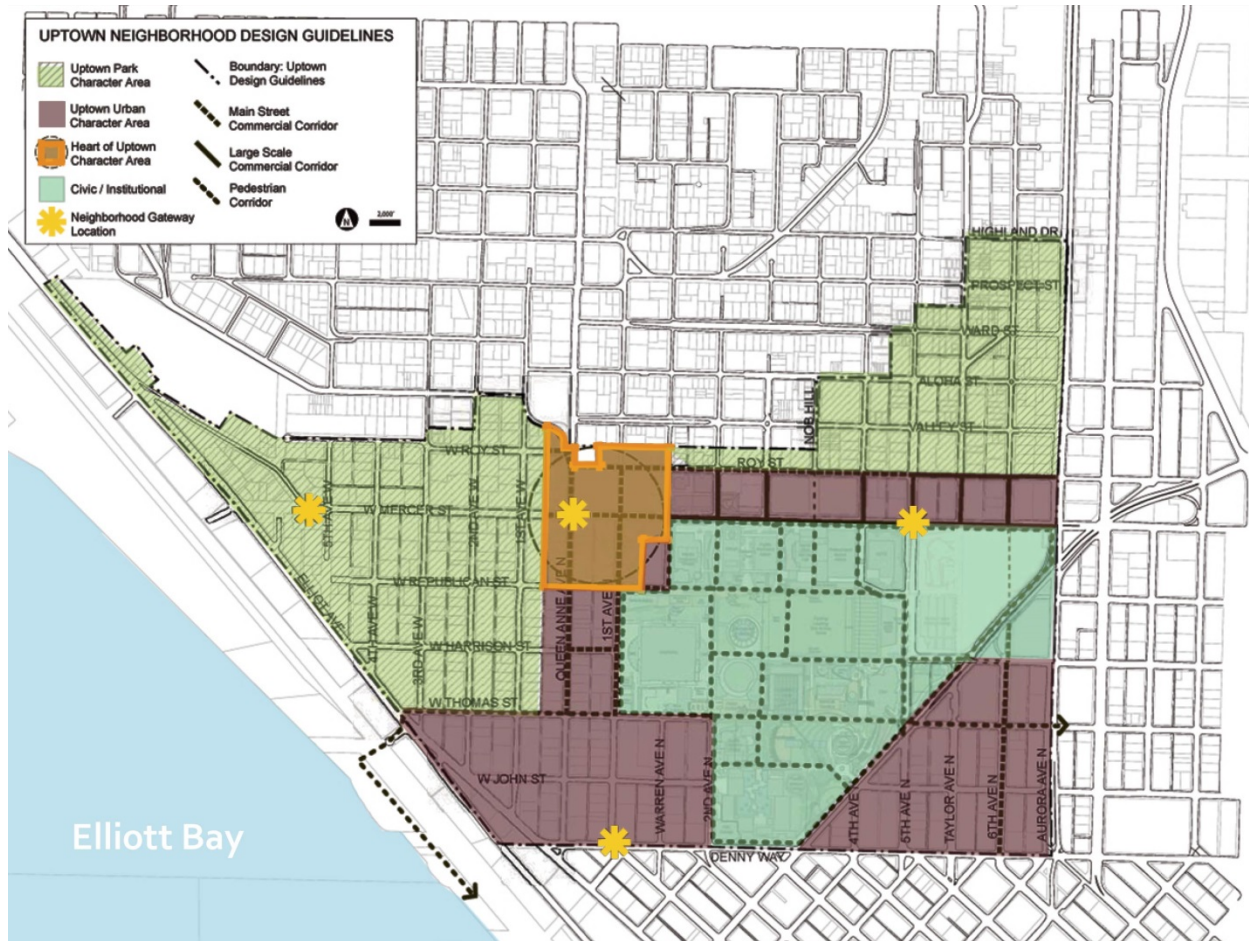
Historic Preservation

The Neighborhood Planning Element recognizes the historic character of the Uptown neighborhood. Specific policies promote new development consistent with the historic character of Queen Anne Boulevard and suggest the creation of a conservation district to retain the art deco influenced multi-family housing along Roy Street.



Section 2: Geography and Development Patterns

The 2009 Uptown Neighborhood Design guidelines identify three character subareas in the Uptown Urban Center:



The **Heart of Uptown** character area is centered on a major transit stop on the “shoulder” of Seattle Center. It is characterized by small, but enduring retail establishments and locally-owned restaurants. The Heart of Uptown is a vibrant core in the Uptown neighborhood. This area should continue as an active node for Uptown and provide for mass transit rider’s needs.

The **Uptown Urban** character area is made up of blocks with a rich variety of uses surrounding Seattle Center, with adjacencies to major roadway corridors. It is well suited to the scale of a true urban center. The Uptown Urban character area has strong relationships to the Seattle Center as well as to the Bill and Melinda Gates Foundation.

The **Uptown Park** character area is an attractive multi-family residential neighborhood with a distinctive park-like character. There is a high concentration of 1920s and 1930s era brick apartment



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structures in and near Uptown Park that should be preserved and serve as character cues for the design of new development.



Existing land uses in Uptown

Uptown has a broad range of residential housing types and styles. From detached single family residences, townhomes, and a rich collection of 1920 era apartment buildings to a rapidly growing number of new mixed-use apartment and condominiums.



