



City of Seattle

Edward B. Murray, Mayor

Seattle Department of Planning and Development

Diane M. Sugimura, Director

Dear Reader,

In developing alternatives to consider for Seattle 2035, DPD considered the concept of expanding establishing some urban village boundaries to include walksheds around light rail or other exceptional transit service. Of the four alternative growth scenarios the Draft Environmental Impact Statement analyzed, two of them included expanded urban village boundaries to represent those walksheds. The Draft Plan issued in July also included preliminary, generalized boundary expansions for 12 of the urban villages.

The lines drawn in those documents were drawn by an automated geographic information system to represent the distance an average walker could cover in 10 minutes, assuming that the walker would need to follow the existing street grid and that the walker would go more slowly where there is steep topography.

To test the boundaries “on the ground,” DPD contracted with Steinbrueck Urban Strategies to conduct field analysis of all of the potential boundary expansions. Some of the factors they considered were:

- Proposed UV boundary expansions should follow street grid (preferably arterials), but not divide a cohesive neighborhood or street
- Topography
- Identify any physical constraints or barriers that may impede travel by foot

The results of their analysis are contained in the Seattle 2035 Urban Village Study.

The boundaries in the Urban Village Study are not the City’s final recommendations, but they are a valuable source of information for boundary discussions the City will be having with communities in 2016.

The 2035 Team



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Seattle 2035 Urban Village Study

Final Report

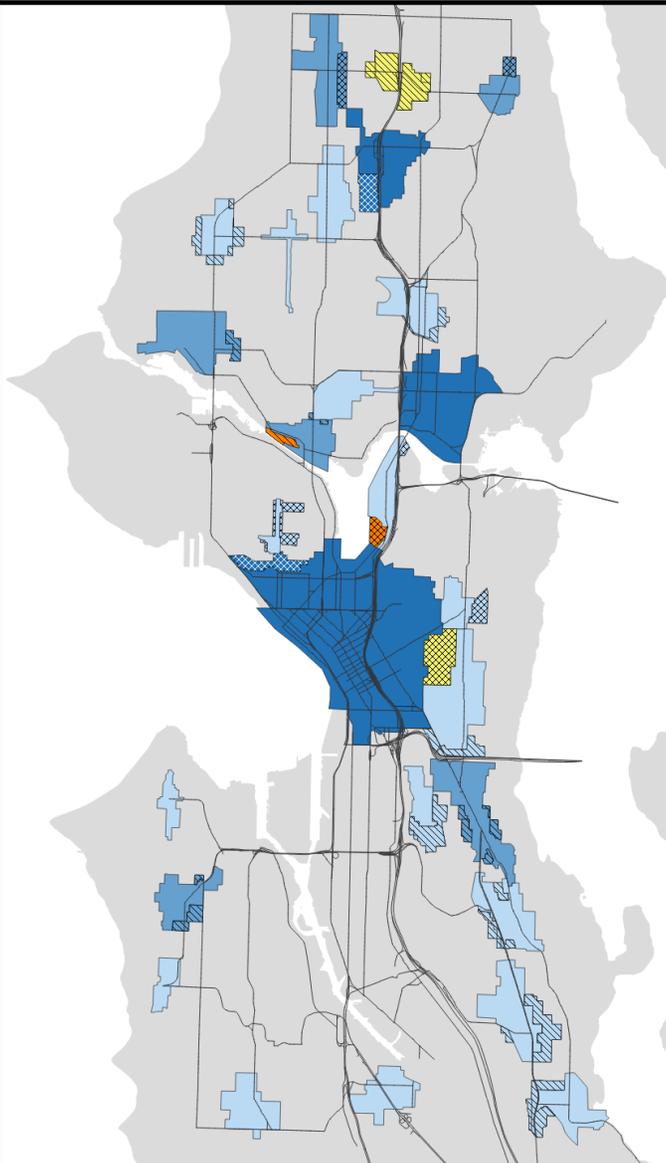
August 2015

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Residential Urban

Villages:

23rd & Union-Jackson

Admiral District

Aurora-Licton Springs

Columbia City

Crown Hill

Eastlake

Green Lake

Greenwood-Phinney Ridge

Othello

Madison-Miller

Morgan Junction

North Beacon Hill

Upper Queen Anne

Rainier Beach

Roosevelt

South Park

Wallingford

Westwood-Highland Park

Urban Centers:

Downtown

Capitol Hill/First Hill

University Community

Northgate

South Lake Union

Uptown

Hub Urban Villages:

Ballard

Bitter Lake

Fremont

Lake City

Mt. Baker/North Rainier

West Seattle Junction

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Introduction and Acknowledgements

In 2014 we conducted a study of the 1994-2014 *Seattle Comprehensive Plan: Toward a Sustainable Seattle* to inform citywide and neighborhood planning, policymaking, goal setting, and public investment. The Seattle Sustainable Neighborhoods Project (SSNAP) assessed the effectiveness of the city's Urban Village Strategy and evaluated the achievements of the city's 20 year plan through set of 22 carefully selected indicators.

In this Seattle 2035 Urban Village Study, we build on the research and findings of the SSNAP report to establish a framework for implementing the Urban Village Strategy over the next 20 years. It is intended to provide the city with an independent evaluation and analysis of the urban village policies, designation criteria, classifications, boundaries and other characteristics to inform the Seattle 2035 comprehensive planning process going forward. The work of the Urban Village Study examines whether urban village criteria support the possible re-classification of some urban villages, and the expanded village boundaries proposed in two of the EIS alternatives. The study also assesses whether the current and/or proposed urban village designation criteria, locations and boundaries are responsive to the overarching comprehensive plan growth strategy goals and policies. We also independently review the proposed goals and policies in the Seattle 2035 Draft Comprehensive Plan to ensure they are sufficiently complete, rigorous, purposeful, and appropriate for managing future growth, while protecting quality of life, enhancing livability, and increasing social equity and opportunity.

With the completion of this second volume of work, I would like to acknowledge the dedication, hard work and thoughtfulness of my awesome research team (whom I affectionately call the "Village People"): Meredith McNair, Karen Dyson, and Matthew Patterson. Thanks also to Tom Hauger, senior planner and project manager for the Seattle 2035 Comprehensive Plan update. Tom has thoughtfully but gently guided and critiqued our research while allowing us the independence to challenge old assumptions and explore new directions. It has been a real pleasure to work with Tom and the Planning Division of DPD.

Peter Steinbrueck, FAIA

August, 2015



Task 1 — Review Urban Village Designation Criteria & Classifications

Task 1 Review Urban Village Designation Criteria and Classifications

- 1.1 Review the current urban village designation criteria. Assess if the current village criteria are measurable, and suggest modifications for any criteria that are not measurable. The designation criteria to be assessed are contained in the following policies of the Comprehensive Plan:
 - A. Hub Urban Villages and Residential Urban Villages – Policy UV13
 - B. Urban Centers – Policies UV15 through UV 18
 - C. Hub Urban Villages – Policies UV25-UV28
 - D. Residential Urban Villages – Policies UV29-UV34

- 1.2 Based on the results of Task 1 (1), for each of the 30 established Residential Urban Villages (18), Hub Urban Villages (6) and Urban Centers (6) evaluate the applicability of current or modified measurable village criteria for designating urban centers and villages such as:
 - A. Adequate size of land area concentrated, and cohesive
 - B. Access to high capacity regional, major transit routes, service and local transit
 - C. Appropriate zoning classifications to accommodate desired mix of uses and activities, including: services, commercial, residential, public facilities, amenities, and cultural uses appropriate to the village designation
 - D. Sufficient unbuilt development capacity and planned density (people, jobs, housing) to support target density goals (employment and residential) for each urban village

- 1.3 Based on the evaluation of designation criteria in Task 1(2), assess whether some urban villages should be considered for a different urban village designation. Provide recommendations for designation criteria and any re-designations based on those criteria.



Urban Village Designation Criteria and Classifications

Task 1.1 Review the current urban village designation criteria. Assess if the current village criteria are measurable, and suggest modifications for any criteria that are not measurable. The designation criteria to be assessed are contained in the following policies of the Comprehensive Plan:

Hub Urban Villages and Residential Urban Villages – Policy UV13

Urban Centers – Policies UV15 through UV 18

Hub Urban Villages – Policies UV25-UV28

Residential Urban Villages – Policies UV29-UV34

Approach and Purpose

A full search and review of the current Seattle comprehensive plan policies was undertaken to identify all policies that directly address urban villages, including those contained in the Urban Village Element, and all other policies specific to urban villages contained in each of the other ten plan elements. Policies relating to urban villages can be divided into three groups: general village policies in the Urban Village Element pertaining to all urban villages (12); policies specific to designation criteria and characteristics for each of the three village classifications of: Urban Centers (6); Hub Urban Villages (9), and Residential Urban Villages (10), policy UV13 (1-8) pertaining to both Hub and Residential Urban Villages, and policies associated with other elements of the comprehensive plan. In other plan elements (including Land Use, Transportation, Housing, Capital Facilities, Environmental, Economic Development Human Development, and Cultural Resources) there are approximate 30 policies which refer to urban villages (for full list see appendix).

Each of the village policies identified was evaluated for clarity of intent and measurability. It should be noted that measurability may not be important or necessary to all policies. Policies that are not quantifiable may still serve an overarching purpose as guiding principles for decision-making and achieving rational plan outcomes. Whether measurable or not, every policy should provide clarity of intent, unambiguous language, and be supportable. Policies with associated spatial and/or other measurable criteria provide the primary basis for determining functional boundaries, classifying and designating villages, as well as providing a means of benchmarking and tracking performance of specific plan objectives and outcomes over time. The primary purpose of this policy review is to identify the best set of measurable criteria for designating urban centers and villages, and to propose modifications to measurable criteria where purposeful.



1994 – 2014 Comprehensive Plan Urban Village Policies - Measurable Criteria

A. Adequate Size, Concentration, and Cohesion

For Urban Centers:

1. No minimum size, up to 960 acres
2. Must support minimum of 15,000 jobs within .5 radius of high capacity transit station
3. 50 jobs/acre Employment Density
4. 15 Households/acre overall

For Hub UVs:

1. 2,500 Jobs
2. 25 jobs/acre
3. 15 Housing units/acre overall
4. Allows for at least 3,500 res. units

For Residential UVs

1. Existing densities
2. Potential for 8 housing Units/acre under current zoning

B. Transit Routes & Access

For Urban Centers:

1. Within ½ mile of existing or planned high capacity station
2. Connection to existing or planned bike/ped facilities

For Hub UVs:

1. Frequent Transit service (15 minute peak), w access to one urban center
2. Located on main transit network w regional connections
3. Routes for goods transport (truck/freight route)
4. Convenient and direct bike/ped connections to neighboring areas

For Residential UVs:

1. Served by transit w 15 min peak direct access to at least hub or center
2. Connected to surrounding neighborhood by existing or planned bike/ped facilities

C. Zoning and Use Classifications, Desired Mix of Uses

For Urban Centers:

1. Zoning allow for diverse mix of commercial and residential activities (uses)

For Hub UVs:

1. Zoning that allows for broad range of housing types, commercial, and retail support services

For Residential UVs:

1. Residential emphasis, with limited commercial & retail
2. 1800 Housing Units within 2000 feet of village center
3. 10 acres of commercially zoned land within 2000 feet of village center

D. Unbuilt Development Capacity

For Urban Centers:

1. 15,000 jobs within ½ mile of high capacity transit station
2. 50 jobs/acre density
3. 15 HHs/ acres (*is it units of HHs?*)

For Hub UVs:

1. 2,500 Jobs
2. 25 jobs/acre
3. 15 Housing units/acre overall
4. Allows for at least 3,500 res. units

For Residential UVs:

1. Existing densities and/or potential for 8 HU/acre under current zoning



Other Measurable Criteria — Village Open Space

E. Usable Parks (Village Open Space)

For Urban Centers:

1. 1 acre village open space per 1000 HHs
2. Downtown commercial core 1 open space per 10,000 jobs
3. Distributed within 1/8 mile of all areas in village
4. 1 dedicated open space 10,000 sf. In size
5. At least one, 1 acre (village commons) serving target 2,500 HHs

For Hub UVs:

1. 1 acre village open space per 1000 HHs
2. Distributed within 1/8 mile of all areas in village
3. 1 dedicated open space 10,000 sf. In size
4. At least one, 1 acre (village commons)

For Residential UVs:

1. 1 acre village open space per 1000 HHs
2. Mod to high density areas: serve all areas ¼ to 1 acre
3. Low density serve all areas with ¼ mile with any size useable open space
4. Densities over 10 HU per “gross” acre: one useable open space of 1 acre or more

Village Open Space Methodology

The area of parks inside and intersecting the Urban Villages was determined using QGIS 2.8.2.

The source file for the parks data (SEATTLE Terrain Park) was obtained from WAGDA. Using the "use" field in this file, a conservative selection of use types was selected, using the following codes: GN (Garden), LE (Life Endowment), PF (Playfield), PG (Playground), PK (Park), PP (P-Patch), TR (Trail), and VP (viewpoint). This selection excluded possibly inappropriate "open space" such as boulevards, boat ramps, parks maintenance facilities, golf courses, and areas coded "special" that contain buildings like the Seattle Aquarium, or areas like offshore tidal flats. This had the effect of greatly reducing the amount of open space available in some areas.

This selection is likely to be somewhat over-conservative, but provides a contrasting look at usable greenspace within the urban villages.

The area of parks within the Urban Villages was determined via a summarizing spatial join of parks contained within the village boundaries. The area of parks within and adjacent was determined using the same operation with intersection as the spatial criteria.

The area served by these parks was calculated by buffering the parks themselves with a half-mile buffer, then performing a series of geospatial operations to produce a version of the Urban Village boundary which contained areas served by parks (within 1/2 mile) and areas not served. This was then intersected with the parcels within the Urban Village, and the percentage of area of the parcel in the served or unserved area was then used to determine the dwelling units served (this assumes an even distribution of dwelling units within the parcels).



Task 1.1 Analysis and Findings

UV13 Designations of areas as hub urban villages and residential urban villages, as indicated in Urban Village Figure 1, shall be consistent with criteria developed to address the following factors:	
Criteria	Comments
Zoned Capacity	<i>Measurable, provided zoned capacity is defined as total potential future employment (covered jobs) and residential (housing units) growth under current zoning.</i>
Existing & Planned Density	<i>Measurable, provided density is defined as population and/or housing and employment density.</i>
20 year growth targets	<i>Measurable, provided the comprehensive plan provides specific growth targets (jobs and population, or HUs) for each hub and residential village</i>
Population	<i>Measurable but limited to decennial census data</i>
NC zoned Land	<i>Measurable, although not clear what the intent is, and why this is included as a designating criteria. Neighborhood Commercial zones (NC1, NC2 & NC3) provide some flexibility in residential and non-residential uses, and densities at different scales. There is no set requirement for the amount of NC zoned land in hub and residential villages.</i>
Public transportation investments	<i>Not measurable under the city's current budget tracking practices, and may not be purposeful in designating villages. Recommend removing.</i>
Other Characteristics	<p><i>A review of "Other Characteristics," (included in the appendix) found throughout the plan a number of policies identified a number of desired village attributes such as compactness, mixed use and intensity of activity, wide range of available goods and services in commercial nodes, pedestrian-friendly walksheds and walkability, main streets, transit communities, bike and ped networks, ground related housing typologies, community-based capital facilities, equitable access to healthcare, expansion of cultural facilities and open space as "public living rooms"</i></p> <p><i>Consider adding usable public park area and 10 min walkshed as additional UV designation criteria. Both are measurable spatial functions, and the success of the urban village strategy for managing growth depends on achieving compact, walkable neighborhoods and livable communities.</i></p>



Task 1.1 Analysis and Findings

Policy/Criteria	UV15 Designate Urban Centers criteria consistent with countywide planning policies
UV15.1 Max. Area of 960 acres	<i>Measurable. Should there also be minimum size? What if, as in the downtown urban center, the maximum size is exceeded?</i>
UV15.2 Access to HC regional, other transit	<i>Measurable, provided the metric for “access” is clarified, e.g., within a 10 minute walkshed, and direct connection? Does regional transit include rail and bus rapid transit?</i>
UV15.3 Zoning for Broad Mix of Uses	<p><i>Not measurable: terms such as “Broad mix,” and “appropriate to planned balance of uses” are not easily understood or defined, and may be subject to wide interpretation. Should a more specific language be established for these terms that describes what is meant by “broad mix?” Delete “Appropriate” as undefined.</i></p> <p><i>Alternate: “Zoning that provides for a wide range of activities and uses, including residential, commercial, retail, and services.”</i></p>
UV15.4 Area is connected to, or can be connected by bicycle and/or ped facilities, to surrounding neighborhoods	<p><i>Not measurable, overly broad terms. What are bicycle and pedestrian facilities? “Can be connected” could apply anywhere.</i></p> <p><i>Alternate: “The area is directly connected to adjacent and surrounding neighborhoods by designated bicycle and/or pedestrian routes in the bicycle and pedestrian master plans, or through planned route extensions.”</i></p>
UV15.5 The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.	<p><i>Overly broad language. No way to measure “opportunities exist,” – that could apply anywhere.</i></p> <p><i>Alternate: The area includes or is within a 10 minute walkshed of usable public park or public open space, or future planned public open space.</i></p>
UV15.6 Zoning that permits the amount of new development needed to meet the following minimum density targets: a. A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station; b. An overall employment density of 50 jobs per acre; and c. An overall residential density of 15 households per acre.	<p><i>Measurable, but language could be clarified and tightened.</i></p> <p><i>Alternate: Zoning that provides sufficient unbuilt capacity for future development to meet the following density targets:</i></p> <p><i>Employment density of 50 jobs per acre or more</i></p> <p><i>Residential density of 15 Households (why not use ‘population’ density instead?) per acre or more</i></p> <p><i>Minimum of 15,000 jobs within an existing or <u>planned</u> future high capacity transit station.</i></p>



Task 1.1 Analysis and Findings

<p>4. Surroundings comprised primarily of residential areas that allow a mix of densities, and non-residential activities that support residential use.</p>	<p><i>Not measurable, ambiguous, with unclear purpose.</i></p> <p><i>Recommendation: Consider deletion.</i></p>
<p>5. Within 1/2 mile of the village center a minimum of one-third (at least 20 acres) of the land area is currently zoned to accommodate mixed-use or commercial activity.</p>	<p><i>Not measurable. Again, no “village center” within the Hub villages has been identified to measure from, and zoning is not configured to support this spatial concentration.</i></p> <p><i>Recommendation: Consider deletion.</i></p>
<p>6. A broad range of housing types and commercial and retail support services either existing or allowed under current zoning to serve a local, citywide, or regional market.</p>	<p><i>Not measurable. “Broad range” is not defined, and there no clear mechanism for achieving these intended outcomes.</i></p> <p><i>Recommendation: Clarify intent and tighten language, or consider deletion.</i></p>
<p>7. A strategic location in relation to both the local and regional transportation network, including:</p>	<p><i>What is meant by “strategic location?”</i></p> <p><i>Consider alternate language:</i> <i>“An area strategically located within, and directly connected to a regional transportation network that includes:</i> <i> Transit service with peak hour 15 minute service frequency</i> <i> A principal arterial</i> <i> A designated truck route</i> <i> Designated bicycle and pedestrian pathways connected to adjacent and surrounding neighborhoods</i></p>
<p>8. Open space amenities, including:</p>	<p><i>Not measurable. Open space amenity is overly broad and undefined.</i></p> <p><i>Consider alternate language:</i> <i>“A designated public park, boulevard, urban trail, or planned public open space within the village, or within a 10 minute walkshed.”</i></p>



Task 1.1 Analysis and Findings

<p>9. Opportunities for redevelopment because of a substantial amount of vacant or under-used land within the village.</p>	<p><i>“Opportunities” and “substantial” are not measurable terms. The 2015 DPD Development Capacity Report provides a measurable basis for assessing the availability of remaining developable (employment and housing) parcels within the village. Developable capacity should be at least sufficient to meet 2035 growth and density goals for each class of village.</i></p> <p><i>Consider alternate language:</i></p> <p><i>“Under-utilized land with sufficient developable capacity sufficient to meet 2035 growth and density goals within village.”</i></p>
<p>UV 26 Designate as hub urban villages areas ranging from those able to accommodate growth with minor changes and public investment to those requiring more extensive public investment, where the potential exists to achieve desired village conditions through redevelopment over time.</p>	<p><i>“Minor” and “Extensive” are not measurable terms. Public investment could refer to anything. If the intent is to ensure for the designation the necessary minimum level of public facilities such as parks, libraries, community centers, healthcare facilities, then this policy should be re-written to be more specific in referring to such essential provisions.</i></p> <p><i>Consider deleting U26 as not purposeful or measurable.</i></p>
<p>UV 28 Permit the size of hub urban villages to vary according to local conditions, but limit their size so that most areas within the village are within a walkable distance of employment and service concentrations in the village.</p>	<p><i>Not measurable. Consider establishing a minimum and maximum size range. Size range for each hub village should respond to local conditions (and be verified through field work), and relate to a 10 minute walkshed between concentrated residential areas, employment centers, essential services and transit stations.</i></p>



Task 1.1 Analysis and Findings

Residential Urban Villages – Policies UV29 – UV34

<p>UV29 Designate as residential urban villages areas that are consistent with the following criteria:</p>	
<p>1. The area presently supports, or can accommodate under current zoning, a concentration of residential development at a density of at least 8 units per acre, with a capacity to accommodate a total of at least 1,000 housing units within 2,000 feet of the village center in small to moderate scale structures.</p>	<p><i>Not measurable without identifying the village center.</i></p> <p><i>Consider alternate language:</i></p> <p><i>“The area supports, or has zoned capacity to support: Residential density of 8 housing units or more per acre. 10 acres or more commercially zoned land</i></p>
<p>2. The area includes one or more centers of activity that provide or could provide commercial and retail support services to the surrounding area, including at least 10 acres of commercial zoning within a radius of 2,000 feet.</p>	<p><i>“Centers of activity” is ill-defined and not measurable. Intent is unclear, and language is vague.</i></p> <p><i>Consider deleting, and modifying UV29.1 to include commercial.</i></p>
<p>3. The area is generally surrounded by single-family and/or lower-density multifamily areas.</p>	<p><i>Not measurable.</i></p> <p><i>Consider alternate language:</i></p> <p><i>“The area provides a mix of uses and activities and is surrounded by predominately single-family and/or low density ground related multifamily areas.”</i></p>
<p>4. The area is presently on the city’s arterial network and is served by a transit route providing direct transit service to at least one urban center or hub village, with a peak-hour transit frequency of 15 minutes or less and 30-minute transit headways in the off-peak.</p>	<p><i>Measurable.</i></p>



Task 1.1 Analysis and Findings

Residential Urban Villages – Policies UV29 – UV34

<p>5. The area has the opportunity to be connected by bicycle and/or pedestrian facilities to adjacent areas and nearby public amenities.</p>	<p><i>“Opportunity is not measurable. Bike and ped “facilities” not defined and not measurable. Refer to bicycle and pedestrian master plans for established or planned bike and pedestrian street improvements.</i></p> <p><i>Consider alternate language:</i></p> <p><i>“The area includes multi-modal street improvements and other facilities specifically for bicycles and pedestrians, or is planned for future improvements in the bicycle and pedestrian master plans.”</i></p>
<p>UV31 Allow employment activity in residential urban villages to the extent that it does not conflict with the overall residential function and character of the village, provided that a different mix of uses may be established through an adopted neighborhood plan.</p>	<p><i>Not measurable or clear in purpose. If there is an intent, as expressed in a neighborhood plan, to maintain a predominately lower density residential emphasis then area zoning should serve to limit commercial uses and employment densities.</i></p> <p><i>Residential villages vary in character and intensity of uses, with small to medium size mixed use areas. Some neighborhoods may over time wish to encourage more of a mix and concentration of uses and allow for the expansion of local retail and services. Unless neighborhood plans seek to change the mix and intensity of uses through zoning to increase densities, there is no mechanism to change established pattern of development.</i></p> <p><i>No alternate language is proposed.</i></p>
<p>UV33 Permit the size of residential urban villages to vary according to local conditions, but consider it generally desirable that any location within the village be within easy walking distance of at least one center of activity and services.</p>	<p><i>“Easy walking distance” is not measurable. Some villages may lack a “center of activity,” or may have activities and differing uses stretched out along a traffic corridor. Consider adopting a measurable size range (minimum and maximum acres for residential villages). Factors which may influence village size: 10 minute walkshed, compactness, cohesion, neighborhood identity, local transportation network, other unique physical/topographic features.</i></p>



Task 2 — Review Urban Village Boundaries & Locations

Scope of Work:

- 2.1 Conduct field research and the applicability of village criteria from Task 1 to evaluate the proposed village boundary expansions under study in the Draft EIS:
 - A. Potential new village surrounding the proposed light rail station at NE 130th/I-5.
 - B. Potential expanded boundaries surrounding the proposed light rail station at I-90: for 23rd/Jackson and Mt. Baker
 - C. Potential expanded boundaries for villages served by light rail or very good bus service: Rainier Beach, Othello, Columbia City, Mt. Baker, North Beacon Hill, Roosevelt, Crown Hill, Ballard, Fremont, West Seattle Junction

- 2.2 Conduct field research and review the applicability of village criteria from Task 1 to evaluate the need for other urban village boundary adjustments such as:
 - A. Areas adjacent, or in close proximity to villages that are already zoned for mixed use, and are served by transit
 - B. Areas where the city's major institutions (medical facilities and educational) as employment centers adjacent to, straddle, or are located in close proximity to an urban village

- 2.3 Consider how transition areas between areas of different density could be incorporated into changes of urban village boundaries.



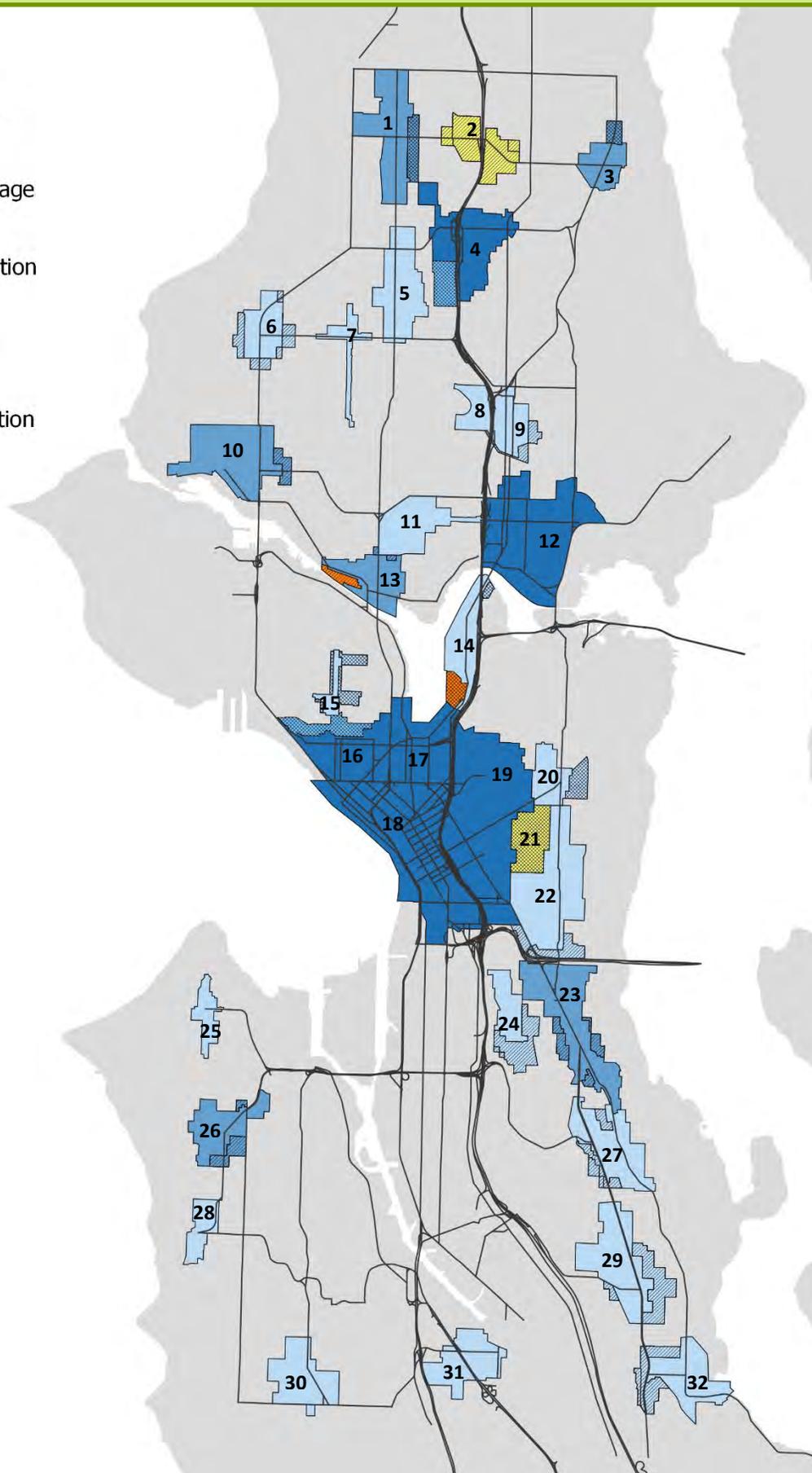
Urban Village Map with Boundary Adjustments

Legend

- Urban Center Village
- Hub Urban Village
- Residential Urban Village
- Walkshed Based
- Walkshed Based Addition
- New Urban Village
- Industrial Removal
- Land Use Based
- Land Use Based Addition
- New Urban Village
- Industrial Removal

Urban Villages

1. Bitter Lake Village
2. NE 130th St & I-5
3. Lake City
4. Northgate
5. Aurora-Licton Springs
6. Crown Hill
7. Greenwood-Phinney Ridge
8. Green Lake
9. Roosevelt
10. Ballard
11. Wallingford
12. University Community
13. Fremont
14. Eastlake
15. Upper Queen Anne
16. Uptown
17. South Lake Union
18. Downtown
19. Capitol Hill/First Hill
20. Madison-Miller
21. Cherry Hill
22. 23rd Ave & Union-Jackson
23. Mt. Baker/North Rainier
24. North Beacon Hill
25. Admiral District
26. West Seattle Junction
27. Columbia City
28. Morgan Junction
29. Othello
30. Westwood-Highland Park
31. South Park
32. Rainier Beach



Urban Village Transit Walkshed Boundary Adjustments

Ballard

Fremont

Mt. Baker/North Rainier

West Seattle Junction

23rd & Union-Jackson

Columbia City

Crown Hill

North Beacon Hill

Othello

Rainier Beach

Roosevelt

NE 130th St & I-5



Urban Village Boundary Adjustment Methodology

Task 2.1 [C] UV Expanded Boundaries Assessment Process – Villages served by light rail or “very good bus service,” [see definition].

10 Villages: Rainier Beach, Othello, Columbia City, Mt. Baker, North Beacon Hill, Roosevelt, Crown Hill, Ballard, Fremont, West Seattle Junction

23rd & Jackson/North Beacon in the I-90 corridor

NE 130th at I-5

Apply measurable criteria from Task 1.2, A – E

Maps to show:

- 1) Scalable map showing existing and expanded boundaries over readable street grid
- 2) Zoning and uses in UV, expansion areas and surroundings
- 3) ½ mile walkshed to from primary transit connections
- 4) Transit station locations and “good bus service” route(s) at arterials and major intersections
- 5) Contour Map & topography

GIS Data & Calculations

- 1) Total existing area & expanded area (acres)
- 2) Area of Existing SF and MF as percent of total
- 3) Area of SF & MF within expanded boundaries
- 4) Existing HUs & densities
- 5) Projected HU densities (2035) expanded boundaries - alternatives 3, 4
- 6) Useable Park within (and abutting) existing and expanded UVs

Field Research, Observation, and Ground-truthing for:

- Expanded UV boundary areas
- Unusual physical features, irregular built conditions, land forms
- Hard edges, barriers such as ravines, freeways and major arterials
- Spatial cohesion, neighborhood identity (e.g.: do expanded UV boundaries overlap or extend into another identifiable neighborhood?)

Main things to consider in assessing boundary expansions:

- Developed streets and pedestrian facilities
- Proposed boundary expansions to be within easy 10 minute walking distance (1/2 mile) from primary transit hubs, stations
- Proposed UV boundary expansions should follow street grid (preferably arterials), but not divide a cohesive neighborhood or street
- Topography
- Identify any physical constraints or barriers (observed from ground-truthing) that may impede travel by foot
- Avoid dividing parks and natural areas which may straddle, border UV or extend into the expanded boundary
- Identify industrially zoned areas within UVs (e.g.: Ballard, Downtown, Fremont) and consider removing IG zoned areas, which if included in UVs may conflict with established and future comprehensive plan goals and policies for industrial lands.



Ballard

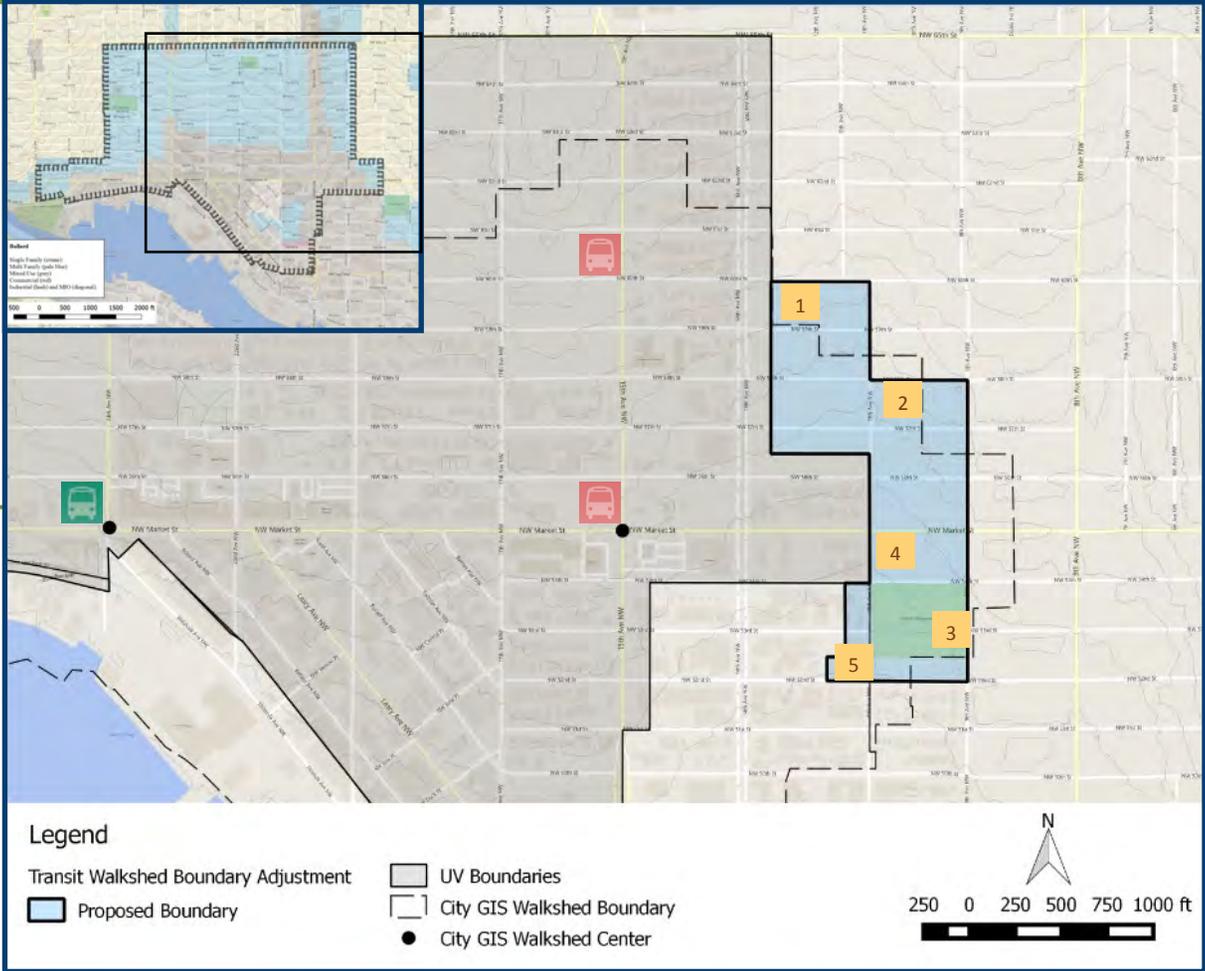
Hub Urban Village

The expansion would add several blocks of SF zoning and a large playground, increasing the village’s usable open space. Residential density (HUs) is only slightly reduced. No new transit connections or bicycle facilities are added, and sidewalks appear complete. Topography is low sloped to flat, with no observable physical barriers. Adjacent Industrially zoned areas to southeast with many maritime and other industrial businesses, are not recommended for inclusion in the expansion area.

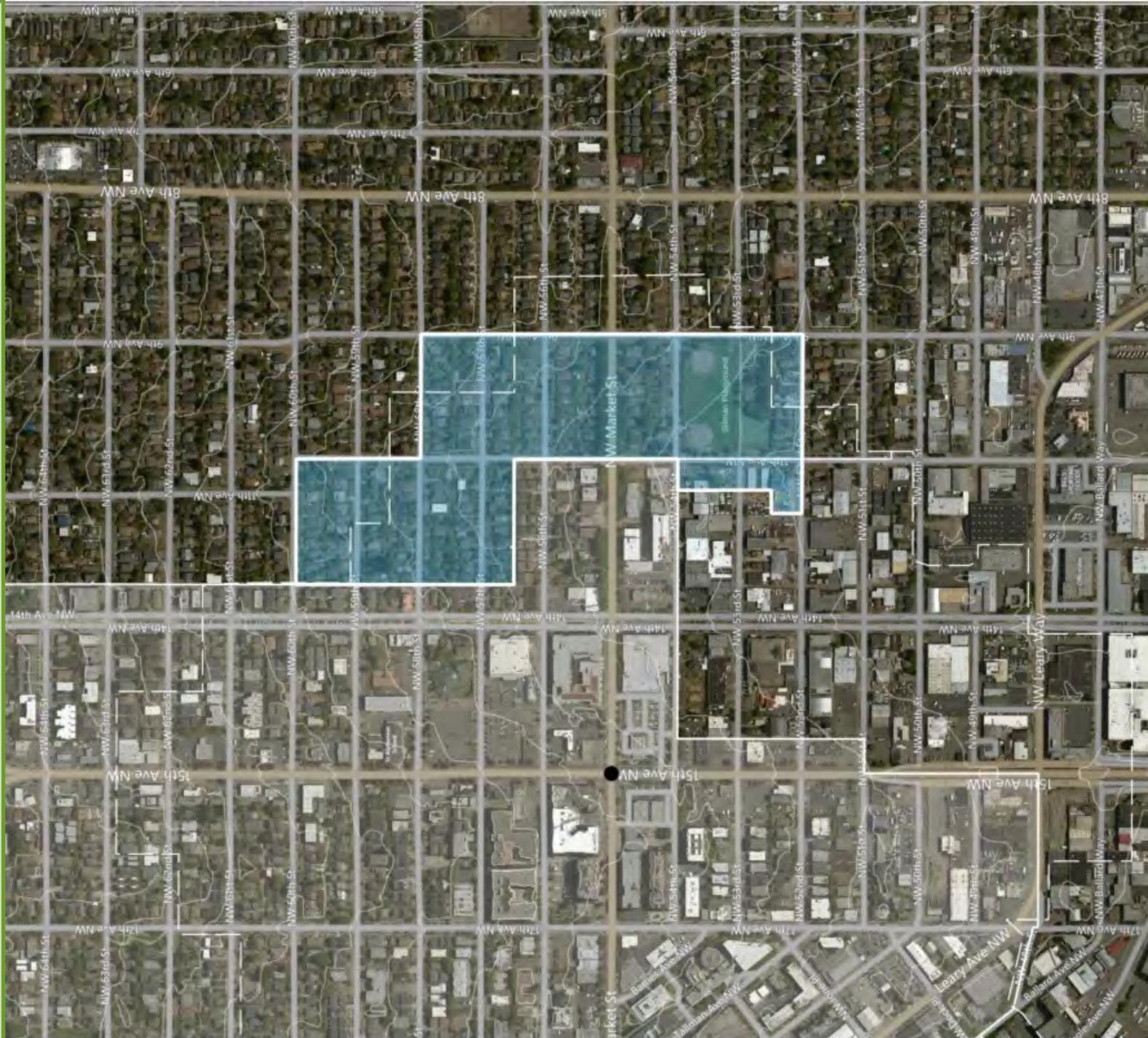
Village Characteristics

	Existing	Additional
Total Land Area (acres)	424.63	33.40
Total Parcel Acres	274	22.7
Population, 2010	10,078	475
Housing Units	8,904	223
Residential Density (HU/acre)	20.97	19.93
Acres Zoned Commercial/ Mixed Use	135.92	0
Acres Zoned Single Family	0	24.93

Proposed Boundaries



Ballard Boundary Adjustments



Legend

- City GIS Walkshed Center
- City GIS Walkshed Boundary
- UV Boundaries



Fremont

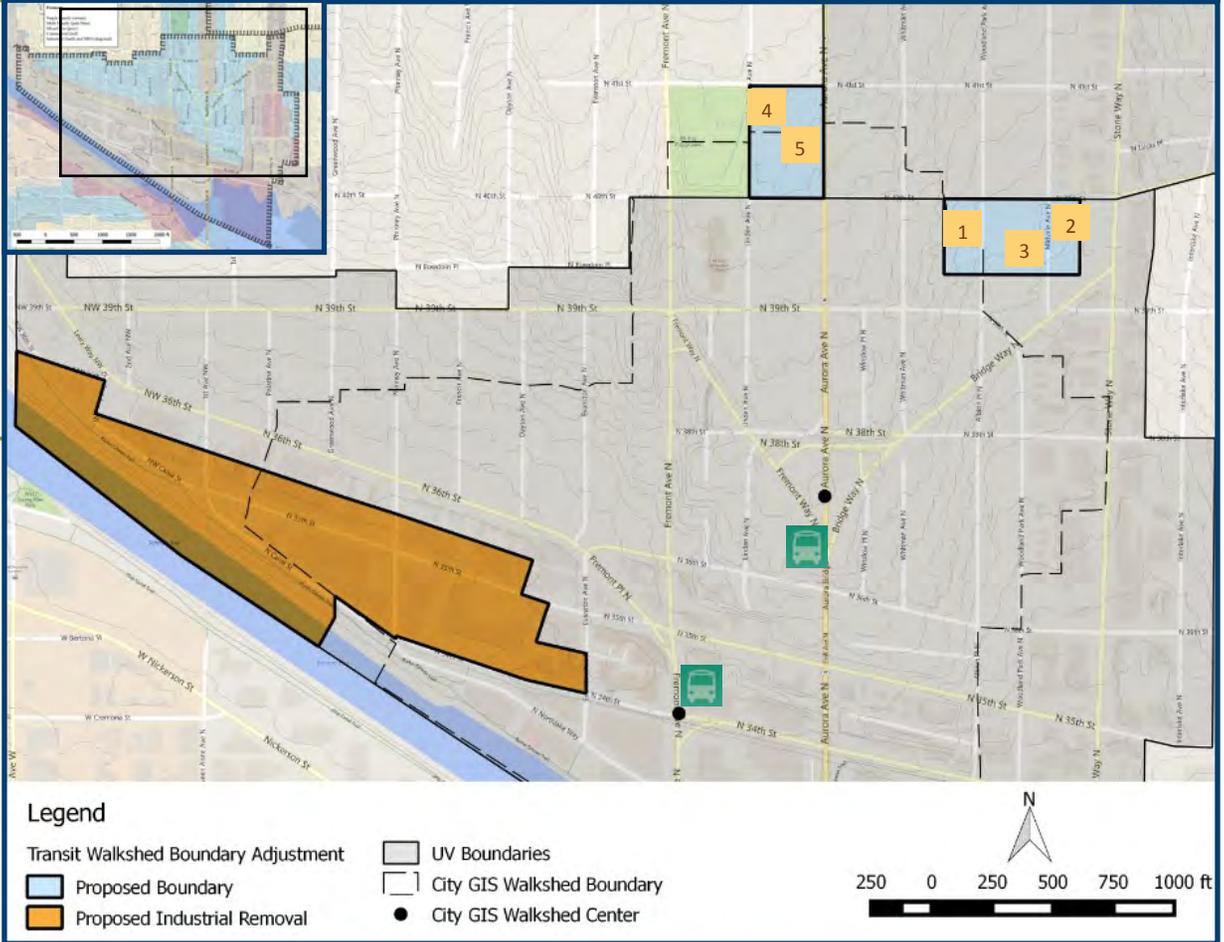
Hub Urban Village

Northern expansion represents only a small area, and would close a “donut hole” between Fremont and Wallingford villages at N. 40th Street and Woodland Park Ave N. A slight increase in single family and commercially zoned land is added. To the south, southwest and along the ship canal, large areas are industrially zoned (IB, IC, & IG2), and comprise over 28 percent of area in the village. Residential density (HUs) is maintained. No new transit connections or bicycle facilities are added, and sidewalks appear complete and in good condition. Topography is slightly hilly to low sloped with no observable physical barriers.

Village Characteristics

	Existing	Additional	Industrial Removal
Total Land Area (acres)	247.19	7.23	-24.30
Total Parcel Acres	115	4.6	-15.6
Population, 2010	3,960	215	-49
Housing Units	2,870	75	-13
Residential Density (HU/acre)	11.61	Net density: 12.74	
Acres Zoned Commercial/Mixed Use	86.15	1.55	0
Acres Zoned Single Family	0.002	3.99	0

Proposed Boundaries



Fremont Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

 Proposed Boundary

 Proposed Industrial Removal

 City GIS Walkshed Center

 City GIS Walkshed Boundary

 UV Boundaries



250 0 250 500 750 1000 ft



Mt. Baker/North Rainier Hub Urban Village

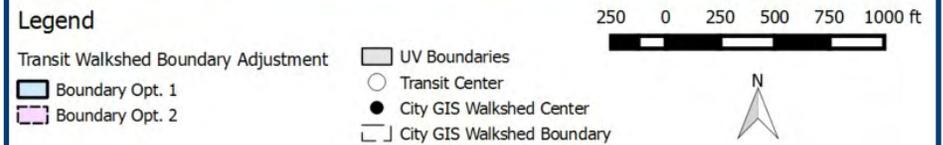
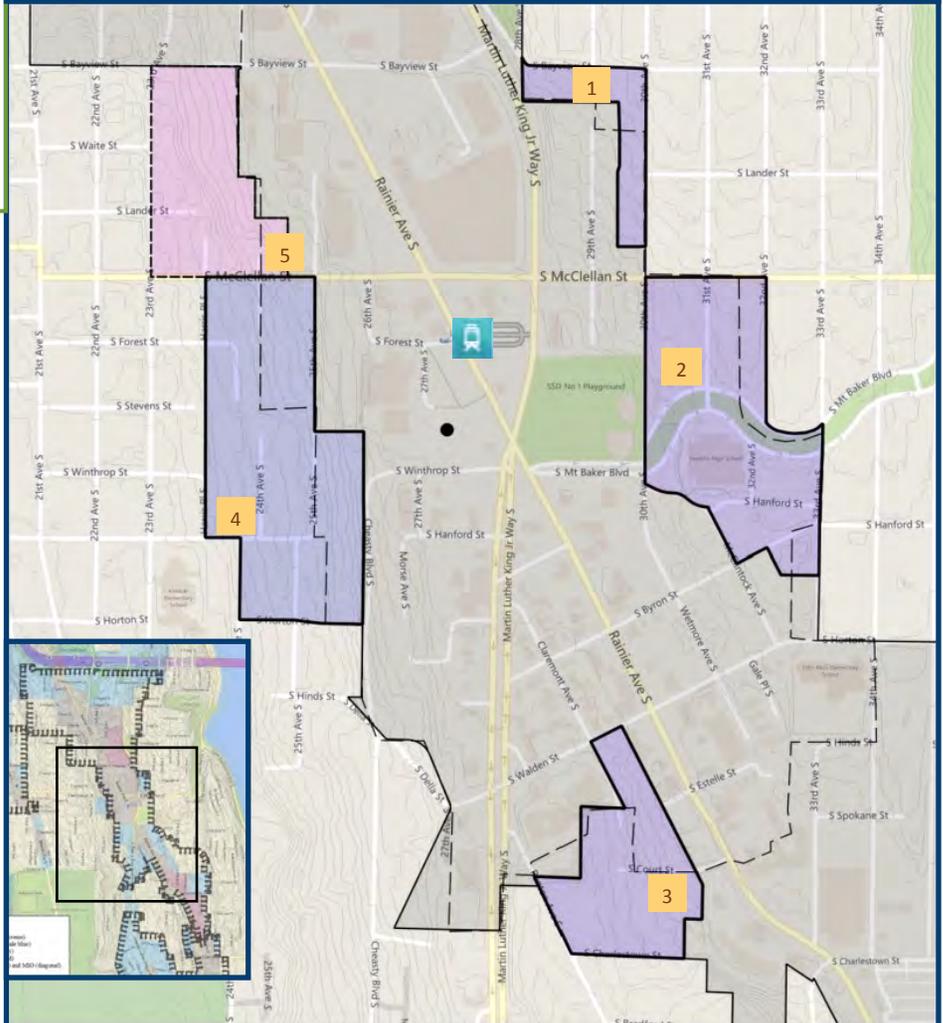
Expansion areas mostly increase single family area, some multi-family, and a small part of park boulevard, with minor separation bike lanes. The western expansion adds some hillside greenbelt with both single family and multifamily areas. Residential density (HUs) is slightly increased because of the additional areas (outside current UV boundaries) of multi-family. No new transit connections or bicycle facilities are added, sidewalks are poor to missing and street infrastructure is incomplete over much of the expansion areas. Topography is steeply sloped and physically challenging along west side greenbelts and south, and also hilly on the east. However, the steeply sloped areas proposed for expansion are well within the ½ mile walkshed.

Village Characteristics

	Existing	Option 1	Option 2
Total Land Area (acres)	452.79	53.09	63.67
Total Parcel Acres	301	36.0	43.1
Population, 2010	4,908	1,015	224
Housing Units	2,570	575	600
Residential Density (HU/acre)	5.68	6.22	6.14
Acres Zoned Commercial/Mixed Use	222.97	0.40	0.92
Acres Zoned Single Family	95.42	46.89	56.95



Proposed Boundaries



Mount Baker/North Rainier Boundary Adjustments



Legend

- Transit Center
- City GIS Walkshed Boundary
- City GIS Walkshed Center
- Transit Walkshed Boundary Adjustment
- Boundary Opt. 1
- Boundary Opt. 2

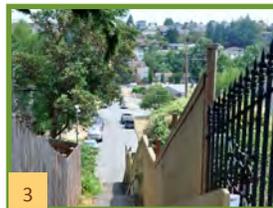


West Seattle Junction Hub Urban Village

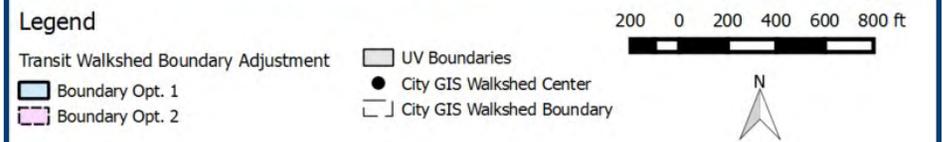
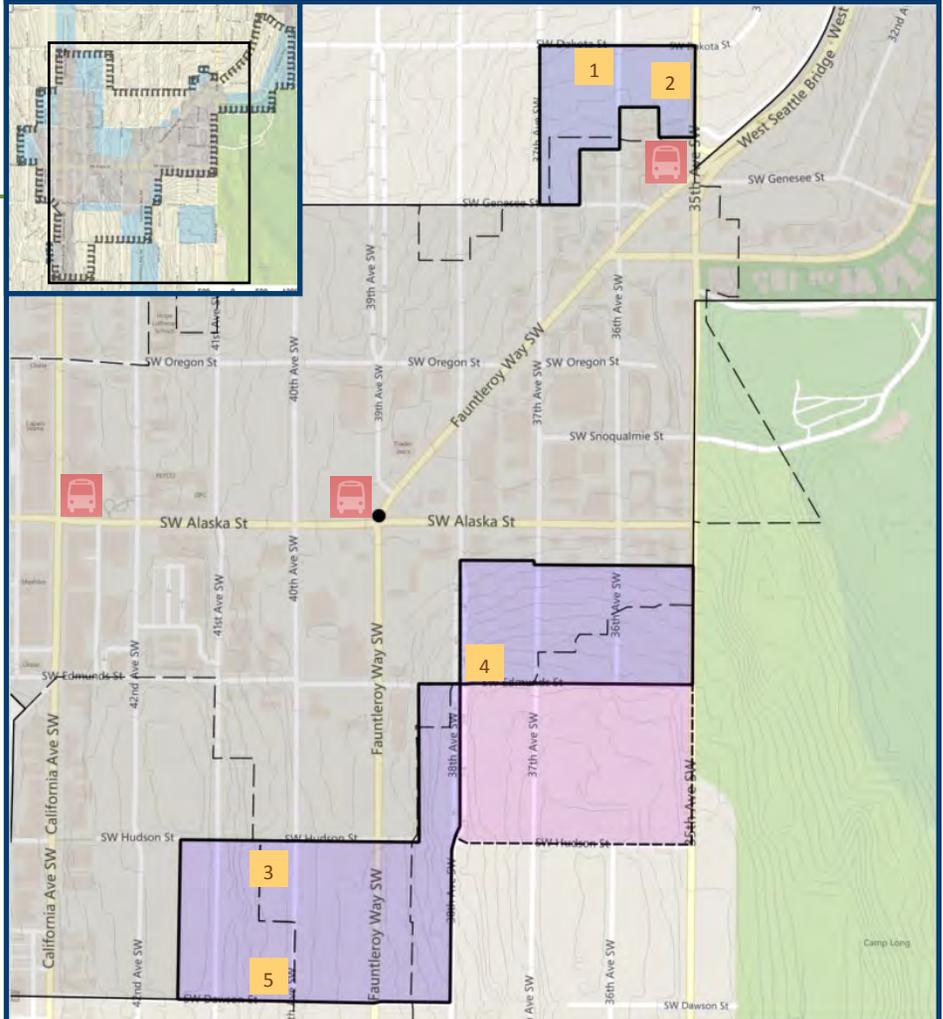
The expansion areas combined increase single family coverage, and add some multifamily add to the south along both sides of Fauntleroy Way SW. Residential density (HUs) is reduced, but still ranks moderately high. No new transit connections or bicycle facilities are added, sidewalks appear complete and mostly in good condition. Topography hilly along 35th SW, and especially steep south between 42nd SW and 37th SW, where Fauntleroy Way SW is within the low valley between hills.

Village Characteristics

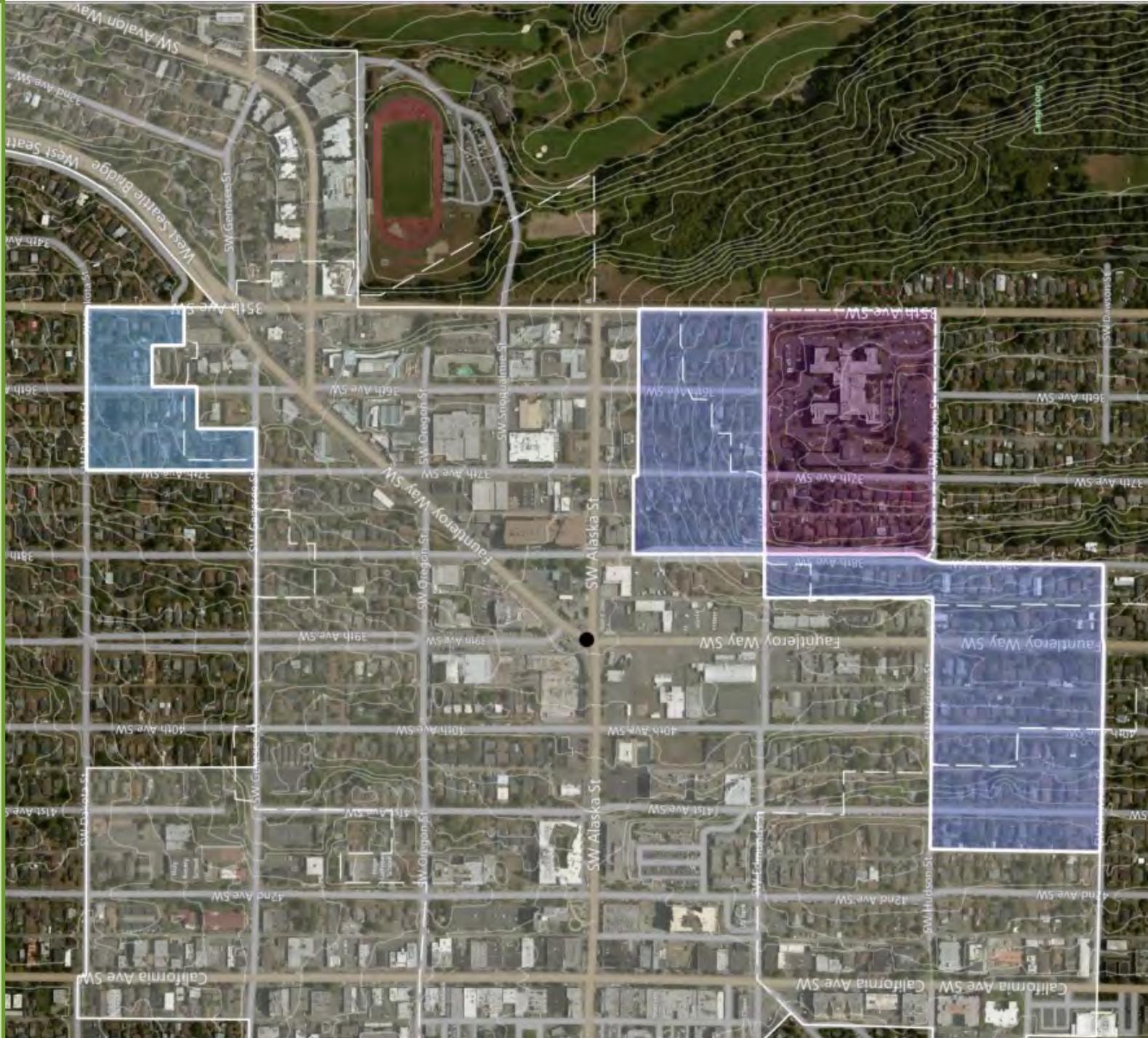
	Existing	Option 1	Option 2
Total Land Area (acres)	225.80	36.80	51.30
Total Parcel Acres	138	24.7	36.5
Population, 2010	3,788	847	748
Housing Units	4,108	257	497
Residential Density (HU/acre)	18.19	16.62	16.62
Acres Zoned Commercial/Mixed Use	114.86	0.03	0.03
Acres Zoned Single Family	53.23	29.32	33.84



Proposed Boundaries



West Seattle Junction Boundary Adjustments



Legend

-  Transit Walkshed Boundary Adjustment
-  Boundary Opt. 1
-  Boundary Opt. 2
-  City GIS Walkshed Boundary
-  City GIS Walkshed Center



23rd Ave & Union-Jackson Residential Urban Village

The expansion areas slightly increase single family, and add larger areas of multi-family and industrial zoned lands to the southeast and southwest.

