

# Director’s Report and Recommendation

## Pedestrian Zone Proposal

- Proposed designations of Pedestrian Zones
- Proposed changes to Pedestrian Zone Development Standards

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## Proposal Summary

To encourage new and protect existing compact, walkable neighborhood business districts, the Department of Planning and Development (DPD) has reviewed 57<sup>1</sup> neighborhood business districts around the city. In general, DPD proposes that:

- A Pedestrian zone designation be added to or expanded in 39 of the surveyed business districts, and
- Development standards that apply in Pedestrian zones be modified to meet the changing needs of these pedestrian-oriented business districts.

### The Proposed Pedestrian Zone Designations

The Pedestrian zone designation serves to identify neighborhood business districts where active commercial use would be required at street-level. In neighborhood commercial zones outside of these areas a wider range of uses is allowed at street level including a broad range of commercial uses, housing/residential uses and live-work units.

Table 1 shows the land area in the city that would have a Pedestrian zone. Combined with the existing designated areas, there would be approximately 1,000 acres of land with a Pedestrian zone (approximately two percent of the total land area in the city or ~40 percent of land zoned neighborhood commercial).

**Table 1: Land Area & Pedestrian zones**

	<b>Acres</b>	<b>% of City</b>	<b>% of NC Zones</b>
<b>Areas under review</b>	599	1.13%	23.73%
Recommend Yes	372	0.70%	14.74%
Recommend No	227	0.43%	8.99%
<b>Existing P Zone</b>	612	1.15%	24.24%
<b>NC Zones</b>	2,524	4.75%	38.98%

### Modification of Development Standards

DPD proposes the following modifications or additions to development standards for new development in Pedestrian zones:

- Not allow or limit the Design Review departures available in Pedestrian zones for -
  - the amount of street frontage required to be occupied by street-level uses (limit departure requests to not more than a 30 percent reduction);
  - the minimum floor to floor height (departures would not be allowed to this standard); and
  - the façade transparency requirements for all non-residential uses at street level (limit departure requests to not more than a 20 percent reduction).
- Expand the list of allowed street-level uses.
- Clarify the façade transparency requirements to specify that transparent areas must allow views into and out of the street level of the structure.
- Require overhead weather protection for new development along a Principal Pedestrian Street.

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<sup>1</sup> Note: For purposes of the rezone analysis that begins on page 24 of this report, some of the 57 areas were combined into one section (for example, 2 study areas in the Wedgwood neighborhood, north and south, are analyzed together).

- Eliminate waivers to parking requirements for required street-level uses.
- Require, in live-work units, that the work area is oriented towards the main street and extends at least 15 feet into the unit.

Details on these proposed standards are found on page 7 of this report.

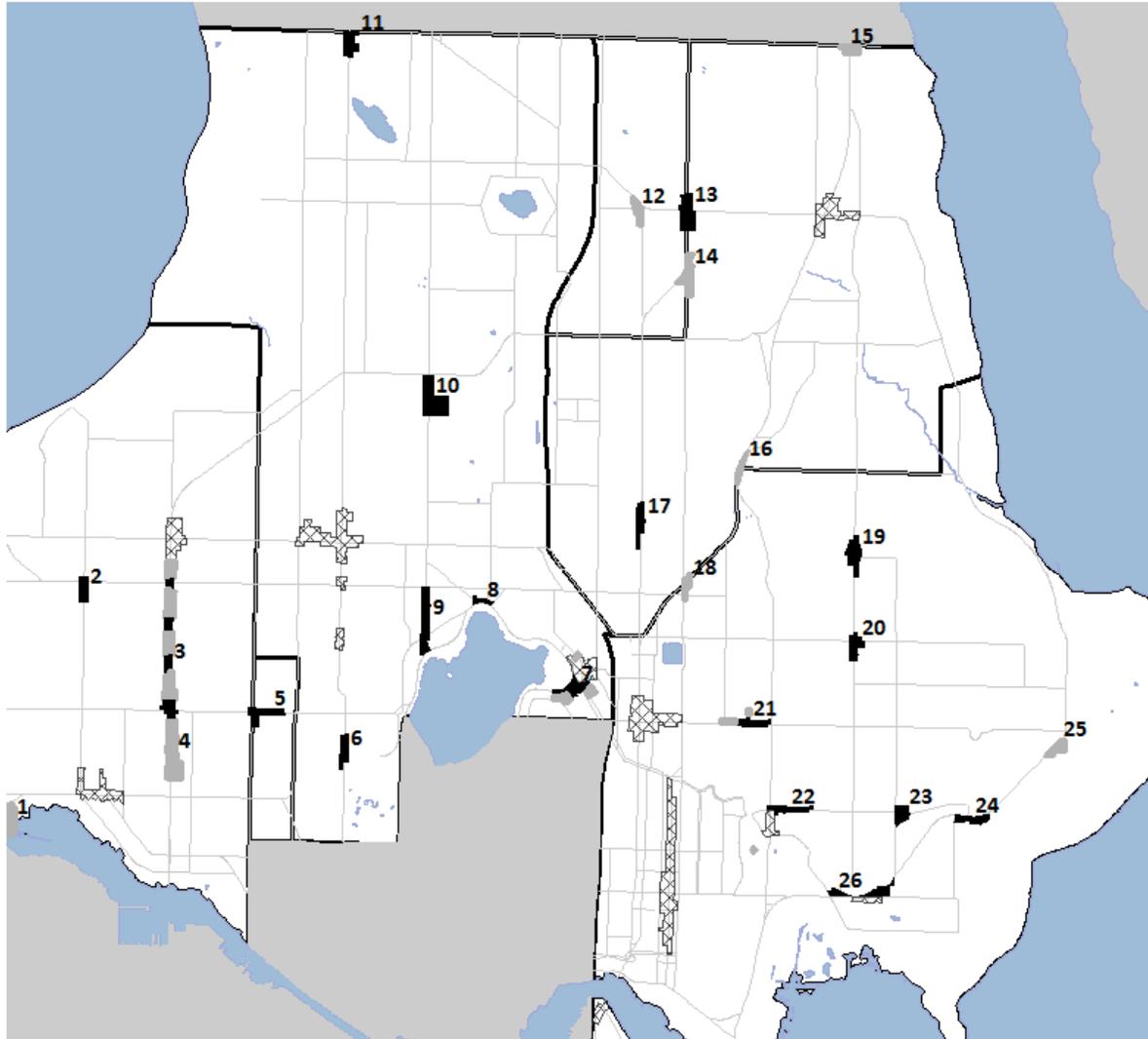
### **Geography of the Study**

In 2012, the City Council adopted legislation allowing more flexibility to locate residential uses at street-level in commercial zones, but made applying this flexibility to the study areas contingent on DPD's completed recommendations for additional Pedestrian zones. This report focuses primarily on the areas identified by Council.

DPD added two additional areas (in the Admiral and Aurora-Licton Spring Urban Villages) zoned Neighborhood Commercial (NC) that are located within urban villages but do not currently contain any Pedestrian zones. The proposal also addresses a gap in the existing Pedestrian zone between the West Seattle Triangle business district and the Alaska Junction business district.

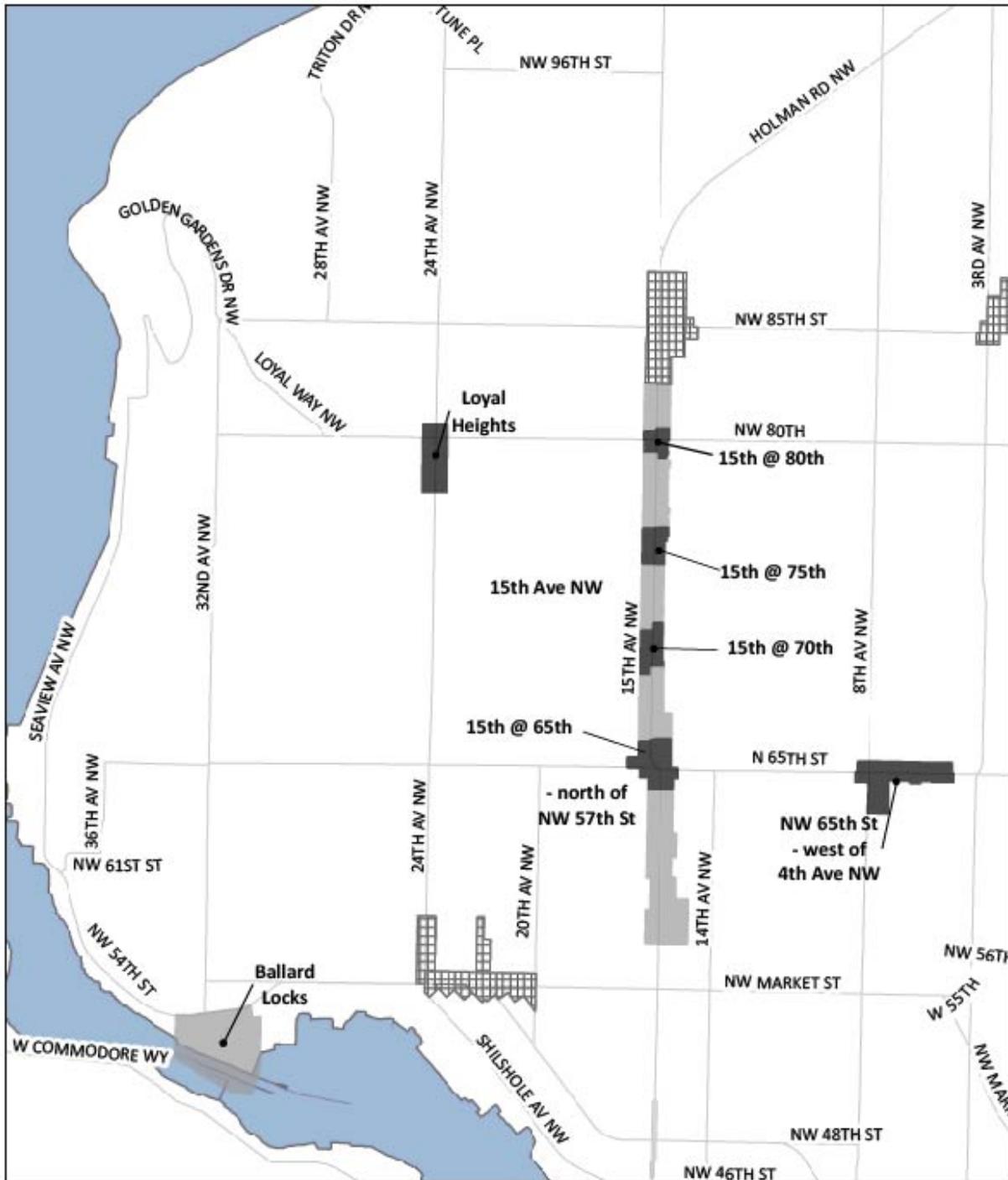
Maps A-C on the following pages identify all areas reviewed as part of this study and provide DPD's proposal for which areas should be designated at this time and which should not. Each map is organized by region with more detailed analysis for each area provided on pages 24-121 of the report.

**Map A: NORTH REGION**



Study Area	Recommend?	Study Area	Recommend?
1 Ballard Locks	No	14 Pinehurst Way	No
2 Loyal Heights	Yes	15 Lake City Way at NE 145th St	No
3 15th Ave NW - S of NW 83rd St	Yes (partial)	16 Lake City Way at NE 96th St	No
4 15th Ave NW - N of NW 57th St	Yes (partial)	17 Maple Leaf (Roosevelt Way)	Yes
5 NW 65th St - W of 4th Ave NW	Yes	18 Lake City Way at NE 80th St	No
6 Phinney Ridge - north of N 58th St	Yes	19 Wedgwood - North	Yes
7 Green Lake	Yes (partial)	20 Wedgwood - South	Yes
8 North Green Lake	Yes	21 Ravenna (NE 65th St)	Yes (partial)
9 Aurora Ave N south of N 80th St	Yes	22 25th Ave NE at NE 55th St	Yes
10 Aurora-Licton Springs	Yes	23 40th Ave NE at NE 55th St	Yes
11 Broadview	Yes	24 Sand Point Way NE at 50th Ave NE	Yes
12 Roosevelt Way NE at NE 125th St	No	25 Sand Point Way NE at NE 63rd St	No
13 15th Ave NE at NE 125th St	Yes	26 Sand Point Way NE at 36th Ave NE	Yes

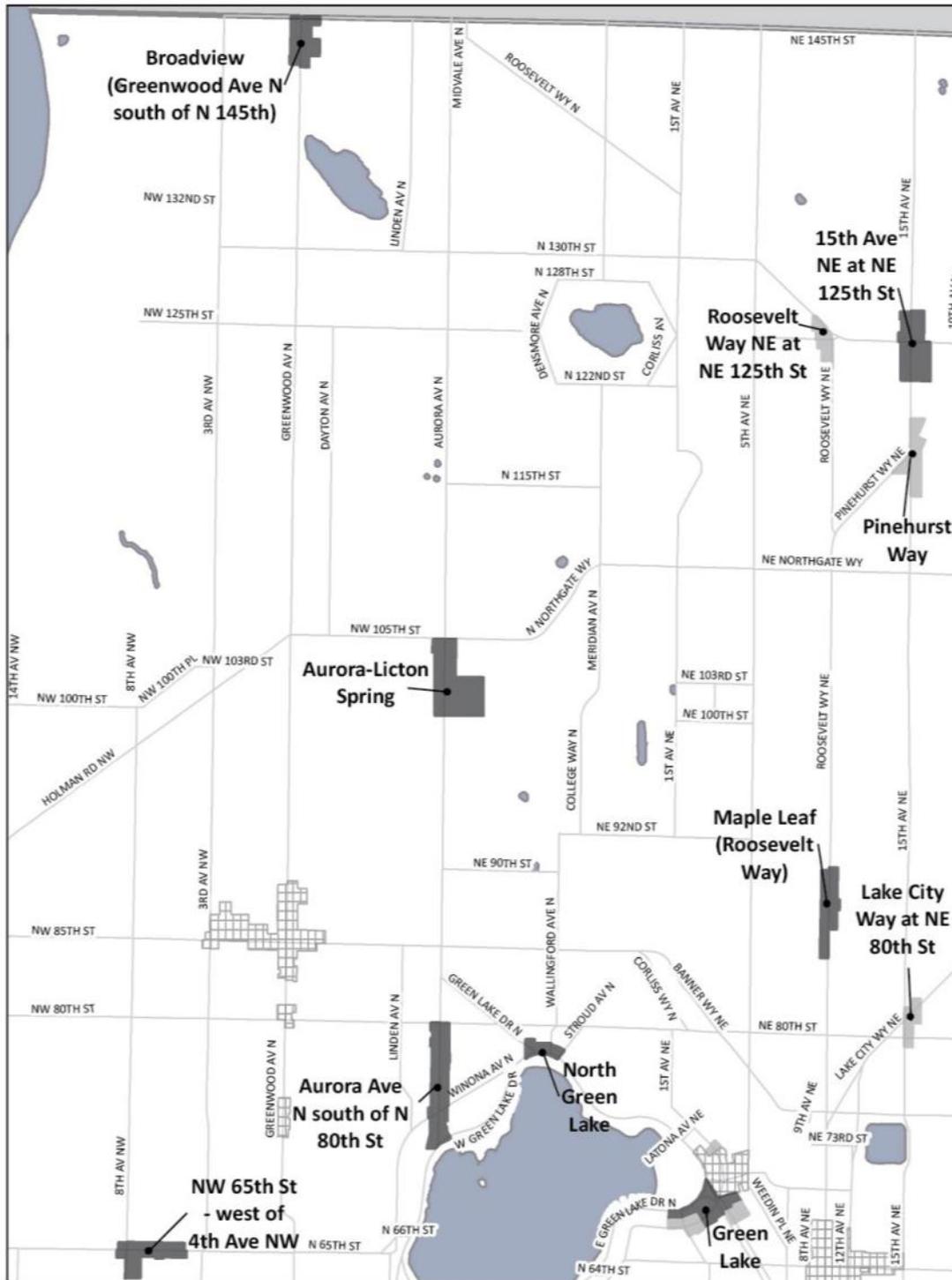
**Map A1: BALLARD**



**Study Areas**

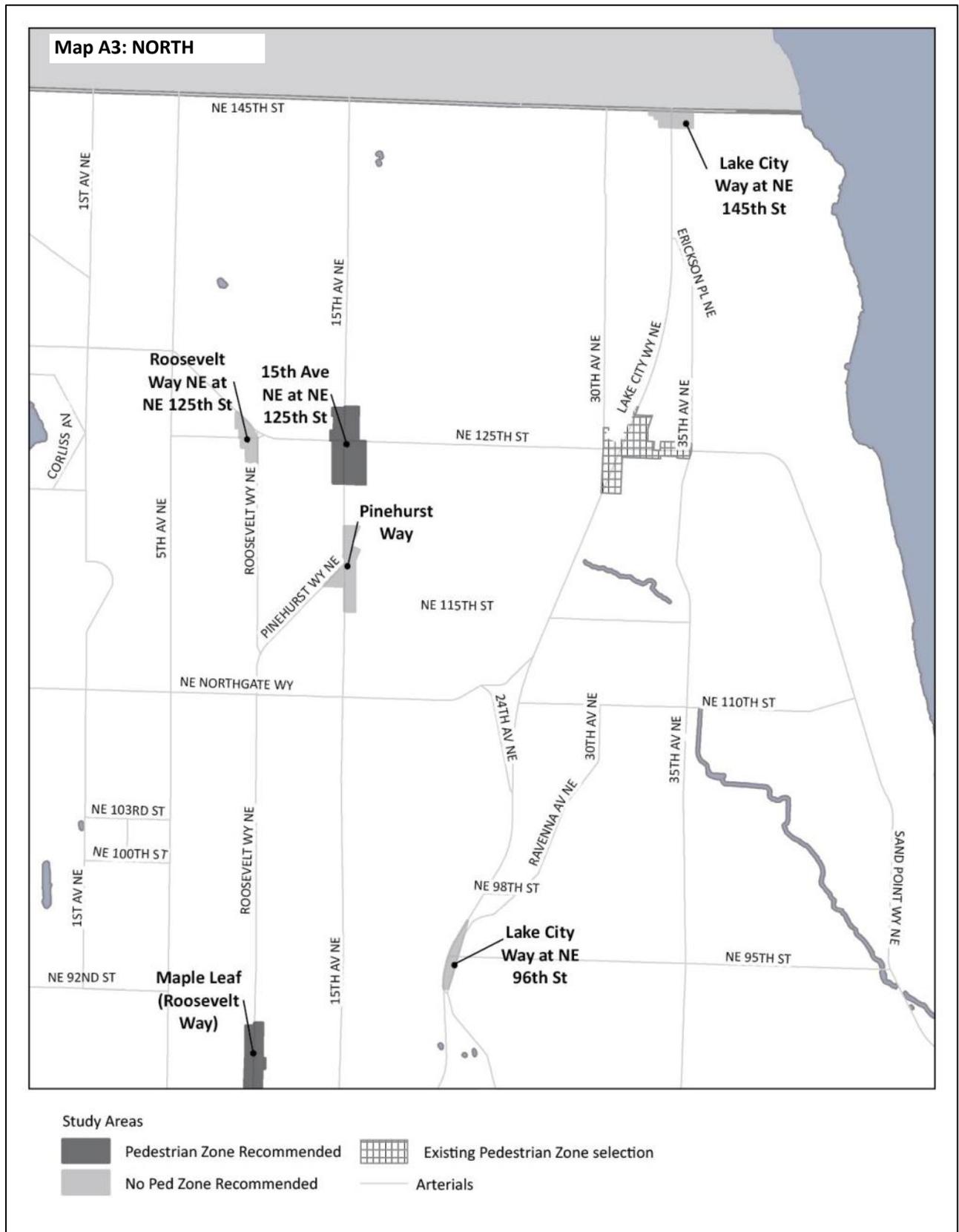
- Pedestrian Zone Recommended
- Existing Pedestrian Zone selection
- No Ped Zone Recommended
- Arterials

**Map A2: NORTHWEST**

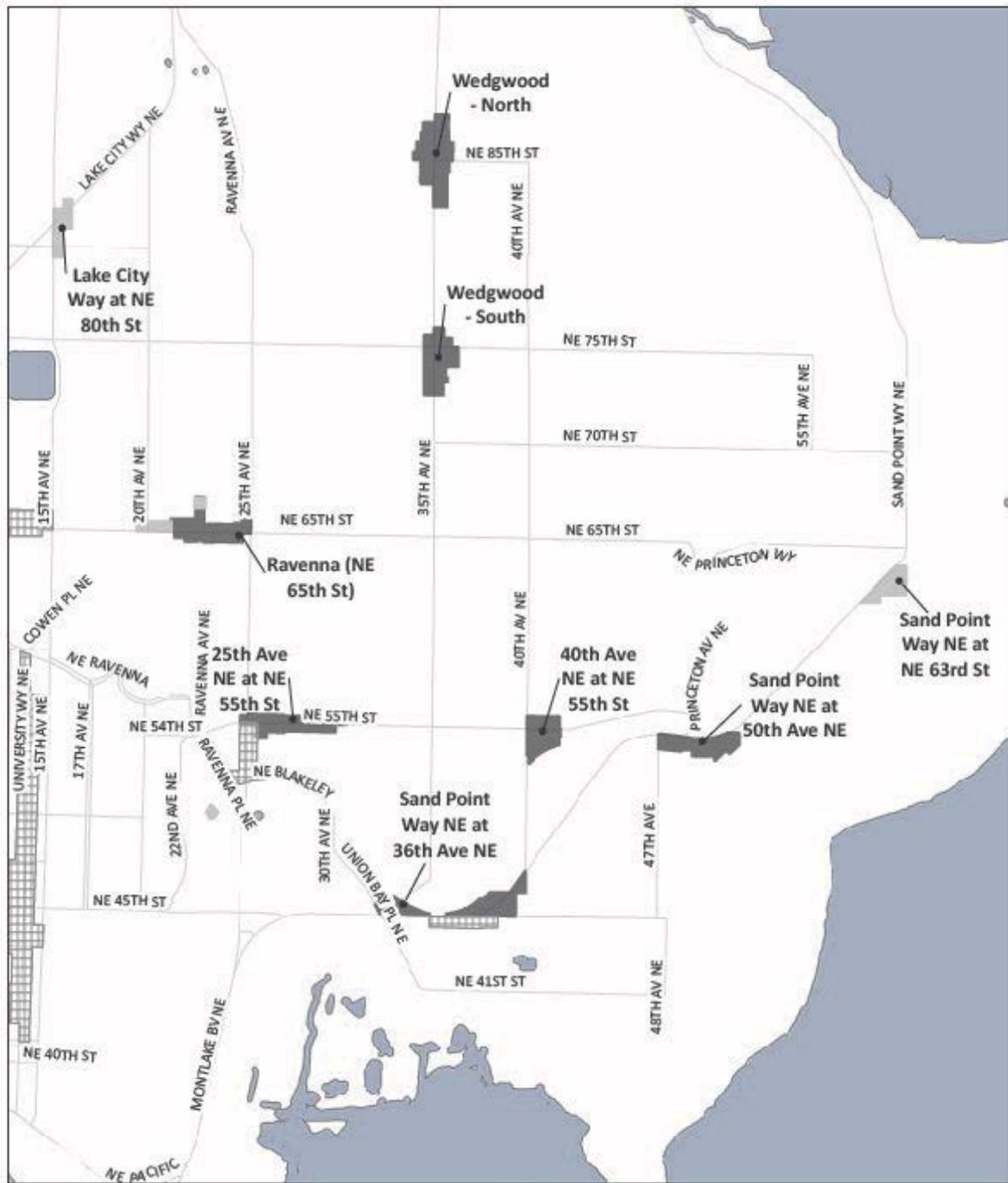


**Study Areas**

- Pedestrian Zone Recommended
- Existing Pedestrian Zone selection
- No Ped Zone Recommended
- Arterials