415 West Mercer, 1963



Lola Arms, 1929



Tribeca Condominiums, 2003



Uptown Studio Apartments, 1953



560 Ward Street, 2008



American Foursquare, circa 1910



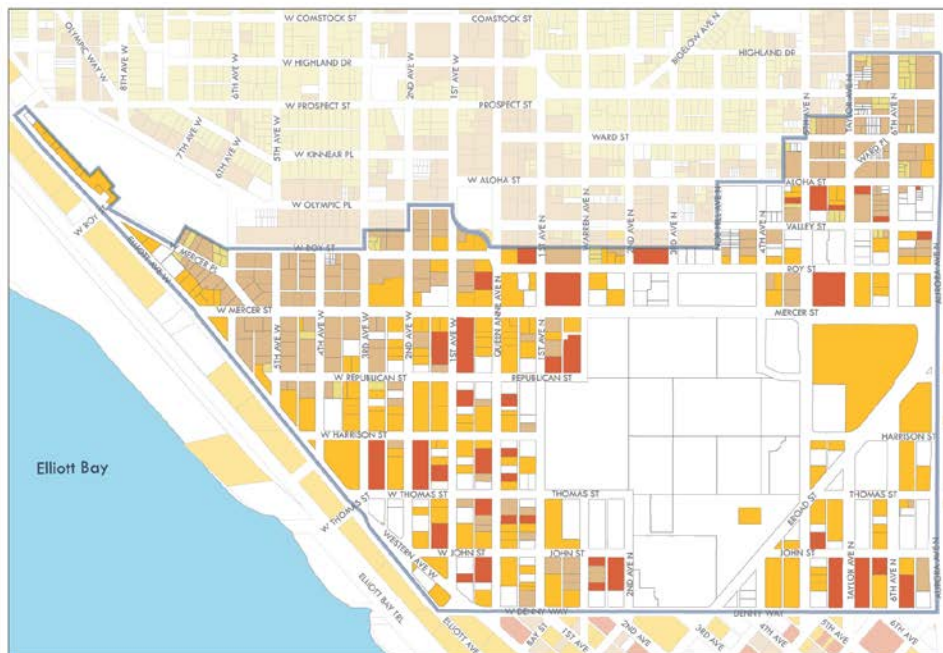
Expo, 2012

Uptown Residential Typologies



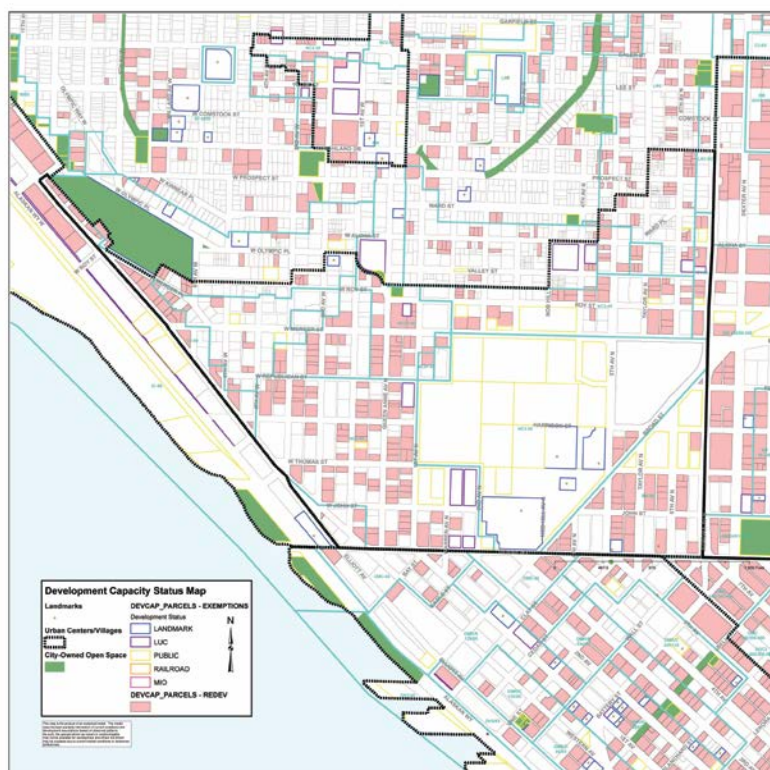
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Residential enclaves are located in the northeast and northwest corners of the urban center, whereas commercial and mixed uses are more predominant in the southwest and southeast.



Uptown Urban Center
existing land use

single family
 multifamily
 commercial
 mixed use
 other
 urban center boundary



The parcels in pink on the map have been identified by the City of Seattle’s analytical model as those with development potential. This model is imperfect in that property owner preference and market conditions may produce different results.

Zoning

Neighborhood Commercial 3 (NC3) is the primary zoning designation for most of the Uptown Urban Center. Neighborhood Commercial 3 zones are typically large pedestrian-oriented shopping districts serving the surrounding neighborhood and a broader community, citywide or regional clientele. Land uses include



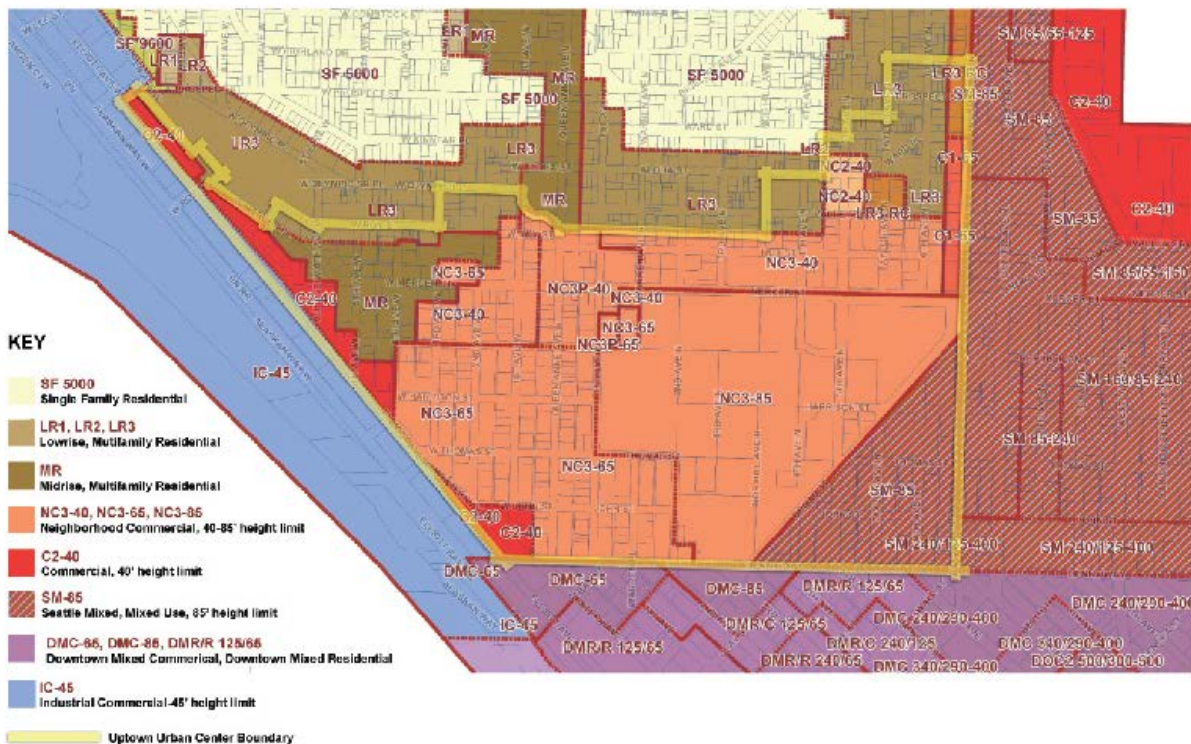
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supermarkets, restaurants, offices, hotels, general retail, business support services, and residences that are compatible with the area's mixed-use character. Building types are single-purpose commercial structures, multi-story mixed use and residential structures. Shops typically occupy the street fronts.

