

An aerial photograph of Seattle, Washington, showing the city's urban landscape, the surrounding waterways (Puget Sound and Elliott Bay), and the distant mountain ranges under a clear sky. The city's skyline is visible in the lower-left quadrant, with the downtown area featuring several tall buildings. The water is a deep blue, and the surrounding land is covered in green vegetation and urban development.

INTRODUCTION TO

# Seattle Planning & Development History

PRESENTED BY:

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**John Skelton**



# In the Beginning

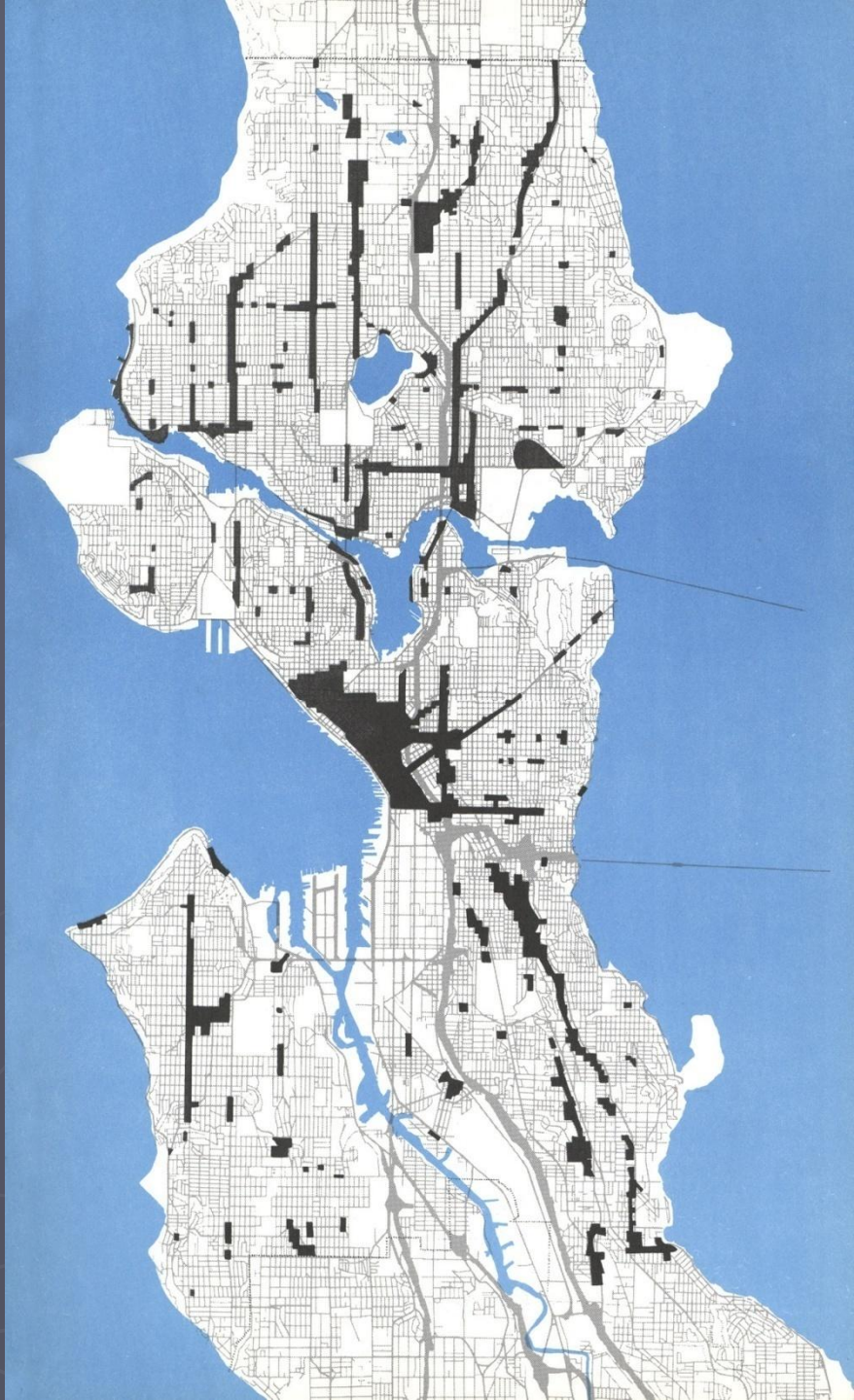


- ▶ City founded in 1851 @ Alki
- ▶ 1865 First City Charter (pop. 350)
- ▶ 1869 City incorporated by Legislature (pop. 1,500)
- ▶ Mayor and Council elected annually
- ▶ 1883 women allowed to vote (lasted 4 yrs)
- ▶ 1889 Seattle Fire transformed construction in Seattle to masonry and brick



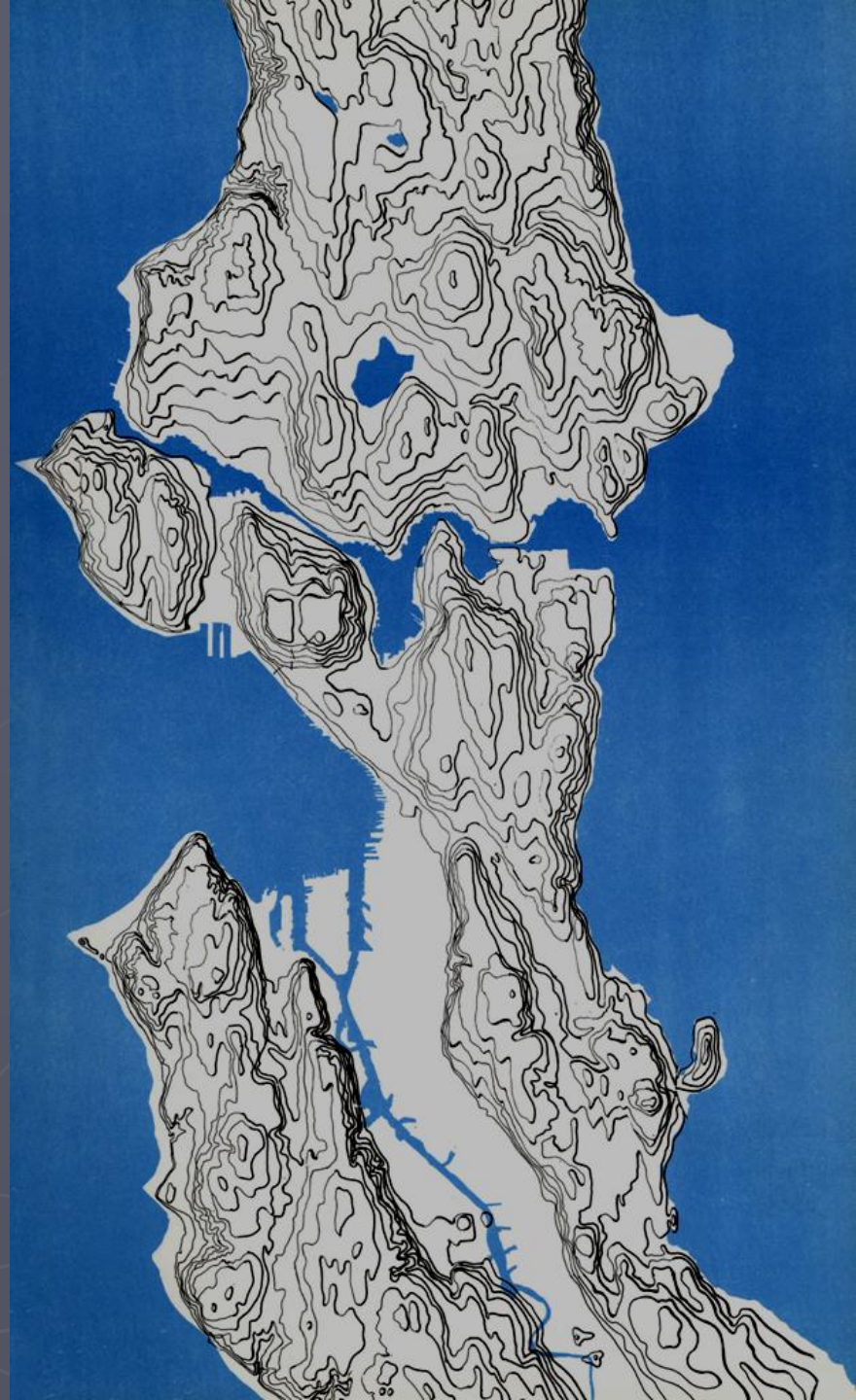


**TOPOGRAPHY  
PLATTING  
ANNEXATION  
TRANSPORTATION  
OPEN SPACE  
ZONING**

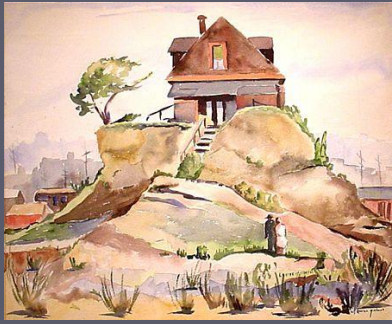


# Topography

- ▶ Land & Water are primary determinants in shaping the form of the city
- ▶ Unique setting establish city's image as a place in a dramatic setting
- ▶ Land and water provide edges and physical limits to growth
- ▶ Topography is characterized by north-south hill forms and panoramic views