Residential (HUs/acre) density is only slightly reduced

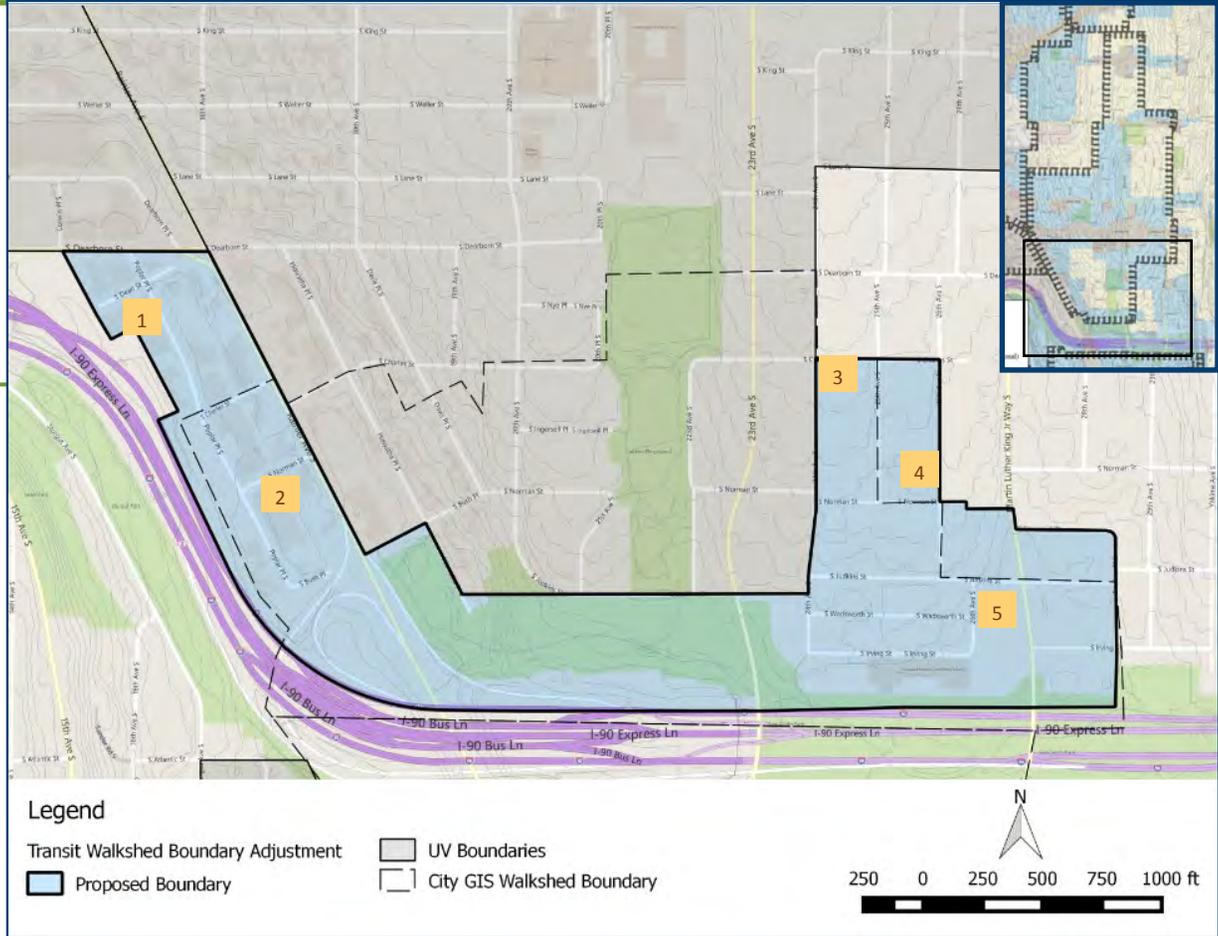
Expansion introduces transit access to a partial daily bus line, and a portion of a multi-use trail. Sidewalks are absent in the multi-block industrial pocket.

Topography is hilly to the east and southeast, and flat to low sloped west of Rainier Avenue S.

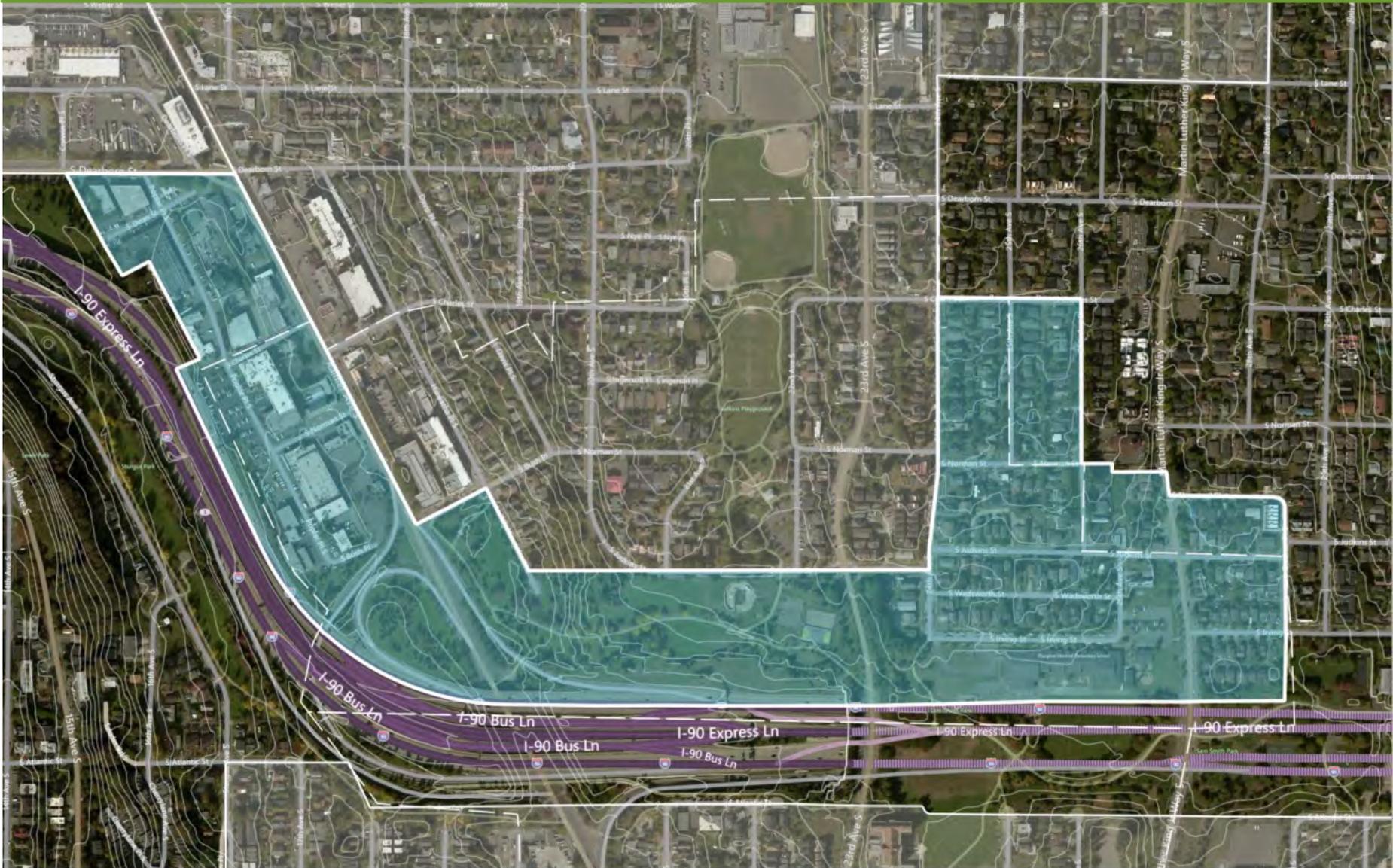
Village Characteristics

	Existing	Additional
Total Land Area (acres)	515.23	75.35
Total Parcel Acres	347	34.2
Population, 2010	9,468	539
Housing Units	5,520	209
Residential Density (HU/acre)	10.71	9.70
Acres Zoned Commercial/ Mixed Use	104.57	29.31
Acres Zoned Single Family	158.67	14.90

Proposed Boundaries



23rd Ave & Union-Jackson Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

Proposed Boundary

UV Boundaries

City GIS Walkshed Boundary

250 0 250 500 750 1000 ft



Columbia City Residential Urban Village

Expansion areas add mostly single family, and a few acres of multi-family zoning.

Residential (HUs/acre) density is only slightly reduced.

No new transit connections or bicycle facilities are added, and sidewalks are missing from most streets.

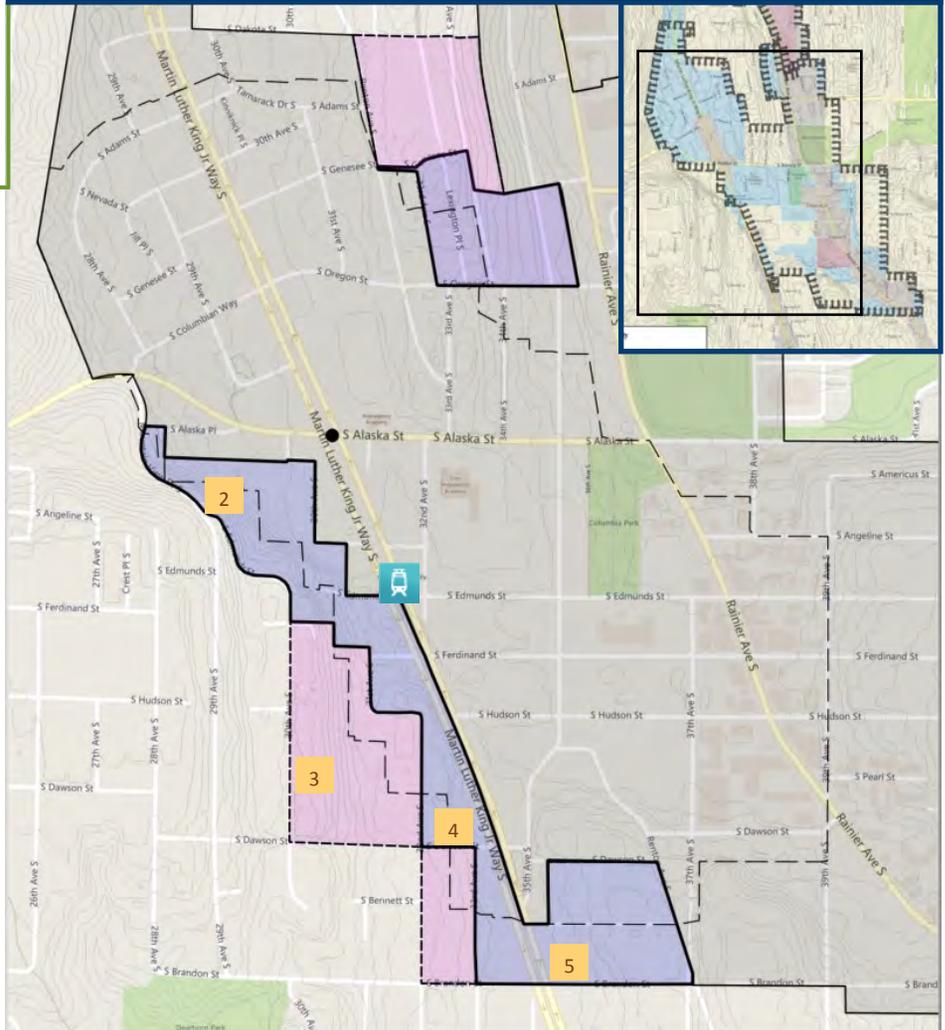
Topography is steeply sloped in the northern expansion area, and to the west, where the green belt hillside rises steeply above Martin Luther King Way S., where some roads are unimproved.

Village Characteristics

	Existing	Option 1	Option 2
Total Land Area (acres)	312.77	38.97	65.06
Total Parcel Acres	216	26.3	46.6
Population, 2010	3,937	778	1,003
Housing Units	2,503	213	335
Residential Density (HU/acre)	8.00	7.72	7.51
Acres Zoned Commercial/Mixed Use	80.38	4.94	4.94
Acres Zoned Single Family	82.33	32.44	58.52



Proposed Boundaries



Legend

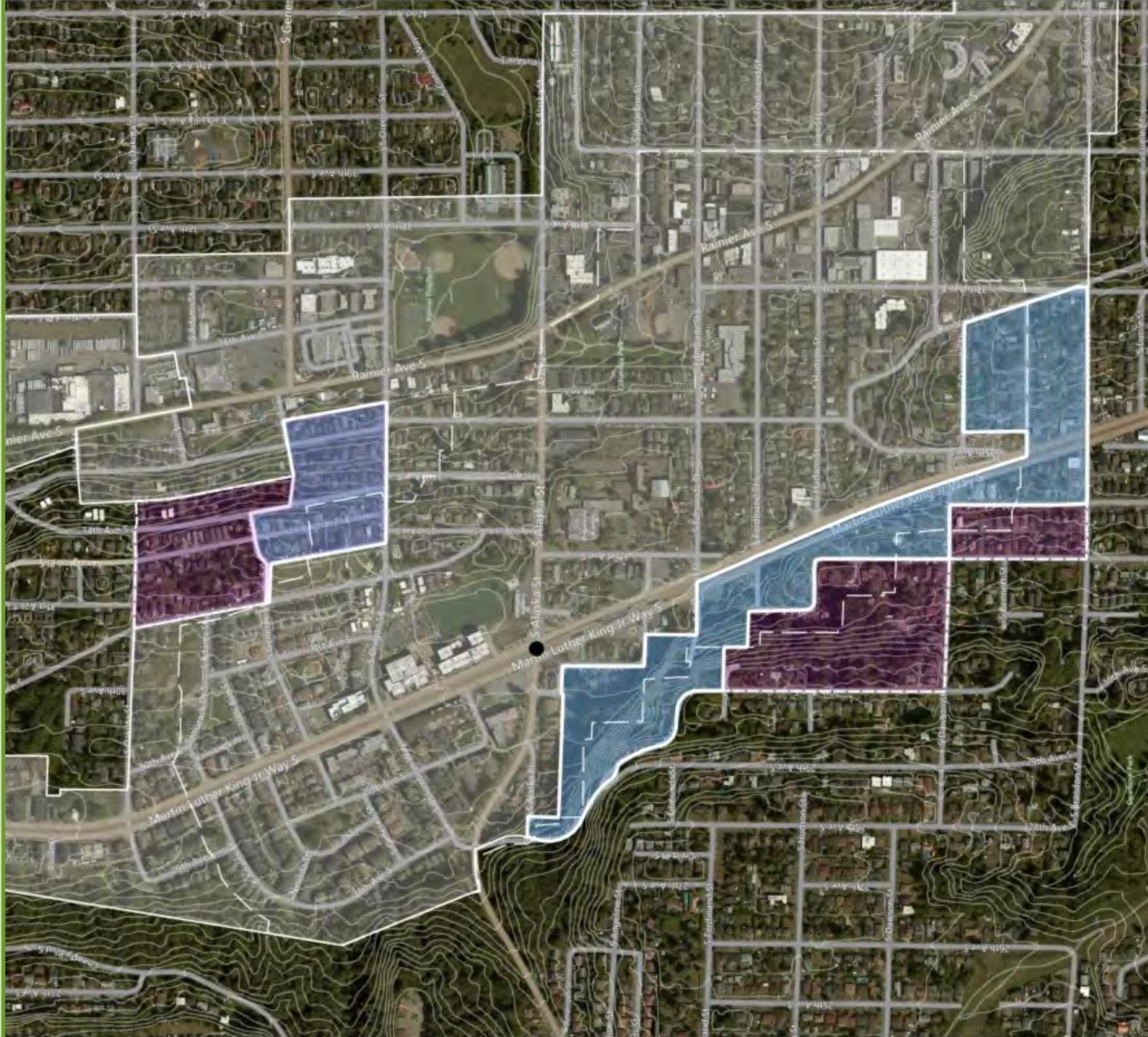
- Transit Walkshed Boundary Adjustment
- Boundary Opt. 1
- Boundary Opt. 2

- UV Boundaries
- City GIS Walkshed Center
- City GIS Walkshed Boundary

250 0 250 500 750 1000 ft



Columbia City Boundary Adjustments



Legend

- Transit Walkshed Boundary Adjustment
- City GIS Walkshed Boundary
- Boundary Opt. 1
- Boundary Opt. 2
- City GIS Walkshed Center



Crown Hill Residential Urban Village

Expansion areas add mostly single family, and some limited mixed use/MF to the north-east along Holman Rd NW, at 15th Ave NW to the south, and NW 85th St East and West.

Residential density (HUs/acre) is only slightly reduced

No new transit or bike access, and sidewalks are absent in many areas north of NW 85th St.

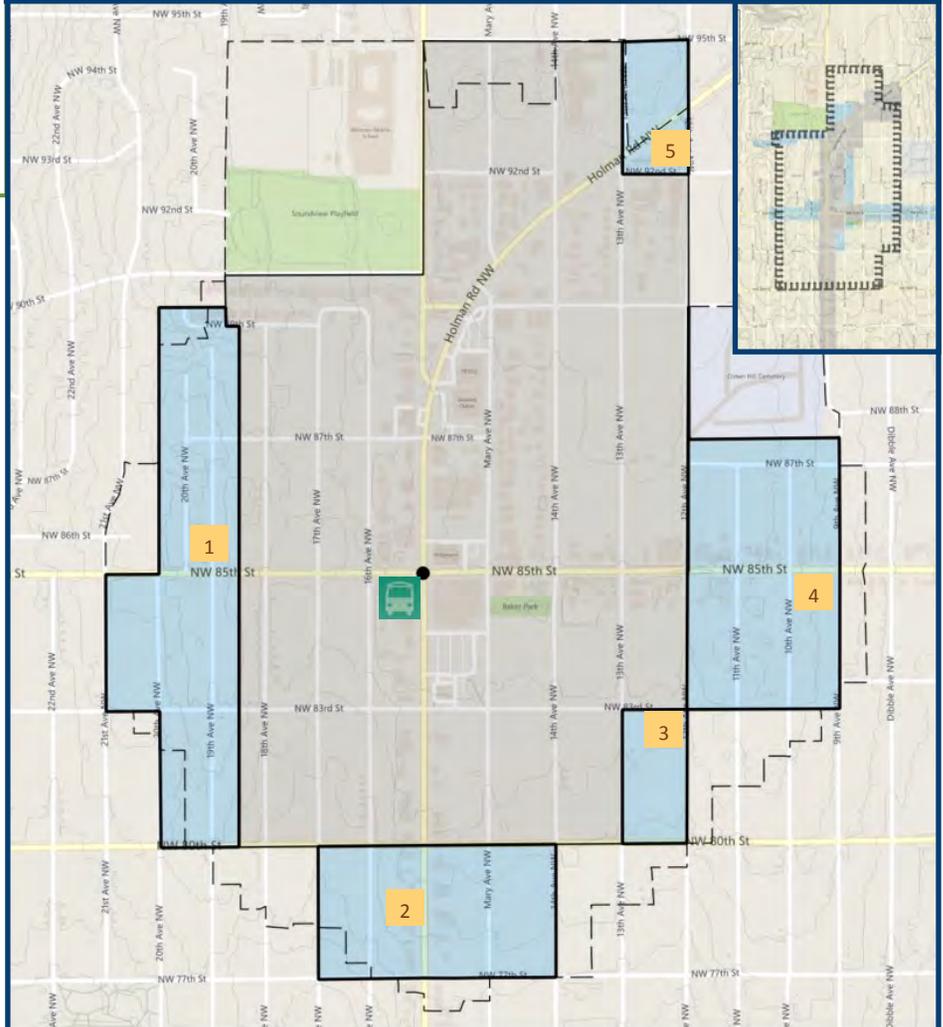
Topography is moderately sloped to flat in most expansion areas, but becomes more hilly west of 15th Ave NW.

Village Characteristics

	Existing	Additional
Total Land Area (acres)	172.94	80.80
Total Parcel Acres	123	55.8
Population, 2010	2,459	997
Housing Units	1,296	569
Residential Density (HU/acre)	7.49	7.35
Acres Zoned Commercial/ Mixed Use	41.89	7.15
Acres Zoned Single Family	106.32	67.40



Proposed Boundaries



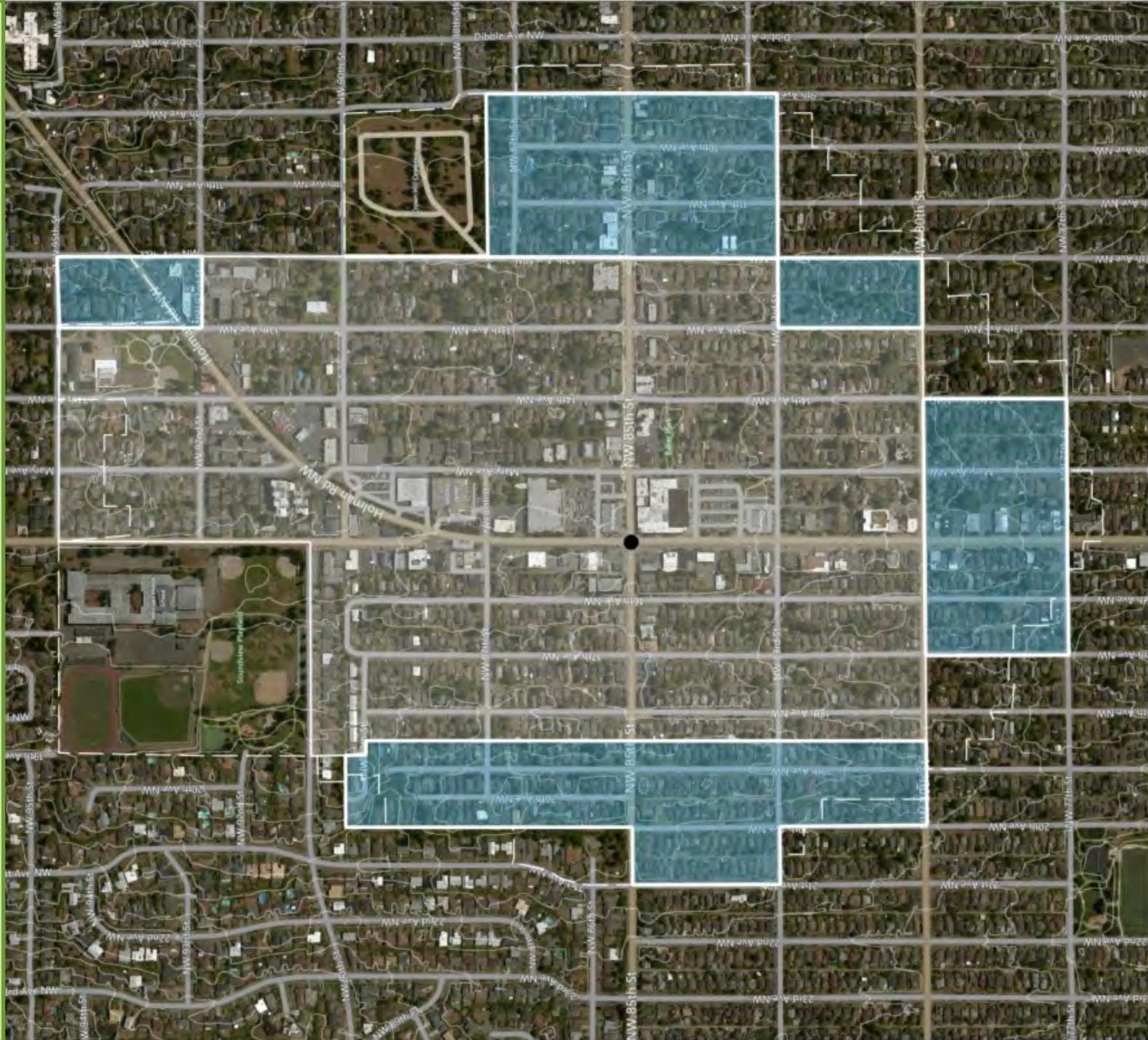
Legend

- Transit Walkshed Boundary Adjustment
- Proposed Boundary
- UV Boundaries
- City GIS Walkshed Center
- City GIS Walkshed Boundary

250 0 250 500 750 1000 ft



Crown Hill Boundary Adjustments



Legend

- Proposed Boundary
- City GIS Walkshed Center
- Transit Walkshed Boundary Adjustment
- City GIS Walkshed Boundary
- UV Boundaries



North Beacon Hill Residential Urban Village

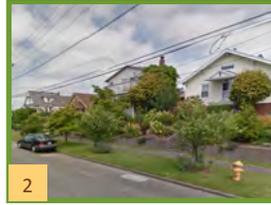
Expansion area to the east is single family, while the southern expansion adds a substantial area of mostly single family, and 3 blocks of mixed use/MF in the Beacon Ave S corridor. Residential density (HUs/acre) is reduced somewhat.

Expansion areas do not cover any usable open space but are adjacent to 2 new parks. No new transit access, East/South extensions would include an existing neighborhood greenway. Sidewalks are on most streets, but are under-developed in some blocks of the SW expansion area (Option 2).

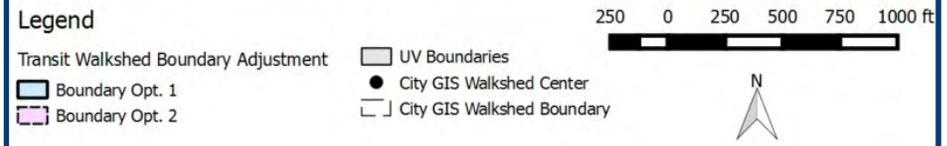
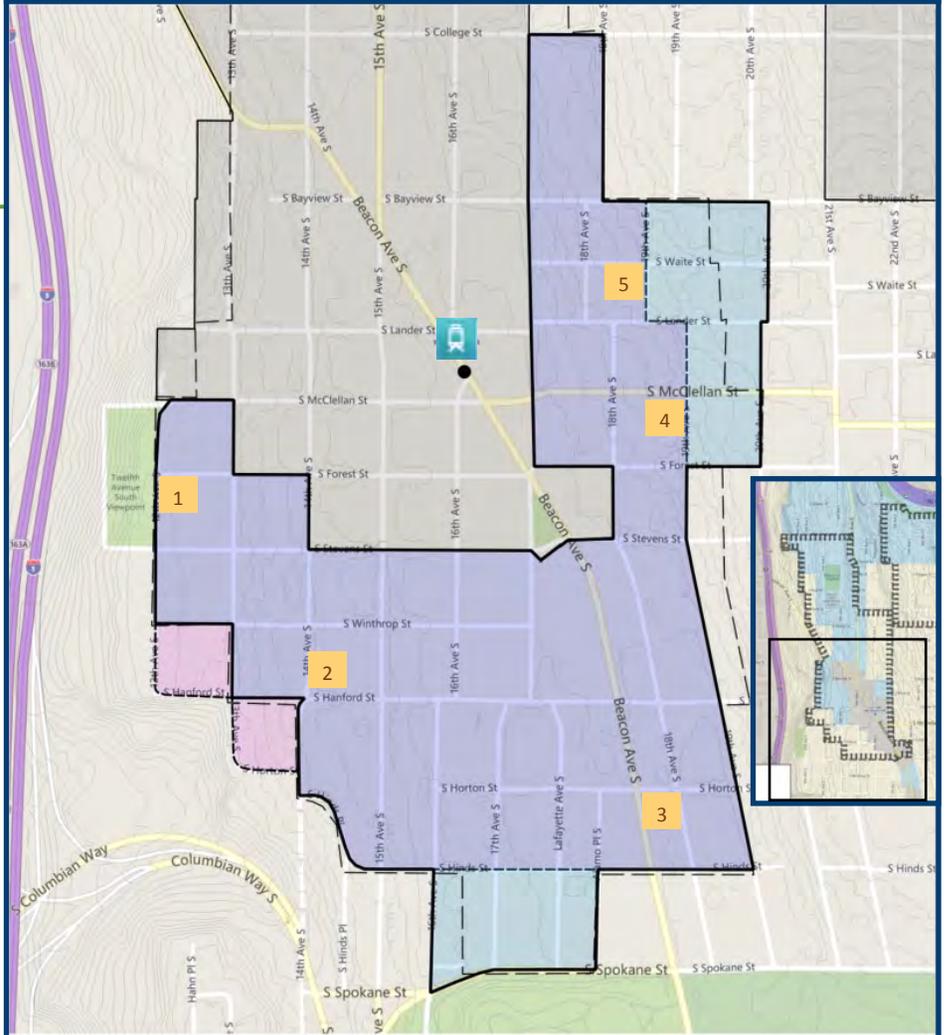
Topography is hilly to the northeast and northwest, steep sloped to the far west, and flat to low sloped to the south.

Village Characteristics

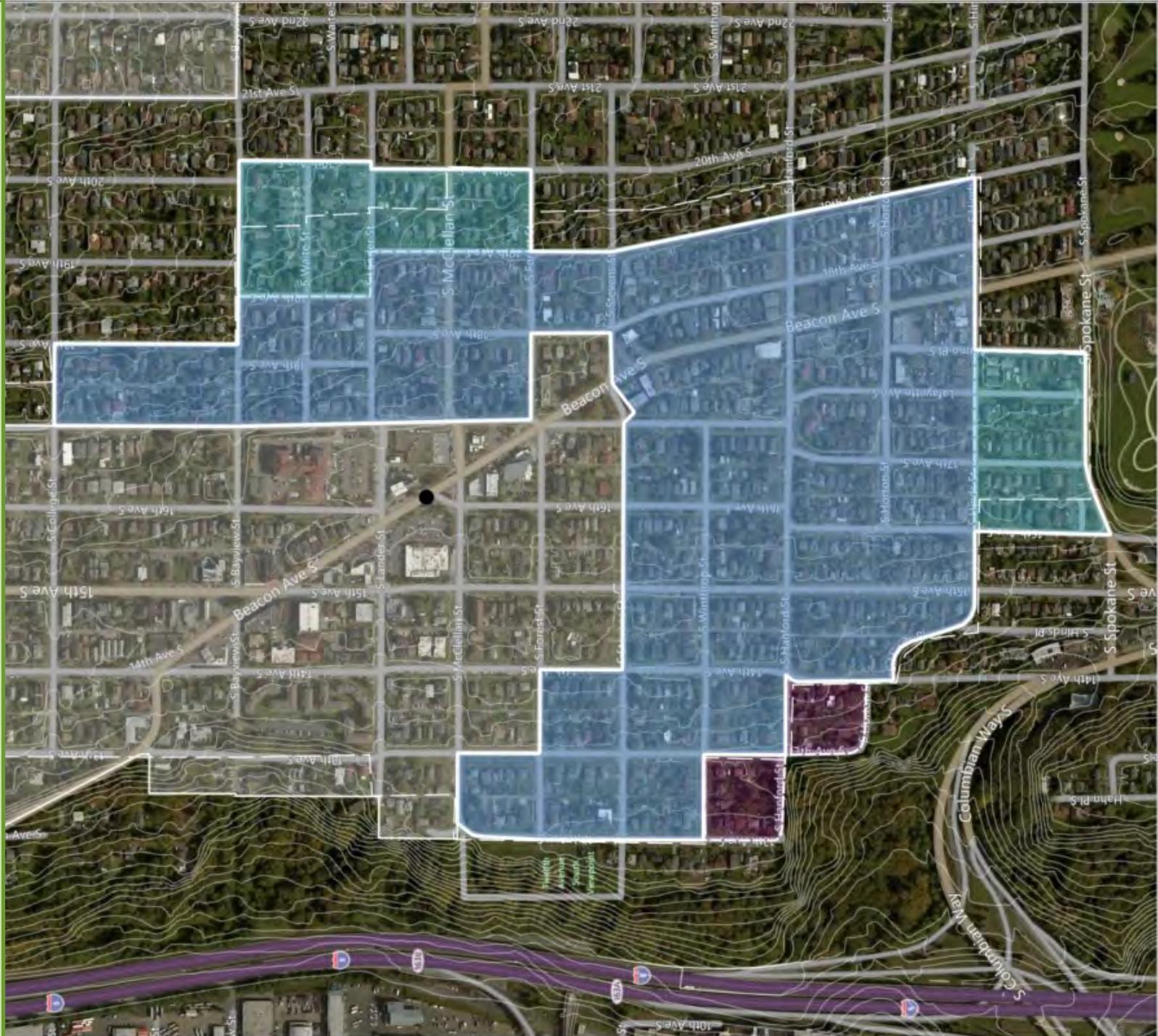
	Existing	Option 1	Option 2
Total Land Area (acres)	130.61	112.88	98.98
Total Parcel Acres	79	68.2	59.4
Population, 2010	2,900	1,082	1,779
Housing Units	1,481	804	706
Residential Density (HU/acre)	11.34	9.38	9.53
Acres Zoned Commercial/Mixed Use	26.40	8.28	8.28
Acres Zoned Single Family	39.28	101.72	87.83



Proposed Boundaries



North Beacon Hill Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

Boundary Opt. 1

Boundary Opt. 2

City GIS Walkshed Boundary

City GIS Walkshed Center



0 250 500 750 1000 ft



Othello Residential Urban Village

Eastern expansion adds mostly single family, except for a three block MF area to the southeast to MLK Way S., the inclusion of Othello playground to the expansion area adds usable open space.

Residential density (HUs/acre) is low but little changed.

No new transit or bike access, and sidewalks are absent in a few areas SE and SW.

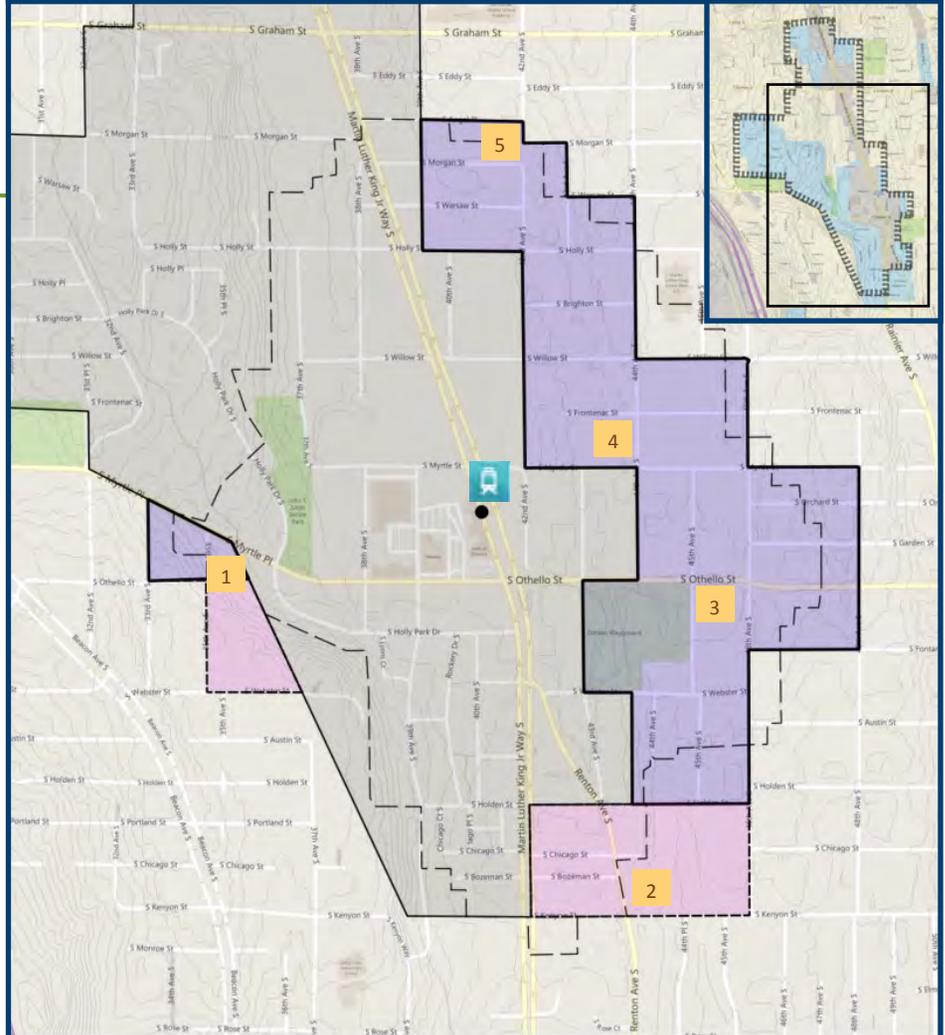
Topography is moderately sloped in most expansion areas, except west of S. Othello and south of S. Myrtle, where hillside is steeply sloped, presenting some challenge for pedestrians.

Village Characteristics

	Existing	Option 1	Option 2
Total Land Area (acres)	374.92	105.27	132.04
Total Parcel Acres	285	76.6	97.9
Population, 2010	7,267	1,797	1,852
Housing Units	2,621	491	656
Residential Density (HU/acre)	6.99	6.48	6.46
Acres Zoned Commercial/Mixed Use	95.02	0.01	0.01
Acres Zoned Single Family	111.41	105.25	122.02



Proposed Boundaries



Legend

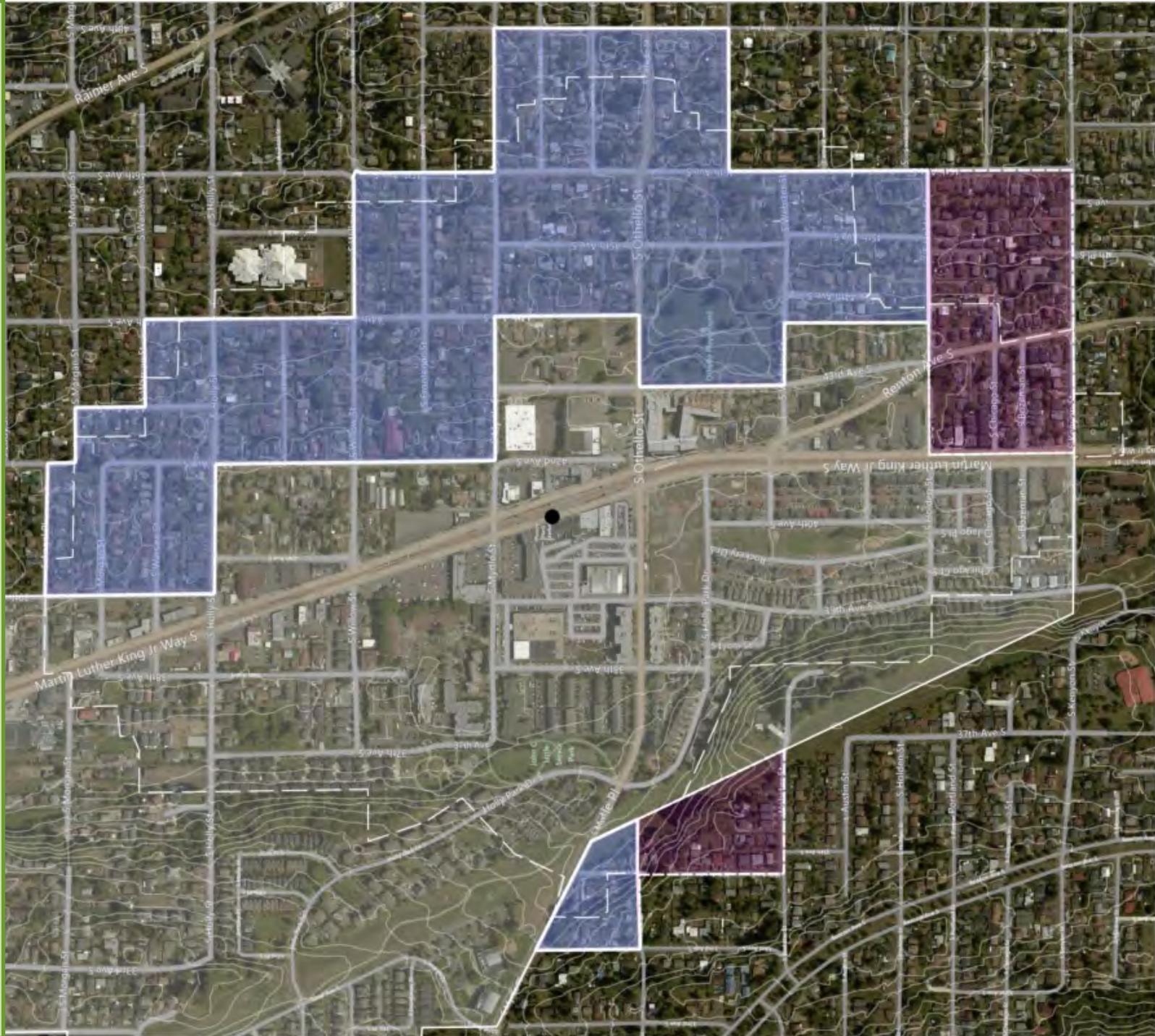
- Transit Walkshed Boundary Adjustment
- UV Boundaries
- Boundary Opt. 1
- Boundary Opt. 2
- City GIS Walkshed Center
- City GIS Walkshed Boundary



250 0 250 500 750 1000 ft

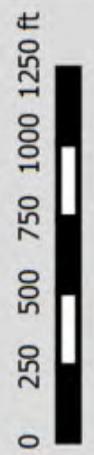


Othello Boundary Adjustments



Legend

-  Transit Walkshed Boundary Adjustment
-  Boundary Opt. 1
-  Boundary Opt. 2
-  City GIS Walkshed Boundary
-  City GIS Walkshed Center



Rainier Beach Residential Urban Village

Expansion areas add mostly single family, with a small amount of mixed use/commercial along the MLK Way corridor.

Already among the lower density villages, the expansion further decreases residential density (HU/acre) to well below most other villages.

No new transit or bicycle access, and sidewalks are missing from most streets.

Green belts within the expansion areas increase open space but are in both public and private ownership.

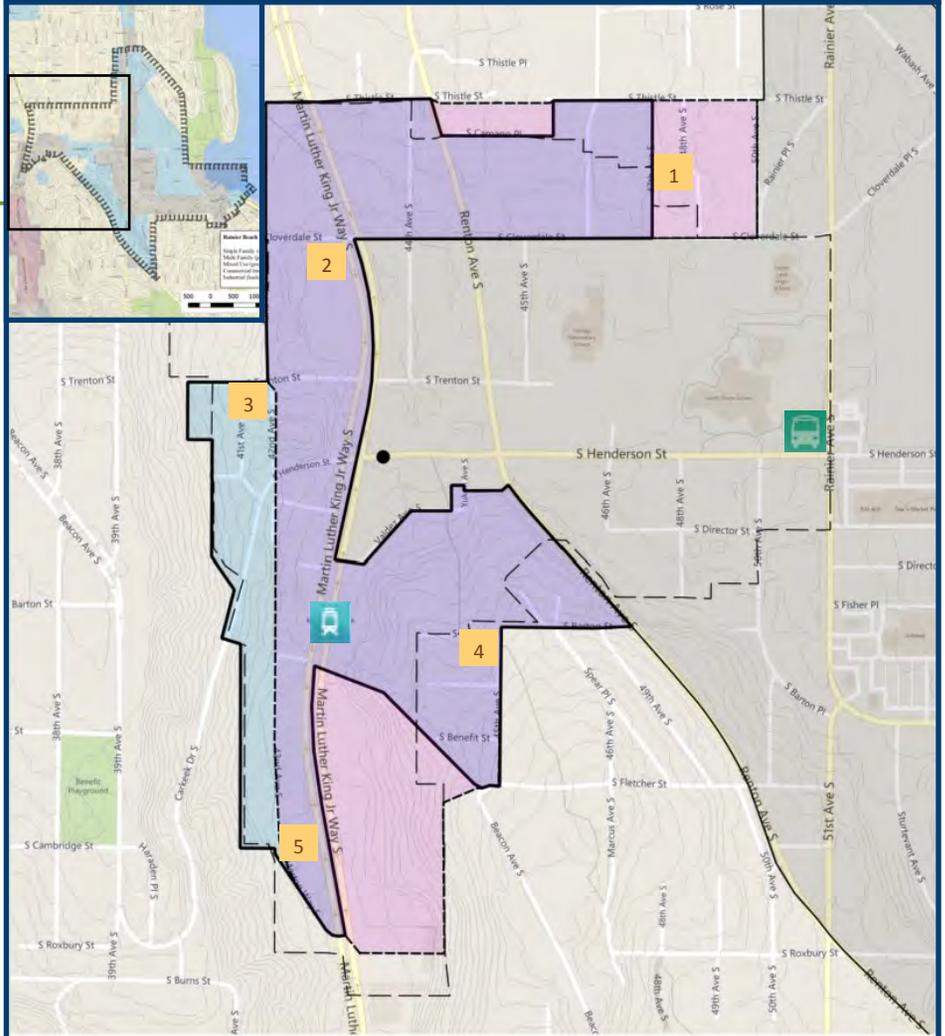
Topography to the south is steeply sloped and challenging both east west of MLK Way S., with unimproved roads in some areas.

Village Characteristics

	Existing	Option 1	Option 2
Total Land Area (acres)	236.84	83.90	96.46
Total Parcel Acres	212	58.1	71.6
Population, 2010	3,583	675	663
Housing Units	1,598	188	211
Residential Density (HU/acre)	6.75	5.57	5.43
Acres Zoned Commercial/Mixed Use	92.18	11.94	21.97
Acres Zoned Single Family	59.34	64.10	70.19



Proposed Boundaries



Roosevelt Residential Urban Village

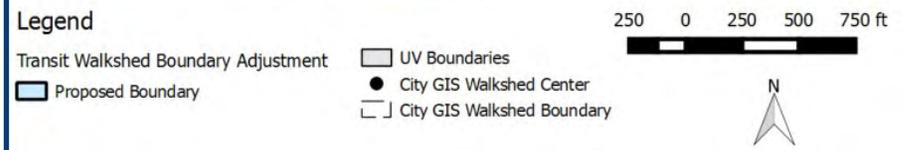
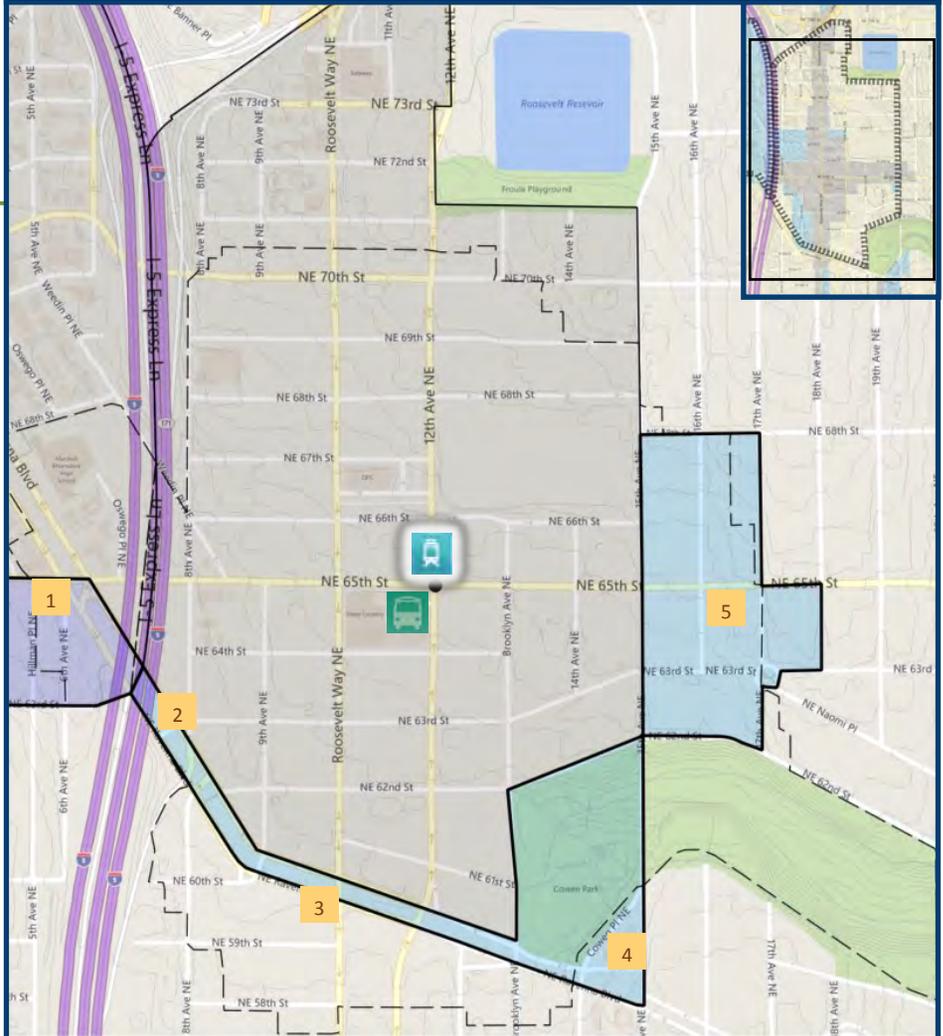
The expansion areas add mostly single family, with small areas of mixed use blocks added east and west along NE 65th St and south along the Roosevelt Way NE corridor. There is very little change in residential density (HUs/acre). The southern extension adds significant area of useable open space (Cowen Park). New boundaries incorporate Ravenna Blvd. and its proposed cycle track. No new transit access. Sidewalk coverage is good with the exception of one block of the western expansion area.

Village Characteristics

	Existing	Additional
Total Land Area (acres)	158.03	36.05
Total Parcel Acres	97	21.3
Population, 2010	2,384	407
Housing Units	1,363	173
Residential Density (HU/acre)	8.62	7.91
Acres Zoned Commercial/ Mixed Use	56.53	2.16
Acres Zoned Single Family	87.96	31.45



Proposed Boundaries



Roosevelt Boundary Adjustments



Legend

- Transit Walkshed Boundary Adjustment
- City GIS Walkshed Center
- City GIS Walkshed Boundary
- UV Boundaries

N

0 250 500 750 1000 ft



NE 130th Ave

Residential Urban Village

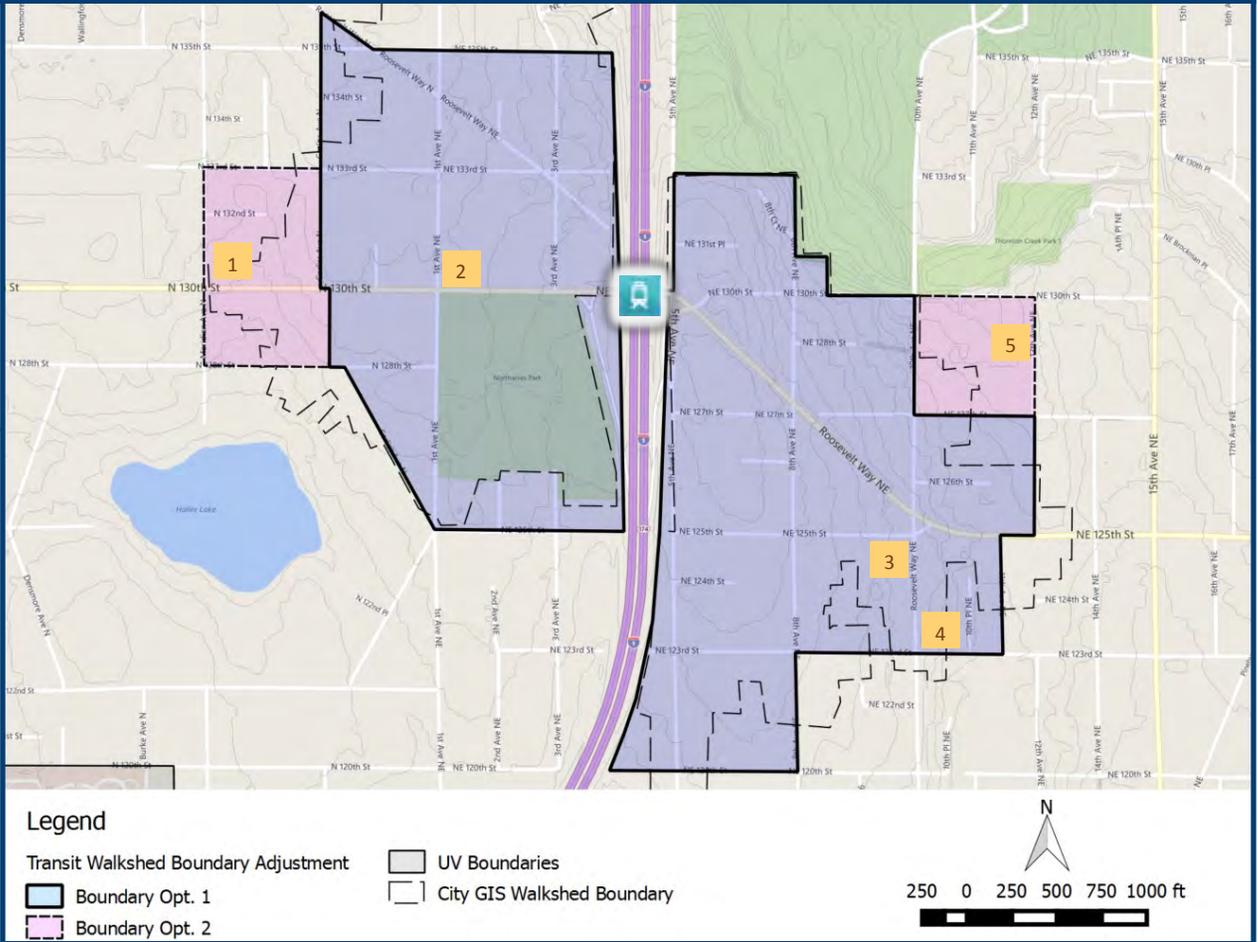
The establishment of a new village at NE 130th at I-5 (Haller Lake, Jackson Park and Pinehurst neighborhoods) with over 200 acres, would make it among larger residential villages. The area has very low residential density, with predominantly large lot SF, and a limited areas of mixed use/MF primarily along Roosevelt Way NE.

There is a minor separation bike lane running north-south and encircling Haller Lake. Topography is primarily low sloped to flat to the west of Interstate 5, and hilly to the east.