Lowrise multifamily zoning predominates the northern portion of the Urban Center. Lowrise zones are typically comprised 2 to 3-story apartment building or townhouses.

Uptown's southwest corner is designated Seattle Mixed (SM), a zone that provides for a wide range of uses, to encourage of higher density, mixed-use development in the neighborhood.

Along Uptown's western edge is a narrow General Commercial zone. General Commercial zones (C1 and C2) are typically auto-oriented, characterized by larger lots, surface parking, and a wide range of commercial uses serving community, citywide or regional markets, such as warehouses, wholesale, research and development, and manufacturing uses. Residential uses are allowed in C1 zones, but only as conditional uses in C2 zones.

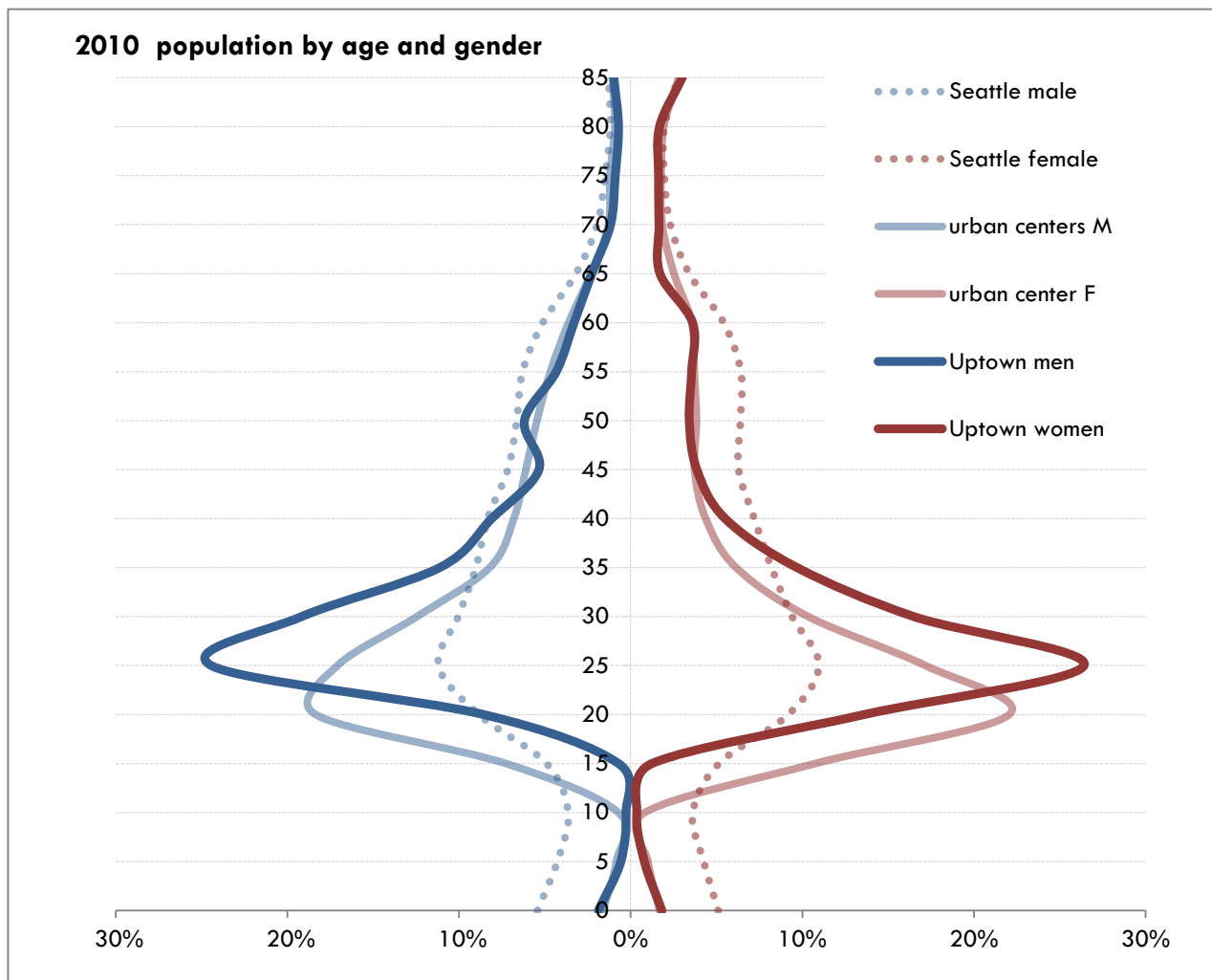




Section 3: The People who live and work in Uptown

Age and Gender

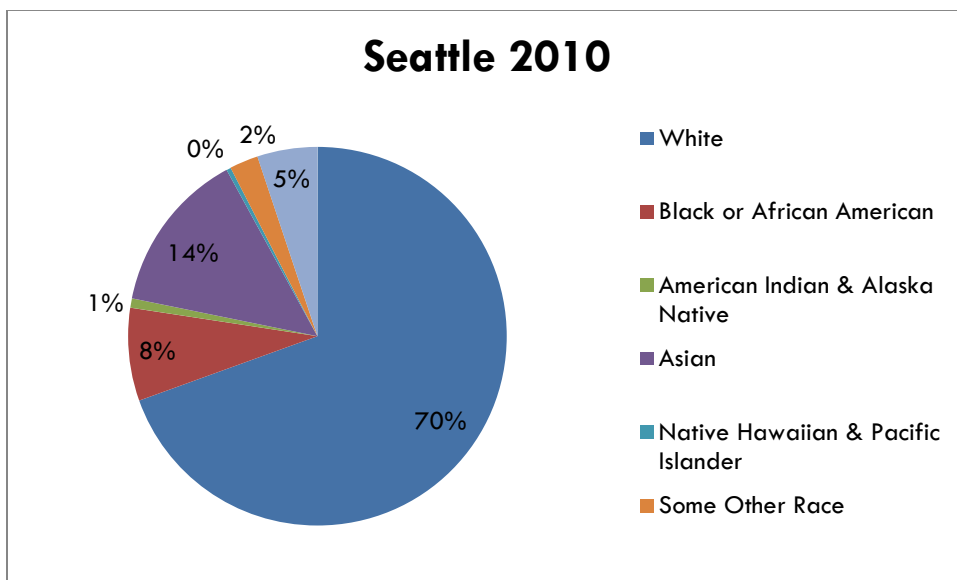
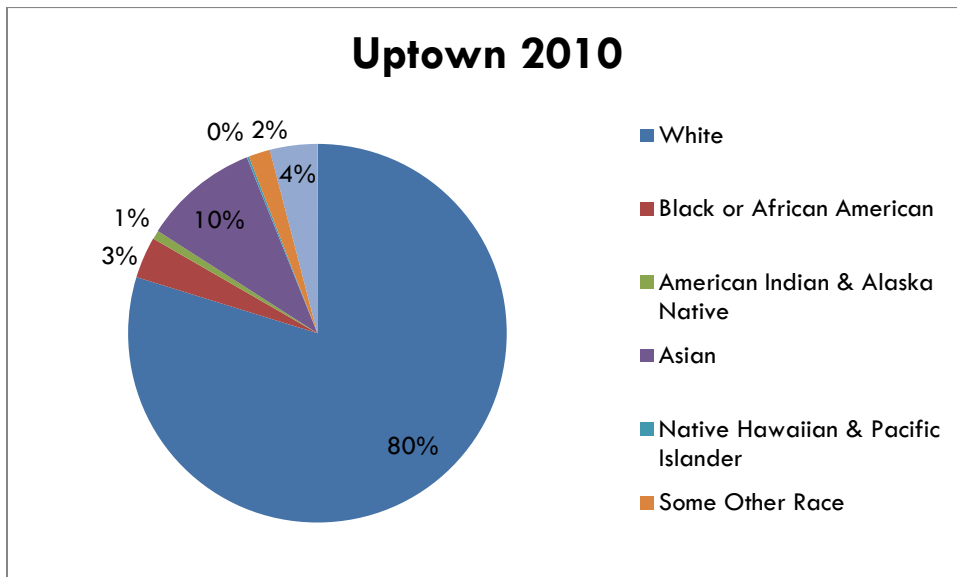