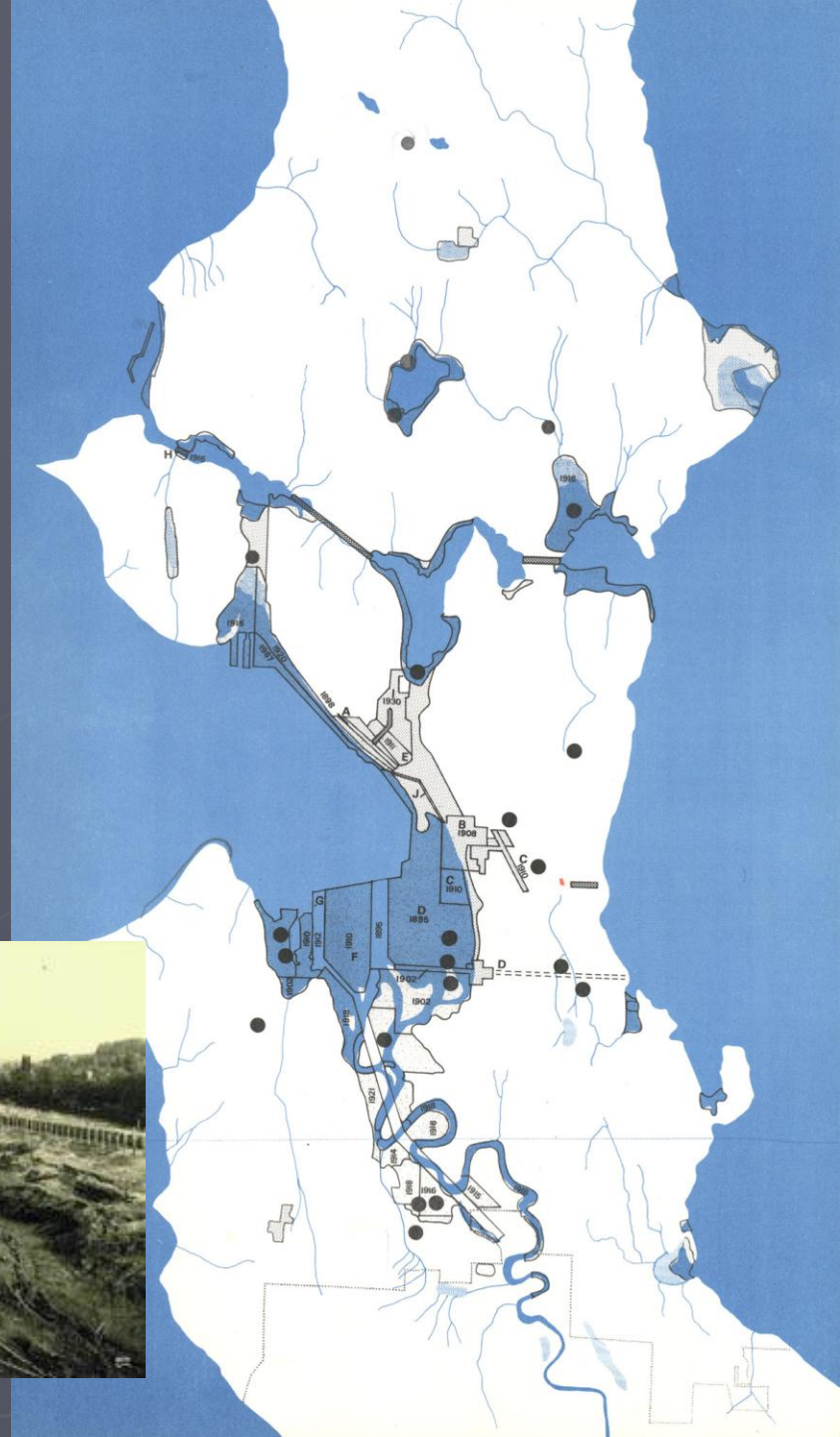




# Reshaping Topography

Topography was believed an obstacle to growth

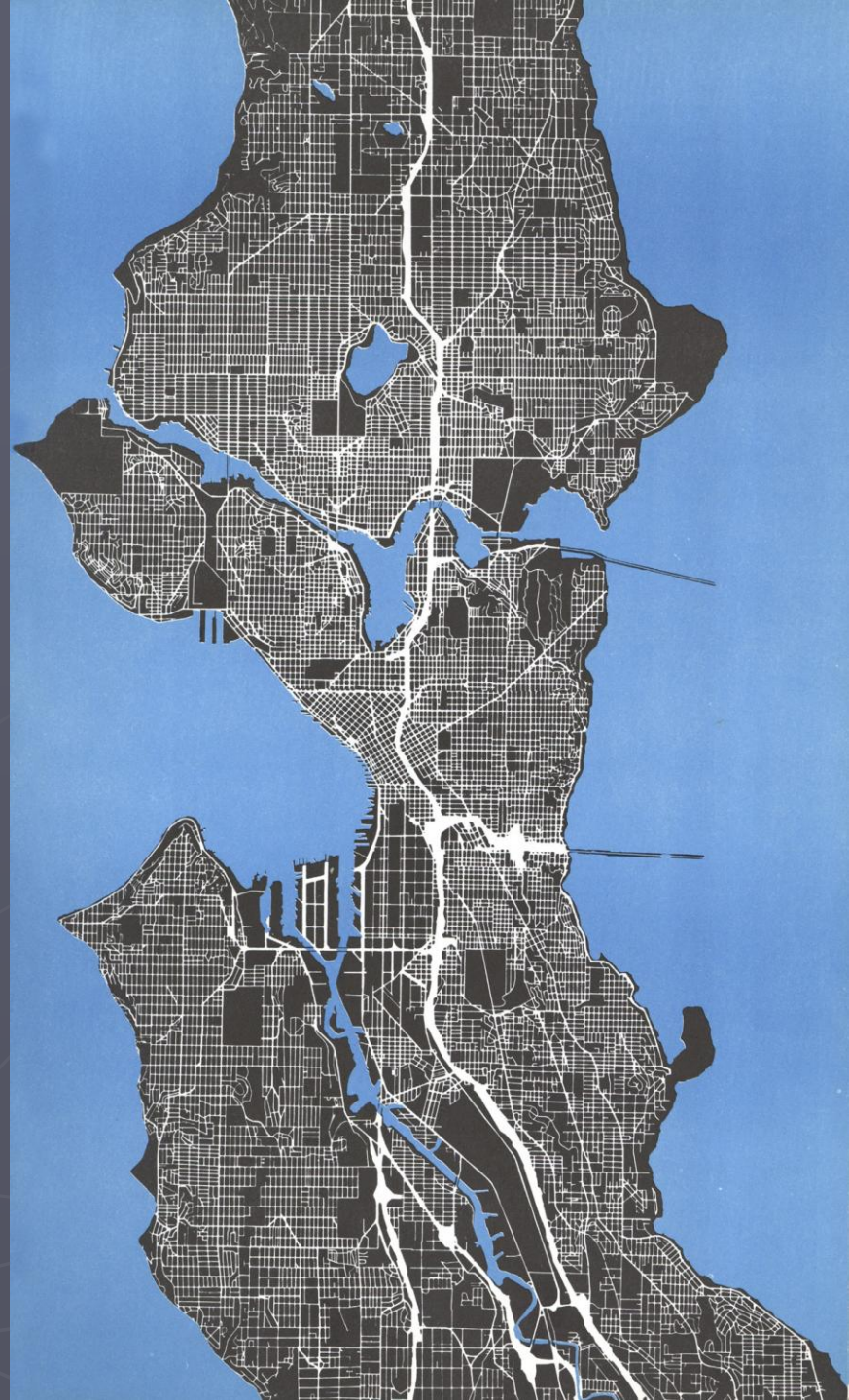
Grading and filling occurred on a wide scale - Denny Hill, Duwamish tide flats, Jackson St., channeling the Duwamish River, Harbor Island





# Platting

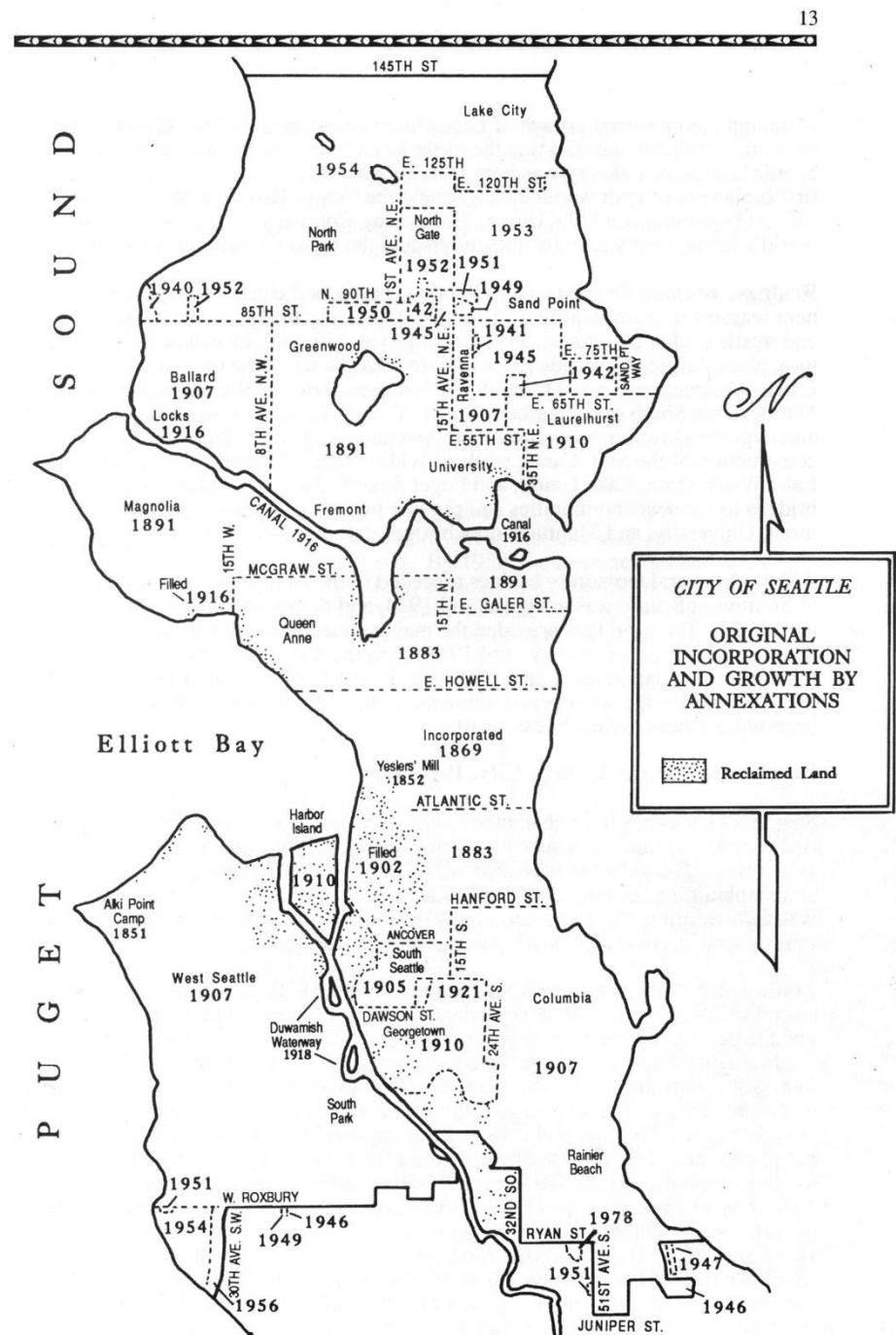
- ▶ Early platting paralleled the waterfront
- ▶ Initially platting reflected competing townsites, one using a compass, the other the shoreline
- ▶ Result was historical accident that gives city a sense of place not possible with strict adherence to grid
- ▶ Platting was influenced greatly by environmental suitability for building, accessibility and climate considerations





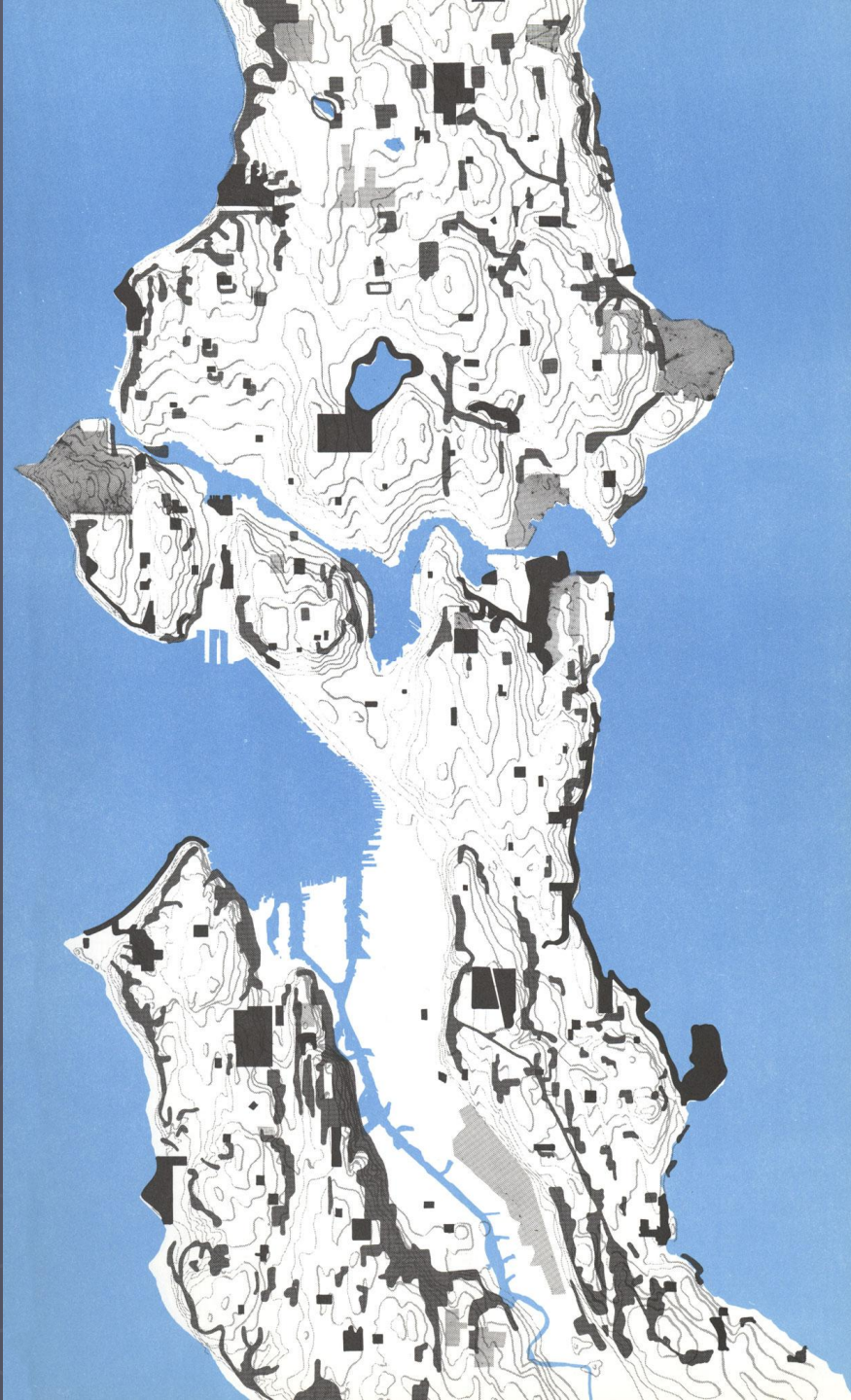
# Annexation

- ▶ During the first part of 20<sup>th</sup> century, city expanded through extensive annexation
- ▶ By 1891 city extended from Beacon Hill to U-district (known as Brooklyn)
- ▶ In early 1900's independent cities including Ballard, Columbia, South Park, Rainier Beach, West Seattle, Georgetown, and Laurelhurst were annexed
- ▶ Postwar annexation added much of city north of N. 85<sup>th</sup> street