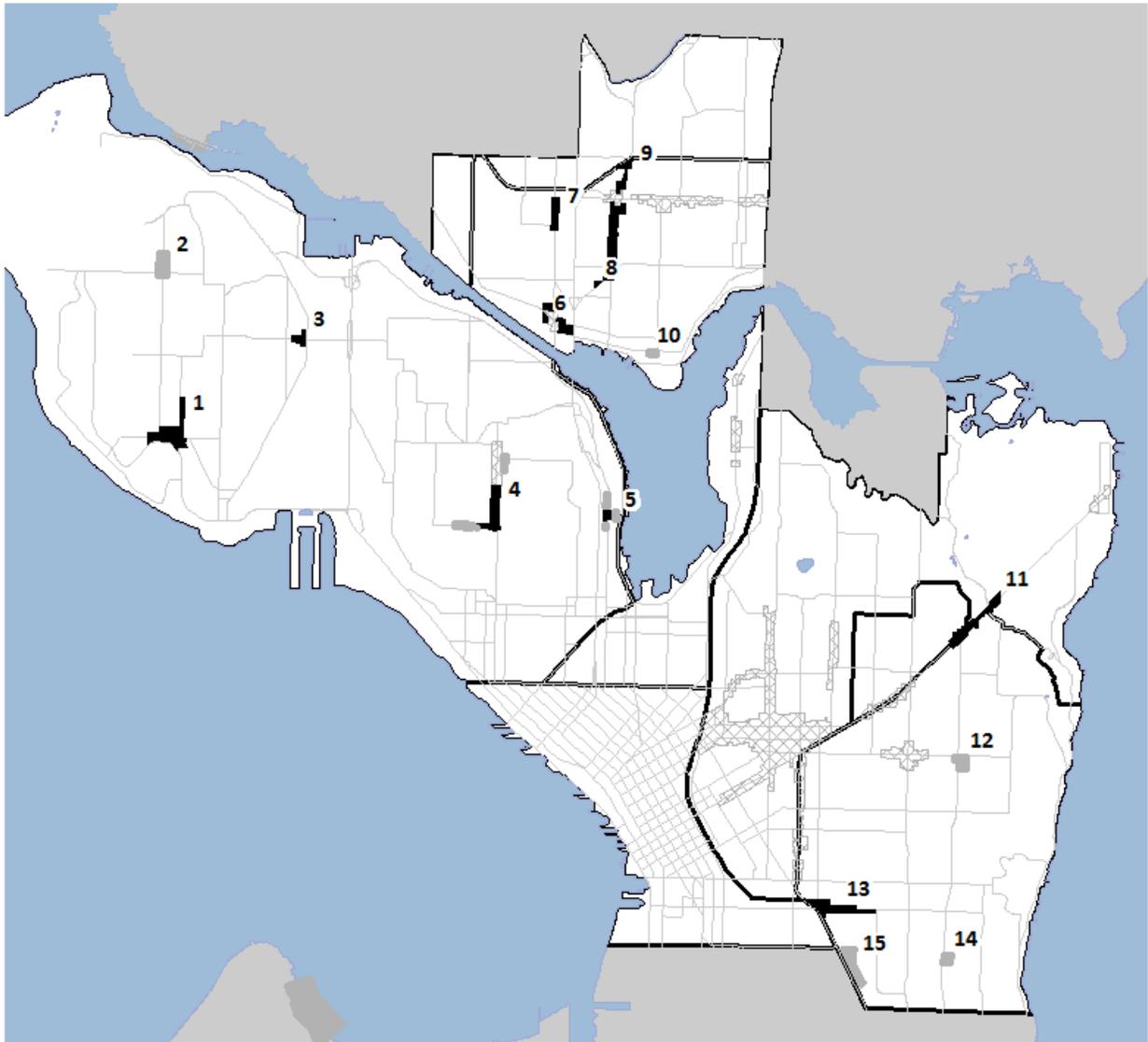
**Map A4: NORTHEAST**



**Study Areas**

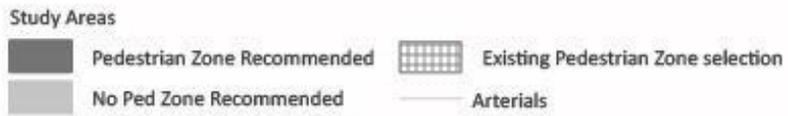
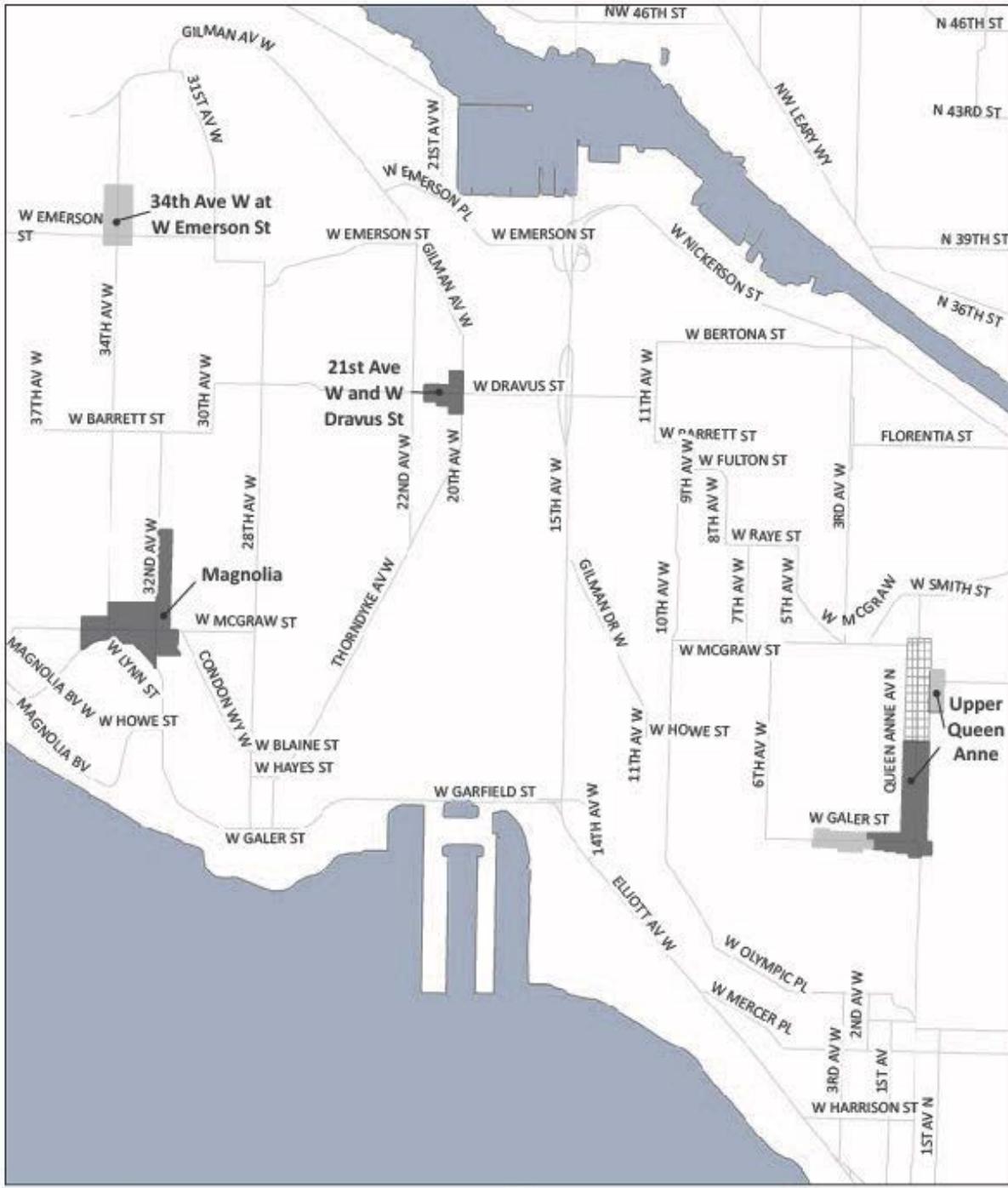
- Pedestrian Zone Recommended
- Existing Pedestrian Zone selection
- No Ped Zone Recommended
- Arterials

**Map B: CENTRAL REGION**

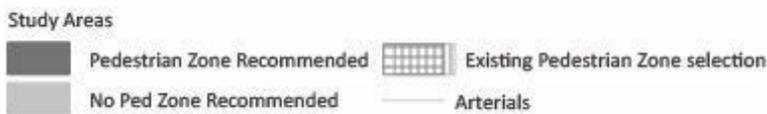
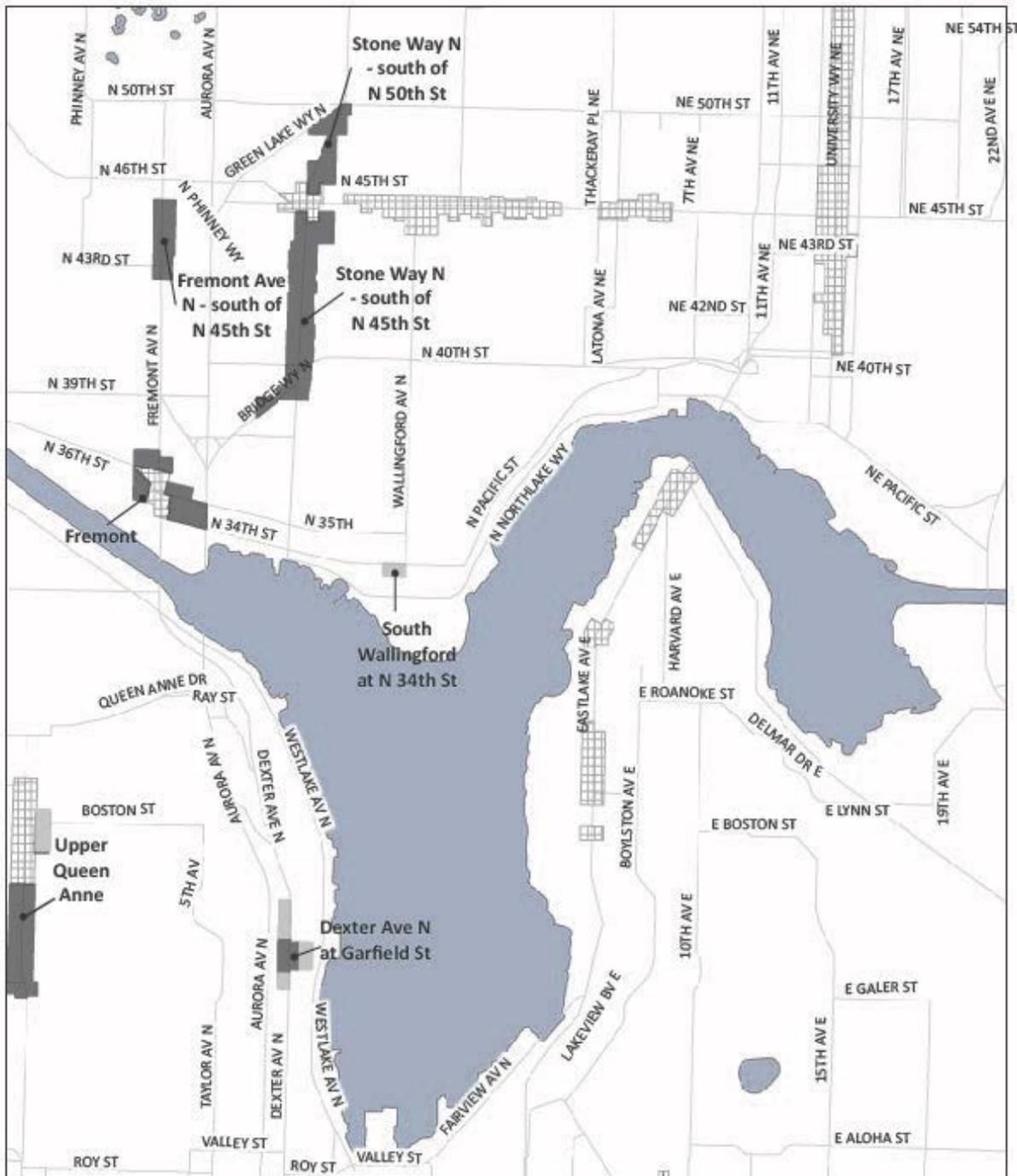


Study Area	Recommend?	Study Area	Recommend?
1 Magnolia	Yes	9 Stone Way N - S of N 45th Street	Yes
2 34th Ave W at W Emerson St	No	10 South Wallingford at N 34th St	No
3 21st Ave W and W Dravus St	Yes	11 E Madison St	Yes
4 Upper Queen Anne	Yes (partial)	12 Martin Luther King Jr Way at E Union St	No
5 Dexter Ave N at Garfield St	Yes (partial)	13 S Jackson St - east of Rainier Ave s	Yes
6 Fremont	Yes	14 M L K Jr Way S at S Dearborn St	No
7 Fremont Ave N - south of N 45th St	Yes	15 Hiawatha Place S at S Dearborn St	No
8 Stone Way N - S of N 50th Street	Yes		

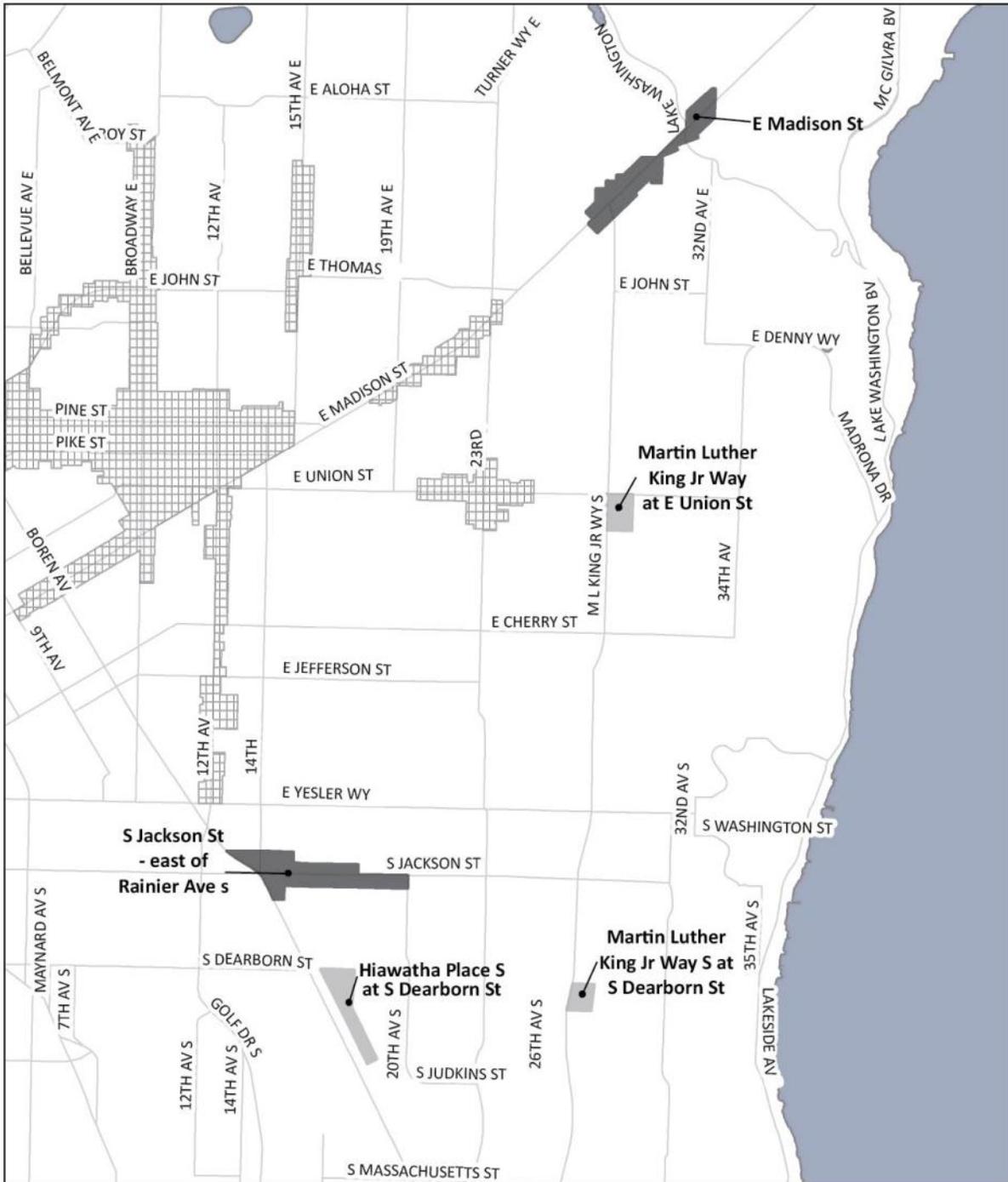
**Map B1: MAGNOLIA / QUEEN ANNE**



**Map B2: LAKE UNION**



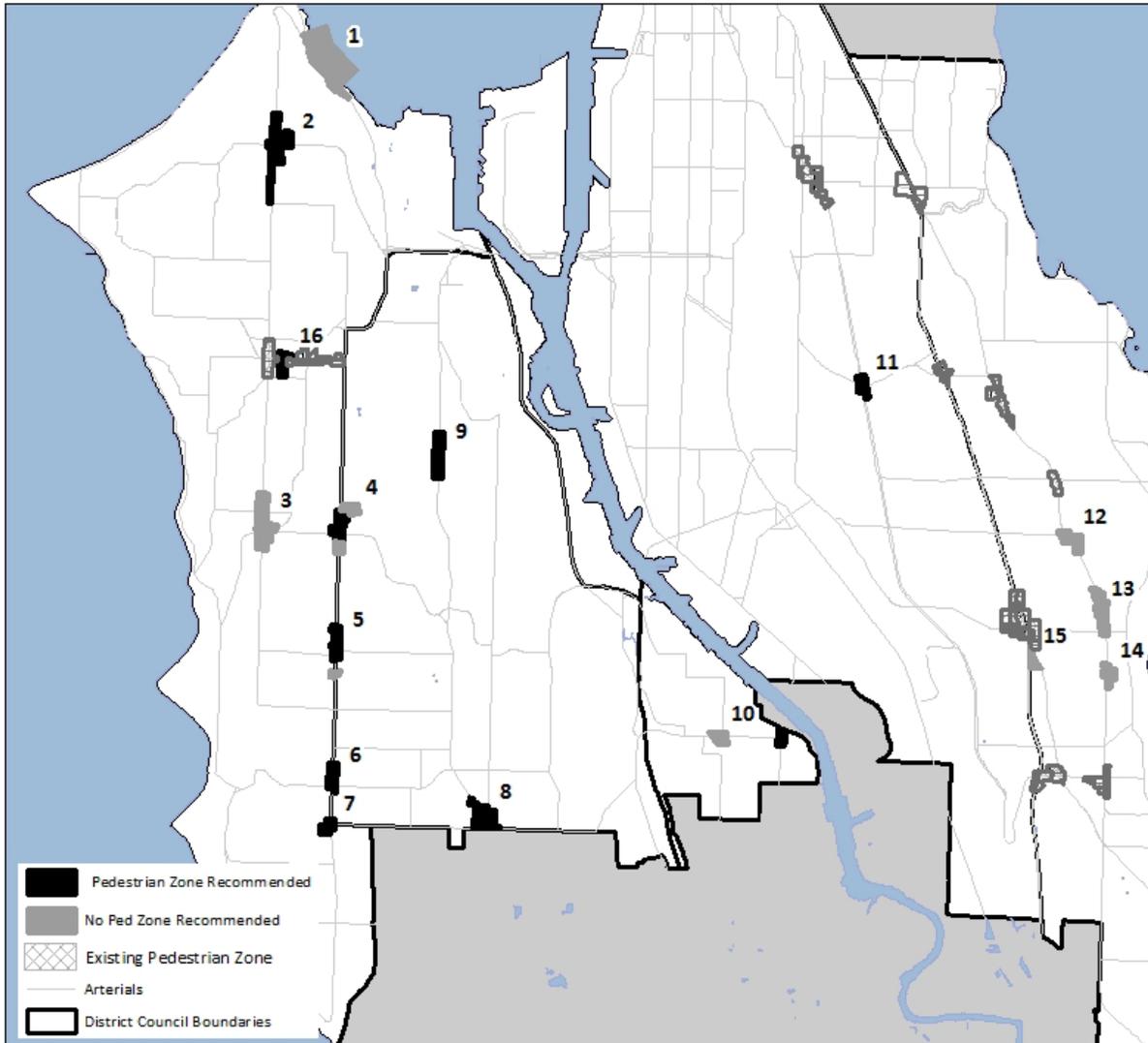
**Map B3: CENTRAL**



**Study Areas**

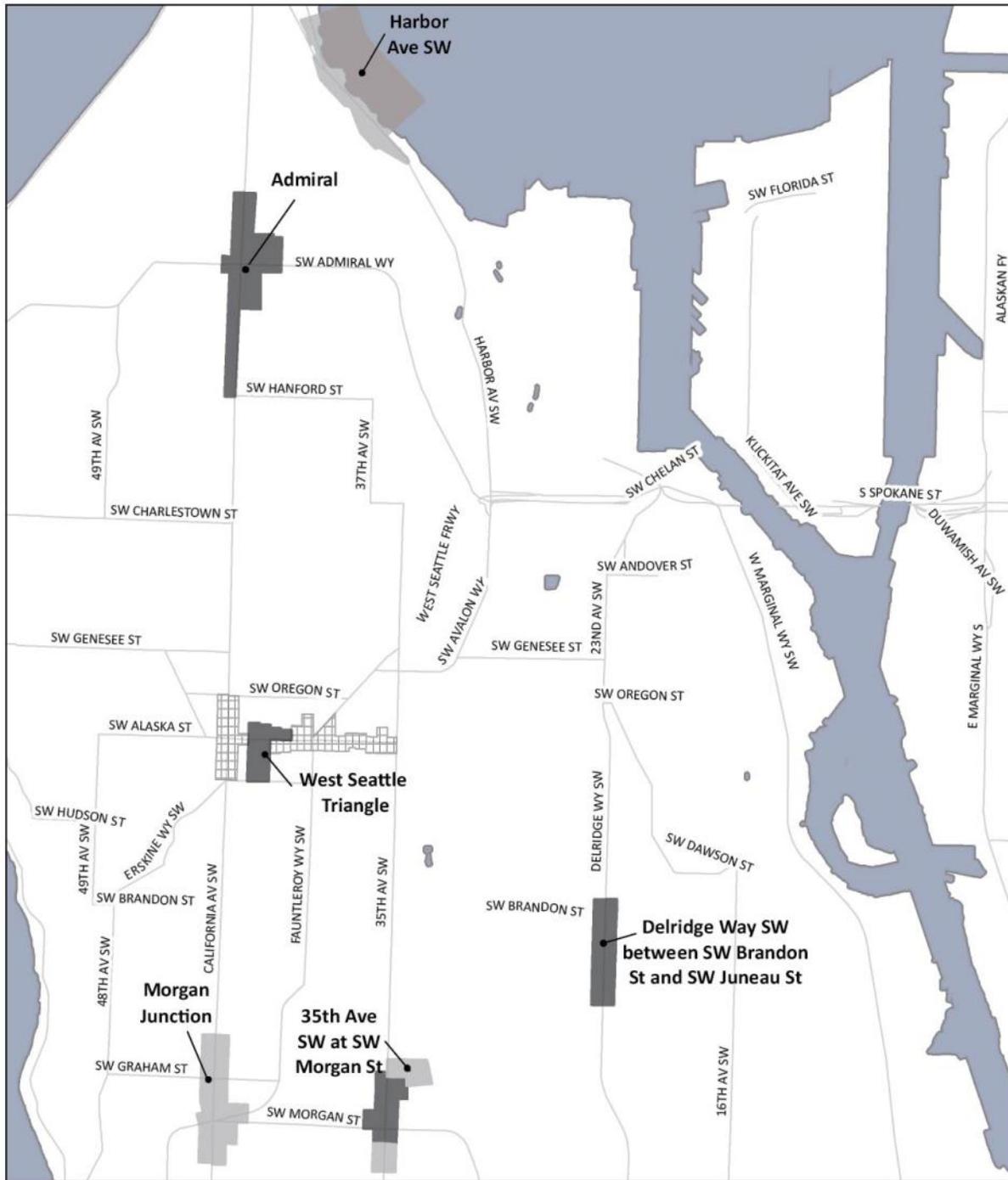
- Pedestrian Zone Recommended
- Existing Pedestrian Zone selection
- No Ped Zone Recommended
- Arterials

**Map C: SOUTH REGION**



1	Harbor Ave SW -N of Fairmount Ave	No	9	Delridge Way SW (SW Brandon & SW Juneau St)	Yes
2	Admiral	Yes	10	South Park	Yes (partial)
3	Morgan Junction	No	11	Beacon Ave S at S Columbian Way	Yes
4	35th Ave SW at SW Morgan St	Yes (partial)	12	Rainier Ave S)S Holden St & S Ker	No
5	35th Ave SW at SW Holden St	Yes (partial)	13	Rainier Ave S at S Graham St	No
6	35th Ave SW at SW Barton St	Yes	14	Rainier Ave S at S Othello St	No
7	35th Ave SW and SW Roxbury St	Yes	15	M L K Jr Way S at S Holden St	No
8	Westwood Park (Delridge Way SW at SW Roxbury St)	Yes	16	West Seattle Triangle	Yes

**Map C1: SOUTHWEST**



**Study Areas**

- Pedestrian Zone Recommended
- Existing Pedestrian Zone selection
- No Ped Zone Recommended
- Arterials





## **Introduction – What is a Pedestrian Zone?**

Neighborhood business districts are often the centers of neighborhoods where neighbors exchange and purchase goods and access services as well as meet for entertainment and recreation. Some of these areas contain a broad range of goods and services in close proximity to each other. Other business districts have developed along arterials where pedestrians may be impacted by automobile noise and traffic, frequent curb cuts across sidewalks for parking access, or lengthy distances between stores and services.

Neighborhood business districts work best when they are compact, made up of well-designed structures with a variety of street-level destinations and are surrounded by a residential community that patronize the businesses. Ideally, all residents would have access to a walkable, neighborhood business district.