The residents of Uptown comprise a somewhat younger and somewhat more Caucasian population profile than the city overall. As the chart below demonstrates that there is a greater concentration of both men and women in between the ages of 15 and 35 in Uptown. As the population ages the proportion of residents that are between 35 and 65 actually is less than the city overall. The share of population that is older than 65 is comparable to the citywide share of seniors. There are a substantially lower proportion of children under the age of 15 in Uptown.



Race



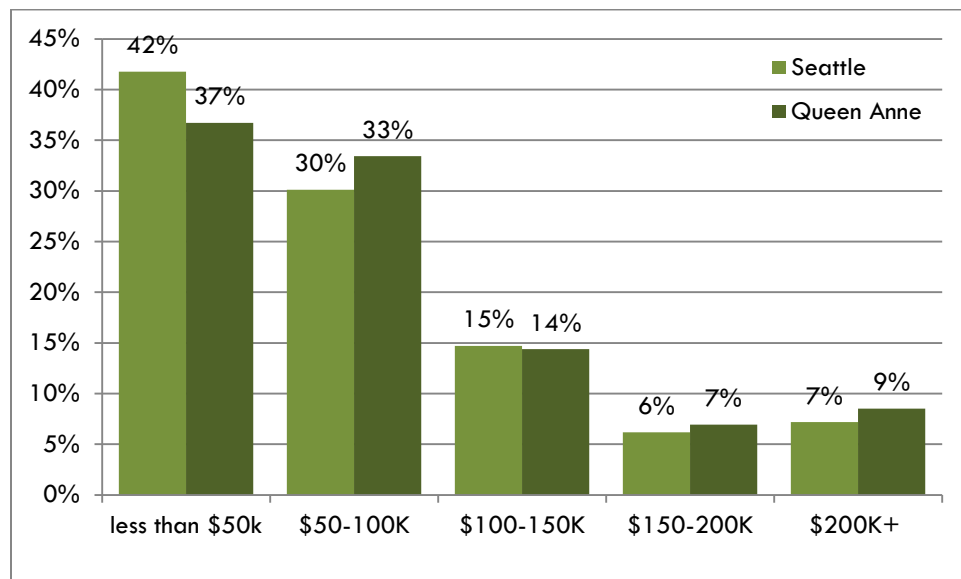
As the two charts show, Uptown's population is substantially more Caucasian than the city overall.





Income

The chart below compares the incomes of Uptown residents with all of Seattle. A lower proportion of Uptown residents makes less than \$50,000 than citywide, and the proportion of Uptown residents in all other income categories is equal to or greater than the city overall.