# Public Lands and Open Space

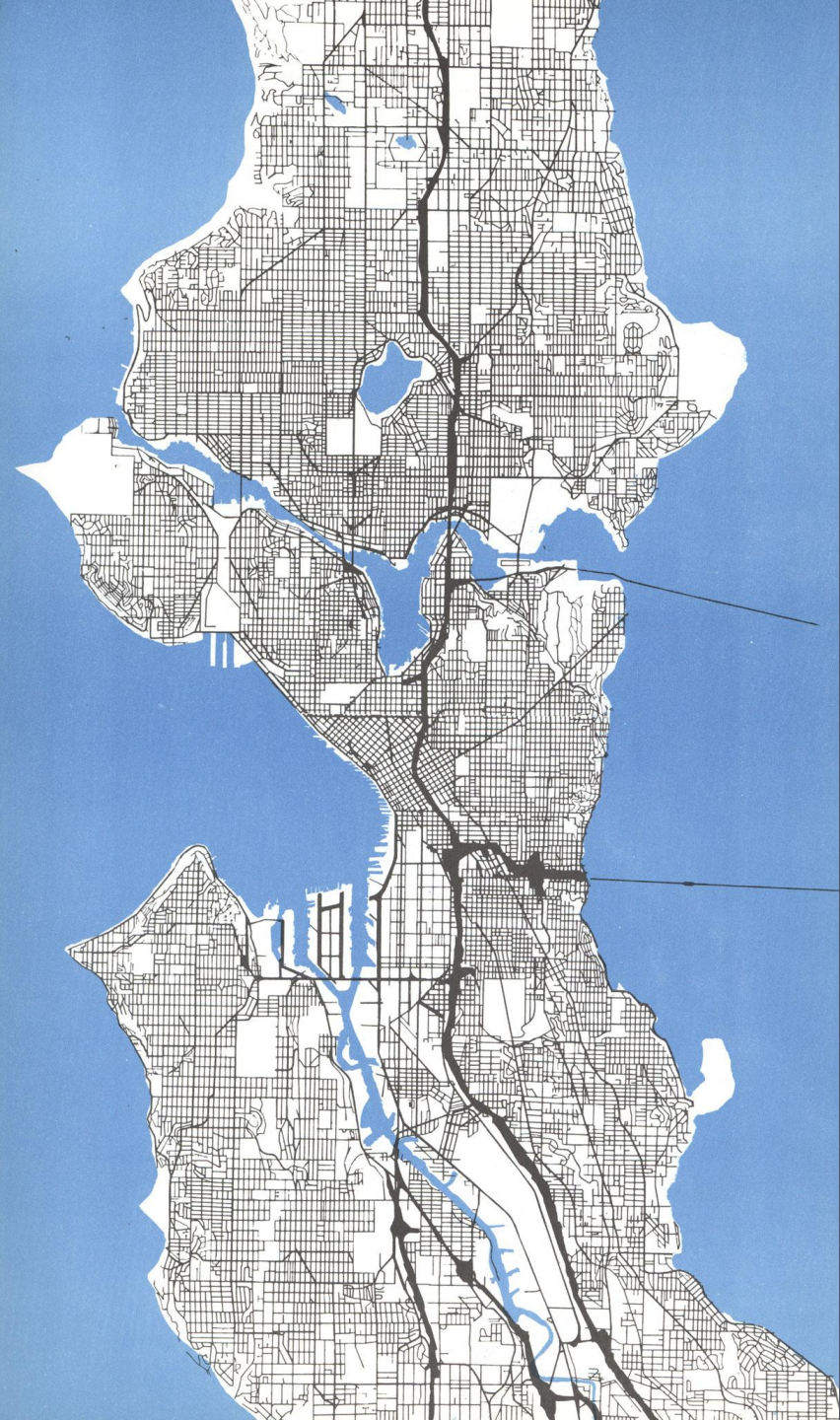
- ▶ Open Space includes parks, greenbelts, and water areas
- ▶ Benefits by early parks planning (Olmstead) and by linear open spaces that were traditionally difficult to build upon
- ▶ Significant expanse of open water in and around city
- ▶ Open space helped to define neighborhoods and separate incompatible uses





# Transportation

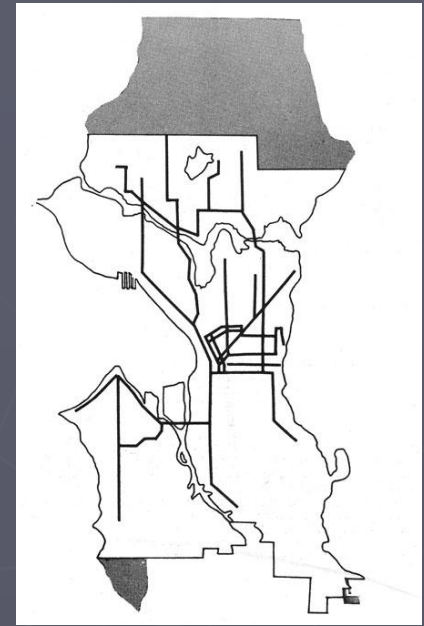
- ▶ Original connections to the region and the nation were dependent on water access
- ▶ Street Cars exposed new territory to speculative commercial & residential development
- ▶ Accelerated the decentralization of the city
- ▶ Similar to RR and Streetcar routes, major streets frequently traversed valleys or were built on ridges, or paralleled shorelines
- ▶ As mobility increased, so did the boundaries of the city
- ▶ Just as the system of street cars, then arterials, provided access to other neighborhoods and commercial centers, so did freeways easily access the suburbs



# Street Cars



- ▶ A steam-powered cable railway along Yesler Way to Leschi Park was the first cable railway line in Seattle;
- ▶ 1889 First Electric Streetcars;
- ▶ By 1892, Seattle was served by 48 miles of streetcar lines and 22 miles of cable car lines;
- ▶ Tracks doubled during the decade, while one utility cartel quietly bought up each of Seattle's 22 separate streetcar lines;
- ▶ Beginning in 1940, the city tore up its street railways and replaced streetcars with buses and trackless trolleys ;



*Street Car Lines*



# Into the 20th Century

- ▶ Railroads and Shipping connected Seattle to the rest of the Country
- ▶ Exploitation and development of Alaska gave rise to unprecedented commercial expansion
- ▶ Between 1890 and 1920 Seattle experienced tremendous growth. The population of the City grew from 80,671 to 315,685
- ▶ Public health was a concern:
  - Minimum housing standards
  - Provision of light and air
  - Recreation space for workers



## City Beautiful Movement

- ▶ European cities offered the best model for American cities;
- ▶ Beautiful works that attract the wealthy makes pleasant the life of the poor & creates a unifying civic pride;
- ▶ Architect and landscape architect held center stage.

## Alaska Pacific Exposition - 1909

- ▶ Gold rush and stimulated commercial and industrial expansion.
- ▶ Staged on the grounds of what is now UW;
- ▶ Characterized by neoclassical design, vistas and promenades.

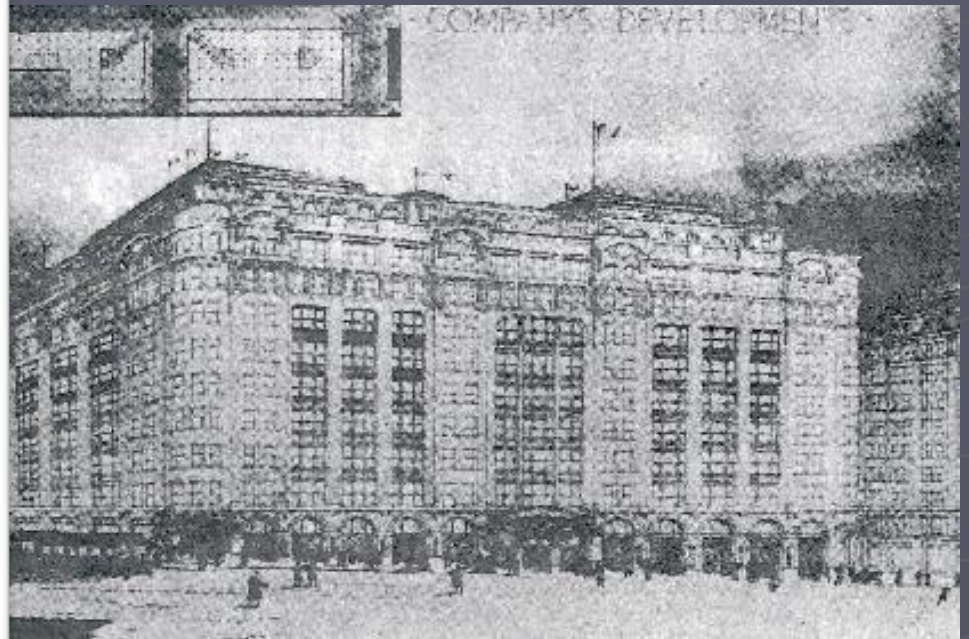
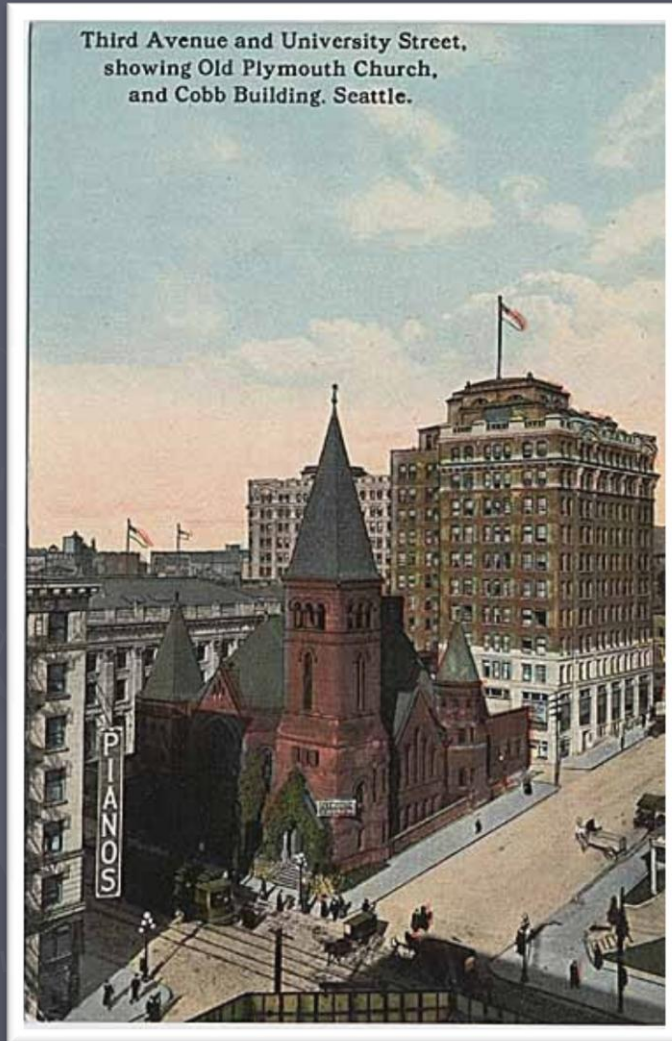
## Olmstead Brothers - 1903

- ▶ April 30, 1903, City hired Olmstead Brothers, a Massachusetts firm, to design a park and boulevard system;
- ▶ Proposed extensive system of parks linked by boulevards and parkways;
- ▶ Included Seward Park, Volunteer Park, Woodland Park and Jefferson Park;
- ▶ Many small parks. (Colman, Frink, Leschi, Madrona) and a boulevard system.