The Pedestrian zone identifies the core of a neighborhood business district and protects and promotes active commercial destinations. In commercial zones outside of these areas a wider range of uses is allowed at street level including a broad range of commercial uses, housing and live-work units.

### **Role of the Principal Pedestrian Street**

The Pedestrian zone requirements augment the basic standards and apply along streets that have been identified as Principal Pedestrian Streets. These streets are identified in the Land Use Code. The Principal Pedestrian Street designation applies to private property and does not apply to development of the right-of-way.

### **Existing Street Level Standards in NC Zones**

Pedestrian zones are typically designated in areas zoned neighborhood commercial. The following basic street-level development standards apply to all nonresidential uses in neighborhood commercial zones:

- Facades must be within 10 feet of sidewalk;
- Street-facing façades must include windows covering 60 percent of the street-facing facade for nonresidential uses within 2 and 8 feet above the sidewalk;
- Limit blank portions of street-level facades to 20 feet in length; and
- Space for non-residential uses must meet minimum dimensions (height, width & depth).

Street-level standards that apply along Principal Pedestrian Streets in a Pedestrian zone include:

- Active uses must occupy 80% of street-level façade;
- Drive-ways may not cross the sidewalk, unless it's the only means of access;
- Parking areas must be located to the rear, or within the building (not in front or to the side);
- Parking requirements for required street-level uses are reduced or waived in areas outside of urban centers, urban villages and frequent transit areas that are subject to parking requirements; and
- Businesses with drive-in lanes are prohibited.

## **Background- Pedestrian Mapping**

The 2006 Neighborhood Business District Strategy recognized the importance of Seattle's neighborhood commercial centers and sought to stimulate and enliven them through several changes to the Land Use Code along with future recommended actions. A key recommendation of the 2006 Strategy was to identify, encourage and protect pedestrian-oriented commercial street fronts in neighborhood business districts by evaluating where additional Pedestrian zoned areas are appropriate.

In 2009 the Department of Planning and Development (DPD) began this evaluation under a project titled *Main Street Mapping*. Due to budget and competing priorities, this evaluation was not completed. In 2012, Council adopted legislation allowing more flexibility to locate residential uses at street-level in commercial zones, but delayed applying this flexibility in 60 areas until DPD completed recommendations for additional Pedestrian zones (where active use would be required at street-level).

Six of the 60 areas are included in area planning projects currently underway and were not reviewed as part of this project. These areas are in the following neighborhoods: Uptown (2 identified study areas), Ballard, 23<sup>rd</sup> and Jackson, 15<sup>th</sup> Avenue West (Interbay) and Georgetown.

## Community Engagement

Between December 2013 and summer 2014, DPD conducted an outreach process to inform the recommendations. The process included the following steps:

- **District Council meetings**  
The city is divided into 13 neighborhood districts, each with a District Council that is comprised of representatives from community councils, nonprofit organizations and business districts. DPD attended 12 District Council meetings—all of the districts where there are existing or proposed Pedestrian zones. Because this project evaluated 57 areas for a new Pedestrian zone and considers changes that would affect the approximately 30 existing Pedestrian zones distributed throughout the city, DPD started at the District Council level to get feedback and engage people in the discussion and attended additional meetings when requested. DPD received many public comments and suggestions during these meetings that are reflected in the recommendations.
- **Community Council & Business Districts**  
In addition to the District Council meetings, DPD attended over 20 standing community council and business district meetings to discuss and get feedback on the project. In addition, staff met with individuals and small groups. As above, DPD received many comments and suggestions during these meetings that informed the proposed legislation.
- **Online survey**  
DPD conducted an online survey as another way to get feedback. Over 900 people completed the survey providing detailed commentary on the existing and proposed Pedestrian zone locations and development standards. See the summary of survey responses and comment themes on pages 4-6.
- **Website, social media and list serve**  
DPD posted periodic project updates on the project website and announced outreach in the department's blog and on social media. In December 2013, DPD posted preliminary analysis on the project website and developed an email distribution list to invite people to review those materials. The list was compiled in partnership with the Department of Neighborhoods and the Office of Economic Development that included contacts for local chambers, business groups, District Councils, Community Councils and other community contacts along with individuals who signed up for the list serve on the project website or at a community meeting where DPD presented on the project. Over the course of the engagement process this list grew to over 650 and DPD continues to provide updates and information using this list. Written comments submitted are included in Appendix 1.
- **Seattle Planning Commission**  
DPD briefed the full Commission on February 27, 2014. The Commission provided a letter supporting the project overall with some suggestions for how to improve the pedestrian experience. The letter is in Appendix 1.

- **Pedestrian Advisory Board**

DPD briefed the Pedestrian Advisory Board on April 9, 2014. There was discussion and general agreement that the project supports several of the goals of the Seattle Pedestrian Master Plan to create vibrant communities. The board emphasized the need to keep walkways clear and provide adequate space for other demands (i.e. sidewalk cafes, signs, trees, etc.).

- **Urban Forestry Commission**

DPD briefed the Urban Forestry Commission on March 5, 2014. The commission was generally supportive but expressed concern about requiring overhead weather protection noting that this sometimes comes at the expense of existing or proposed street trees. The Commission also recommended some requirement for trees as part of the Pedestrian zone development standards.

**Survey Summary:**

DPD received over 900 responses to the online survey. On the following pages the survey responses are summarized. Comments related to specific neighborhoods were included in the rezone analysis on pages 22-124 of this report. In general, the responses support the proposed Pedestrian zone designations and the central tenet of the designation to promote pedestrian-oriented destinations in neighborhoods throughout the city. At the same time, concerns were raised about vacant spaces and the need to be more permissive about what uses are permitted at street level, parking impacts, and links to public safety and pedestrian infrastructure.

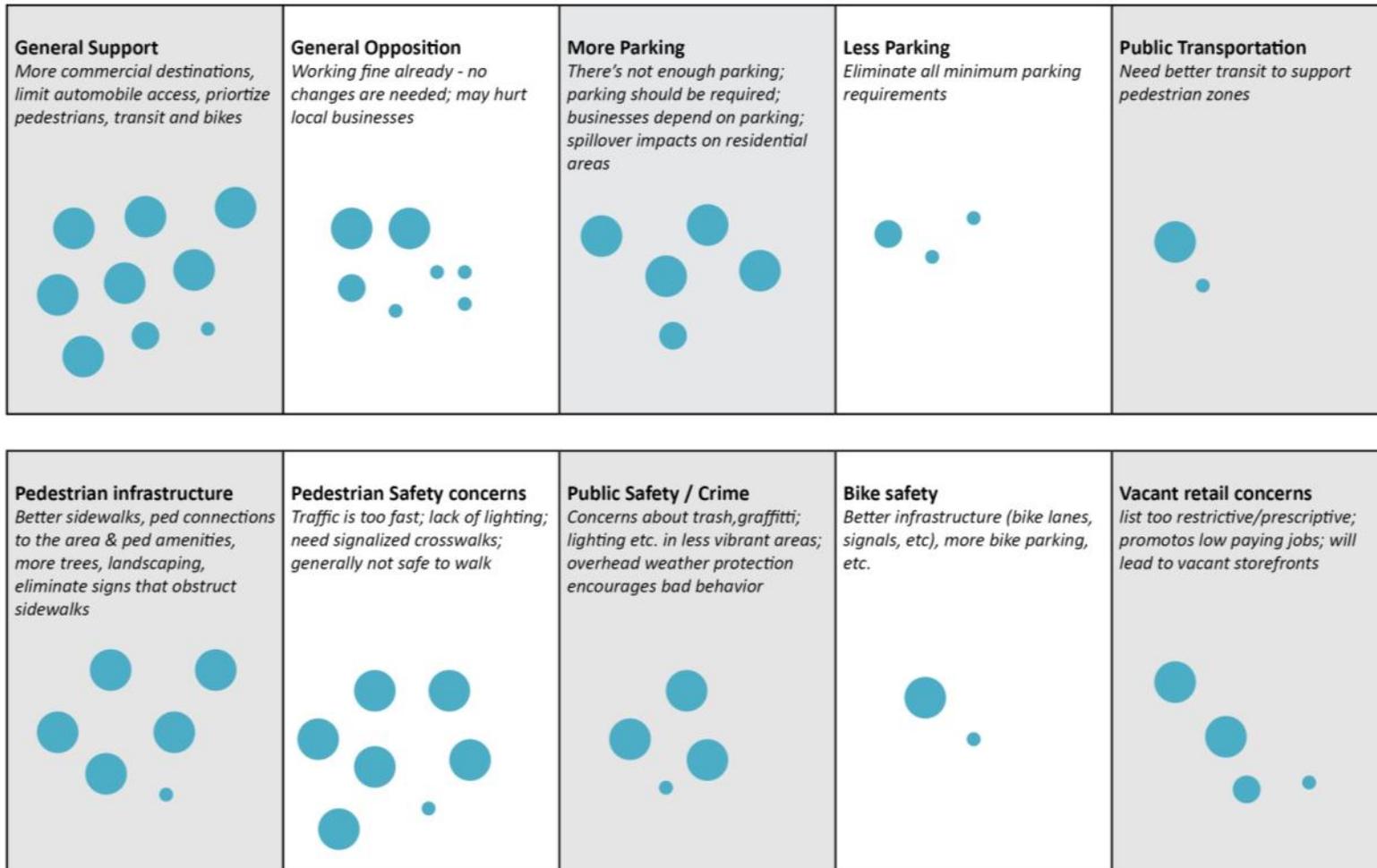
**Pedestrian Zone Mapping Project: Survey Summary**

How would you describe yourself (in terms of the study area)? (check all that apply)	How often do you visit this neighborhood retail area?	Do you feel there is an appropriate balance between commercial and residential uses within the area?																																				
<p>A pie chart showing how respondents describe themselves. The largest category is 'Neighborhood resident' at 88.9%. Other categories include 'Property owner' (29.1%), 'Business owner' (6.5%), 'Visitor' (6.2%), 'Other' (4.3%), and 'Employee' (1.9%).</p> <table border="1"> <tr><th>Category</th><th>Percentage</th></tr> <tr><td>Neighborhood resident</td><td>88.9%</td></tr> <tr><td>Property owner</td><td>29.1%</td></tr> <tr><td>Business owner</td><td>6.5%</td></tr> <tr><td>Visitor</td><td>6.2%</td></tr> <tr><td>Other</td><td>4.3%</td></tr> <tr><td>Employee</td><td>1.9%</td></tr> </table>	Category	Percentage	Neighborhood resident	88.9%	Property owner	29.1%	Business owner	6.5%	Visitor	6.2%	Other	4.3%	Employee	1.9%	<p>A pie chart showing how often respondents visit the neighborhood retail area. The majority, 68%, visit 'Multiple times per week'. Other frequencies include 'Once a week' (15%), 'Twice a month' (7%), 'Once a month' (5%), and 'Less than once a month' (5%).</p> <table border="1"> <tr><th>Frequency</th><th>Percentage</th></tr> <tr><td>Multiple times per week</td><td>68%</td></tr> <tr><td>Once a week</td><td>15%</td></tr> <tr><td>Twice a month</td><td>7%</td></tr> <tr><td>Once a month</td><td>5%</td></tr> <tr><td>Less than once a month</td><td>5%</td></tr> </table>	Frequency	Percentage	Multiple times per week	68%	Once a week	15%	Twice a month	7%	Once a month	5%	Less than once a month	5%	<p>A pie chart showing whether respondents feel there is an appropriate balance between commercial and residential uses. 56% answered 'Yes' and 44% answered 'No'.</p> <table border="1"> <tr><th>Response</th><th>Percentage</th></tr> <tr><td>Yes</td><td>56%</td></tr> <tr><td>No</td><td>44%</td></tr> </table>	Response	Percentage	Yes	56%	No	44%				
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No	44%																																					
<p>Uses should be prohibited that do not contribute to the desired pedestrian-oriented setting:</p>	<p>Active commercial uses should be required at the street level on key streets and some side streets</p>	<p>In areas that have a minimum off-street parking requirement, some reduction in the number of parking spaces should be available to encourage businesses to move into the area.</p>																																				
<p>A pie chart showing agreement with the statement that certain uses should be prohibited. 46% 'Strongly Agree', 20% 'Agree', 12% are 'Neutral', 9% 'Disagree', and 13% 'Strongly Disagree'.</p> <table border="1"> <tr><th>Agreement Level</th><th>Percentage</th></tr> <tr><td>Strongly Agree</td><td>46%</td></tr> <tr><td>Agree</td><td>20%</td></tr> <tr><td>Neutral</td><td>12%</td></tr> <tr><td>Disagree</td><td>9%</td></tr> <tr><td>Strongly Disagree</td><td>13%</td></tr> </table>	Agreement Level	Percentage	Strongly Agree	46%	Agree	20%	Neutral	12%	Disagree	9%	Strongly Disagree	13%	<p>A pie chart showing agreement with the statement that active commercial uses should be required. 49% 'Strongly Agree', 24% 'Agree', 11% are 'Neutral', 6% 'Disagree', and 10% 'Strongly Disagree'.</p> <table border="1"> <tr><th>Agreement Level</th><th>Percentage</th></tr> <tr><td>Strongly Agree</td><td>49%</td></tr> <tr><td>Agree</td><td>24%</td></tr> <tr><td>Neutral</td><td>11%</td></tr> <tr><td>Disagree</td><td>6%</td></tr> <tr><td>Strongly Disagree</td><td>10%</td></tr> </table>	Agreement Level	Percentage	Strongly Agree	49%	Agree	24%	Neutral	11%	Disagree	6%	Strongly Disagree	10%	<p>A pie chart showing agreement with the statement about parking reduction. 27% 'Strongly Agree', 25% 'Agree', 18% are 'Neutral', 11% 'Disagree', and 19% 'Strongly Disagree'.</p> <table border="1"> <tr><th>Agreement Level</th><th>Percentage</th></tr> <tr><td>Strongly Agree</td><td>27%</td></tr> <tr><td>Agree</td><td>25%</td></tr> <tr><td>Neutral</td><td>18%</td></tr> <tr><td>Disagree</td><td>11%</td></tr> <tr><td>Strongly Disagree</td><td>19%</td></tr> </table>	Agreement Level	Percentage	Strongly Agree	27%	Agree	25%	Neutral	18%	Disagree	11%	Strongly Disagree	19%
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Strongly Disagree	19%																																					

**Pedestrian Zone Mapping Project: Survey Summary**

<p>Require all new buildings in pedestrian zones to provide overhead weather protection along main streets.</p>	<p>Prohibit businesses with drive-in lanes on the periphery of pedestrian zones (not just in the pedestrian zone itself).</p>	<p>Require wider than average sidewalks in pedestrian zones even if the extra width comes from the adjacent properties.</p>																																				
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**Pedestrian Zone Mapping Project: Survey - comment themes**



 Represents 10 Comments  
  Represents 5 Comments  
  Represents 1 Comment

## Proposed Land Use Code Amendments to Pedestrian zone Development Standards

DPD analyzed changes to the existing Pedestrian zone standards and additional standards for application in Pedestrian zones. This section provides an overview of existing Pedestrian zone standards and DPD’s proposed modifications or additions to those standards.

### Active street-level use requirements

Uses that occupy the storefronts of new development along a street are among the most critical elements of a pedestrian-oriented business district. In a Pedestrian zone, ground floor space facing the main street of the business district must cater to pedestrians, with uses such as retail, medical offices and banks. Some uses that are otherwise allowed, such as residential and live-work units, are restricted to 20 percent of the building façade at the street level when facing a Principal Pedestrian Street. In addition, drive-in businesses are not allowed.

The intent is to prohibit uses at street-level that disrupt the retail character of the street, that discourage customers from walking from shop to shop and that may lead to car/pedestrian conflicts. Table 2 summarizes the uses that are currently permitted or prohibited at street-level along a Principal Pedestrian Street.

**Table 2: Street-level uses in Pedestrian zones**

Required Uses at street level along a Principal Pedestrian Street		Prohibited Uses at street level along a Principal Pedestrian Street
General sales and services	Community club or centers	Residential use and live-work (limited to 20% of frontage)
Major durables retail sales	Religious facility	
Eating and drinking	Library, Elementary or secondary school	Gas stations and other businesses with drive-in lanes (prohibited anywhere in a Pedestrian zone)
Lodging	Parks and open space	
Theaters & spectator sports	Arts facilities (in Pike/Pine)	Surface parking (prohibited as the principal use anywhere in a Pedestrian zone)
Indoor sports and recreation	Automotive retail sales and service (in an existing structure in Pike/Pine)	
Medical services		
Rail transit facilities		
Museum		

All neighborhood-commercial areas are intended to be pedestrian-oriented mixed-use commercial districts. However, the Pedestrian designation promotes the greatest level of pedestrian access to goods and services in a neighborhood by requiring a mix of active commercial uses along the main streets. Over the years the nature of the retail and service market has changed, with many retail needs being met by ecommerce, while other businesses, once considered less pedestrian-oriented, are now more attractive and desired within neighborhoods, such as small craft producers or store front-lawyers and architects.

As DPD engaged in conversations with the community about adding Pedestrian zones to neighborhood-business districts around the city, many people expressed support for requiring street-level commercial uses to provide goods and services to the neighborhood. Other people expressed concern that the existing mix of uses is too limited and may lead to vacant storefronts.

Some neighborhood business districts may take time to mature to the point that street-level uses can be sustained. When they do, however, demand can change and sometimes one or two new businesses can transform a small district. With that in mind, DPD reviewed the use regulations in Pedestrian zones and proposes to allow a broader range of uses. Table 3 outlines the proposed new uses to be added to the list of permitted uses at street level. These businesses would have to comply with the pedestrian-oriented development standards for any non-residential uses, such as transparency (windows) and height and depth provisions.

**Table 3: Proposed additions to street-level uses in Pedestrian zones**

Additional Uses recommended at street-level	Rationale	Definition (SMC Ch. 23.84A – DEFINITIONS)
<b>AGRICULTURAL USES</b>		
<ul style="list-style-type: none"> <li>Community garden</li> </ul>	Parks and open space are already permitted in a Pedestrian zone. Outdoor community gardens can add similar vibrancy and opportunities for social interactions in a community.	"Community garden" means a use in which land managed by a public or nonprofit organization, or a group of individuals, is used to grow plants and harvest food or ornamental crops from them for donation or for use by those cultivating the land and their households.
<b>COMMERCIAL USES</b>		
Food processing and craft work	Small food processing and craft uses often provide interesting activity and jobs in a business district. In NC1-NC3 zones, these uses are limited to a maximum size of 10,000 – 25,000 square feet.	"Food processing and craft work" means a commercial use in which food items and craft work are produced without the use of a mechanized assembly line and includes but is not limited to the following: <ol style="list-style-type: none"> <li>"Custom and craft work"</li> <li>"Food processing"</li> </ol>
Offices	Office uses have traditionally been thought of as less active at the street level. However, new storefront style office uses, such as small architecture firms and lawyers, provide services and activity that neighborhoods have requested. DPD proposes allowing office uses but with a limit on the size (limiting the width of the frontage along the main street) to ensure that larger, less active,	"Office" means a commercial use that provides administrative or professional services to individuals, businesses, institutions and/or government agencies primarily by phone or mail, by going to the customer's home or place of business, or on the premises by appointment; or in which customers are limited to holders of business licenses, but not including facilities where medical services are provided or customer service offices. Examples of services provided include general contracting, janitorial and housecleaning services; legal, architectural, and data

<b>Additional Uses recommended at street-level</b>	<b>Rationale</b>	<b>Definition (SMC Ch. 23.84A – DEFINITIONS)</b>
	office spaces do not dominate the street frontage.	processing; broadcasting companies, administrative offices of businesses, unions or charitable organizations; and wholesalers and manufacturer's representatives' offices.
<b>Sales and Services, heavy</b> <ul style="list-style-type: none"> <li>• Retail sales and services, non-household</li> </ul>	As with other uses described above, this category can provide complimentary services to surrounding uses and, if all development standards are met, can operate similar to general retail sales and service uses.	"Retail sales and services, Non-household" means a heavy sales and service use in which goods and services are provided primarily for businesses, institutions and/or government agencies, rather than for households. Examples include but are not limited to business support services, and the sale of office or restaurant supplies. Examples of business support services include but are not limited to blueprint companies, medical laboratories, merchant banks, assaying services and microfilming and copying services.
<b>INSTITUTION USES</b>		
<ul style="list-style-type: none"> <li>• Adult care center</li> <li>• Childcare center<sup>2</sup></li> <li>• College / University</li> <li>• Family support center</li> <li>• Institute for advanced study</li> <li>• Private club</li> <li>• School, vocational or fine arts</li> <li>• Arts facility</li> </ul>	Several institutional uses are permitted in a Pedestrian zone today, including community centers, museums and libraries. Expanding this list will allow a variety of uses and activities to provide interest and draw people to business districts and provide services to the neighborhood.	"Institution" means structure(s) and related grounds used by organizations for the provision of educational, medical, cultural, social and/or recreational services to the community..."
The following use would not be permitted at street level along a principal pedestrian street:		
<ul style="list-style-type: none"> <li style="width: 50%;">• Agricultural uses, except community gardens</li> <li style="width: 50%;">• Hospitals</li> <li style="width: 50%;">• Automotive retail sales and services, except in the Pike/Pine Conservation District</li> <li style="width: 50%;">• Live-work units</li> <li style="width: 50%;">• Entertainment uses, except for Indoor sports and recreation and theaters and spectator sports facilities</li> <li style="width: 50%;">• Major Institutions</li> <li style="width: 50%;">• Heavy commercial sales and services</li> <li style="width: 50%;">• Research and development laboratories</li> <li style="width: 50%;">• Residential uses</li> </ul>		

<sup>2</sup> In addition to the rationale described above, allowing childcare centers at the street level could be helpful for preschool providers as they form or expand to take advantage of the Seattle Preschool Program.

## **Design Review Departures in a Pedestrian zone**

DPD recognizes that allowing a broader range of uses at the street level will help building owners to be less susceptible to vacancies. At the same time, in order to ensure that a range of active-commercial uses can be accommodated in those spaces, development standards intended to create spaces that accommodate active store-fronts will help ensure that those spaces are designed for a variety of commercial uses and can transition over time.

DPD proposes removing the available Design Review departure from the floor to ceiling height requirement and limiting departures to transparency requirements in a Pedestrian zone. If a departure is granted to allow, for example, more residential uses at the street-level, the space could, over time, transition back to active-commercial space. In addition, DPD proposes limiting the availability of departures that would allow residential uses to exceed 20 percent of street level to not more than 50 percent of street level. This will allow some flexibility for projects that may require additional frontage for residential lobbies or amenities balanced with the desire for the continuity of the commercial street.

In addition, DPD proposes a change to Subsection 23.47A.008.F that allows a project that is not subject to design review to request flexibility to the street-level use standards. The proposal would change the term “departures” as used in this subsection to “exception” to avoid confusion with the departure process under Design Review and clarify that Type I decisions to modify street-level requirements are subject to review for consistency with previous design review decisions on the site. It would also apply the same limitations described above to the flexibility that can be granted in a Pedestrian zone.

## **Live-work units**

Standards for live-work units at street level have emerged as an issue with differing opinions about how or if this type of use contributes positively to a business district. Live-work units do not always provide neighborhood-serving uses that contribute to a vibrant, continuous commercial street front. DPD has heard concerns about the performance of live-work units both within a Pedestrian zone and in commercial areas outside of a Pedestrian zone. On the other-hand, in business districts that are not yet bustling commercial nodes, developers have proposed live-work as a workable compromise.

Live-work units are not currently identified as an active-commercial use in a Pedestrian zone and cannot occupy more than 20 percent of the width of a structures street-facing façade unless a departure is granted. DPD proposes adding a development standard for live-work units to go further to help ensure that the work portion of the unit contributes to a commercial street-front by requiring that the work area is:

- oriented towards the main street,
- extends the width of the unit’s street-front
- extends at least 15 feet into the unit; and
- does not contain any of the primary features of the residential (live) portion of the live-work unit, such as kitchen, bathroom, sleeping or laundry facilities.

### Parking Requirements

The Land Use Code identifies the minimum number of parking spaces required based on the type and size of a use. In the 1980's parking waivers specific to areas in a Pedestrian zone were introduced in order to encourage businesses to locate in the area and facilitate business turn-over. Table 4 compares the minimum off-street parking requirements for commercial uses in a Pedestrian zone to commercial uses in NC Zones outside of a Pedestrian zone.