The table below, from the U.S Census American Community Survey shows the occupation of Uptown residents.

OCCUPATION	Uptown Residents	Share of Uptown Population
<i>Civilian employed population 16 years and over:</i>	<i>23,020</i>	<i>66.9%</i>
<i>Management, business, science, and arts</i>	<i>13,817</i>	<i>60.0%</i>
<i>Service</i>	<i>2,926</i>	<i>12.7%</i>
<i>Sales and office</i>	<i>4,688</i>	<i>20.4%</i>
<i>Natural resources, construction, and maintenance</i>	<i>659</i>	<i>2.9%</i>
<i>Production, transportation, and material moving</i>	<i>930</i>	<i>4.0%</i>



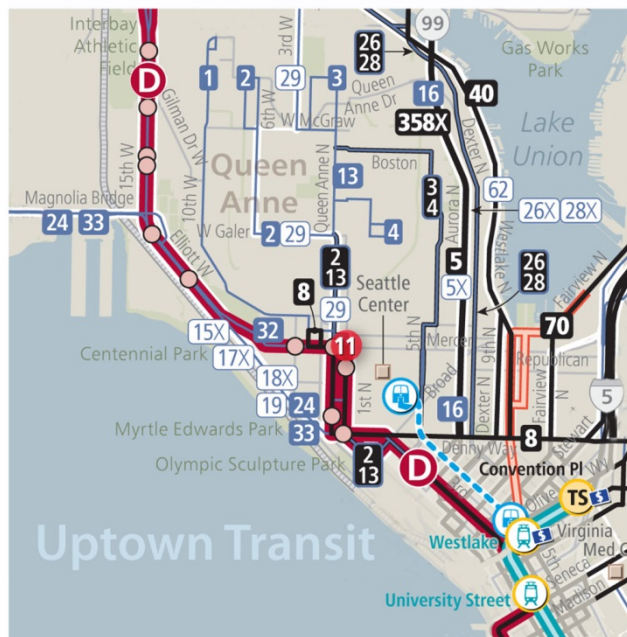
Section 4: Transportation and neighborhood connections

Circulation

The Uptown Urban Center is served by principal, minor and collector arterials as indicated on the map. As the name suggests, principal arterials serve as the principal route for the movement of traffic through the city. They connect Interstate freeways to major activity centers, to minor and collector arterial streets and directly to traffic destinations. They serve major traffic generators such as a shopping or commercial districts and move traffic between communities.

Minor arterials distribute traffic from principal arterials to collector arterials and access streets. These arterials serve secondary traffic generators such as community shopping areas, high schools, community centers and athletic fields, and serve trips between neighborhoods within a community. Minor arterials are generally located on neighborhood boundaries except when necessary to provide adequate service to traffic generators located within neighborhoods.

Collector arterials collect and distribute traffic from principal and minor arterials to access streets or directly to local destinations. Collector arterials are typically located within neighborhood boundaries and serve small groups of stores, schools, small apartment complexes, and residential uses. Major truck streets lie at the edges - Elliott Avenue West, Denny Way and Aurora - with the exception of Broad Street. When Broad Street is eliminated through improvements associated with the State Route 99 (SR99) north tunnel portal, the proposed truck route will be along 5th Avenue N and Mercer St between 5th Avenue N and Aurora.



Transit

Uptown is currently served by Rapid ride line D southbound along Queen Anne Ave N and northbound along 1st Ave N. Seven other bus routes serve the area (1, 2, 3, 4, 8, 1 and 29). Six of these routes provide frequent bus service. In addition, the Monorail provides service between Westlake Center downtown and the Seattle Center.



Bicycle

The draft 2013 [Seattle Bike Master Plan](#) describes a range of bicycle facilities to better connect the Uptown Urban Center. The Bike Master Plan is schedule to be finalized in the fall of 2014. The draft Bike Master Plan proposes the following improvements in the Uptown neighborhood:

Cycle tracks on 5th Avenue N between Denny and Mercer Sts., Mercer St. between 5th Avenue N and Dexter Avenue N, 1st Avenue N between Roy St. and Denny Wy., Roy St. between 1st Avenue N and Queen Anne Avenue N., Queen Anne Ave N between Roy St. and Denny Wy. and on West Olympic Place to Olympic Way West to 10th Ave W between 1st Ave W and West Wheeler Street.

Neighborhood greenways are proposed along Thomas Street between Eastlake Ave E and the Thomas Street bridge and along 2nd Ave N between Roy and West Thomas Street.



Section 5: Major Projects

Several significant transportation projects are in various stages of planning within the Uptown neighborhood. This section briefly describes these projects as they are important to consider



throughout the development of the Urban Design Framework. Hyperlinks to the projects are included as the projects will continue to progress and develop after the publication of this background report.

Transportation

State Route 99 Tunnel North Portal

Access to SR99 will be provided via new ramps at Republican Street and 6th Avenue N. Northbound off-ramp traffic from SR99 will exit to the east toward Dexter Avenue N. and southbound traffic will merge onto SR 99 via a new 6th Avenue N. between Harrison Street and Mercer Street west of SR 99. The new 6th Avenue N. roadway will have one to two lanes in each direction and a traffic signal at the SR 99 ramp intersection.

Connections across Aurora

John Street, Thomas Street, and Harrison Street will connect to Aurora Avenue N. Thomas Street will feature bike lanes between Dexter Avenue N. and 5th Avenue N. Aurora Avenue N. will have two travel lanes in each direction, an additional transit-only lane, and turn pockets between Denny Way and Harrison Street. The Denny Way intersections with John Street, Thomas Street, and Harrison Street will be signalized. Broad Street between Thomas and Mercer will be vacated and dedicated to adjacent property owners.