# 1908 Howells and Stokes Plan for the Metropolitan Tract



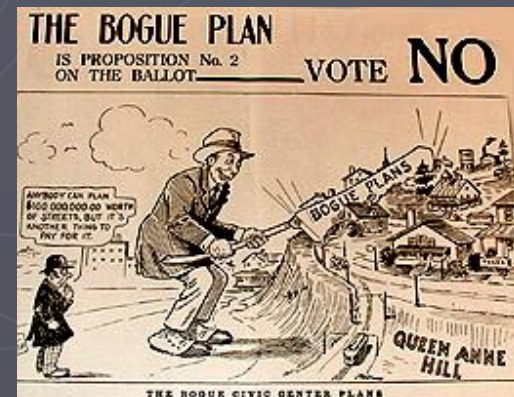
# Bogue's Plan

- ▶ Virgil Bogue; Railroad Engineer, 1911. Hired by Municipal Plans Commission
- ▶ Mostly concerned transportation, harbor improvements and arterial highways
- ▶ Non-transportation recommendations included a proposed civic center in the grandest tradition of the City Beautiful, linked by esplanades and tree lined boulevards, a train station at South Lake Union, a tunnel to Kirkland, and Mercer Island as a city park
- ▶ Particularly prophetic in his recommendations about rapid transit
- ▶ Bogue offered no studies to justify the large public expense; nor how to carry it out
- ▶ The City Charter required that the plan be put before the voters and it failed decisively
- ▶ Notwithstanding the Plan's defeat, much of Seattle's arterial highway network, park system and part of its waterfront are based on Bogue's proposals



*“The City’s growth will be retarded with a undesirable tendency to develop congested, and unhealthful districts unless rapid transit facilities are provided.*

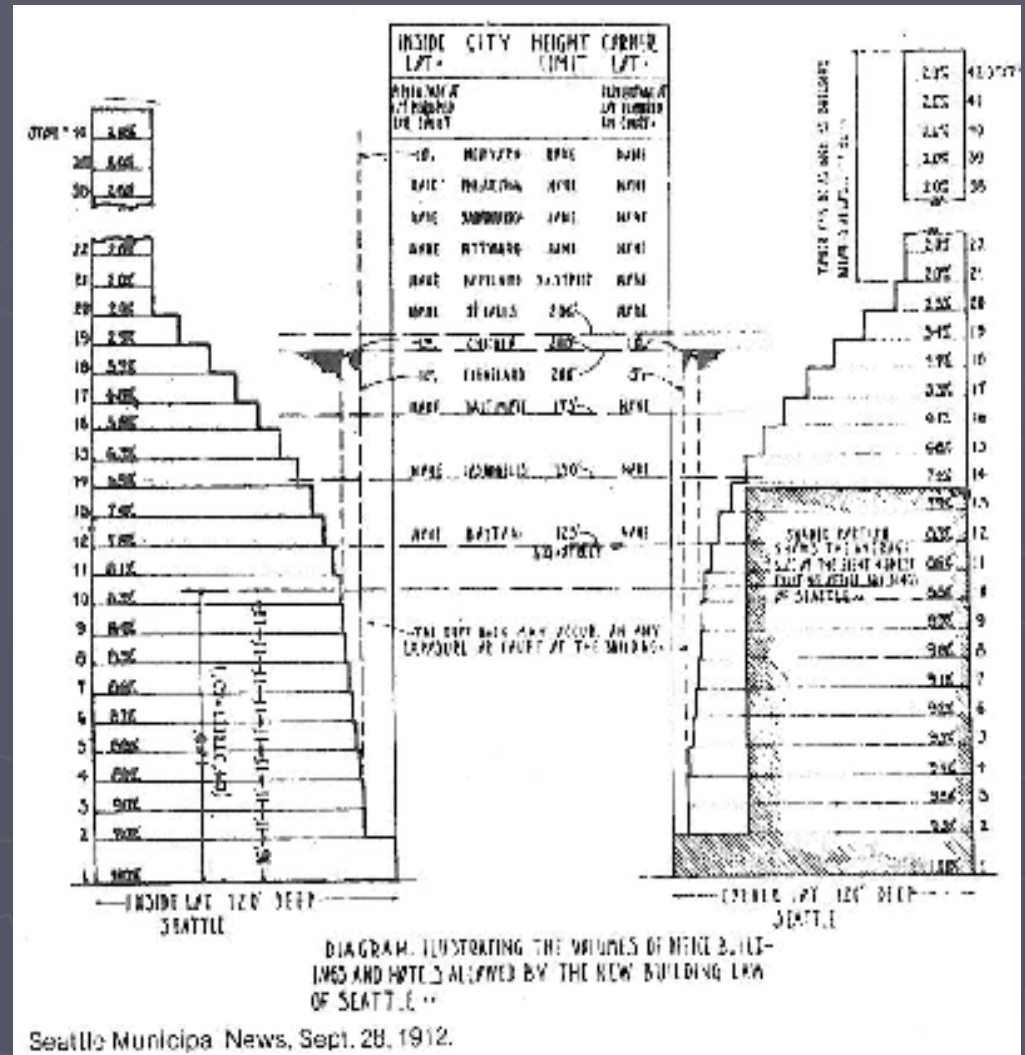
*Businessmen, and workers generally, cannot be served by a surface street railway system, over lines stretching out six or seven miles, with stops at every street crossing, consuming from thirty minutes to an hour twice each day. And the more the population increases in these suburban sections over which the city must expand, the more difficult the problems become.”*





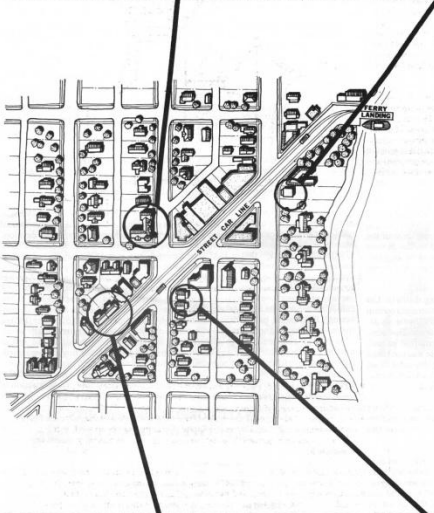
# Limiting Building Height

**1912** : First regulations  
for structure height adopted



# Zoning and Development

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The community to the left represents how a small section of the city might have looked before zoning was used to regulate land use. By the turn of the century, privately developed streetcar lines had made possible the outward expansion of the growing city. Often, the lines terminated at waterfront parks, and land along the routes was open for speculative development. At important junctions, such as the point where passengers would transfer from streetcar to ferry, the clustering of commercial and business establishments occurred. These activities were capable of paying higher prices for premium locations easily accessible to their customers and clients, while less valuable land was set aside for residential use. The arrangement of housing types also reflected varying land values. Walk-up apartment buildings and row-houses, representing the highest residential densities, were constructed on more valuable land within easy walking distance to jobs or streetcar transportation. Duplexes and single-family houses were built on less costly land found beyond the more intensely developed streetcar spine. Wealthier households could afford the luxury of larger lots and in this example, chose to locate along the lake to enjoy the views.

There were no minimum lot sizes, setback requirements, or bulk regulations to prevent complete building coverage of a private lot, and, beyond a natural tendency for similar uses to locate in the same area, there was nothing to prevent a mixture of totally different uses.



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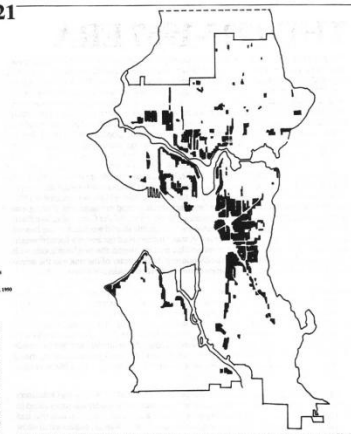


Median Point of Population Midway & E. Thomas St.  
Median Residential Distance from Downtown 1.6 Miles.  
Source: Office of Population Research, University of Washington



Median Point of Population Eastlake & Harrison St.  
Median Residential Distance from Downtown 4.4 Miles.  
Source: Seattle Planning Commission Estimates. Date: April, 1958

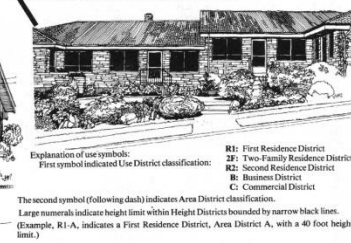
Decentralization was becoming more and more pronounced. Low interest loans made available after World War II through the Federal Housing Administration spurred single family residential development in suburban areas. The median residential distance from downtown Seattle had almost tripled from a 1.6 mile radius at the turn of the century to 4.43 miles by 1950. Increased mobility was in large part responsible for this trend. The average number of automobiles per household had reached 1.25 by 1950, coinciding with a steady decline in transit use following a peak ridership period during the years of World War II. Completion of the Alaska Viaduct in 1953 and development of the Northgate Shopping Center in 1950 were clear indications that the pull of the central city had less and less an influence on shaping land use patterns, while developments more regional in scope were having an increased impact on directing growth.



Areas of the city zoned for multi-family use under the 1923 Ordinance. In 1938, when the City's incorporated area included 68.5 square miles, only 1.3 percent of this total, or 320.7 acres, contained multi-family residences. By 1952, 3,260 acres were zoned for multi-family housing, with only 817 acres, or 1.7 percent of the City's total land area, actually being used for this purpose.



With the adoption of a zoning ordinance in 1923, new development in this hypothetical community was to be governed on a block by block basis, by a combination of three separate regulations controlling use, building area, and height. Area Districts established setback requirements and maximum lot coverage. There were four Area Districts ranging from 'A' to 'D', with 'D' representing the most intensively developed condition of 100 percent lot coverage and no setback requirements. Seven Height Districts limited how tall buildings could be constructed, and Use Districts controlled the type of development permitted. (See Time Line.) The existing development pattern was used as a base for establishing how the area should be zoned under the new ordinance. Parcels along the streetcar line, considered more important with the construction of a new bridge, were designated for intensive business and commercial development. Because residential development was permitted in commercial and business zones, many apartment buildings continued to be constructed there to take advantage of the greater lot coverage and building heights permitted under the area and height provisions associated with these categories. Elsewhere, new residential development adhered to standard setbacks and yard requirements. Much of the multi-family housing during this period was in structures of ten units or more, and a variety of architectural solutions were employed, reflecting the widening range of life styles and housing preferences of an increasingly sophisticated city.



Explanation of use symbols:  
First symbol indicated Use District classification:  
R1: First Residence District  
2F: Two-Family Residence District  
R2: Second Residence District  
B: Business District  
C: Commercial District  
The second symbol (following dash) indicates Area District classification.  
Large numerals indicate height limit within Height Districts bounded by narrow black lines.  
(Example, R1-A, indicates a First Residence District, Area District A, with a 40 foot height limit.)