**Table 4: Comparison of Parking Requirements in Pedestrian and Neighborhood Commercial Zones.**

	Pedestrian Zone	Neighborhood Commercial
General sales and service uses	No parking required for the first 4,000 sq. ft. of each retail business establishment in NC1 zone	No parking required for first 1,500 sq. ft., thereafter 1 space for each 500 sq. ft.  For example, a 5,000 sq. ft. general sales business in a NC2 zone would need to provide 7 spaces, while the same business in a P Zone would not have to provide any parking
Medical service Uses		
Lodging uses	No parking required for the first 5,000 sq. ft. of each retail business establishment in NC2 and NC3 zones	No parking required for first 1,500 sq. ft., thereafter 1 space for each 4 rooms
Entertainment uses (except motion picture theaters)		No parking required for first 1,500 sq. ft., thereafter 1 space for each 8 fixed seats or 1 space for each 100 sq. ft. of public assembly area not containing fixed seats
Motion picture theaters	Parking waived for first 150 seats, maximum waiver 300 seats	No parking required for first 1,500 sq. ft., thereafter 1 space for each 8 fixed seats or 1 space for each 100 sq. ft. of public assembly area not containing fixed seats
Eating and drinking establishments	Parking waived for first 2,500 sq. ft. up to a maximum waiver of 5,000 sq. ft.	No parking required for first 1,500 sq. ft., thereafter 1 space for each 250 sq. ft.  For example, a 5,000 sq. ft. restaurant in an NC zone would need to provide 14 spaces while the same restaurant in a Pedestrian zone <i>may</i> have all parking waived if they meet the criteria.

These waivers were introduced at a time when the citywide minimum parking requirements were higher and prior to changes to reduce or eliminate minimum parking requirements in urban centers, urban villages and light rail station areas.

2006 - Commercial Code (Neighborhood Business District Strategy) changes to parking:

- Reduction to minimum parking requirements throughout commercial areas.
- Minimum parking requirements were eliminated in urban centers and station areas.
- Parking waivers were introduced for all nonresidential uses.
- Parking requirements were waived up to 20 spaces for businesses locating in an existing business.

### 2012 - Additional changes to parking in the Commercial Code:

- Extended the no-minimum parking requirements to non-residential uses in urban villages where frequent transit service is available within a quarter mile.
- Eliminated minimum parking requirements for non-residential uses, except hospitals, in urban centers, and urban villages that have frequent transit service.
- Reduced minimum parking requirements up to 50 percent for development on properties outside of urban centers and villages where there is frequent transit service within a quarter mile.

### DPD is proposing to eliminate parking waivers specific to Pedestrian zones.

Since parking waivers specific to Pedestrian zones were first adopted, the city has taken steps to implement a citywide approach to minimum parking requirements that implement Comprehensive Plan goals and the urban village strategy. In order to facilitate business turn-over, businesses would have access to a reduction of up to 20 required parking spaces for a new or change of use in an existing building, or an expansion of an existing use in an existing building. Further, this project is the first time that the Pedestrian zone will be used extensively outside of urban centers and villages and outside areas with existing or planned frequent transit service where there may be a greater need for parking.

Within the Ballard Municipal Center Master Plan area there is a Design Review departure available to reduce the minimum parking requirements for ground level retail uses that “shall not be less than the required parking for pedestrian-designated area” that refers to the parking waiver table proposed for elimination above. This departure is approximately a 30 percent reduction in the minimum parking requirements. Because of the proposed elimination of Pedestrian zone parking waivers, DPD proposes a modification to the departure available within the Ballard Municipal Center Master Plan area to specify a 30 percent reduction rather than referring to the table proposed for elimination.

### **Overhead Weather Protection**

During the rainy season, overhead weather protection contributes to pleasant, pedestrian-oriented neighborhood business districts. DPD proposes to require overhead weather protection for new development in Pedestrian zones along a Principal Pedestrian street, similar to requirements in other areas in the city, such as in Downtown and the Northgate neighborhood. This amenity may make it more appealing for people to walk to and around a neighborhood business district, or if they are driving to the area, to park once and walk from business to business. In addition, DPD in coordination with the Seattle Department of Transportation (SDOT) is proposing to eliminate the annual permit fee associated with overhead weather protection, reducing the costs to businesses and property owners when providing this amenity.

### **Transparency Requirements**

DPD was asked to consider changes to the street level transparency requirements. In commercial zones nonresidential uses located at the street level are subject to minimum transparency requirements that require 60 percent of the street-level street-facing façade to be transparent. The regulations state that: “transparent areas shall allow views into the structure or into display windows from the outside.” The main intent of transparency requirements is to provide visual interest to buildings and to activate the street to encourage and engage pedestrians. Transparency requirements also promote safe sidewalks by adding “eyes on the street,” except when display windows are used.

Concerns have been raised around street-level commercial spaces that are blocking windows with furniture or other fixtures or window treatments that completely block views into or out of the structure. DPD proposes modifying the existing regulations to require viewing into and out of the structure at eye level

(between four and seven feet from the sidewalk). The proposal is to prohibit installations that will completely block views at eye level but still allow for sales displays and other fixtures, provided that one can still see into and out around such features. This will continue to allow stores flexibility in designing these spaces while also providing better street-level activation and more eyes on the street.

### **Minimum Floor Area Requirements**

In 2013, Council and DPD received complaints about applicants proposing structures that were significantly smaller (one-story with surface parking) than the size of structures anticipated in pedestrian-oriented areas of the city. To address this, the city adopted Ordinance 124270 in 2013 to establish a minimum floor area ratio (FAR)<sup>3</sup> requirement on pedestrian-designated commercially-zoned lots within Urban Centers, Urban Villages, and the Station Area Overlay District. The legislation was adopted on an emergency basis to prevent near-term development incompatible with Comprehensive Plan policies adopted by the city. Permanent regulations were approved by the Council in September 2014 (Ordinance 124566).

The minimum FAR requirements include the following:

- Apply minimum FAR requirements (that vary by zone and height limit) to all lots with a pedestrian designation in Urban Villages, Urban Centers and the Station Area Overlay Districts and add a minimum FAR requirement to lots within the Northgate Overlay District (along designated Major Pedestrian Streets) and lots zoned Seattle Mixed in a Station Area Overlay District that abut a Class 1 or Class 2 pedestrian street.
- Identify the development threshold for the requirement; add flexibility for existing structures that do not conform to the minimum FAR requirement, to allow demolition to create a vacant lot and to exclude parks and open space.
- Specify portions of a lot that would not be included in calculating the minimum FAR requirement, such as wetlands or steep slopes.
- Allow exceptions for lots that contain a designated landmark or lots within a Landmark District and add flexibility for lots within the Pike/Pine Conversation Overlay District.

Some areas that are recommended for a Pedestrian designation as part of this study that are located within an Urban Village, Urban Center or Station Area Overlay District, would be subject to a minimum density requirement. This includes:

- 15th Ave NW (portions of this study area)
- Admiral
- Aurora-Licton Springs
- Fremont
- Green Lake
- S Jackson St - east of 20th Pl S & S Jackson St - east of Rainier Ave s
- South Park
- Stone Way N - south of N 45th St & Stone Way N - south of N 50th St
- Upper Queen Anne

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<sup>3</sup> Floor Area Ratio (FAR), means the amount of gross floor area allowed within structures per square foot of the lot. For example, a lot of 20,000 square feet with a maximum FAR of 3 would allow a building containing 60,000 square feet (i.e. a three story building that occupied the full lot or a six story building that occupied half the lot). The same lot with a minimum FAR of 2 would be required to provide a building containing, at minimum, 40,000 square feet (i.e. a two story building that occupied the full lot or a four story building that occupied half the lot).

The following areas were considered for a Pedestrian designation but are not recommended for a designation at this time. If it is determined that a Pedestrian zone is appropriate, the following areas would also be subject to the minimum floor area requirement:

- Ballard Locks
- Hiawatha Place S at S Dearborn St
- Martin Luther King Jr Way S at S Holden St
- Morgan Junction

#### *Allowing a departure to the minimum FAR requirement*

When the permanent legislation was adopted in September 2014 (Ordinance 124566), the Council asked DPD to consider allowing a departure to the minimum FAR requirement as part of this Pedestrian zone proposal. This would be achieved by amending the Land Use Code to allow a departure to minimum FAR requirements.

It seems that this issue was raised, in part, due to an assumption that the intent of the minimum FAR requirement is to promote good urban design, which is certainly one of the goals, but the other is to promote development that helps to achieve long-term growth management requirements. The City Neighborhood Council noted that departures should be available if the proposal enhances the environment and enhances the landscape, pointing to a specific project in Ballard as an example of this type of design. However, the example project is not in an area that is subject to the minimum FAR requirements and, while that is one example of a strategy to incorporate sustainable design into a project site, other projects that have fully developed a site, maximizing the FAR allowance, have incorporated even deeper levels of sustainability demonstrating that a higher density project can also achieve sustainable design.

The minimums are set at roughly half of the maximum FAR which allows flexibility in how a site is designed. DPD is not aware of projects that have had to eliminate sustainable design or landscape features due to the minimum FAR requirement in the year that the interim regulations were in place. Therefore, DPD does not propose allowing a departure to the minimum FAR requirement at this time.

DPD is proposing one modification to the minimum FAR requirement. Following adoption of the permanent legislation in September 2014, DPD identified a potential issue in zones with an incentive zoning suffix. In a few instances, the incentive zoning suffix is lower than the required minimum FAR. The implications of this is that any project proposed on such a site could not achieve the minimum required FAR without using the incentive zoning program. To address this, DPD proposes making the minimum FAR in those cases the base FAR noted in the zoning suffix.

#### **Regulating drive-in businesses on the periphery of Pedestrian zones**

The range of uses that incorporate a drive-in lane includes gas stations, fast-food, coffee shops, banks, dry-cleaners and pharmacies. This type of business focuses on attracting and servicing people in cars, and typically results in buildings set back from the street to provide space for parked or stacked cars and encourages cars to cross the sidewalk from the road resulting in an uninviting and sometimes unsafe pedestrian environment. Adverse effects associated with this use include increased traffic, noise, and auto-pedestrian conflicts—all characteristics that detract from the pedestrian-orientation of districts.

Currently, businesses with drive-in lanes are prohibited in Pedestrian zones. This has meant that new businesses with drive-in lanes may be located on the edge of a Pedestrian zone. In order to promote the opportunity for more people to walk from residential neighborhoods to a neighborhood-business, DPD was asked to consider limiting businesses with drive-in lanes in the proximity of Pedestrian zones.

DPD used gas stations to test the implications of further restricting businesses with drive-in lanes and found that this would create a high number of non-conforming gas stations. Over time, such a restriction would

make it difficult to provide these types of services. Further, in many areas, the proposed Pedestrian zone is contiguous with the commercial zone and is surrounded by residential zones where businesses with drive-ins are not allowed. Feedback received from the community highlighted a need for access to gas stations and other uses with drive-in lanes, such as banks and pharmacies. Therefore, DPD does not propose expanding the area where businesses with drive-in lanes are prohibited at this time.

### **Sidewalk Requirements**

DPD considered introducing sidewalk width and design standards specific to areas in a Pedestrian zone. Pedestrian zones promote development that provides walkable, pedestrian-oriented destinations throughout the city so ensuring that there is adequate pedestrian infrastructure is important.

The Seattle Department of Transportation (SDOT) regulates the public right-of-way. Any proposals to modify sidewalk width and design standards must be done in coordination with SDOT. Currently, SDOT's Right-of-way Improvement Manual (ROWIM) includes the following design guidance for development along a main street in a Pedestrian zone emphasizing:

- Wide sidewalks and planting strip
- Curb bulbs in locations where there is on-street parking
- Street trees and landscaping
- Pedestrian-scaled lighting
- Street furniture
- Awnings and weather protection
- Signed and/or striped bicycle lanes on designated bicycle routes
- Bike parking in business districts
- Short-term, on-street parking

SDOT is in the midst of updating the ROWIM. At the same time, the ongoing major update to Seattle's Comprehensive Plan will include policies related to pedestrian infrastructure and amenities within the Transportation element. Because of these ongoing efforts, DPD will continue to coordinate with SDOT to identify opportunities to modify sidewalk standards both citywide and related specifically to Pedestrian zones and does not propose any changes to the Land Use Code at this time. Following updates to the ROWIM and Comprehensive Plan, additional amendments to the Land Use Code may be warranted.

## Consistency with the Comprehensive Plan

The proposal is consistent with the goals and policies of the Comprehensive Plan. Applicable policies are as follows:

*Land Use Goal 2 (citywide): Foster neighborhoods in which current and future residents and business owners will want to live, shop, work, and locate their businesses. Provide for a range of housing types and commercial and industrial spaces in order to accommodate a broad range of families and individuals, income groups, and businesses.*

*Land Use Goal 17 (mixed-use areas): Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.*

*Land Use Goal 20 (mixed-use areas): Encourage diverse uses that contribute to the city's total employment base and provide the goods and services needed by the city's residents and businesses to locate and remain in the city's commercial areas.*

*Land Use Policy 104 (mixed-use areas): Consistent with the urban village strategy, prefer the development of compact concentrated commercial areas, or nodes, in which many businesses can be easily accessed by pedestrians, to the designation of diffuse, sprawling commercial areas along arterials, which often require driving from one business to another.*

*Land Use Policy 107 (mixed-use areas): Distinguish between pedestrian-oriented commercial zones which are compatible with and easily accessible to their surrounding neighborhoods, and general commercial zones which are intended to accommodate commercial uses dependent on automobile or truck access.*

*Land Use Policy 108 (mixed-use areas): Provide for a wide range of uses in commercial areas. Allow, prohibit or allow under specified conditions uses according to the intended pedestrian, automobile or residential orientation of the area, the area's role in the urban village strategy and the impacts the uses can be expected to have on the commercial area and surrounding areas.*

*Land Use Policy 109 (mixed-use areas): Consider limits on the size of specific uses in commercial areas when those limits would:*

- *Help ensure that the scale of uses is compatible with the character and function of the commercial area;*
- *Encourage uses likely to draw significant traffic to an area to locate where traffic impacts can best be handled;*
- *Promote compatible land use and transportation patterns; and*
- *Foster healthy commercial development.*

*Land Use Policy 111 (mixed-use areas): Regulate drive-in businesses and accessory drive-in facilities through development standards that vary according to the function of the commercial area in order to minimize traffic impacts and pedestrian vehicle conflicts, avoid disruption of an area's business frontage, and improve the appearance of the commercial area.*

*Land Use Policy 115 (mixed-use areas): Conserve commercially zoned land for commercial uses by limiting street-level residential uses in areas intended to function as concentrated commercial areas or nodes.*

*Land Use Policy 128 (pedestrian-oriented commercial zones policies): Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity*

*generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions:*

- *Strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services and livelihoods for the residents of the city;*
- *Mixes of activity in commercial areas compatible with development in adjacent areas;*
- *Appropriate transitions in the scale and intensity of development between areas;*
- *Residential development that is both livable for residents and compatible with the desired commercial function of the area; and*
- *An active, attractive, accessible pedestrian environment.*

*Land Use Policy 129 (pedestrian-oriented commercial zones policies): Apply pedestrian-oriented commercial zones both inside and outside of urban villages where residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.*

*Land Use Policy 130 (pedestrian-oriented commercial zones policies): Generally allow pedestrian-oriented commercial zones in urban villages to accommodate densities of development and mixes of uses that support pedestrian activity and transit use.*

*Land Use Policy 131 (pedestrian-oriented commercial zones policies): Provide use and development standards for pedestrian-oriented commercial zones, which promote environments conducive to walking and a mix of commercial and residential uses that further the goals for these zones.*

*Land Use Policy 132 (pedestrian-oriented commercial zones policies): Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street.*

*Urban Design Policy 15 (built environment): Design streets as public spaces by encouraging active, rich ground floor facades, especially along important walking routes.*

*Economic Development Policy 3: Strive to provide a wide range of goods and services to residents and businesses in urban centers and villages by encouraging appropriate retail development in these areas.*

## General Rezone Criteria

A Pedestrian zone brings added provisions to the underlying zoning, the combined provisions work together to control what can and can't occur on property within such a zone designation. The general rezone criteria listed in the table below are used to evaluate a proposed change from one zone designation to another. Additional criteria are also applied for the Pedestrian zone. Those common responses to the general rezone criteria are noted below, while the more place-specific criteria are discussed in the evaluations of each proposed Pedestrian zone overlay.

**Table 5: Rezone Criteria Analysis Common to all Proposed Pedestrian Zones**

Criterion	Met?	Analysis, all areas
<p><i>In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village. (SMC 23.34.008.A.1)</i></p> <p><i>For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan. (SMC 23.34.008.A.2)</i></p>	Yes	All areas under consideration for a Pedestrian zone designation have an underlying commercial (NC) designation. The underlying commercial designation does not change with a Pedestrian zone designation, as the restrictions of a Pedestrian zone are in addition to the underlying zoning. Therefore, the zoned capacity of any area proposed to have a Pedestrian zone will not change. The Pedestrian designation prohibits residential uses at the ground floor facing a Principal Pedestrian street. Growth targets are developed assuming non-residential uses at the ground floor in areas zoned neighborhood commercial. Therefore, proposed Pedestrian zone designations would not increase or decrease the zoned capacity for residential or commercial development. Where a recommendation for a business district is to not apply a Pedestrian zone, residential use would be permitted at street level and the residential capacity may increase, slightly.
<p><i>The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation. (SMC 23.34.008.B)</i></p>	Mixed	A specific analysis of each area in relationship to criteria for the Pedestrian zone designation is provided in the Pedestrian zone Rezone Criteria & Recommendations section.
<p><i>Previous and potential zoning changes both in and around the area proposed for rezone shall be examined. (SMC 23.34.008.C)</i></p>	Yes	In 1986, as part of a citywide update to commercial zoning, these areas were given the current zoning designation of 'Neighborhood Commercial 1, 2 or 3' with a height limit of 30, 40 or 65 feet, with the exception of a few areas that

Criterion	Met?	Analysis, all areas
		<p>may have been rezoned after that date as part of a neighborhood planning effort, such as: Admiral, West Seattle Triangle, 23rd and Jackson, M L K and Othello, and areas within a Station Area Overlay District. No significant rezones have occurred but individual properties may have been rezoned through a quasi-judicial rezone process.</p>
<p><i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration. (SMC 23.34.008.D.2)</i></p>	<p>See <a href="#">next section</a></p>	<p>Information on applicable neighborhood plans for each area is provided in the Pedestrian zone Rezone Criteria &amp; Recommendations section.</p>
<p><i>Where a neighborhood plan establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan. (SMC 23.34.008.D.3)</i></p>	<p>See <a href="#">next section</a></p>	
<p><i>The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred. Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.1)</i></p>	<p>Yes</p>	<p>The proposed Pedestrian zone designations will not change the intensity of the underlying current zoning and therefore will not change the impact on surrounding, less intensive zones.</p>
<p><i>Physical buffers may provide an effective separation between different uses and intensities of development. (SMC 23.34.008.E.2)</i></p> <p><i>Boundaries between commercial and residential areas shall generally be established so that commercial uses face each other across the street on which they are located, and face away from adjacent residential areas. An exception may be made when physical buffers can provide a more effective separation between uses (SMC</i></p>	<p>Yes</p>	<p>Proposed Pedestrian zone designations will not alter the underlying zoning and therefore the existing zone boundary relationships will remain unchanged.</p>

Criterion	Met?	Analysis, all areas
23.34.008.E.3).		
<i>In general, height limits greater than forty (40) feet should be limited to urban villages. (SMC 23.34.008.E.4).</i>	Yes	Proposed Pedestrian zone designations will not alter the underlying zoning and therefore the existing height limits will remain unchanged.
<i>Negative &amp; positive impacts on the area, including factors such as housing (particularly low-income housing), public services, environmental factors (noise, air &amp; water, flora &amp; fauna, odor, glare &amp; shadows, energy), pedestrian safety, manufacturing activity, employment activity, architectural or historic character, shoreline review, public access and recreation, should be examined. (SMC 23.34.008.F.1).</i>	Yes	<p><i>Housing</i> — The proposed Pedestrian zone designations would not increase or decrease the opportunity for housing within the proposed areas. Although a Pedestrian zone designation prohibits residential uses at the ground floor facing a Principal Pedestrian street, the allowance of single purpose residential buildings in areas zoned neighborhood commercial more than offsets the minimal potential loss of housing at the ground floor in areas within a Pedestrian zone designation.</p> <p><i>Public Services</i> — The proposed Pedestrian zone designations would not increase or decrease demand for public services because development potential will not increase.</p> <p><i>Environmental Factors</i> — The proposed Pedestrian zone designations would not increase development potential beyond the current, underlying zoning. Environmental regulations will continue to apply to individual project applications.</p> <p><i>Pedestrian Safety</i> — The proposed Pedestrian zone designations may increase pedestrian safety. An increase in street level, pedestrian-oriented businesses could contribute to more pedestrian activity, which could in turn lead to a greater perception of pedestrian safety. In addition, reducing the number of curb cuts across sidewalks by encouraging access from an alley or side street may reduce the number of pedestrian-auto conflicts.</p> <p><i>Manufacturing activity</i> — The proposed Pedestrian zone designation would not increase manufacturing activity. Although light manufacturing is allowed in NC2 and NC3 zones, it</p>

Criterion	Met?	Analysis, all areas
		<p>would not be permitted at street level in a designated Pedestrian zone but could still occur in other portions of a building. This proposal includes a proposal to allow food processing and craft work at the street level.</p> <p><i>Employment Activity</i> — The proposed Pedestrian zone designation would not increase employment activity beyond what is allowed under existing zoning.</p> <p><i>Character of Area</i> — The proposed Pedestrian zone designations would not affect landmark district. As new development occurs, ground floor uses will be required to be of a nature that generates pedestrian activity, thereby enhancing or encouraging a pedestrian-oriented character. Specific issues for individual projects within a district or a landmark building will be examined through application of city regulations.</p> <p><i>Shoreline Views</i> — The proposed Pedestrian zone designations would not increase development potential beyond the current, underlying zoning. Any applicable shoreline or view regulations will continue to apply to individual project applications.</p>
<p><i>Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including street access, street capacity, transit service, parking capacity, utility and sewer capacity. (SMC 23.34.008.F.2).</i></p>	<p>Yes</p>	<p>The proposed Pedestrian zone designations would not increase development potential or service capacities of the area beyond what is allowed under current zoning. Specific capacity issues for individual projects will be examined through environmental review and application of city regulations.</p> <p>As with most commercial and multifamily areas, on-street parking is limited compared to potential demand. Off-street commercial parking minimums are established by use. There are no parking minimums for residential uses within urban villages and near streets with frequent transit service. Recent mixed-use and residential developments have provided parking for tenants, customers and guests.</p>

Criterion	Met?	Analysis, all areas
<p><i>Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter. (SMC 23.34.008.G).</i></p>	<p>Yes</p>	<p>Until 2012, a ground-floor commercial use requirement applied extensively across the city, regardless of a property’s economic viability for such uses. The effect in some neighborhoods was that some spaces sat vacant or underused. In 2012, changes were made to the commercial chapter of the land use code to focus street-level commercial use requirement in Pedestrian zones, to support walkable districts, while increasing development flexibility on Commercial (C) and Neighborhood Commercial (NC) zoned frontage on arterials.</p> <p>The intention is to balance the concerns about vacant ground-level commercial spaces with the need to protect and promote neighborhood business districts that provide access to shops and services. By focusing the active, street-level use requirement in pedestrian designated areas, we can target specific areas to promote and protect neighborhood-business districts that benefit from a concentration of neighborhood-serving sales and service uses, rather than dispersing this requirement along all arterials.</p> <p>For example, a Pedestrian zone designation precludes new residential uses at street-level. Outside of Pedestrian zone-designated areas, commercial zoning will allow residential uses at street-level.</p> <p><b>NON-CONFORMING USES AND STRUCTURES.</b></p> <p>Some uses and structures would become non-conforming or retain their existing non-conformity with the adoption of a Pedestrian zone. A non-conforming use or structure is defined in the Code as “a structure, site or development that met applicable development standards at the time it was built or established, but that does not now conform to one or more of the applicable development standards” (SMC 23.84A.026). Section 23.42.106 of the Land Use Code says that “A structure occupied by a nonconforming use may be maintained, repaired, renovated or structurally altered, but may not be expanded or extended” except in specific circumstances.</p>

Criterion	Met?	Analysis, all areas
		<p>Of the uses that would become non-conforming with respect to the Pedestrian zone designation, most would not prevent significant re-development to occur within the existing structure. These developments may remain and redevelop, within limits, as long as the non-conformity is not increased.</p>
<p><i>If the area is located in or adjacent to a critical area, the effect of the rezone on the critical area shall be considered. (SMC 23.34.008.I).</i></p>	<p>Yes</p>	<p>No impacts to critical areas are expected to result from the rezone proposal. The areas recommended for a Pedestrian zone designation are already an intensely developed urban environment any specific issues for individual projects within a critical area will be examined through environmental review and the application of city regulations</p>
<p><b>Conclusion:</b> DPD has weighed and balanced these criteria, and determines that the areas recommended for a Pedestrian zone designation generally meet the rezone criteria and therefore that the areas are appropriate for proposed rezones.</p>		

## **Pedestrian Zone Rezone Evaluation & Recommendations**

The rest of this report provides a description and analysis of the 57 areas evaluated to determine if a Pedestrian zone designation is appropriate, weighed against the Function and Locational Criteria for Pedestrian Designation (SMC 23.34.086.B) and the General Rezone Criteria that are more place-specific and were not addressed in the previous section (General Rezone Criteria). Where appropriate, some study areas were combined and analyzed together (i.e. Wedgwood north and south).