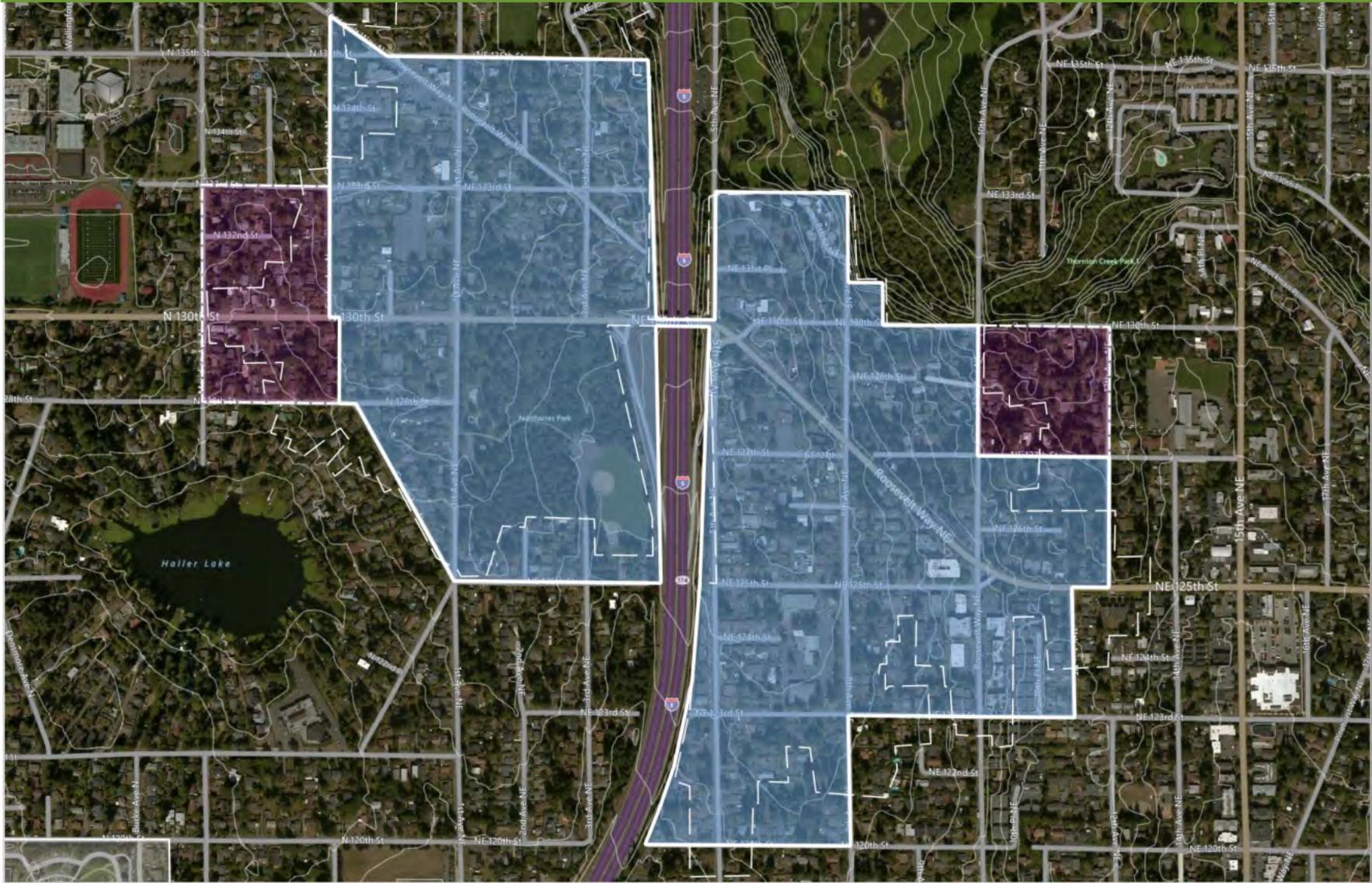
Village Characteristics

	Option 1	Option 2
Total Land Area (acres)	200.68	227.78
Total Parcel Acres	153.0	175.0
Population, 2010	1,622	2,507
Housing Units	1,062	1,170
Residential Density (HU/acre)	5.29	5.14
Acres Zoned Commercial/ Mixed Use	8.60	8.60
Acres Zoned Single Family	181.70	208.80

Proposed Boundaries



NE 130th Ave Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

Boundary Opt. 1

Boundary Opt. 2

UV Boundaries

City GIS Walkshed Boundary

0 500 1000 1500 ft



Urban Village Land Use Boundary Adjustments

Northgate

Uptown

Bitter Lake Village

Lake City

Eastlake

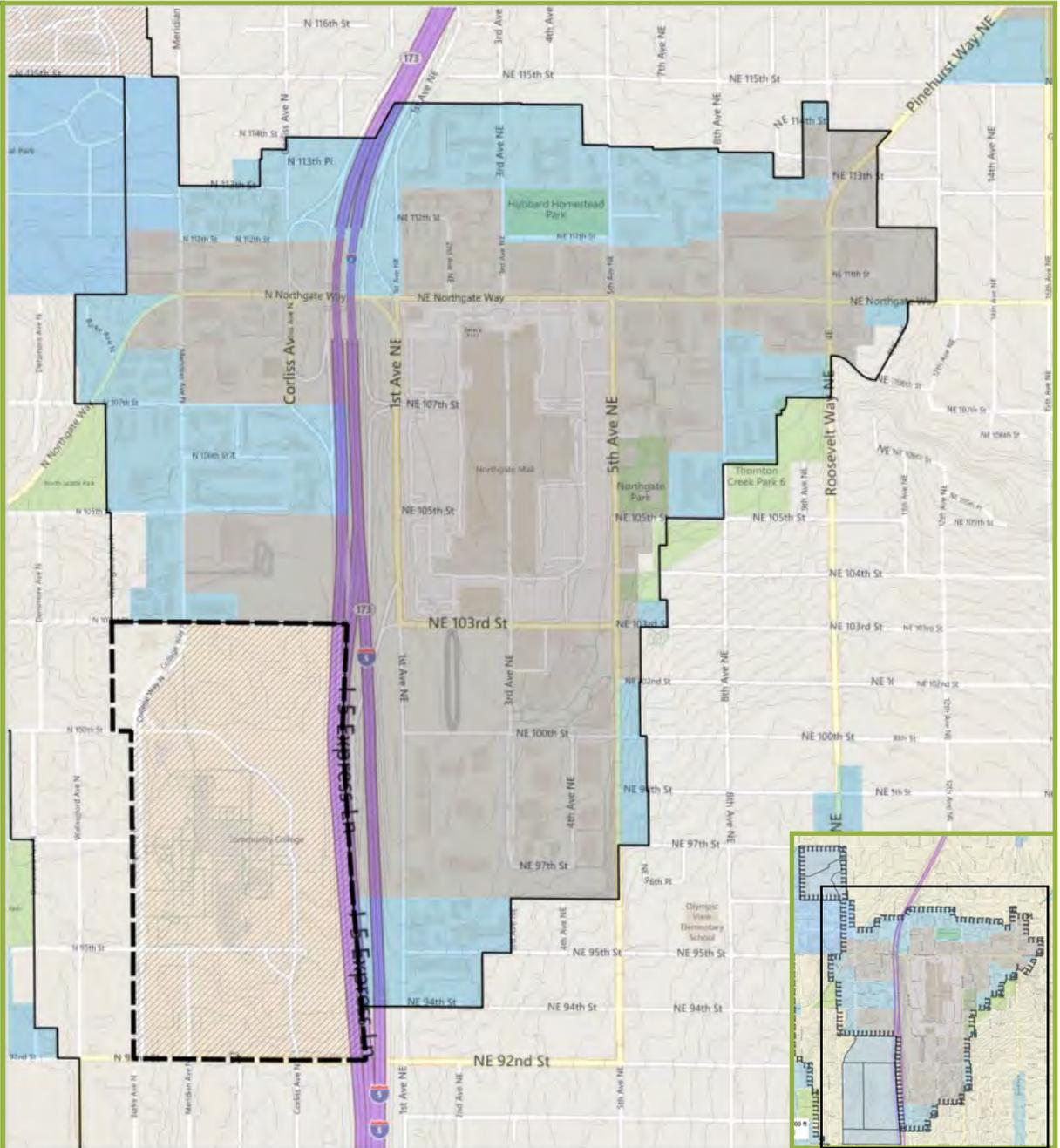
Madison Miller

Upper Queen Anne

Cherry Hill



Northgate Urban Center

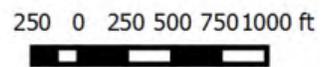


Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial
- University and other MIO

- Land Use Based Boundary
- UV Boundaries

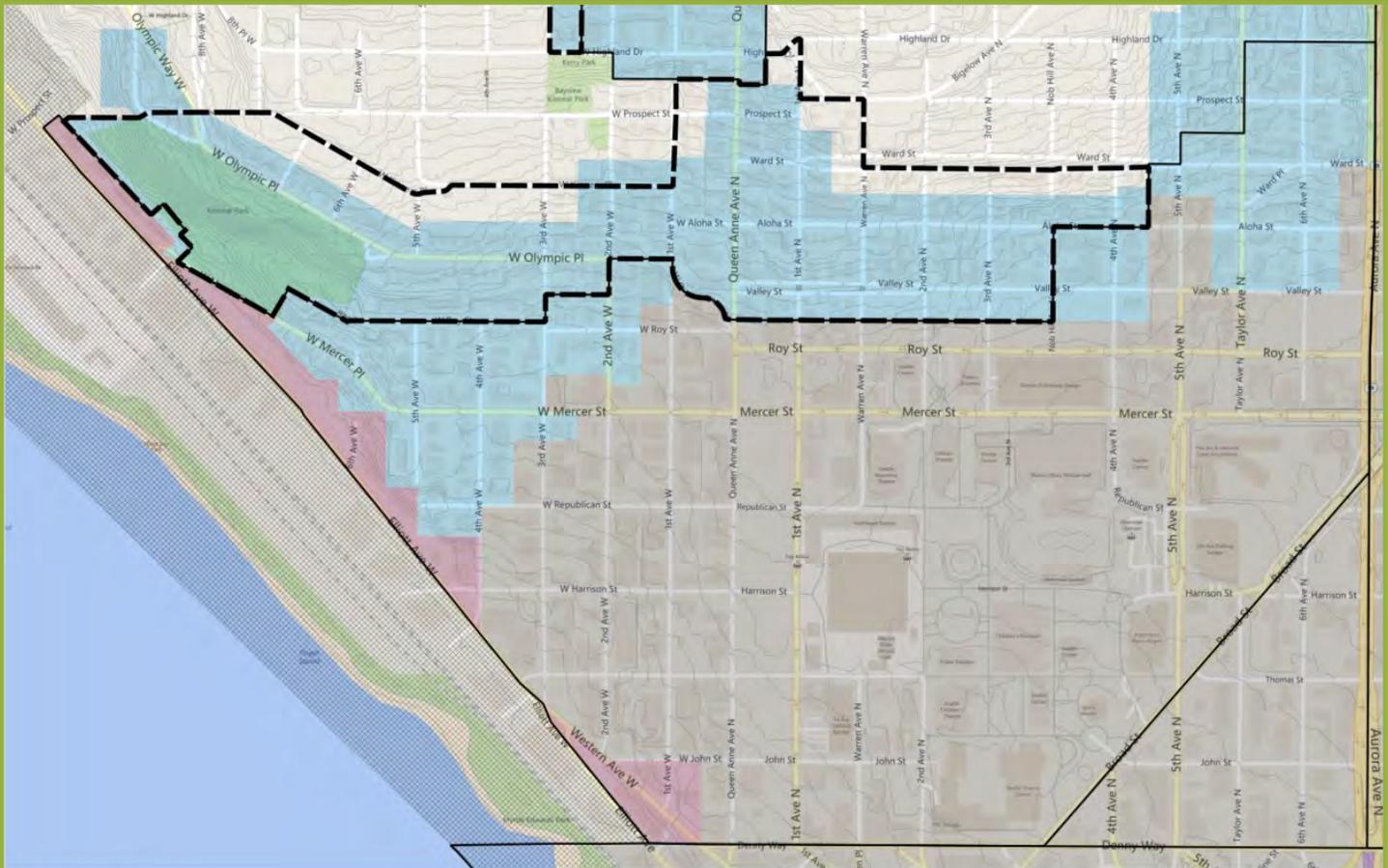


Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	410.69	83.35	Residential Density (HU/acre)	11.32	9.70
Total Parcel Acres	296	65.5	Acres Zoned Commercial/Mixed Use	241.42	0.02
Population, 2010	6,369	806	Acres Zoned Single Family	4.37	4.48
Housing Units	4,647	145			



Uptown Urban Center

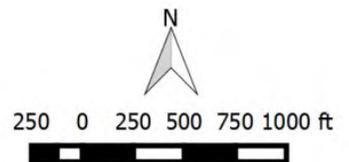


Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial
- Commercial
- Industrial

- Land Use Based Boundary
- UV Boundaries

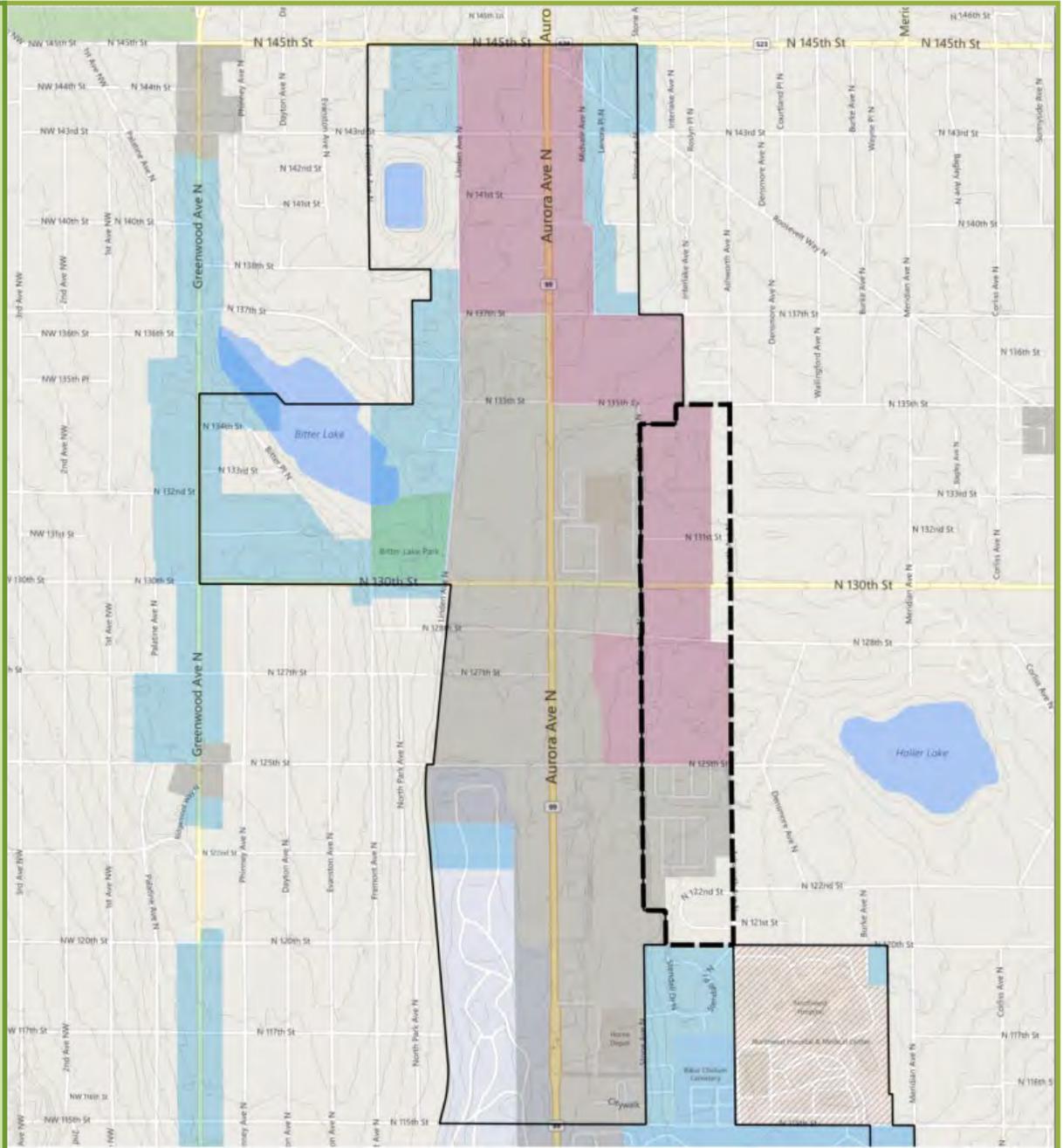


Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	297.33	90.62	Residential Density (HU/acre)	23.88	25.68
Total Parcel Acres	221	63.4	Acres Zoned Commercial/Mixed Use	241.32	0.002
Population, 2010	7,300	3,388	Acres Zoned Single Family	0.00	15.91
Housing Units	7,100	2,864			



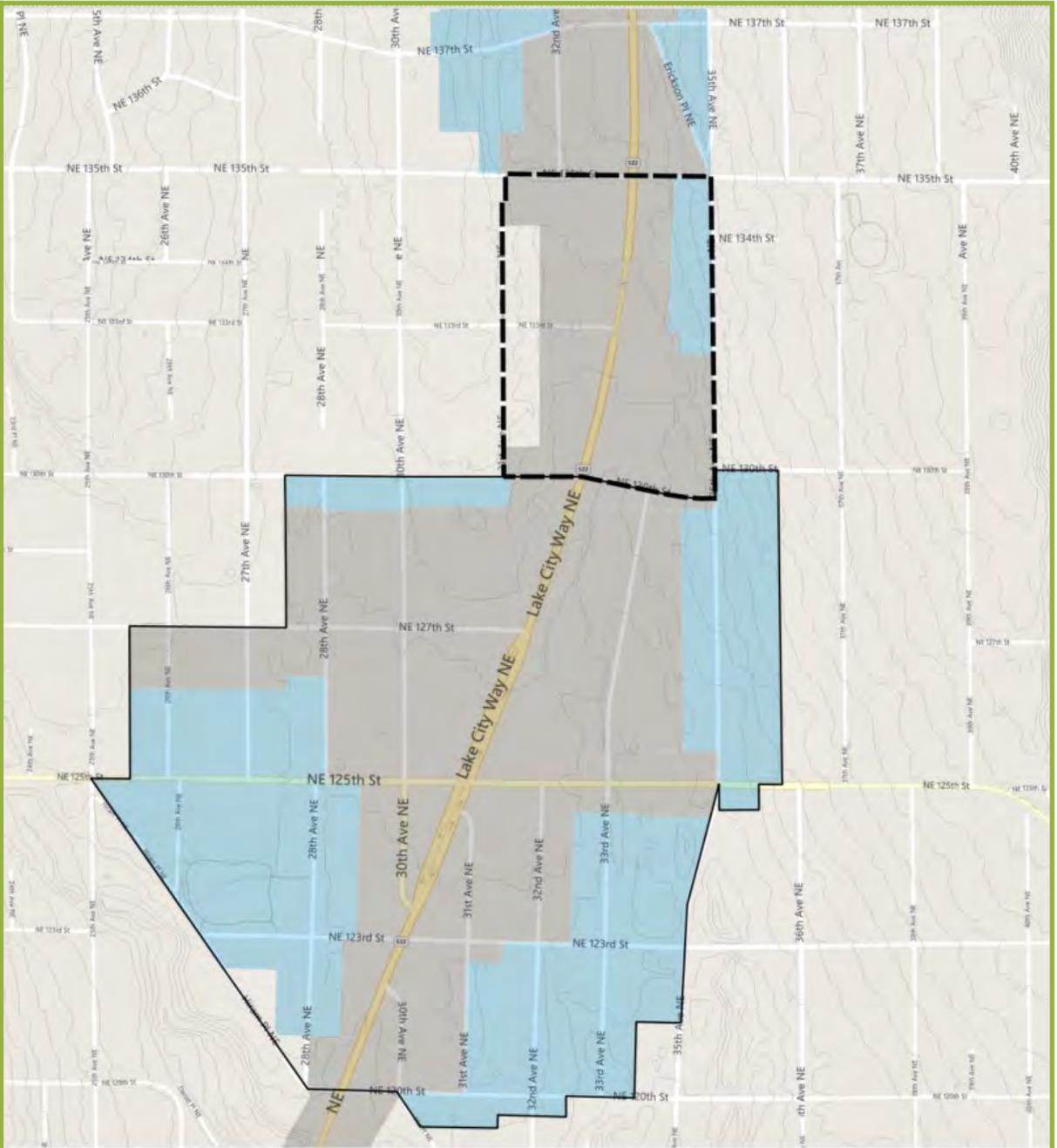
Bitter Lake Hub Urban Village



Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	358.70	58.78	Residential Density (HU/acre)	9.09	7.94
Total Parcel Acres	289	49.2	Acres Zoned Commercial/Mixed Use	222.46	46.95
Population, 2010	4,273	243	Acres Zoned Single Family	61.81	11.83
Housing Units	3,259	56			

Lake City Hub Urban Village

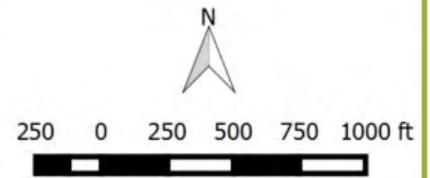


Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial

- Land Use Based Boundary
- UV Boundaries



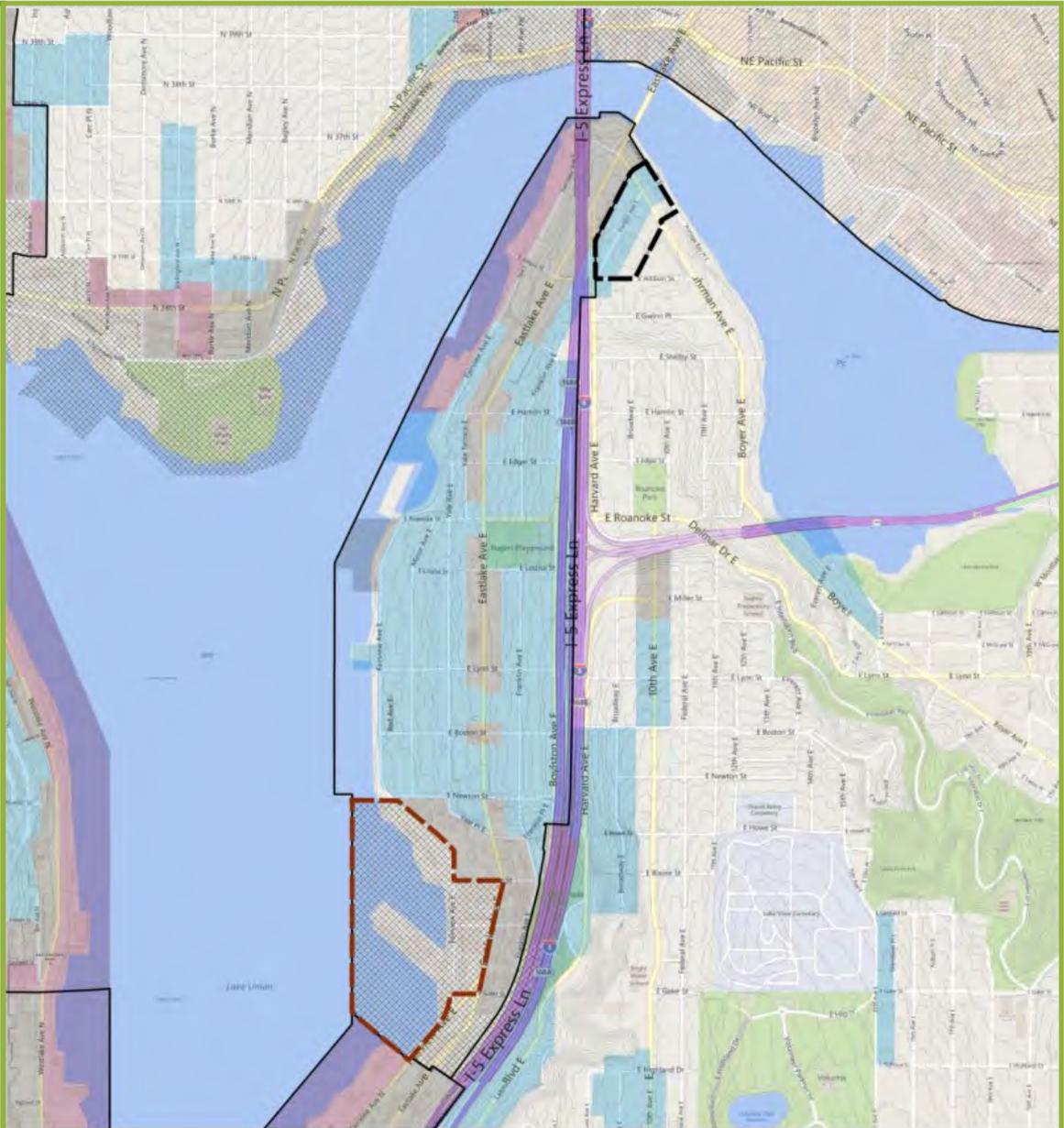
Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	142.26	28.10	Residential Density (HU/acre)	16.87	14.48
Total Parcel Acres	102	21.6	Acres Zoned Commercial/Mixed Use	77.66	21.47
Population, 2010	3,899	971	Acres Zoned Single Family	1.29	3.54
Housing Units	2,400	67			



Eastlake

Residential Urban Village



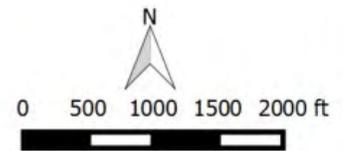
Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial
- Commercial
- Industrial
- University and other MIO

Land Use Based Boundary

- add
- subtract
- UV Boundaries

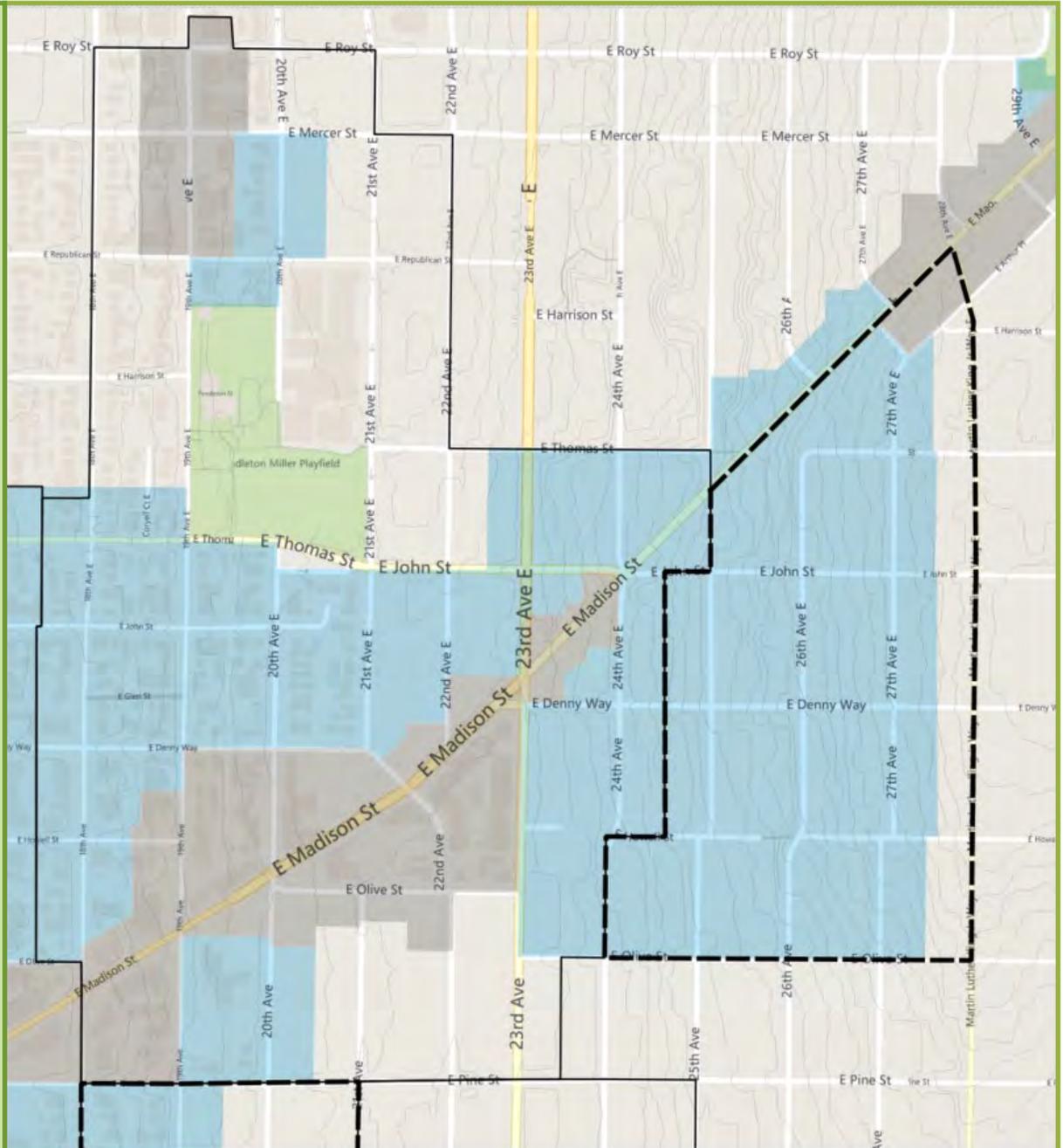


Village Characteristics

Characteristic	Existing	Additional	Industrial Removal	Characteristic	Existing	Additional	Industrial Removal
Total Land Area (acres)	268.18	8.79	43.13	Residential Density (HU/acre)	12.78	15.31	
Total Parcel Acres	84	5.5	35.5	Acres Zoned Commercial/ Mixed Use	73.62	0.10	0.00
Population, 2010	5,084	192	0	Acres Zoned Single Family	18.70	2.39	0.01
Housing Units	3,428	152	0				



Madison-Miller Residential Urban Village

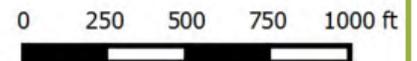


Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial

- Land Use Based Boundary
- UV Boundaries

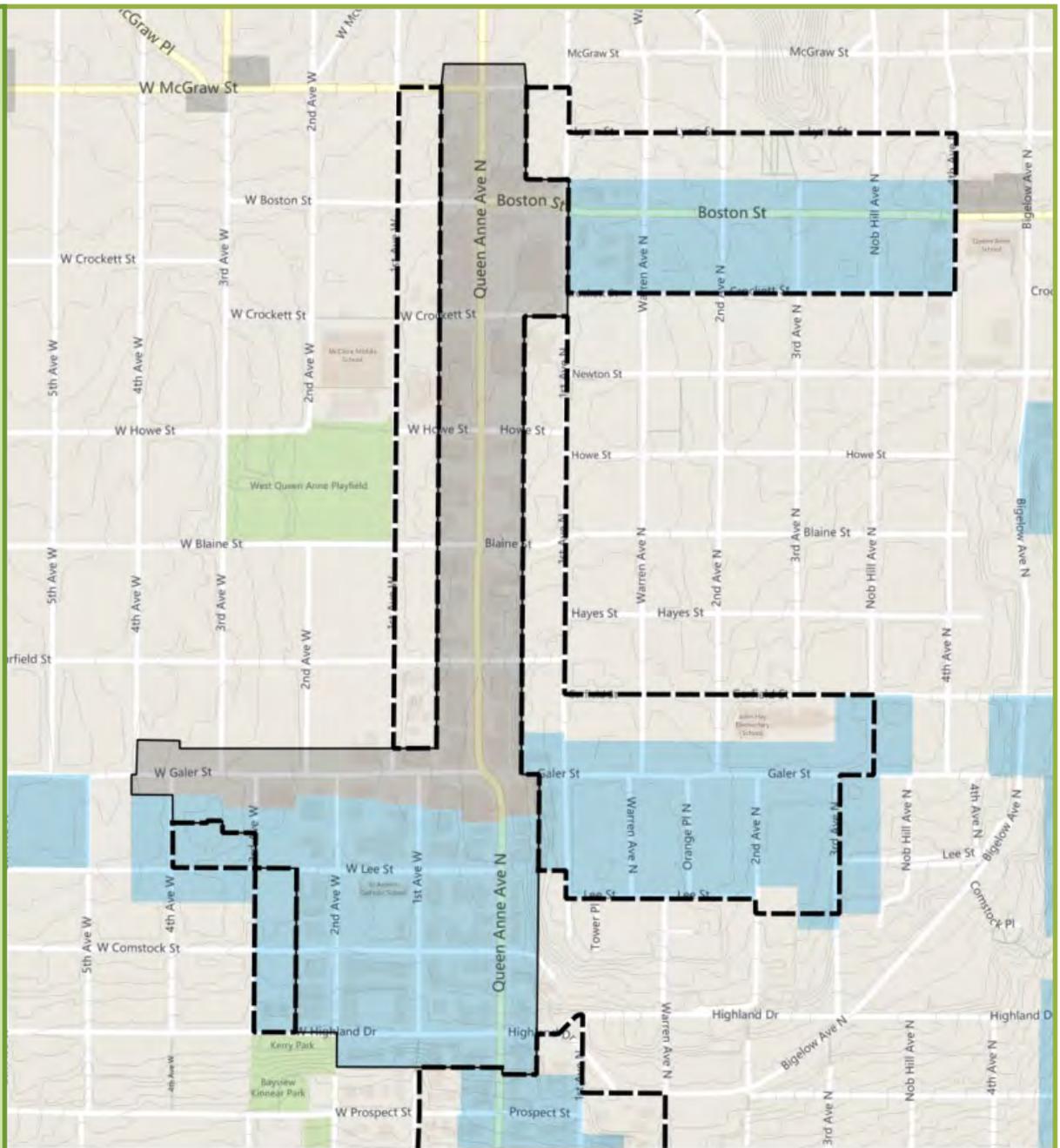


Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	145.36	51.64	Residential Density (HU/acre)	20.03	17.92
Total Parcel Acres	95	32.5	Acres Zoned Commercial/Mixed Use	33.80	1.26
Population, 2010	4,066	974	Acres Zoned Single Family	42.00	7.28
Housing Units	2,911	619			



Upper Queen Anne Residential Urban Village



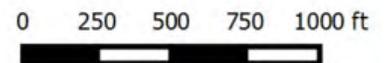
Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial

Land Use Based Boundary

- Land Use Based Boundary
- UV Boundaries



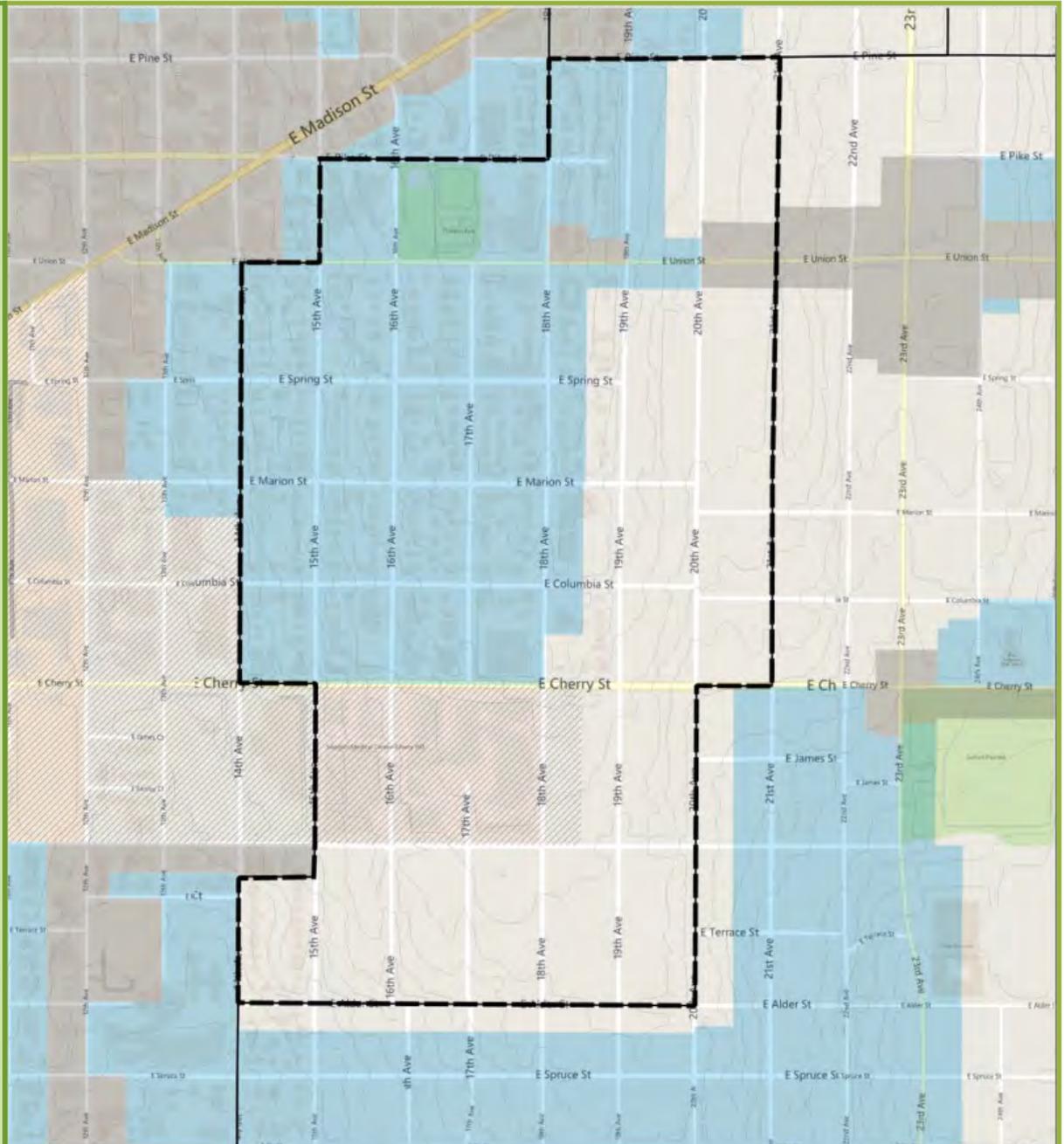
Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	52.64	64.23	Residential Density (HU/acre)	28.31	20.79
Total Parcel Acres	32	41.9	Acres Zoned Commercial/Mixed Use	29.86	0.06
Population, 2010	2,143	922	Acres Zoned Single Family	0.00	28.07
Housing Units	1,490	940			



Cherry Hill

Proposed Urban Village

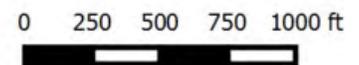


Legend

Zoning Category

- Multi Family Residential
- Mixed Residential and/or Commercial
- Commercial
- University and other MIO

- Land Use Based Boundary
- UV Boundaries



Village Characteristics

Characteristic	Existing	Additional	Characteristic	Existing	Additional
Total Land Area (acres)	n/a	174.83	Residential Density (HU/acre)	n/a	11.04
Total Parcel Acres	n/a	119.1	Acres Zoned Commercial/Mixed Use	n/a	3.08
Population, 2010	n/a	3,646	Acres Zoned Single Family	n/a	75.60
Housing Units	n/a	1,930			



Task 2.3 Areas of Transition

Task 2.3 Consider how transition areas between areas of different density could be incorporated into changes of urban village boundaries.

- A. Identify and map proposed Areas of Transition
- B. Review applicability of current UV policies and SMC rezone criteria
- C. Establish UV Boundary Expansion Threshold Criteria consistent with policies and rezone criteria

From the Draft Seattle 2035 Comprehensive Plan: At the edges of urban villages, encourage a transition in scale (*within and outside of urban villages depending on existing conditions*), height and bulk of buildings between higher-intensity and single-family areas. The transition area may allow low-rise housing types (e.g. duplexes, triplexes, cottage housing).

Proposed Threshold Criteria to be considered for changes to UV boundaries:

- 1) Areas of Transition to be considered for urban village expansion: a transition area should be within a ½ mile (approximately) transit walkshed of existing or future planned frequent service transit center, hub, or primary transit route origin/destination. Physical barriers and topography shall also be considered in determining the ½ mile walkshed range.
- 2) Areas of Transition of may be subject to the same general and location specific rezone criteria (SMC 23.34) review and analysis prior to a future rezone and will require City Council adoption.
- 3) Areas of Transition considered for expansion of villages should support UV goals and policies, and the following urban village criteria:
 - A. Transit access
 - B. Desired mix of uses, density goals, and development capacity
 - C. Bicycle and Pedestrian facilities and access
 - D. Village Open Space area, and access to parks and village open space
- 4) Areas of Transition should consider City Council adopted neighborhood plans that apply to the area proposed for inclusion within an urban village.
- 5) Industrially zoned lands should not be considered for inclusion within urban centers or other UV villages
- 6) Consider possible impacts on race, social equity, displacement, and access to opportunity



Urban Village Boundary Adjustment Criteria												
Village Name	Transit Served	Area Adjacent Zoned Mixed Use	Sufficient Village Open Space	Limited Growth Capacity	Small in Size	Includes Industrially Zoned Areas	Sufficient Residential Density	30+ Activity Units per acre	Single Family Zoning (75+ acres)	Transit Boundary Adjustment	MIO/UV Boundary Review	
Downtown	●	●				●	●	●				
First Hill/Capitol Hill	●						●	●			●	
University Community	●	●	○			●	●	●			●	
Northgate	○		●				○	●			●	
South Lake Union	●	●	●			●	○	●				
Uptown	●	●	○	●			●	●				
Ballard	●	○				●	●	●		●		
Bitter Lake Village	●	○	●						○			
Fremont	●	○	●	●	●	●		●		●		
Lake City	○	○	●		●		●	●				
Mt. Baker/North Rainier	●		●						●	●		
W. Seattle Junction	●				●		●	●	○	●		
23rd & Union-Jackson	○	○	●			●		○	●	●		
Admiral District	○	○	●	●	●			○				
Aurora-Licton Springs	●	○	●					○	●	●		
Columbia City	●	○	●						●	●		
Crown Hill	●	○	●	●	●				●	●		
Eastlake	○		○	●	●	●	○	●				
Green Lake	○	○		●	●		●	●				
Greenwood/Phinney Ridge	○	○			●		●	●				
Othello	●	○	●						●	●		
Madison-Miller	○		●	●	●		●	●				
Morgan Junction	●			●	●		○		○			
North Beacon Hill	●	○	●		●			○		●		
Upper Queen Anne	○	●		●	●		●	●				
Rainier Beach	●	●	●						○	●		
Roosevelt	○	●	○		●				●	●		
South Park	○		●	●					●			
Wallingford	●	●	●	●				●	●			
Westwood-Highland Park	●								●			
I-5/130th Ave NE										●		

Legend:

● Satisfied

○ Partial

Empty box: does not meet criteria

Red: Incompatible criteria

Yellow: High Displacement - Low Opportunity



Boundary Adjustment Criteria Definitions	
Transit Served	Satisfied: Village is served by an existing light rail station and/or a full service bus line running every day of the week. Partial: Village will be served by a planned light rail station, or is currently served by partial and/or weekday bus lines.
Area Adjacent Zoned Mixed Use	Satisfied: There is an adjacent area with at least 5 blocks of mixed use zoning. Partial: Adjacent area with up to 5 blocks of mixed use zoning. Empty: No mixed use zoning adjacent to village.
Sufficient Village Open Space (VOS)	Satisfied: There is at least 1 acre of VOS per 1,000 housing units within the village. Partial: There is at least 1 acre per 1,000 HU only when including areas directly adjacent to village. Empty: There is less than 1 acre of VOS per 1,000 HU within or adjacent to village.
Limited Growth Capacity	Satisfied: Village has growth capacity for fewer than 2,000 housing units (HUs). Empty: Village has growth capacity for more than 2,000 HUs.
Small in Size	Satisfied: Village is less than 150 parcel acres in size. Empty: Village is greater than 150 parcel acres in size.
Industrially Zoned Areas	Satisfied: Village contains any amount of industrially zoned area.
Sufficient Residential Density	Satisfied: Village has density of at least 15 housing units per acre. Partial: Village has density of 10-14 HU/acre. Empty: Village has density of less than 10 HU/acre.
≥30 Activity Units per acre	Satisfied: Village has at least 30 jobs and residents per acre. Partial: Village has 25-29 jobs and residents per acre. Empty: Village has fewer than 25 jobs and residents per acre.
Single Family Zoning (≥75 acres)	Satisfied: Village has at least 75 acres of SF zoning. Partial: Village has 50-74 acres of SF zoning. Empty: Village has less than 50 acres of SF zoning.
Transit Boundary Adjustment	Satisfied: Village has been chosen for boundary adjustments based on a 10 minute walkshed around a transit station or stop.
MIO/UV Boundary Review	Satisfied: Village has been chosen for boundary adjustments based on nearby Major Institutional Overlay zoning.



Transit Supportive Density

In looking towards 2035, Seattle residents, city leaders, and planners all share a vision of a city that can be easily navigated using public transit. In order to achieve that vision, city leaders must strategically shape the city's urban form in a way that fosters efficient and cost-effective transit service. Research and practice have shown there are several conditions necessary in making Seattle a transit-supportive city. These include:

- A critical mass of potential transit riders
- All-day demand for transit
- Local and regional connectivity to transit

Achieving these conditions is closely related to the density and land use policies in an urban area. Higher density around a transit station or stop means there are more potential riders and more destinations within walking distance. According to the Center for Transit-Oriented Development,

Higher density development intensifies the origins and destinations served by the transit system, thus increasing the number of people living near transit who could potentially travel to transit-served destinations and expanding the number of jobs in those locations (2012).

A diverse mix of uses ensures transit demand at multiple times of the day and week. Employment near transit stops is an especially strong generator of ridership. Areas near transit should be more pedestrian friendly than car-friendly, and should not have an excessive volume of parking. This helps promote walking and transit use while discouraging travel by car. When implemented on a city-wide scale, transit oriented development can significantly improve public transit accessibility and walkability, while reducing auto-dependency and traffic.

There has been much discussion of whether there is an ideal density for maximizing transit use and cost effectiveness. There are no universal standards that apply to all cities, since the metric depends on wide-ranging measures like infrastructure cost, local market demand, fares, type of station area, etc. But researchers have provided some guidelines that can be useful for measuring Seattle's level of transit-supportive density. The most commonly used metric is the number of "activity units," or the combined number of residents and jobs per acre in a given area. This provides a good sense of the density of people traveling through an area on the average weekday. Other studies use housing units per acre, which may allow for more frequent data updates since it does not rely on decennial census population data.

According to a 1994 study of the Puget Sound region, transit use tends to eclipse automobile travel when density reaches 30 activity units per gross acre (PSRC). Ridership climbs more dramatically when density reaches 45-50 activity units per gross acre (PSRC). Smaller scale transit like buses require densities on the lower end, while more infrastructure-heavy and expensive transit types, like light rail, rely on higher densities. More specifically, recent research by Guerra and Cervero shows that an average-cost light rail system requires 56 activity units per gross acre to function effectively (2010). The authors also found that an average-cost bus rapid transit system would need around 17 activity units per acre (2011).



In terms of housing units, research shows that minimum transit supportive densities hover between 10 and 15 housing units per acre. One study by the Institute of Transportation Engineers set the minimum density for 30 minute frequency bus service at 7 HU/acre, and 10 minute frequency bus service at 15 HU/acre. They estimate light rail requires 35-50 HU/acre. Another study by the San Francisco Bay Area Metropolitan Transportation Commission shows significant gains in transit ridership once density reaches 10 households per acre.

While the “ideal” density is difficult to pinpoint, working milestones have been adopted based on guidelines from the various literature sources: a minimum of 20 activity units per gross acre for bus transit and 50 activity units per gross acre for light rail. In terms of housing units, density supports transit best when it is at least 12 HU/acre for buses and 35 HU/acre for light rail. These numbers should provide rough guidelines for assessing and promoting transit-supportive density in Seattle’s urban villages.

A final note must be added about our research into transit supportive densities—as measures like activity units or jobs/household density are not alone sufficient measures of potential ridership demand to support fast, frequent transit. To be complete, the actual size of the population and/or number of jobs with in close proximity (e.g. the ten minute walkshed) must also be part of the equation. However, we found no established measures for size of population or number of jobs necessary to support highly viable transit service. And while Seattle’s urban villages range widely in size, population and number of jobs, most are already well-served by frequent transit, and the village size in population does appear to be an issue. In Seattle, achieving sufficient levels of transit service hours to meet demand have been more the challenge. In other words, to fully achieve the transportation and mobility goals of the urban village strategy, ridership demand must also be met with necessary service hours, particularly with the growth in population and jobs that is expected through Seattle 2035.

Sources:

“Seattle Transit Network Development Plan,” Seattle Department of Transportation, 2004.

“Transit-Supportive Densities and Land Uses,” Puget Sound Regional Council, 2015.

“Urban Densities and Transit: A Multi-dimensional Perspective,” Cervero & Guerra, 2011.

“Cost of a Ride: The Effects of Densities on Fixed-Guideway Transit Ridership and Capital Costs,” Cervero & Guerra, 2010.



Task 4 – Evaluate Improvements to Identification of Villages on Future Land Use Map

Scope of Work:

- 4.1 Consider ways to graphically improve the identification and mapping of urban centers and villages on the future Land Use Map, with categories of centers and villages represented as land use/zoning classes accompanied by new policy language describing the general characteristics, scale, and density ranges for each category of village.
- 4.2 Urban villages are currently represented with hard line boundaries. Evaluate if there are other more workable approaches to spatially define boundaries within land use zones which recognize common characteristics, walksheds, soft edges, and transition areas.

“The Future Land Use Map outlines the boundaries of urban centers and villages. The City wants to encourage a mix of activities within urban centers and villages. The existing map is unnecessarily complicated. It has several land-use categories within centers and villages. The proposed map is simpler. Areas within urban centers and villages have a single land use category: urban center, hub urban village or residential urban village. New policies in the Draft Plan describe the types and densities of uses appropriate in each center or village category.” -DPD Website statement

“The Future Land Use Map shows the distribution of the different designated areas throughout the city, providing a graphic representation of Seattle’s future by displaying the general location of where different activities and types of development are planned to occur. More specific zoning is identified on the City’s Zoning Map, which is part of the plan’s regulatory structure and can be found in the Land Use Code.”

“To respond and adapt to changing circumstances that arise as the city evolves, the Future Land Use Map may be amended. Some changes, such as boundary adjustments, changes in the location of specific zones within the same general land use area category; or changes to zones within the boundaries of a designated urban center, urban village, or manufacturing and industrial center will not require amendments to the Future Land Use Map. Changing the zoning of a particular area or a particular site requires a rezone. . In addition to ensuring consistency with the Future Land Use Map, using criteria laid out in the Land Use Code, the City will evaluate the appropriateness of a zoning change at a specific location.”



Review of Future Land Use Map and Maps in Other U.S. Cities

Seattle Urban Village Map is static, non-interactive, and represented with hard line boundaries. It provides no additional information about village characteristics or other features. The challenge to the design of the future land use map is to develop through graphic representation the means of conveying areas of potential change, and multiple sets of information and complexity, such as zoning land uses, village boundaries, classifications, transition areas, geographic features, village characteristics and spatial data. The city would like consider ways to graphically improve the identification, comprehension, and mapping of urban centers and villages, including possible approaches to spatially define village boundaries within land use zones which recognize common characteristics, such as walksheds and transition areas. Further distinguishing features could include roads and arterials, aerial views, topography and vegetation, buildings and development patterns, parks and open spaces, and community facilities and major institutions.

A survey of other comparable cities in the U.S. with web-based future land use maps used for planning purposes identified among the stronger sets some common visual features and navigation functions that may be useful to Seattle:

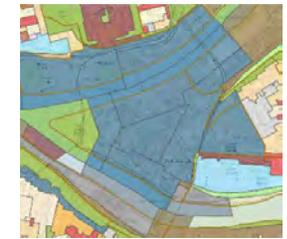
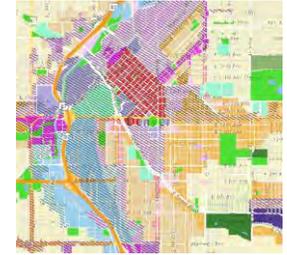
- Placement: map can be easily found and accessed on the jurisdiction's website with fewest number of clicks
- Visually simple, uncluttered, comprehensible
- Easy to navigate
- User friendly, interactive
- Layered features, overlays and pop-ups; multiple layers can be stacked while remaining legible
- Overlay transparency controls
- Zoom in/out feature
- Searchable by address, location, or use
- Downloadable
- Parcel level data
- Links to other useful data, maps, websites
- Layers for different geopolitical boundaries, i.e. neighborhoods, council districts, urban villages, etc.

Review of Other Comparable Cities' Web-based Future Land Use Maps

In order to inform our recommendations for Seattle's Future Land Use Map, we have researched interactive land use maps found in other U.S. cities. It was found that many major cities do not have such a map. Out of those that do, we have identified five that can serve as models and reference points for Seattle's new map.



- Denver
 - Map showing land use and areas of change
 - Strengths: Areas of change are easy to read and don't conflict with the land use layer. Transparent layers allow the user to see individual structures and street names; also lets the user adjust layer transparency. Clear, fast, and easy to use. Allows user to search for an address or intersection.
 - Weaknesses: Clicking on a parcel tells the user its land use but no other data. Low level of interaction – user can't actually change what the map shows (beyond street/aerial basemap), only allows zooming in/out and clicking
- Pittsburgh
 - Interactive zoning map with ~12 layers, several basemap options
 - Strength: can display multiple layers at once. Looks clean and is fast and easy to use. Lets user click on parcels for more info.
 - Weakness: could include more data (only shows a few layers including zoning, neighborhoods, historic designations, and open space)
- New York City
 - Interactive map with several layers: land use, zoning, landmarks, environmental districts, etc.
 - Strengths: Allows multiple layers at once, has a clean look, fast and intuitive functionality; lets the user click on parcels for detailed info. Provides variety of basemaps including historical ones. Lets user search for a specific address. Has layers for multiple geopolitical divisions (i.e. council districts, schools district, zip code, etc), each with links to relevant leadership website
- Miami-Dade County
 - Interactive zoning map
 - Strengths: Transparency lets the user see streets and structures. Zones are labeled. Can change basemap to aerial, street, or topographic.
 - Weakness: Large airport zoning overlays are distracting and obscure the underlying land uses. Lets the user click on a zoned section for some basic info about the zone, but won't let user click on individual parcels.
- Philadelphia
 - Interactive map with wide variety of layers (i.e. land use, bike lanes, complete streets, green infrastructure, healthy food vendors)
 - Strength: wealth of data on all types of characteristics and amenities. Lets user click on parcels for more info
 - Weakness: Zones are colored in with solid colors, not translucent, so it's impossible to see what structures/open space exist on each parcel. Can only display one layer at a time. Street names disappear when zoomed out at a certain distance.



Recommendations

After reviewing land use maps from other cities and considering their strengths and weaknesses, we have developed two recommendations for updating the Seattle Future Land Use Map. In both, the ultimate goal is to create a map that clearly illustrates zoning across the city as well as urban village boundaries. The first option would be to adapt the existing, static Future Land Use Map into an interactive, zoomable map with greater detail and flexibility. The alternative option is to use the Neighborhood Portal Urban Village Map and alter it to include a land use layer and other updates.

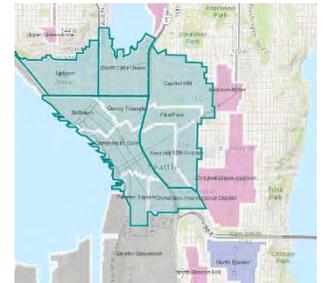
Adapt Future Land Use Map into Interactive Map

- Make the land use layer transparent and adjustable so the user can see streets, street names, and parcels below
- Include urban village boundary layer, label it as “areas of growth,” and identify it with a thick, color outline or filler
- Display transition areas with cross-hatching
- Embed all available urban village data and characteristics
- Map should be easy to find and navigate, user friendly, and fast
- Make map zoomable to different scales, from citywide down to the parcel level
- Make parcels clickable and embed some basic data (i.e. its zoning, urban village designation)



Adapt Seattle’s Neighborhood Portal UV Map into Interactive Future Land Use Map

- Add land use layer
- Currently village data attachments are all mismatched, i.e. Capitol Hill profile has links to Northgate attachments. These should be corrected.
- The existing map functions quite slowly. The City should aim for faster functionality.
- At present it is difficult to find this map on the city website or in a Google search. Start at DPD site > City Planning > About Seattle > Population & Demographics > Seattle Neighborhoods Portal. This should be made easier to find, with a very prominent location on the DPD site.
- Include more village characteristics and data points, i.e. housing and employment densities, open space, growth capacity, etc.
- Add sidebar explaining village designations and criteria



Appendix

- i. Village Summaries
- ii. Data Tables
- iii. Data Sources
- iv. Methodology



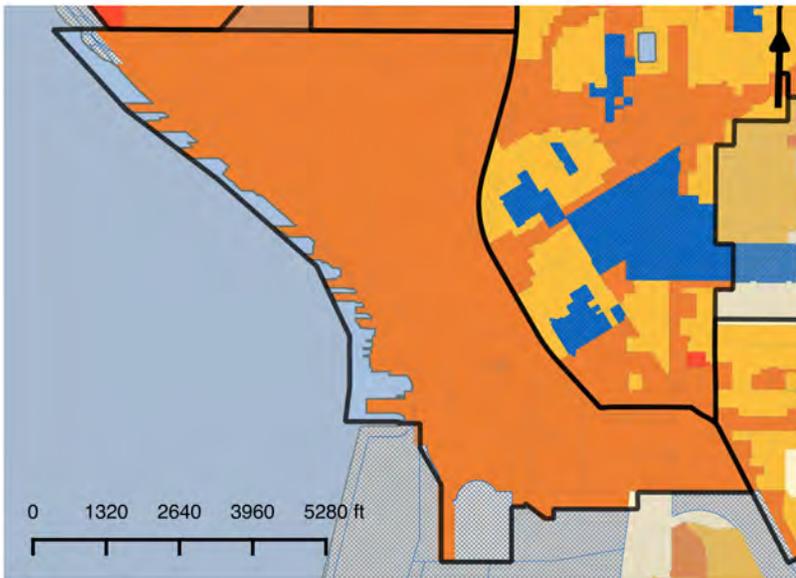
Village Summaries:
Measurable Criteria
Zoning & Land Use
Development Capacity
Transportation Access & Mobility
Public Open Space

Downtown Urban Center

In area and zoned capacity, downtown is the largest employment center in the state, with more than 151,000 covered jobs. Housing is a permitted use in all downtown zones. Downtown zoning is more complex and diverse in uses, with three historic districts, five urban center villages, and 17 different use designations ranging from industrial, to mixed residential, to commercial highrise. Commercial uses and employment activity predominate, with jobs outnumbering housing by more than 6 to 1. Diversity of housing types range primarily from midrise to highrise multifamily. The Downtown Urban Center already exceeds minimum urban center density targets, and zoned development capacity is adequate to achieve future density targets for both housing and jobs through 2035.



Village Zoning



Legend

Urban Village	Zoning	Single Family Resid.
Water	Commercial	Industrial
	Mixed Resid/Comm	Institutional MIO
	Multi Family Resid.	Other

Village Characteristics & Future Growth Capacity

Total Land Area (acres)	1016.85
Population, 2010	26,844
Existing Population Density, 2010 (residents/acre)	26.40
Existing Housing Units	24,507
Residential Density (HU/acre)	24.10
Remaining Housing Unit Capacity	34,622
Total Housing Unit Capacity	59,129
Potential Residential Density (HU/acre)	58.15
Existing Employment	151,821
Employment Density (jobs/acre)	149.31
Remaining Employment Capacity	49,606
Total Employment Capacity	201,427
Potential Employment Density (jobs/acre)	198.09



Village Land Use

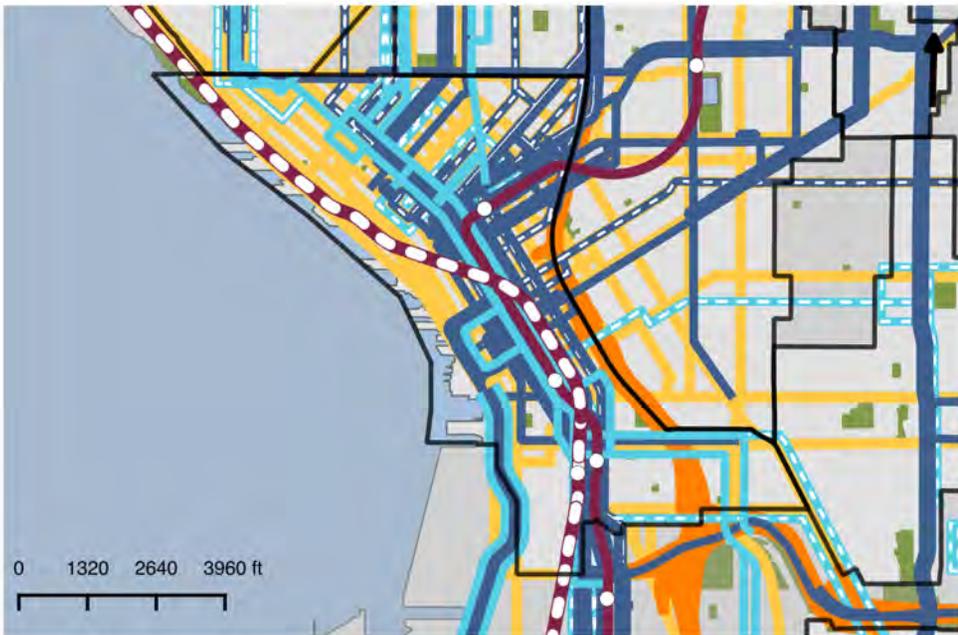


Downtown Urban Center

Downtown is the primary transit hub for the region, and is very well serviced by local and regional transit, including bus, light rail, and freight routes. It is accessible day and late night, daily, from most parts of the city. Sidewalk coverage is complete, and current bicycle facilities include some dedicated lanes, with limited protected cycle tracks. An extensive network of protected cycle tracks and planned for the future. Downtown has limited public open space (more planned on the central waterfront), with 9 acres. Open space ratios are below target, with only 0.37 acres for every 1,000 HU's and 0.59 acres for every 10,000 jobs. Area of open space less than half of the target for population and employment.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

High Capacity Transit Stop	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	9.01
VOS within or adjacent to UV	11.72
VOS within UV per 1,000 HU	0.37
VOS within or adjacent to UV per 1,000 HU	0.48
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	0.59

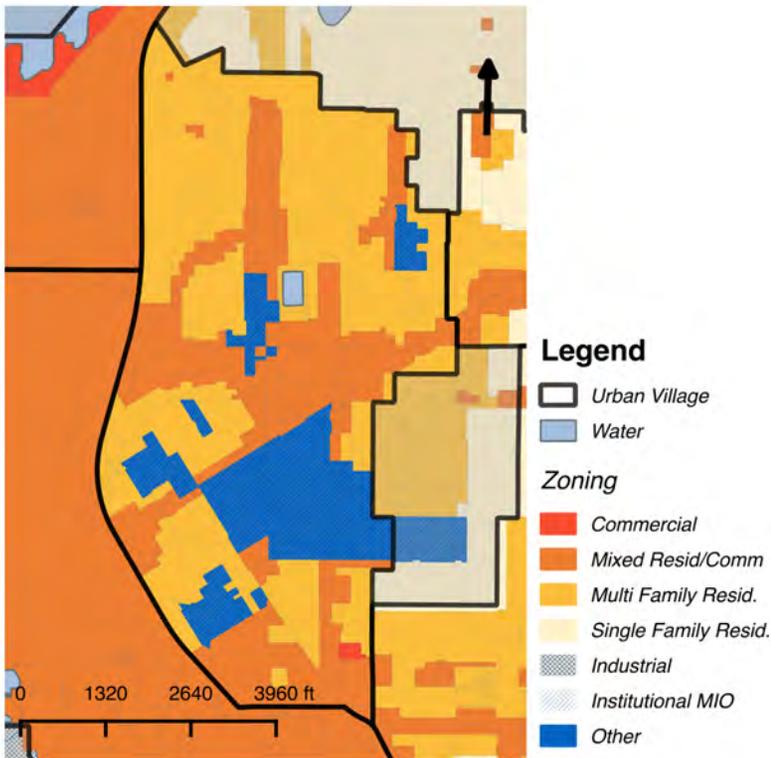


Capitol Hill/First Hill Urban Center

This is the second largest UC in size (gross acres), but with more parcel acres (561) than Downtown (497). It has the most diverse mix of uses of all the urban centers, with a good balance between residential and commercial/retail activities. Housing types and scales are well represented between MF Low Rise, Mid Rise and High Rise. Mixed uses (NC) make up almost one third share. Major institutions including medical and educational facilities make a significant share “other” uses. Housing and jobs are more closely balanced than in any other urban center. Under current zoned capacity, housing has more than three times (18,360) the unbuilt capacity to that of employment (4000). A possible issue: under current zoning, the Capitol Hill/First Hill UV does not have sufficient zoned capacity to meet the 2015 – 2035 growth target for 4,000 new jobs. Existing employment density does not meet minimum, and zoned capacity may not be adequate to realize future minimum employment density target of 50 jobs/acre.