Pre-zoning

1923 - 1957



# Beyond the Grand Plan

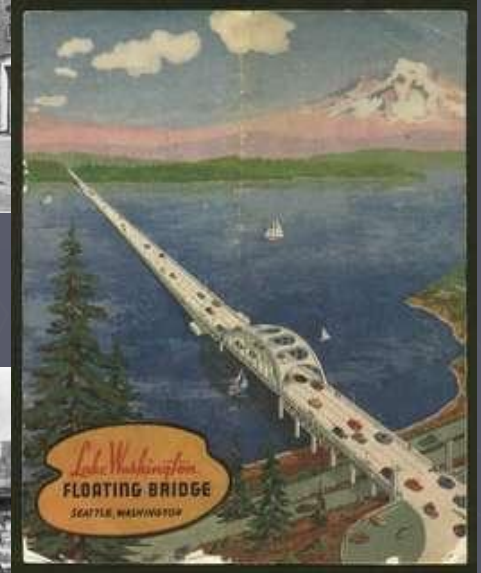
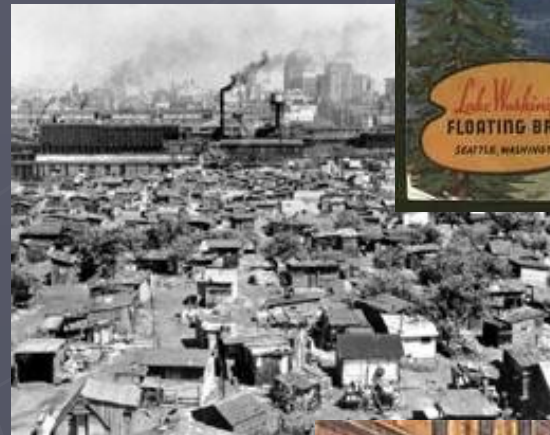
- ▶ Increasingly functional issues (efficient transportation, well planned streets, parks and playgrounds) became important
- ▶ Transportation routes followed the path of least resistance
- ▶ The "zone system" was willingly accepted in city even if it meant abridged property rights.
- ▶ Theodore Roosevelt: *Human rights and property rights are fundamentally and in the long run identical, but when it clearly appears that there is a real conflict between them, human rights must have the upper hand, for property belongs to man and not man to property.*
- ▶ Popular interest began to focus on protecting single family residential areas from factories, stores, refuse facilities
- ▶ First comprehensive zoning ordinance in New York 1916
- ▶ First Zoning Ordinance in Seattle, 1923
- ▶ Seattle became a city of the middle class
- ▶ City takes over street car lines to guarantee service levels, that private owners could not afford



Ship Canal Opens 1917

# 1930's & 40's

- ▶ Population by 1950 is 467,591
- ▶ Hooverville
- ▶ Yesler Terrace, first integrated public housing in U.S.
- ▶ 140,000 newcomers to the city
- ▶ Holly Park opens for war workers
- ▶ Last street cars “modernized”
- ▶ Lake Washington Floating Bridge



“GUNS FORCE  
CHILDREN FROM CITY  
PARKS” January 1942





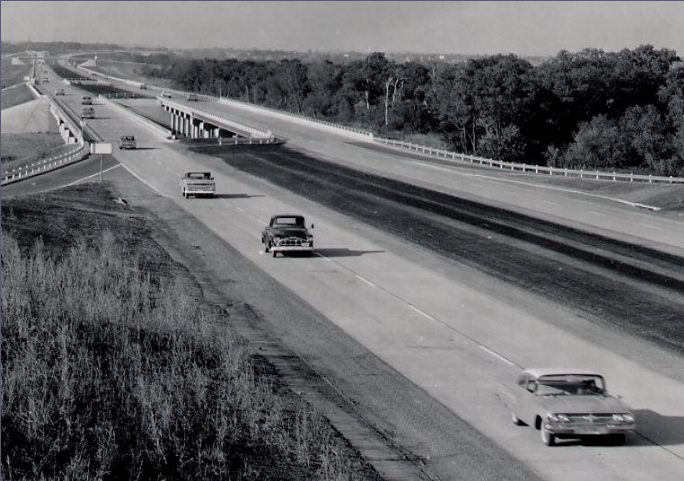
# 1950's & 60's



- ▶ Pop. from 467,591 to 557,087
- ▶ Alaskan Way Viaduct opened to public celebration in 1953
- ▶ Northgate Shopping Mall opens
- ▶ Evergreen Point Bridge, Interstate 5 and Sprawl
- ▶ Central city becomes less influential in shaping land use
- ▶ Annexation and move to suburbs
- ▶ New Comprehensive Plan 1956



# 1956 Comprehensive Plan



- ▶ Average household size declines to 2.7 (5.64 in 1900)
- ▶ Little more than a map of general land use and transportation
- ▶ Prevailing philosophy against mixed-use
- ▶ Protection of single family housing
- ▶ Multifamily housing focused on arterials
- ▶ Impact of automobile



SKETCH 1

playground

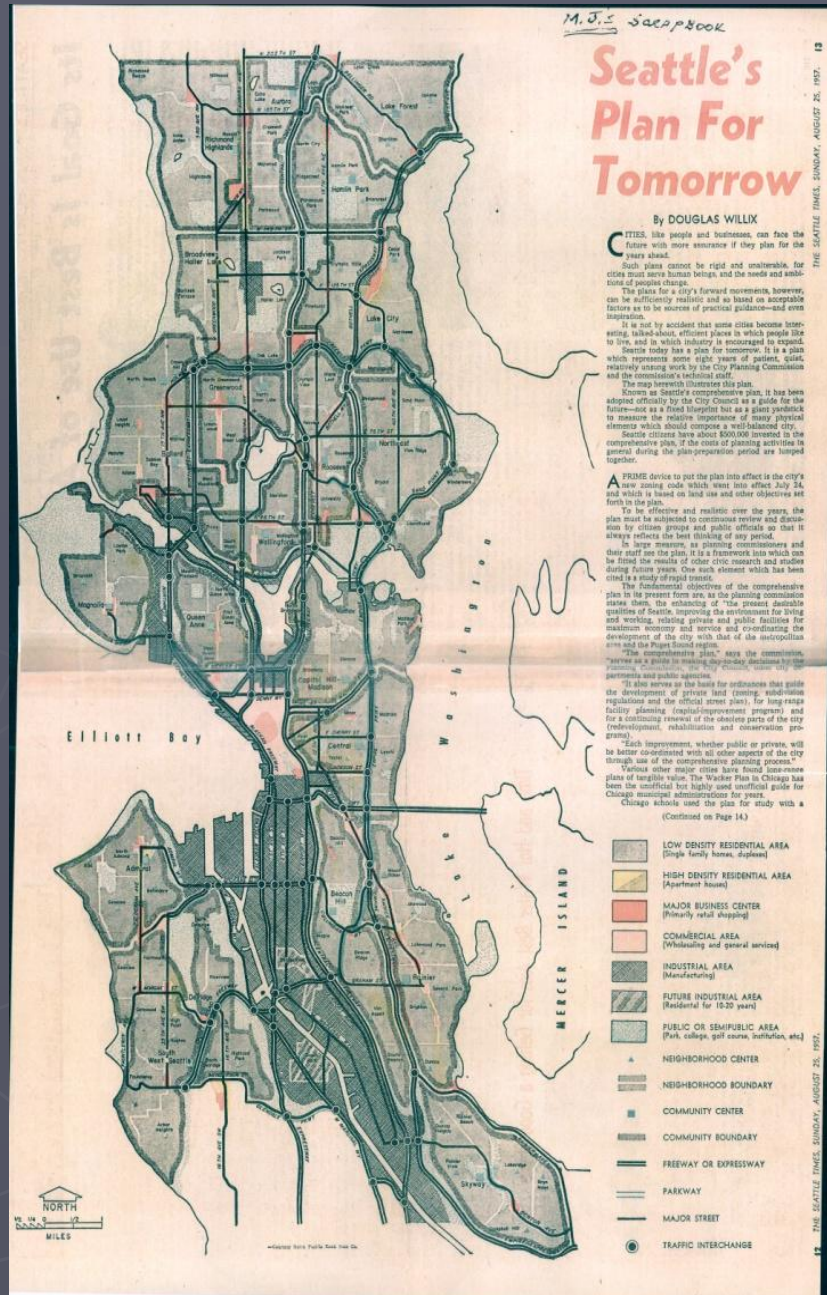
community

local shopping

neighborhood collectors

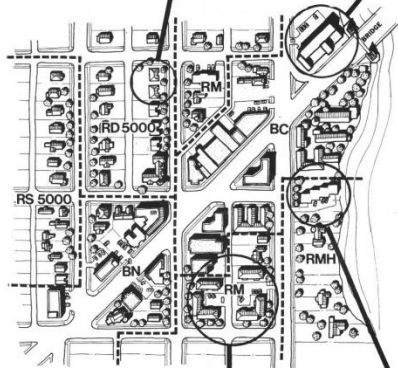
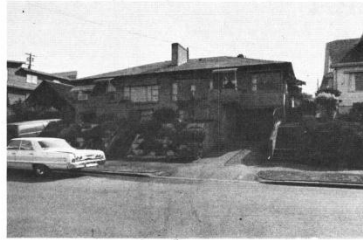
THE NEIGHBORHOOD

- population: 3500-8000
- about 1 square mile
- heavy traffic routes on edges
- safe street pattern
- local shopping facilities





# Zoning and Development



In 1957, the problems associated with the city's continued growth and increasing complexity prompted the adoption of a new zoning ordinance to correct the obvious deficiencies of the earlier code. Under the new regulations, blocks of similar use and character were combined into zones, each of which was subject to a uniform set of regulations controlling height, bulk, and siting. These regulations were based on standards considered consistent with contemporary preferences for space and dwelling types.

To more accurately reflect actual uses and make clearer distinctions between the scale and density of development, more zoning categories were created. The earlier single-family zone was split into a minimum lot zone, RS 5000, and a large lot zone, RS 7200. The Two-Family Resident District was split into a medium density duplex zone, RD 7200, and a high density duplex zone, RD 5000. Garden court and walk-up apartments were permitted in a multiple residence zone, RM, while higher density, elevator-type apartments were allowed in RMH zones.

Increased reliance on the automobile for transportation resulted in a steady decline in transit ridership along with the eventual removal of the streetcar system. To deal with the greater number of cars, parking requirements were incorporated into the zoning regulations, greatly affecting the design, siting, and density of multi-family structures. Earlier streetscapes of lawns and tight rows of buildings were now being disrupted by ground level parking lots.

Developers continued to take advantage of the fact that larger multi-family structures could be built within business and commercial zones. Over one third of the multi-family units built during this period were located in structures of 10 to 20 units built in such zones. In the sample community, this is represented by the increasing intensity of development along the diagonal commercial strip dividing the area.

Over the years, with the outward migration of the affluent, large mansions along the lake became functionally obsolete as single-family residences and were converted to apartments. On the basis of such factors as lake-side amenities, views and proximity to shopping and transportation, the area was zoned for high density development (RMH).

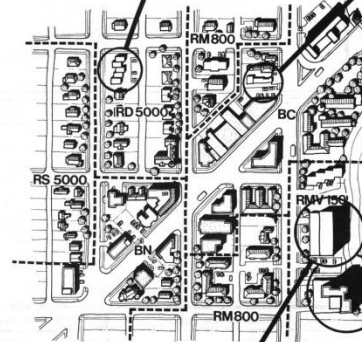
RS 5000 Single-Family Residence High Density Zone  
RD 5000 Duplex Residence High Density Zone  
RM Multiple Residence Low Density Zone  
RMH Multiple Residence High Density Zone  
BN Neighborhood Business Zone  
BC Community Business Zone



1957 - 1965

Zoning remained as the major tool for planning implementation, with regulations becoming both more detailed and area specific; a definite break from the uniformity previously characterizing Code standards.