### *23.34.086 Pedestrian designation (suffix P), function and locational criteria.*

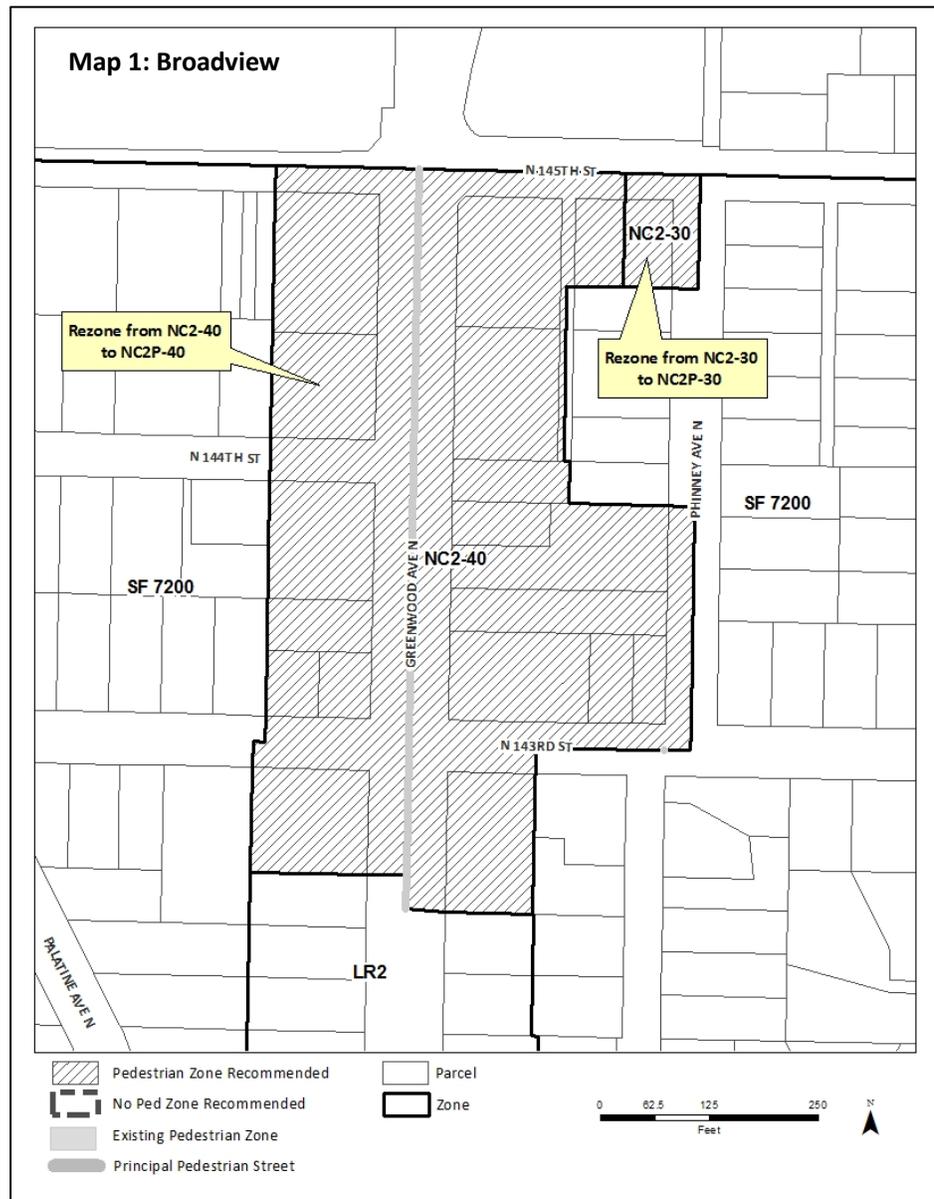
- A. **Function.** To preserve or encourage an intensely retail and pedestrian-oriented shopping district where non-auto modes of transportation to and within the district are strongly favored, and the following characteristics can be achieved:
  - 1. A variety of retail/service activities along the street front;
  - 2. Large number of shops and services per block;
  - 3. Commercial frontage uninterrupted by housing or auto-oriented uses;
  - 4. Pedestrian interest and activity;
  - 5. Minimal pedestrian-auto conflicts.
  
- B. **Locational Criteria.** Pedestrian-designated zones are most appropriate on land that is generally characterized by the following conditions:
  - 1. Pedestrian district surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;
  - 2. NC zoned areas on both sides of an arterial, or NC zoned block faces across an arterial from a park, major institution, or other activity center;
  - 3. Excellent access for pedestrians, transit, and bicyclists.

**BROADVIEW**  
**(GREENWOOD AVE N**  
**SOUTH OF N 145TH)**

Broadview is a small business district located at the northern city limits. The two-and-a-half block-long business district is currently more auto oriented with a few shops and services located on both sides of Greenwood Ave N. Most of the businesses are small-to-medium sized including an auto body shop, restaurants, a medical office and two gas stations.

**Comments**

DPD received 12 responses specifically related to the Broadview study area, with 11 respondents expressing support for a Pedestrian zone and one respondent unsure. Several people noted a desire to see this area become more pedestrian friendly, with particular emphasis on basic sidewalk conditions needing attention in this area.



**Proposal Summary**

**Designate** a Pedestrian zone along Greenwood Avenue North between N 145<sup>th</sup> Street and one parcel south of N 143<sup>rd</sup> St on either side of Greenwood Avenue North. The goal is to support existing businesses and provide services that residents desire while encouraging development of pedestrian amenities that promote transit use and the ability of residents to choose to patronize local businesses without their cars. Because this is a small business district, a large or even medium-sized single-purpose residential building could disrupt the walkable commercial environment.

<b>Broadview Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. [can achieve] a variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. [can achieve] pedestrian interest and activity;</i>	Mixed
	<i>5. [can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The area has a variety of retail activities along the street front and a good number of shops per block, however many of them are more auto oriented. The commercial frontage is set back from the street and is interrupted by surface parking at the street front. As these parcels are redeveloped, surface parking will not be allowed to be located along the primary street front.

While the district is predominantly auto-dominated at this time, conflicts can be minimized with new development as sidewalks are installed and the provisions of the Pedestrian zone would prioritize pedestrian travel and the location of driveways away from the highest pedestrian activity.

There is very little existing pedestrian activity or amenities. The area is envisioned to redevelop and create a more walkable environment. A more recent development at the NE corner of 143rd and Greenwood Ave N includes street-level commercial uses. There is a proposal for a new 4-story structure containing 3,400 sq. ft. of ground level commercial space with 39 residential units above on the NW corner of Greenwood Ave N and N 143rd Street.

Broadview is not located within a neighborhood planning area or an urban village. All parcels within the proposed Pedestrian zone are currently zoned NC2-40 or NC2-30.

This area is identified as a high priority area in the Pedestrian Master Plan. There are no existing or proposed pedestrian retail areas within a 1/4 mile of this area. Given that Aurora Avenue N lies close to the east, this district has potential to serve as a smaller-scale service area while Aurora serves a more regional, auto-dependent market.

**Conclusion:** Rezone to add Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**AURORA AVE N SOUTH  
 OF N 80TH ST**

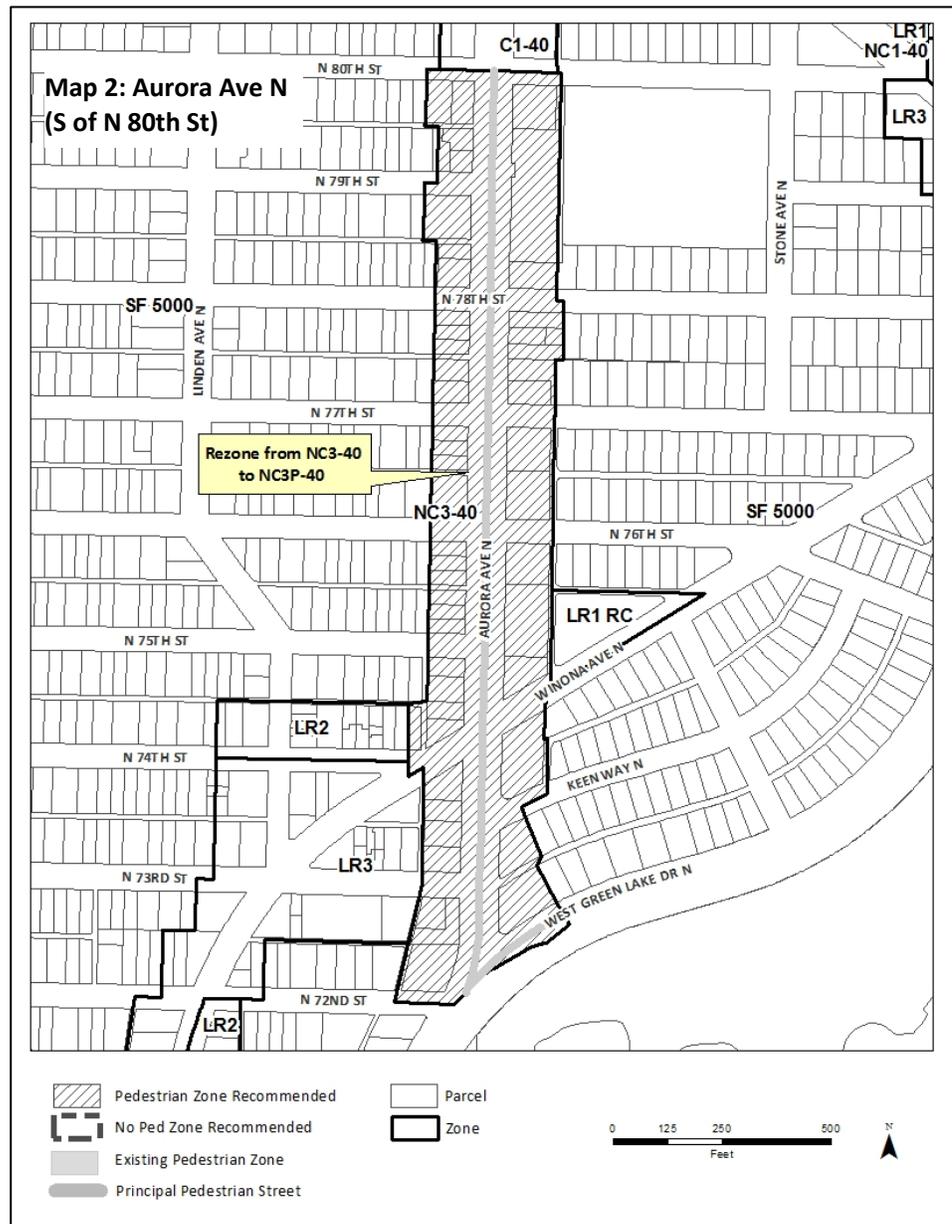
Between N 80th Street and West Green Lake Drive, Aurora Ave N is an auto oriented strip business district; long and narrow. The area is surrounded by single-family residential areas to the east and west with low-density, multi-family zones to the north and south. Aurora Avenue N is a busy, north-south thoroughfare.

**Comments**

DPD received 16 responses specifically related to this study area, with 11 respondents expressing support for a Pedestrian zone and one unsure. Several people noted concerns about traffic volumes and speeds along Aurora and questioned whether this area will transition to become more pedestrian oriented. Others expressed concern about parking overflowing into the surrounding residential areas.

**Proposal Summary**

**Designate** a Pedestrian zone along Aurora Avenue North between N 72<sup>nd</sup> Street and N 80<sup>th</sup> Street, co-terminus with the NC3-40 zoning. Although this area is currently heavily auto-oriented, the potential for it to be a pleasant pedestrian business district is high. The combination of surrounding residential density, along with the area’s proximity to the major recreational assets at Green Lake suggests that, with encouragement, this area could transition to more pedestrian-oriented uses.



<b>Aurora Ave N: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. [can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This area offers a variety of retail shops and services, such as a bakery, restaurants, and insurance sales, in addition to more auto-oriented uses, such as motorcycle sales or auto repair.

Narrow sidewalks, coupled with parking lots and the general high speed of traffic as well as limited pedestrian crossings contribute to a high level of auto-pedestrian conflicts. Although the area is dominated by autos and auto-oriented businesses, pedestrians are present due to the area's proximity to Green Lake Park to the south. Green Lake itself, however, is a major area-wide destination point for bicycle riders and pedestrians.

The study area is surrounded by residential areas and all parcels within the proposed Pedestrian zone are currently zoned NC3-40. Because of the importance of Aurora Avenue N, the area is well served by bus transit lines.

This area is identified as a medium priority area in the Pedestrian Master Plan and the Bicycle Master Plan indicates that there may be some future investment in the area. The proximity to Green Lake Park emphasizes the need to make strong pedestrian, bike and transit connections to the area.

Aurora Ave N (South of N 80th) is not located in an adopted neighborhood plan area.

Traffic along Aurora Avenue N will remain high, but the businesses, and pedestrian environments on either side of the street, could be enhanced overtime with a Pedestrian zone designation.

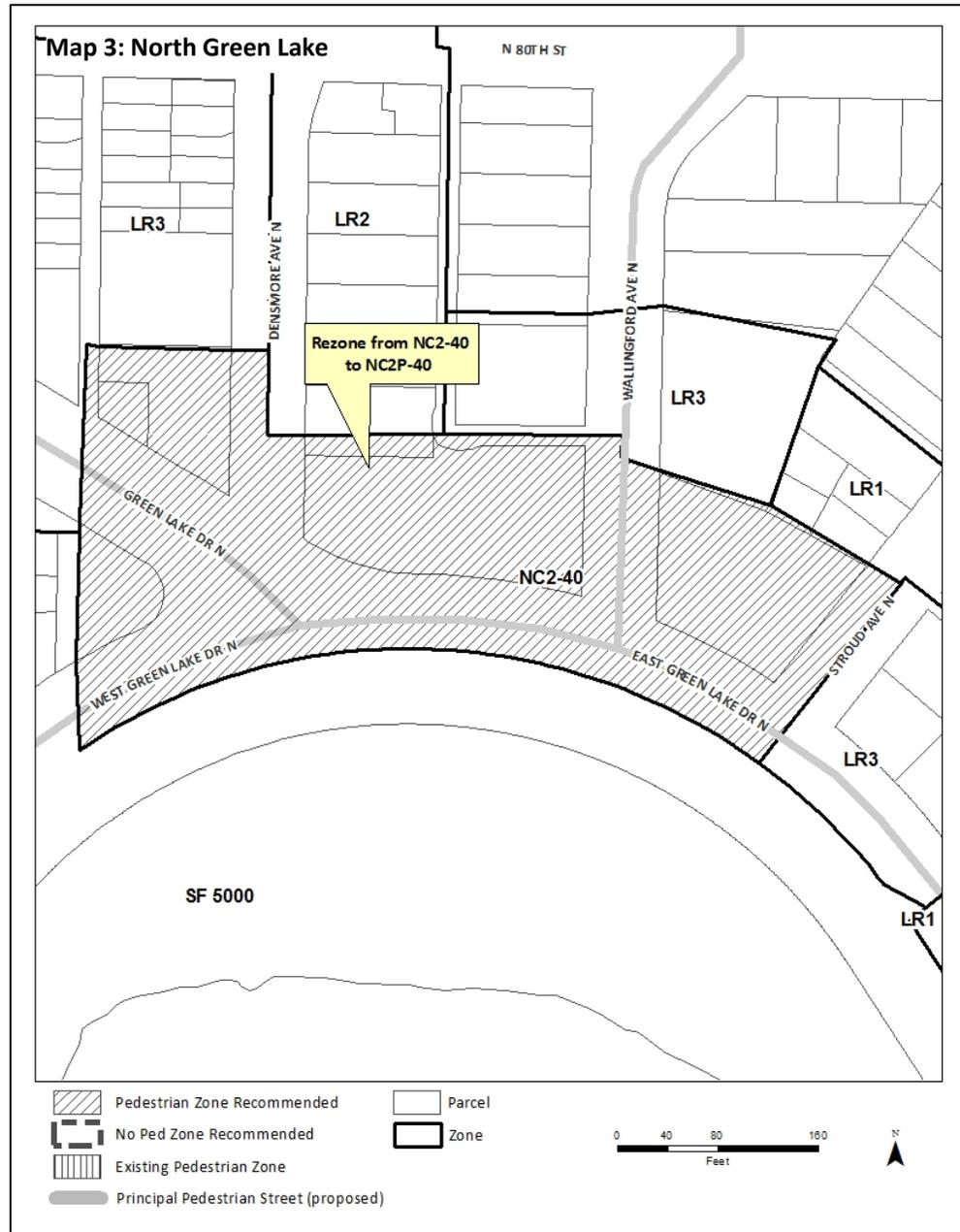
**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

### NORTH GREEN LAKE

North Green Lake is a small business district surrounded by a medium- to low-density, multi-family residential area on the north side of Green Lake across from the park. It is just a few blocks to the northwest of the main Green Lake neighborhood business district. The business district, though small, is already a successful pedestrian environment.

#### **Comments**

DPD received three survey responses and no comments specifically related to the North Green Lake study area, with all respondents expressing support for a Pedestrian zone designation. No specific concerns were raised about this area at the Green Lake Community Council meeting or the NW District Council meeting when staff presented on the project.



#### **Proposal Summary**

**Designate** a Pedestrian zone along E Green Lake Dr N approximately between Stroud Ave N and one half block west of Densmore Ave N. The area, though small, is already a successful pedestrian space. The proximity to medium-density residential areas and to Green Lake Park supports that activity and the desire to increase the type of development that has already begun to take place there.

North Green Lake: Pedestrian zone Rezone Criteria		Met?
A. Function	1. A variety of retail/service activities along the street front;	Yes
	2. Large number of shops and services per block;	Yes
	3. Commercial frontage uninterrupted by housing or auto-oriented uses;	Yes
	4. Pedestrian interest and activity;	Yes
	5. Minimal pedestrian-auto conflicts.	Yes
B. Locational Criteria.	1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;	Yes
	2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;	Yes
	3. Excellent access for pedestrians, transit, and bicyclists.	Yes
General Rezone Criteria	Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)	N/A

The business district already offers a variety of shops and services, with just one street-level residential use in the study area. Pedestrians are drawn to the area by Green Lake Park.

Pedestrians have been well-served by the pedestrian-oriented commercial development that provides outdoor seating and cafes. The sidewalks in the area are consistent and generally well maintained with few interruptions from driveways and parking lots.

Auto-pedestrian conflicts are minimized by a crosswalk between the business district and the park, and the high level of pedestrian activity.

The area is surrounded by residential uses to the east, west and north and by Green Lake to the south. All parcels within this area are currently zoned NC2-40.

The area is served by a few Metro bus routes. The area has existing on-street and off-street bicycle amenities. The Bicycle Master Plan indicates that there may be some future investment in this area. The majority of on-street parking is time limited in the area; time limits encourage turnover and shorter-term users.

Although not located within the Council adopted neighborhood plan area, the *Green Lake 2020 Neighborhood Plan* notes that businesses in this area are favorite destinations that offer many daily necessities and amenities to residents.

A Pedestrian zone designation may improve opportunities for future development in the designated area that would enhance the neighborhood character.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

## GREEN LAKE

The Green Lake neighborhood business district is one of the better known in the city in part because of its proximity to Green Lake Park and its playing fields. The blocks of the district are irregularly shaped due to the influence of some of the streets following the contours of the lakeshore intersecting the regular street grid. Also, Ravenna Boulevard is an Olmsted park boulevard. This area has been designated as a Residential Urban Village.

### Comments

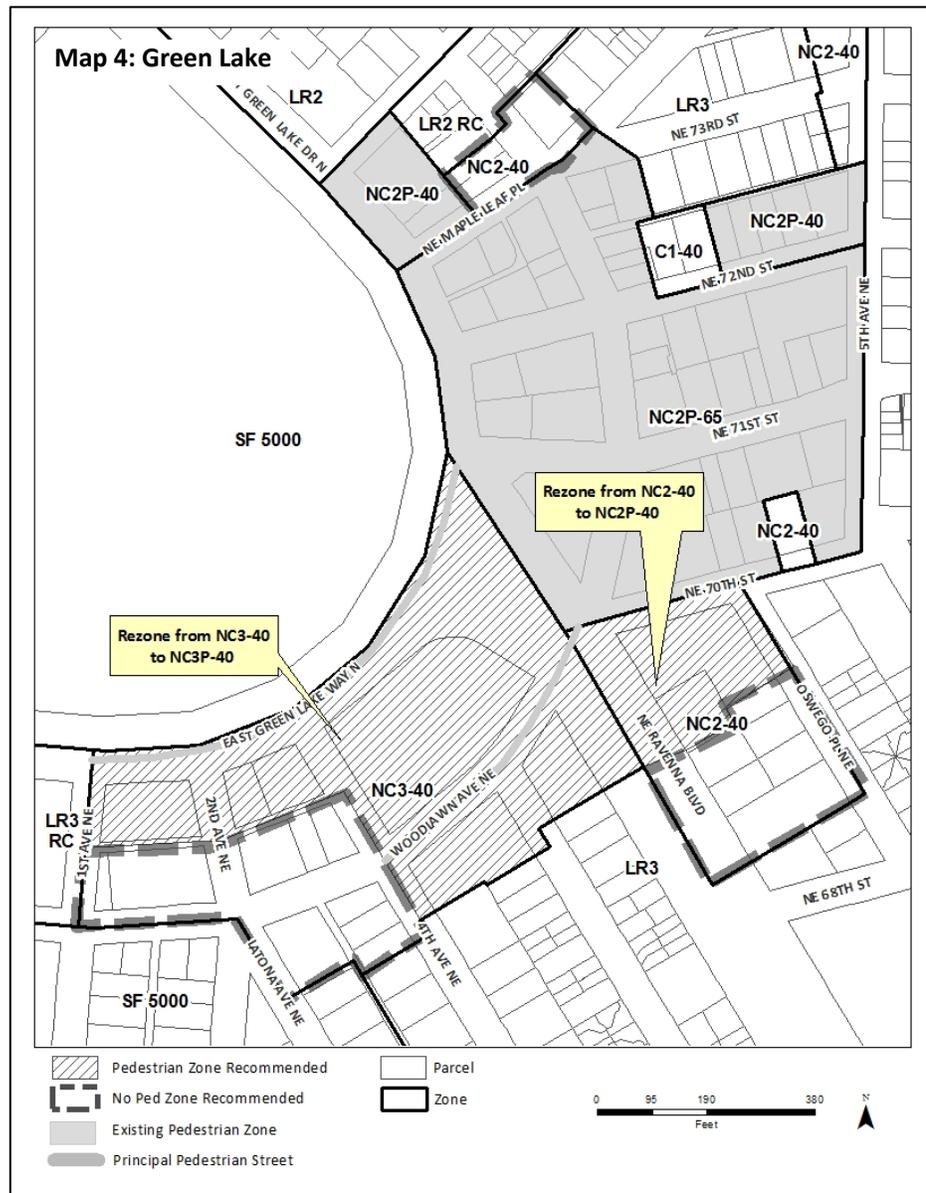
DPD received one survey response and no comments specifically related to the Green Lake study area, with the single respondent expressing support for a Pedestrian zone designation. Limited concerns were raised about this area at the Green Lake Chamber of

Commerce and the NW District Council meetings when staff presented on the project. Some noted concern about parking impacts at the Green Lake Community Council meeting.

### Proposal Summary

**Expand** the existing Pedestrian zone from its current area focused on Woodlawn Avenue NE to an area south and west along East Green Lake Avenue Way North from Oswego Place NE to First Avenue NE. The business district already exhibits pedestrian-oriented traits. The existing Urban Village designation, Pedestrian zone, and on-going mixed use development are creating a vibrant mixed use urban village.

The NC zoned parcels along Woodlawn Ave NE between 4<sup>th</sup> Ave NE and 1<sup>st</sup> Ave NE and the parcels west of NE 73<sup>rd</sup> St NE, which are primarily existing residential uses, are not recommended for a Pedestrian zone at this time.



<b>Green Lake: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

The business district is well-formed with restaurants, medical services, retailers, among other businesses. Much of the area is already designated as a Pedestrian zone. A portion of the study area, where there are more residential uses at street-level, is not recommended for the designation at this time.

Some of the intersections are complex, however, due to pedestrian presence and low speed limits, the interface for pedestrians is generally comfortable

The area is surrounded by residential uses to the east, west and north and by Green Lake to the south. All parcels within this area are currently zoned NC3-40 or NC2-40.

This area is identified as a priority area in the Pedestrian Master Plan and has existing on-street and off-street bicycle amenities. The Bicycle Master Plan indicates that there may be some future investment in this area. The area is well served by transit and is identified as a priority bus corridor in the Transit Master Plan.

Applicable adopted neighborhood plan goals and policies include:

- GL-P38 Recognize the neighbor-friendly character and vitality in the neighborhood's four principal commercial areas.
- GL-P39 Strive to attract and nurture a positive mix of independent, pedestrian-oriented businesses serving local needs.