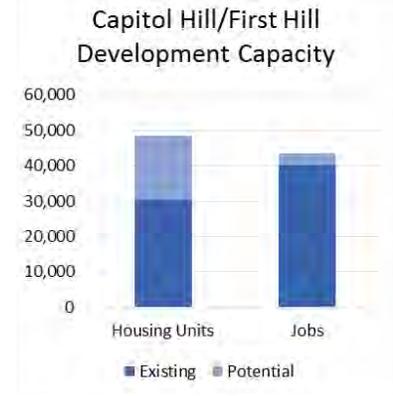


Village Zoning

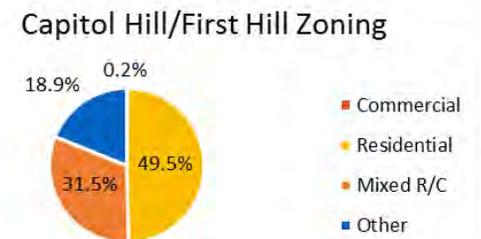


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	916.26
Population, 2010	35,892
Existing Population Density, 2010 (residents/acre)	39.17
Existing Housing Units	30,206
Residential Density (HU/acre)	32.97
Remaining Housing Unit Capacity	18,360
Total Housing Unit Capacity	48,566
Potential Residential Density (HU/acre)	53.00
Employment	40,090
Employment Density (jobs/acre)	43.75
Remaining Employment Capacity	3,305
Total Employment Capacity	43,395
Potential Employment Density (jobs/acre)	47.36



Village Land Use

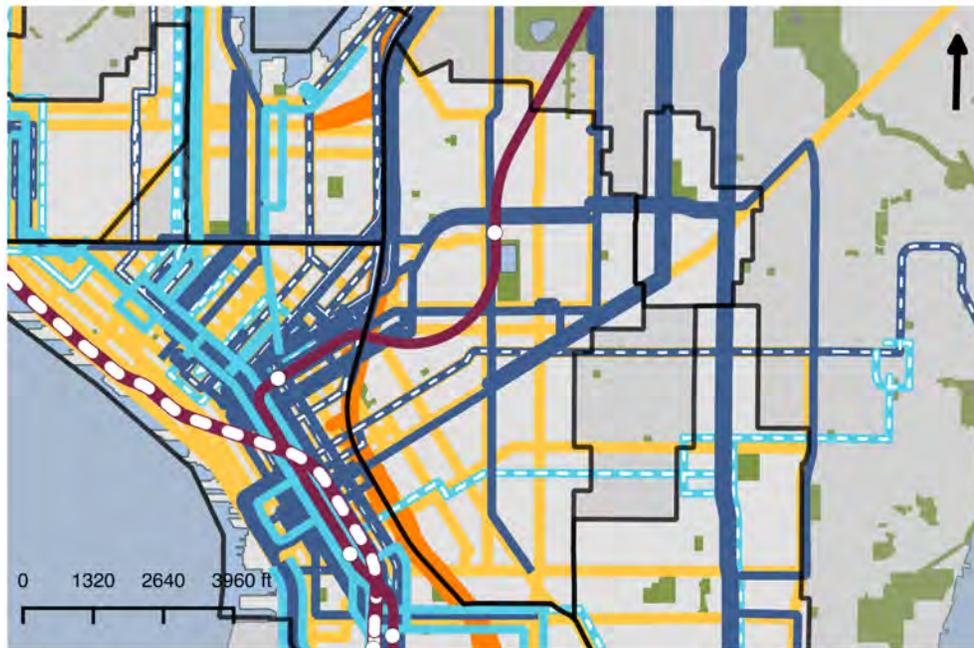


Capitol Hill/First Hill Urban Center

Capitol Hill/First Hill enjoys excellent transit service, and good bicycle and pedestrian facilities, and good park access. The Capitol Hill light rail station opens In 2016. This center has some of the best bicycle facilities in the city, with several blocks of protected cycle track along Broadway and plans for a broad network of greenways. Sidewalk coverage is nearly 100% complete. Village open space measures high at over 16 acres and 100% of housing units are within a 1/2 mile of a park. However, there is only half an acre per 1,000 housing units, which is below the target of one acre.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

High Capacity Transit Stop	Yes (Open 2016)
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	16.68
VOS within or adjacent to UV	19.40
VOS within UV per 1,000 HU	0.55
VOS within or adjacent to UV per 1,000 HU	0.64
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	4.16

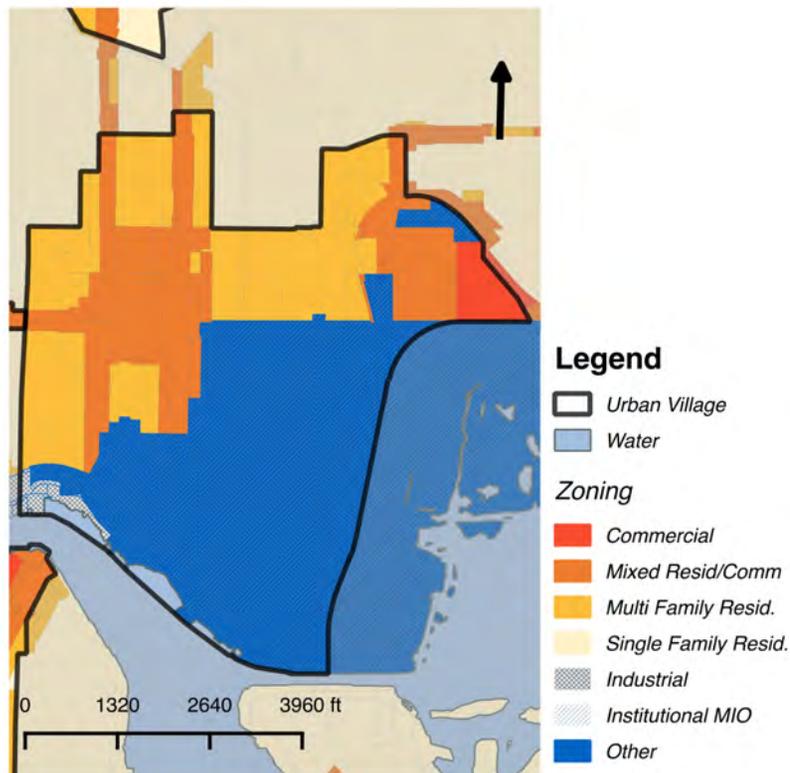


University Community Urban Center



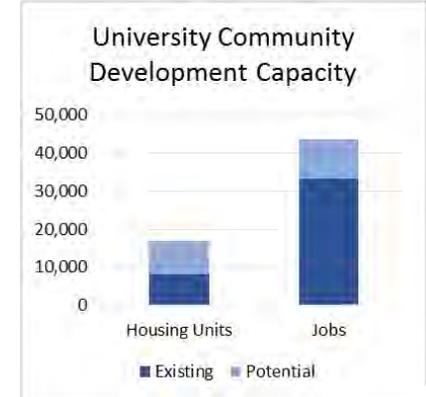
The University of Washington campus comprises nearly half the area of the University Community urban center, as well as the largest number of jobs. Apart from the UW MIO, most of the University Community center zoning allows residential uses, ranging from lowrise to midrise, and mixed neighborhood commercial. The university offers a wide range of retail shops, services and inexpensive restaurants catering predominately to college students. Due to the contribution of university employment, jobs out number housing by more than 4 to 1. Similarly, housing density is lowest when the university MIO, which comprises nearly half the land area is included. The mix of land uses between residential and commercial is well-balanced, and close to evenly split. Existing zoned capacity, though limited, is sufficient to meet 2015 – 2035 targets for housing and jobs. Potential housing density (HH/acre) under current zoning is lowest among the six urban centers. Existing employment density does not meet the minimum density target. Center size and zoned capacity are adequate to achieve minimum density targets for both housing and jobs.

Village Zoning

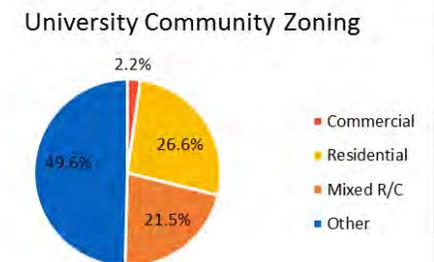


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	768.95
Population, 2010	22,704
Existing Population Density, 2010 (residents/acre)	29.53
Existing Housing Units	8,141
Residential Density (HU/acre)	10.59
Remaining Housing Unit Capacity	8,638
Total Housing Unit Capacity	16,779
Potential Residential Density (HU/acre)	21.82
Employment	33,265
Employment Density (jobs/acre)	43.26
Remaining Employment Capacity	10,285
Total Employment Capacity	43,550
Potential Employment Density (jobs/acre)	56.64



Village Land Use

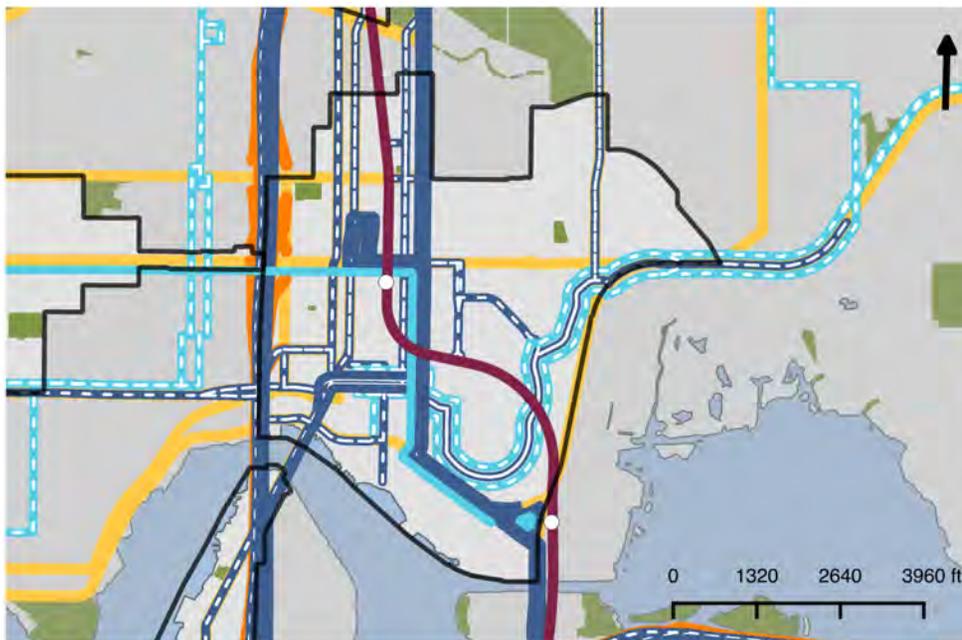


University Community Urban Center

The University Community has several bus routes with frequent service, and express buses to other centers. The University station, along with the UW station (just outside the center) are planned to open in 2016. In addition, the village is crossed by two bikeways, the Burke Gilman Trail running along the southern border and a greenway running north-south through the village center. Sidewalk coverage is almost universal, but several blocks in the northeastern corner are in poor condition. There is close to 6 acres of open space, not including the UW campus green areas. The village is below the target for 1 acre of VOS per 1,000 housing units, but 100 % of housing units are within a 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

High Capacity Transit Stop	Yes (Open 2020)
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	5.85
VOS within or adjacent to UV	10.11
VOS within UV per 1,000 HU	0.72
VOS within or adjacent to UV per 1,000 HU	1.24
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	1.76

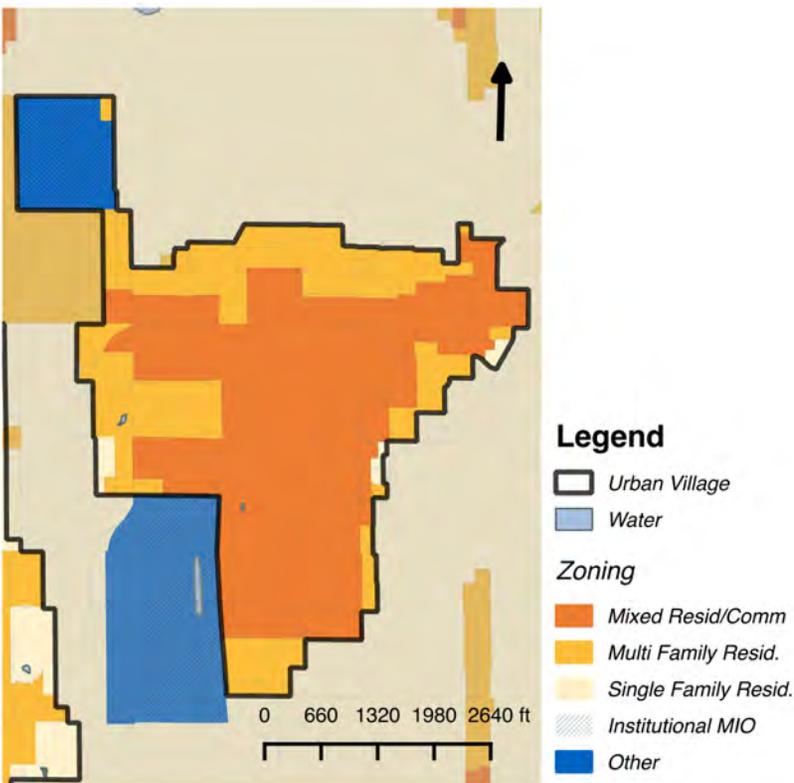


Northgate Urban Center

The dominant land uses are lowrise residential, mixed/neighborhood commercial, midrise residential, and major institution (Northwest Hospital). One third of the Northgate center is zoned residential. Of note, Northgate has the lowest number of existing housing units, and lowest number of jobs of all the urban centers. There are 2.6 more jobs than housing units. In zoned capacity, Northgate easily meets 2015 – 2035 growth targets for jobs and housing units under existing zoning. Village size and zoned capacity are adequate to achieve density targets for both housing and jobs. Northgate does not currently meet minimum urban center density targets for jobs or housing. However the center size and zoned capacity are adequate to achieve future minimum density targets for both.

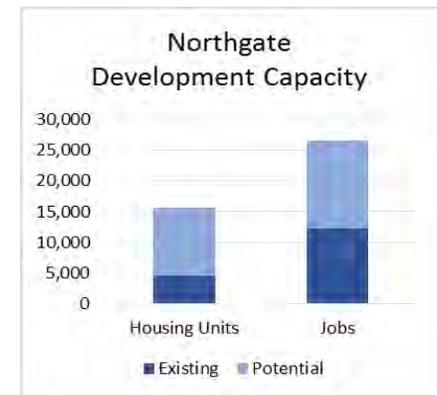


Village Zoning

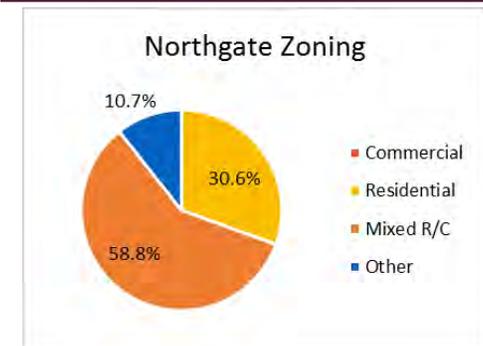


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	410.69
Population, 2010	6,369
Existing Population Density, 2010 (residents/acre)	15.51
Existing Housing Units	4,647
Residential Density (HU/acre)	11.32
Remaining Housing Unit Capacity	11,041
Total Housing Unit Capacity	15,688
Potential Residential Density (HU/acre)	38.20
Employment	12,281
Employment Density (jobs/acre)	29.90
Remaining Employment Capacity	14,283
Total Employment Capacity	26,564
Potential Employment Density (jobs/acre)	64.68

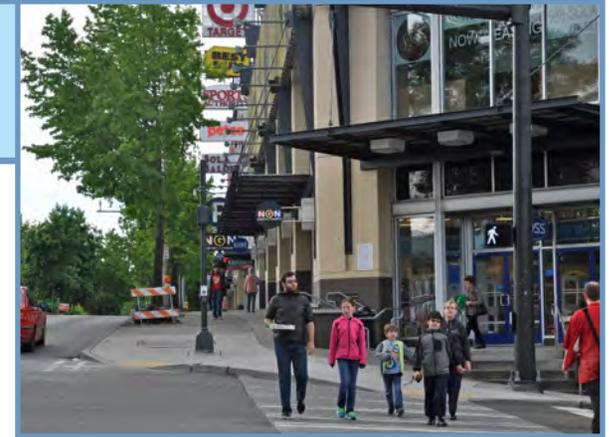


Village Land Use

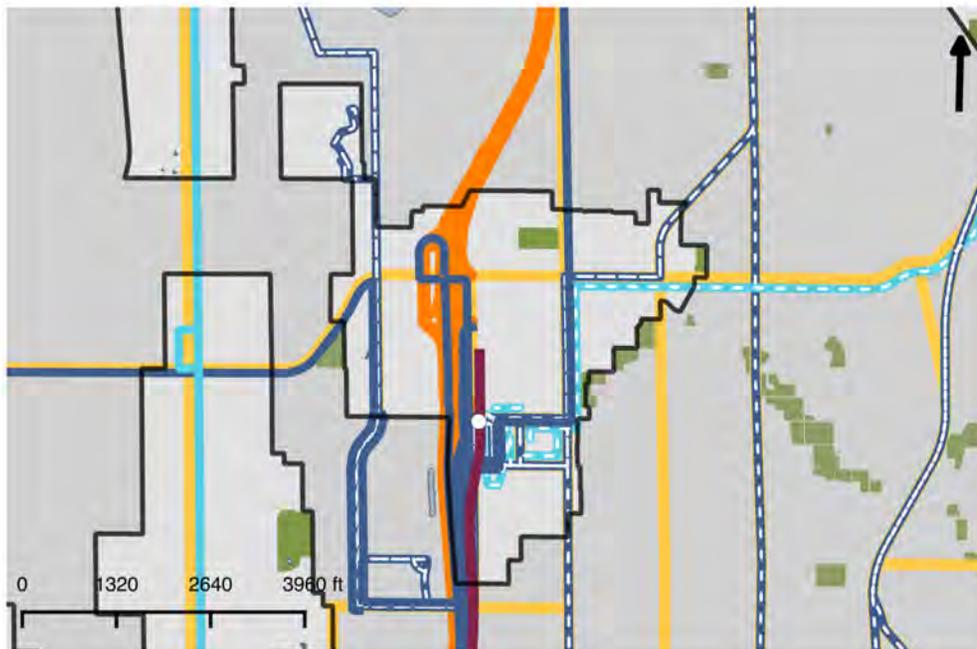


Northgate Urban Center

Northgate center is a regional bus transit hub, and will improve with the light rail station opening in 2021. There is frequent bus service on multiple routes, and bicycle facilities pass through on two minor separated bike paths. Five new cycle tracks and greenways are planned for the center. Pedestrian facilities are under-developed in some areas, and sidewalks only cover once side of the busy main corridor, which may present some pedestrian safety and walkability concerns as density increases. With nearly 5 acres of open space, the center meets its target for 1 acre per 1000 housing units. Park access is somewhat limited, with 88% of housing within 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

High Capacity Transit Station	Yes (Open 2021)
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes (only 1 side of main street)
Freight Routes	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	4.73
VOS within or adjacent to UV	8.55
VOS within UV per 1,000 HU	1.02
VOS within or adjacent to UV per 1,000 HU	1.84
% of Village HUs within 1/2 mi. of Park	88.1%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	3.85

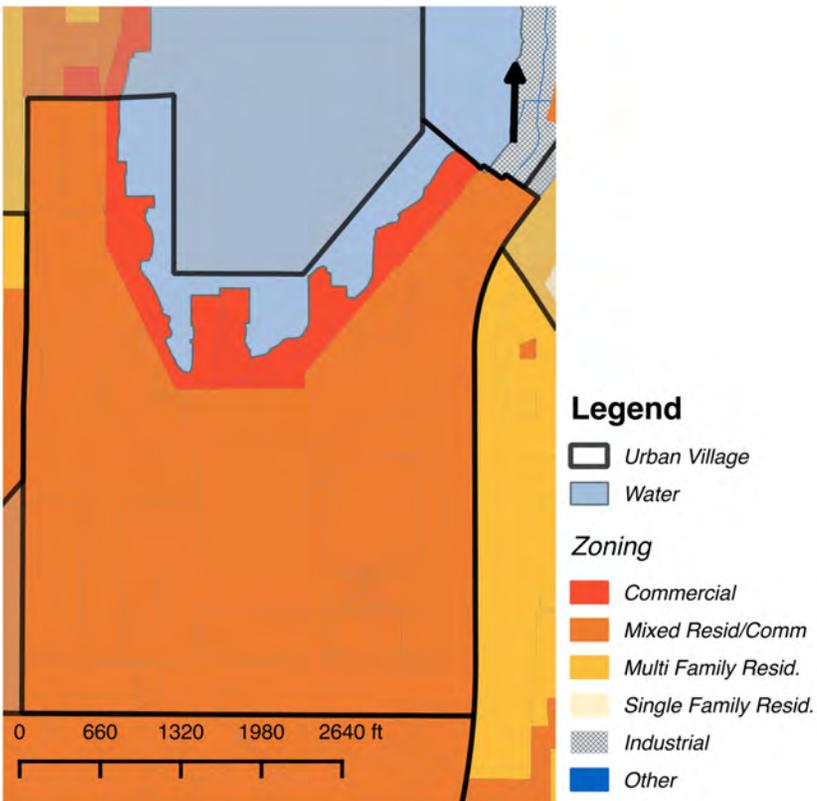


South Lake Union Urban Center

Under Seattle Mixed zoning a wide range of uses are allowed, including residential. Commercial uses dominate, and SLU still retains a significant share (16.4%) of auto-oriented C2 zoning which restricts residential uses. Existing residential density is on the low end of the urban centers, and jobs out-strip housing by 7 to 1. Existing employment density is second highest only to downtown. SLU has the lowest number parcel acres of all the urban centers, but substantial growth capacity, especially for housing, in excess of 2015 -2035 targets. size and zoned capacity are adequate to achieve density targets for both housing and jobs. The SLU center does not currently meet target minimum housing density, but well exceeds the employment target density.

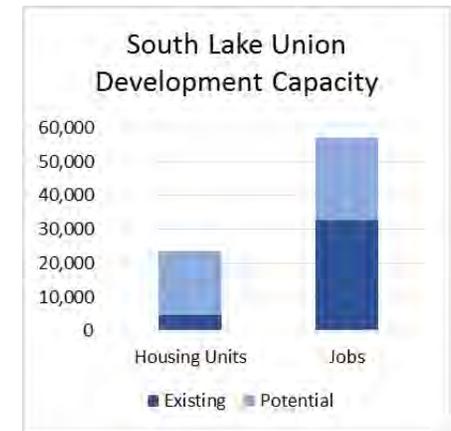


Village Zoning

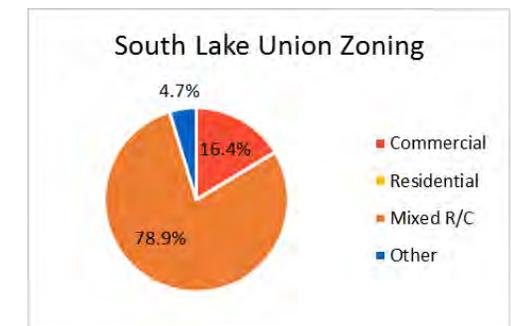


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	374.68
Population, 2010	3,774
Existing Population Density, 2010 (residents/acre)	10.07
Existing Housing Units	4,655
Residential Density (HU/acre)	12.42
Remaining Housing Unit Capacity	19,008
Total Housing Unit Capacity	23,663
Potential Residential Density (HU/acre)	63.16
Employment	32,817
Employment Density (jobs/acre)	87.59
Remaining Employment Capacity	24,043
Total Employment Capacity	56,860
Potential Employment Density (jobs/acre)	151.76



Village Land Use

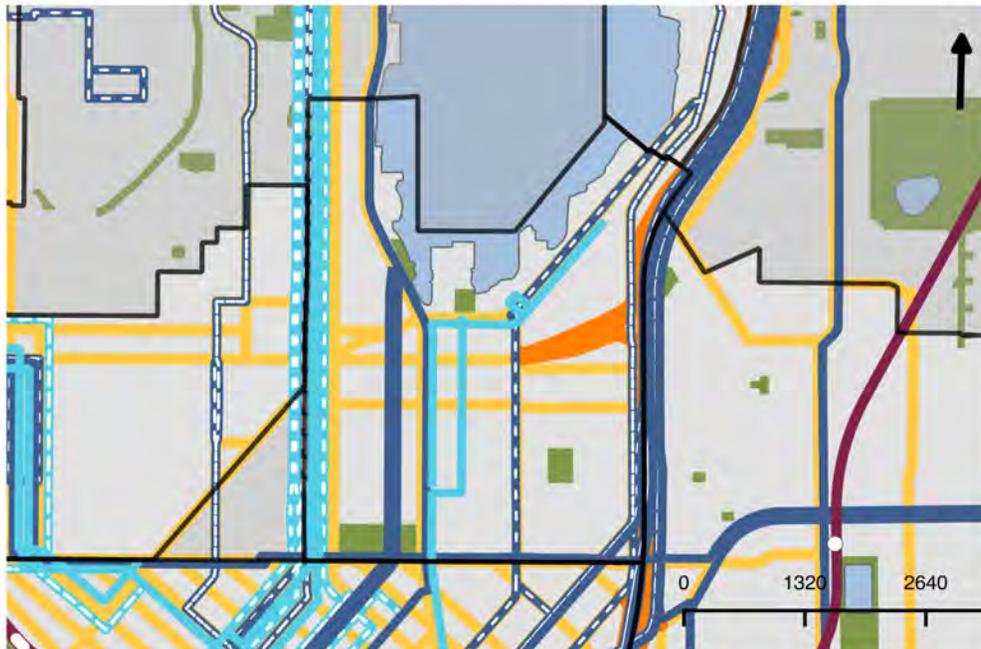


South Lake Union Urban Center

South Lake Union has good transit service, with multiple daily bus routes running through, in addition to a streetcar linking the village to Downtown. Currently cyclists can access the center via one minor separated bike lane and a multi-use trail along the west side of Lake Union. The Bike Master Plan calls for several new trails, cycle tracks, and greenways. Sidewalks have been upgraded throughout the much of the center, with new development. There is substantial open space, providing 2.43 acres per 1,000 housing units. Every housing unit is within a 1/2 mile of open space and there are 3.44 acres of open space per 10,000 jobs.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

High Capacity Transit Station	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Routes	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	11.30
VOS within or adjacent to UV	11.30
VOS within UV per 1,000 HU	2.43
VOS within or adjacent to UV per 1,000 HU	2.43
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	3.44

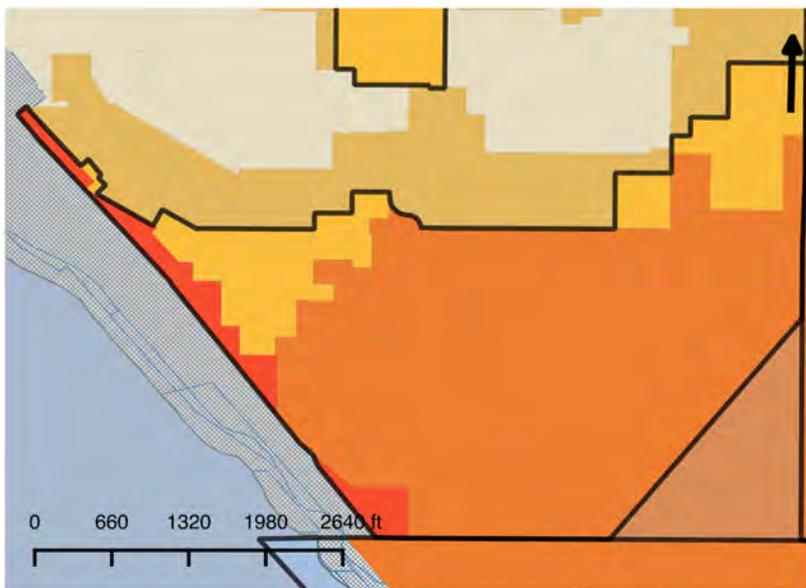


Uptown Urban Center

Zoned predominately for a mix of uses under NC3 zoning, only a small area of land remains in single use under C2. Residential emphasis zoning provides a range of types from lowrise to mid-rise. Employment growth capacity is low, and does not meet the 2015 – 2035 growth target. Housing growth capacity is also low, and barely meets the 2015 – 2035 growth target. Jobs and housing are well balanced, with close to 2 jobs per housing unit. Uptown center meets minimum target density for housing, and comes close to meeting the minimum target density for jobs. The center’s size and zoned capacity, while limited for housing, are adequate to achieve future density targets.



Village Zoning



Legend

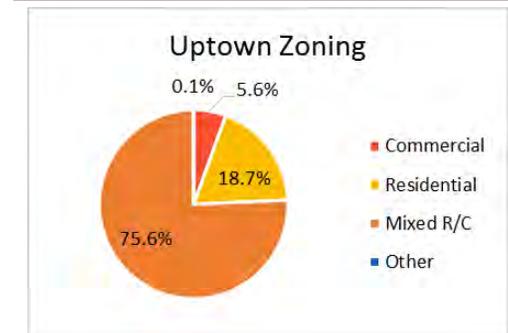
Urban Village	Zoning	Single Family Resid.
Water	Commercial	Industrial
	Mixed Resid/Comm	Other
	Multi Family Resid.	

Village Characteristics & Future Growth Capacity

Total Land Area (acres)	297.33
Population, 2010	7,300
Existing Population Density, 2010 (residents/acre)	24.55
Existing Housing Units	7,100
Residential Density (HU/acre)	23.88
Remaining Housing Unit Capacity	3,939
Total Housing Unit Capacity	11,039
Potential Residential Density (HU/acre)	37.13
Employment	14,072
Employment Density (jobs/acre)	47.33
Remaining Employment Capacity	3,386
Total Employment Capacity	17,458
Potential Employment Density (jobs/acre)	58.72



Village Land Use



Uptown Urban Center

Uptown center has access to several regular and partial bus routes connecting to Downtown and other urban villages. Existing bicycle facilities include some minor separation bike lanes, a short stretch of cycle track, and a connection to a multiuse trail running along the west edge of the village. Planned bicycle facilities will include two north-south cycle tracks and an east-west greenway. Sidewalk conditions are good and there are no significant gaps in coverage. While open space within the center is minimal, there are over 14 acres directly adjacent to it.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

High Capacity Transit Station	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Routes	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	0.28
VOS within or adjacent to UV	14.39
VOS within UV per 1,000 HU	0.04
VOS within or adjacent to UV per 1,000 HU	2.03
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	0.20

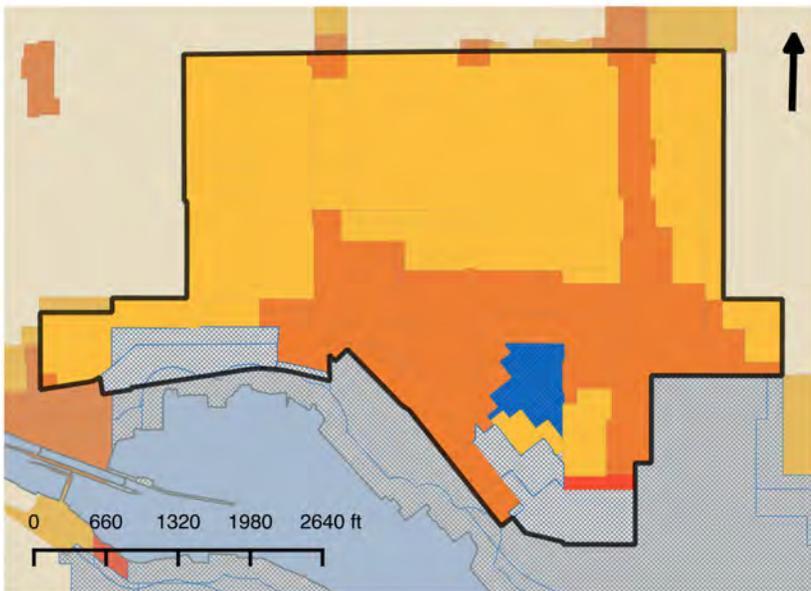


Ballard Hub Urban Village

Zoned predominately for a mix of uses under NC3 zoning, only a small area of land remains in single use under C2. Residential emphasis zoning provides a range of types from lowrise to mid-rise. Employment growth capacity is low, and does not meet the 2015 – 2035 growth target. Housing growth capacity is also low, and barely meets the 2015 – 2035 growth target. Jobs and housing are well balanced, with close to 2 jobs per housing unit. Uptown center meets minimum target density for housing, and comes close to meeting the minimum target density for jobs. The center’s size and zoned capacity, while limited for housing, are adequate to achieve future density targets.



Village Zoning



Legend

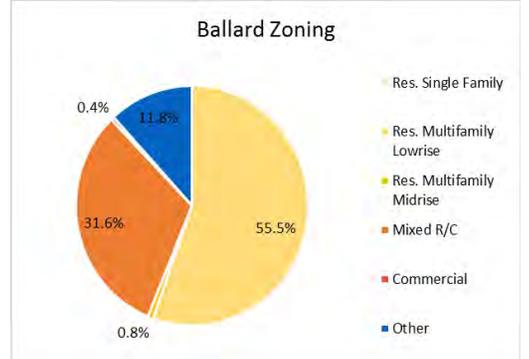
Urban Village	Zoning	Single Family Resid.
Water	Commercial	Industrial
	Mixed Resid/Comm	Institutional MIO
	Multi Family Resid.	Other

Village Characteristics & Future Growth Capacity

Total Land Area (acres)	424.63
Population, 2010	10,078
Existing Population Density, 2010 (residents/acre)	23.73
Existing Housing Units	8,904
Residential Density (HU/acre)	20.97
Remaining Housing Unit Capacity	5,837
Total Housing Unit Capacity	14,741
Potential Residential Density (HU/acre)	37.13
Employment	6,698
Employment Density (jobs/acre)	15.77
Remaining Employment Capacity	5,284
Total Employment Capacity	11,982
Potential Employment Density (jobs/acre)	28.22



Village Land Use

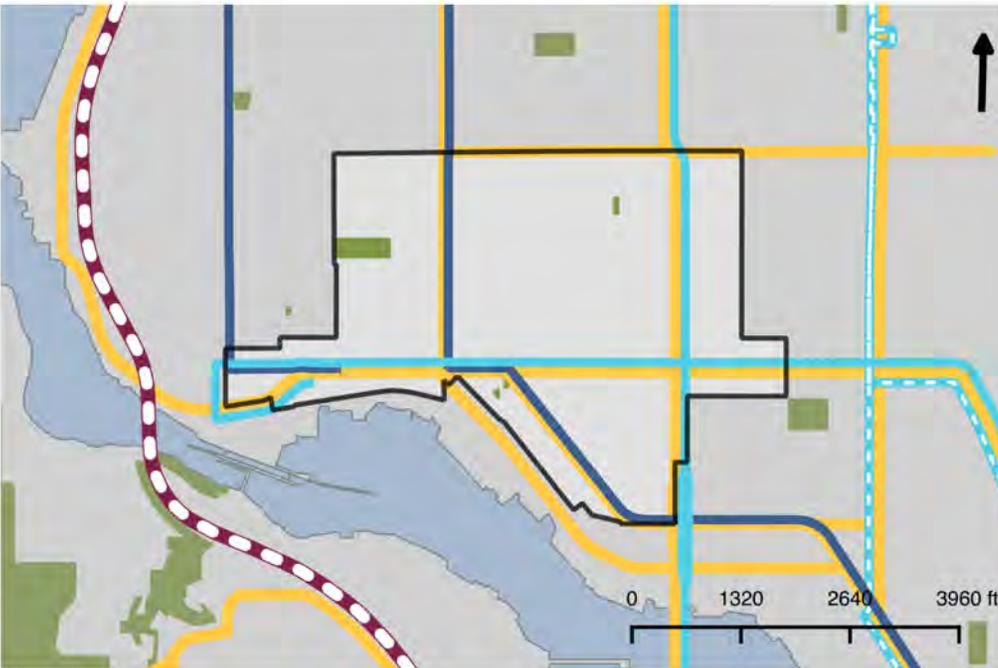


Ballard Hub Urban Village

The Ballard village is well connected to a number of daily bus lines, including the Rapid Ride bus transit, providing express service to Downtown . A neighborhood greenway connects with two minor separation bike lanes and a multi-use trail. Additional greenways and an extension of the multi-use Burke-Gilman trail are planned. Sidewalk coverage and condition are both excellent, and several arterials provide sufficient freight access to the busy commercial area. The village has 3.92 acres of open space, providing less than half an acre per 1,000 housing units. Still, 100% of housing units are within a 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

- Urban Village
- Open Space
- Water
- High Frequency Transit
- Partial Route M-F
- Entire Route All Days
- Entire Route M-F Day
- Partial Route All Days
- Link & Sounder Stations
- Link Route
- Sounder Route
- Major Arterials
- Interstates & Highways
- Goods Transport

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	3.92
VOS within or adjacent to UV	3.92
VOS within UV per 1,000 HU	0.44
VOS within or adjacent to UV per 1,000 HU	0.44
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes

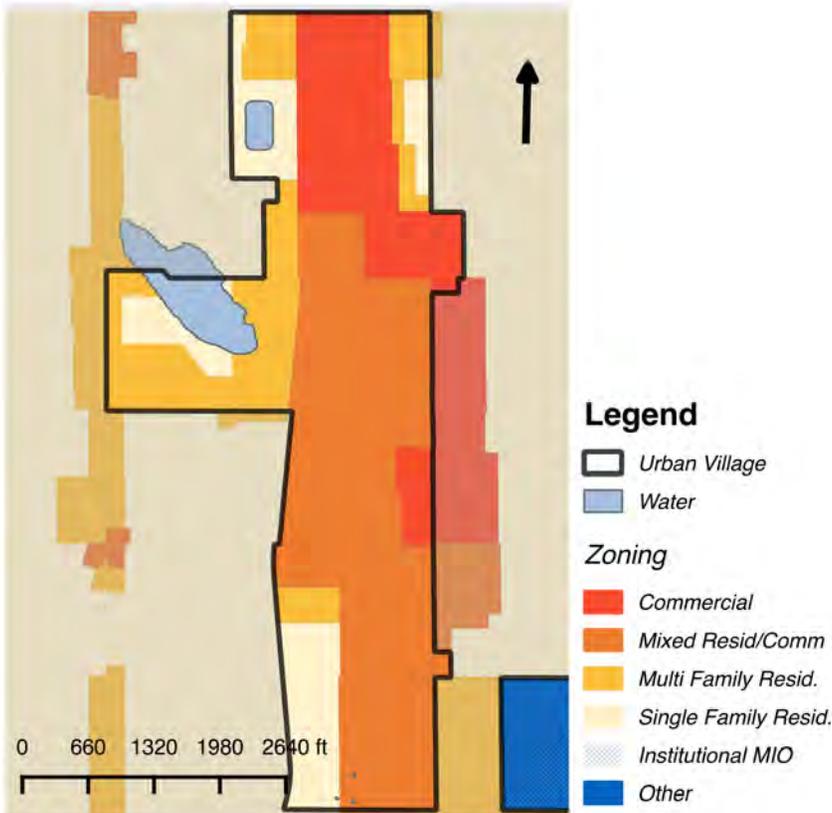


Bitter Lake Hub Urban Village

Substantial areas of Bitter Lake Village remain in single family zoning and low rise multifamily. Commercial uses dominate land area under NC zoning and more auto-oriented C2 zoning. Bitter Lake village has near equal number of jobs to housing. Of the hub villages, Bitter Lake has the second highest parcel acres, and job growth capacity under current zoning is substantial and higher than any other hub village. Housing growth capacity is also very high. Employment and housing densities are currently low. Village size and zoned capacity are adequate to achieve density targets for both hous-

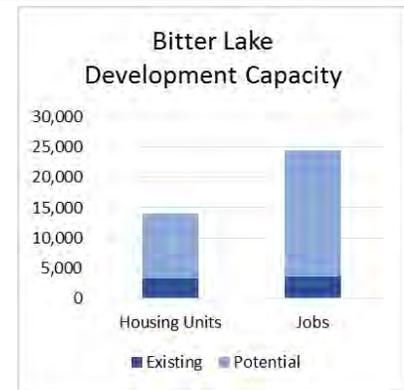


Village Zoning

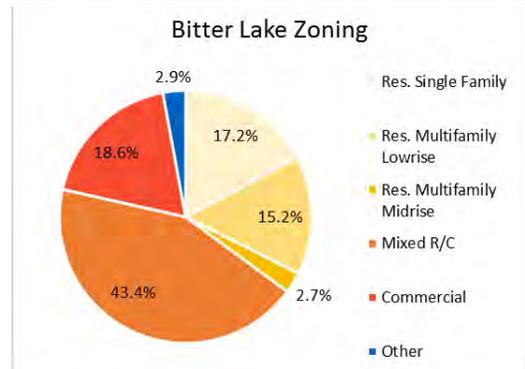


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	358.70
Population, 2010	4,273
Existing Population Density, 2010 (residents/acre)	11.91
Existing Housing Units	3,259
Residential Density (HU/acre)	9.09
Remaining Housing Unit Capacity	10,708
Total Housing Unit Capacity	13,967
Potential Residential Density (HU/acre)	38.94
Employment	3,562
Employment Density (jobs/acre)	9.93
Remaining Employment Capacity	20,845
Total Employment Capacity	24,407
Potential Employment Density (jobs/acre)	68.04

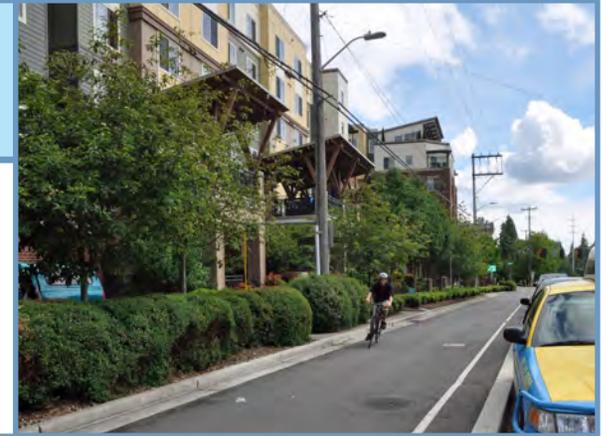


Village Land Use

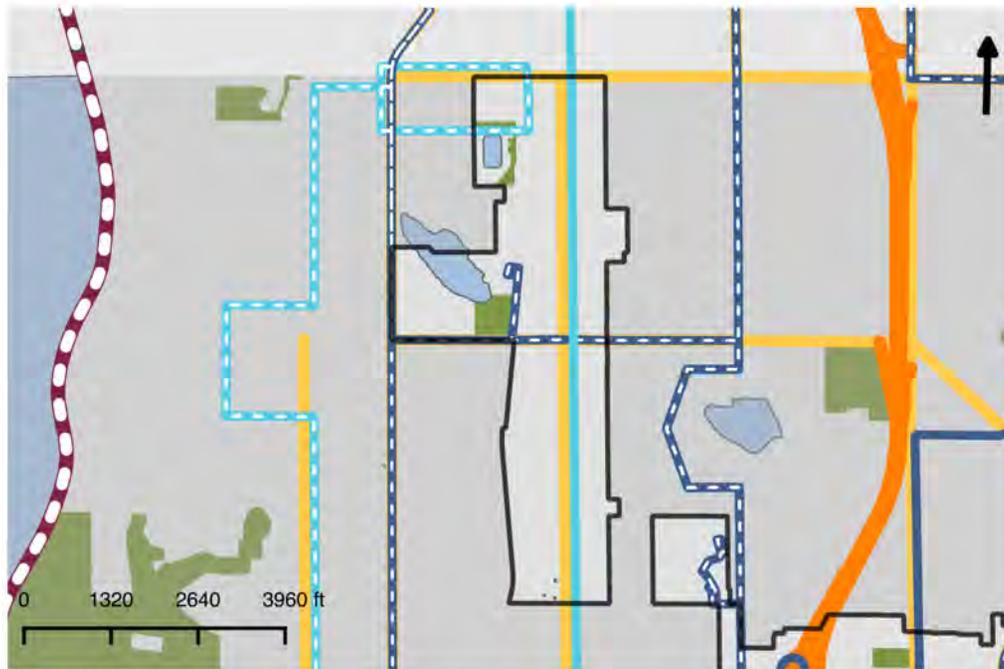


Bitter Lake Hub Urban Village

Bitter Lake is serviced by one full service bus route and two additional partial routes, providing good connections to other areas of the city. Cyclists can travel through the village on a north-south cycle track and multi-use trail, and can travel east and west via a minor separation bike lane. There are also plans for more cycle track and greenway routes. Sidewalks line most of the main corridor, but a few blocks only have one-sided coverage. There are also large residential areas without sidewalks. Open space is abundant at over 10 acres and more than 3 acres per 1,000 housing units. 95% of housing units are within a 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	10.36
VOS within or adjacent to UV	10.36
VOS within UV per 1,000 HU	3.18
VOS within or adjacent to UV per 1,000 HU	3.18
% of Village HUs within 1/2 mi. of Park	94.9%
One VOS of at least 10,000 sq. ft?	Yes

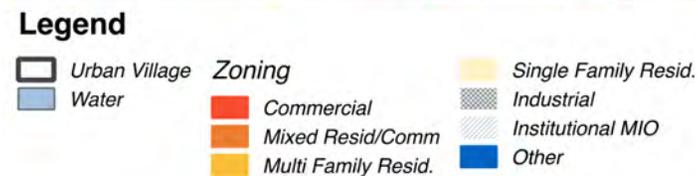
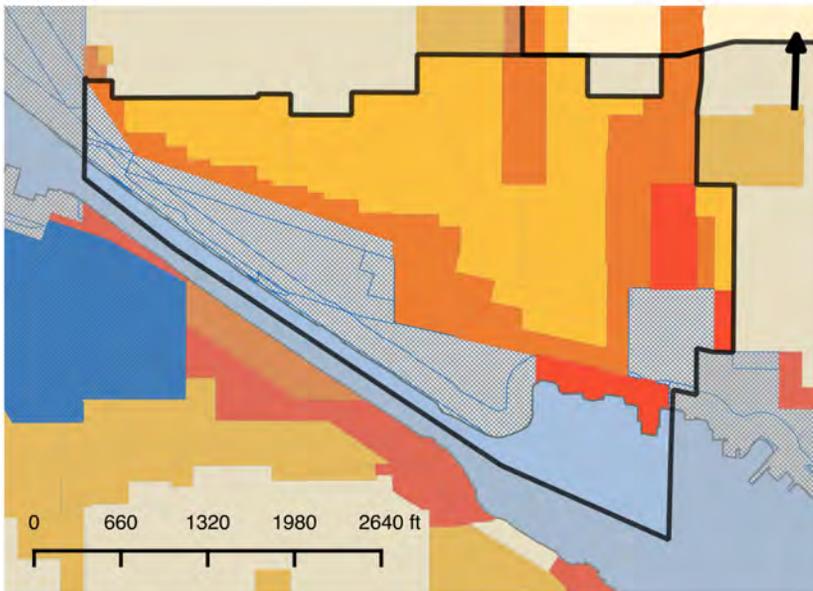


Fremont Hub Urban Village

The hub village is well balanced between commercial, industrial commercial, and multifamily zoning. Lowrise multifamily is the dominant zoning, with limited mixed neighborhood commercial zoning. Fremont has the second smallest number of parcel acres, and future growth capacity is limited under current zoning, especially in new employment capacity. Fremont already exceeds the employment density target for unbuilt development capacity. Zoned capacity for housing, while limited, is sufficient to achieve target densities. Village size and zoned capacity are adequate to achieve density targets for both housing and jobs.



Village Zoning

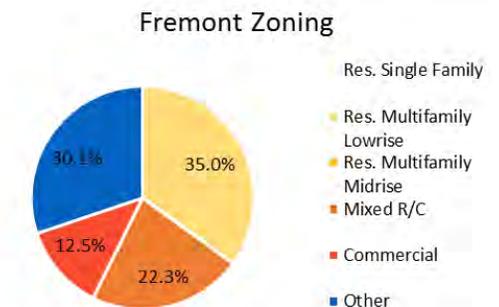


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	247.19
Population, 2010	3,960
Existing Population Density, 2010 (residents/acre)	16.02
Existing Housing Units	2,870
Residential Density (HU/acre)	11.61
Remaining Housing Unit Capacity	1,714
Total Housing Unit Capacity	4,584
Potential Residential Density (HU/acre)	18.54
Employment	7,935
Employment Density (jobs/acre)	32.10
Remaining Employment Capacity	507
Total Employment Capacity	8,442
Potential Employment Density (jobs/acre)	34.15



Village Land Use



Fremont Hub Urban Village

Fremont is a major transit corridor and is crossed by several full and partial bus routes. The southern edge of the village has a multi-use trail for bike and pedestrian access, and the northern and eastern edges have minor separation bike lanes. Plans exist for several new cycle tracks and greenways. Sidewalk coverage is generally good but there are about ten blocks with missing or poor quality sidewalks. Open space is sufficient for the village, at 3.58 acres and 1.25 acres per 1,000 housing units. All housing units are within a 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	3.58
VOS within or adjacent to UV	3.61
VOS within UV per 1,000 HU	1.25
VOS within or adjacent to UV per 1,000 HU	1.26
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes

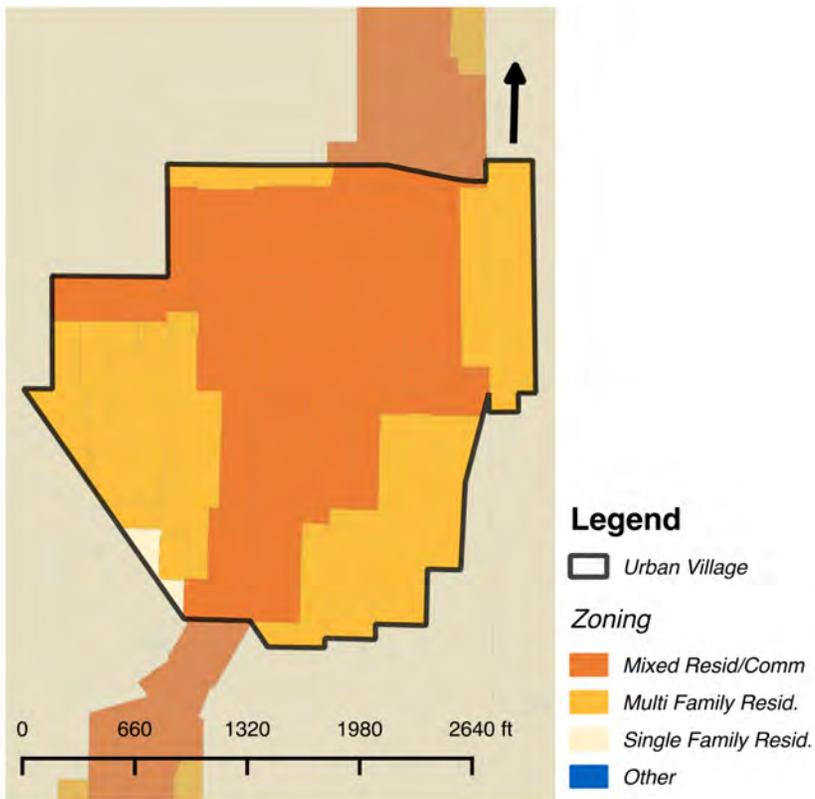


Lake City Hub Urban Village

The smallest hub village in size and parcel acres, Lake City is zoned predominately mixed/commercial, and low rise multifamily. Even with the small size and number of parcel acres, zoned development capacity in Lake City village substantially exceeds growth target densities for both jobs and housing. There is a large area of mixed use space, surrounded by mostly multifamily residential.



Village Zoning

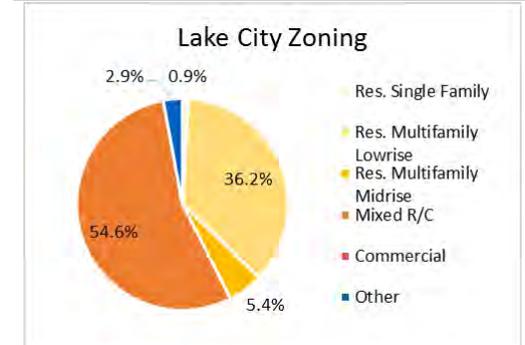


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	142.26
Population, 2010	3,899
Existing Population Density, 2010 (residents/acre)	27.41
Existing Housing Units	2,400
Residential Density (HU/acre)	16.87
Remaining Housing Unit Capacity	4,399
Total Housing Unit Capacity	6,799
Potential Residential Density (HU/acre)	47.79
Employment	1,731
Employment Density (jobs/acre)	12.17
Remaining Employment Capacity	5,494
Total Employment Capacity	7,225
Potential Employment Density (jobs/acre)	50.79



Village Land Use

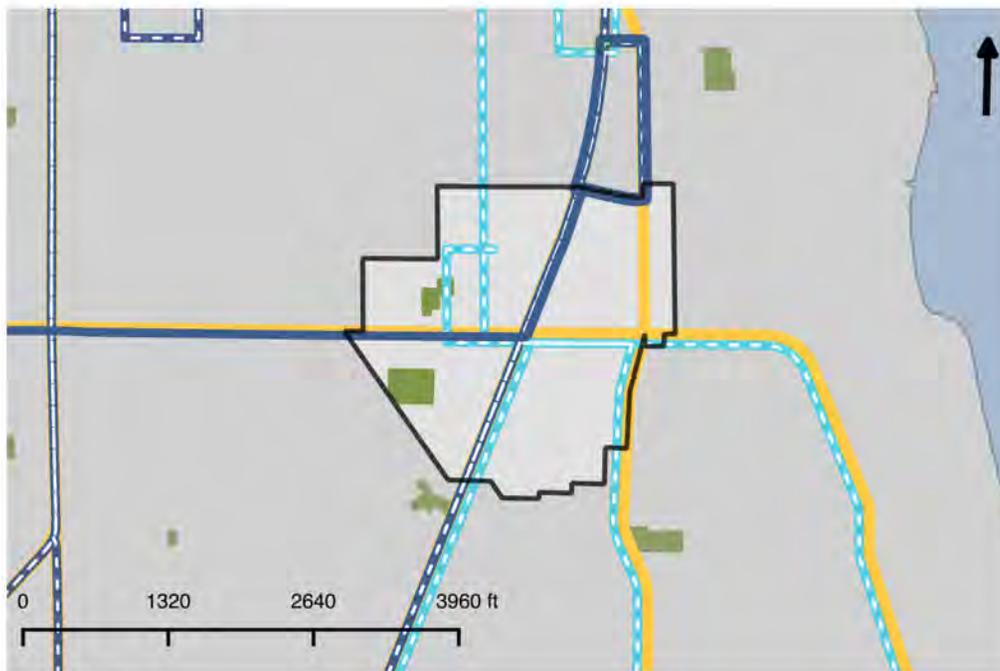


Lake City Hub Urban Village

Lake City village has adequate transit access, and served by one regular weekday bus route and several partial routes. It currently has access to a neighborhood greenway heading north, but no other bike routes. Plans call for an east-west cycle track linking to the citywide bicycle network. Sidewalks are sufficient for the two main corridors but several residential blocks are without them. There are also no pedestrian connections to other villages. The village is well served by open space. There are over four acres and 1.72 acres per 1,000 housing units. All housing is within 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	4.13
VOS within or adjacent to UV	4.13
VOS within UV per 1,000 HU	1.72
VOS within or adjacent to UV per 1,000 HU	1.72
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes

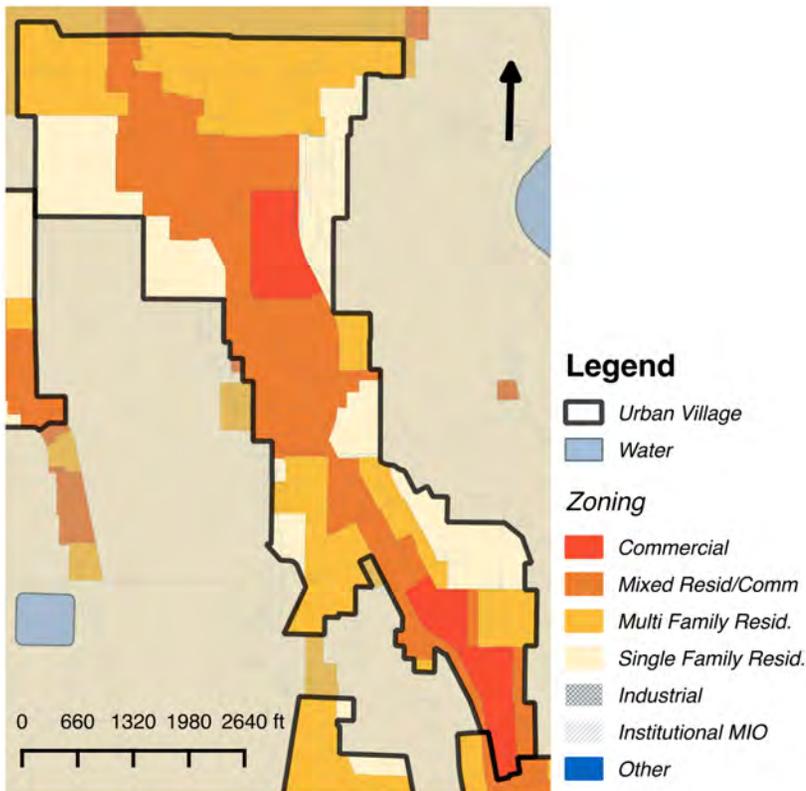


Mt. Baker/North Rainier Hub Urban Village

The largest hub village, zoning provides a diversity of housing and commercial uses. About half of the village is in single-family and lowrise multifamily, with a substantial land area (95 acres) in single family zoning. Mixed residential, neighborhood commercial, and auto-oriented commercial make up most of the remaining land. Existing residential and employment densities are the lowest of all the hub villages. Village size and zoned capacity are adequate to achieve density targets for both housing and jobs.



Village Zoning



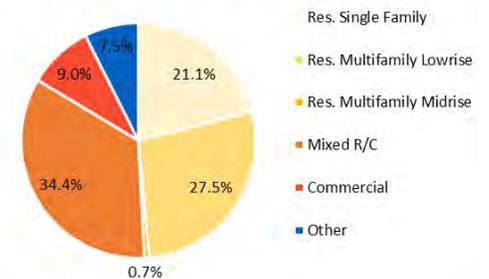
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	452.79
Population, 2010	4,908
Existing Population Density, 2010 (residents/acre)	10.84
Existing Housing Units	2,570
Residential Density (HU/acre)	5.68
Remaining Housing Unit Capacity	12,165
Total Housing Unit Capacity	14,735
Potential Residential Density (HU/acre)	32.54
Employment	4,118
Employment Density (jobs/acre)	9.09
Remaining Employment Capacity	16,978
Total Employment Capacity	21,096
Potential Employment Density (jobs/acre)	46.59



Village Land Use

Mt. Baker/ North Rainier Zoning

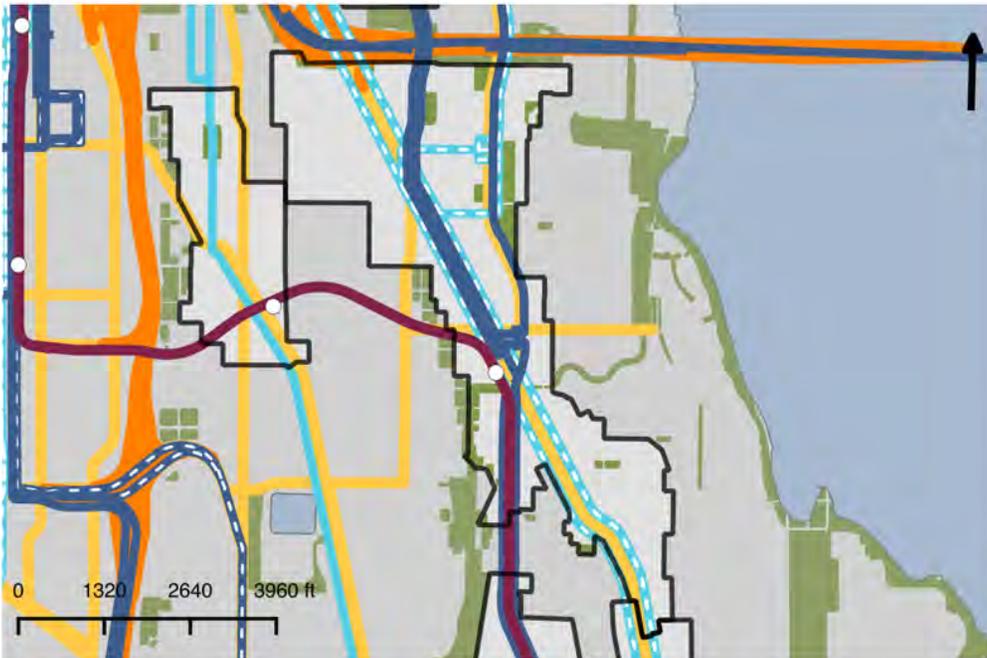


Mt. Baker/North Rainier Hub Urban Village

Mt. Baker village has excellent transit service, including a light rail stop and multiple full service, daily bus lines. It currently has access to one greenway, a multi-use trail, and four minor separation bike lanes. There are several new greenways and two long cycle tracks planned for the village. Sidewalks along the main corridor are continuous, and range from good to poor condition. There are a number of residential blocks that still lack sidewalks. Area of open space is large, with over 18 acres within the village and over 43 acres within and adjacent to it. The area of village open space and park access targets are substantially exceeded.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	18.33
VOS within or adjacent to UV	43.68
VOS within UV per 1,000 HU	7.13
VOS within or adjacent to UV per 1,000 HU	17.00
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes

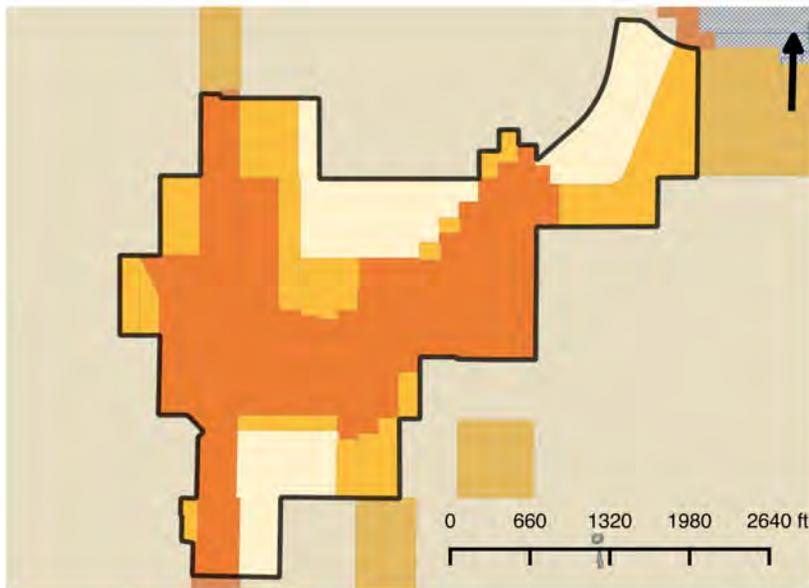


West Seattle Junction Hub Urban Village

The second smallest hub village, zoning is balanced and diverse, between single family, low rise multifamily, multifamily midrise. and neighborhood commercial. A significant area of land in the village remains single family zoned. Unbuilt development capacity under current zoning for both jobs and housing is sufficient to achieve target densities. The housing target density is already met, while employment density is below target. Village size and zoned capacity are adequate to achieve density targets.

