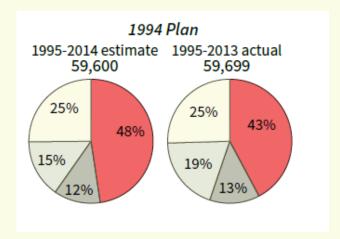


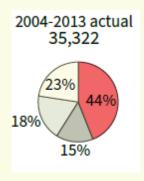
Planning Alternatives

For Discussion and Study in the EIS

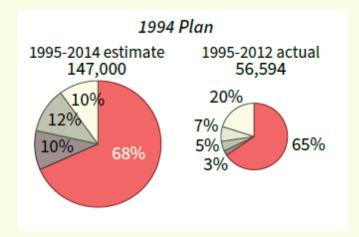
Growth 1995-2013

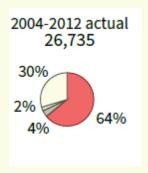
Housing





Jobs





Planning Alternatives

By 2035...

- 120,000 more people
- 70,000 more households
- 115,000 more jobs

Three alternatives proposed for study

- Urban Center Focus
- Urban Village Focus
- Transit Focus



Seattle's urban centers, urban villages, and light rail routes Elliott Bay manufacturing / industrial centers urban centers existing light rail hub urban outside centers & planned light rail villages villages

potential new urban

village locations

alternative 3

residential

urban villages

existing & planned

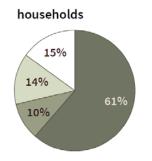
light rail stations

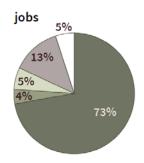
Draft Alternatives for Study in the Environmental Impact Statement

Alternative 1: Urban Center Focus

Most growth would be encouraged in our urban centers: Northgate, University District, Downtown, Uptown, South Lake Union, and Capitol/First Hill

- More households and jobs would go in these locations than over the past 20 years.
- Most new households and jobs would be located in buildings 6 or more stories tall.
- · Would help advance the regional growth strategy.

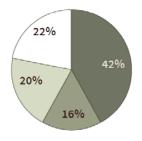


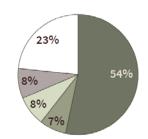


Alternative 2: Urban Village Focus

More growth would be encouraged in urban villages, such as Columbia City, Lake City, Crown Hill, Morgan Junction, Fremont, and Eastlake.

- Closest to how household growth has been over past 20 years, but more jobs would go to villages.
- Many new households and jobs would be in mixed-use buildings and apartments about 4-6 stories tall.
- · Would help strengthen neighborhood business districts.

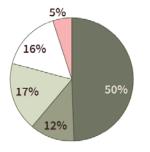


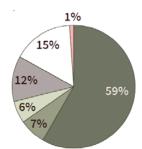


Alternative 3: Transit Focus

Growth would be encouraged around our existing and planned light rail stations in the Rainier Valley, Capitol Hill, the University District, Roosevelt, and Northgate.

- New urban villages would be located around the I-90 and NE 130th Street stations.
- · Some village boundaries around light rail stations would expand.
- Taller buildings would accommodate households and jobs in urban centers while smaller buildings would be in other locations.
- · Would take advantage of regional transit investments.



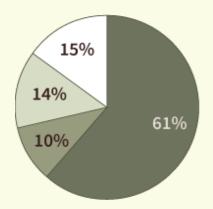


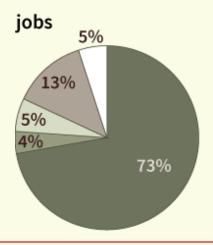
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households



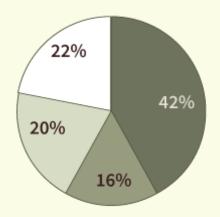


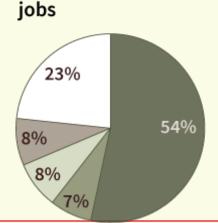
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households







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