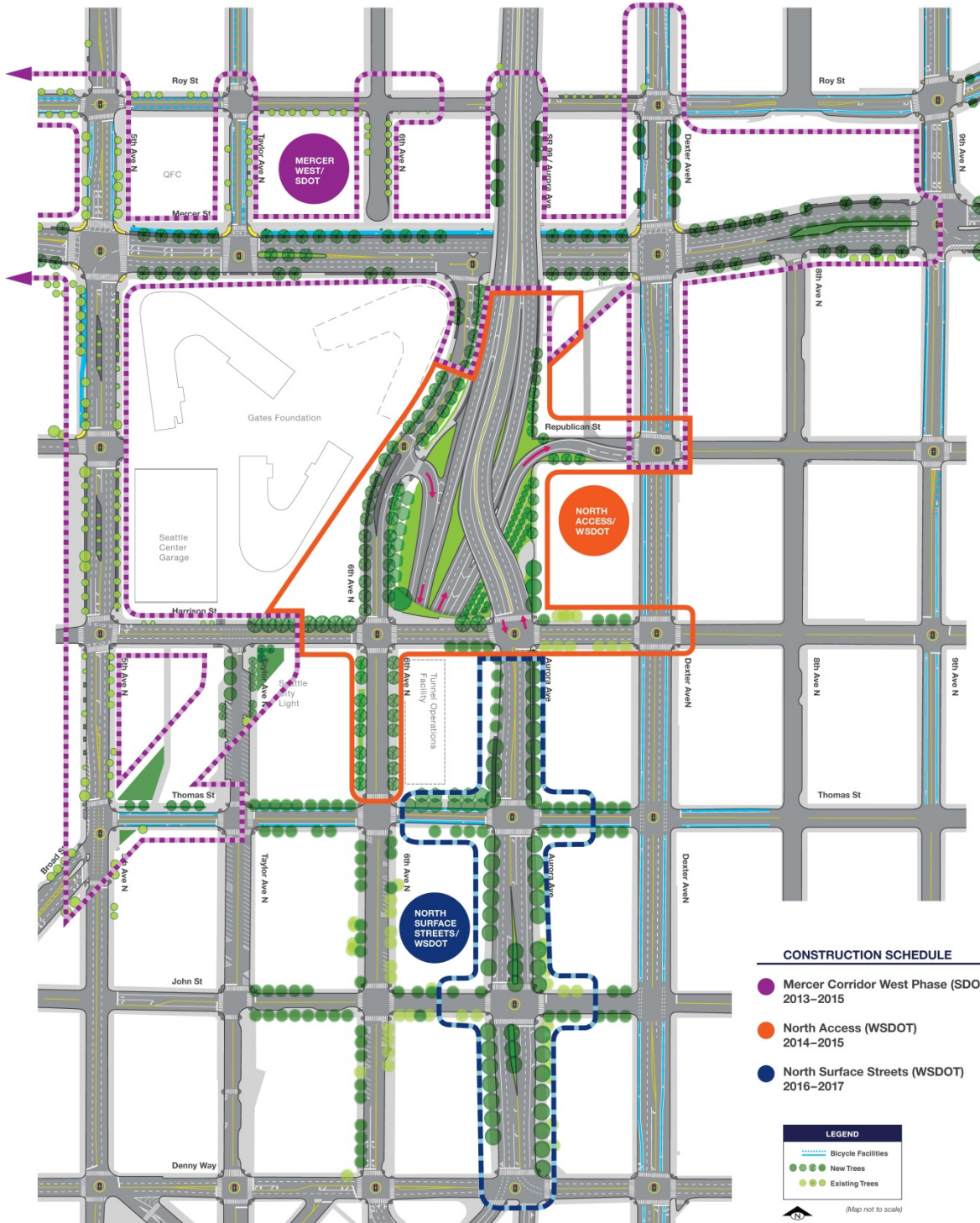
Mercer Corridor Project - West

Mercer West will complete the City's vision for a direct, two-way connection between I-5 and Elliott Avenue West continuing the segment of work constructed by the Mercer East Project. Along with new crossings of Aurora Avenue provided by the Alaskan Way Viaduct Replacement Program (see above), the project will greatly enhance the connection between the South Lake Union Urban Center and the Uptown Urban Center, including Seattle Center.

Mercer Street will have three travel lanes in each direction between Dexter Avenue N. and 5th Avenue W., two lanes in each direction between 5th Avenue N. and 1st Avenue W., and one lane in each direction between 1st Avenue W. and 5th Avenue W. Roy Street will also be converted to have two-way operations with one lane of travel lane in each direction. Pedestrian and bicycle improvements will be provided along both Mercer Street and Roy Street, including bike lanes in both directions along Roy Street between 5th Avenue N. and Queen Anne Avenue N., a bike path on the north side of Mercer Street near the Aurora Avenue underpass, and new and / or improved sidewalks along the project corridor. This project is scheduled to be completed by mid-2015 and will connect to improvements made in the area related to the Alaskan Way Viaduct Replacement Project.



MERCER CORRIDOR PROJECT



Mercer West and North Portal (SR 99 Tunnel) Improvements 



City Light Annex expansion

Seattle City Light needs to locate a new piece of electrical equipment called a Series Inductor on the existing underground transmission line that runs from the Broad Street Substation to the Massachusetts Substation. This equipment—along with projects within Seattle City Light’s transmission system—will control the flow of regional power through the interconnected transmission system and improve reliability of Seattle City Light’s overall transmission and distribution systems. Design of the expansion is expected to begin in 2014.

The Ballard to Downtown High Capacity Transit Study

The Seattle Department of Transportation is studying a 1st Avenue streetcar alignment between Westlake and Jackson, referred to as the Center City Connector project. A joint Sound Transit /Seattle Department of Transportation study, the ‘Ballard to Downtown High Capacity Transit Planning Study’, is considering possible transit improvements, including rapid streetcar alternatives and high capacity transit rail, that include alignments that would connect Uptown and Downtown. Please click on the link below to see the alternative alignments currently being considered. The Transit Master Plan showed this segment as a productive alignment that would warrant further study either through the Ballard study or another study.