By 1978, it was generally recognized that the existing Comprehensive Plan did not provide a good basis on which land use decisions could be made. The plan was outdated because of the growth assumptions implicit in the map, the location of some of the land use designations, City's lack of clear policies, and the fact that it did not take into account characteristics and problems that differed among neighborhoods. The Mayor and City Council agreed to replace the outdated Comprehensive Plan with a *Policy Catalogue*, part of which would be new citywide land use policies to guide a complete revision of the City's Zoning Ordinance.



Further refinement of the existing zoning ordinance has occurred up to the present time to accommodate the changing housing needs and preferences of the city's population. To encourage intense residential concentration, special high density zones, RMV 200 and RMV 150, were applied to areas of the community considered especially suited for this type of development due to accessibility and surrounding amenities. Over the years, as the tall structures permitted in this zone began to materialize, adjacent residents became alarmed with the resulting increased congestion and obstruction of views.

As demand for housing increased in the community, many areas, zoned for densities higher than what had actually been built, began to change drastically. Buildings constructed to the maximum limits set in the zoning regulations contrasted sharply in scale with their smaller neighbors and often disrupted streetscapes. The more rigid parking requirements adopted in 1976 resulted in still greater percentages of sites and building space being devoted to vehicular storage.

Townhouses, a modern variation of the frame rowhouses that had once existed near the city's downtown, reappeared, providing an intermediate density and scale between single-family houses and larger multi-family structures.



1965 - 1982



# 1962 Seattle World's Fair

- ▶ Real turning point for the City
- ▶ 77 acre cultural center including Opera House, Science Center and Coliseum
- ▶ Put Seattle on cultural map
- ▶ Turned a profit
- ▶ Shaped Seattle's image nationally and internationally



# METRO & Forward Thrust

- ▶ METRO formed (1958) and within decade Lake Washington was clean and swimmable
- ▶ Seattle in the forefront of water quality management
- ▶ Voters reject METRO transit authority in 1962
- ▶ Voters also approved \$334 million Forward Thrust Bonds
- ▶ Largest per capita public improvement program nationally
- ▶ \$118 million for parks more than ever expended on parks
- ▶ Included Freeway Park (1<sup>st</sup> park over freeway), Gas Works Park, and Waterfront Park
- ▶ Expands Sea-Tac, the Aquarium and Zoo, & funds the King Dome
- ▶ Established the Seattle Design Commission
- ▶ Bonds for mass transit not approved by voters
- ▶ Forward Thrust investments helped City through the recession of 1968-73
- ▶ Voters approve METRO Transit in 1972





# FREEWAYS

- ▶ Interstate 5 opens in 1967
- ▶ Neighborhoods severed leading to some opposition on First Hill, but to no avail
- ▶ 1969 thousands protested freeway thru Arboretum (R.H. Thomson Expressway)
- ▶ 1970 Council approves Bay Freeway
- ▶ 1972 vote scraps new freeways

# The Party's Over - 1970's

- ▶ Pop. 530,000 (less than half of King County)
- ▶ By 1980 population drops to 490,000
- ▶ Migration to suburbs worsened by Boeing layoffs
- ▶ In 1970-71 Boeing lays off nearly two thirds of its workforce
- ▶ Seattle unemployment will peak at 13.8% (national avg. 4.5%)
- ▶ Recession slows urban renewal plans





# Historic Preservation

## Effectively Ends Urban Renewal

- ▶ 1963 Monson Plan for CBD spurs historic preservation efforts
- ▶ Monson Plan calls for new office buildings, ring roads, and parking garages
- ▶ May 1970 Pioneer Square established as Seattle's first Historic District
- ▶ 1971 voters approve saving Market; seven acre Pike Place Market Historic District established
- ▶ 1973 ID Special Review District established



# Most Livable City 1970 - 1990



- ▶ Majority of King County population outside the Seattle
- ▶ Loss of middle income to suburbs contributes to decline of center city
- ▶ Redlining practices by banks discriminates against minorities
- ▶ New interests emerge in protecting the environment, preserving city's history, supporting the arts, and citizen participation in shaping the future

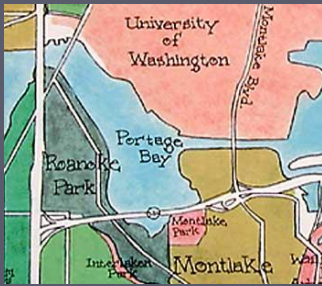




# Most Livable City Environment

- ▶ In the early 1970's saw passage of major environmental legislation
- ▶ State Environmental Policy Act - 1970
- ▶ Shoreline Management Act - 1971
- ▶ No more filling of shorelines or building overwater
- ▶ Bay and RH Thomsen freeways nixed by voters
- ▶ Forward Thrust transportation proposals resubmitted and failed again
- ▶ Support for open space through approval of Bond Issues





# Most Livable City Neighborhood Planning

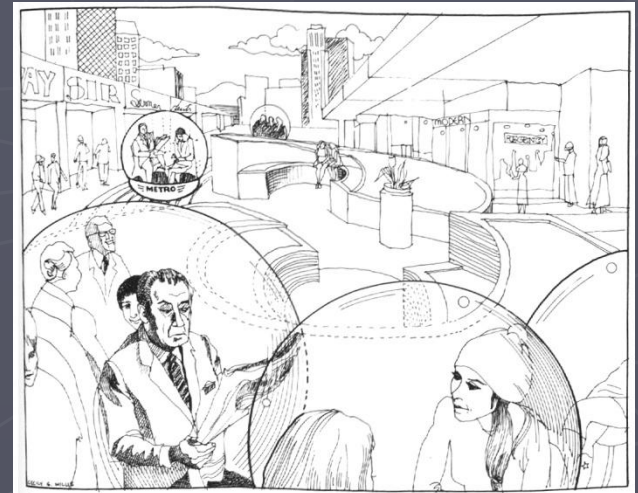
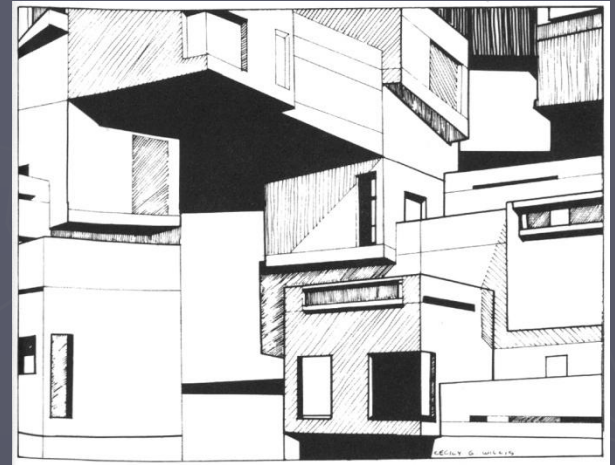
- Neighborhood generally defined by school locations or business districts;
- From the later 1960's Seattle participated in the Model Cities Program;
- Emphasis on citizen participation and Central Area neighborhoods
- Program resulted in neighborhood parks, clinics, and sewer and drainage improvements;
- Forward Thrust mandated Neighborhood Improvement Program
- Office of Neighborhood Planning established
- Focused on Capital Improvement Projects
- Mini neighborhood comprehensive plans w/recommendations on land use, housing, urban design, transportation
- Formed a basis for future land use and transportation plan to come
- Neighborhood plans became part of SEPA review
- Neighborhood Matching Fund introduced



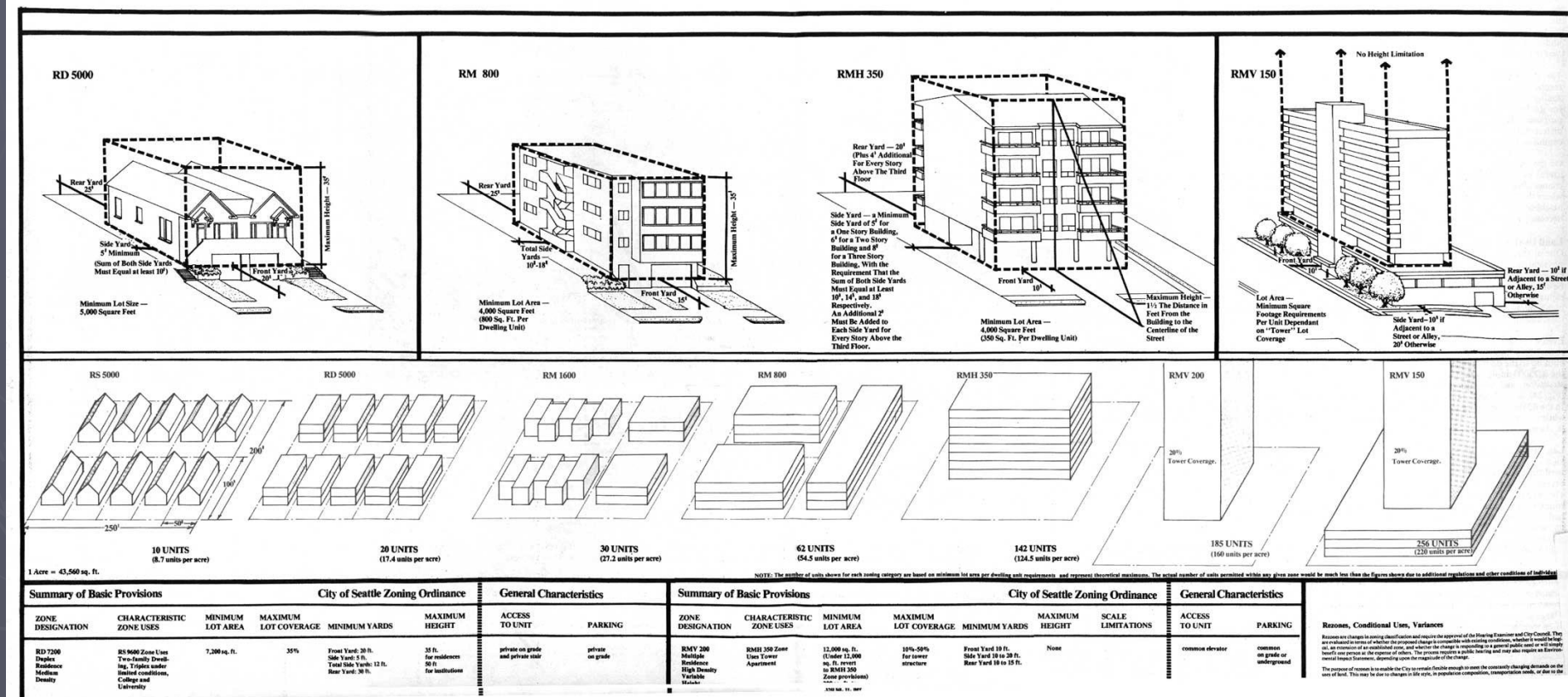


# Goals for Seattle 2000

- ▶ In 1973, Seattle 2000 Commission process served as a model for citizen involvement
- ▶ Process resulted in an extensive list of goals and aspirations for the future
- ▶ Goals were adopted by Mayor and Council as basis for new Comprehensive Policy Plan
- ▶ Goals call for developing clear policy guidance in rezoning city, absent in existing Comprehensive Plan
- ▶ New Growth Policies adopted in 1977 - broad policies to accommodate growth
- ▶ Setting stage for Land Use Policies and new zoning to replace outdated Comprehensive Plan