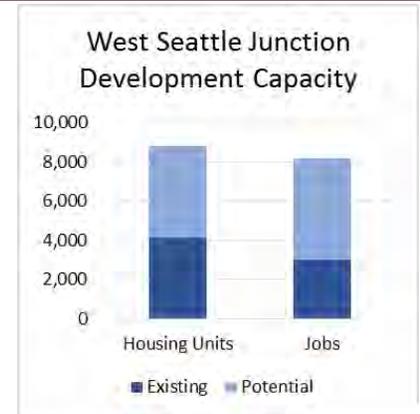


Village Zoning

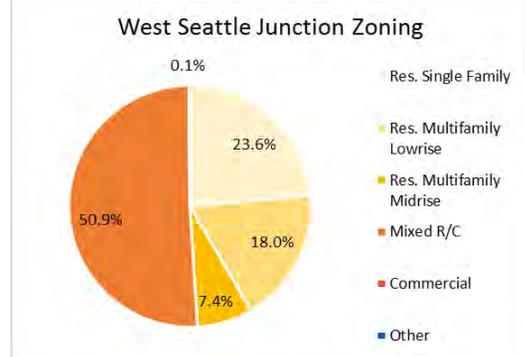


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	225.80
Population, 2010	3,788
Existing Population Density, 2010 (residents/acre)	16.78
Existing Housing Units	4,108
Residential Density (HU/acre)	18.19
Remaining Housing Unit Capacity	4,693
Total Housing Unit Capacity	8,801
Potential Residential Density (HU/acre)	38.98
Employment	3,000
Employment Density (jobs/acre)	13.29
Remaining Employment Capacity	5,146
Total Employment Capacity	8,146
Potential Employment Density (jobs/acre)	36.08



Village Land Use

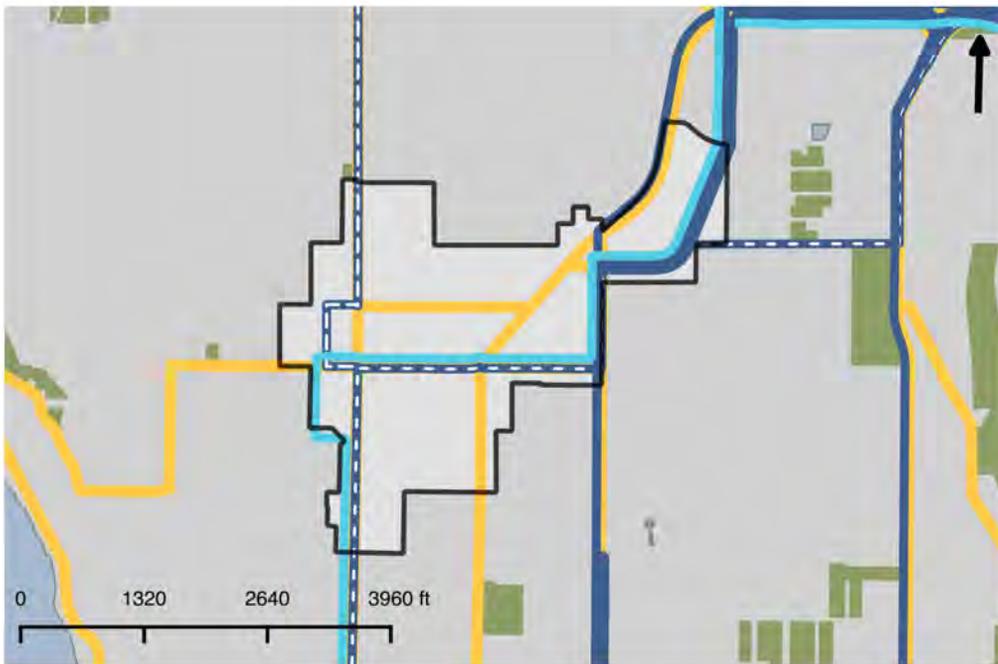


West Seattle Junction Hub Urban Village

West Seattle Junction has good bus transit service, with one full daily route and another full weekday route, plus a few partial ones. Currently, the village has only one north-south minor separated bicycle lane, but several new greenways and cycle tracks are planned. Sidewalks are mostly in good condition throughout the village. Open space is minimal, at a sixth of an acre, which provides only 0.04 acres per 1,000 housing units. Also, the village fails to meet the requirement for one open space of at least 10,000 square feet. Still, all housing units are within a half mile of a park beyond the village.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres) within UV	0.16
VOS within or adjacent to UV	0.16
VOS within UV per 1,000 HU	0.04
VOS within or adjacent to UV per 1,000 HU	0.04
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	No

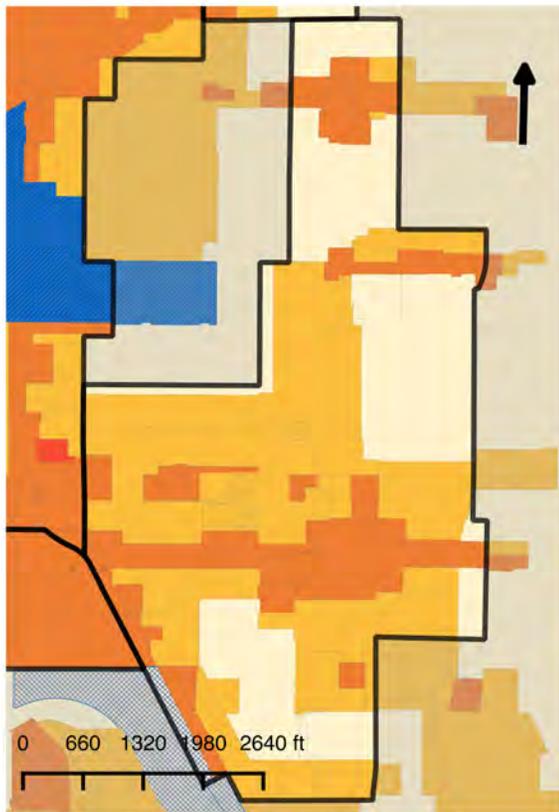


23rd & Union-Jackson Residential Village

Mixed zoning in this village establishes a strong residential emphasis, including mixed neighborhood commercial. Single Family and Low rise multifamily zoning together comprise 74% of the village area. There are 105 acres zoned for mixed commercial and residential uses, which provides ample mix of commercial, retail and support services use. With currently 5,520 housing units and a density of 10.71 HUs/acre, the village easily meets and exceeds minimum density requirements.



Village Zoning



- Legend**
- Urban Village
 - Zoning**
 - Commercial
 - Mixed Resid/Comm
 - Multi Family Resid.
 - Single Family Resid.
 - Industrial
 - Institutional MIO
 - Other

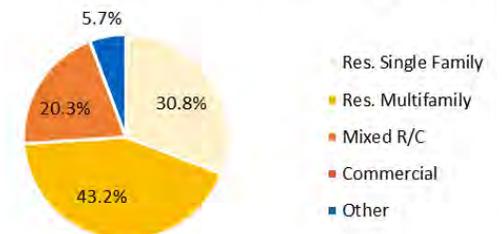
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	515.23
Population, 2010	9,468
Existing Population Density, 2010 (residents/acre)	18.38
Existing Housing Units	5,520
Residential Density (HU/acre)	10.71
Remaining Housing Unit Capacity	4,795
Total Housing Unit Capacity	10,315
Potential Residential Density	20.02
Employment	4,848
Employment Density (jobs/acre)	9.41
Remaining Employment Capacity	2,133
Total Employment Capacity	6,981
Potential Employment Density (jobs/acre)	13.55



Village Land Use

23rd & Union-Jackson Zoning

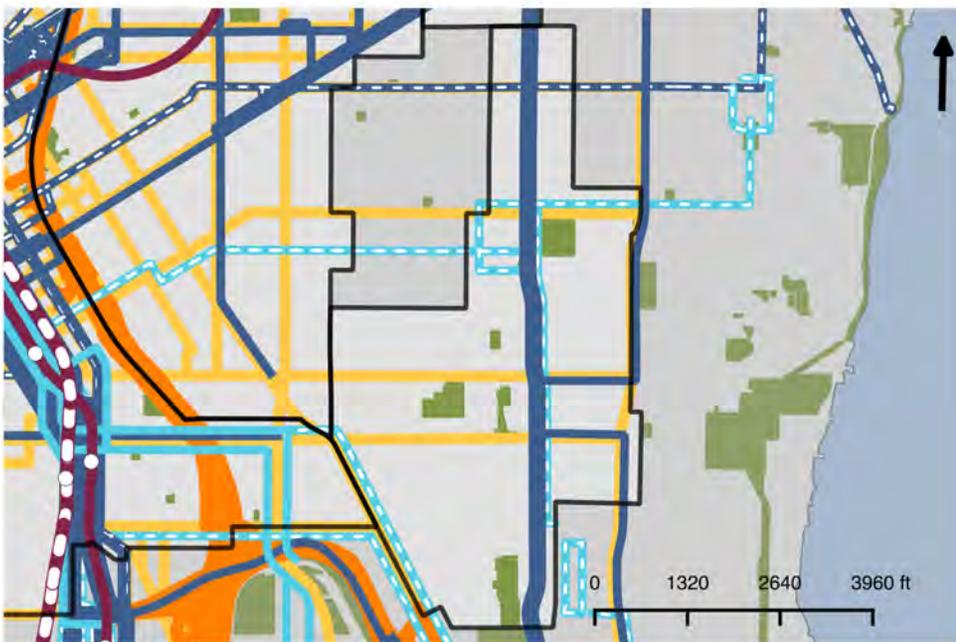


23rd & Union-Jackson Residential Village

The 23rd & Union-Jackson village has multiple full service, weekday bus lines running along its main north-south corridor. There are also several partial routes heading in other directions. The village currently has three minor-separation bike routes and a connection to a multi-use trail to the south. There are plans for several new greenways and cycle tracks, as well as an extension of the multi-use trail. Sidewalk coverage is generally good, however, a few blocks are rated to be in poor condition. 23rd avenue is undergoing a major complete streets upgrade. Open space is ample, and provides an excess well over target. 100% of housing units are within a half mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	23.19
VOS within or adjacent to UV	28.41
VOS within UV per 1,000 HU	4.20
VOS within or adjacent to UV per 1,000 HU	5.15
% of Village HUs within 1/2 mi. of Park	100.0%

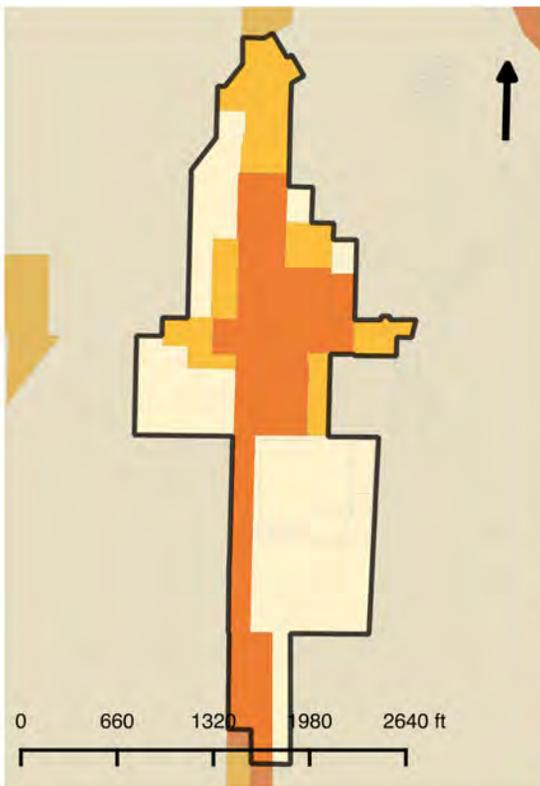


Admiral District Residential Village

This village is smaller than most, and is zoned predominately single family and low rise residential, but contains a well balanced mix of housing, neighborhood commercial, and other uses. Together, single and multi-family housing takes up over half of the village area, with another third going to mixed residential and commercial space. With 33 acres of mixed use space, the village provides adequate commercial/retail and services area. Existing number of housing units is slightly below the 1000 HU minimum within the village. Residential density exceeds minimum target density, with substantial excess capacity under current zoning.



Village Zoning



Legend

- Urban Village
- Zoning**
- Mixed Resid/Comm
- Multi Family Resid.
- Single Family Resid.
- Other

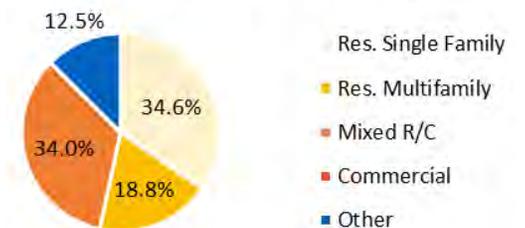
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	98.30
Population, 2010	1,528
Existing Population Density, 2010 (residents/acre)	15.54
Existing Housing Units	1,034
Residential Density (HU/acre)	10.52
Remaining Housing Unit Capacity	962
Total Housing Unit Capacity	1,996
Potential Residential Density	20.31
Employment	1,312
Employment Density (jobs/acre)	13.35
Remaining Employment Capacity	66
Total Employment Capacity	1,378
Potential Employment Density (jobs/acre)	14.02



Village Land Use

Admiral District Zoning

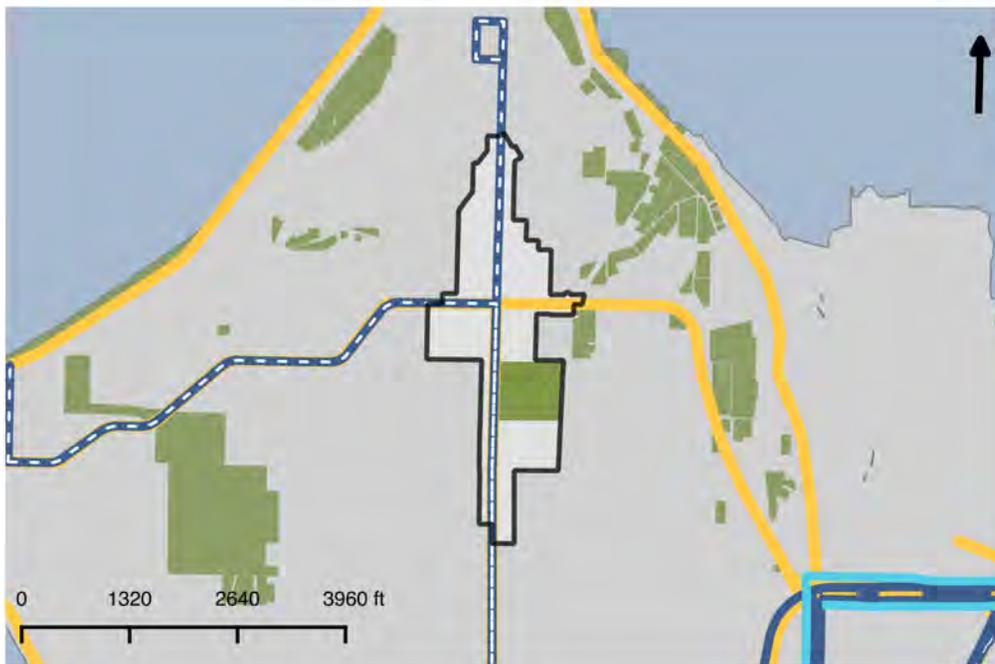


Admiral District Residential Village

The Admiral village has only limited transit access via weekday-only, peak hour bus lines. There is one minor separation bike lane running north-south through the village. Other bicycle routes are planned, including a separated cycle track and two greenways. Sidewalks are in very good condition. There is also substantial open space, well exceeding target for the number of housing units, with 100% of housing units located within 1/2 a mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes (Partial, M-F route)
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	12.08
VOS within or adjacent to UV	12.08
VOS within UV per 1,000 HU	11.69
VOS within or adjacent to UV per 1,000 HU	11.69
% of Village HUs within 1/2 mi. of Park	100.0%

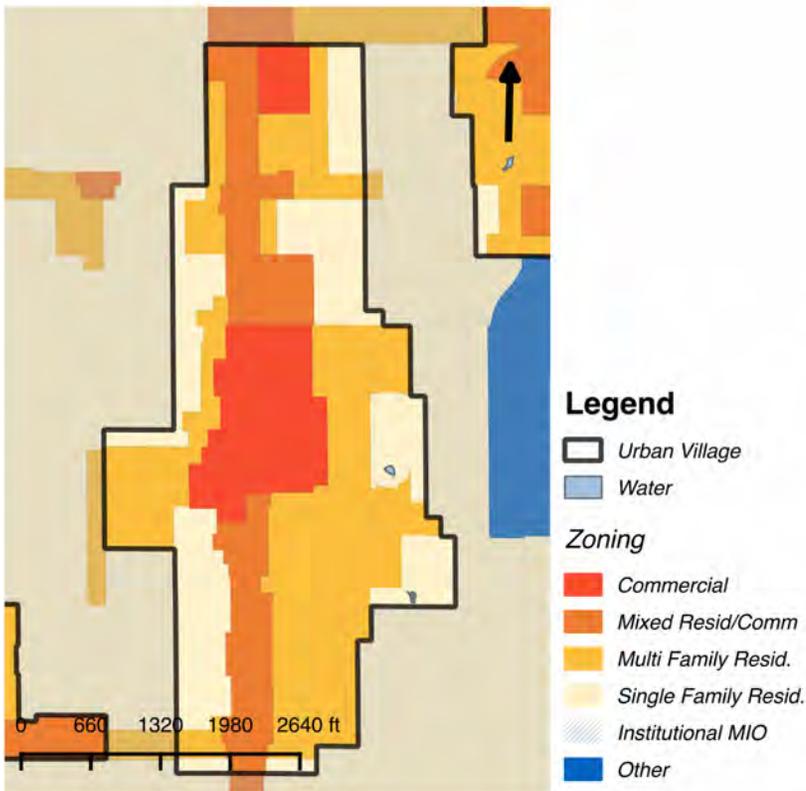


Aurora-Licton Springs Residential Village

One of the larger residential village, Aurora – Licton is zoned predominately single family and low rise residential, but also has a significant area of mixed/commercially zoned land. Single and multifamily housing covers about two thirds of the village. Another 17% in area comprises neighborhood commercial, and 15% provides for more auto-oriented commercial activity (C2) along Aurora Avenue North. This gives the village a more commercial feel than other residential urban villages, but overall the emphasis is residential. Residential density is just over 10 HU/acre, exceeding the target density, with excess capacity.



Village Zoning

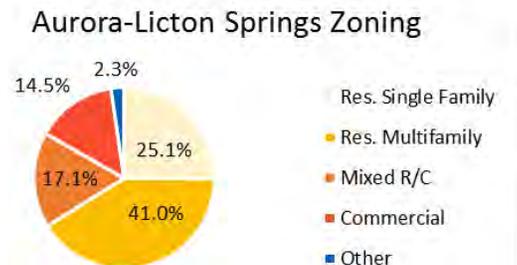


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	327.01
Population, 2010	6,179
Existing Population Density, 2010 (residents/acre)	18.90
Existing Housing Units	3,410
Residential Density (HU/acre)	10.43
Remaining Housing Unit Capacity	4,229
Total Housing Unit Capacity	7,639
Potential Residential Density	23.36
Employment	2,176
Employment Density (jobs/acre)	6.65
Remaining Employment Capacity	6,295
Total Employment Capacity	8,471
Potential Employment Density (jobs/acre)	25.90



Village Land Use



Aurora-Licton Springs Residential Village

The Aurora– Licton Springs village has regular bus service, including a north-south Rapid Ride line that runs every day of the week. There is also a cycle track and multi-use trail running the length of the village, and more greenways are planned for the future. Sidewalks line most of the main corridor but are missing for a few blocks, and for most of the surrounding residential area. Open space measures at 7.55 acres and there are 2.21 acres per 1,000 housing units. 100% of housing units are near a park.



Transit Connectivity & Village Open Space



Legend

- Urban Village
- Open Space
- Water
- High Frequency Transit
- Entire Route All Days
- Entire Route M-F Day
- Partial Route All Days
- Partial Route M-F
- Link & Sounder Stations
- Link Route
- Sounder Route
- Goods Transport
- Major Arterials
- Interstates & Highways

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	7.55
VOS within or adjacent to UV	7.55
VOS within UV per 1,000 HU	2.21
VOS within or adjacent to UV per 1,000 HU	2.21
% of Village HUs within 1/2 mi. of Park	100.0%

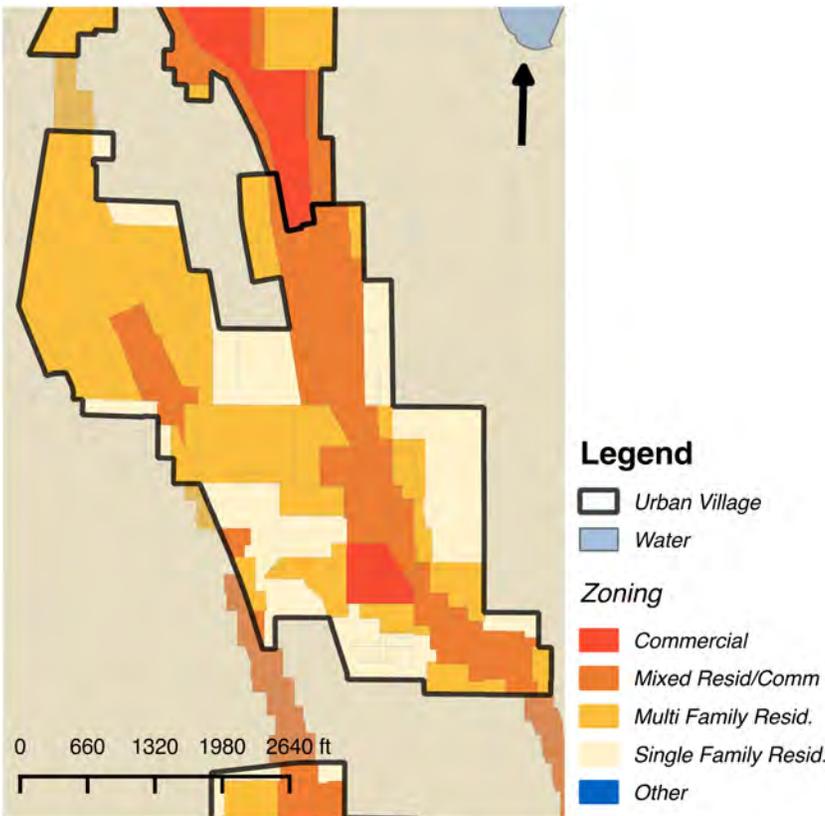


Columbia City Residential Village

This village includes a popular historic district, and is predominately in residential use, low density, with some neighborhood commercial and a small area of solely commercial zoning. Single family makes up about a quarter, multifamily almost half, and mixed residential/commercial another quarter. The remaining area goes to commercial and other uses including various types of open space. There are currently around 2,500 housing units. The neighborhood minimally meets the density requirement of 8 HU/acre, but zoning provides the potential to reach more than double that density.



Village Zoning

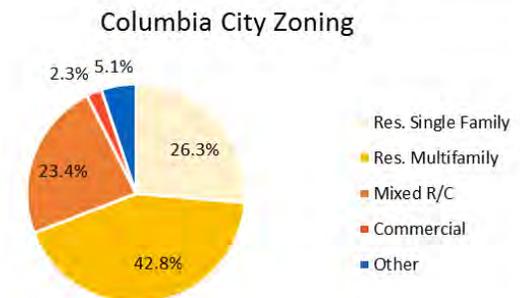


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	312.77
Population, 2010	3,937
Existing Population Density, 2010 (residents/acre)	12.59
Existing Housing Units	2,503
Residential Density (HU/acre)	8.00
Remaining Housing Unit Capacity	3,598
Total Housing Unit Capacity	6,101
Potential Residential Density	19.51
Employment	2,492
Employment Density (jobs/acre)	7.97
Remaining Employment Capacity	1,860
Total Employment Capacity	4,352
Potential Employment Density (jobs/acre)	13.91



Village Land Use

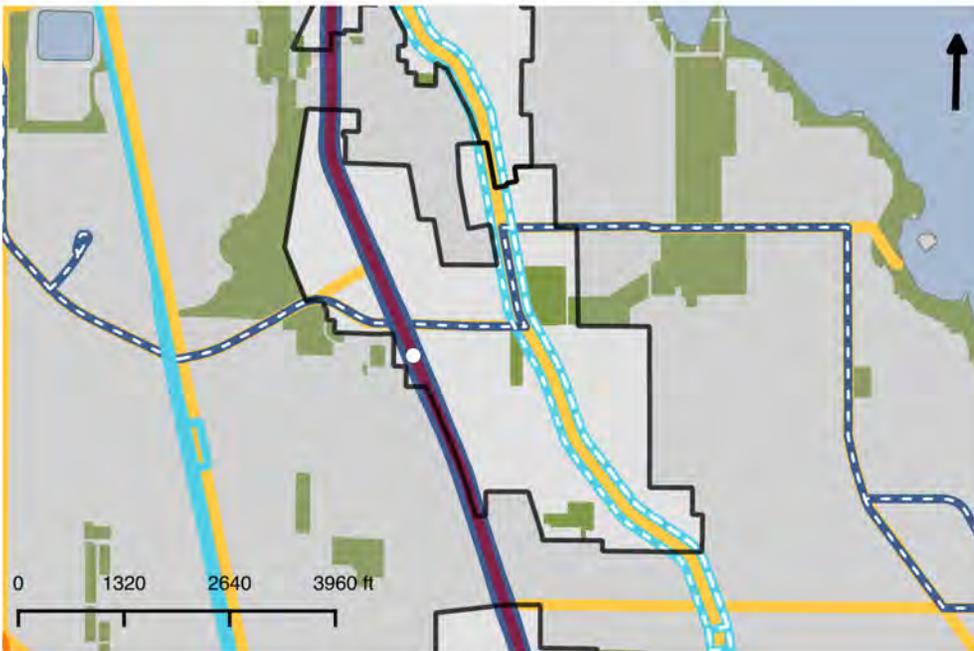


Columbia City Residential Village

Columbia City is very well served by transit, with a light rail station and multiple bus lines through the village. Currently there are no dedicated bike lanes, but there are plans for two cycle tracks and several greenways going in all directions. Sidewalk coverage is good, with the exception of a patchwork area in the northwestern part of the village. There is ample area open space, with over 12 acres within the village, providing almost 5 acres per 1,000 housing units. Access to open space within a half mile is also close to target.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	12.10
VOS within or adjacent to UV	16.71
VOS within UV per 1,000 HU	4.83
VOS within or adjacent to UV per 1,000 HU	6.68
% of Village HUs within 1/2 mi. of Park	99.7%

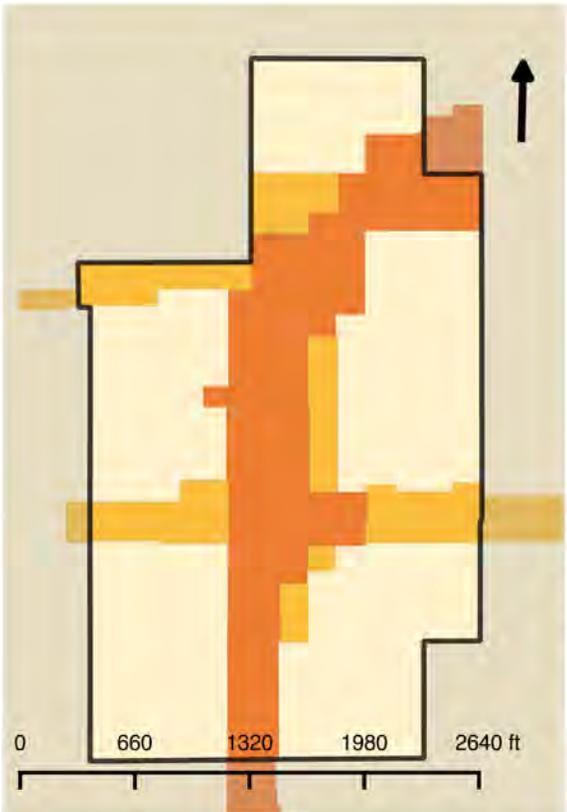


Crown Hill Residential Village

Here the zoning is strongly residential village with some allowance for mixed use and commercial activity. Over half of the village area is established single family housing, with another 13% for multifamily. A quarter of the village is mixed residential and commercial space. Overall, this represents a reasonable balance of uses for the residential urban village. With close to 1,200 housing units residential density falls just under the 8 HU/acre minimum. However, there is sufficient unbuilt capacity under the current zoning to reach density target of 8 HUs/acre.

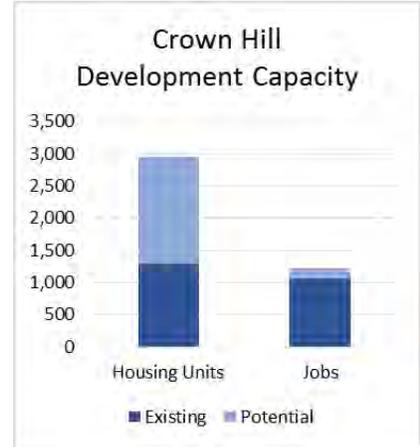


Village Zoning

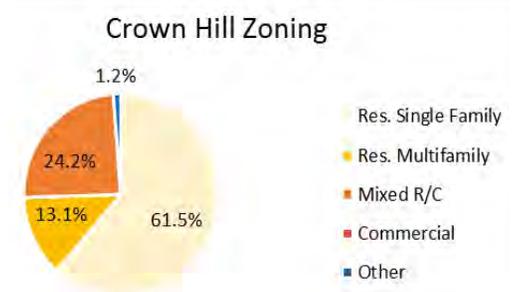


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	172.94
Population, 2010	2,459
Existing Population Density, 2010 (residents/acre)	14.22
Existing Housing Units	1,296
Residential Density (HU/acre)	7.49
Remaining Housing Unit Capacity	1,650
Total Housing Unit Capacity	2,946
Potential Residential Density	17.03
Employment	1,051
Employment Density (jobs/acre)	6.08
Remaining Employment Capacity	176
Total Employment Capacity	1,227
Potential Employment Density (jobs/acre)	7.09



Village Land Use

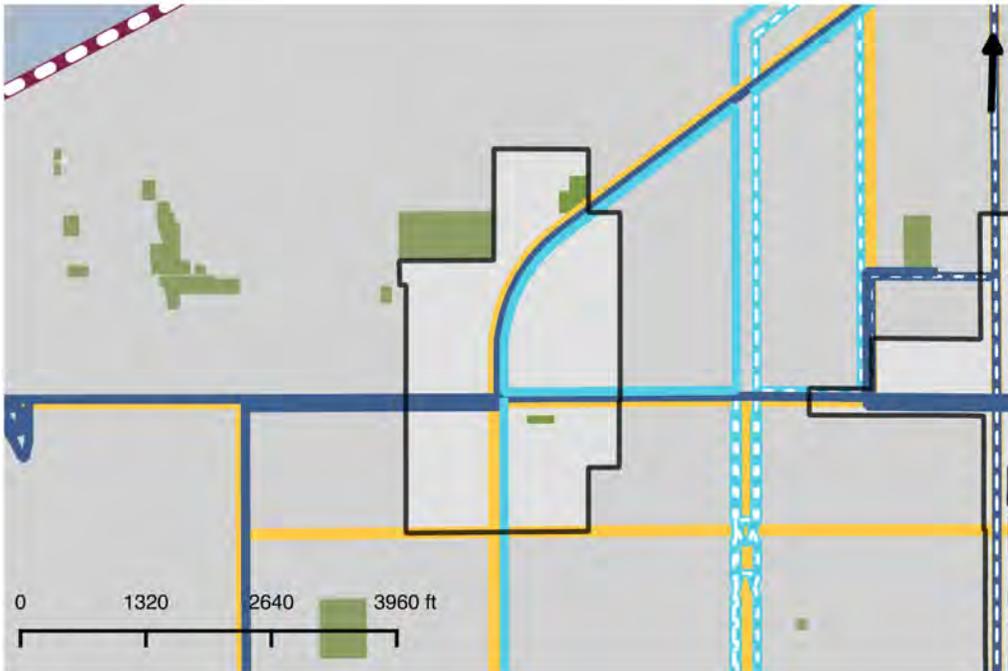


Crown Hill Residential Village

The Crown Hill village has good transit service, with three bus lines running through its center. There are currently no dedicated bike routes, but plans call for four neighborhood greenways. The business district and southern area have good sidewalks, but most of the northern half of the village has none. Village open space meets targets at over 2 acres, with 1.63 acres per 1,000 housing units. 100% of housing units are within 1/2 a mile of open space.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	2.12
VOS within or adjacent to UV	2.12
VOS within UV per 1,000 HU	1.63
VOS within or adjacent to UV per 1,000 HU	1.63
% of Village HUs within 1/2 mi. of Park	100.0%

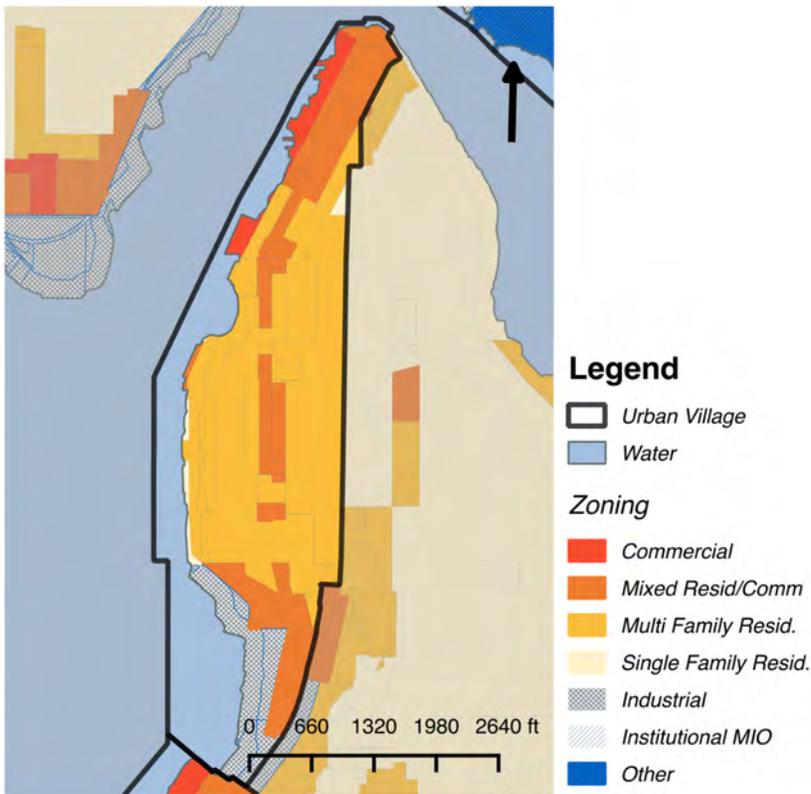


Eastlake Residential Village

This residential village has a wide array of uses, including more commercial activities and industrial than most of other residential villages. The primary use is multifamily residential. There are also sizeable areas for mixed use, industry, open space, and smaller areas for single family and solely commercial development. Around 3,400 housing units are within the village at a density of 13 HU/acre. Overall this village has a good balance of uses but less of a residential emphasis than the other residential urban villages. In residential and employment capacity, Eastlake village appears to meet measurable criteria A, B, C, D and E for re-designation as a Hub village. In addition, it is a primary transit corridor, connecting three urban centers.

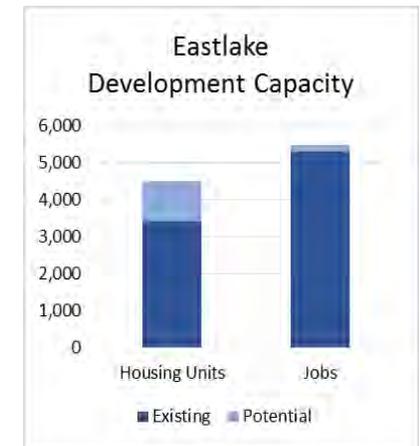


Village Zoning



Village Characteristics & Future Growth Capacity

Total Land Area (acres)	268.18
Population, 2010	5,084
Existing Population Density, 2010 (residents/acre)	18.96
Existing Housing Units	3,428
Residential Density (HU/acre)	12.78
Remaining Housing Unit Capacity	1,065
Total Housing Unit Capacity	4,493
Potential Residential Density	16.75
Employment	5,312
Employment Density (jobs/acre)	19.81
Remaining Employment Capacity	177
Total Employment Capacity	5,489
Potential Employment Density (jobs/acre)	20.47



Village Land Use

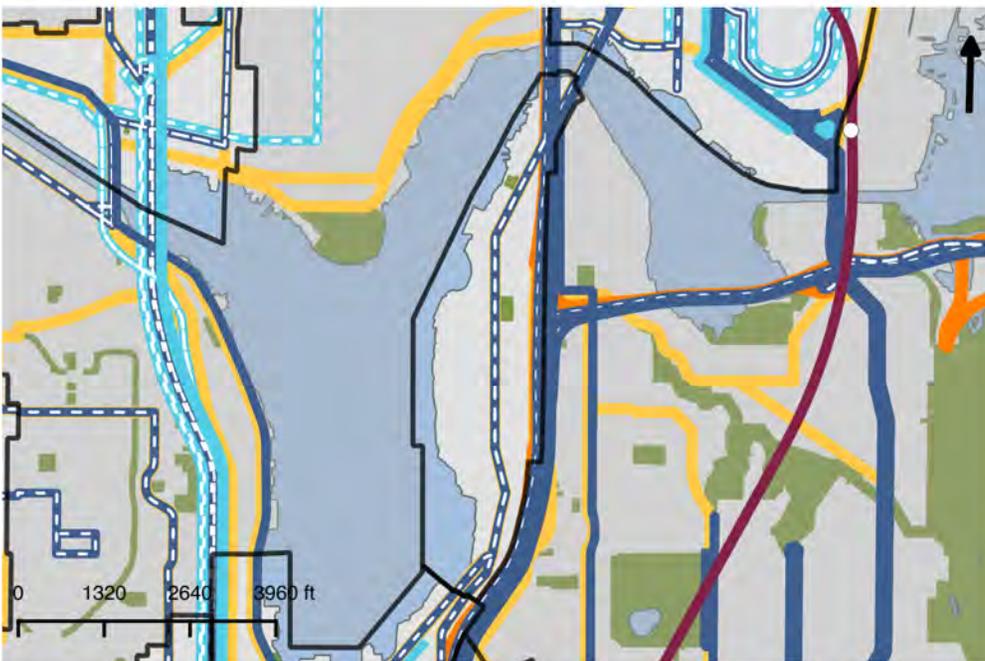


Eastlake Residential Village

Eastlake is a major transit corridor and is reachable by several north-south and east-west bus lines. However, service stops on the weekends. Currently bicycle facilities are minimal, but several greenways, cycle tracks, and multi-use trails are planned for the village. Sidewalks are mostly in fair to good condition. The village has a small amount of open space at 3 acres, but this jumps to 12 acres when including adjacent areas. This brings the open space-housing unit ratio from 0.86 up to 3.59. 100% of housing units are within a 1/2 mile of a park. A number of small, Street-end parks along the Lake Union shoreline also contribute to open space access.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes (M-F only)
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	2.95
VOS within or adjacent to UV	12.31
VOS within UV per 1,000 HU	0.86
VOS within or adjacent to UV per 1,000 HU	3.59
% of Village HUs within 1/2 mi. of Park	100.0%

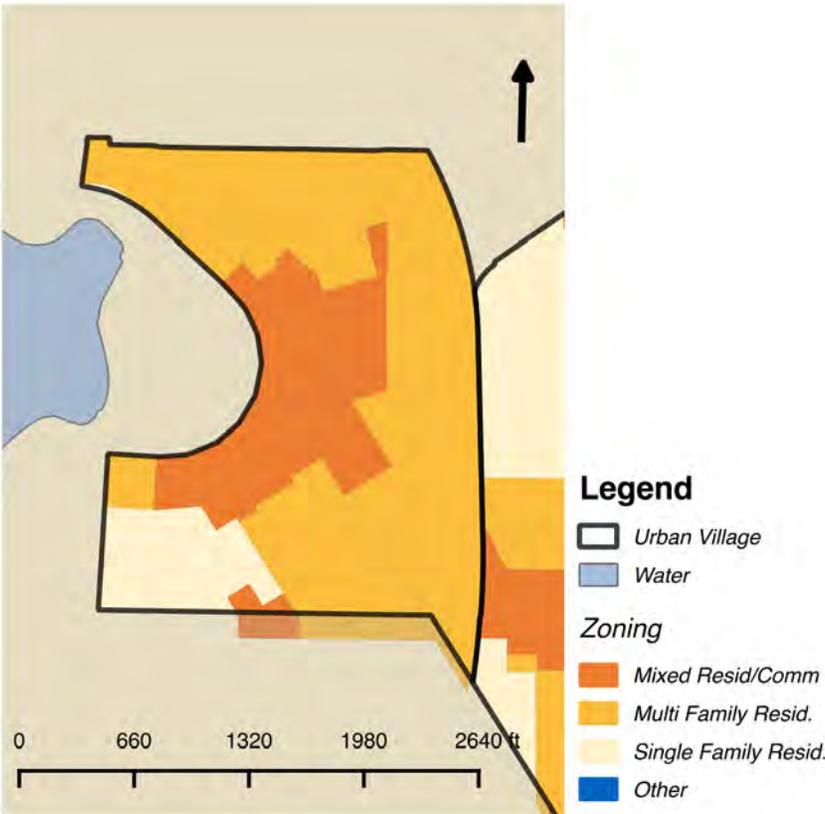


Green Lake Residential Village

Smaller than most other residential villages, Green Lake is zoned for single use multifamily housing, about one-tenth for single family and a quarter zoned for mixed use and commercial. It meets the requirement for commercial space overall, and represents a reasonable balance of uses with a residential emphasis. Housing units and residential density both surpass the minimum requirements, and both have sufficient growth potential under the current zoning.

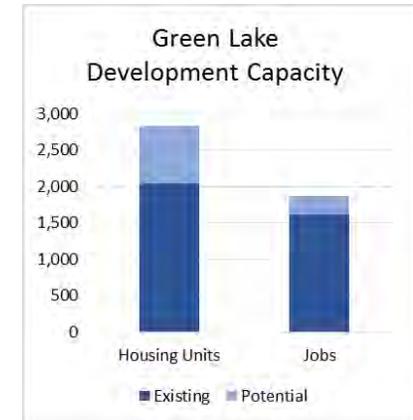


Village Zoning



Village Characteristics & Future Growth Capacity

Total Land Area (acres)	108.63
Population, 2010	2,904
Existing Population Density, 2010 (residents/acre)	26.73
Existing Housing Units	2,043
Residential Density (HU/acre)	18.81
Remaining Housing Unit Capacity	793
Total Housing Unit Capacity	2,836
Potential Residential Density	26.11
Employment	1,615
Employment Density (jobs/acre)	14.87
Remaining Employment Capacity	262
Total Employment Capacity	1,877
Potential Employment Density (jobs/acre)	17.28



Village Land Use

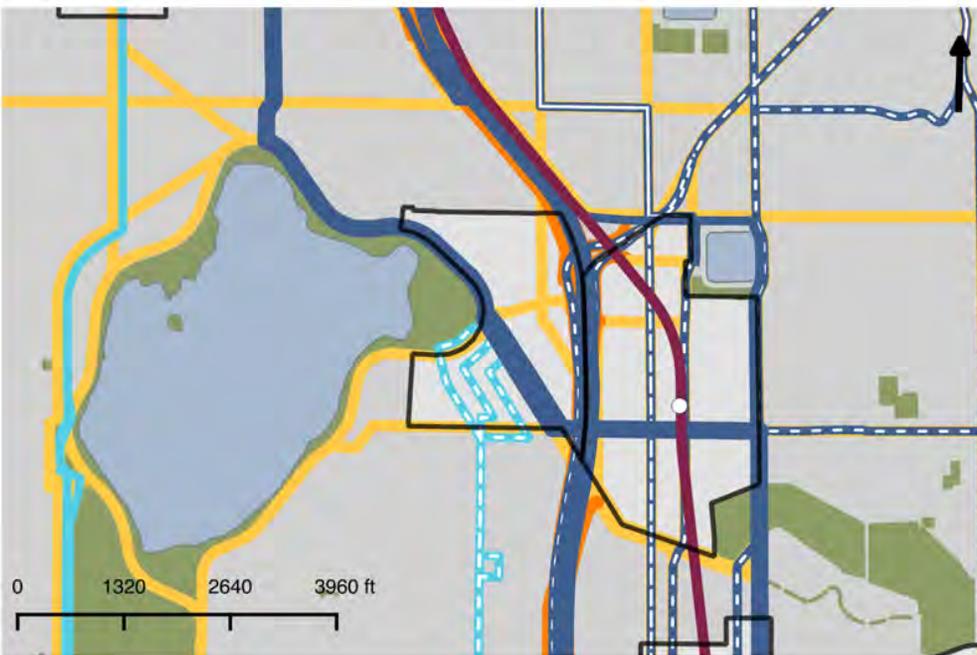


Green Lake Residential Village

Green Lake has excellent transit access via multiple full and partial service bus lines. The village will also have access to a light rail station opening in neighboring Roosevelt in 2021. Minor separated bicycle lanes provide bike access from all directions, and sidewalks are in fair to good condition. There is no open space within the village, but Green Lake Park abuts the village and provides easily accessible open space for 100% of village housing units.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	0.00
VOS within or adjacent to UV	0.00
VOS within UV per 1,000 HU	0.00
VOS within or adjacent to UV per 1,000 HU	0.00
% of Village HUs within 1/2 mi. of Park	100.0%

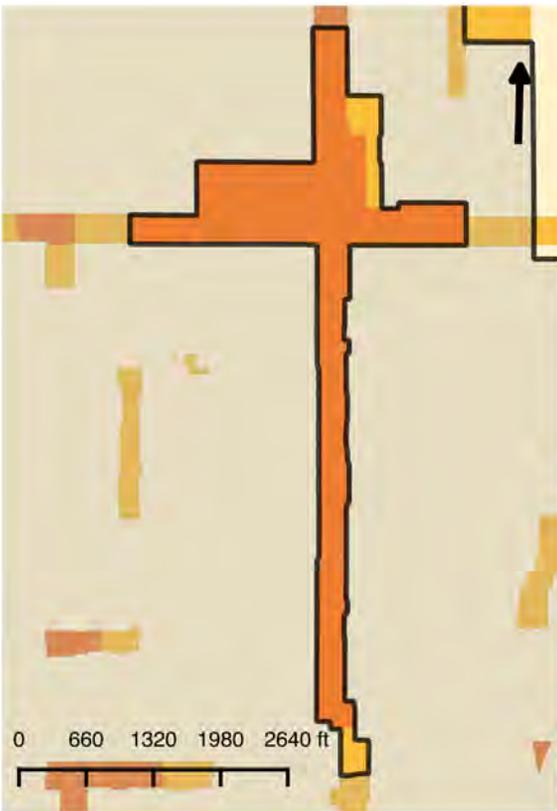


Greenwood-Phinney Ridge Residential Village

One of the smallest residential villages, it is zoned almost entirely for mixed use and limited commercial development. The remaining area is zoned for multifamily housing, and there is no area zoned for single family. Currently housing unit numbers are low at only 1,700, but there is zoned capacity for nearly 4,000. Also, existing residential density is relatively high at over 18 HU/acre, and there is potential for over double that number, making it one of the more residentially dense residential villages.



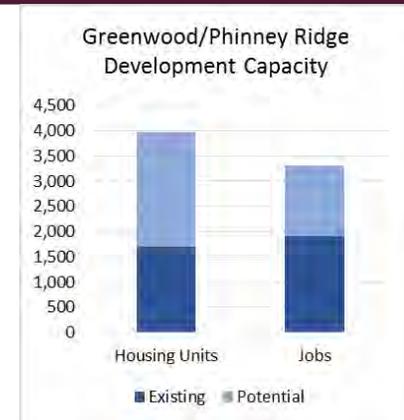
Village Zoning



- Legend**
- Urban Village
 - Water
- Zoning**
- Commercial
 - Mixed Resid/Comm
 - Multi Family Resid.
 - Single Family Resid.
 - Other

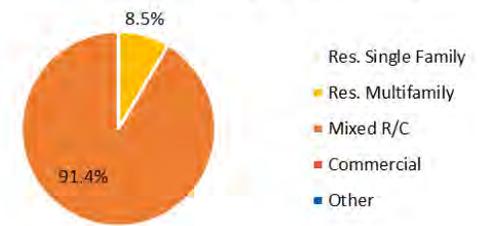
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	94.17
Population, 2010	2,927
Existing Population Density, 2010 (residents/acre)	31.08
Existing Housing Units	1,706
Residential Density (HU/acre)	18.12
Remaining Housing Unit Capacity	2,269
Total Housing Unit Capacity	3,975
Potential Residential Density	42.21
Employment	1,917
Employment Density (jobs/acre)	20.36
Remaining Employment Capacity	1,395
Total Employment Capacity	3,312
Potential Employment Density (jobs/acre)	35.17



Village Land Use

Greenwood - Phinney Ridge Zoning

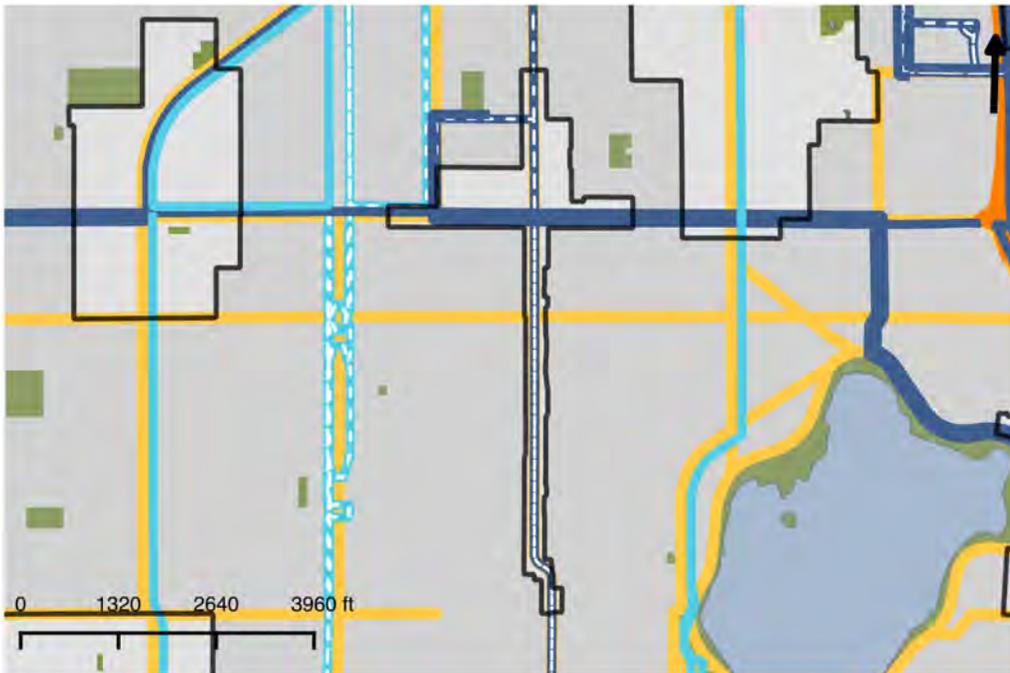


Greenwood-Phinney Ridge Residential Village

The Greenwood village is serviced by multiple complete and partial weekday bus routes. On the weekend there is no direct access, but there are routes just outside village boundaries. Bicycles currently access the village via a minor separation bike lane. The Bicycle Master Plan calls for this lane to be upgraded to a cycle track, and for several new greenways. Sidewalks are generally in fair to good condition, though some residential blocks are lacking them. There is no open space within the village boundary, but all housing units are within a half mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	Yes
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	0.00
VOS within or adjacent to UV	0.00
VOS within UV per 1,000 HU	0.00
VOS within or adjacent to UV per 1,000 HU	0.00
% of Village HUs within 1/2 mi. of Park	100.0%

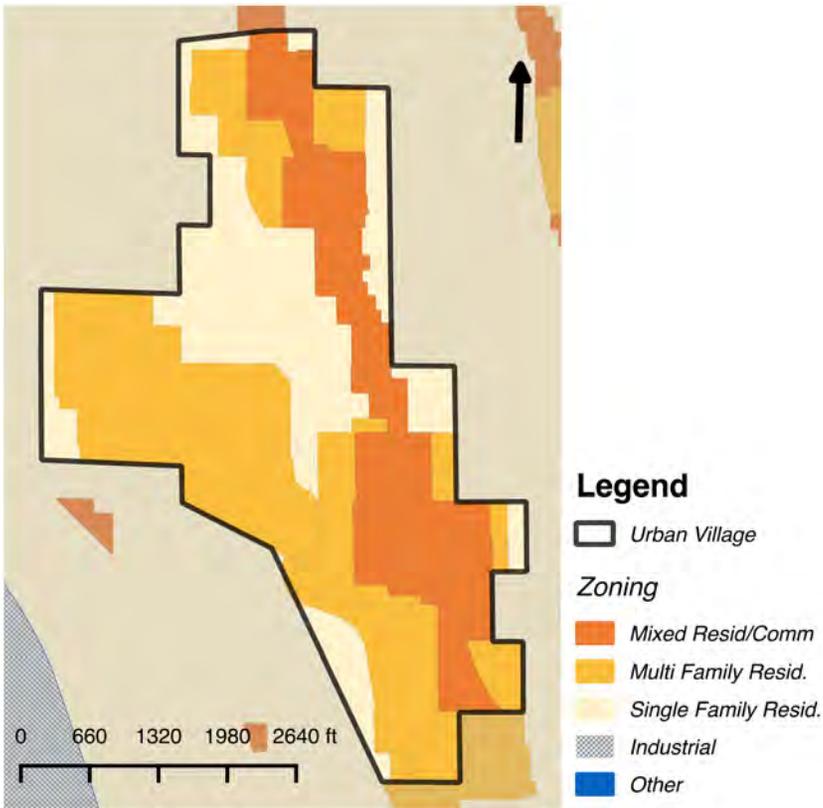


Othello Residential Village

This village is distinguished by having a large area, and near equal balance between single family, multifamily, and mixed use zoning. The village is served by light rail transit, and there is large area of neighborhood commercially zoned land providing for denser housing. In comparison to other residential urban villages, village density is low at close to 7 HU/acre, but the zoning allows for up to 20 HU/acre.

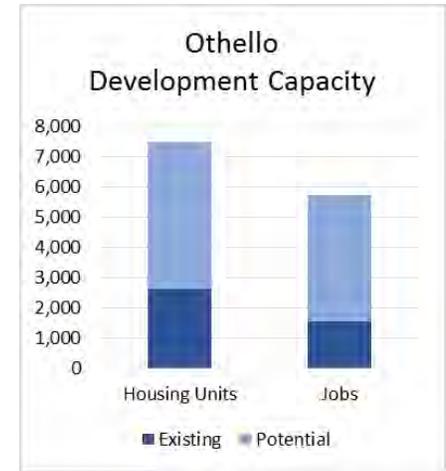


Village Zoning

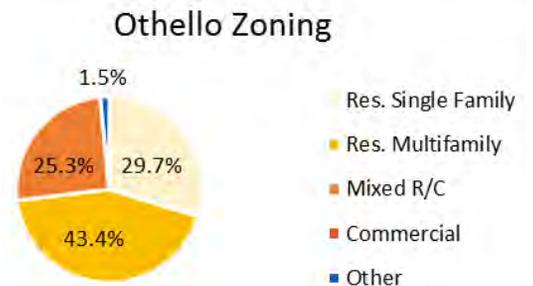


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	374.92
Population, 2010	7,267
Existing Population Density, 2010 (residents/acre)	19.38
Existing Housing Units	2,621
Residential Density (HU/acre)	6.99
Remaining Housing Unit Capacity	4,874
Total Housing Unit Capacity	7,495
Potential Residential Density	19.99
Employment	1,562
Employment Density (jobs/acre)	4.17
Remaining Employment Capacity	4,194
Total Employment Capacity	5,756
Potential Employment Density (jobs/acre)	15.35



Village Land Use

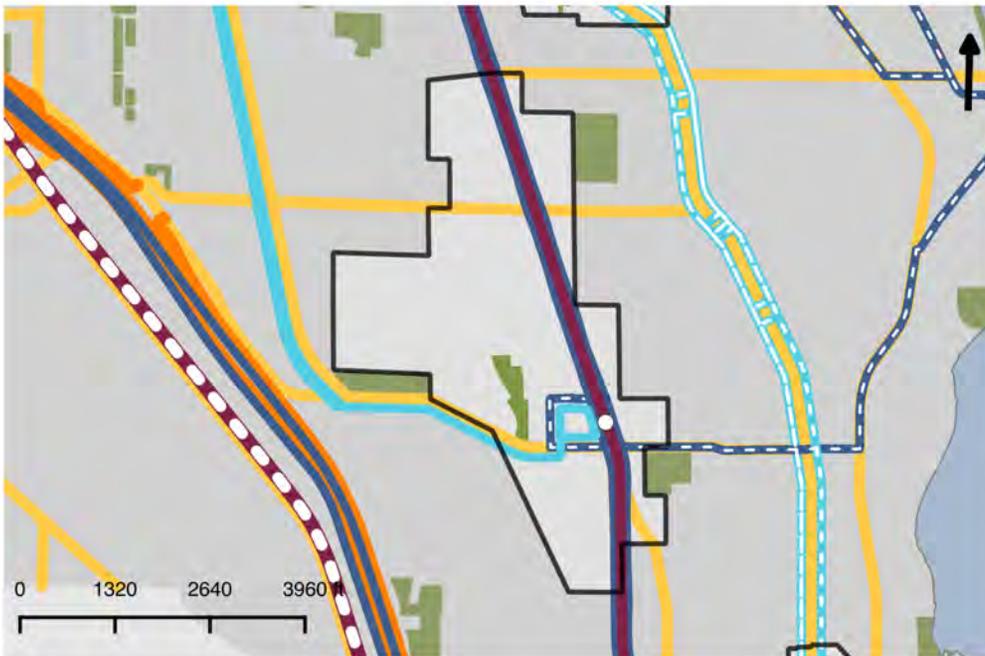


Othello Residential Village

Othello has excellent transit access, with a light rail station and multiple full service bus lines. There is an existing multi-use trail running through the village for bike and pedestrian access. Planned additions include a north-south cycle track and multiple greenways. Sidewalk coverage is mostly good, but about ten blocks of side streets lack them completely, and there are no complete sidewalk connections to other villages. The village has ample open space to meet its target, and 1/2 mile park access for 100% of housing units. Overall it is well served by transit, open space, and bike/ped facilities, but with increasing density may need additional sidewalk improvements.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	5.76
VOS within or adjacent to UV	5.76
VOS within UV per 1,000 HU	2.20
VOS within or adjacent to UV per 1,000 HU	2.20
% of Village HUs within 1/2 mi. of Park	100.0%

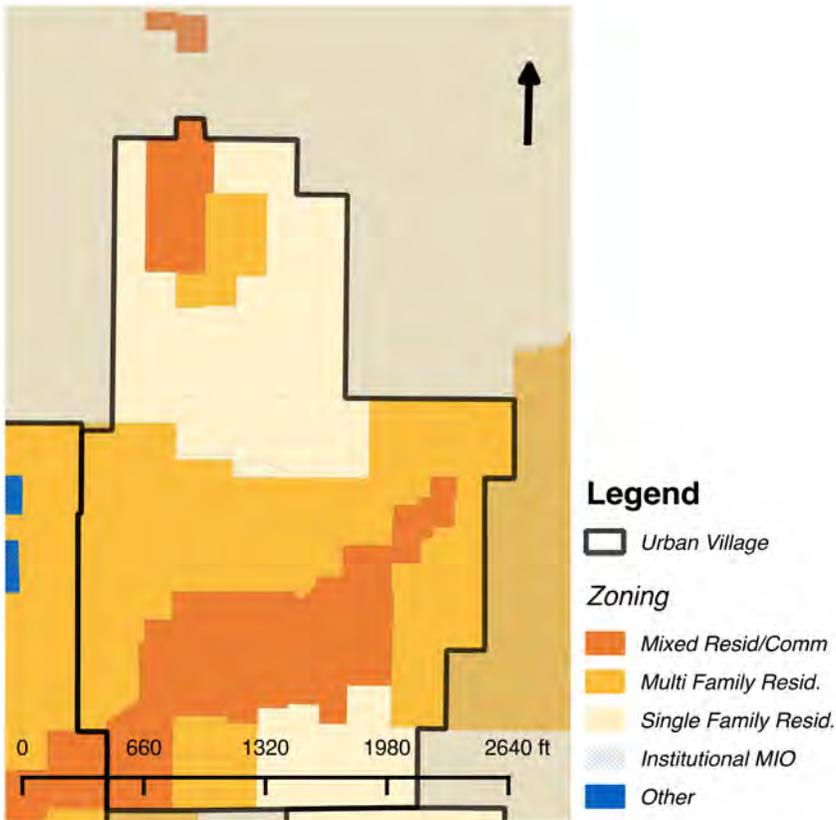


Madison-Miller Residential Village

One of the smaller residential villages, zoning here is divided almost evenly between single family, multifamily, (half) and mixed use zones, with an emphasis on multifamily. Over one-fifth of the area is zoned single family—high for most residential villages. Residential density is high, at 20 HU/acre and the zoning allows another 10 HU increase. Overall this village has a balanced mix of uses and easily meets the residential density target and balance of uses.