A Pedestrian zone designation would support these policies and goals.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

However, the NC zoned parcels along Woodlawn Ave NE between 4<sup>th</sup> Ave NE and 1<sup>st</sup> Ave NE and the parcels west of NE 73<sup>rd</sup> St NE, which are primarily existing residential uses, are not recommended for a Pedestrian zone at this time.

**STONE WAY N - BRIDGE WAY NORTH AND N 50<sup>TH</sup> STREET**

Stone Way N between Bridge Way N and N 50<sup>th</sup> Street is a somewhat auto-oriented neighborhood business district that has been transitioning to a more pedestrian-oriented business district. The majority of the study area is within the Wallingford Residential Urban Village. This area is an extension of the existing Pedestrian zone that runs east-west along N 45<sup>th</sup> Street.

**Comments**

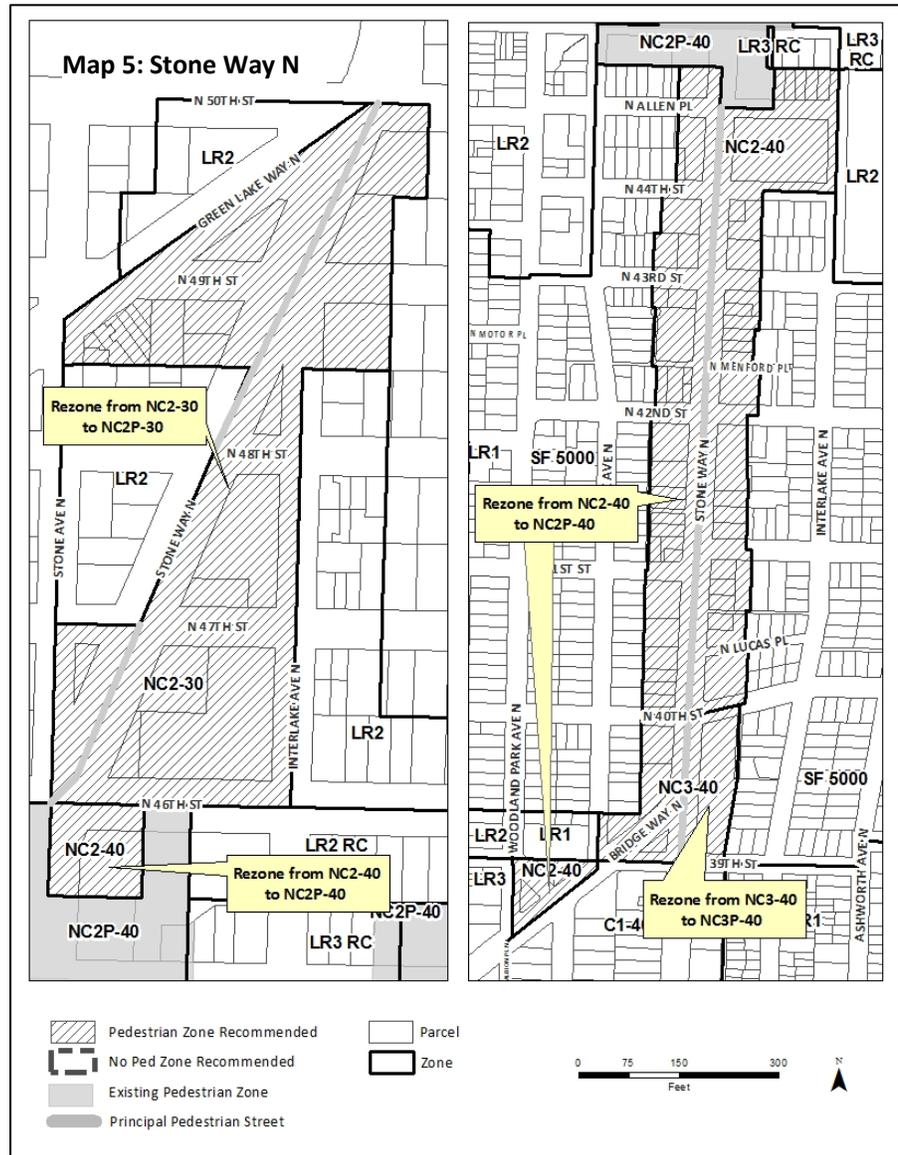
DPD received five survey responses specifically related to the Stone Way corridor, with all respondents expressing support for a Pedestrian zone. Staff attended the Wallingford Community Council (WCC) meeting to discuss the project. Due to the proximity to the existing Pedestrian zone along N 45<sup>th</sup> Street and because the neighborhood plan emphasizes the importance

of focusing on 45<sup>th</sup> as a pedestrian retail core, staff had presented a preliminary recommendation to not expand the Pedestrian zone along Stone Way, despite finding that the area reflects many of the desired characteristics of a Pedestrian zone. However, feedback from the survey and from the WCC indicated that there is support and a desire for the continuation of the designation along Stone Way.

Some people expressed concerns about introducing any additional parking waivers associated with a pedestrian designation. Overall the group expressed interest in adding a Pedestrian zone designation along the entire length of Stone Way N (from 39<sup>th</sup> to 50<sup>th</sup>).

**Proposal Summary**

**Expand** the existing Pedestrian zone from its current area that runs east-west along N 45<sup>th</sup> St, to run north-south along Stone Way N from Bridge Way North to N 50<sup>th</sup> Street. With the location within an urban village, the surrounding residential population and access to multiple transportation modes, in addition to proximity to Green Lake Park, this area reflects many of the desired characteristics of a Pedestrian zone.



<b>Stone Way: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

The busy street is home to a variety of businesses, including restaurants, shops, real estate offices and other services. Several, however, have parking lots or driveways in the front, breaking up the pedestrian environment. There are several residential uses at street level, particularly at the northern end.

There is some pedestrian interest in this area due to proximity to the N 45<sup>th</sup> Avenue retail core, Green Lake Park and surrounding residential neighborhoods. However the presence of auto use remains high. In most cases, buildings are built up to the sidewalk but many have parking areas or driveways and curb cuts along the side.

The five point intersection at Stone Way N and N 50<sup>th</sup> is not conducive to easy pedestrian crossing, despite the fact that Green Lake Park lies to the north of the intersection.

The area is zoned NC on both sides of Stone Way, surrounded by low- to medium-density residential areas. At the northern end is a major recreational destination, Green Lake Park.

This area is identified as a medium priority area in the Pedestrian Master Plan. There are several buses serving the area. Bicycle facilities include a sharrow going south and bike lane going north. The Bicycle Master Plan indicates that there may be some future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- W-G4 A neighborhood that maintains and promotes a vital business community.
- W-G1 A neighborhood with a vital commercial district serving the residential core.

A Pedestrian zone designation would support these policies and goals.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**SOUTH WALLINGFORD AT N 34<sup>TH</sup> ST**

This single-parcel is located in the heart of south Wallingford surrounded by commercial zoning, with industrial zoning to the west and medium density multi-family zoning just to the north. The area, though commercial and industrial, has some recent residential development and is located just one block north of Gasworks Park.

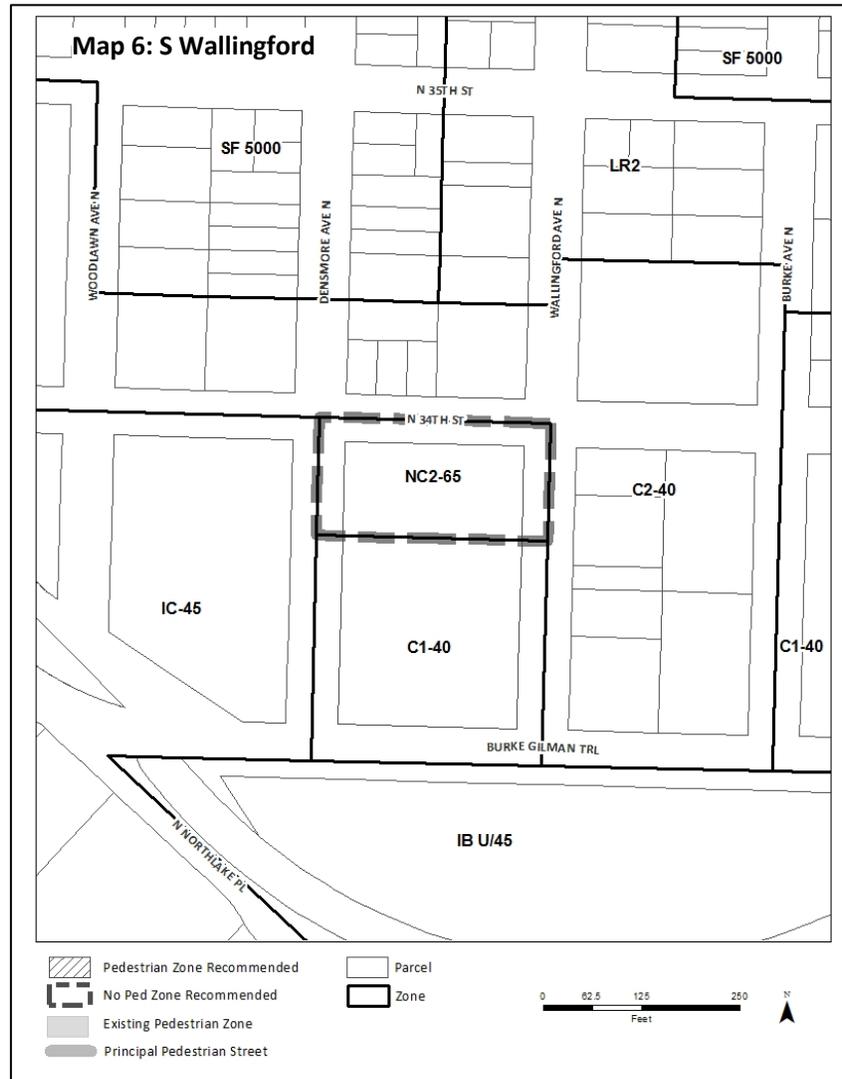
**Comments**

DPD received 14 survey responses specifically related to the South Wallingford study area, with 93 percent of respondents expressing support for a Pedestrian zone. DPD staff attended the Wallingford Community Council (WCC) meeting to discuss the project and presented the initial recommendation to not designate this area as a Pedestrian zone, primarily because the study area consists of a single parcel that was recently redeveloped. The WCC

requested that we expand the scope of the project to conduct a more comprehensive rezone analysis to consider changing the underlying zoning along 34<sup>th</sup> from a C zone to an NC zone with a Pedestrian zone and requested a prohibition of live-work units at the street level in all commercial zones. DPD recognizes a desire to consider zoning changes in the broader area, however, changes to underlying zoning have not been included in the scope of this project and would require additional resources to consider the impacts of changes to the development capacity of the area.

**Proposal Summary**

A Pedestrian zone is **not recommended** at this location. As mentioned above, the entire study area (a single parcel) was recently developed with a mixed-use building that includes street-level commercial space. A pedestrian designation on this single parcel would not enhance the area any further at this point.



<b>South Wallingford: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Mixed
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	No
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

There is just one parcel within the study area that provides some street-level space for shops and services in a recently built mixed-use building. The new development has pedestrian amenities.

The area surrounding the study area is zoned for commercial and industrial uses. This area is identified as a medium priority area in the Pedestrian Master Plan.

The area is served by several bus lines within a few blocks of the subject site. It is not identified as a priority bus corridor in the Transit Master Plan. The area has existing bicycle amenities. The Bicycle Master Plan indicates that there may be some future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- W-G7 A neighborhood south of N/NE 40th St. that reflects the residents’ desire for a pedestrian-friendly neighborhood, with strong connections to the Wallingford Urban Village and to public spaces along the shoreline, while maintaining the viability of the existing marine-industrial and commercial activities.
- W-P31 Provide opportunities for small, pedestrian-oriented businesses in South Wallingford while preserving the economic vitality of existing businesses and opportunities for their reasonable redevelopment.

The recent development has provided the pedestrian amenities that can be achieved in the area that contains NC zoning that would be eligible for a pedestrian designation. A Pedestrian zone would not enhance the area any further at this point.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that, due to the limited size of the study area, it does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for a Pedestrian zone at this time.

**FREMONT**

This study area is located within the Fremont Hub Urban Village and on the edges of an existing Pedestrian zone. The area is located on the north side of the Ship Canal across from the north slope of Queen Anne Hill. The Ballard neighborhood is immediately to the west and Lake Union lies just to the east. The Fremont Bridge is a busy crossing connecting the central area of Seattle with North Seattle.

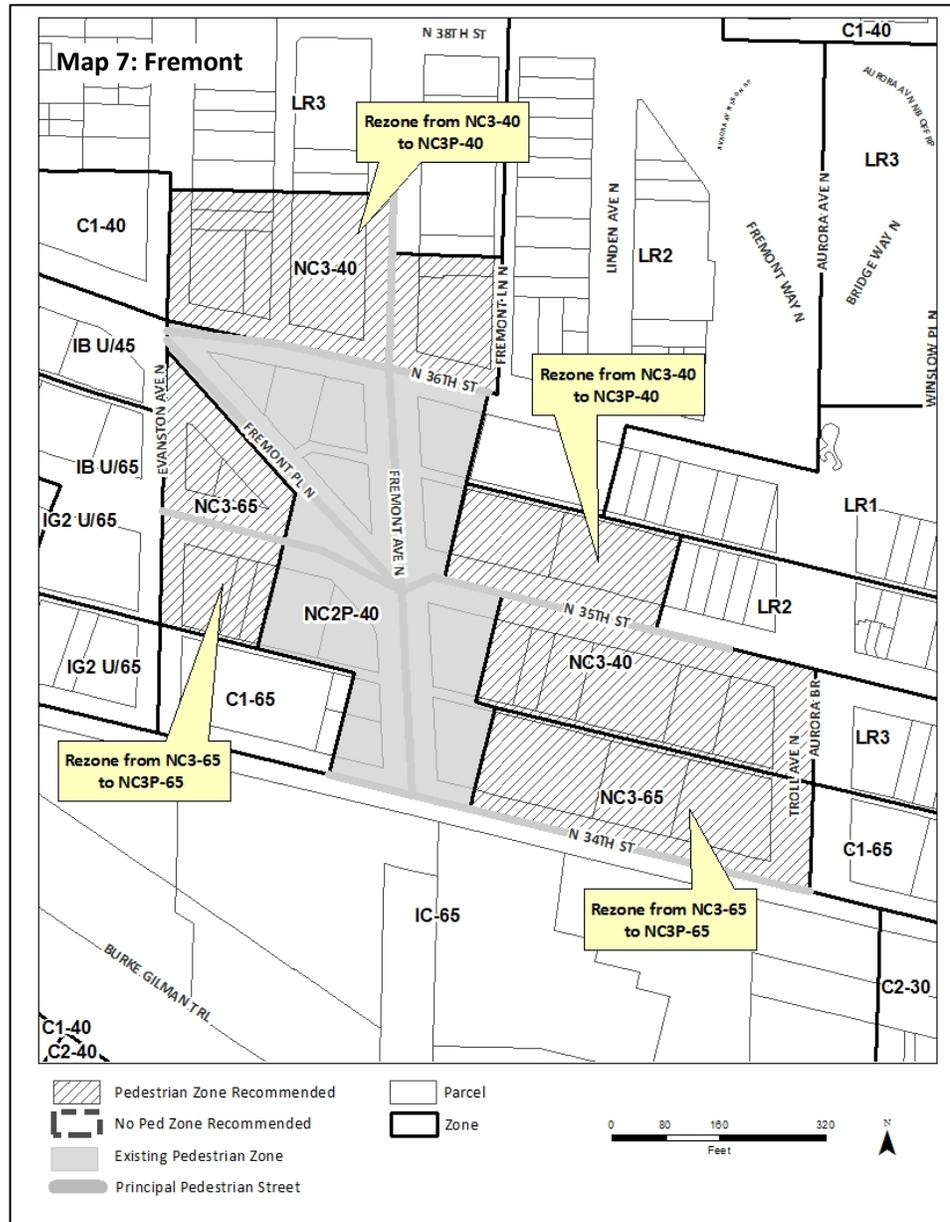
**Comments**

DPD received six survey responses specifically related to the Fremont study area, with four respondent expressing support for a Pedestrian zone and one unsure. One commenter noted that Fremont is already a vital pedestrian area and does not need additional regulatory

oversight, particularly related to parking (although the core of the Fremont business district is already a designated Pedestrian zone). Others noted a desire to maintain the character of Fremont and concerns about unsafe pedestrian crossings at N 36th and Dayton Ave N (near Norms). When staff attended the Lake Union District Council meeting to discuss the project a few people expressed concern about prohibiting surface parking lots, particularly as it relates to existing shared surface parking lots in Fremont.

**Proposal Summary**

**Expand** the existing Pedestrian zone designation from its current focus along Fremont Ave N to include all of the area zoned Neighborhood Commercial at the core of the Hub Urban Village. The business district already exhibits pedestrian-oriented traits. Fremont has become the sort of vibrant neighborhood retail area that is envisioned with a Pedestrian zone designation. Expanding the Pedestrian designation would reinforce that character in parts of the village that don't already have the designation.



<b>Fremont: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

Fremont is a vibrant urban village with a wide variety of shops and services as well as numerous restaurants and mixed-use developments. In most cases, buildings are built up to the street. Buildings in the southeast portion of the study area have parking lots to the front.

The area is already very pedestrian-friendly at the core of activity. The parts that are less pedestrian-friendly are still dominated by significant foot traffic. The Burke-Gilman Trail runs through the area. This area is identified as a medium priority area in the Pedestrian Master Plan.

The business district is zoned NC and is surrounded by medium density multi-family residential to the north and east with commercial and industrial zones to the south and west. The area is served by several Metro bus routes and bicycle access is good with the Burke-Gilman Trail and a bike lane along North 34th Street. It is identified as a priority bus corridor in the Transit Master Plan and the Bicycle Master Plan indicates that there may be some future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- F-P2 Recognize Fremont’s core retail area (downtown Fremont) and shoreline (Lake Union and the Ship Canal) as important local urban amenities.
- F-P6 Recognize the importance of commercial activities and adjacent residential neighborhoods and, seek to balance and accommodate the needs of both on Fremont’s streets.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**FREMONT AVE N - SOUTH OF  
 N 45<sup>TH</sup> ST**

Fremont Avenue North is a small business district located several blocks north of the Fremont Urban Village. It runs two blocks west of the commercial strip along Aurora Avenue North and is surrounded by a low-to medium-density multi-family zoned neighborhood.

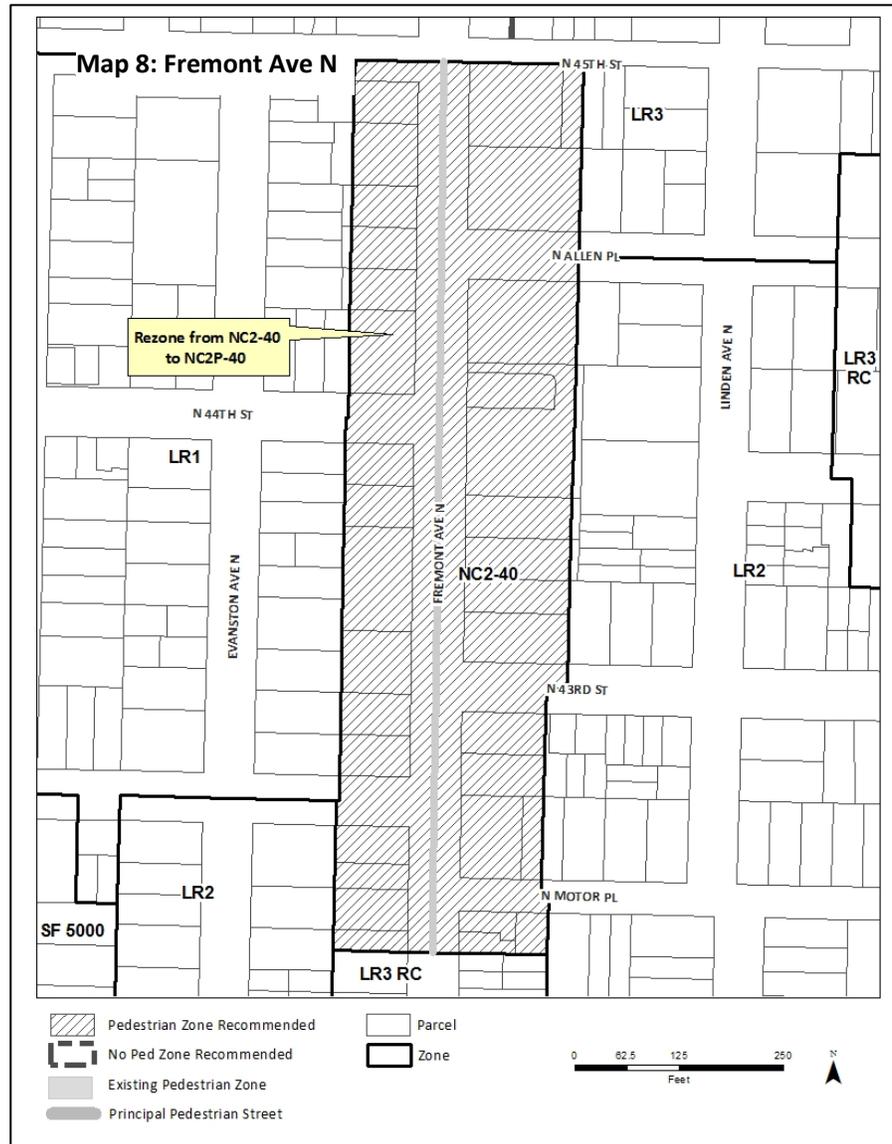
**Comments**

DPD received three survey responses about the Fremont Ave N study area, with two out of three in support of a Pedestrian zone. The one piece that the respondent was not in support of is any changes to minimum parking requirements. No specific concerns were raised about this area at the Lake Union District Council meeting when staff presented on the project.

**Proposal Summary**

**Designate** a Pedestrian zone along Fremont Ave N between N Motor Pl and N 45<sup>th</sup> Street.

The area is currently pedestrian-friendly with the potential to be even more so. The surrounding dense residential areas could look to this neighborhood center as their main street, while nearby Aurora Avenue North would fulfill more of the auto-oriented needs.



<b>Fremont Ave N: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The business district is made up of a variety of businesses, including a grocery store, restaurants, and others. The commercial frontage is generally pedestrian-oriented with a good level of pedestrian activity.

There are some parking lots and residential uses that interrupt the continuity of the commercial uses. Pedestrian activity is present, with several of the area restaurants attracting lunch time crowds.

The area is surrounded by residential areas and all parcels within the proposed Pedestrian zone are currently zoned NC2-40.

The area has adequate pedestrian facilities with sidewalks and crosswalks. This area is not identified as a priority area in the Pedestrian Master Plan. The area is served by several Metro routes. It is not identified as a priority bus corridor in the Transit Master Plan.

The area has some bicycle amenities with a bike lane running north along Fremont and a sharrow running south. The DRAFT Bicycle Master Plan indicates that there may be some future investment in this area.

Fremont Ave N is not located in an adopted neighborhood plan area.

A pedestrian designation may be appropriate given the existing character of the neighborhood, the desire to maintain and enhance that character, and good transit access.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**PHINNEY RIDGE - NORTH  
 OF N 58<sup>TH</sup> ST**

The Phinney Ridge business district runs along Phinney Avenue North for several blocks at the northwest corner of Woodland Park. The district is half a block wide on either side of the avenue and surrounded by a single-family residential area. To the north and south along Phinney Avenue North you will find medium-density multi-family zoning.