# Zoning and Development

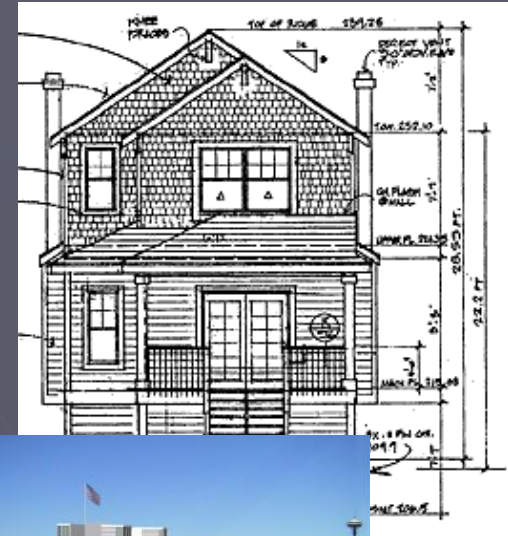


Title 24 gives way to Title 23 Land Use Code



# Land Use Policies & Title 23

- ▶ Policy catalog, no new Comprehensive Plan
- ▶ 1957 Comprehensive Plan contained no written policies governing zoning decisions; inconsistent with Seattle 2000 policies; did not reflect current values; led to disorganized growth
- ▶ Last major revision to Comprehensive Plan was in 1965
- ▶ Single Family land use policies adopted in 1978
- ▶ Followed by multifamily, downtown, commercial, shorelines, and industrial
- ▶ Residential Land Use Code, Municipal Code Title 23, adopted in 1982
- ▶ Industrial zones adopted in 1987; old zoning code retired in 1995
- ▶ Focused on positive patterns of development (e.g. strengthen pedestrian environment, promote transit, encourage infill, protect single family neighborhoods)



# Residential Areas

- ▶ 60% of city zoned for single family
- ▶ Multifamily accounts for approximately 9%
- ▶ More contextual; infill important; townhouses are encouraged
- ▶ MF types range from 2-4 store walk-ups to Midrise and Highrise buildings





# Neighborhood Commercial

- ▶ Emphasis on mixed use, pedestrian & transit supportive environment
- ▶ De-emphasize auto-oriented areas
- ▶ Respond to neighborhood context and recognize neighborhood centers



# Downtown

- ▶ Encouraged high density with emphasis on residential
- ▶ More focus on downtown neighborhoods
- ▶ Focus on public realm and street environment
- ▶ Incentive program, emphasis on affordable housing
- ▶ Urban form strategy - graduated height & transition
- ▶ New emphasis on preservation





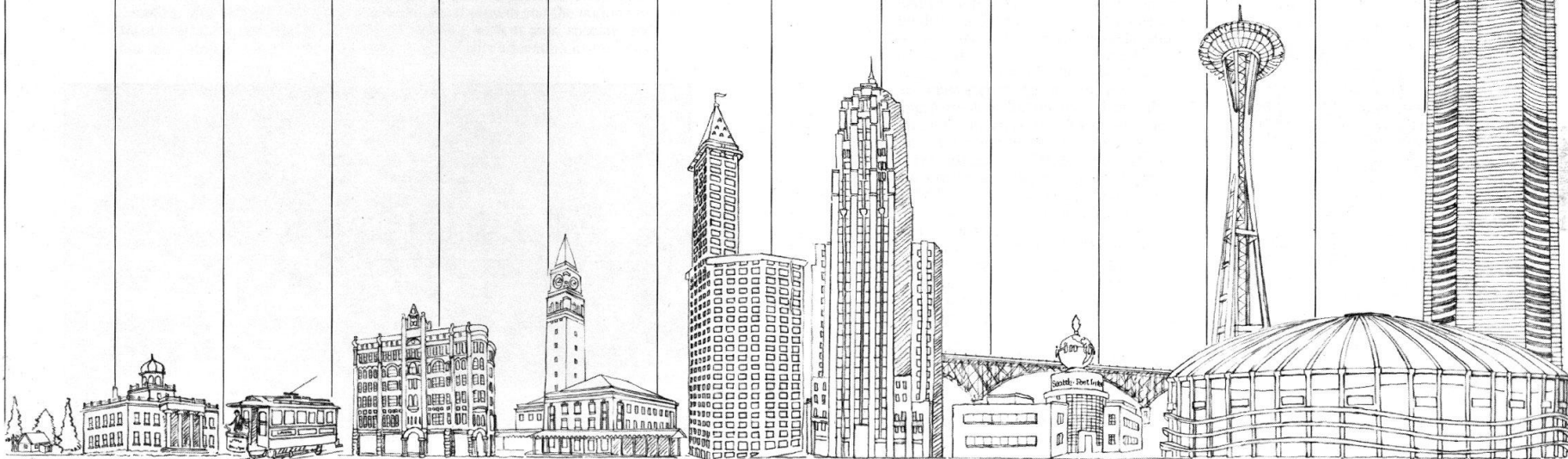
# Industrial

- ▶ Preservation of industrial areas
- ▶ Recognize emerging technology
- ▶ Allow compatible mixed use
- ▶ Prohibit housing



# Historical Summary

1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990									
Pioneer Settlement		Growth of the Queen City				Development of the Modern City				Most Livable City													
<p>1851 Denny party lands at Alki</p> <p>1853 First plat of Seattle</p> <p>1854 Chief Sealth's speech</p> <p>1856 Battle of Seattle</p> <p>1861 Seattle selected as site for university</p> <p>1869 Seattle incorporated</p>		<p>1874 Construction of Seattle &amp; Walla Walla railroad begins</p> <p>1879 Last virgin tree cut down on central waterfront</p>		<p>1884 First horse-drawn streetcar</p> <p>1884 First park given to city by David Denny</p> <p>1886 Anti-Chinese riots</p> <p>1889 Seattle Fire</p> <p>1889 Washington Statehood</p>		<p>1893 Great Northern's transcontinental railroad terminus in Seattle</p> <p>1895 University opens at present site</p> <p>1895 Tideland filling begins</p> <p>1897 Klondike Gold rush begins</p>		<p>1902 Interurban railways to Tacoma and Everett open</p> <p>1903 Olmsted Brothers Park Plan</p> <p>1904 First automobile in Seattle</p> <p>1907 Pike Place Market established</p> <p>1908 First Denny Regrade</p> <p>1909 Alaska-Yukon-Pacific Exposition</p> <p>1911 Bogue Plan</p> <p>1911 Establishment of the Port of Seattle</p> <p>1914 Smith Tower completed, fourth tallest building in the world</p> <p>1916 Boeing builds first bi-plane on Lake Union</p> <p>1917 Completion of Lake Washington Ship Canal</p> <p>1919 Seattle General Strike</p>		<p>1923 Seattle's first zoning ordinance</p> <p>1925 Second Denny Regrade</p>		<p>1931 Hooverville established</p> <p>1932 Aurora Bridge completed</p>		<p>1940 Lacey V Murrow Floating Bridge</p> <p>1949 Sea-Tac main passenger terminal dedicated</p>		<p>1950 Nordgate Shopping Center opens</p> <p>1953 Alaskan Way viaduct completed</p> <p>1958 METRO established</p>		<p>1962 Century 21 / Seattle World's Fair</p> <p>1964 Evergreen Point Floating Bridge</p> <p>1967 Interstate-5 opens through downtown Seattle</p> <p>1968 Forward Thrust bond approved</p>		<p>1970 Boeing cuts work force</p> <p>1970 Pioneer Square Historic District established</p> <p>1971 Seattle citizens vote to preserve Pike Place Market</p> <p>1971 Shoreline Management Act adopted</p> <p>1971 Seattle Arts Commission established</p> <p>1976 Kingdome opens</p>		<p>1989 Citizens Alternative Plan for Downtown</p> <p>1990 METRO tunnel opens</p>	





# Design Review



## B2. Walkability

*Create a safe, comfortable, and interesting environment that encourages walking for pleasure and for transportation.*



## B. Public Life

### B1. Public Space

*Contribute to the network of public spaces around the site and the connections among them.*

## Growth Management and New Comprehensive Plan 1994- 2006

# Comprehensive Plan

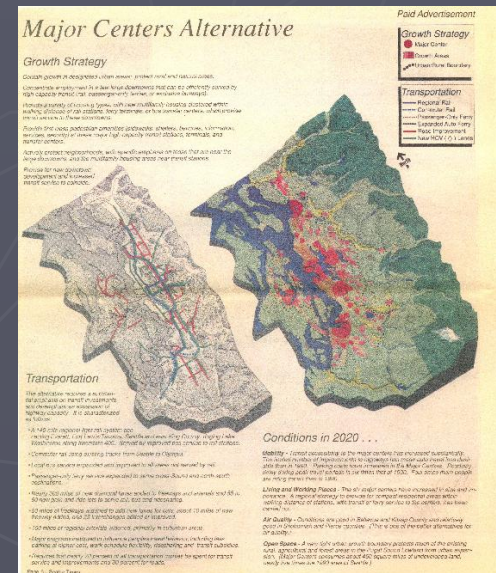
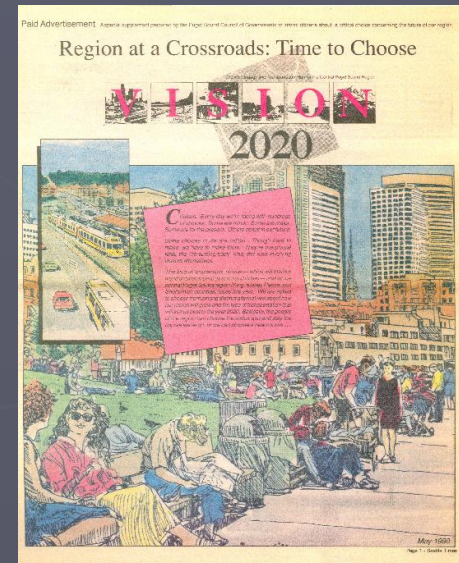
- ▶ A 20-year Growth Management Plan
- ▶ A legal requirement of the State of Washington Growth Management Act
- ▶ Regionally establish urban growth boundary
- ▶ Accommodate 20-year population estimate
- ▶ Buildable Lands reporting





# Regional & County Plans

- ▶ Vision 2020 for 4 county region called for growth in centers, connected by transit
- ▶ King County countywide planning policies:
  - Set urban growth boundary
  - Assign household and job growth target to each jurisdiction
  - Establish criteria for urban centers and names 16 centers



# What is in the Comprehensive Plan?

- ▶ State required elements contained in the Growth Management Act.
- ▶ County required elements as contained in the Countywide Planning Policies.
- ▶ Elements added by the City of Seattle to implement its vision for the city.