Village Zoning

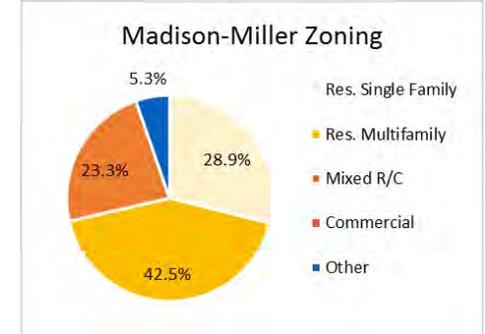


Village Characteristics & Future Growth Capacity

Total Land Area (acres)	145.36
Population, 2010	4,066
Existing Population Density, 2010 (residents/acre)	27.97
Existing Housing Units	2,911
Residential Density (HU/acre)	20.03
Remaining Housing Unit Capacity	1,523
Total Housing Unit Capacity	4,434
Potential Residential Density	30.50
Employment	1,107
Employment Density (jobs/acre)	7.62
Remaining Employment Capacity	700
Total Employment Capacity	1,807
Potential Employment Density (jobs/acre)	12.43



Village Land Use

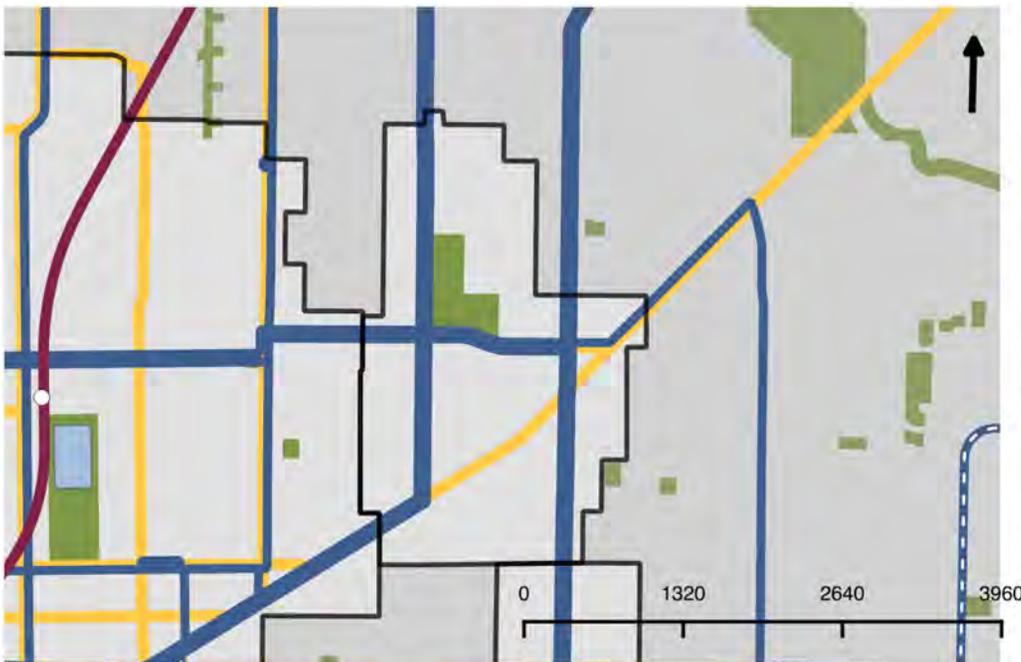


Madison-Miller Residential Village

This village is very well serviced by multiple weekday bus lines, though it becomes inaccessible by transit on the weekend. A new Rapid Ride line is being planned for the main corridor along Madison Ave. Currently the village relies on one minor separation bike lane, but four new greenways are planned. Sidewalks are generally in good shape. Open space meets targets at over 7 acres, and 2.6 acres per 1,000 housing units. 100% of housing units are within a 1/2 mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	7.56
VOS within or adjacent to UV	7.56
VOS within UV per 1,000 HU	2.60
VOS within or adjacent to UV per 1,000 HU	2.60
% of Village HUs within 1/2 mi. of Park	100.0%

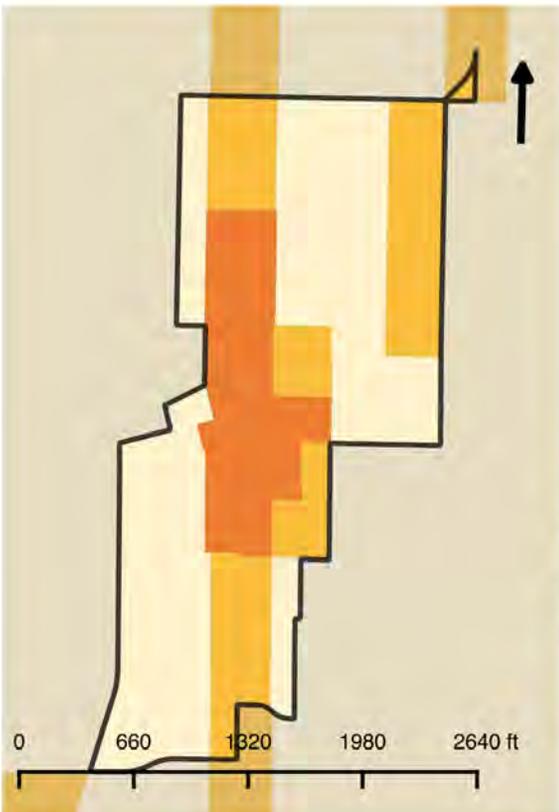


Morgan Junction Residential Village

Analysis: This is one of the smallest villages, with only 114 gross acres. Zoning is mostly residential, with over half devoted to single family, just over a quarter to multifamily, and about a fifth to mixed use neighborhood commercial. There is just enough commercial area (20 acres) but still a strong residential emphasis. Housing units are low at only 1,365 but there is zoned capacity for 1,957. Density passes the target at 12 HU/acre. Overall this small village has the right balance of uses, density, and the right capacity for future housing units.



Village Zoning



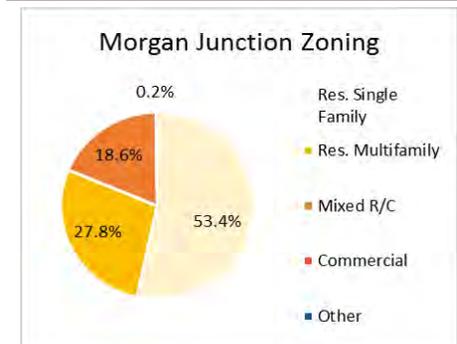
- Legend**
- Urban Village
 - Zoning**
 - Mixed Resid/Comm
 - Multi Family Resid.
 - Single Family Resid.
 - Other

Village Characteristics & Future Growth Capacity

Total Land Area (acres)	113.76
Population, 2010	2,046
Existing Population Density, 2010 (residents/acre)	17.99
Existing Housing Units	1,365
Residential Density (HU/acre)	12.00
Remaining Housing Unit Capacity	592
Total Housing Unit Capacity	1,957
Potential Residential Density	17.20
Employment	539
Employment Density (jobs/acre)	4.74
Remaining Employment Capacity	38
Total Employment Capacity	577
Potential Employment Density (jobs/acre)	5.07



Village Land Use

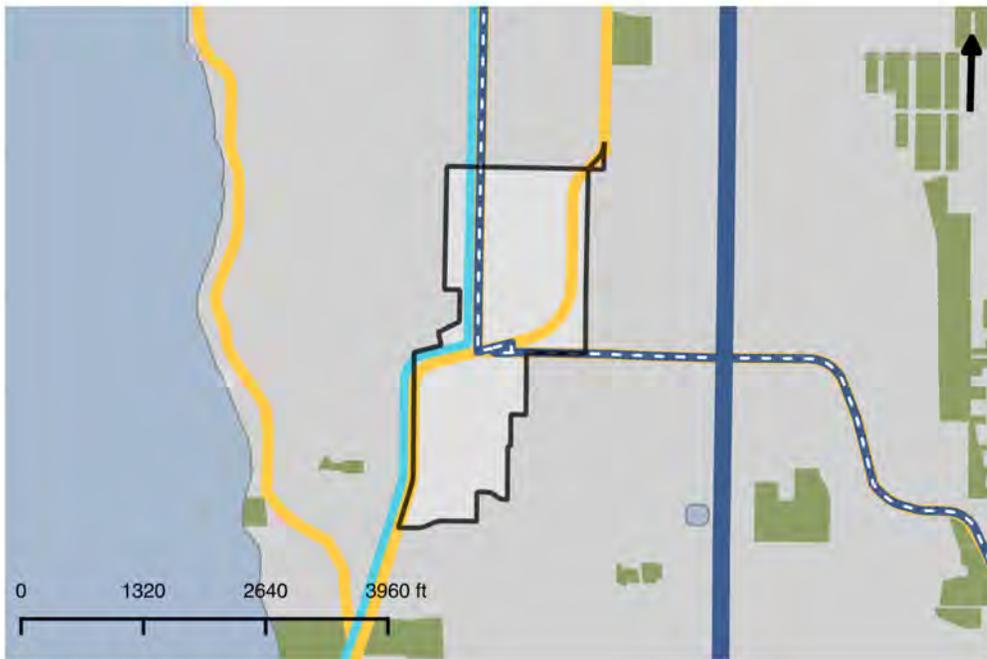


Morgan Junction Residential Village

This village primarily relies on one bus route, with one other route providing partial weekday service. Currently there is one minor separation bike lane running through the village, but a new cycle track and greenway are planned for the coming years. Sidewalks are complete and in good condition throughout the village. Open space is minimal, but 100% of housing units are within 1/2 a mile of a park. Overall this village meets basic targets but improvements to transit, bike, facilities and open space access may be needed in the future.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	0.19
VOS within or adjacent to UV	0.19
VOS within UV per 1,000 HU	0.14
VOS within or adjacent to UV per 1,000 HU	0.14
% of Village HUs within 1/2 mi. of Park	100.0%

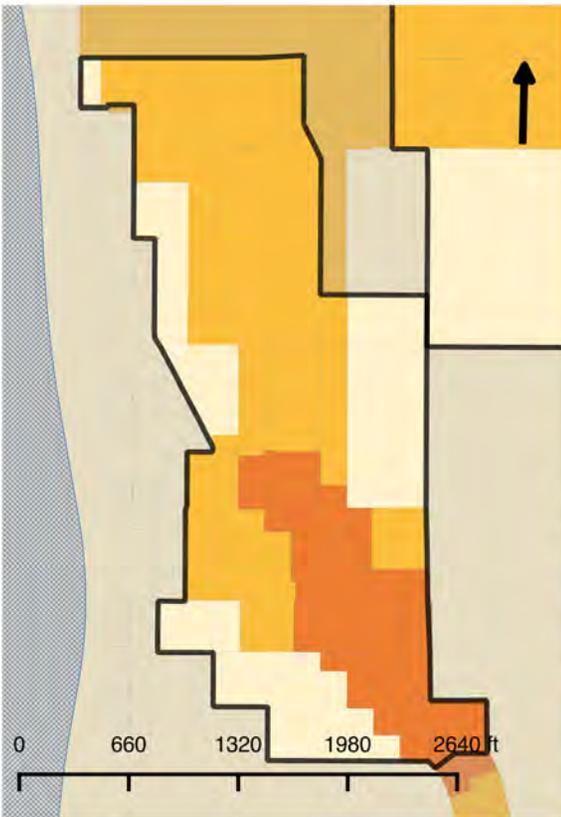


North Beacon Hill Residential Village

This village has a balance of uses, with an emphasis on single family and multifamily residential (77 %). About a third covers single family and another fifth is mixed use. There is sufficient commercial area at about 25 acres. Housing units are low at only 1,500, but there is capacity for over 3,500. Density is over 11 HU/acre and development capacity is sufficient to achieve up to 27 HU/acre. Served by a light rail station at its core, this village has a good balance of uses and has substantial unbuilt development capacity under current zoning.



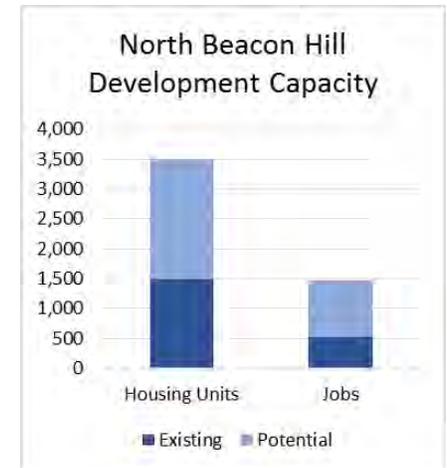
Village Zoning



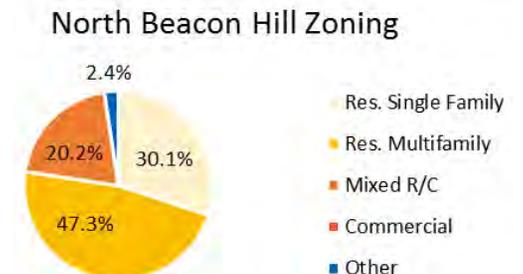
- Legend**
- Urban Village
 - Zoning**
 - Mixed Resid/Comm
 - Multi Family Resid.
 - Single Family Resid.
 - Industrial
 - Other

Village Characteristics & Future Growth Capacity

Total Land Area (acres)	130.61
Population, 2010	2,900
Existing Population Density, 2010 (residents/acre)	22.20
Existing Housing Units	1,481
Residential Density (HU/acre)	11.34
Remaining Housing Unit Capacity	2,024
Total Housing Unit Capacity	3,505
Potential Residential Density	26.84
Employment	522
Employment Density (jobs/acre)	4.00
Remaining Employment Capacity	948
Total Employment Capacity	1,470
Potential Employment Density (jobs/acre)	11.25



Village Land Use

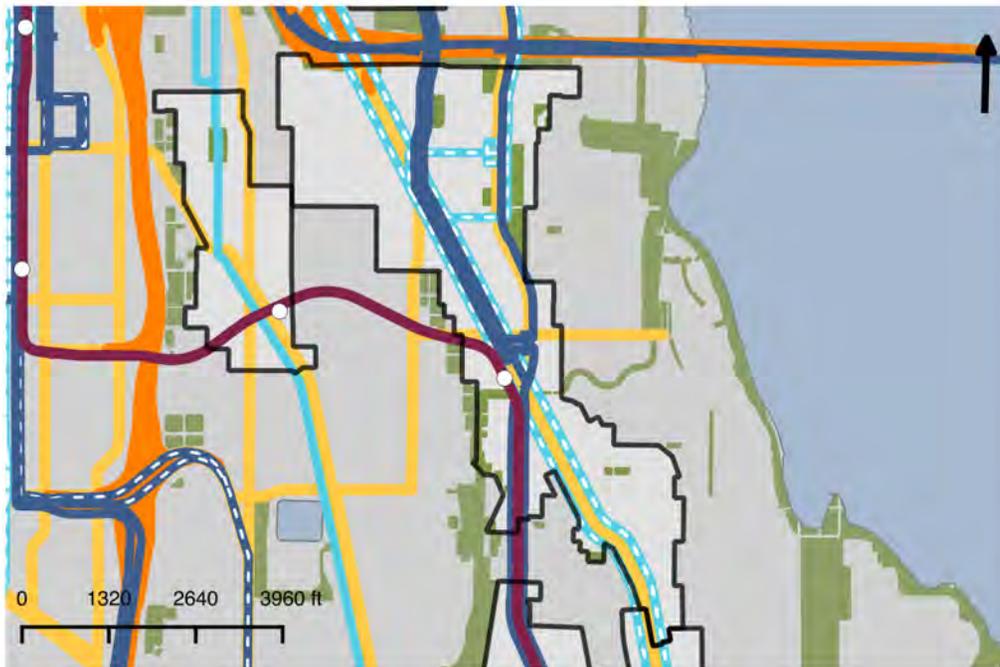


North Beacon Hill Residential Village

With a light rail station and multiple full service bus lines, North Beacon Hill is very well connected to the other parts of the city. Current bicycle facilities include a short greenway in the northwest corner, and a few minor separation lanes connecting the village to surrounding neighborhoods. Sidewalks are sufficient but there are a few small areas where they are missing or disconnected. Open space is modest but sufficient, providing 2 acres for every 1,000 housing units and 1/2 mile access for all housing.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	2.96
VOS within or adjacent to UV	2.96
VOS within UV per 1,000 HU	2.00
VOS within or adjacent to UV per 1,000 HU	2.00
% of Village HUs within 1/2 mi. of Park	100.0%

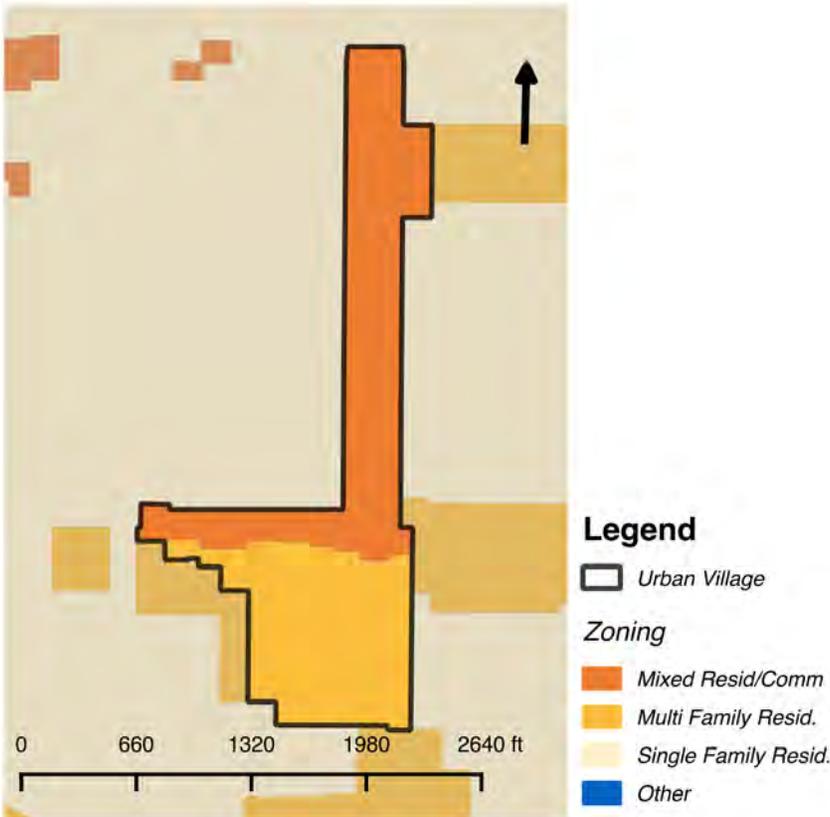


Upper Queen Anne Residential Village

This village is the smallest and one of the most urban of the residential villages. It is unique in that it is zoned solely for mixed use and multifamily residential, with a majority going to mixed use. There are around 30 acres of commercial space. Housing units count at 1,490 with the potential to grow to 2,300. Density is 28 HU/acre, much higher than most villages of this category, and it is zoned for up to 44 HU/acre. Upper Queen Anne village qualifies for Hub village designation under current residential and employment densities, except for the small land area it comprises.

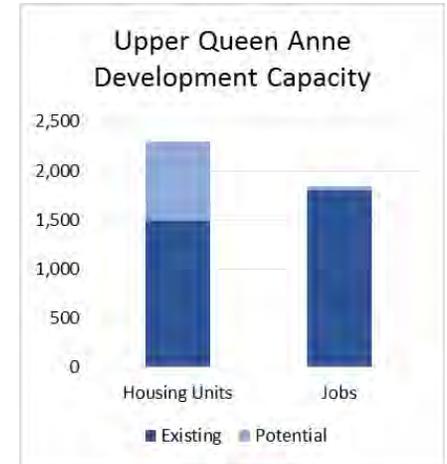


Village Zoning



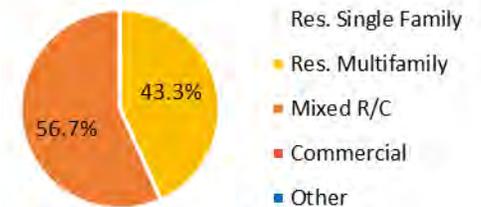
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	52.64
Population, 2010	2,143
Existing Population Density, 2010 (residents/acre)	40.71
Existing Housing Units	1,490
Residential Density (HU/acre)	28.31
Remaining Housing Unit Capacity	809
Total Housing Unit Capacity	2,299
Potential Residential Density	43.67
Employment	1,796
Employment Density (jobs/acre)	34.12
Remaining Employment Capacity	47
Total Employment Capacity	1,843
Potential Employment Density (jobs/acre)	35.01



Village Land Use

Upper Queen Anne Zoning

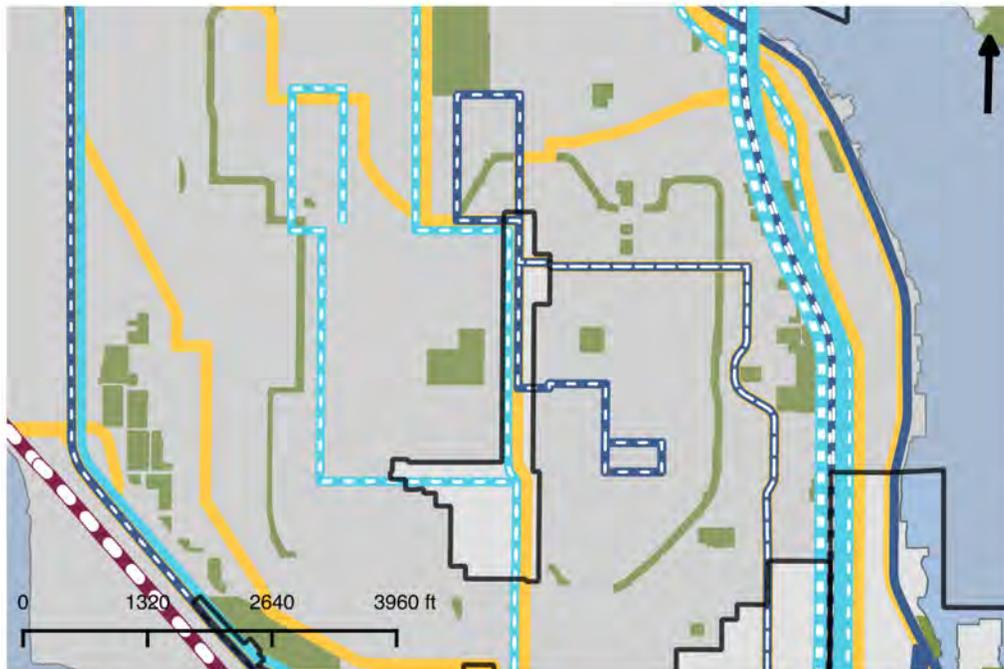


Upper Queen Anne Residential Village

This village is well served by transit, but only by partial routes, which may make it difficult to reach at off-peak hours. Bike access is currently limited to one north-south minor separation, but there are plans to connect the area to a citywide network of greenways. Sidewalks are generally in good condition and complete. There is no village open space, however, 100% of housing units are within a 1/2 mile of open space in the surrounding area.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	0.00
VOS within or adjacent to UV	0.00
VOS within UV per 1,000 HU	0.00
VOS within or adjacent to UV per 1,000 HU	0.00
% of Village HUs within 1/2 mi. of Park	100.0%

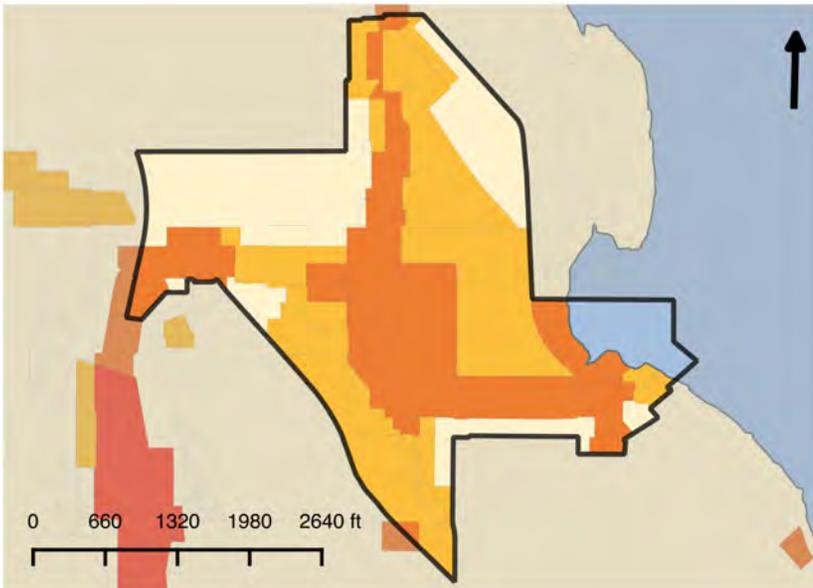


Rainier Beach Residential Village

This village is zoned primarily residential, with about a third designated mixed use neighborhood commercial. Multifamily residential dominates and there is also a significant pocket of single family. There are around 1,600 housing units here currently, but there is capacity to grow dramatically, up to 6,600 HU. Similarly, density is currently low at only 6.75, but has the capacity to reach 28.01. Overall this village has a good balance of uses, modest density and a low number of housing units, but it has tremendous potential to grow.



Village Zoning



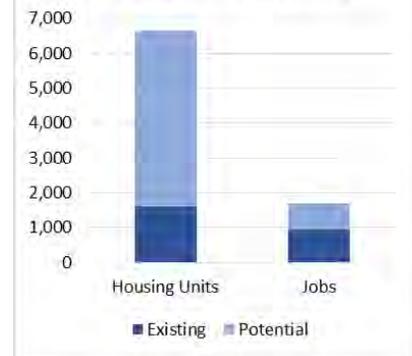
Legend



Village Characteristics & Future Growth Capacity

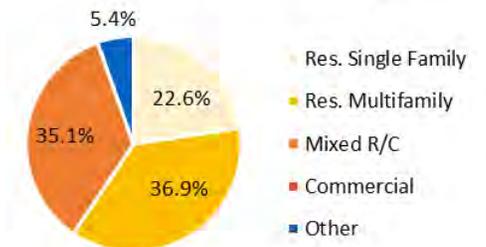
Total Land Area (acres)	236.84
Population, 2010	3,583
Existing Population Density, 2010 (residents/acre)	15.13
Existing Housing Units	1,598
Residential Density (HU/acre)	6.75
Remaining Housing Unit Capacity	5,037
Total Housing Unit Capacity	6,635
Potential Residential Density	28.01
Employment	953
Employment Density (jobs/acre)	4.02
Remaining Employment Capacity	751
Total Employment Capacity	1,704
Potential Employment Density (jobs/acre)	7.19

Rainier Beach Development Capacity



Village Land Use

Rainier Beach Zoning



Rainier Beach Residential Village

Rainier Beach is serviced by a light rail station, one full service weekday route, and multiple partial routes that run every day of the week. Together these provide good transit connectivity for the village. Currently, there are three minor separation bike lanes and a small stretch of multi-use trail. There are plans to upgrade to a cycle track and add a neighborhood greenway. Sidewalks are present on most of the main roads, but they are missing on several residential blocks and do not connect to other villages. There is substantial village open space, providing almost six acres per 10,000 housing units. 100% of HUs are within a half mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	9.47
VOS within or adjacent to UV	10.22
VOS within UV per 1,000 HU	5.93
VOS within or adjacent to UV per 1,000 HU	6.40
% of Village HUs within 1/2 mi. of Park	100.0%

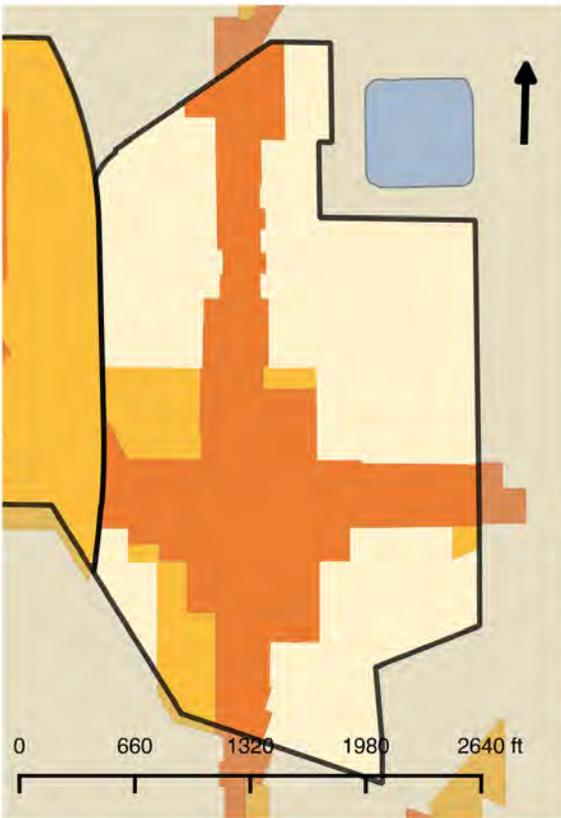


Roosevelt Residential Village

A future light rail station at its center, this urban village remains in predominately single family residential (55.7%) zoning. A substantial land area zoned for mixed use/commercial with only a small amount of lowrise multifamily housing. It is a small village with fairly low density that comes just over the target of 8 HU/acre. With some midrise zoning near the light rail station, potential housing density is high at 27 HU/acre. The number of housing units falls short at 1,363, but the zoning allows for up to 4,200. In general this village has a good balance of uses and is adequately zoned for significant residential growth.



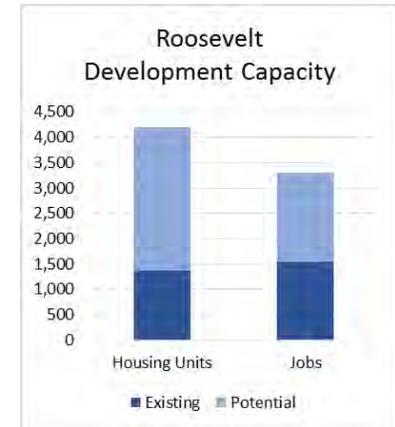
Village Zoning



- Legend**
- Urban Village
 - Water
- Zoning**
- Mixed Resid/Comm
 - Multi Family Resid.
 - Single Family Resid.
 - Other

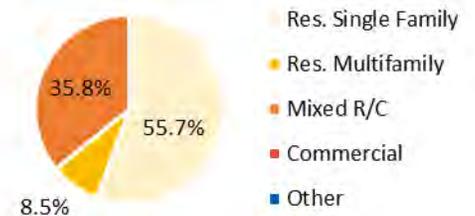
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	158.03
Population, 2010	2,384
Existing Population Density, 2010 (residents/acre)	15.09
Existing Housing Units	1,363
Residential Density (HU/acre)	8.62
Remaining Housing Unit Capacity	2,841
Total Housing Unit Capacity	4,204
Potential Residential Density	26.60
Employment	1,546
Employment Density (jobs/acre)	9.78
Remaining Employment Capacity	1,761
Total Employment Capacity	3,307
Potential Employment Density (jobs/acre)	20.93



Village Land Use

Roosevelt Zoning

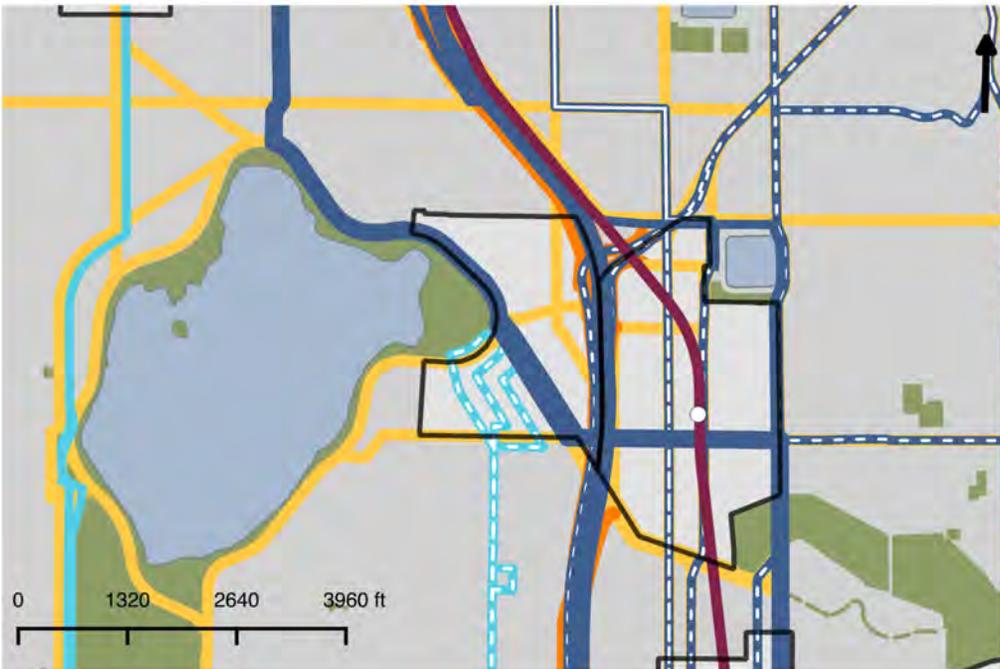


Roosevelt Residential Village

The Roosevelt village has excellent transit access, with multiple bus lines running through and connecting to major hubs. The light rail station planned for opening in 2021 will further increase connectivity to other areas of the city. There are currently two minor separation bike lanes in the village, but plans call for several new cycle tracks and greenways. While open space is lacking within the village, the surrounding area provides enough open space to serve 100% of Roosevelt housing units.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	0.00
VOS within or adjacent to UV	2.65
VOS within UV per 1,000 HU	0.00
VOS within or adjacent to UV per 1,000 HU	1.95
% of Village HUs within 1/2 mi. of Park	100.0%



South Park Residential Village

This village contains the greatest proportion of single family zoned land, at 74%. Only one tenth of the village is zoned for multifamily, 5% for mixed use space, and 6% for commercial use. It meets target requirements for commercial use, but falls below density target with current 5.24 HU/acre. Zoning allows for more units and higher density, but does not provide much new development capacity for the village beyond the minimum requirements.



Village Zoning

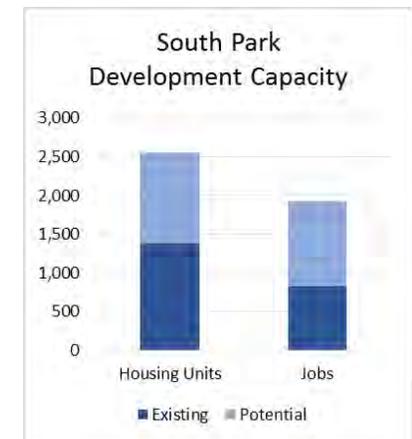


Legend

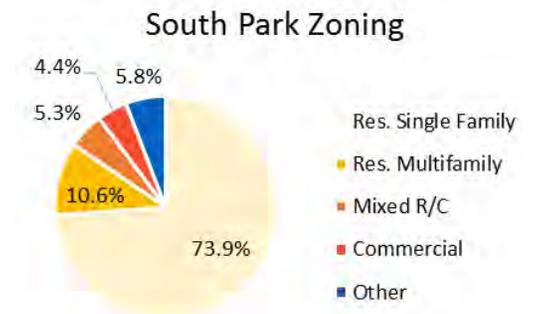
Urban Village	Zoning	Single Family Resid.
	Commercial	Industrial
	Mixed Resid/Comm	Other
	Multi Family Resid.	

Village Characteristics & Future Growth Capacity

Total Land Area (acres)	263.49
Population, 2010	3,448
Existing Population Density, 2010 (residents/acre)	13.09
Existing Housing Units	1,381
Residential Density (HU/acre)	5.24
Remaining Housing Unit Capacity	1,177
Total Housing Unit Capacity	2,558
Potential Residential Density	9.71
Employment	830
Employment Density (jobs/acre)	3.15
Remaining Employment Capacity	1,088
Total Employment Capacity	1,918
Potential Employment Density (jobs/acre)	7.28



Village Land Use

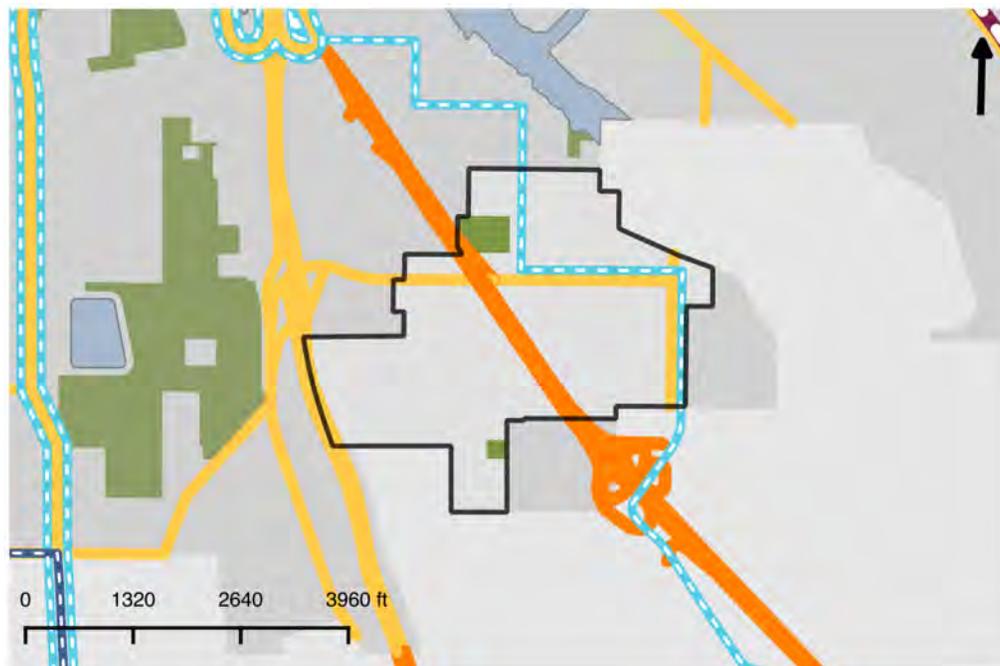


South Park Residential Village

Remotely located, the South Park village it is not well served by transit and other travel modes to other urban villages and centers in the city. There is one bus line running daily at peak times. Proposed bike lanes could help fill this gap. Sidewalks are mostly in good condition but several residential blocks are missing them, and there are no pedestrian connections to other villages. There is abundant village open space and park access. The village may warrant transit service and pedestrian improvements in the future.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	No
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	14.40
VOS within or adjacent to UV	14.40
VOS within UV per 1,000 HU	10.43
VOS within or adjacent to UV per 1,000 HU	10.43
% of Village HUs within 1/2 mi. of Park	100.0%

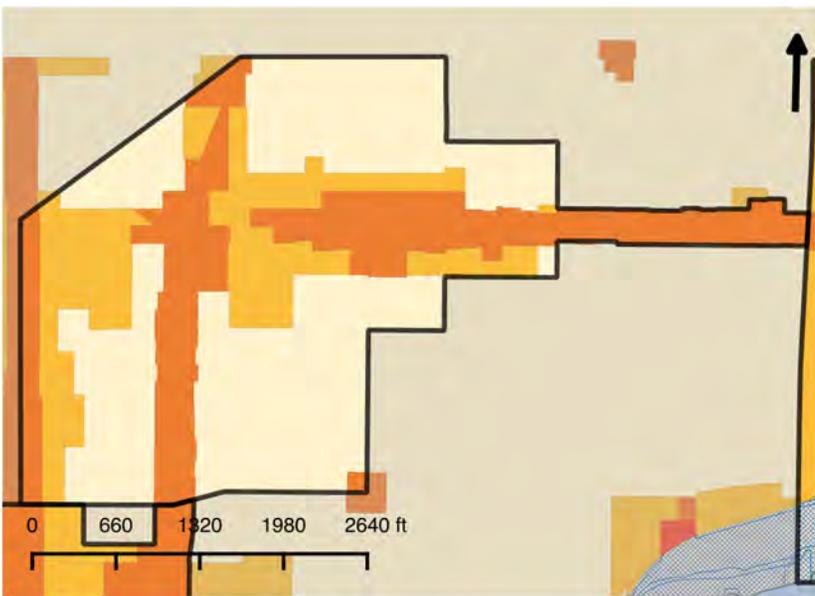


Wallingford Residential Village

The zoning here is predominately lowrise and Sf residential with half the village zoned single family, and the remaining areas zoned multifamily and limited mixed use/commercial. About 70 acres is zoned mixed neighborhood commercial uses, creating a reasonable balance of uses between commercial, retail and residential. Current residential density is somewhat higher than other residential villages, at 11 HU/acre. There is adequate capacity for new development.



Village Zoning

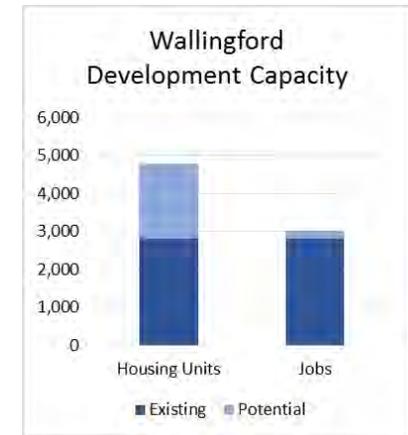


Legend

Urban Village	Zoning	Single Family Resid.
Water	Commercial	Industrial
	Mixed Resid/Comm	Institutional MIO
	Multi Family Resid.	Other

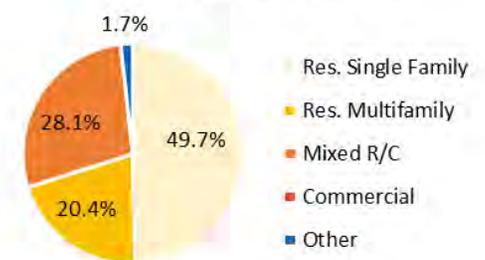
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	257.09
Population, 2010	5,350
Existing Population Density, 2010 (residents/acre)	20.81
Existing Housing Units	2,817
Residential Density (HU/acre)	10.96
Remaining Housing Unit Capacity	1,951
Total Housing Unit Capacity	4,768
Potential Residential Density	18.55
Employment	2,813
Employment Density (jobs/acre)	10.94
Remaining Employment Capacity	213
Total Employment Capacity	3,026
Potential Employment Density (jobs/acre)	11.77



Village Land Use

Wallingford Zoning

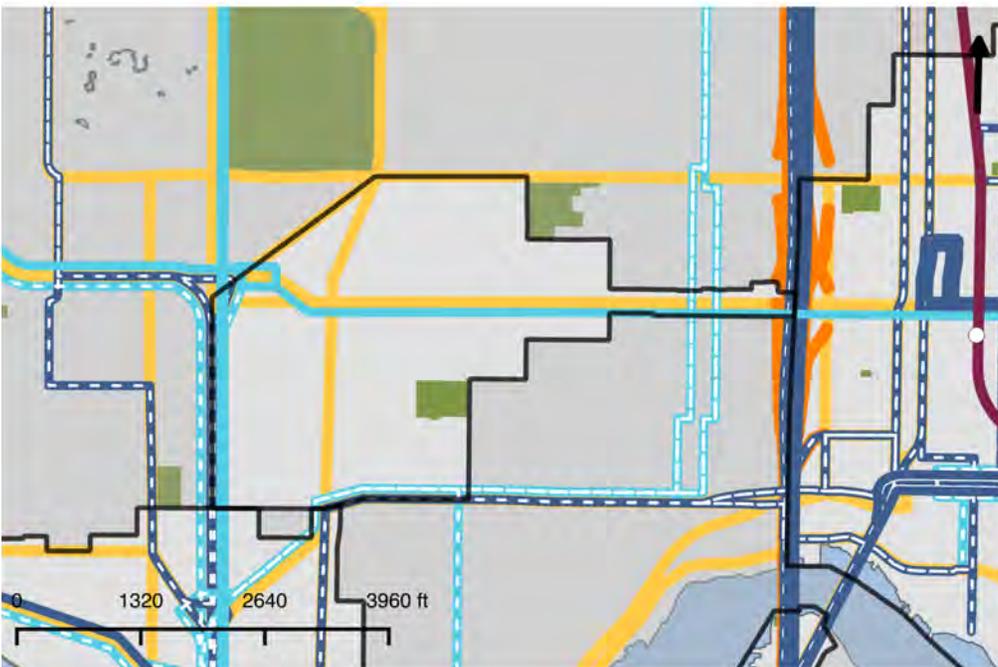


Wallingford Residential Village

Wallingford has excellent transit connectivity via a full service, daily bus route along its east-west corridor. There are already two minor separation bike lanes and a greenway, and more greenways are planned. Sidewalk coverage is excellent throughout the village. Open space areas also meet targets, and significantly more when including adjacent areas. 100% of housing units are within a half mile of a park.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	Yes
Freight Route	Yes

Usable Village Open Space

Village Open Space (VOS in acres)	4.49
VOS within or adjacent to UV	11.23
VOS within UV per 1,000 HU	1.59
VOS within or adjacent to UV per 1,000 HU	3.99
% of Village HUs within 1/2 mi. of Park	100.0%

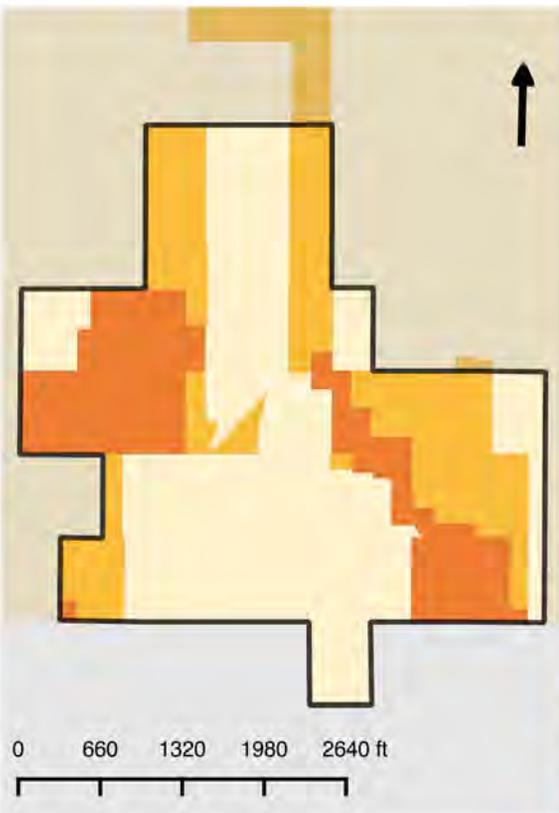


Westwood-Highland Park Residential Village

This village is predominately single family and low rise residential in character, with fair balance of neighborhood commercially zoned area. Around half of the village is devoted to single family housing, and the rest is split between multifamily housing and mixed use. Housing density is just below the target of 8 HU/acre. Zoning allows for a potential density of 17 HU/acre. Commercial zoning covers about 56 acres or one fifth, providing sufficient land for a reasonable balance of uses.



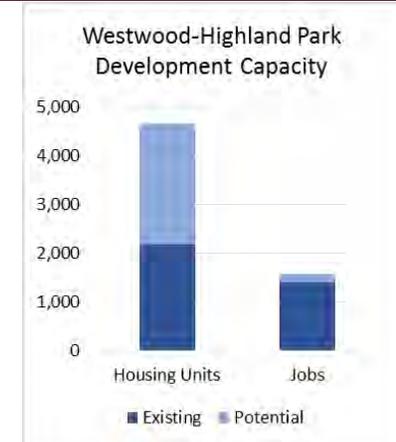
Village Zoning



- Legend**
- Urban Village
 - Mixed Resid/Comm
 - Multi Family Resid.
 - Single Family Resid.
 - Other

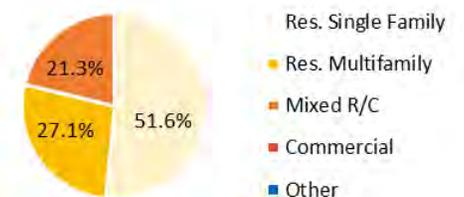
Village Characteristics & Future Growth Capacity

Total Land Area (acres)	275.56
Population, 2010	4,606
Existing Population Density, 2010 (residents/acre)	16.72
Existing Housing Units	2,177
Residential Density (HU/acre)	7.90
Remaining Housing Unit Capacity	2,481
Total Housing Unit Capacity	4,658
Potential Residential Density	16.90
Employment	1,417
Employment Density (jobs/acre)	5.14
Remaining Employment Capacity	149
Total Employment Capacity	1,566
Potential Employment Density (jobs/acre)	5.68



Village Land Use

Westwood-Highland Park Zoning

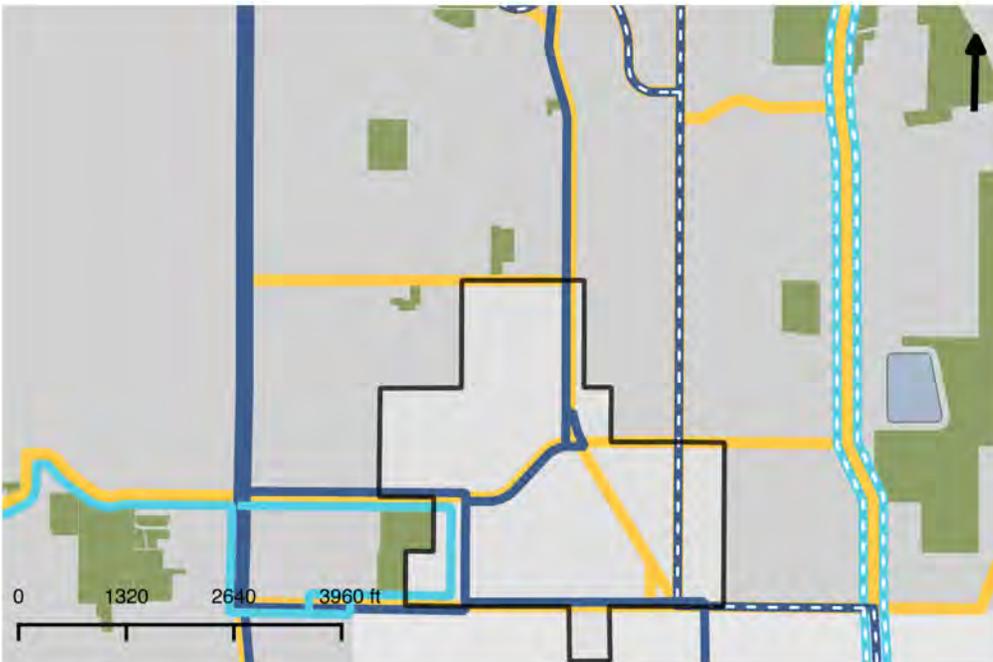


Westwood-Highland Park Residential Village

This village has several regular and partial bus lines connecting it to other areas of the city. Currently there is only one minor separation bike lane, but there are plans for two new greenways and a cycle track. Sidewalks are all in good condition but are missing for several residential blocks along the center of the village. There is no open space within the village, but 97.5% of housing units have 1/2 mile access to parks in the surrounding area.