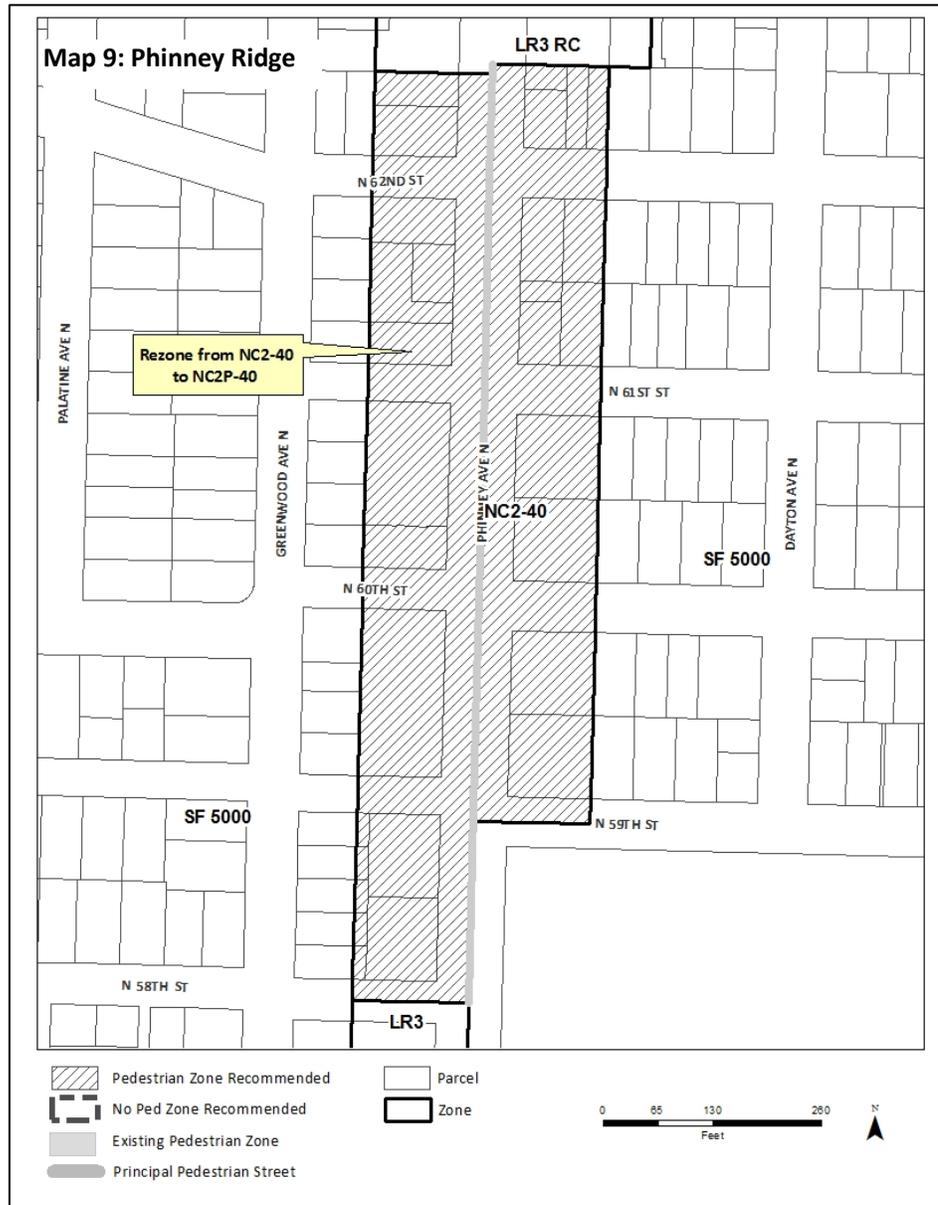
**Comments**

DPD received 60 responses specifically related to this study area, with 41 respondents expressing support for a Pedestrian zone and eight unsure. Several people noted concerns about any reductions to minimum parking requirements and the impacts on existing businesses and the surrounding residential neighborhoods.

Several noted that the businesses rely on people arriving by car. A few commented that the area is pedestrian friendly, and did not believe that adding the designation would improve livability in the area. Others expressed concern about parking overflowing into the surrounding residential areas.

**Proposal Summary**

**Designate** a Pedestrian zone along Phinney Ave N between N 58<sup>th</sup> Street and a half of a block north of N 62<sup>nd</sup> Street. The area is currently pedestrian-friendly with the potential to be even more so.



<b>Phinney Ridge: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. [can achieve] excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This modest sized business district has a number of restaurants, medical and legal offices, and retail businesses, including a neighborhood grocery. The small blocks contain multiple businesses lining both sides of the streets.

There are a few residential uses and a gas station that interrupt the continuity of the commercial uses.

The area has adequate pedestrian facilities with sidewalks and crosswalks. Sidewalks are generally in good repair. There are few surface parking lots in the district thereby limiting the number of potential conflicts between pedestrians and motor vehicles. This area is not identified as a priority area in the Pedestrian Master Plan.

The area is surrounded by residential uses. All parcels within the proposed Pedestrian zone are currently zoned NC2-40. Businesses are supported by the neighborhood and by visitors to the Woodland Park Zoo located just to the south.

Metro transit service is provided by a few existing bus routes and Phinney Avenue N is identified as a priority bus corridor in the Transit Master Plan.

The area has bicycle amenities with bike lanes on both sides of the street. The Bicycle Master Plan indicates that there may be some future investment in this area.

Phinney Ridge is not located in an adopted neighborhood plan area.

Phinney Ridge is a small neighborhood business district with the added advantage of being able to cater to people going to the Woodland Park Zoo. The area is currently pedestrian-friendly with the potential to be even more so.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**NW 65<sup>TH</sup> ST - WEST  
 OF 4<sup>TH</sup> AVE NW**

NW 65<sup>th</sup> Street between Division and 4<sup>th</sup> Avenue NW is a small neighborhood business district to the west of the Phinney Ridge neighborhood at the eastern edge of Ballard. The surrounding neighborhood is residential, characterized primarily by single family dwellings and a few low density low-rise apartment buildings.

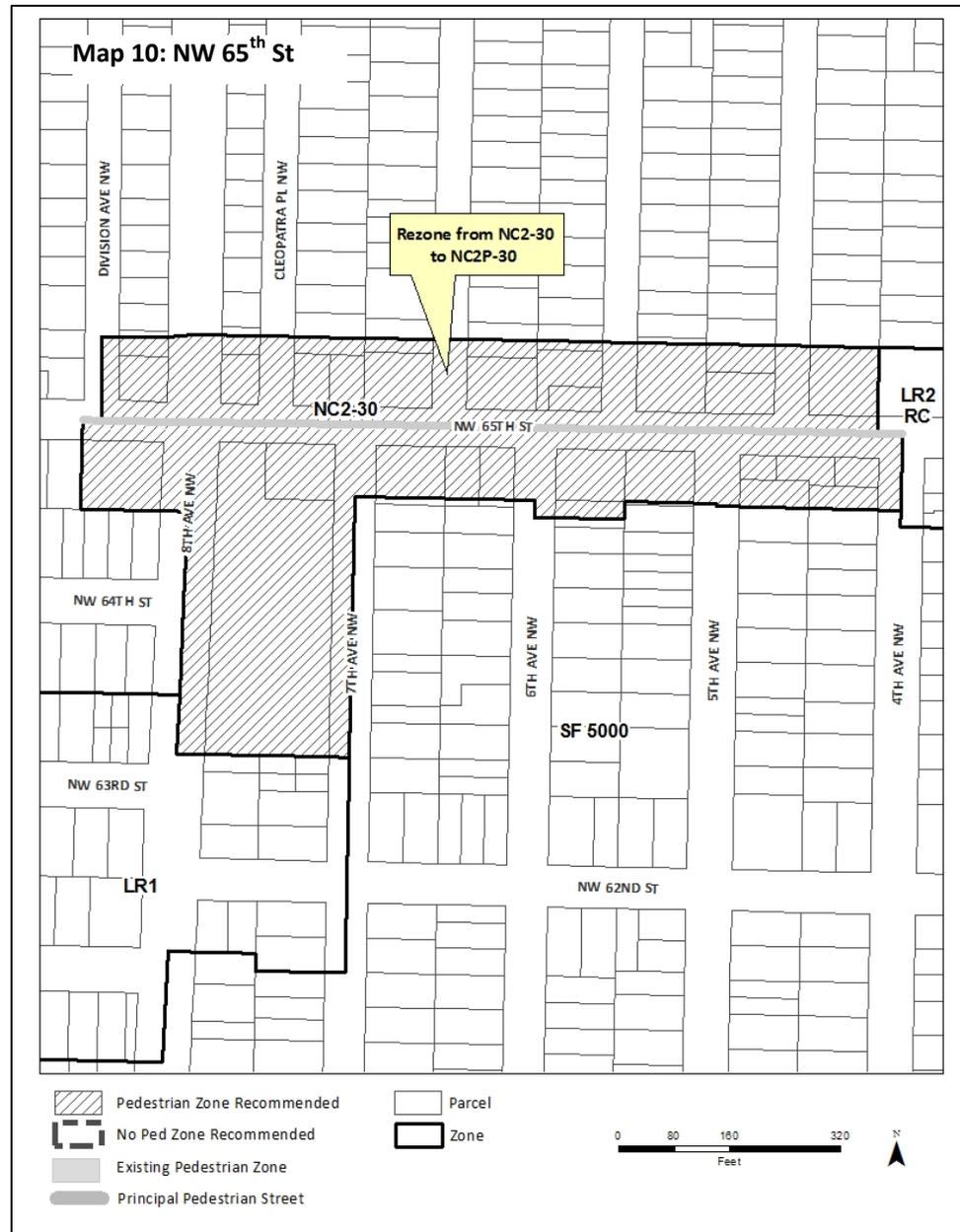
**Comments**

DPD received 16 responses specifically related to this study area, with 15 respondents expressing support for a Pedestrian zone designation and one unsure. Several people noted concerns about pedestrian safety with requests for additional crosswalks and traffic calming tools.

One commenter expressed interest in eliminating minimum parking requirements in all Pedestrian zones.

**Proposal Summary**

**Designate** a Pedestrian zone along NW 65<sup>th</sup> St between Division Ave NW and 4<sup>th</sup> Ave NW. While not inside of an urban village, this neighborhood business district is surrounded by residential neighborhoods and patronized by those residents. The scale and variety of businesses in this district are attractive neighborhood destinations for pedestrian and bicyclists and may draw visitors from beyond walking and biking distance as well as the district matures. The nearest neighborhood business district is seven blocks uphill to the east.



<b>NW 65<sup>th</sup> St – West of 4<sup>th</sup> Ave NW: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. [can achieve] excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This business district is about five blocks long, with a variety of shops and services. Businesses located at the intersection of NW 65<sup>th</sup> St. and 8<sup>th</sup> Ave NW have surface parking in front, while the majority of the other businesses do not have designated parking. Most of the businesses between Cleopatra Pl NW and 4<sup>th</sup> Ave NW are small, including several pubs and cafes, a retail shop, a tattoo parlor and an auto repair shop.

On the eastern end of the study area, buildings are built up to the sidewalk, creating a strong pedestrian edge. There are painted pedestrian crosswalks in the district and traffic speeds are relatively low. The area is surrounded by residential areas.

Where businesses are located at the sidewalk there is increasing pedestrian activity and interest. This interest and activity wanes a bit at the intersection of NW 65<sup>th</sup> Ave and 8<sup>th</sup> Ave NW as the businesses at this location are more auto-oriented and separated from the sidewalk by surface parking.

The area is surrounded by residential uses. All parcels within the proposed Pedestrian zone are currently zoned NC2-30.

This area is not identified as a priority area in the Pedestrian Master Plan. A couple of metro routes serve the area; it is not identified as a priority bus corridor in the Transit Master Plan. The area has some bicycle amenities with a bike lane running north/south along 8<sup>th</sup> Ave NW. The Bicycle Master Plan indicates that there may be some future investment in this area.

NW 65<sup>th</sup> is not located in an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

### 15<sup>TH</sup> AVE NW – BETWEEN NW 57<sup>TH</sup> ST AND NW 83<sup>RD</sup>

15<sup>th</sup> Ave NW is a four lane principal arterial and is classified as a major truck street. Residential neighborhoods lie to the east and west of the corridor. At the southern end of the study area, 15<sup>th</sup> Ave NW runs through the Ballard Urban Village which ends at NW 65<sup>th</sup> Street. The north end of the study area abuts the southern edge of the Crown Hill Urban Village.

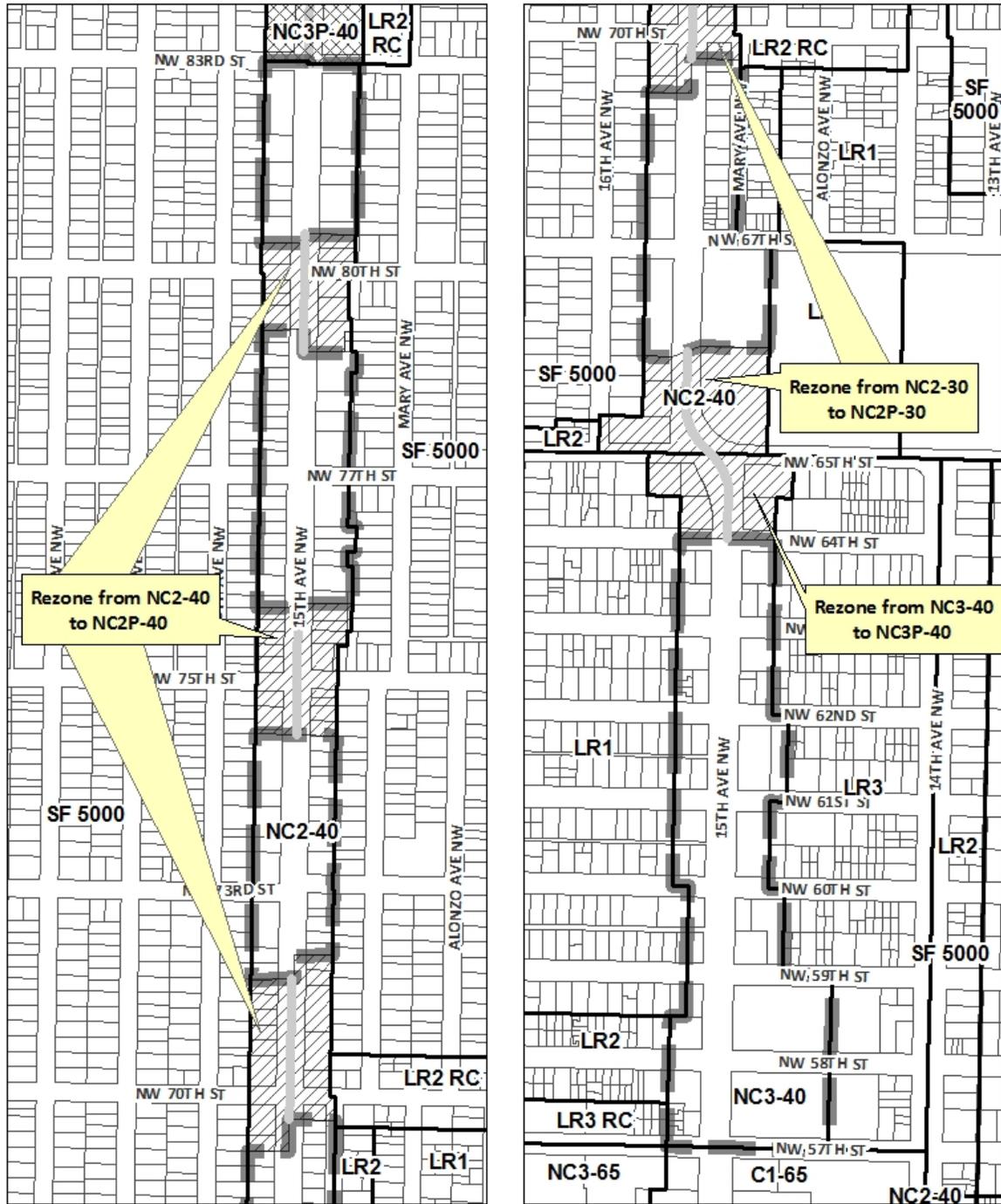
#### **Comments**

DPD received 63 responses specifically related to the 15<sup>th</sup> Ave NW study area, with 54 respondents expressing support for a Pedestrian zone designation and five unsure. The preliminary DPD review recommended adding a designation at the bus stops located at NW 65<sup>th</sup>, NW 70<sup>th</sup>, and NW 80<sup>th</sup> Streets. Several people have requested via the survey, emails or at community meetings that the entire corridor be designated, or, short of that, adding in the intersections at NW 75<sup>th</sup> and NW 77<sup>th</sup>, noting that the 75<sup>th</sup> intersection is part of a safe-routes to school route. Commenters also noted declining sidewalk conditions and safety issues for pedestrians in the area with the hope that a designation is a way to increase pedestrian traffic that in turn may improve visibility and safety. Others expressed skepticism that this area could be transformed into a more pedestrian-oriented retail area with 15<sup>th</sup> being a designated freight corridor. The Crown Hill Business Association is opposed to adding a Pedestrian zone along the 15<sup>th</sup> Ave NW corridor.

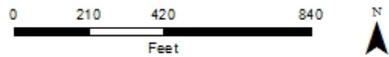
#### **Proposal Summary**

**Designate** a Pedestrian zone on 15<sup>th</sup> Ave NW at the intersections of NW 65<sup>th</sup>, NW 70<sup>th</sup>, NW 75<sup>th</sup> and NW 80<sup>th</sup> Street. Given this corridors importance as a principal arterial and freight corridor, a Pedestrian designation may not be appropriate for the entire study area. However, it may be appropriate at key intersections that align with the Bus RapidRide stops, where local residents are most likely to cross at signalized intersections to access shops and services in addition to parks, schools, and other community facilities. The surrounding Neighborhood Commercial-zoned areas will likely redevelop in a pedestrian-oriented manner while allowing a broader range of street level uses.

Map 11: 15<sup>th</sup> Ave NW



-  Pedestrian Zone Recommended
-  No Ped Zone Recommended
-  Existing Pedestrian Zone
-  Principal Pedestrian Street
-  Parcel
-  Zone



<b>15<sup>th</sup> Ave NW (57<sup>th</sup> – 83<sup>rd</sup>): Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. [can achieve] a variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] a commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. [can achieve] a pedestrian interest and activity;</i>	Yes
	<i>5. [can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

While there are several apartment buildings and a few single-family dwellings along 15<sup>th</sup> Ave NW, the dominant character of the street is commercial. There are also several institutional uses in the area: Ballard High School is located at the corner of 15<sup>th</sup> Ave NW and NW 65<sup>th</sup> street and the Ballard Pool is located just to the north of the high school.

There are residential uses, particularly on the northern end, and multiple auto-oriented uses, that interrupt the continuity of the commercial uses. The volume and speed of traffic along this corridor can make 15<sup>th</sup> Ave NW uncomfortable for pedestrians or bicyclists, despite the presence of sidewalks.

The area is surrounded, primarily, by residential uses to the east and west. All parcels within the proposed Pedestrian zone are currently zoned NC2-40 or NC3-40.

Several Metro bus routes serve the corridor, including the D RapidRide and a few routes cross the corridor at NW Market and NW 85<sup>th</sup> street. There is limited bicycle access due to the busy arterial but there are some facilities just outside the study area. The Bicycle Master Plan indicates that there may be some future investment in this area.

The study area is not located in an adopted neighborhood plan area.

15<sup>th</sup> Ave NW serves the city and greater region as a valuable freight corridor through Ballard to Interbay and beyond. Concentrations of businesses with ground-level activity with pedestrian interest at key intersections could help improve pedestrian access and circulation.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

However, due to the competing demands on the corridor, the recommended designation is focused at the signalized intersections that coincide with RapidRide bus stop locations. Outside of these areas, a Pedestrian zone is not recommended at this time.



<b>Ballard Locks: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are just four parcels within the study area and it is almost entirely occupied by the US Army Corps of Engineers, who run the Hiram C Chittenden Locks.

There are no other retail or service activities in the study area. The majority of the area is either within the water or occupied by a public surface parking lot.

While there is pedestrian interest and activity in and at the Locks, the study area does not have a variety of retail/service areas along the street front nor a large number of shops and services along the block. This is primarily due to the small size of the study area and the sole ownership of the two parcels within the study area.

The area to the north is zoned primarily for low density residential uses. The land to the west is zoned commercial while that to the east is zoned industrial.

The Burke-Gilman trail runs adjacent to the study area. Visitors coming to the Locks arrive by car, bus, foot and bicycle.

The locks are not located within an adopted neighborhood plan area.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that it does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for a Pedestrian zone at this time.

**LOYAL HEIGHTS**

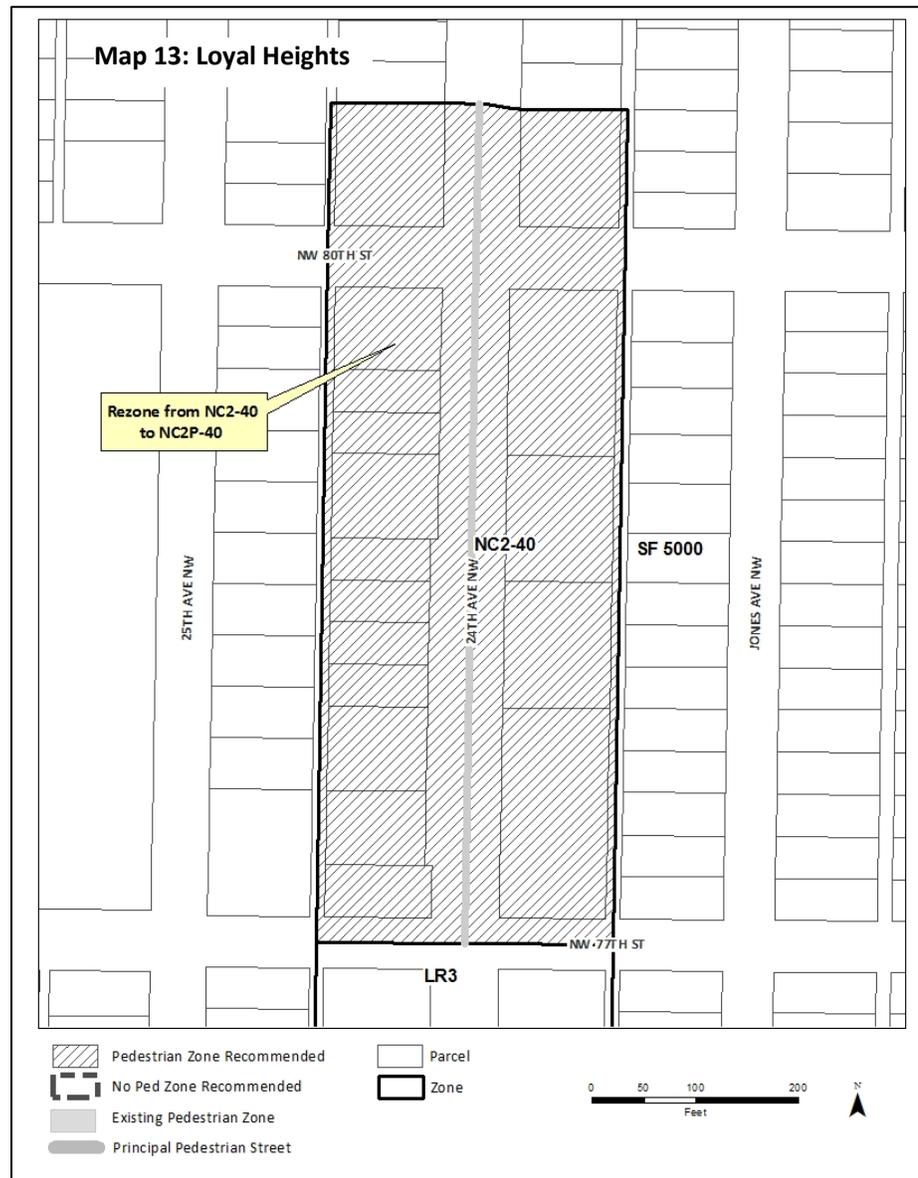
The Loyal Heights neighborhood is located in Northwest Seattle. The relatively small neighborhood business district is centered at the intersection of NW 80<sup>th</sup> Street and 24<sup>th</sup> Ave NW. Both streets are classified as minor arterials in this location. The study area is surrounded by residential neighborhoods.

**Comments**

DPD received seven responses specifically related to this study area, with all respondents expressing support for a Pedestrian zone. Comments included support to improve safe walking and biking routes for school children, using neighborhood matching funds for weather protection and a desire to keep the small scale building character consistent in the area.

**Proposal Summary**

**Designate** a Pedestrian zone along 24<sup>th</sup> Ave NW between NW 77<sup>th</sup> Street and one parcel north of NW 80<sup>th</sup> Street. The area is currently pedestrian-friendly with the potential to be even more so.



<b>Loyal Heights: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This neighborhood business district offers a mix of retail and service uses. The west side of 24<sup>th</sup> Avenue NW has more active retail and service storefronts including a chiropractic clinic, professional offices, a pizzeria, barbershop and deli. Other businesses in the area include a small restaurant, bible school and bakery.

The large surface parking lot on the east side of 24<sup>th</sup> Ave NW south of NW 80<sup>th</sup> Street interrupts the commercial frontage on that side of the street. The majority of the uses on the west side of the street front the sidewalk. Loyal Heights Elementary school is located one block to the west of the intersection of NW 80<sup>th</sup> St and 24<sup>th</sup> Ave NW.

While not inside of an urban village, this area is surrounded by residential neighborhoods and patronized by those residents. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

Sidewalks provide adequate pedestrian access, especially from the surrounding residential neighborhoods. A mid-block pedestrian crossing on 24<sup>th</sup> between 80<sup>th</sup> and 77<sup>th</sup> allows pedestrians to move throughout the area. This area is identified as a medium priority area in the Pedestrian Master Plan.

The area is served by a few Metro bus routes. This area is not identified as a priority bus corridor in the Transit Master Plan. The area has bicycle amenities with bike lanes on both sides of the street. The Bicycle Master Plan indicates that there may be some future investment in this area.

Loyal Heights is not located in an adopted neighborhood plan area.

Loyal Heights is a small neighborhood-serving business district with a variety of businesses that are attractive neighborhood destinations for pedestrians.