# Elements of Seattle's Comprehensive Plan

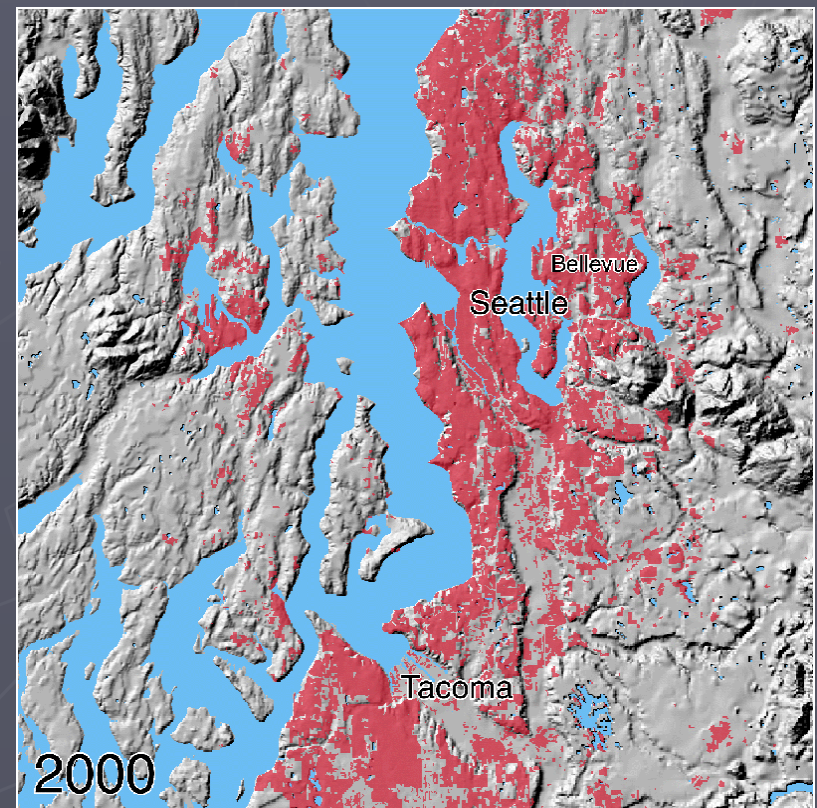
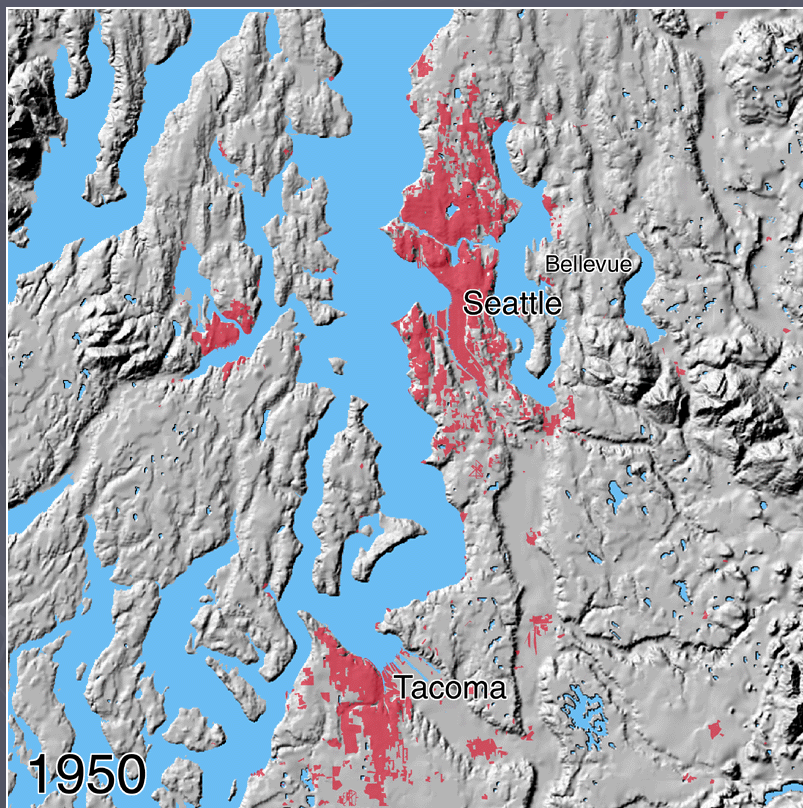
- ▶ Land Use
- ▶ Transportation
- ▶ Housing
- ▶ Capital Facilities
- ▶ Utilities
- ▶ Economic Development
- ▶ Neighborhood Planning
- ▶ Human Development
- ▶ Cultural Resources



- ▶ Environment
- ▶ Urban Villages
- ▶ Port (in development)
- ▶ Parks (in development)

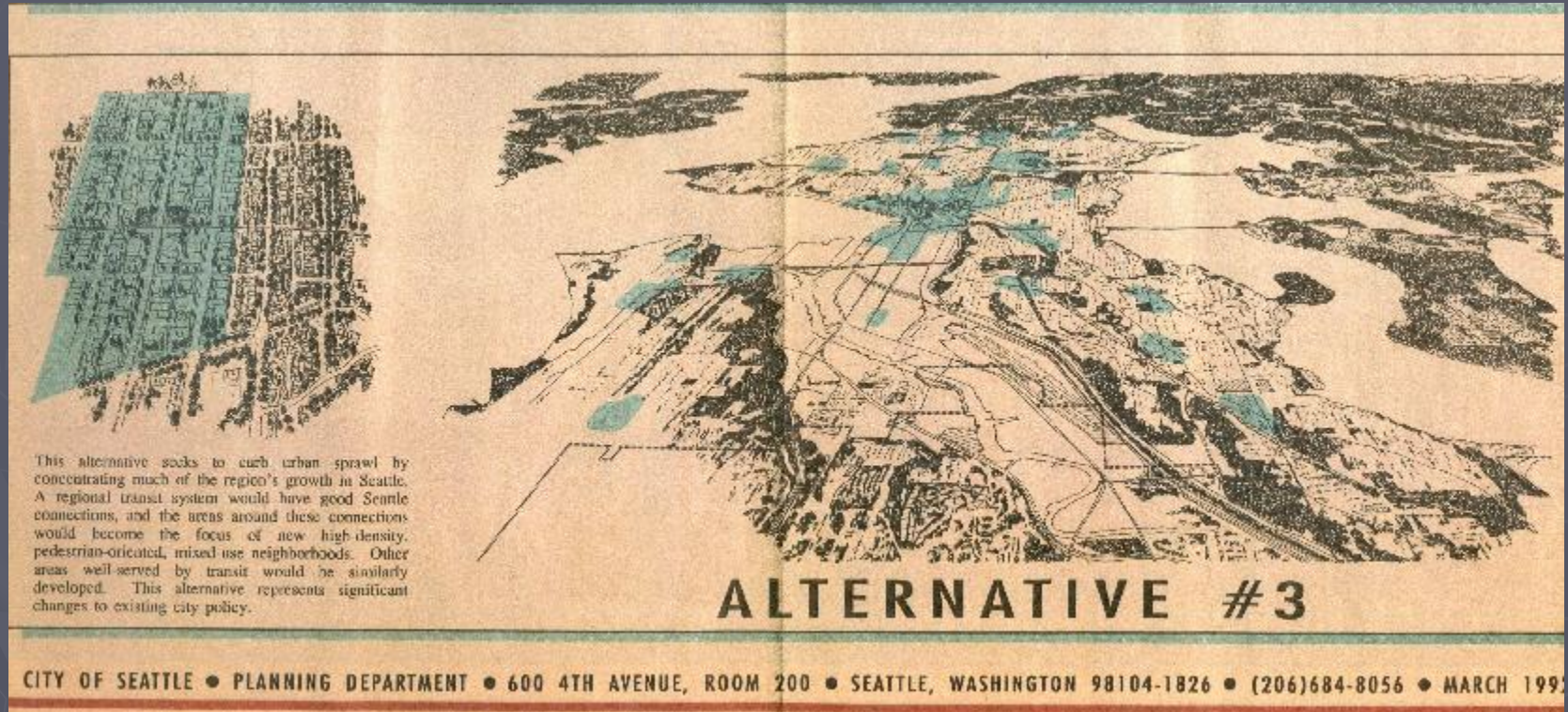
# Urban Village Strategy

Accommodate the City's Share of Anticipated  
Regional Growth





# Concentrating City's Growth in Urban Villages: Walkable Areas Well Served by Transit





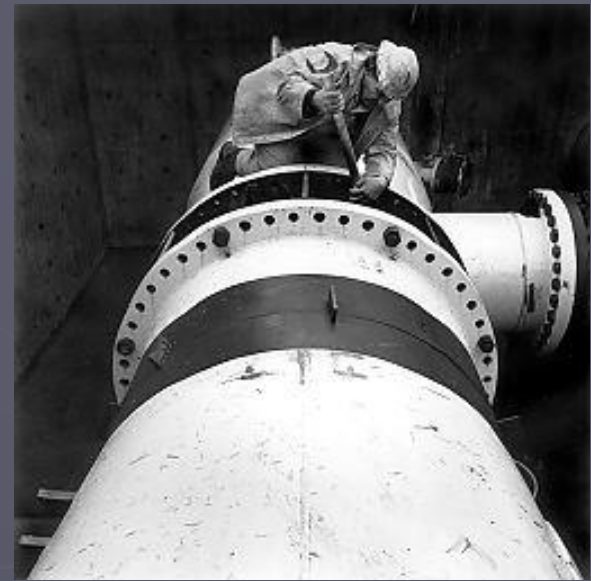


Revitalize  
Neighborhood  
Business  
Districts





**Minimize Impacts on  
Established Neighborhoods**



**Make efficient use of past and future  
City infrastructure investments**





# Promote Higher Levels of Pedestrian Use & Transit Travel



# Neighborhood Plans

- ▶ After Comp Plan adopted
- ▶ Areas containing urban village, or “distressed” areas
- ▶ Need to accommodate urban village growth target
- ▶ Goals and policies for every neighborhood in Comp Plan



Eastlake Tomorrow Workshop (1990's)



# Sustainability Takes Center Stage

BIG PLANTER



LOWER PLANTERS



BENCH NOOK



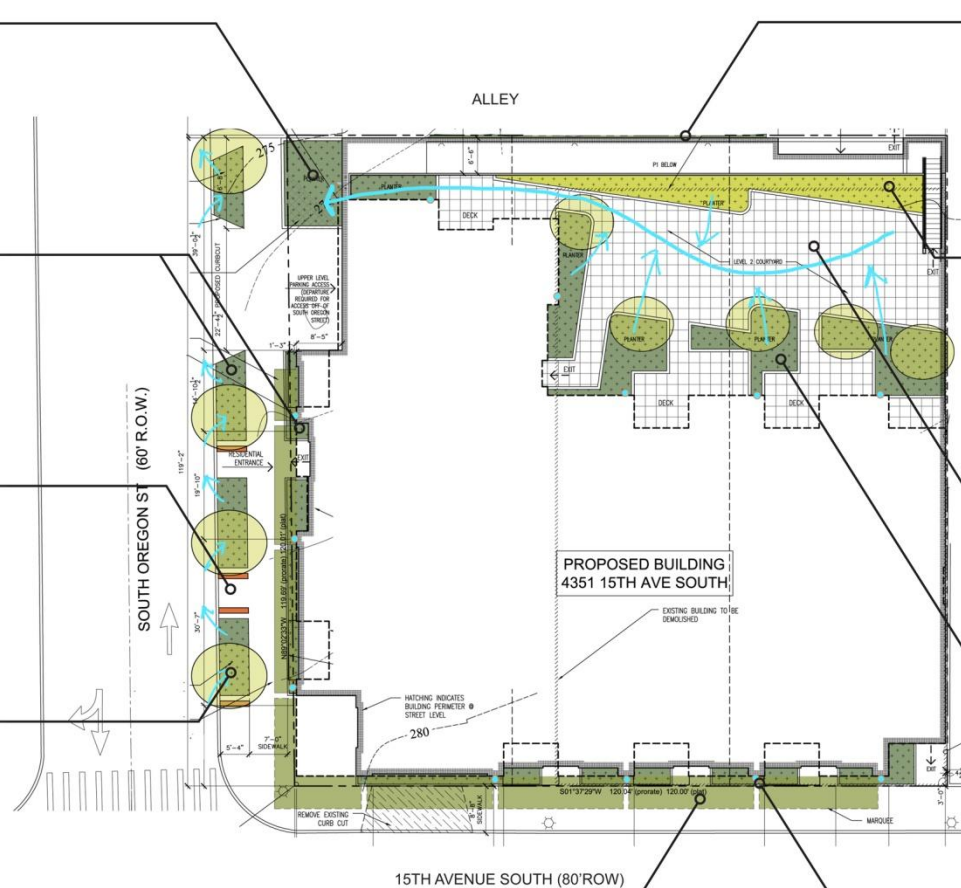
STREET TREES



## NOTES

DOWNSPOUTS AND GREEN ROOFS CONNECT TO LOWER PLANTERS. STREETSIDE PLANTERS RECEIVE SOUTH OREGON ST. RUNOFF. COURTYARD AND UPPER PLANTERS OVERFLOW TO BIG PLANTER.

➤  
1" = 10'0"



GREEN WALL



GARDEN OF LIGHT



COURTYARD



UPPER PLANTERS



DOWNSPOUTS & RUNNELS



GREEN ROOFS



Beacon Hill

Recommendations Meeting

SCALE: N.T.S.

APPLICANT:  
BRANDON SKINNER

MATERIALS

4351 15th Ave South, Seattle, WA 98108

DATE:  
07.22.08

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THE END