Transit Connectivity & Village Open Space



Legend

Urban Village	High Frequency Transit	Partial Route M-F	Goods Transport
Open Space	Entire Route All Days	Link & Sounder Stations	Major Arterials
Water	Entire Route M-F Day	Link Route	Interstates & Highways
	Partial Route All Days	Sounder Route	

Transportation Access & Mobility

Frequent Bus Service	Yes
Bicycle Facilities (Current)	No
Bicycle Facilities (Planned for 2035)	Yes
Pedestrian Access	No Data
Freight Route	Yes

Usable Village Open Space

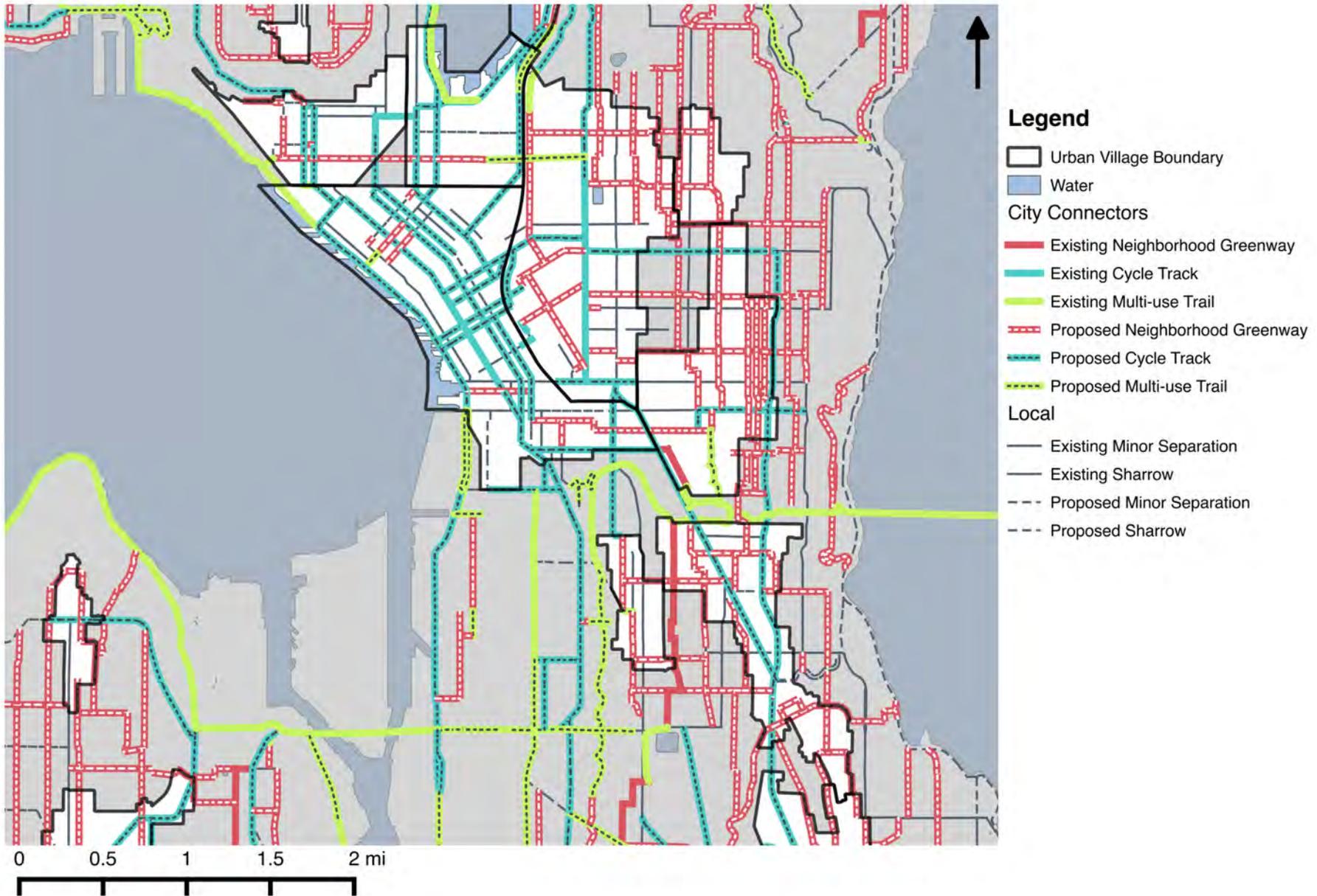
Village Open Space (VOS in acres)	0.00
VOS within or adjacent to UV	0.00
VOS within UV per 1,000 HU	0.00
VOS within or adjacent to UV per 1,000 HU	0.00
% of Village HUs within 1/2 mi. of Park	97.5%



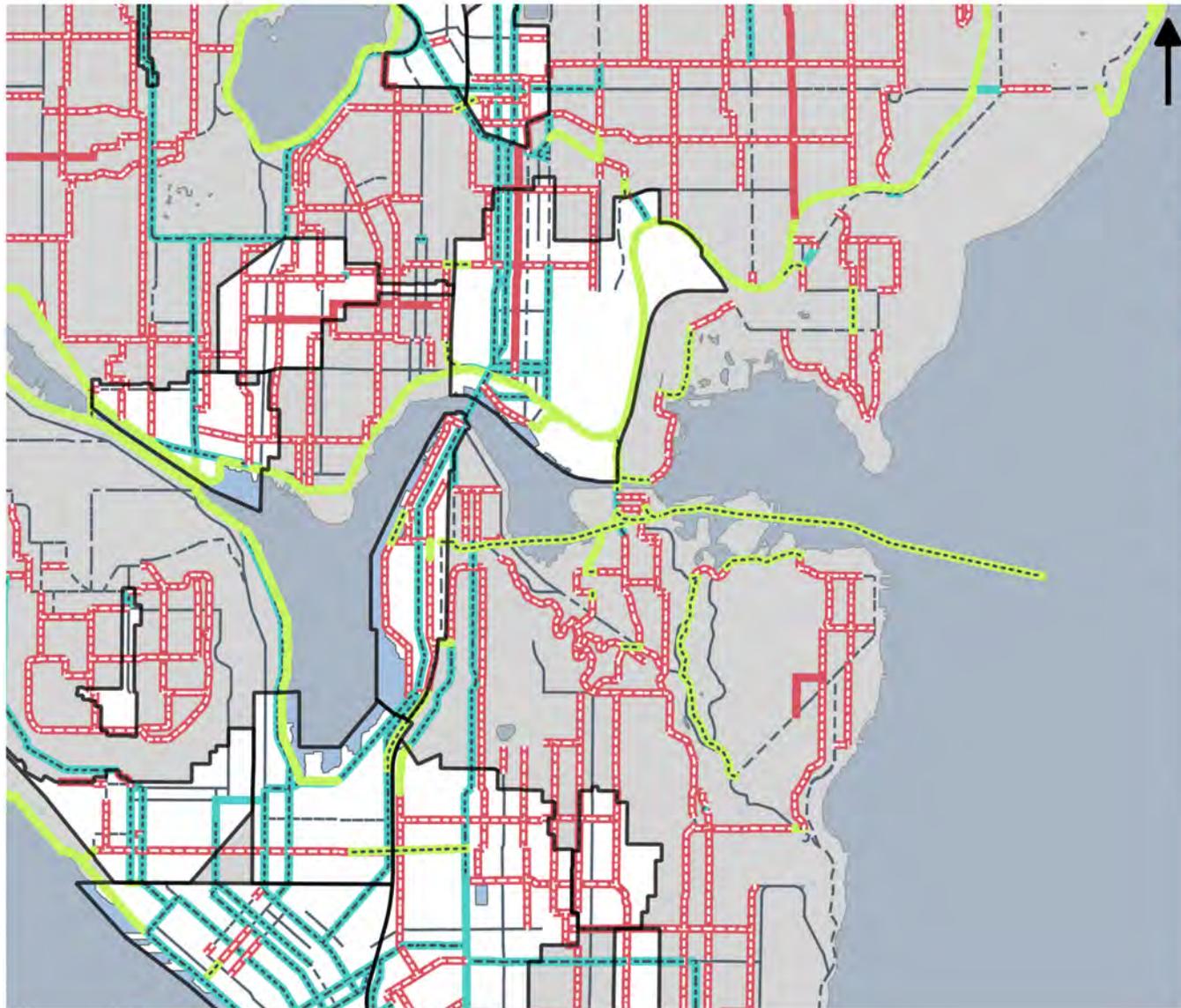
Village Maps: Bicycle & Pedestrian Facilities



Bicycle Facilities Map: Central



Bicycle Facilities Map: East Central

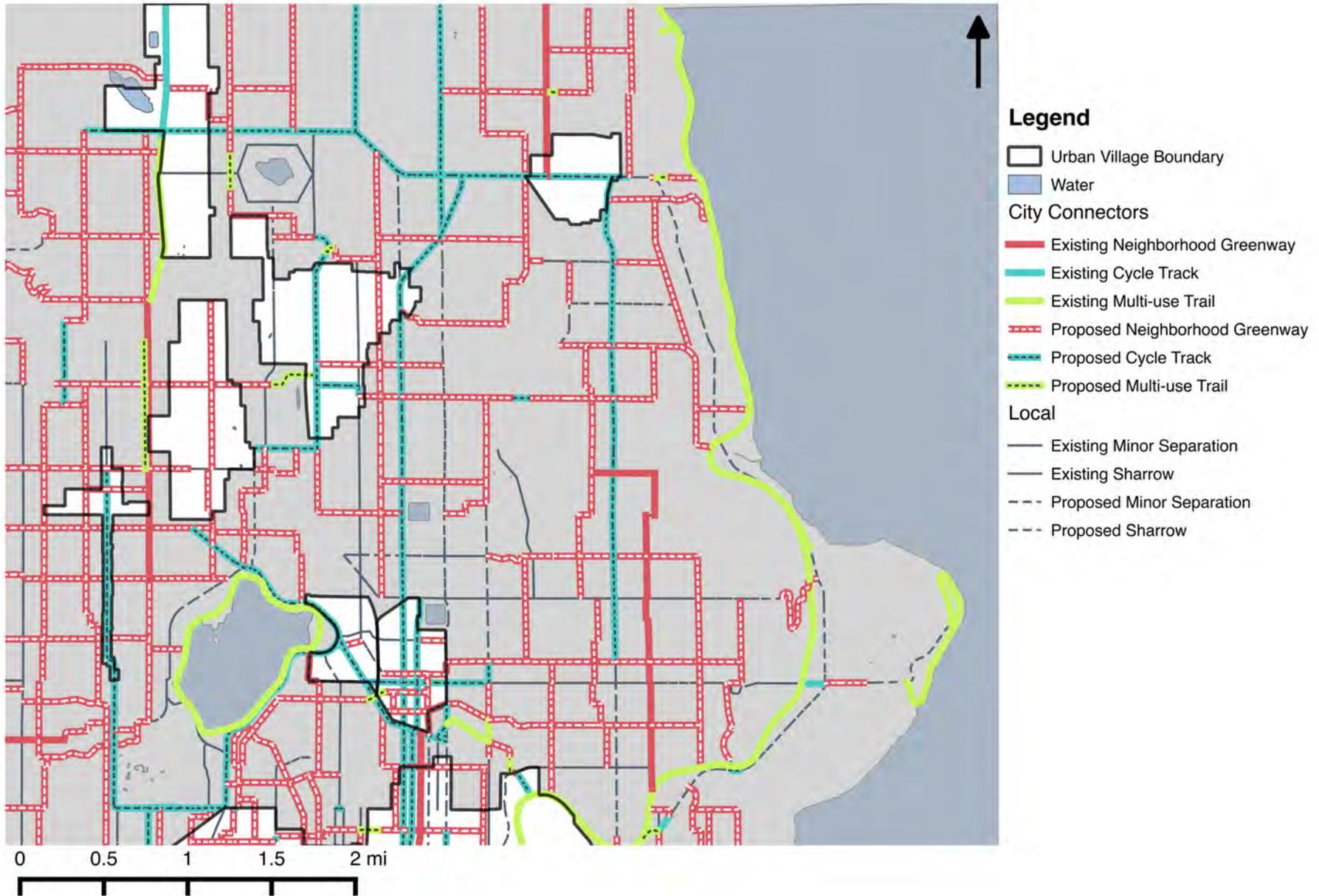


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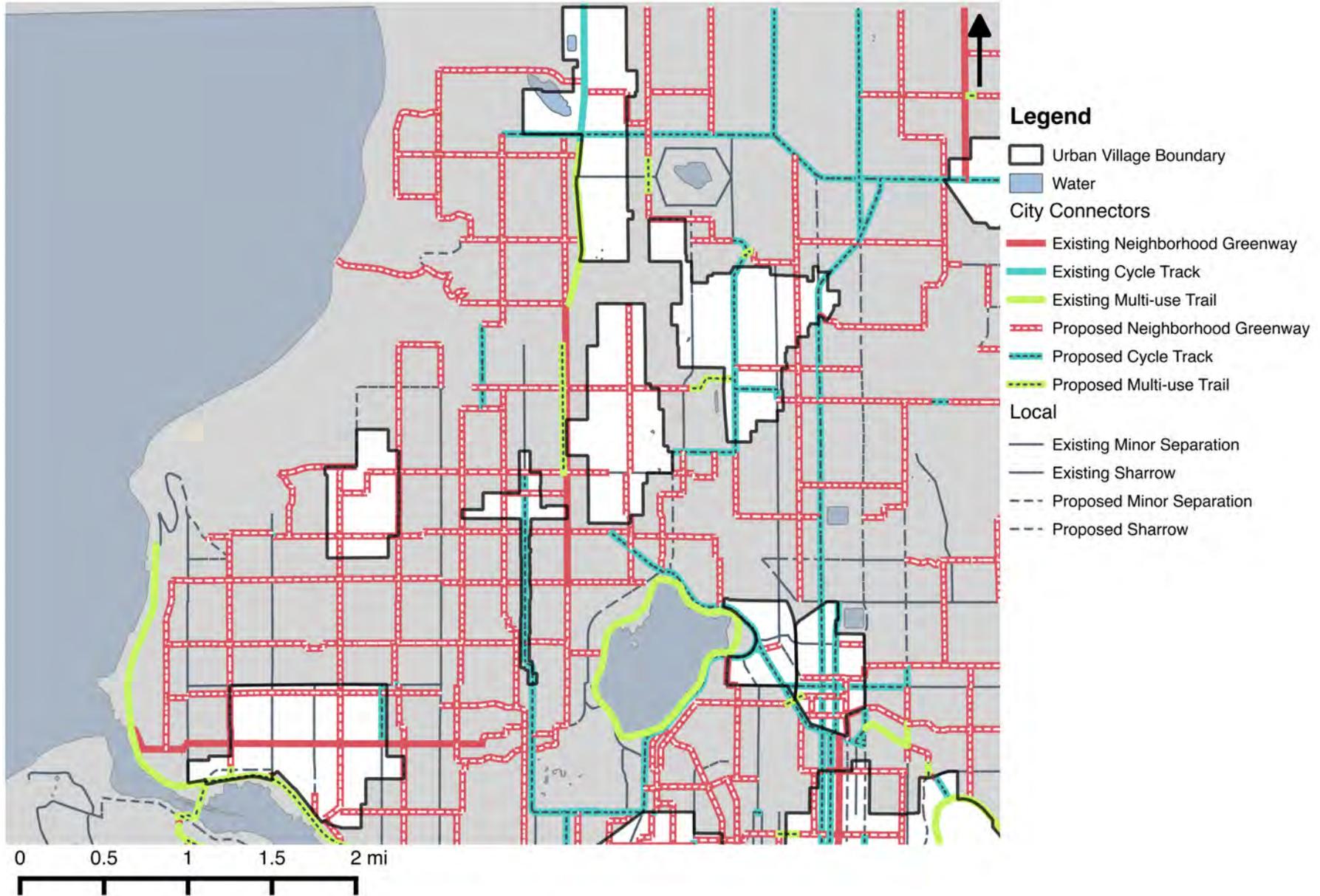
- Urban Village Boundary
- Water
- City Connectors
 - Existing Neighborhood Greenway
 - Existing Cycle Track
 - Existing Multi-use Trail
 - Proposed Neighborhood Greenway
 - Proposed Cycle Track
 - Proposed Multi-use Trail
- Local
 - Existing Minor Separation
 - Existing Sharrow
 - Proposed Minor Separation
 - Proposed Sharrow

0 0.5 1 1.5 2 mi

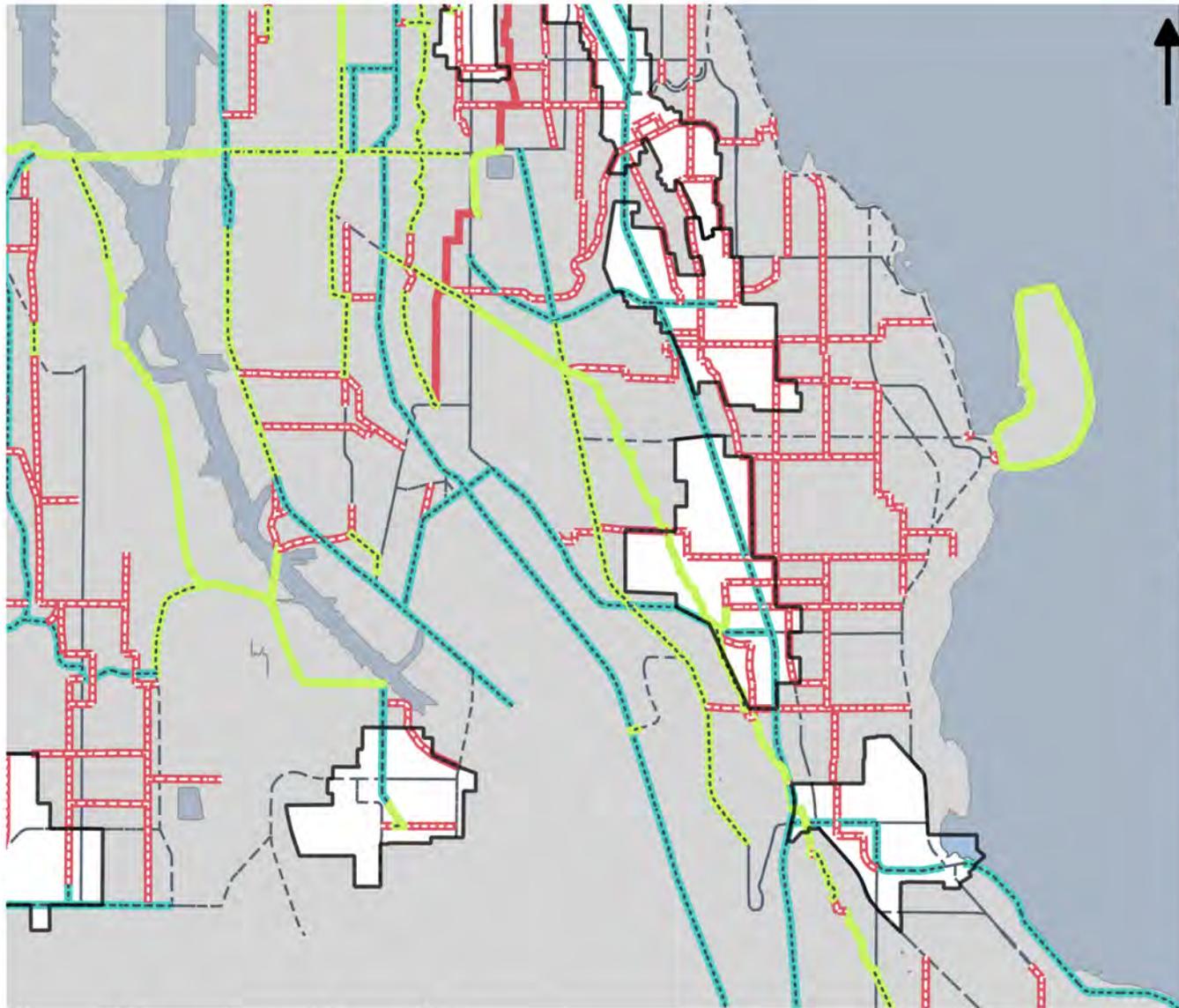
Bicycle Facilities Map: Northeast



Bicycle Facilities Map: Northwest

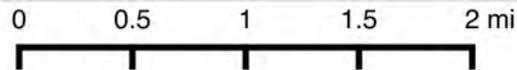


Bicycle Facilities Map: Southeast

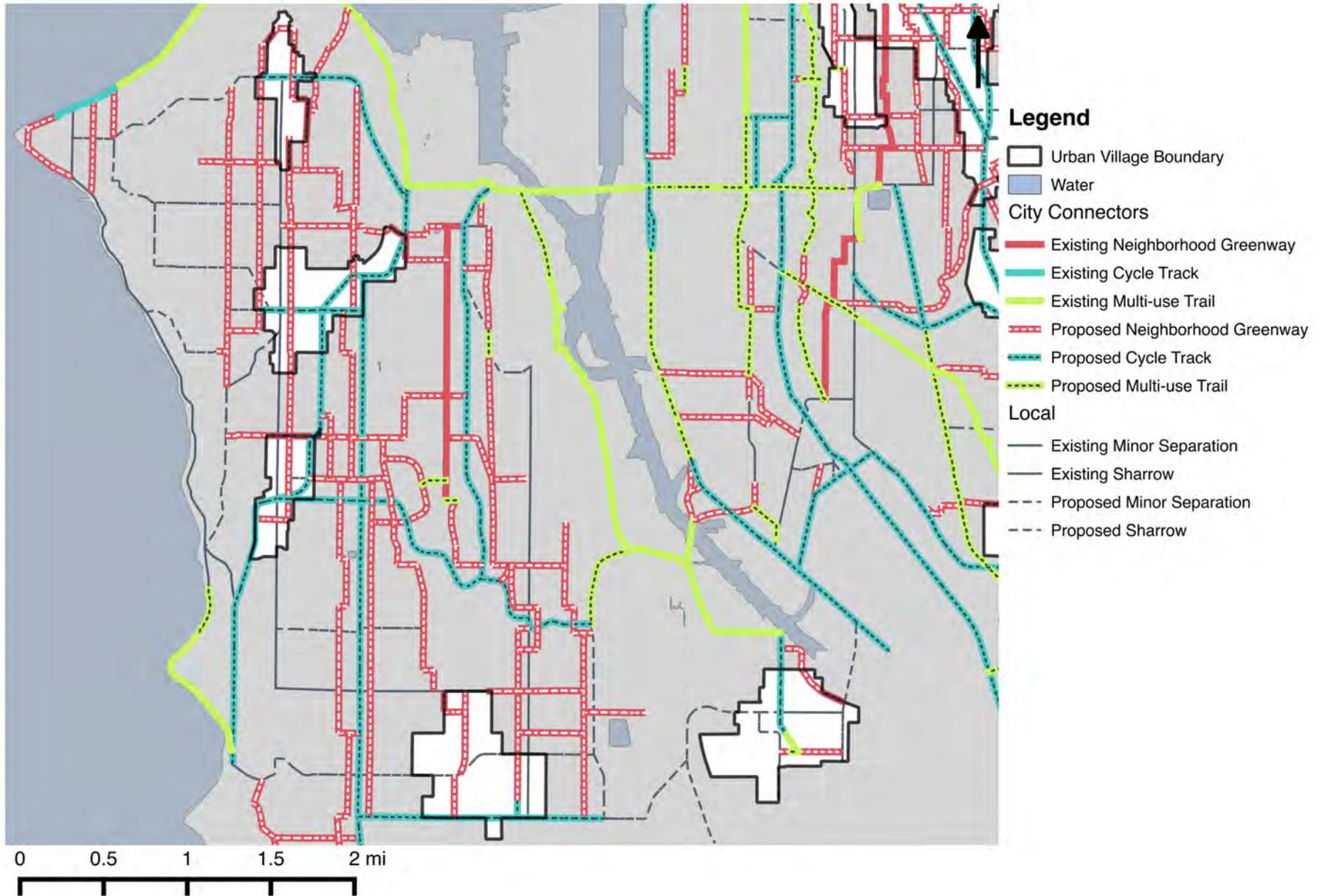


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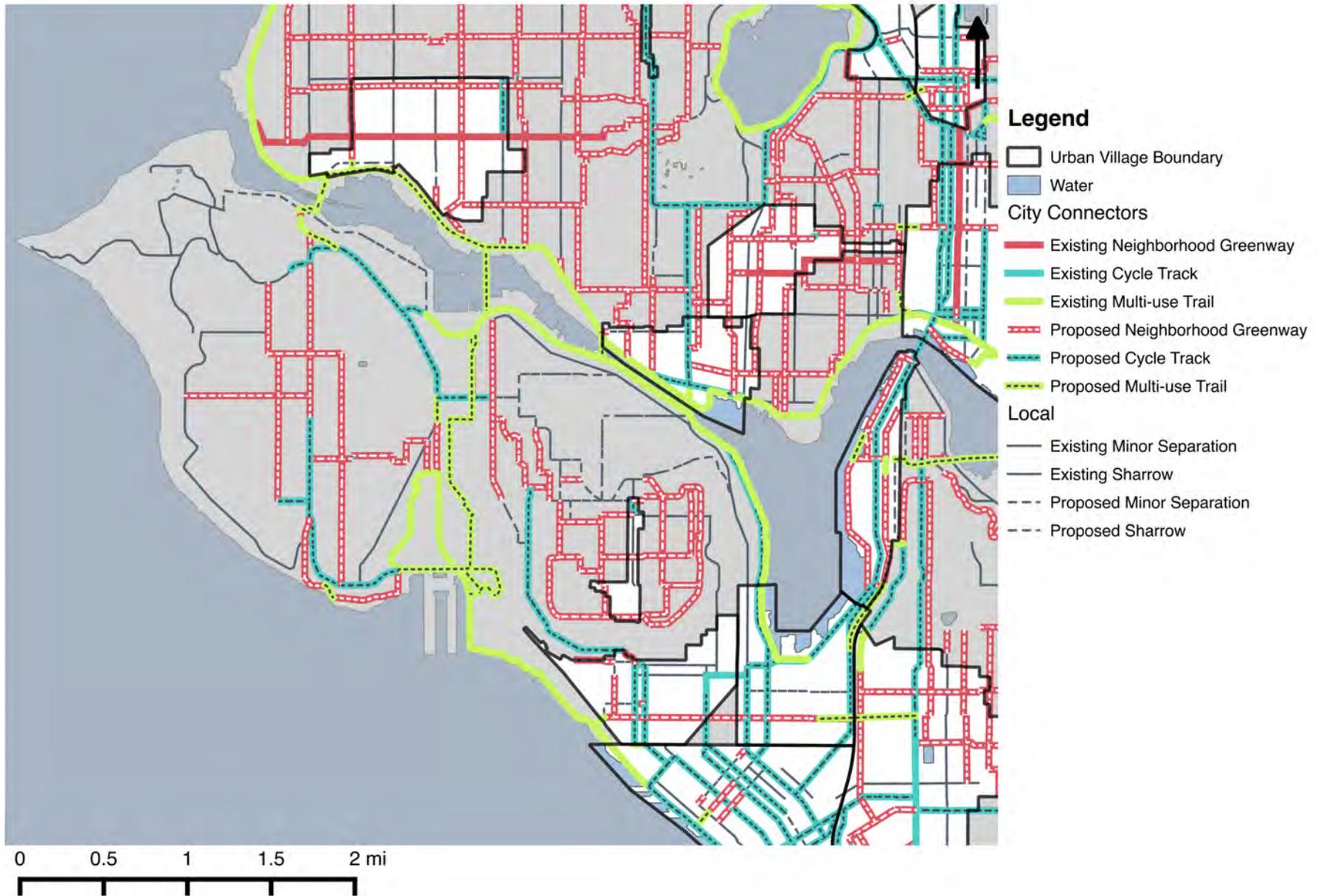
- Urban Village Boundary
- Water
- City Connectors
 - Existing Neighborhood Greenway
 - Existing Cycle Track
 - Existing Multi-use Trail
 - Proposed Neighborhood Greenway
 - Proposed Cycle Track
 - Proposed Multi-use Trail
- Local
 - Existing Minor Separation
 - Existing Sharrow
 - Proposed Minor Separation
 - Proposed Sharrow



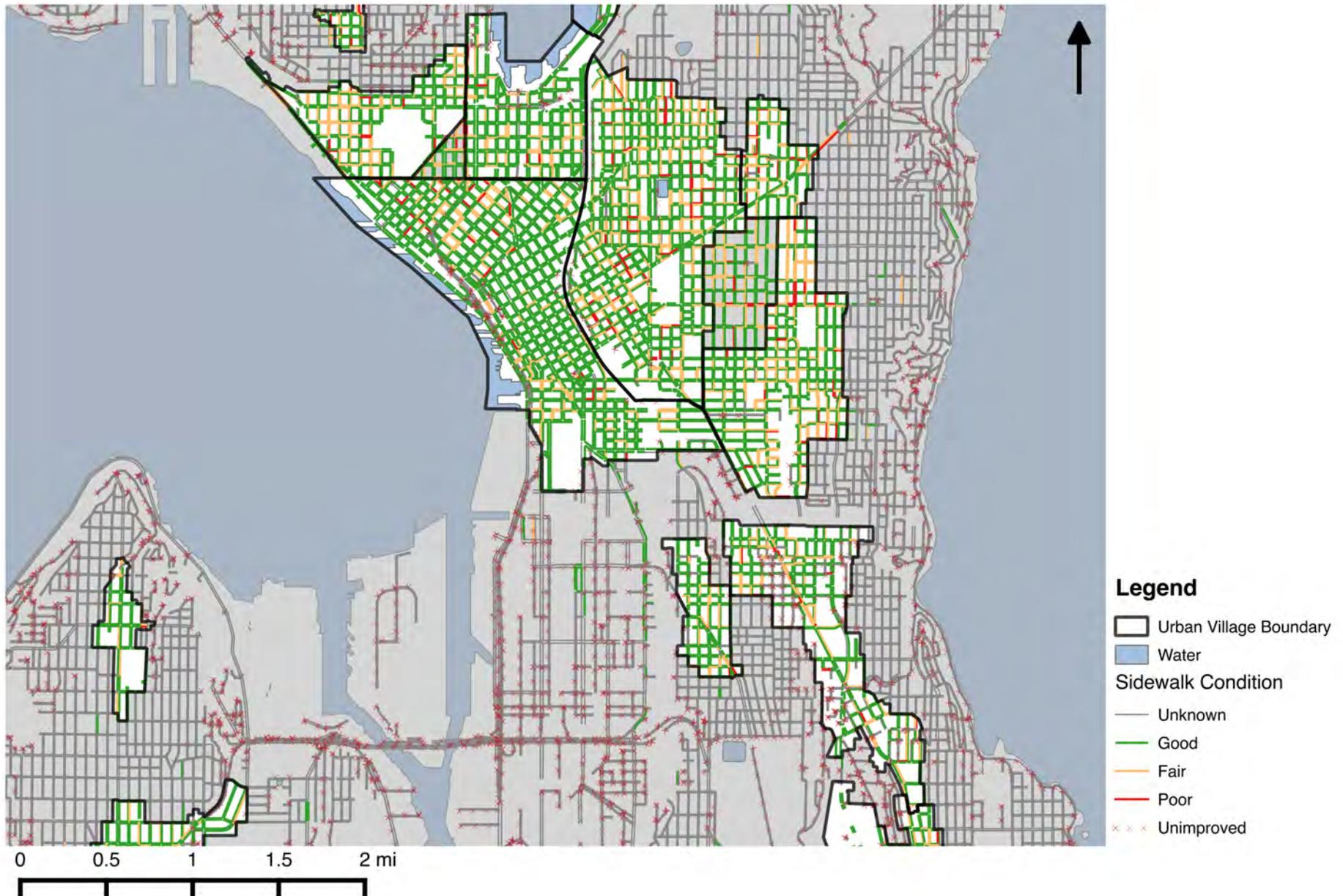
Bicycle Facilities Map: Southwest



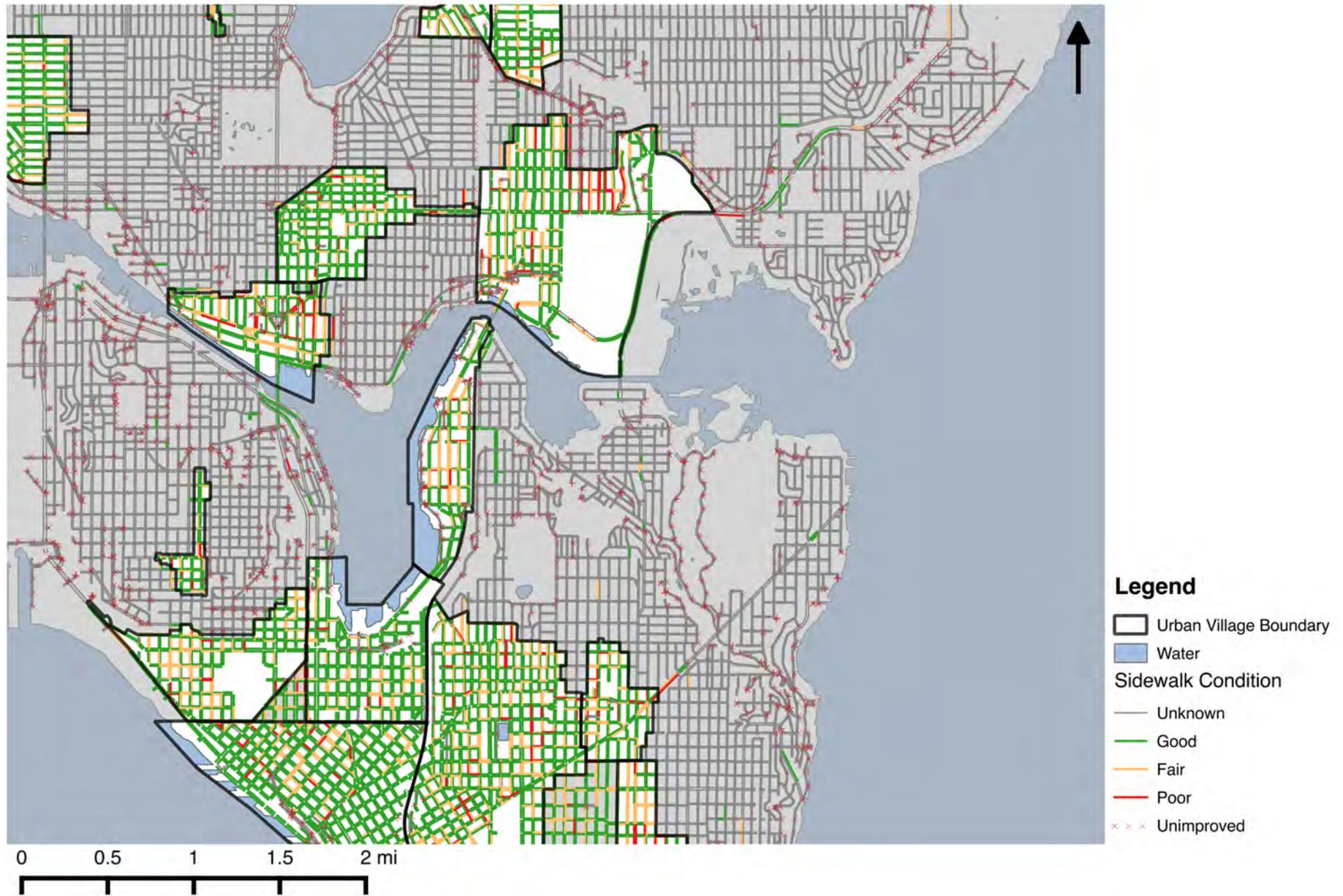
Bicycle Facilities Map: West Central



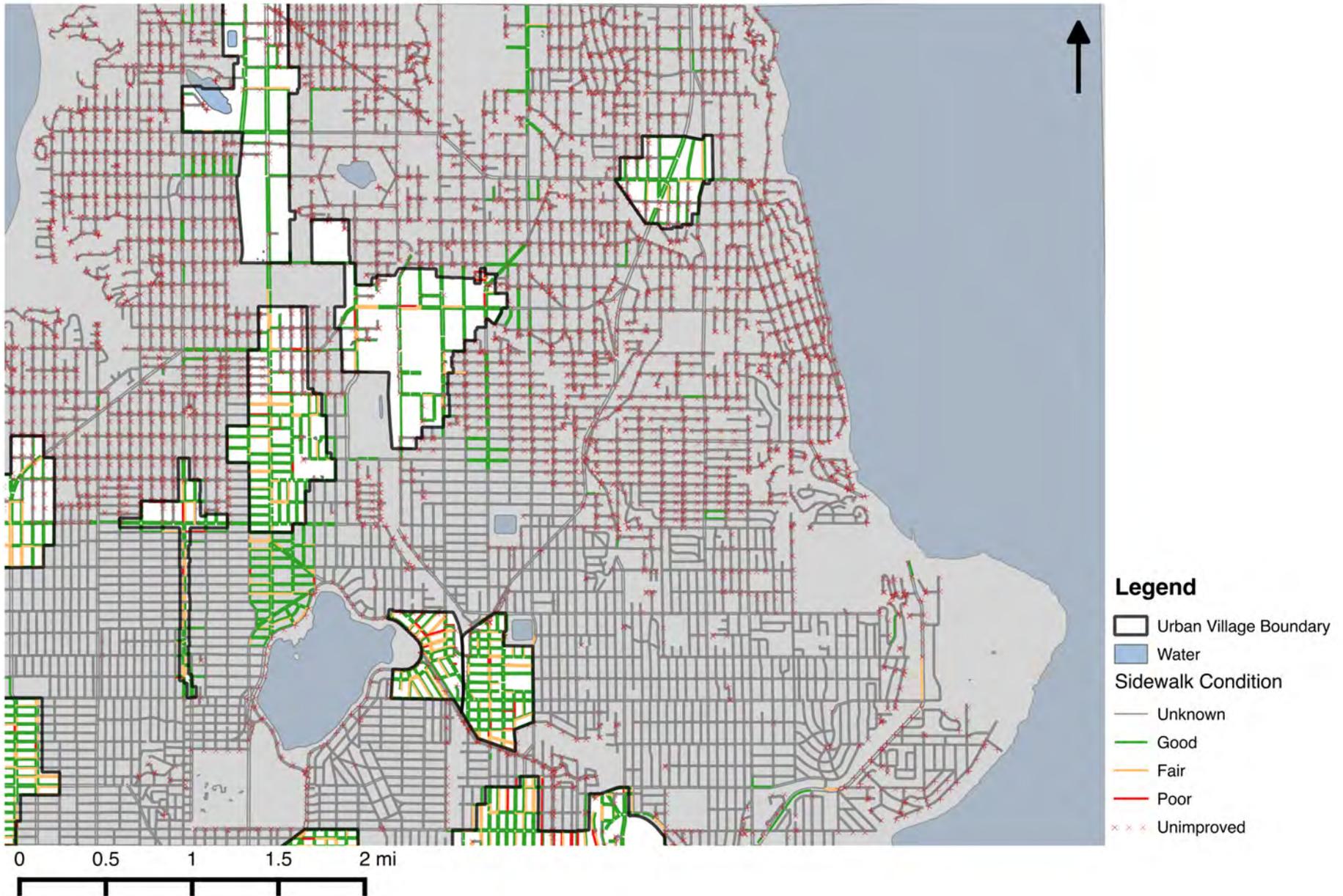
Pedestrian Facilities Map: Central



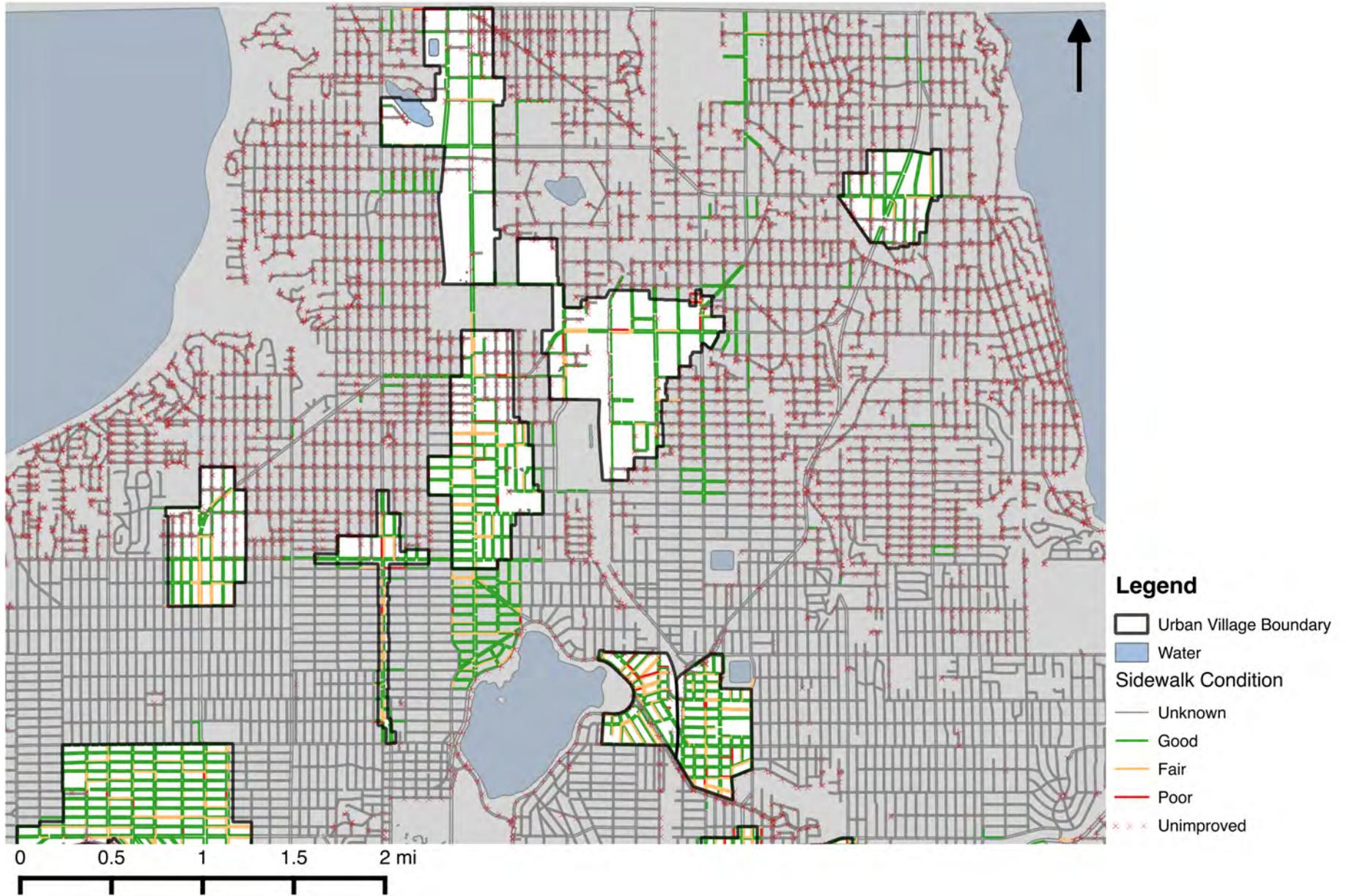
Pedestrian Facilities Map: East Central



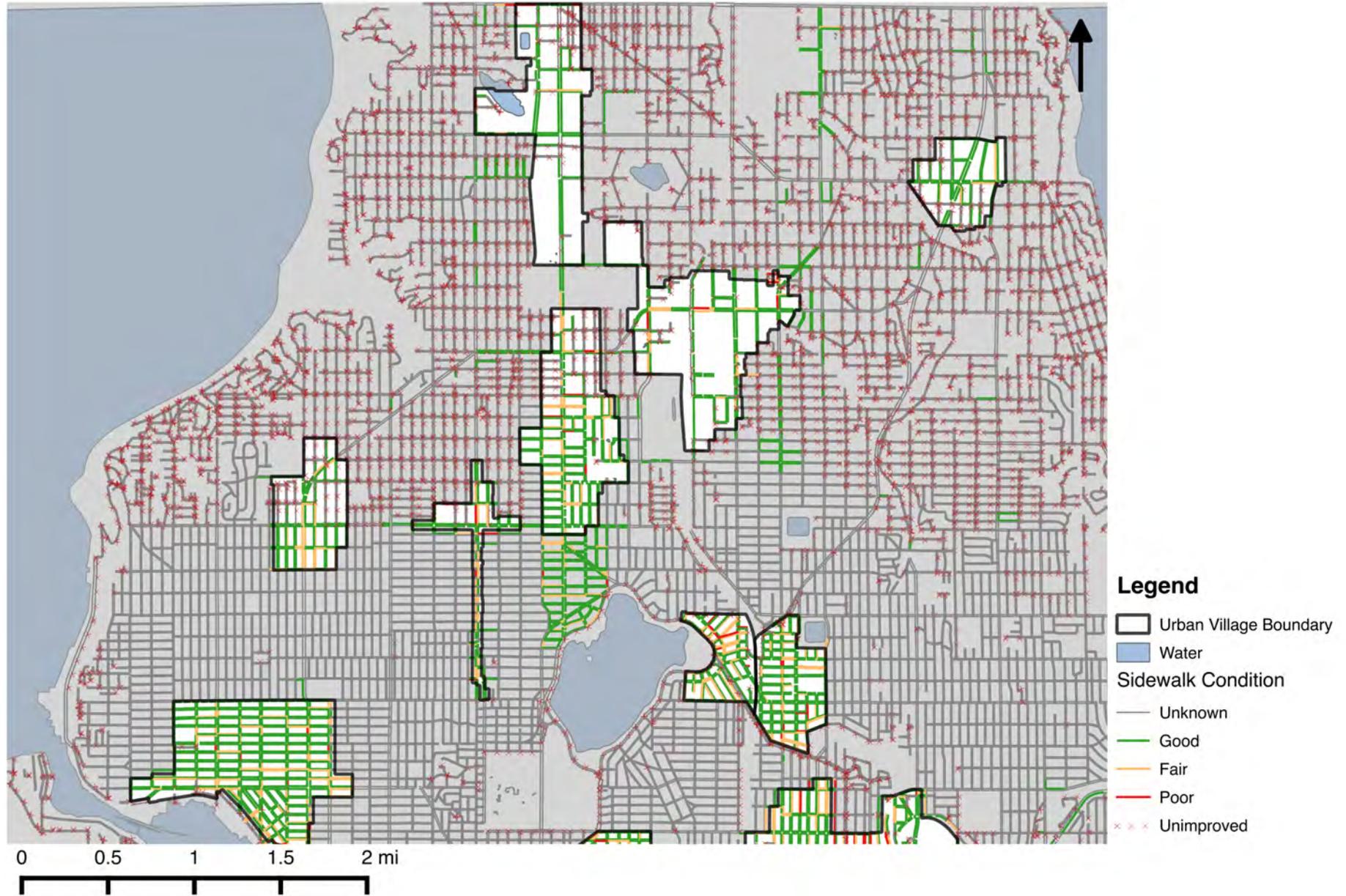
Pedestrian Facilities Map: Northeast



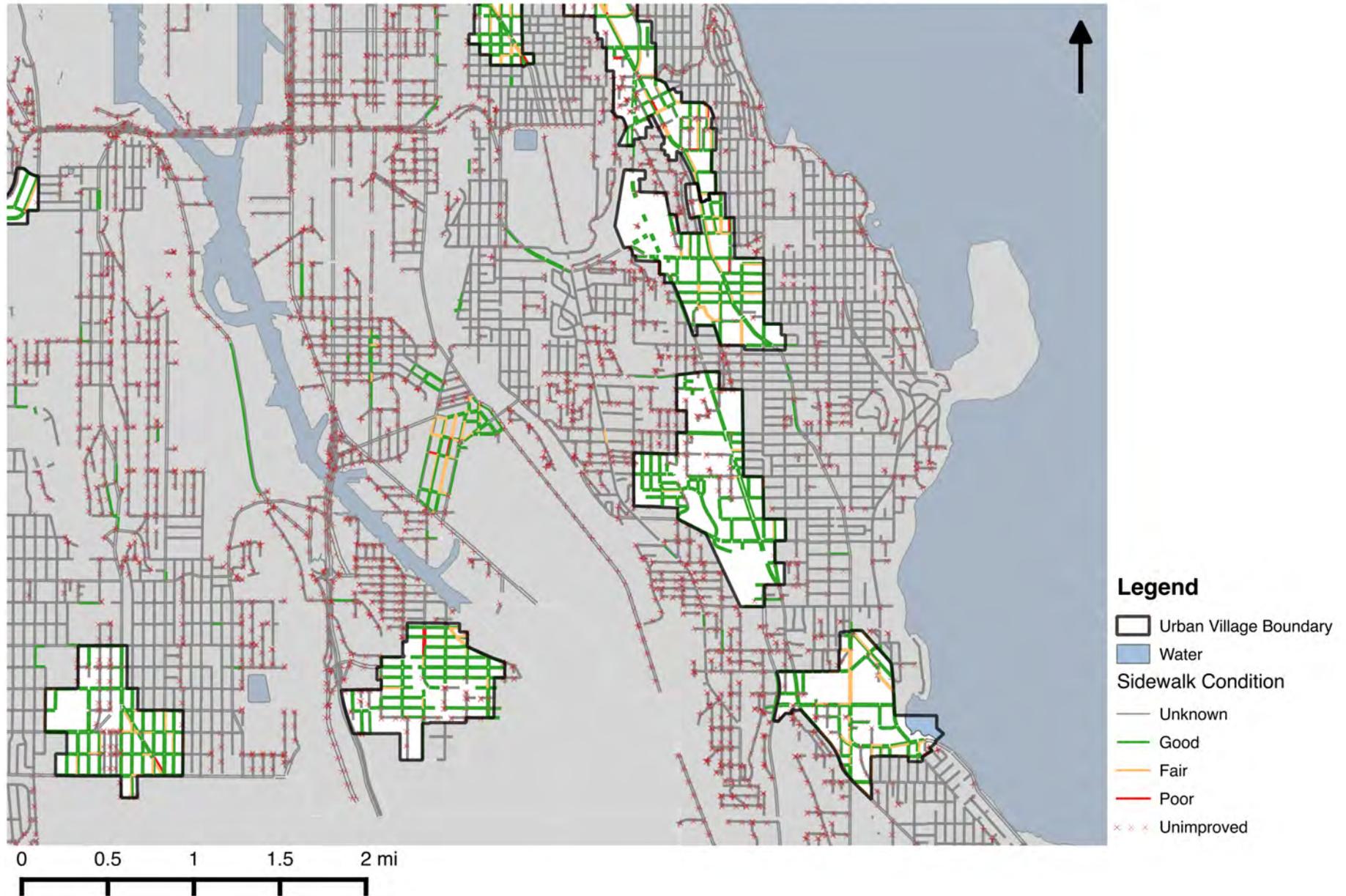
Pedestrian Facilities Map: North Central



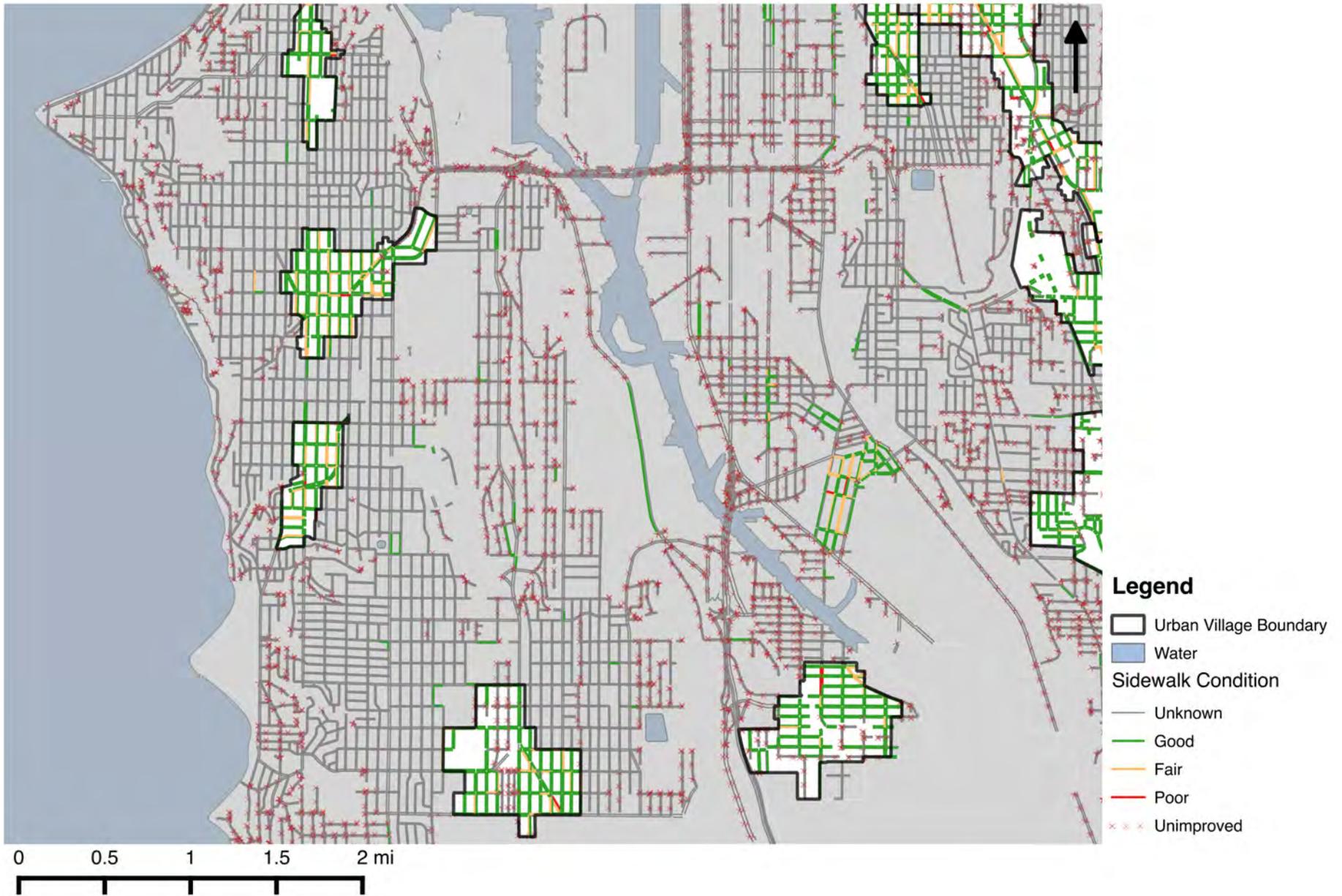
Pedestrian Facilities Map: Northwest



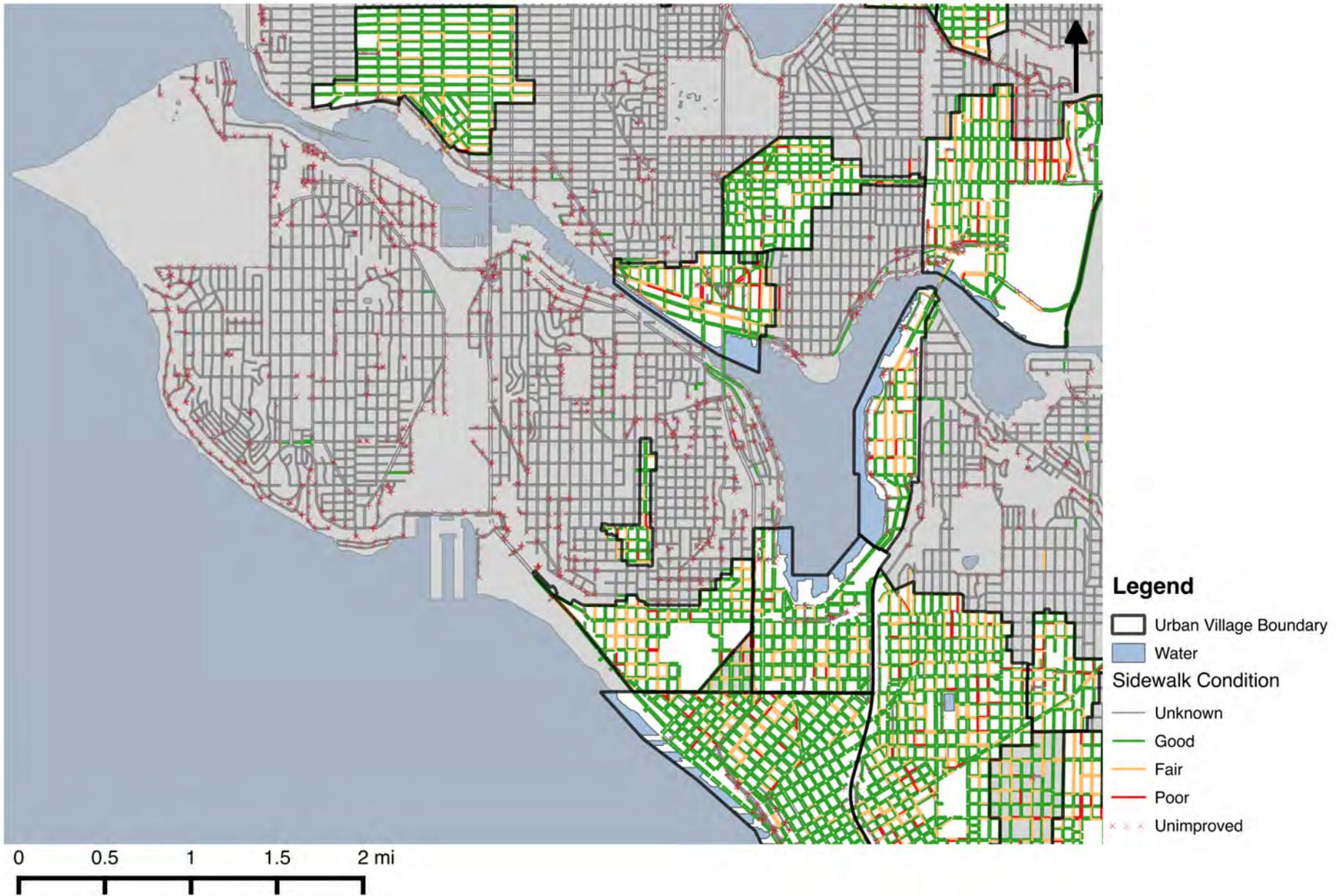
Pedestrian Facilities Map: Southeast



Pedestrian Facilities Map: Southwest



Pedestrian Facilities Map: West Central



Urban Village											
Measurable Characteristics		Size, Population, Residential Density & Growth Capacity									
Village Name	Designation	Total Land Area (acres)	Total Parcel Acres	Population (2010)	Existing Pop. Density per acre	Existing Housing Units (2015)	Existing Res. Density (HU/acre)	Adjusted HU Growth Capacity	Total Potential HU	Potential Res. Density (HU/acre)	HU Growth Target 2015-35
Downtown	Urban Center	1,016.85	497	26,844	26.40	24,507	24.10	34,622	59,129	58.15	10,000
First Hill/Capitol Hill	Urban Center	916.26	569	35,892	39.17	30,206	32.97	18,360	48,566	53.00	7,000
University Community	Urban Center	768.95	317	22,704	29.53	8,141	10.59	8,638	16,779	21.82	2,700
Northgate	Urban Center	410.69	296	6,369	15.51	4,647	11.32	11,041	15,688	38.20	1,600
South Lake Union	Urban Center	374.68	172	3,774	10.07	4,655	12.42	19,008	23,663	63.16	4,700
Uptown	Urban Center	297.33	221	7,300	24.55	7,100	23.88	3,939	11,039	37.13	3,500
Ballard	Hub Urban Village	424.63	274	10,078	23.73	8,904	20.97	5,837	14,741	34.71	N/A
Bitter Lake Village	Hub Urban Village	358.70	289	4,273	11.91	3,259	9.09	10,708	13,967	38.94	N/A
Fremont	Hub Urban Village	247.19	115	3,960	16.02	2,870	11.61	1,714	4,584	18.54	N/A
Lake City	Hub Urban Village	142.26	102	3,899	27.41	2,400	16.87	4,399	6,799	47.79	N/A
Mt. Baker/North Rainier	Hub Urban Village	452.79	301	4,908	10.84	2,570	5.68	12,165	14,735	32.54	N/A
W. Seattle Junction	Hub Urban Village	225.80	138	3,788	16.78	4,108	18.19	4,693	8,801	38.98	N/A
23rd & Union-Jackson	Residential Urban Village	515.23	347	9,468	18.38	5,520	10.71	4,795	10,315	20.02	N/A
Admiral District	Residential Urban Village	98.30	69	1,528	15.54	1,034	10.52	962	1,996	20.31	N/A
Aurora-Licton Springs	Residential Urban Village	327.01	232	6,179	18.90	3,410	10.43	4,229	7,639	23.36	N/A
Columbia City	Residential Urban Village	312.77	216	3,937	12.59	2,503	8.00	3,598	6,101	19.51	N/A
Crown Hill	Residential Urban Village	172.94	123	2,459	14.22	1,296	7.49	1,650	2,946	17.03	N/A
Eastlake	Residential Urban Village	268.18	84	5,084	18.96	3,428	12.78	1,065	4,493	16.75	N/A
Green Lake	Residential Urban Village	108.63	57	2,904	26.73	2,043	18.81	793	2,836	26.11	N/A
Greenwood/Phinney Ridge	Residential Urban Village	94.17	64	2,927	31.08	1,706	18.12	2,269	3,975	42.21	N/A
Othello	Residential Urban Village	374.92	285	7,267	19.38	2,621	6.99	4,874	7,495	19.99	N/A
Madison-Miller	Residential Urban Village	145.36	95	4,066	27.97	2,911	20.03	1,523	4,434	30.50	N/A
Morgan Junction	Residential Urban Village	113.76	75	2,046	17.99	1,365	12.00	592	1,957	17.20	N/A
North Beacon Hill	Residential Urban Village	130.61	79	2,900	22.20	1,481	11.34	2,024	3,505	26.84	N/A
Upper Queen Anne	Residential Urban Village	52.64	32	2,143	40.71	1,490	28.31	809	2,299	43.67	N/A
Rainier Beach	Residential Urban Village	236.84	212	3,583	15.13	1,598	6.75	5,037	6,635	28.01	N/A
Roosevelt	Residential Urban Village	158.03	97	2,384	15.09	1,363	8.62	2,841	4,204	26.60	N/A
South Park	Residential Urban Village	263.49	184	3,448	13.09	1,381	5.24	1,177	2,558	9.71	N/A
Wallingford	Residential Urban Village	257.09	158	5,350	20.81	2,817	10.96	1,951	4,768	18.55	N/A
Westwood-Highland Park	Residential Urban Village	275.56	195	4,606	16.72	2,177	7.90	2,481	4,658	16.90	N/A

Urban Village										
Measurable Characteristics		Zoning, Land Use, Employment Density & Growth Capacity								
Village Name	Existing Employment	Existing Employment Density (jobs/acre)	Adjusted Employment Growth Capacity	Total Potential Employment	Potential Employment Density (Jobs/acre)	Activity Units (Residents + Jobs)/acre	Employment Target 2015-35	Acres zoned Commercial/Mixed Use	Acres Zoned Residential/Multi-Family	Acres Zoned Single Family
Downtown	151,821	149.31	49,606	201,427	198.09	175.70	30,000	949.70	1.00	1.001
First Hill/Capitol Hill	40,090	43.75	3,305	43,395	47.36	82.93	4,000	290.12	453.16	0.000
University Community	33,265	43.26	10,285	43,550	56.64	72.79	8,000	182.97	205.13	0.012
Northgate	12,281	29.90	14,283	26,564	64.68	45.41	5,000	241.42	125.50	4.362
South Lake Union	32,817	87.59	24,043	56,860	151.76	97.66	20,000	357.06	0.00	0.000
Uptown	14,072	47.33	3,386	17,458	58.72	71.88	3,500	241.32	55.74	0.000
Ballard	6,698	15.77	5,284	11,982	28.22	39.51	N/A	135.92	238.66	0.000
Bitter Lake Village	3,562	9.93	20,845	24,407	68.04	21.84	N/A	222.46	125.87	61.808
Fremont	7,935	32.10	507	8,442	34.15	48.12	N/A	86.15	86.52	0.002
Lake City	1,731	12.17	5,494	7,225	50.79	39.58	N/A	77.66	60.46	1.286
Mt. Baker/North Rainier	4,118	9.09	16,978	21,096	46.59	19.93	N/A	222.97	196.45	95.419
W. Seattle Junction	3,000	13.29	5,146	8,146	36.08	30.06	N/A	114.86	110.62	53.231
23rd & Union-Jackson	4,848	9.41	2,133	6,981	13.55	27.79	N/A	104.57	381.17	158.669
Admiral District	1,312	13.35	66	1,378	14.02	28.89	N/A	33.45	52.52	34.011
Aurora-Licton Springs	2,176	6.65	6,295	8,471	25.90	25.55	N/A	103.15	216.30	82.191
Columbia City	2,492	7.97	1,860	4,352	13.91	20.56	N/A	80.38	216.32	82.327
Crown Hill	1,051	6.08	176	1,227	7.09	20.30	N/A	41.89	128.93	106.323
Eastlake	5,312	19.81	177	5,489	20.47	38.77	N/A	73.62	139.84	18.704
Green Lake	1,615	14.87	262	1,877	17.28	41.60	N/A	26.51	79.86	11.524
Greenwood/Phinney Ridge	1,917	20.36	1,395	3,312	35.17	51.44	N/A	86.10	8.07	0.018
Othello	1,562	4.17	4,194	5,756	15.35	23.55	N/A	95.02	274.14	111.405
Madison-Miller	1,107	7.62	700	1,807	12.43	35.59	N/A	33.80	103.81	31.307
Morgan Junction	539	4.74	38	577	5.07	22.72	N/A	21.11	92.46	60.788
North Beacon Hill	522	4.00	948	1,470	11.25	26.20	N/A	26.40	101.07	39.276
Upper Queen Anne	1,796	34.12	47	1,843	35.01	74.83	N/A	29.86	22.78	0.000
Rainier Beach	953	4.02	751	1,704	7.19	19.15	N/A	92.18	156.12	59.340
Roosevelt	1,546	9.78	1,761	3,307	20.93	24.87	N/A	56.53	101.43	87.964
South Park	830	3.15	1,088	1,918	7.28	16.24	N/A	25.41	222.69	194.648
Wallingford	2,813	10.94	213	3,026	11.77	31.75	N/A	72.35	180.25	127.761
Westwood-Highland Park	1,417	5.14	149	1,566	5.68	21.86	N/A	58.64	216.92	142.149

Urban Village								
Measurable Characteristics		Usable Open Space						
Village Name	Village Open Space, Within UV (acres)	Village Open Space Within/Adj to UV (acres)	VOS acres within UV per 1,000 HU	VOS acres within/adj to UV per 1,000 HU	% Area of Village within ½ mi of parks	% of Village HU within ½ mi of parks	One Village Open Space ≥ 10,000sf?	VOS acres per 10,000 jobs
Downtown	9.01	11.72	0.37	0.48	99.8%	100.0%	Yes	0.59
First Hill/Capitol Hill	16.68	19.40	0.55	0.64	100.0%	100.0%	Yes	4.16
University Community	5.85	10.11	0.72	1.24	99.0%	100.0%	Yes	1.76
Northgate	4.73	8.55	1.02	1.84	87.2%	88.1%	Yes	3.85
South Lake Union	11.30	11.30	2.43	2.43	100.0%	100.0%	Yes	3.44
Uptown	0.28	14.39	0.04	2.03	100.0%	100.0%	Yes	0.20
Ballard	3.92	3.92	0.44	0.44	100.0%	100.0%	Yes	N/A
Bitter Lake Village	10.36	10.36	3.18	3.18	88.8%	94.9%	Yes	N/A
Fremont	3.58	3.61	1.25	1.26	100.0%	100.0%	Yes	N/A
Lake City	4.13	4.13	1.72	1.72	100.0%	100.0%	Yes	N/A
Mt. Baker/North Rainier	18.33	43.68	7.13	17.00	100.0%	100.0%	Yes	N/A
W. Seattle Junction	0.16	0.16	0.04	0.04	100.0%	100.0%	No	N/A
23rd & Union-Jackson	23.19	28.41	4.20	5.15	100.0%	100.0%	N/A	N/A
Admiral District	12.08	12.08	11.69	11.69	100.0%	100.0%	N/A	N/A
Aurora-Licton Springs	7.55	7.55	2.21	2.21	100.0%	100.0%	N/A	N/A
Columbia City	12.10	16.71	4.83	6.68	99.7%	99.9%	N/A	N/A
Crown Hill	2.12	2.12	1.63	1.63	100.0%	100.0%	N/A	N/A
Eastlake	2.95	12.31	0.86	3.59	100.0%	100.0%	N/A	N/A
Green Lake	0.00	0.00	0.00	0.00	100.0%	100.0%	N/A	N/A
Greenwood/Phinney Ridge	0.00	0.00	0.00	0.00	100.0%	100.0%	N/A	N/A
Othello	5.76	5.76	2.20	2.20	100.0%	100.0%	N/A	N/A
Madison-Miller	7.56	7.56	2.60	2.60	100.0%	100.0%	N/A	N/A
Morgan Junction	0.19	0.19	0.14	0.14	100.0%	100.0%	N/A	N/A
North Beacon Hill	2.96	2.96	2.00	2.00	100.0%	100.0%	N/A	N/A
Upper Queen Anne	0.00	0.00	0.00	0.00	100.0%	100.0%	N/A	N/A
Rainier Beach	9.47	10.22	5.93	6.40	100.0%	100.0%	N/A	N/A
Roosevelt	0.00	2.65	0.00	1.95	100.0%	100.0%	N/A	N/A
South Park	14.40	14.40	10.43	10.43	99.5%	100.0%	N/A	N/A
Wallingford	4.49	11.23	1.59	3.99	100.0%	100.0%	N/A	N/A
Westwood-Highland Park	0.00	0.00	0.00	0.00	96.5%	97.5%	N/A	N/A



Urban Village						
Measurable Characteristics	Transportation					
Village Name	High Capacity Transit Stop	Frequent Bus Service	Bicycle Facilities	Bicycle Facilities (Planned)	Pedestrian Connection	Freight Routes
Downtown	Yes	N/A	Yes	Yes	Yes	Yes
First Hill/Capitol Hill	Yes	N/A	Yes	Yes	Yes	Yes
University Community	Yes	N/A	Yes	Yes	Yes	Yes
Northgate	Yes	N/A	No	Yes	Yes	Yes
South Lake Union	Yes	N/A	Yes	Yes	Yes	Yes
Uptown	Yes	N/A	Yes	Yes	Yes	Yes
Ballard	N/A	Yes	No	Yes	Unknown	Yes
Bitter Lake Village	N/A	Yes	Yes	Yes	Yes	Yes
Fremont	N/A	Yes	Yes	Yes	Yes	Yes
Lake City	N/A	Yes	No	Yes	Unknown	Yes
Mt. Baker/North Rainier	N/A	Yes	Yes	Yes	Yes	Yes
W. Seattle Junction	N/A	Yes	No	Yes	Unknown	Yes
23rd & Union-Jackson	N/A	Yes	No	Yes	Yes	Yes
Admiral District	N/A	Partial	No	Yes	Unknown	Yes
Aurora-Licton Springs	N/A	Yes	Yes	Yes	Yes	Yes
Columbia City	N/A	Yes	No	Yes	Yes	Yes
Crown Hill	N/A	Yes	No	Yes	Unknown	Yes
Eastlake	N/A	Yes, M-F only.	No	Yes	Yes	Yes
Green Lake	N/A	Yes	No	Yes	Yes	Yes
Greenwood/Phinney Ridge	N/A	Yes	Yes	Yes	Yes	Yes
Othello	N/A	Yes	No	Yes	No	Yes
Madison-Miller	N/A	Yes	No	Yes	Yes	Yes
Morgan Junction	N/A	Yes	No	Yes	Unknown	Yes
North Beacon Hill	N/A	Yes	No	Yes	Yes	Yes
Upper Queen Anne	N/A	Yes	No	No	Unknown	Yes
Rainier Beach	N/A	Yes	No	Yes	No	Yes
Roosevelt	N/A	Yes	No	Yes	Yes	Yes
South Park	N/A	No	No	Yes	No	Yes
Wallingford	N/A	Yes	No	Yes	Yes	Yes
Westwood-Highland Park	N/A	Yes	No	Yes	Unknown	Yes

Transportation Metric Key:

High Capacity Transit Stop: Within 1/2 mi of light rail, BRT, or streetcar stop.