[Alternatives Under Consideration \(PDF\)](#)

Lake to Bay Trail

The Lake to Bay trail project is an effort to reconnect Lake Union to Elliot Bay along the Lake to Bay Loop. Originally imagined as the Potlatch Trail, this 3.2 mile pedestrian and bike route between Lake Union and Elliott Bay creates a vital and safe connection to some of Seattle’s civic treasures – Lake Union Park, Seattle Center, the Olympic Sculpture Park and Myrtle Edwards Park. While only separated by a mile, these attractions have remained divided by SR99 and Mercer St. The Lake to Bay Loop reconnects these neighborhoods with a safe route for pedestrians and cyclists.

Section 6: Issues and Opportunities

Following are additional issues and opportunities to study through the development of the Urban Design Framework.

Housing

Affordability

As the Uptown Urban Center continues to grow and redevelop, maintaining housing affordability for all residents will be important. The City currently has two programs that provide incentives for the inclusion of affordable housing; The Multifamily Tax Exemption (MFTE) program and Incentive Zoning. The MFTE Program provides a tax exemption on the residential improvements on multifamily projects in exchange for setting aside 20% of the units for moderate-wage workers. Projects must be located in a residential targeted area and applications to participate in the program must be submitted prior to the issuance of a project's first building permit.



Incentive zoning provides for extra floor area above the base height limit in residential developments in exchange for affordable housing. The affordable housing is intended to primarily serve Seattle's moderate-wage workers. The Residential Bonus Program is currently available in Uptown only for parcels zoned midrise.

Single-purpose residential development in zones allowing a mix of commercial, office and residential uses - Neighborhood Commercial zones

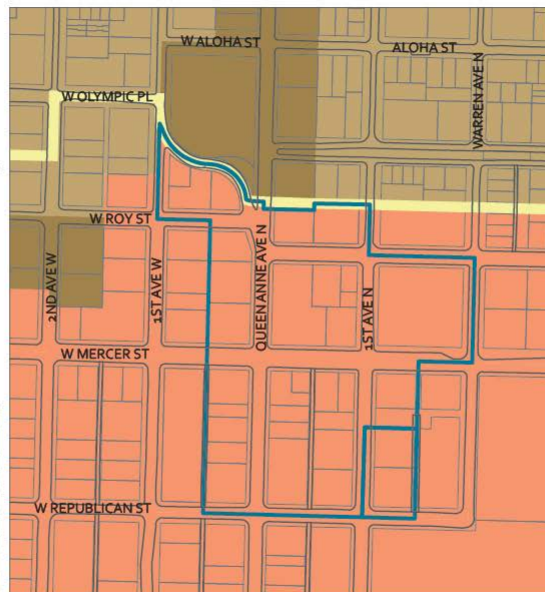
Neighborhood commercial zoning, the predominant zone designation in Uptown, currently encourages a mix of uses within a structure including residential and ground floor commercial or office. Allowance of residential-only in some of the neighborhood commercially zoned areas may be worthy of consideration in the development of the Urban Design Framework recommendations.

Pedestrian-designated commercial areas require retail uses on the ground floor and specifically preclude residential uses on the ground floor. As part of the development of the Uptown Urban Design Framework, the appropriateness of additional Pedestrian designated zones in Uptown will be considered and recommendations included in the Framework.

Uptown Urban Center pedestrian-designated zone

zoning

-  pedestrian-designated zone
-  Neighborhood Commercial
-  Midrise
-  Lowrise



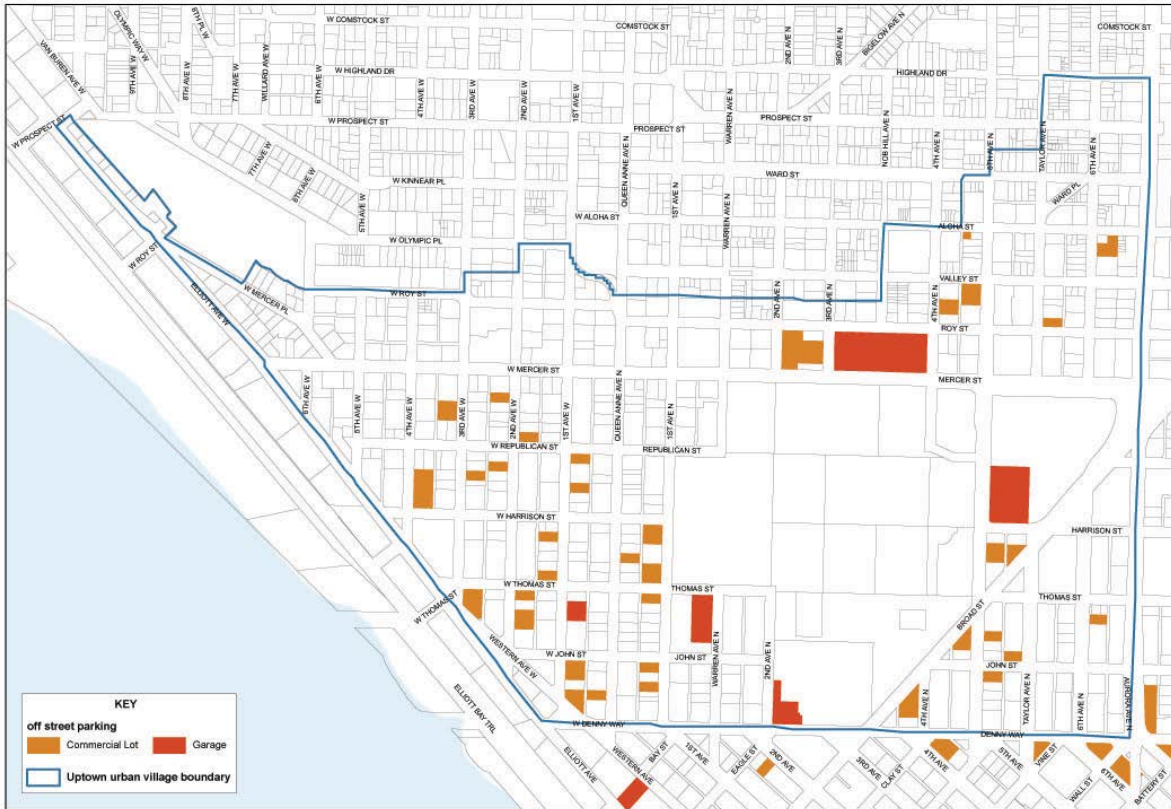


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Redevelopment of parking lots

Commercial surface parking lots are often considered to be prime opportunity sites for redevelopment. The return on the redevelopment investment, however, does not always compensate for the steady return on the parking and the relatively low cost overhead of a surface parking lot. This challenge will be studied as part of the Urban Design Framework process.