Frequent Bus Service: At least one <15min route M-F stopping in the UV connecting to one Urban Center (for Hubs) or one Urban Center or Hub (for Residential UVs).

Bicycle Facilities: Major Separation, Neighborhood Greenway, or Cycle Track through UV connecting to another UV.

Bicycle Facilities (Planned): Same as current, assuming full buildout of BMP, estimated 2035.

Pedestrian Connection: Good or Fair quality sidewalks to at least one neighboring UV. Unknown indicates missing data.

Freight Routes: Arterials connecting to Interstate/State Highway system.



Urban Village Zoning

Urban Village Zoning Designations					
Urban Village	Code	Zoning or Park Type	Area in sqft	Area in acres	Proportion of total
Downtown	BV	Boulevard	157242	3.61	0.4%
	DH1	Downtown Harborfront 1	4161960	95.56	9.4%
	DH2	Downtown Harborfront 2	978424	22.46	2.2%
	DMC	Downtown Mixed Commercial	11011286	252.82	24.9%
	DMR	Downtown Mixed Residential	7212322	165.59	16.3%
	DOC1	Downtown Office Core 1	3814225	87.57	8.6%
	DOC2	Downtown Office Core 2	2827127	64.91	6.4%
	DRC	Downtown Retail Core	1425353	32.73	3.2%
	GB	Greenspace/Greenbelt	10864	0.25	0.0%
	IC	Industrial Commercial	1785368	40.99	4.0%
	IDM	International District Mixed	3308007	75.95	7.5%
	IDR	International District Residential	1063819	24.43	2.4%
	IG1	General Industrial 1	10502	0.24	0.0%
	IG2	General Industrial 2	38229	0.88	0.1%
	MPC	Master Planned Community	123594	2.84	0.3%
	NC2	Neighborhood Commercial 2	814	0.02	0.0%
	PK	Park	435112	9.99	1.0%
	PMM	Pike Market Mixed	1053224	24.18	2.4%
	PP	P-Patch	7214	0.17	0.0%
	PSM	Pioneer Square Mixed	4383056	100.63	9.9%
	SF 5000	Res. Single-family 5,000	43585	1.00	0.1%
	SP	Special	431592	9.91	1.0%
	TS	Small viewpoint, minipark, circle	4452	0.10	0.0%
TOTAL			44287373	1016.84	100.0%
Commercial		C2		0.00	0.0%
Residential		SF 5000		1.00	0.1%
Mixed R/C		DH1, DH2, DMC, DMR, DOC1, DOC 2, DRC, IDM, IDR, MPC, NC2, PMM, PSM		949.70	93.4%
Industrial		IC, IG1, IG2		42.11	4.1%
Other		BV, GB, PK, PP, SP, TS		24.03	2.4%
Capitol Hill/First Hill	BV	Boulevard	11023	0.25	0.0%
	C2	Commercial 2	74760	1.72	0.2%
	CC	???	62185	1.43	0.2%
	DMR	Downtown Mixed Residential	850	0.02	0.0%
	HR	Res. Multifamily Highrise	3996296	91.75	10.0%
	LR2	Res. Multifamily Lowrise 2	233146	5.35	0.6%
	LR3	Res. Multifamily Lowrise 3	9621480	220.91	24.1%
	MIO	Major Institution Overlay	6653416	152.76	16.7%
	MPC	Master Planned Community	1753439	40.26	4.4%
	MR	Res. Multifamily Midrise	5885970	135.14	14.7%
	MR/RC	Midrise/Residential Commercial	97401	2.24	0.2%
	NC1	Neighborhood Commercial 1	108590	2.49	0.3%
	NC2	Neighborhood Commercial 2	1139832	26.17	2.9%
	NC3	Neighborhood Commercial 3	9460960	217.22	23.7%
	PK	Park	794990	18.25	2.0%
	SP	Special	7316	0.17	0.0%
	TS	Small viewpoint, minipark, circle	5534	0.13	0.0%
TOTAL			39907189	916.27	100.0%
Commercial		C2		1.72	0.2%
Residential		SF, MF		453.16	49.5%
Mixed R/C		DMR, MPC, MR/RC, NC		288.40	31.5%
Other		BV, CC, MIO, PK, SP, TS		172.99	18.9%



Urban Village Zoning

Northgate	GB	Greenspace/Greenbelt	72485	1.66	0.4%	
	LR2	Res. Multifamily Lowrise 2	1061617	24.37	5.9%	
	LR3	Res. Multifamily Lowrise 3	2878707	66.10	16.1%	
	MIO	Major Institution Overlay	1473376	33.83	8.2%	
	MR	Res. Multifamily Midrise	1335815	30.67	7.5%	
	NC2	Neighborhood Commercial 2	119466	2.74	0.7%	
	NC3	Neighborhood Commercial 3	10395349	238.68	58.1%	
	PK	Park	206011	4.73	1.2%	
	SF 5000	Res. Single-family 5,000	9400	0.22	0.1%	
	SF 7200	Res. Single-family 7,200	180602	4.15	1.0%	
	SP	Special	154472	3.55	0.9%	
	TOTAL			17887300	410.69	100.0%
	Commercial		C2		0.00	0.0%
	Residential		SF, MF		125.50	30.6%
Mixed R/C		NC		241.42	58.8%	
Other		GB, MIO, PK, SP		43.77	10.7%	
South Lake	C1	Commercial 1	127	0.00	0.0%	
Union	C2	Commercial 2	2670218	61.31	16.4%	
	IG1	General Industrial 1	684	0.02	0.0%	
	PF	Playfield	79258	1.82	0.5%	
	PK	Park	413103	9.48	2.5%	
	SM	Seattle Mixed	4518377	103.74	27.7%	
	SMI	Seattle Mixed-I	7254163	166.56	44.5%	
	SMR	Seattle Mixed Residential	1108543	25.45	6.8%	
	SP	Special	271280	6.23	1.7%	
	TS	Small viewpoint, minipark, circle	3251	0.07	0.0%	
	TOTAL			16319004	374.68	100.0%
Commercial		C2		61.31	16.4%	
Residential		SF, MF		0.00	0.0%	
Mixed R/C		C1, SM, SMI, SMR		295.75	78.9%	
Other		IG1, PF, PK, SP, TS		17.62	4.7%	
University Community	C1	Commercial 1	2455082	56.37	7.3%	
	C2	Commercial 2	744021	17.08	2.2%	
	CS	Center Strip	29143	0.67	0.1%	
	GB	Greenspace/Greenbelt	50209	1.15	0.1%	
	IB	Industrial Buffer	103159	2.37	0.3%	
	IC	Industrial Commercial	443443	10.18	1.3%	
	LR1	Res. Multifamily Lowrise 1	908930	20.87	2.7%	
	LR2	Res. Multifamily Lowrise 2	906064	20.80	2.7%	
	LR3	Res. Multifamily Lowrise 3	6056633	139.06	18.1%	
	MIO	Major Institution Overlay	15732454	361.22	46.9%	
	MR	Res. Multifamily Midrise	1061874	24.38	3.2%	
	MR/RC	Res. Multifamily Midrise/	61946	1.42	0.2%	
	NC2	Neighborhood Commercial 2	893326	20.51	2.7%	
	NC3	Neighborhood Commercial 3	3814620	87.58	11.4%	
	PG	Playground	119713	2.75	0.4%	
	PK	Park	42187	0.97	0.1%	
	SF 5000	Res. Single-family 5,000	530	0.01	0.0%	
	TR	Trail	118154	2.71	0.4%	
	TOTAL			33541487	770.11	100.0%
	Commercial		C2		17.08	2.2%
Residential		SF, MF		205.13	26.6%	
Mixed R/C		C1, MR/RC, NC		165.89	21.5%	
Other		CS, GB, IB, IC, MIO, PG, PK, TR		382.02	49.6%	
Uptown	C1	Commercial 1	216116	4.96	1.7%	



Urban Village Zoning

	C2	Commercial 2	720555	16.54	5.6%
	LR3	Res. Multifamily Lowrise 3	1541464	35.39	11.9%
	MR	Res. Multifamily Midrise	886108	20.35	6.8%
	NC2	Neighborhood Commercial 2	155870	3.58	1.2%
	NC3	Neighborhood Commercial 3	9417867	216.23	72.7%
	PK	Park	12030	0.28	0.1%
TOTAL			12950010	297.33	100.0%
	Commercial	C2		16.54	5.6%
	Residential	SF, MF		55.74	18.7%
	Mixed R/C	C1, NC		224.78	75.6%
	Other	PK		0.28	0.1%
HUB URBAN VILLAGES					
Ballard	C1	Commercial 1	1633910	37.51	8.8%
	C2	Commercial 2	82121	1.89	0.4%
	IB	Industrial Buffer	254495	5.84	1.4%
	IC	Industrial Commercial	1260980	28.95	6.8%
	IG1	General Industrial 1	32360	0.74	0.2%
	IG2	General Industrial 2	3297	0.08	0.0%
	LR1	Res. Multifamily Lowrise 1	5231303	120.11	28.3%
	LR2	Res. Multifamily Lowrise 2	1540070	35.36	8.3%
	LR3	Res. Multifamily Lowrise 3	3483980	79.99	18.8%
	MIO	Major Institution Overlay	397783	9.13	2.2%
	MR	Res. Multifamily Midrise	139487	3.20	0.8%
	MR/RC	Midrise/Residential Commercial	433014	9.94	2.3%
	NC1	Neighborhood Commercial 1	133765	3.07	0.7%
	NC2	Neighborhood Commercial 2	411957	9.46	2.2%
	NC3	Neighborhood Commercial 3	3224996	74.05	17.4%
	PK	Park	170769	3.92	0.9%
	SP	Special	59954	1.38	0.3%
TOTAL			18494242	424.63	100.0%
	Res. Single Family	SF 5000, SF 7200, SL		0.00	0.0%
	Res. Multifamily Lowrise	LR		235.46	55.5%
	Res. Multifamily Midrise	MR		3.20	0.8%
	Mixed R/C	C1, NC		134.03	31.6%
	Commercial	C2		1.89	0.4%
	Other	IB, IC, IG, MIO, PK, SP		50.04	11.8%
Bitter Lake Village	C1	Commercial 1	6782833	155.73	43.4%
	C2	Commercial 2	2906405	66.73	18.6%
	LR2	Res. Multifamily Lowrise 2	636644	14.62	4.1%
	LR3	Res. Multifamily Lowrise 3	1731945	39.77	11.1%
	MR	Res. Multifamily Midrise	421762	9.68	2.7%
	PF	Playfield	326005	7.49	2.1%
	PK	Park	125374	2.88	0.8%
	SF 5000	Res. Single-family 5,000	251412	5.77	1.6%
	SF 7200	Res. Single-family 7,200	2440572	56.04	15.6%
	TOTAL			15622950	358.70
	Res. Single Family	SF 5000, SF 7200		61.81	17.2%
	Res. Multifamily Lowrise	LR		54.38	15.2%
	Res. Multifamily Midrise	MR		9.68	2.7%
	Mixed R/C	C1, NC		155.73	43.4%
	Commercial	C2		66.73	18.6%
	Other	PF, PK		10.36	2.9%
Fremont	C1	Commercial 1	1644144	37.75	15.3%
	C2	Commercial 2	1345942	30.90	12.5%
	IB	Industrial Buffer	456542	10.48	4.2%



Urban Village Zoning

IC	Industrial Commercial	1709887	39.26	15.9%	
IG2	General Industrial 2	923263	21.20	8.6%	
LR1	Res. Multifamily Lowrise 1	221375	5.08	2.1%	
LR2	Res. Multifamily Lowrise 2	1775734	40.77	16.5%	
LR3	Res. Multifamily Lowrise 3	1771108	40.66	16.5%	
NC2	Neighborhood Commercial 2	230283	5.29	2.1%	
NC3	Neighborhood Commercial 3	531786	12.21	4.9%	
PK	Park	35810	0.82	0.3%	
SF 5000	Res. Single-family 5,000	109	0.00	0.0%	
TR	Trail	120209	2.76	1.1%	
TOTAL		10766191	247.19	100.0%	
Res. Single Family	SF 5000		0.00	0.0%	
Res. Multifamily Lowrise	LR		86.52	35.0%	
Res. Multifamily Midrise	MR		0.00	0.0%	
Mixed R/C	C1, NC		55.25	22.3%	
Commercial	C2		30.90	12.5%	
Other	IB, IC, IG, PK, TR		74.52	30.1%	
Lake City	C1	Commercial 1	1511421	34.70	24.4%
	LR2	Res. Multifamily Lowrise 2	1365925	31.36	22.0%
	LR3	Res. Multifamily Lowrise 3	879682	20.20	14.2%
	MR	Res. Multifamily Midrise	331589	7.61	5.4%
	NC2	Neighborhood Commercial 2	105564	2.42	1.7%
	NC3	Neighborhood Commercial 3	1765469	40.54	28.5%
	PG	Playground	120898	2.78	2.0%
	PK	Park	59216	1.36	1.0%
	SF 7200	Res. Single-family 7,200	56009	1.29	0.9%
	TS	Small viewpoint, minipark, circle	234	0.01	0.0%
TOTAL			6196007	142.26	100.0%
Res. Single Family	SF 7200		1.29	0.9%	
Res. Multifamily Lowrise	LR		51.56	36.2%	
Res. Multifamily Midrise	MR		7.61	5.4%	
Mixed R/C	C1, NC		77.66	54.6%	
Commercial	C2		0.00	0.0%	
Other	PG, PK, TS		4.14	2.9%	
Mt. Baker/North Rainier	BV	Boulevard	160881	3.69	0.8%
	C1	Commercial 1	4003887	91.93	20.3%
	C2	Commercial 2	1770146	40.64	9.0%
	GB	Greenspace/Greenbelt	106183	2.44	0.5%
	LR1	Res. Multifamily Lowrise 1	1442611	33.12	7.3%
	LR2	Res. Multifamily Lowrise 2	2720226	62.46	13.8%
	LR3	Res. Multifamily Lowrise 3	1258707	28.90	6.4%
	MRI	Res. Multifamily Midrise-I	133660	3.07	0.7%
	NC1	Neighborhood Commercial 1	159992	3.67	0.8%
	NC2	Neighborhood Commercial 2	139702	3.21	0.7%
	NC3	Neighborhood Commercial 3	148123	3.40	0.8%
	PG	Playground	151873	3.49	0.8%
	PK	Park	908087	20.85	4.6%
	PP	P-Patch	18808	0.43	0.1%
	SF 5000	Res. Single-family 5,000	4155879	95.42	21.1%
	SM	Seattle Mixed	2168814	49.80	11.0%
	SMR	Seattle Mixed Residential	85814	1.97	0.4%
	SMRI	Seattle Mixed Residential-I	79901	1.83	0.4%
	SP	Special	100665	2.31	0.5%
	VP	Viewpoint	25627	0.59	0.1%
TOTAL			19739585	453.22	100.0%



Urban Village Zoning

	Res. Single Family	SF 5000		95.42	21.1%
	Res. Multifamily Lowrise	LR		124.48	27.5%
	Res. Multifamily Midrise	MR		3.07	0.7%
	Mixed R/C	C1, NC, SM, SMR		155.81	34.4%
	Commercial	C2		40.64	9.0%
	Other	BV, GB, PG, PK, PP, SP, VP		33.80	7.5%
West Seattle	LR2	Res. Multifamily Lowrise 2	1207147	27.72	12.3%
Junction	LR3	Res. Multifamily Lowrise 3	561449	12.89	5.7%
	MR	Res. Multifamily Midrise	730821	16.78	7.4%
	NC1	Neighborhood Commercial 1	218295	5.01	2.2%
	NC2	Neighborhood Commercial 2	1375273	31.58	14.0%
	NC3	Neighborhood Commercial 3	2953556	67.81	30.0%
	NC3I	Neighborhood Commercial 3-I	455452	10.46	4.6%
	PK	Park	6810	0.16	0.1%
	SF 5000	Res. Single-family 5,000	2318440	53.23	23.6%
	SP	Special	4270	0.10	0.0%
	TS	Small viewpoint, minipark, circle	2973	0.07	0.0%
	TOTAL		9834487	225.80	100.0%
	Res. Single Family	SF 5000		53.23	23.6%
	Res. Multifamily Lowrise	LR		40.61	18.0%
	Res. Multifamily Midrise	MR		16.78	7.4%
	Mixed R/C	C1, NC		114.86	50.9%
	Commercial	C2		0.00	0.0%
	Other	PK, SP, TS		0.32	0.1%
RESIDENTIAL URBAN VILLAGES					
23rd & Union-	C1	Commercial 1	562336	12.91	2.5%
Jackson	DMC	Downtown Mixed Commercial	1214	0.03	0.0%
	DMR	Downtown Mixed Residential	514	0.01	0.0%
	IC	Industrial Commercial	208764	4.79	0.9%
	LR1	Res. Multifamily Lowrise 1	791900	18.18	3.5%
	LR2	Res. Multifamily Lowrise 2	5962458	136.90	26.6%
	LR3	Res. Multifamily Lowrise 3	2935415	67.40	13.1%
	NC1	Neighborhood Commercial 1	737862	16.94	3.3%
	NC2	Neighborhood Commercial 2	1682157	38.62	7.5%
	NC3	Neighborhood Commercial 3	1570152	36.05	7.0%
	PF	Playfield	372253	8.55	1.7%
	PK	Park	637697	14.64	2.8%
	RSL	Residential Small Lot	1043	0.02	0.0%
	SF 5000	Res. Single-family 5,000	6910666	158.67	30.8%
	SP	Special	52604	1.21	0.2%
	VP	Viewpoint	13426	0.31	0.1%
	TOTAL		22440460	515.23	100.0%
	Res. Single Family	SF 5000, RSL		158.69	30.8%
	Res. Multifamily	LR		222.48	43.2%
	Mixed R/C	C1, DMC, DMR, NC		104.57	20.3%
	Commercial	C2		0.00	0.0%
	Other	IC, PF, PK, SP, VP		29.50	5.7%
Admiral	LR2	Res. Multifamily Lowrise 2	174766	4.01	4.1%
	LR3	Res. Multifamily Lowrise 3	631422	14.50	14.7%
	NC2	Neighborhood Commercial 2	1282636	29.45	30.0%
	NC3	Neighborhood Commercial 3	174219	4.00	4.1%
	PF	Playfield	451325	10.36	10.5%
	PK	Park	74980	1.72	1.8%
	SF 5000	Res. Single-family 5,000	1481328	34.01	34.6%
	TS	Small viewpoint, minipark, circle	10616	0.24	0.2%



Urban Village Zoning

			TOTAL	4281292	98.30	100.0%
	Res. Single Family	SF 5000			34.01	34.6%
	Res. Multifamily	LR			18.51	18.8%
	Mixed R/C	NC			33.45	34.0%
	Commercial	C2			0.00	0.0%
	Other	PF, PK, TS			12.33	12.5%
Aurora-Licton Springs	C1	Commercial 1	1661793	38.15	11.7%	
	C2	Commercial 2	2063306	47.37	14.5%	
	LR1	Res. Multifamily Lowrise 1	42769	0.98	0.3%	
	LR2	Res. Multifamily Lowrise 2	3290591	75.55	23.1%	
	LR3	Res. Multifamily Lowrise 3	2507568	57.57	17.6%	
	NC3	Neighborhood Commercial 3	767768	17.63	5.4%	
	PK	Park	328830	7.55	2.3%	
	SF 5000	Res. Single-family 5,000	3579769	82.19	25.1%	
	TOTAL		14242393	327.01	100.0%	
	Res. Single Family	SF 5000			82.19	25.1%
	Res. Multifamily	LR			134.11	41.0%
	Mixed R/C	C1, NC			55.78	17.1%
	Commercial	C2			47.37	14.5%
	Other	PK			7.55	2.3%
Columbia City	C1	Commercial 1	262109	6.02	1.9%	
	C2	Commercial 2	309165	7.10	2.3%	
	GB	Greenspace/Greenbelt	137085	3.15	1.0%	
	LR2	Res. Multifamily Lowrise 2	2663033	61.14	19.5%	
	LR3	Res. Multifamily Lowrise 3	3172635	72.84	23.3%	
	NC1	Neighborhood Commercial 1	378850	8.70	2.8%	
	NC2	Neighborhood Commercial 2	2108032	48.40	15.5%	
	NC3	Neighborhood Commercial 3	442540	10.16	3.2%	
	PF	Playfield	449620	10.32	3.3%	
	PK	Park	113695	2.61	0.8%	
	SF 5000	Res. Single-family 5,000	3585658	82.33	26.3%	
	TOTAL		13622421	312.77	100.0%	
	Res. Single Family	SF 5000			82.33	26.3%
	Res. Multifamily	LR			133.99	42.8%
	Mixed R/C	C1, NC			73.28	23.4%
	Commercial	C2			7.10	2.3%
	Other	GB, PF, PK			16.08	5.1%
Crown Hill	C1	Commercial 1	933236	21.43	12.4%	
	LR1	Res. Multifamily Lowrise 1	125	0.00	0.0%	
	LR2	Res. Multifamily Lowrise 2	814716	18.71	10.8%	
	LR3	Res. Multifamily Lowrise 3	169872	3.90	2.3%	
	NC2	Neighborhood Commercial 2	310794	7.14	4.1%	
	NC3	Neighborhood Commercial 3	580328	13.32	7.7%	
	PK	Park	92173	2.12	1.2%	
	SF 5000	Res. Single-family 5,000	4070820	93.47	54.0%	
	SF 7200	Res. Single-family 7,200	559965	12.86	7.4%	
	TOTAL		7532030	172.94	100.0%	
	Res. Single Family	SF 5000, SF 7200			106.32	61.5%
	Res. Multifamily	LR			22.61	13.1%
	Mixed R/C	C1, NC			41.89	24.2%
	Commercial	C2			0.00	0.0%
	Other	PK			2.12	1.2%
Eastlake		?	31015	0.71	0.3%	
	C1	Commercial 1	1213409	27.86	10.4%	
	C2	Commercial 2	756369	17.37	6.5%	



Urban Village Zoning

	IC	Industrial Commercial	240221	5.52	2.1%
	IG1	General Industrial 1	1842121	42.30	15.8%
	LR2	Res. Multifamily Lowrise 2	2460364	56.49	21.1%
	LR3	Res. Multifamily Lowrise 3	2815809	64.65	24.1%
	NC1	Neighborhood Commercial 1	54106	1.24	0.5%
	NC2	Neighborhood Commercial 2	720927	16.55	6.2%
	NC3	Neighborhood Commercial 3	461615	10.60	4.0%
	PG	Playground	83660	1.92	0.7%
	PK	Park	104545	2.40	0.9%
	PP	P-Patch	11262	0.26	0.1%
	SF 5000	Res. Single-family 5,000	814653	18.70	7.0%
	SP	Special	21455	0.49	0.2%
	TS	Small viewpoint, minipark, circle	48708	1.12	0.4%
	TOTAL		11680239	268.18	100.0%
	Res. Single Family	SF 5000		18.70	7.0%
	Res. Multifamily	LR		121.14	45.2%
	Mixed R/C	C1, NC		56.25	21.0%
	Commercial	C2		17.37	6.5%
	Other	?, IC, IG, PG, PK, PP, SP, TS		54.71	20.4%
Green Lake	BV	Boulevard	98442	2.26	2.1%
	C1	Commercial 1	16431	0.38	0.3%
	LR2	Res. Multifamily Lowrise 2	800300	18.37	16.9%
	LR3	Res. Multifamily Lowrise 3	2176119	49.96	46.0%
	NC1	Neighborhood Commercial 1	30962	0.71	0.7%
	NC2	Neighborhood Commercial 2	711556	16.34	15.0%
	NC3	Neighborhood Commercial 3	395625	9.08	8.4%
	SF 5000	Res. Single-family 5,000	468128	10.75	9.9%
	SF 7200	Res. Single-family 7,200	33801	0.78	0.7%
	TOTAL		4731363	108.63	100.0%
	Res. Single Family	SF 5000, SF 7200		11.52	10.6%
	Res. Multifamily	LR		68.34	62.9%
	Mixed R/C	C1, NC		26.51	24.4%
	Commercial	C2		0.00	0.0%
	Other	BV		2.26	2.1%
Greenwood-Phinney Ridge	C1	Commercial 1	222609	5.11	5.4%
	LR3	Res. Multifamily Lowrise 3	350630	8.05	8.5%
	NC2	Neighborhood Commercial 2	2634797	60.49	64.2%
	NC2I	Neighborhood Commercial 2-I	238177	5.47	5.8%
	NC3	Neighborhood Commercial 3	218207	5.01	5.3%
	NC3I	Neighborhood Commercial 3-I	436246	10.02	10.6%
	SF 5000	Res. Single-family 5,000	802	0.02	0.0%
	TOTAL		4101469	94.17	100.0%
	Res. Single Family	SF 5000		0.02	0.0%
	Res. Multifamily	LR		8.05	8.5%
	Mixed R/C	C1, NC		86.10	91.4%
	Commercial	C2		0.00	0.0%
	Other			0.00	0.0%
Othello/MLK @ Holly	C1	Commercial 1	1938804	44.51	11.9%
	C1I	Commercial 1-I	48447	1.11	0.3%
	LR2	Res. Multifamily Lowrise 2	1079780	24.79	6.6%
	LR3	Res. Multifamily Lowrise 3	5576392	128.03	34.1%
	MR	Res. Multifamily Midrise	431707	9.91	2.6%
	NC2	Neighborhood Commercial 2	398750	9.16	2.4%
	NC3	Neighborhood Commercial 3	334305	7.68	2.0%
	NC3I	Neighborhood Commercial 3-I	1418047	32.56	8.7%



Urban Village Zoning

	PK	Park	250911	5.76	1.5%
	SF 5000	Res. Single-family 5,000	4852127	111.40	29.7%
	TOTAL		16329270	374.92	100.0%
	Res. Single Family	SF 5000		111.40	29.7%
	Res. Multifamily	LR, MR		162.74	43.4%
	Mixed R/C	C1, NC		95.02	25.3%
	Commercial	C2		0.00	0.0%
	Other	PK		5.76	1.5%
Madison-Miller	LR2	Res. Multifamily Lowrise 2	640483	14.71	10.1%
	LR3	Res. Multifamily Lowrise 3	2051425	47.10	32.4%
	NC1	Neighborhood Commercial 1	277297	6.37	4.4%
	NC2	Neighborhood Commercial 2	544542	12.50	8.6%
	NC3	Neighborhood Commercial 3	650461	14.93	10.3%
	PF	Playfield	329405	7.56	5.2%
	RSL	Residential Small Lot	465725	10.69	7.4%
	SF 5000	Res. Single-family 5,000	1363549	31.31	21.5%
	TS	Small viewpoint, minipark, circle	8180	0.19	0.1%
	TOTAL		6331067	145.36	100.0%
	Res. Single Family	SF 5000, RSL		42.00	28.9%
	Res. Multifamily	LR		61.81	42.5%
	Mixed R/C	NC		33.80	23.3%
	Commercial	C2		0.00	0.0%
	Other	PF, TS		7.75	5.3%
Morgan Junction	LR1	Res. Multifamily Lowrise 1	142633	3.27	2.9%
	LR2	Res. Multifamily Lowrise 2	678045	15.57	13.7%
	LR3	Res. Multifamily Lowrise 3	558726	12.83	11.3%
	NC2	Neighborhood Commercial 2	272105	6.25	5.5%
	NC3	Neighborhood Commercial 3	647514	14.87	13.1%
	PK	Park	8163	0.19	0.2%
	SF 5000	Res. Single-family 5,000	2601254	59.72	52.5%
	SF 7200	Res. Single-family 7,200	46287	1.06	0.9%
	TOTAL		4954727	113.76	100.0%
		Res. Single Family	SF 5000, SF 7200		60.79
	Res. Multifamily	LR		31.67	27.8%
	Mixed R/C	NC		21.11	18.6%
	Commercial	C2		0.00	0.0%
	Other	PK		0.19	0.2%
North Beacon Hill	LR1	Res. Multifamily Lowrise 1	169	0.00	0.0%
	LR2	Res. Multifamily Lowrise 2	1391998	31.96	24.5%
	LR3	Res. Multifamily Lowrise 3	956373	21.96	16.8%
	LR3I	Res. Multifamily Lowrise 3-I	342641	7.87	6.0%
	NC2	Neighborhood Commercial 2	596502	13.70	10.5%
	NC2I	Neighborhood Commercial 2-I	553291	12.70	9.7%
	PG	Playground	128760	2.96	2.3%
	SF 5000	Res. Single-family 5,000	1710629	39.28	30.1%
	TS	Small viewpoint, minipark, circle	8434	0.19	0.1%
	TOTAL		5688799	130.61	100.0%
	Res. Single Family	SF 5000		39.28	30.1%
	Res. Multifamily	LR		61.79	47.3%
	Mixed R/C	NC		26.40	20.2%
	Commercial	C2		0.00	0.0%
	Other	PG, TS		3.15	2.4%
Upper Queen Anne	LR3	Res. Multifamily Lowrise 3	69721	1.60	3.0%
	MR	Res. Multifamily Midrise	922530	21.18	40.2%
	NC2	Neighborhood Commercial 2	1300469	29.86	56.7%



Urban Village Zoning

TOTAL			2292719	52.64	100.0%	
	Res. Single Family	SF, RSL		0.00	0.0%	
	Res. Multifamily	LR, MR		22.78	43.3%	
	Mixed R/C	NC		29.86	56.7%	
	Commercial	C2		0.00	0.0%	
	Other	N/A		0.00	0.0%	
Rainier Beach	GB	Greenspace/Greenbelt	122273	2.81	1.1%	
	LR2	Res. Multifamily Lowrise 2	1862213	42.76	16.3%	
	LR3	Res. Multifamily Lowrise 3	2353162	54.03	20.6%	
	NC1	Neighborhood Commercial 1	220455	5.06	1.9%	
	NC2	Neighborhood Commercial 2	2089868	47.98	18.3%	
	NC3	Neighborhood Commercial 3	1704368	39.13	14.9%	
	PF	Playfield	412688	9.48	3.6%	
	PK	Park	21960	0.50	0.2%	
	SF 5000	Res. Single-family 5,000	2584490	59.34	22.6%	
	SP	Special	61223	1.41	0.5%	
	TS	Small viewpoint, minipark, circle	2716	0.06	0.0%	
		TOTAL		11435415	262.56	100.0%
	Res. Single Family	SF 5000		59.34	22.6%	
	Res. Multifamily	LR		96.78	36.9%	
	Mixed R/C	NC		92.18	35.1%	
	Commercial	C2		0.00	0.0%	
	Other	GB, PF, PK, SP, TS		14.25	5.4%	
Roosevelt	C1	Commercial 1	129484	2.97	1.9%	
	LR1	Res. Multifamily Lowrise 1	182318	4.19	2.6%	
	LR2	Res. Multifamily Lowrise 2	50788	1.17	0.7%	
	LR2I	Res. Multifamily Lowrise 2-I	21471	0.49	0.3%	
	LR3I	Res. Multifamily Lowrise 3-I	54164	1.24	0.8%	
	MRI	Res. Multifamily Midrise-I	277767	6.38	4.0%	
	NC1I	Neighborhood Commercial 1-I	32171	0.74	0.5%	
	NC2	Neighborhood Commercial 2	703242	16.15	10.2%	
	NC2I	Neighborhood Commercial 2-I	405819	9.32	5.9%	
	NC3	Neighborhood Commercial 3	367129	8.43	5.3%	
	NC3I	Neighborhood Commercial 3-I	824104	18.92	12.0%	
	PG	Playground	3315	0.08	0.0%	
	SF 5000	Res. Single-family 5,000	3831196	87.96	55.7%	
		TOTAL		6882968	158.03	100.0%
		Res. Single Family	SF 5000		87.96	55.7%
		Res. Multifamily	LR, MR		13.47	8.5%
		Mixed R/C	C1, NC		56.53	35.8%
	Commercial	C2		0.00	0.0%	
	Other	PG		0.08	0.0%	
South Park	C1	Commercial 1	167695	3.85	1.5%	
	C2	Commercial 2	503387	11.56	4.4%	
	GB	Greenspace/Greenbelt	42909	0.99	0.4%	
	GN	Garden	7605	0.17	0.1%	
	LR1	Res. Multifamily Lowrise 1	153608	3.53	1.3%	
	LR2	Res. Multifamily Lowrise 2	397317	9.12	3.5%	
	LR3	Res. Multifamily Lowrise 3	670434	15.39	5.8%	
	NC2	Neighborhood Commercial 2	235427	5.41	2.1%	
	NC3	Neighborhood Commercial 3	199979	4.59	1.7%	
	PG	Playground	241910	5.55	2.1%	
	PP	P-Patch	377895	8.68	3.3%	
	SF 5000	Res. Single-family 5,000	8477682	194.65	73.9%	
		TOTAL		11475847	263.49	100.0%



Urban Village Zoning

	Res. Single Family	SF 5000		194.65	73.9%
	Res. Multifamily	LR		28.04	10.6%
	Mixed R/C	C1, NC		13.85	5.3%
	Commercial	C2		11.56	4.4%
	Other	GB, GN, PG, PP		15.39	5.8%
Wallingford	C1	Commercial 1	380396	8.73	3.4%
	LR1	Res. Multifamily Lowrise 1	60520	1.39	0.5%
	LR2	Res. Multifamily Lowrise 2	2135882	49.04	19.1%
	LR3	Res. Multifamily Lowrise 3	89720	2.06	0.8%
	NC1	Neighborhood Commercial 1	22573	0.52	0.2%
	NC2	Neighborhood Commercial 2	2523128	57.93	22.5%
	NC3	Neighborhood Commercial 3	224918	5.16	2.0%
	PK	Park	195578	4.49	1.7%
	SF 5000	Res. Single-family 5,000	5564487	127.76	49.7%
	TOTAL		11197202	257.09	100.0%
	Res. Single Family	SF 5000		127.76	49.7%
	Res. Multifamily	LR		52.49	20.4%
	Mixed R/C	C1, NC		72.35	28.1%
	Commercial	C2		0.00	0.0%
	Other	PK		4.49	1.7%
Westwood- Highland Park	C1	Commercial 1	1817537	41.73	15.1%
	LR2	Res. Multifamily Lowrise 2	1558555	35.78	13.0%
	LR3	Res. Multifamily Lowrise 3	1491571	34.25	12.4%
	MR	Res. Multifamily Midrise	206489	4.74	1.7%
	NC2	Neighborhood Commercial 2	674202	15.48	5.6%
	NC3	Neighborhood Commercial 3	62127	1.43	0.5%
	SF 5000	Res. Single-family 5,000	3862639	88.69	32.2%
	SF 7200	Res. Single-family 7,200	2328527	53.46	19.4%
	TOTAL		12001647	275.56	100.0%
	Res. Single Family	SF 5000, SF 7200		142.15	51.6%
	Res. Multifamily	LR, MR		74.77	27.1%
	Mixed R/C	C1, NC		58.64	21.3%
	Commercial	C2		0.00	0.0%
	Other	N/A		0.00	0.0%



Urban Village Zoning

Single Family Zoning	
Village	SF Acres
Downtown	1.00
Capitol Hill/First Hill	0
University Community	0.01
Northgate	4.36
South Lake Union	0
Uptown	0
Ballard	0
Bitter Lake Village	61.81
Fremont	0.00
Lake City	1.29
Mt. Baker/ N. Rainier	95.42
West Seattle Junction	53.23
23rd & Union-Jackson	158.67
Admiral	34.01
Aurora-Licton Springs	82.19
Columbia City	82.33
Crown Hill	106.32
Eastlake	18.70
Green Lake	11.52
Greenwood-Phinney Ridge	0.02
Othello	111.40
Madison-Miller	31.31
Morgan Junction	60.79
North Beacon Hill	39.28
Upper Queen Anne	0
Rainier Beach	59.34
Roosevelt	87.96
South Park	194.65
Wallingford	127.76
Westwood-Highland Park	142.15



Urban Village Frequent Bus Service						
Urban Village	Bus Route Numbers	All Days Entire	M-F Entire	All Days Partial	M-F Partial	Rail
Downtown	10, 12, 120, 13, 131, 150, 2, 21, 255, 26, 28, 3, 358, 36, 4, 40, 41, 43, 49, 5, 522, 545, 550, 66, 673, 674, 7, 70, 71, 72, 73, 8, 98	358, 673, 674, 36, 98	43, 49, 10, 12, 21, 40, 41, 120, 150, 550, 545	7, 2/13 (N), 3/4 (S), 26/28, 131	2 (E), 3/4 (N), 5, 70, 71E/72E/73E, 66, 255, 522 (ST)	Link Light Rail, Sounder
First Hill/ Capitol Hill	10, 12, 2, 3, 4, 43, 49, 8		10, 12, 43, 8, 49	3, 4, 2 (N)	2 (east)	Link Light Rail (Under Construction)
University Community	271, 31, 32, 372, 43, 44, 48, 49, 65, 66, 67, 70, 71, 72, 73, 75	44	43, 48, 49	65, 75	271, 31, 32, 372, 66, 67, 70, 71, 72, 73	Link Light Rail (Under Construction)
Northgate	345, 346, 347, 348, 40, 41, 66, 67, 75		40, 41	75	66, 67, 345, 346, 347, 348	Link Light Rail (Under Construction)
South Lake Union	26, 28, 40, 5, 66, 70, 71, 72, 73, 8, 98	98	40, 8	26, 28	5, 66, 70, 71, 72, 73	
Uptown	13, 2, 3, 32, 4, 5, 674(RR-D), 8	674(RapidRide D)	8	13, 2, 3/4 (S)	32, 3/4 (N), 5	
Ballard	40, 44, 674 (RapidRide D)	44, 674 (Rapid Ride D)	40			
Bitter Lake Village	28, 345, 358 (RapidRide E), 5	358 (RapidRide E)		28	345, 5	
Fremont	26, 28, 31, 32, 40, 5		40	26, 28	31, 32, 5	
Lake City	372, 41, 522, 65, 72, 75		41	65, 75	372, 522, 72	
Mt. Baker-North Rainier	4, 48, 7, 8		48, 8	7, 4 (S)	4 (N)	Link Light Rail
West Seattle Junction	128, 21, 50, 673	673	21		128, 50	
23rd and Union-Jackson	2, 3, 4, 48, 7, 8		48, 8	3/4 (S), 7, 2 (N)	2 (east), 3/4 (N)	
Admiral	128, 50				128, 50	
Aurora-Licton Spring	40, 48	358 (RapidRide E)	40, 48			
Columbia City	50, 7, 8		8	7	50	Link Light Rail
Crown Hill	40, 48, 674	674 (RapidRide D)	40, 48			

Routes on I-5 going through Eastlake and First Hill/Capitol Hill etc. not included in UV count.

Urban Village	Bus Route Numbers	All Days Entire	M-F Entire	All Days Partial	M-F Partial	Rail
Eastlake	66, 70, 71, 72, 73				66, 70, 71, 72, 73	
Green Lake	26, 48		48	26		
Greenwood-Phinney Ridge	28, 48, 5		48	28	5	
Othello (MLK)	36, 50, 8	36	8		50	Link Light Rail
Madison-Miller	48,8,12,43		48,8,12,43			
Morgan Junction	128, 673	673			128	
North Beacon Hill	36	36				Link Light Rail
Upper Queen Anne	13, 2, 3, 4	674 (RapidRide D)		3/4 (S), 2/13 (N)	2 (east), 3/4 (N)	
Rainier Beach	7, 8		8	7		Link Light Rail
Roosevelt	48, 66, 67, 71, 72, 73		48		66, 67, 71, 72, 73	Link Light Rail (Under Construction)
South Park	132			132		
Wallingford	26, 31, 32, 44	44		26	31, 32	
Westwood-Highland Park	120, 128, 21, 673	673	120, 21		128	



Urban Villages with Transit Walkshed Boundary Adjustments														
Village Name	Total Land Area			Population (2010)			Residential Density (HU/acre)		Total Potential Housing Units (2015 Development Capacity Model)			Acres Zoned Single Family		
	Existing	Additional	Total Proposed	Existing	Additional	Total Proposed	Existing	Total Proposed	Existing	Additional	Total Proposed	Existing	Additional	Total Proposed
Ballard	424.63	33.40	458.03	10,078	475	10,553	20.97	19.93	14,741	231	14,972	0.00	24.93	24.93
Fremont	247.19		230.12	3,960		4,126	11.61	12.74	4,584		4,737	0.00		3.99
		7.23	254.42		215	4,175		11.58		166	4,750		3.99	3.99
		24.30	222.89		49	3,911		12.82		13	4,571		0.00	0.00
Mt. Baker/North Rainier	452.79			4,908			5.68		14,735			95.42		
		53.09	505.88		1,015	5,923		6.22		1,386	16,121		46.89	142.31
		63.67	516.46		224	5,132		6.14		1,840	16,575		56.95	152.37
West Seattle Junction	225.80			3,788			18.19		8,801			53.23		53.23
		36.80	262.60		847	4,635		16.62		356	9,157		29.32	82.55
		51.30	277.10		748	4,536		16.62		596	9,397		33.84	87.07
23rd & Union-Jackson	515.23	75.35	590.58	9,468	539	10,007	10.71	9.70	10,315	371	10,686	158.67	14.90	173.57
Columbia City	312.77			3,937			8		6,101			82.33		
		38.97	351.74		778	4,715		7.72		407	6,508		32.44	114.76
		65.06	377.83		1,003	4,940		7.51		565	6,666		58.52	140.85
Crown Hill	172.94	80.80	253.74	2,459	997	3,456	7.49	7.35	2,946	917	3,863	106.32	67.40	173.72
Greenlake	108.63			2,904			18.81		2,836		2,836	11.52		
		6.64	115.27		72	2,976		18.15		55	2,891		4.95	16.47
		13.12	121.75		240	3,144		17.89		169	3,005		9.82	21.34
Othello	374.92			7,267			6.99		7,495			111.41		
		105.27	480.19		1,797	9,064		6.48		585	8,080		105.25	216.66
		132.04	506.96		1,852	9,119		6.46		946	8,441		122.02	233.42
North Beacon Hill	130.61			2,900			11.34		3,505			39.28		
		112.88	243.49		1,082	3,982		9.38		1,086	4,591		101.72	141.00
		98.98	229.59		1,779	4,679		9.53		988	4,493		87.83	127.10
Rainier Beach	236.84			3,583			6.75		6,635			59.34		
		83.90	320.74		675	4,258		5.57		918	7,553		64.10	123.44
		96.46	333.30		663	4,246		5.43		1,193	7,828		70.19	129.53
Roosevelt	158.03	36.05	194.08	2,384	407	2,791	8.62	7.91	4,204	247	4,451	87.96	31.45	119.42
NE 130th	0.00			0			0		0			0.00		
		200.68	200.68		1,622	1,622		5.29		1,356	1,356		181.70	181.70
		227.78	227.78		2,507	2,507		5.14		1,474	1,474		208.80	208.80
<i>Option 1 Grand Totals:</i>	3,360.38	846.76	4,207.14	57,636	10,472	68,108	n/a	n/a	86,898	8,068	94,966	805.48	709.05	1,514.53
<i>Option 2 Grand Totals:</i>	3,360.38	956.93	4,317.31	57,636	11,600	69,236	n/a	n/a	86,898	9,690	96,588	805.48	790.64	1,596.12

Note: In several villages Options 1 and 2 overlap, as represented on the maps with combined color shading, so these amounts cannot be added together as a grand total.

Urban Villages with Land Use Boundary Adjustments											
Village Name	Total Land Area			Population (2010)			(HU/acre)		Acres Zoned Single Family		
	Existing	Additional	Total Proposed	Existing	Additional	Total Proposed	Existing	Total Proposed	Existing	Additional	Total Proposed
Bitter Lake Village	358.70	58.78	417.48	4,273	243	4,516	9.09	7.94	61.81	11.83	73.64
Eastlake	268.18		233.84	5,084		5,276	12.78	15.31	18.70		21.08
		8.79			192					2.39	
		43.13			0					0.01	
Cherry Hill	0.00	174.83	174.83	0	3,646	3,646	0.00	11.04	0.00	75.60	75.60
Lake City	142.26	28.10	170.36	3,899	971	4,870	16.87	14.48	1.29	3.54	4.83
Madison Miller	145.36	51.64	197.00	4,066	974	5,040	20.03	17.92	42.00	7.28	49.28
Northgate	410.69	83.35	494.04	6,369	806	7,175	11.32	9.70	4.37	4.48	8.85
Upper Queen Anne	52.64	64.23	116.87	2,143	922	3,065	28.31	20.79	0.00	28.07	28.07
Uptown	297.33	90.62	387.95	7,300	3388	10,688	23.88	25.68	0.00	15.91	15.91
Grand Totals:	1,675.16	560.34	2,235.50	33,134	11,142	44,276	n/a	n/a	128.17	149.10	277.27



Data Sources

Size, Population, Residential Density, and Growth Capacity

Total Land Area (acres): QGIS 2.8 analysis of Urban Village shapefile from DPD

Total Parcel Acres: Seattle 2035 Development Capacity Report (originally from King County Assessor, 2014)

Population: 2010 Census

Existing Population Density (residents/acre): 2010 Population divided by Total Land Area

Existing Housing Units: DPD Development Capacity Model based on King County Assessor's data, March 2015

Existing Residential Density (HU/acre): Existing HUs divided by Total Land Area

Adjusted HU Growth Capacity: DPD Development Capacity Model (max allowed units), March 2015

Total Potential Housing Units: Existing HUs + Adjusted HU Growth Capacity

Potential Residential Density (HU/acre): Total Potential HU divided by Total Land Area

Housing Unit Growth Target 2015-2035: DPD Comprehensive Plan Amendment 14-15, Urban Village Element

Zoning, Land Use, Employment Density, and Growth Capacity

Existing Employment: Seattle 2035 Development Capacity Report (Washington ESD 2013 employment year)

Existing Employment Density (jobs/acre): Existing employment divided by Total Land Area

Adjusted Employment Growth Capacity: DPD Development Capacity Model, March 2015

Total Potential Employment: Existing Employment + Adjusted Employment Growth Capacity

Total Potential Employment Density (jobs/acre): Total Potential Jobs divided by Total Land Area

Employment Growth Target 2015-2035: DPD Comprehensive Plan Amendment 14-15, Urban Village Element

Acres Zoned Commercial/Mixed Use: Zoning map obtained from DPD, 2015

Acres Zoned Residential/Multi-Family: Zoning map obtained from DPD, 2015

Usable Open Space

Village Open Space within UV (acres): Conservative parks estimate using codes: GN, LE, PF, PG, PK, PP, TR, VP. 2009?

Village Open Space within or Adjacent to UV (acres): Conservative parks estimate using codes: GN, LE, PF, PG, PK, PP, TR, VP. 2009?

VOS acres within UV per 1,000 housing units (HU): VOS within UV divided by Total Land Area

VOS acres within or Adjacent to UV per 1,000 HU: VOS within or Adjacent to UV divided by Total Land Area

Percent Area of Village with a ½ Mile of a Park: Conservative parks estimate using codes: GN, LE, PF, PG, PK, PP, TR, VP. 2009?

Percent of Village HUs within a ½ Mile of a Park: Conservative parks estimate using codes: GN, LE, PF, PG, PK, PP, TR, VP. 2009?

One Village Open Space of at least 10,000 sq. ft.: Seattle Parks Gap Report Update 2011, Appendix B

VOS acres per 10,000 jobs: $VOS\ Acres / (Jobs / 1,000)$



Methodology

Total Potential Employment

Maximum potential employment is needed for calculations related to zoned capacity for jobs density (including UV25.2). This metric is the sum of existing employment data for each UV (from Washington ESD for the 2013 employment year as reported in the March 2015 DPD Development Capacity model run) and an estimate of jobs growth capacity. Jobs growth capacity (“EMPCAP”, data from the March 2015 DPD Development Capacity model run) is summed for all parcels that are undeveloped or redevelopable (RESSTAT is REDEV or VACANT). This estimate was calculated for each UV in QGIS 2.8 using the GroupStats plugin. Existing employment and jobs growth capacity were then added together for each UV to create maximum potential employment.

Note that this is a likely overestimate because it double counts jobs on redevelopable properties, as these properties are included in both existing and estimated jobs data. Additionally, the estimate of jobs growth capacity is based on an assumption for square feet utilization per employee and the error surrounding this estimate is unknown but potentially large.

Total Potential Housing Units

Total Potential Housing Units is needed for calculations related to potential housing density (including UV25.3 and UV29.1). This metric uses two data sources: existing housing units (based on Assessor’s Data, from March 2015 DPD Development Capacity model run) and estimated maximum allowable housing units under the current zoning (ADJRCAP_MAX_FAR_UNITS_CAP, from March 2015 DPD Development Capacity model run). The existing housing unit number is used for currently developed parcels that have not been flagged as redevelopable (RESSTAT *is not* REDEV or VACANT). The estimated maximum allowable housing units is used for undeveloped parcels and parcels that have been flagged as redevelopable (RESSTAT *is* REDEV or VACANT). Sums for each existing and estimated housing units were computed in QGIS 2.8 using the GroupStats plugin and then summed for each UV.

Note: We used maximum allowable housing units under the current zoning (ADJRCAP_MAX_FAR_UNITS_CAP) instead of predictions of the number of housing units that will be built based on observations of developer behavior (ADJRCAP_MAX_FAR_UNITS_CAP). We felt that this better fit the wording of the Urban Village policies (“...can accommodate under current zoning...”).

Housing Unit to Household Conversions

For metrics requiring households instead of housing units, we assumed a 5% vacancy rate of housing units (i.e. $HU * .95 = HH$). This standard was provided by Tom Hauger at Seattle DPD.

Total Land Acres

This metric is required for creating estimates of density. Starting with the Urban Village shape file, the internal divisions within the urban villages were dissolved (on the village integer value, which is the code for the urban village), and where necessary manual removal of rings was done (University Community and Rainier Beach) to simplify the shapes to a single polygon unit. This was necessary because we were not studying any of the subunits, and the shapefile provided by the city/county had the urban villages subdivided.

Population

Population was estimated based on U.S. Census Block data using a simple area rule. The population of all blocks with >50% of the area covered by an UV expansion area was summed to produce a population estimate for the expansion area. Blocks with 50% of their area in the corresponding existing UV were not counted in order to avoid overestimating the population in the expansion area. Note that this method provides an approximation of the population and may over or under estimate the true population of the proposed UV expansion areas.



Methodology

Bus Lines Serving Each Community (<15 Minute Frequency)

The list of bus lines with <15 minute frequency was compiled based on information provided by King County Metro: <http://metro.kingcounty.gov/schedules/frequency.html>. Each line was broadly categorized into four main categories:

The entire route has <15 min frequency at all times, including weekends and evenings.

The entire route has <15 min frequency at some times.

Part of the route has <15 min frequency at all times, including weekends and evenings.

Part of the route has <15 min frequency at some times.

These categories (also shown below) were then used to create the bus transit mapping layer symbology and to evaluate the transit routes and access (including UV25.7 (a), UV29.4).

Entire route

All times:	Link light rail, Rapid Ride (c,d,e), 36, 44, 98 streetcar
7 days daytime	43, 49,
M-Sat Daytime	8, 10, 12, 21, 40, 41, 48, 120, 150, 550 (ST)
M-F business hours only:	245, 545 (ST),

Partial Route

All times:	2/13 (north), 3/4 (south), 7, 26/28, 65/75, 131/132
M-Sat Daytime	2 (east), 3/4 (north), 5, 31/32, 50/128, 70, 71E/72E/73E, 345/346, 347/348
M-F only	66/67, 234/235, 255, 271, 372/522 (ST)



Methodology

Transit Assessments

Assessments of each Urban Villages' connection to different transit networks is required for multiple designation policies (including UV15.2 and .4, UV25.7(a-d), and UV29.4-5). The qualitative methods used for these assessments are described briefly below:

- UV15.2 (“Accessibility to the existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future.”): Urban Centers were evaluated to determine if they were within .5 miles of an existing or future HCT station. HCT stations used include Link Light Rail, C/D/E bus lines, King County Transit Centers, and Sound Transit Express stations.
- Frequent Transit service (including UV25.7(a)): To fulfill the requirement of being served by frequent transit, the UV needed to be served by at least one route with <15 min frequency during business hours M-F (see above). For Urban Village Hubs this route needed to connect with at least one Urban Center, and for Residential Urban Villages it needed to connect with one Urban Center or Hub.
- Bike Facilities (including UV15.4, UV25.7(d), and UV29.5): Bike facilities were evaluated at two time periods. First, as the bike network currently exists and second, assuming full build out of the Bike Management Plan (2035). To be connected via bicycle facilities, the UV needed to be connected by an accessible bike facility (Major Separation, Neighborhood Greenway, or Cycle Track) to at least one other UV of any type. Note that many current connections serve a limited portion of the UV, however future connections are generally quite good. Data is from the bmpu_master.gdb file provided by SDOT.
- Pedestrian Facilities (including UV15.4, UV25.7(d), and UV29.5): ‘Good’ or ‘fair’ quality sidewalks to at least one neighboring UV of any type were needed to fulfill this requirement (data from the V_SIDEWALKS layer in the arcsde_data_DEFAULT.gdb provided by SDOT). Note that many of these assessments are unknown because sidewalk quality outside of the Urban Villages has not been widely assessed, as indicated by the “unknown” sidewalk designation.
- Goods Movement and Arterial Network (including UV25.7(b-c)): To fulfill this requirement, Urban Villages needed to have major arterials connecting to the Interstate/State Highway system present. Data from Seattle’s Street Arterials file hosted by WAGDA 2.0.