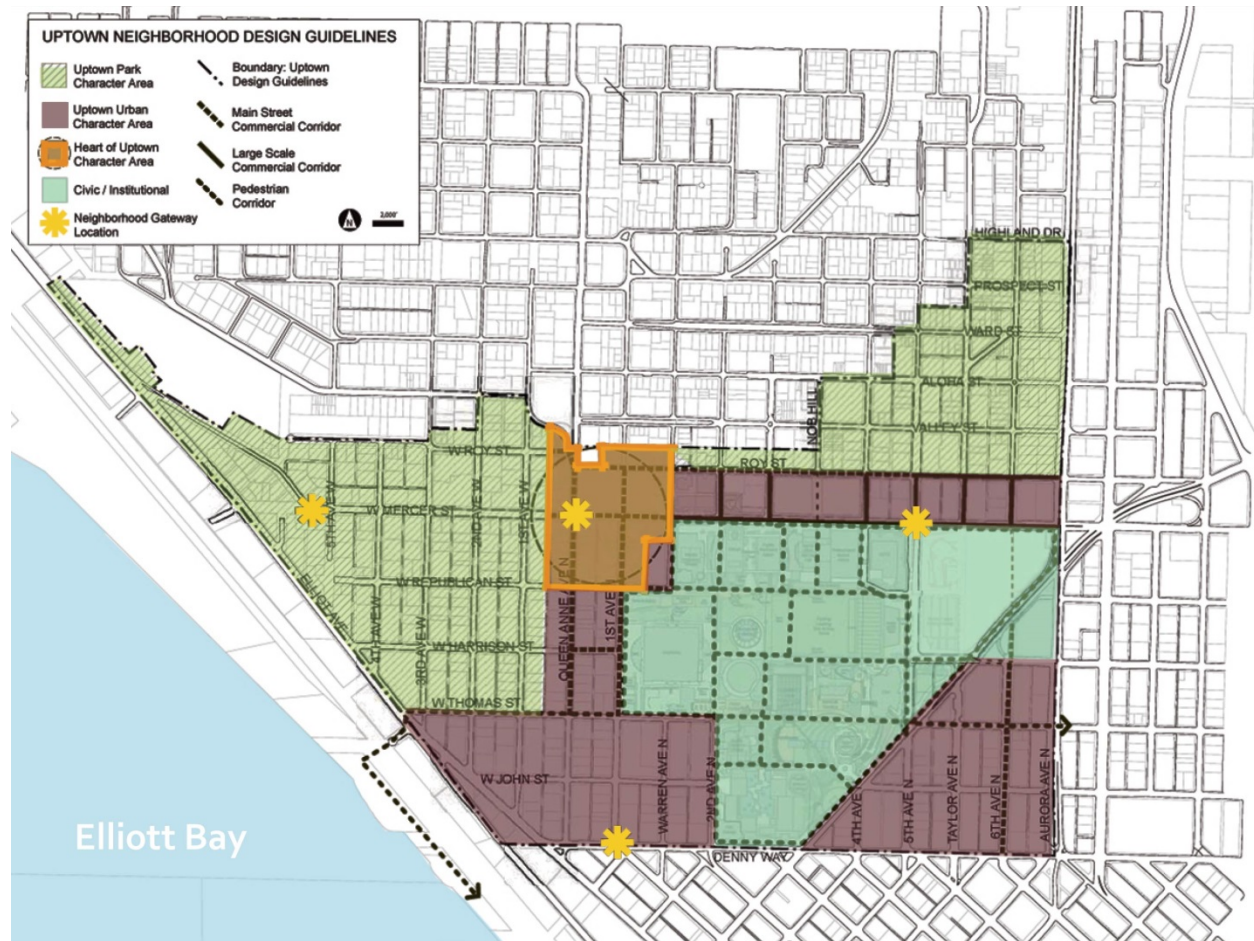
Uptown Urban Center off street parking





Business district strategies

Analysis conducted for the Seattle Arena Draft Environmental Impact Statement released August 15 2013, concluded that “while the NBA departure from Key Arena impacted retail [in Uptown] real estate, technology, medical and outdoor industries are the key economic drivers of real estate development in the area”. The focal point of retail is on Queen Anne Avenue between Republican and Roy Streets. The Heart of Uptown is recognized by the Uptown Neighborhood Design Guidelines as the “vibrant core of the Uptown Neighborhood and ...should continue as an active node for Uptown and should provide for mass transit rider’s needs”.



Historic preservation

Unreinforced Masonry

Seattle’s Department of Planning and Development is considering requiring retrofits for buildings with unreinforced masonry (URM) bearing walls. URMs are the brick buildings built without steel reinforcements and the ties and connections required by modern building codes. They were built throughout the city, but many can be seen in neighborhoods such as Pioneer Square, Chinatown International District, Columbia City, Capitol Hill, and Ballard. URM buildings are the most likely type to be damaged during earthquakes. Retrofits will make these buildings less vulnerable to damage. DPD



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made final recommendations to the City Council in the fall of 2013. Twelve URM's have been identified in the Uptown neighborhood, one of which is a historic landmark.



Appendices

Relevant Neighborhood Planning Goals and policies

Below, are the Neighborhood Planning element goals and policies relevant to Uptown:

QA-G3 The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood which enjoys a strong relationship with Seattle Center.

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 which 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.

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 ROWs, 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 which 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/multi-modal node(s) in the Urban Center which 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-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 which 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 non-motorized 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-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 multi-modal 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 r

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.