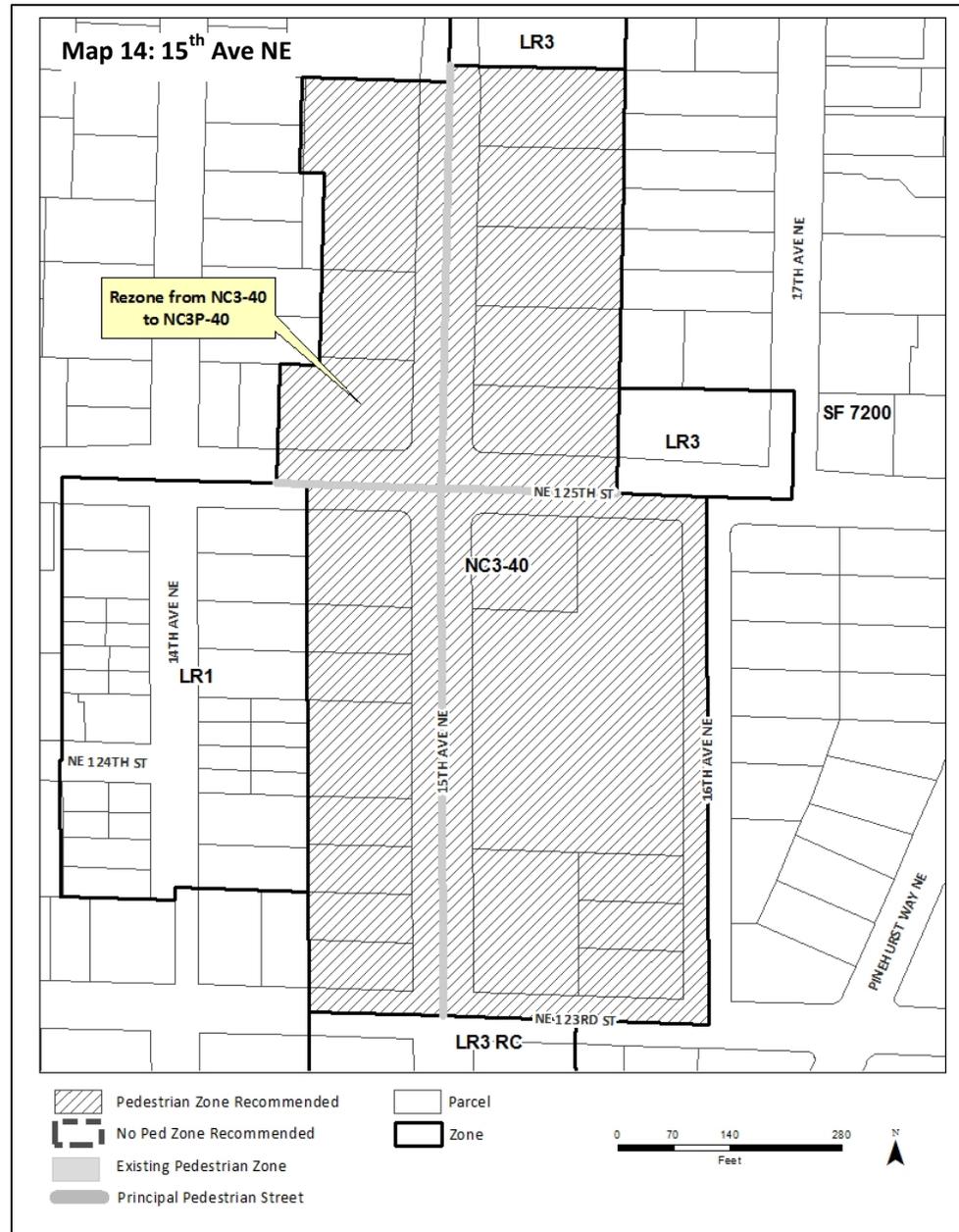
**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**15<sup>TH</sup> AVE NE AT NE  
 125<sup>TH</sup> ST**

This commercial strip is located at the intersection of 15<sup>th</sup> Ave NE and NE 125<sup>th</sup> Street, running north-south along 15<sup>th</sup>. The area is surrounded by residential uses with a mix of single-family and multi-family uses. A large church with a school is located north of the study area.

**Comments**

DPD received ten responses specifically related to this study area, with nine respondents expressing support for a Pedestrian zone. Commenters noted a desire for a greater mix of uses, including local retail and more restaurants. Others noted that this will complement the existing bus service and the planned light rail service within a mile of the study area.



**Proposal Summary**

**Designate** a Pedestrian zone along 15<sup>th</sup> Ave NE between NE 123<sup>rd</sup> Street and a half a block north of NE 125<sup>th</sup> Street. Although this area is currently somewhat auto-oriented, the potential for it to be a pleasant pedestrian business district is there.

<b>15<sup>th</sup> Ave NE at NE 125<sup>th</sup> St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. [can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are numerous businesses along the strip with just one ground level residential use. A large grocery store occupies almost a third of the area. Although the grocery store includes a large surface parking lot fronting on 15<sup>th</sup>, wider sidewalks, lighting and enhanced landscaping contribute to a positive pedestrian environment.

Three auto-oriented uses (two gas stations and a car wash), along with a strip mall with a parking lot in front, dominate the main intersection of 15<sup>th</sup> Ave NE and NE 125<sup>th</sup> Street. There are a handful of buildings built up to the sidewalk where others are set further back on the lot with parking areas in front.

Although the area is frequented by autos and has auto-oriented businesses, pedestrians are present due to mix of businesses, sidewalks and the transit serving in the area.

The area is surrounded by residential areas. All parcels within the proposed Pedestrian zone are currently zoned NC3-40.

Sidewalks provide adequate pedestrian access. This area is identified as a medium priority area in the Pedestrian Master Plan. The area is well served by bus transit lines, with multiple bus lines running along both 15th Ave NE and NE 125th Street. It is not identified as a priority bus corridor in the Transit Master Plan.

The area has some on-street and off-street bicycle amenities. The Bicycle Master Plan indicates some future investment in this area.

This area is not located in an adopted neighborhood plan area.

Two other areas within a ¼ mile are under review as part of this study and are not recommended to receive a Pedestrian designation. That will allow more focused development of this area to serve as a walkable, neighborhood retail area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**25<sup>TH</sup> AVE NE AT NE  
 55<sup>TH</sup> ST**

25<sup>th</sup> Ave NE at NE 55<sup>th</sup> Street is a small business district running east-west along NE 55<sup>th</sup> Street. The study area abuts a small existing pedestrian retail area on the west end that runs north-south along 25th Ave NE. The study area also abuts the Ravenna Urban Center.

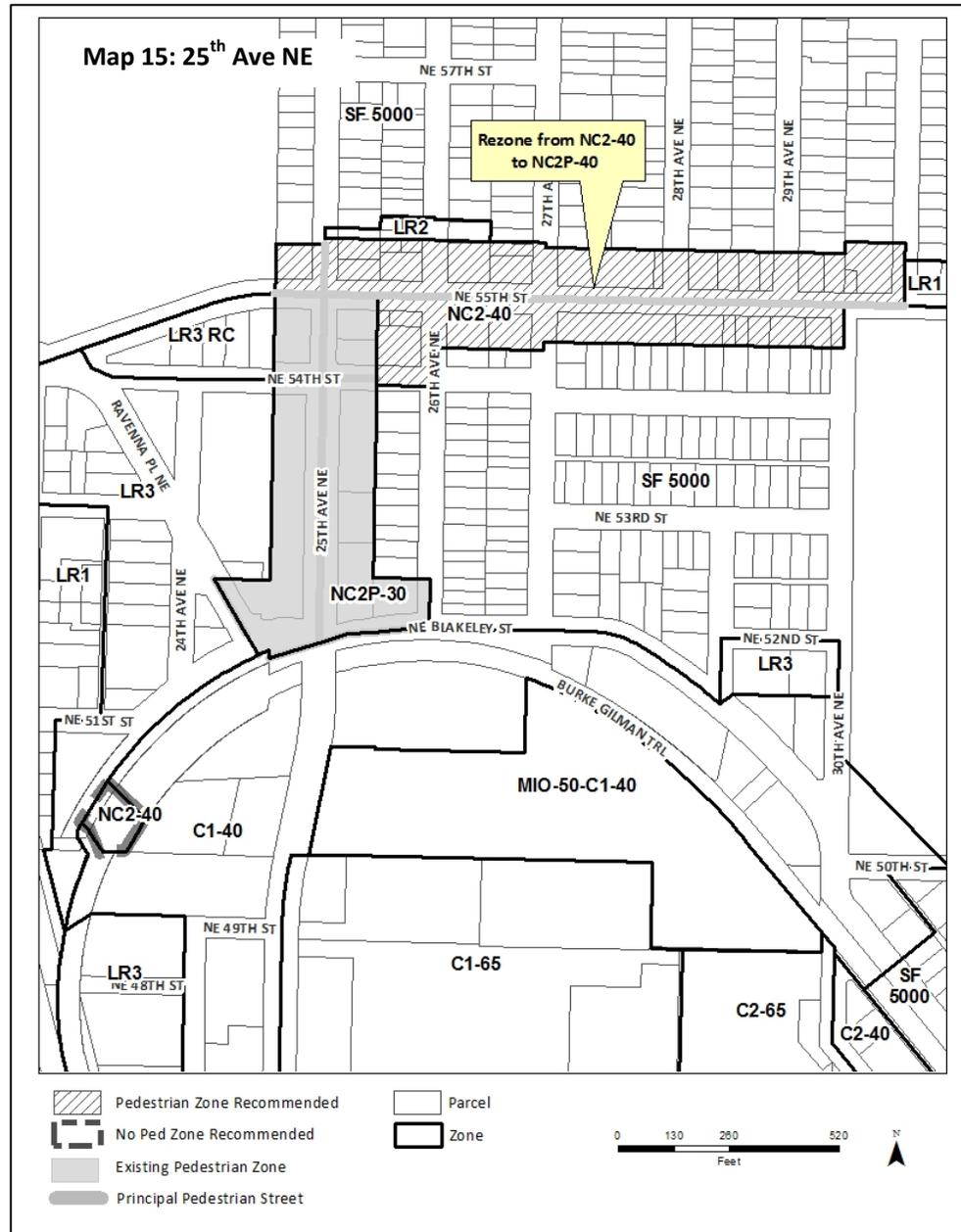
**Comments**

DPD received five responses specifically related to this study area, with three respondents expressing support for a Pedestrian zone and two opposed. A couple of the comments supported the elimination of minimum parking requirements. Another noted that there needs to be improved crosswalks and enhanced pedestrian safety generally.

**Proposal Summary**

**Designate** a Pedestrian zone along NE 55<sup>th</sup> Street between Ravenna Park and 30<sup>th</sup> Ave NE. There is a single parcel that is included in this study area but is located several blocks southwest of NE 55<sup>th</sup> Street. This single parcel site that is disconnected from the main study area is not recommended for a Pedestrian designation at this time.

Although this area is currently more auto-oriented, there is potential for it to be a pleasant pedestrian business district. The intersection of 25<sup>th</sup> Ave NE and NE 55<sup>th</sup> serve as an entrance to the Ravenna neighborhood.



<b>25<sup>th</sup> Ave NE at NE 55<sup>th</sup> St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. [can achieve] excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The area offers a variety of shops and service uses, many of which are auto-oriented while others are more pedestrian oriented. There are also residential uses that break up the continuity of the pedestrian environment. Some new development within the existing pedestrian retail area has transitioned to more pedestrian-oriented uses along the west side of 25<sup>th</sup>.

Although there are a number of auto-oriented businesses and residential uses, pedestrians are present due to the area's proximity to Ravenna Park to the west. A narrow sidewalk and single purpose residential uses, coupled with parking lots in front of buildings, contribute to a less friendly pedestrian environment. Ravenna Park, that borders the west end of the study area, however, is a major area-wide destination point for bicycle riders and pedestrians.

A large cemetery borders the area on the east end. The area is also on the border of the Ravenna Urban Center Village.

This area is surrounded by low-density residential areas immediately to the north and south and medium to high density residential to the east and southwest. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

This area is identified as a medium priority area in the Pedestrian Master Plan. The area is served by a few Metro bus routes; it is not identified as a priority bus corridor in the Transit Master Plan. There are no existing bicycle facilities along 55<sup>th</sup>; the Bicycle Master Plan indicates that there may be some future investment in this area.

This area is not located in an adopted neighborhood plan area.

The combination of surrounding residential density, along with the area's proximity to the recreational assets at Ravenna suggests that, with encouragement, this area could transition to more pedestrian-oriented uses.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

## WEDGWOOD – NORTH & SOUTH

Two neighborhood business districts are under consideration for a Pedestrian designation in the Wedgwood neighborhood along 35<sup>th</sup> Ave NE at the intersections of NE 75<sup>th</sup> and NE 85<sup>th</sup> Streets. 35<sup>th</sup> Avenue NE is a small thoroughfare running north and south through the study area. The commercial areas serve the surrounding residential neighborhoods.

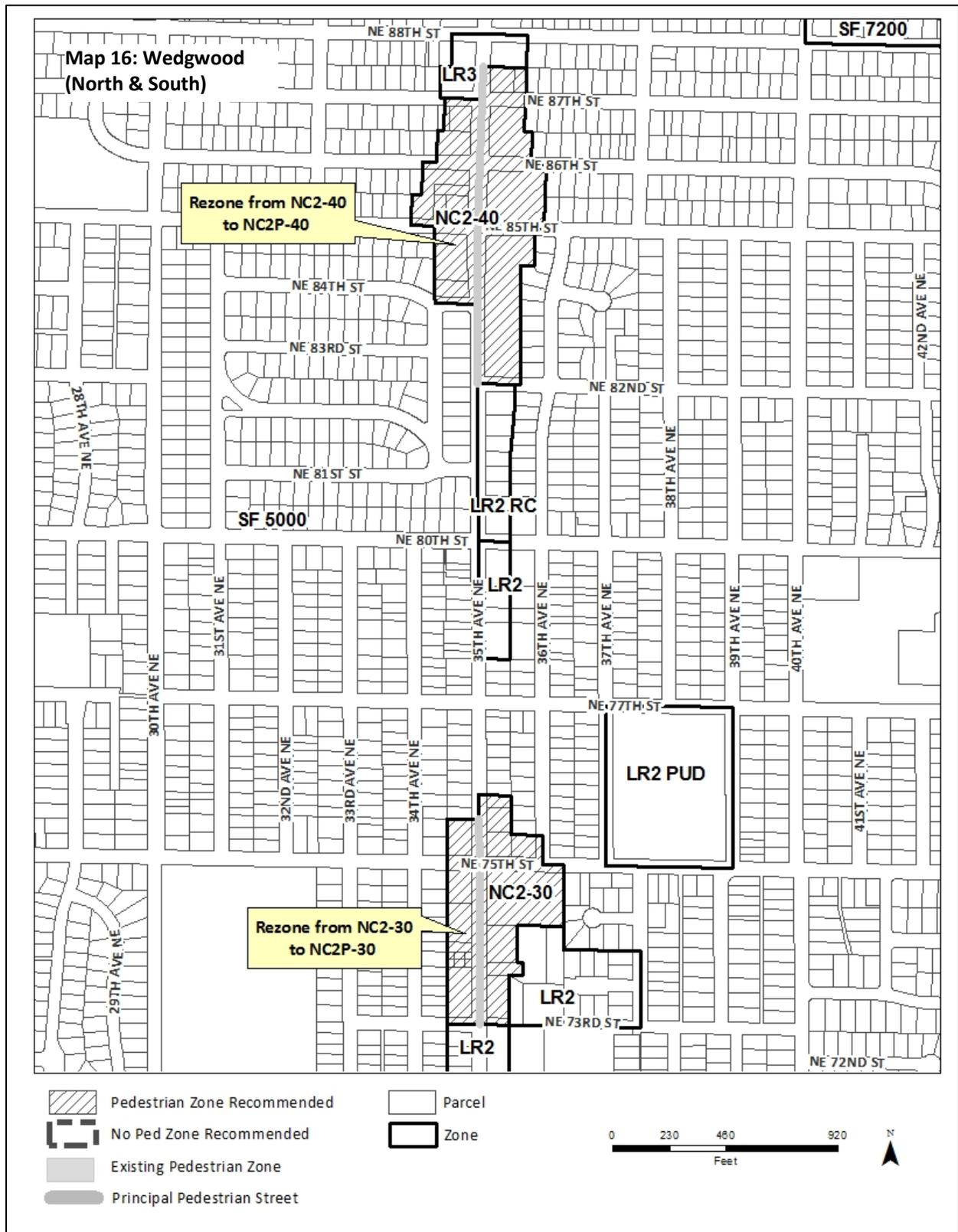
### **Comments**

DPD received 175 responses specifically related to these study areas, with 118 respondents expressing support for a Pedestrian zone and 31 unsure. Several people expressed concerns about any reductions to minimum parking requirements and the impacts on existing businesses and the surrounding residential neighborhoods and noted that the businesses rely on people arriving by car. Several commented that there are needed pedestrian safety improvements and amenities. Others expressed concern about conditions for bicyclists, hoping for enhanced bicycle infrastructure, while others are concerned about proposed changes to bicycle infrastructure. In addition, several people noted a need for higher design standards and concern that new development might alter the small-town feel of the neighborhood.

In January 2012, residents of the Wedgwood and Ravenna-Bryant neighborhoods began a community-driven process to develop a neighborhood plan for 35<sup>th</sup> Ave NE, stemming from the Wedgwood community's Vision Plan, completed in 2010. The vision plan identifies this area as a neighborhood commercial node and several of the suggested actions are related to creating and maintaining pedestrian oriented commercial nodes at NE 85<sup>th</sup> and NE 75<sup>th</sup> Streets. The community is currently continuing this process to develop planning tools to create the conditions for the community's shared vision to become a reality. With the help of a consultant and in consultation with DPD staff, the community will be working towards a streetscape plan for the business district and a review of the existing zoning and development. Based on work completed to date it seems that a Pedestrian zone would support many of the goals and vision of this planning process.

### **Proposal Summary**

**Designate** a Pedestrian zone along 35<sup>th</sup> Ave NE between NE 82<sup>nd</sup> St and NE one parcel north of NE 87<sup>th</sup> (Wedgwood north) and between NE 73<sup>rd</sup> Street and a half a block north of NE 75<sup>th</sup> St (Wedgwood south). Should the mix of neighborhood serving shops and services continue to grow, more people from the surrounding neighborhood will walk to the area. Although this area does not currently contain or anticipate a dense residential population, a Pedestrian designation may encourage the continued development of a neighborhood retail area.



<b>Wedgwood: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The Wedgwood business districts are home to a variety of businesses – some of which have parking lots or driveways in the front, breaking up the pedestrian environment. The mix of businesses includes: grocery store, pharmacy and bank with a few residential uses.

There are some buildings built up to the sidewalk with some set further back on the lot with parking areas in front. Sidewalks are present, most of which are lined with mature street trees.

The areas are surrounded by low- to medium density residential neighborhoods. There is a school and church in the vicinity in addition to multi-family developments, drawing pedestrians to the area.

This area is identified as a medium priority area in the Pedestrian Master Plan. The area is served by a few Metro bus routes but is not identified as a priority bus corridor in the Transit Master Plan. The area has some on-street and off-street bicycle amenities with a sharrow along 35<sup>th</sup> Ave NE. The Bicycle Master Plan indicates that there may be some future investment in this area.

Shop and services located in the Wedgwood North neighborhood retail area are accessed by pedestrians, transit riders and bicyclists, as well as auto riders/drivers.

This area is not located in an adopted neighborhood plan area. However, the community has initiated a neighborhood planning process as described on the previous page.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**40<sup>TH</sup> AVE NE AT NE  
 55<sup>TH</sup> ST**

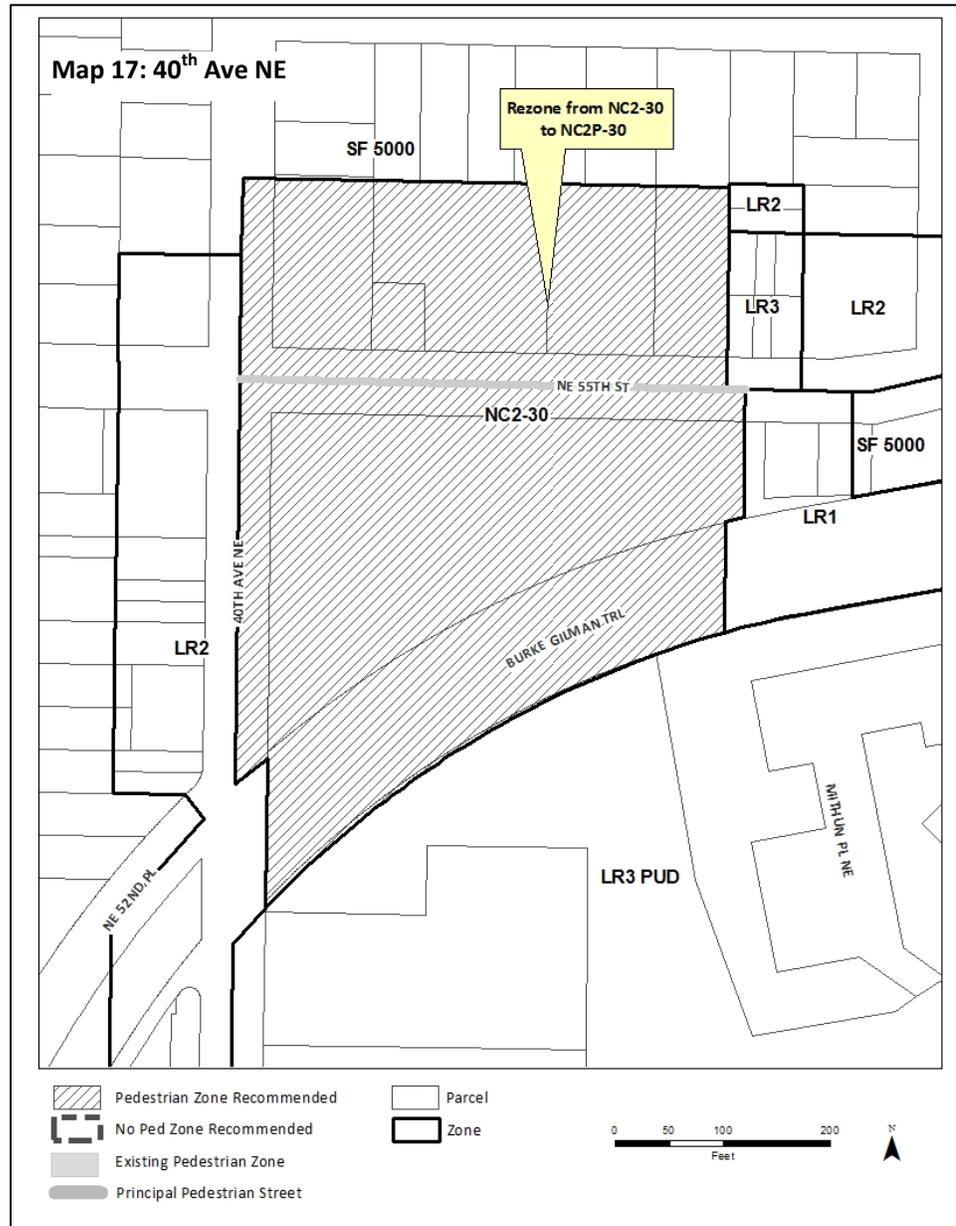
40<sup>th</sup> Ave NE at NE 55<sup>th</sup> St is a small commercial pocket surrounded by a medium-density residential neighborhood. The area, though small, offers a mix of neighborhood serving uses and is located along the Burke-Gilman multi-use trail.

**Comments**

DPD received four responses specifically related to this study area, with half (two) respondents expressing support for a Pedestrian zone. The one commenter noted that the area is functioning OK today, suggesting that a Pedestrian designation may not be needed.

**Proposal Summary**

**Designate** a Pedestrian zone along NE 55<sup>th</sup> St from 40<sup>th</sup> Ave NE extending one-half block east towards 43<sup>rd</sup> Ave NE. The area is currently pedestrian-friendly with the potential to be even more so. The surrounding medium-density residential areas could look to this area as their main street, while the Burke-Gilman trail will continue to draw people to the area.



<b>40<sup>th</sup> Ave NE at NE 55<sup>th</sup> St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This small retail area is less than one block in length but is home to a variety of businesses – including a grocery store, fire station, medical office and restaurant.

There are a few buildings built up to the sidewalk while the majority, including the grocery store occupying the southern side of the study area, are set farther back on the lot with parking areas in front.

Sidewalks are present in the neighborhood retail area. Several of the businesses include parking lots and driveways in front disrupting the pedestrian environment.

Proximity to the Burke-Gilman trail and the adjacent Burke-Gilman playground draw bicyclists and pedestrians to this area. All parcels within the proposed Pedestrian zone are currently zoned NC2-30.

This area is identified as a medium priority area in the Pedestrian Master Plan. A few Metro bus routes serve the area; it is not identified as a priority bus corridor in the Transit Master Plan. Bicyclists can travel easily to and from the area using the adjacent Burke-Gilman trail. The Bicycle Master Plan indicates that there may be some future investment in this area.

Shops and services located in the retail area are accessed by pedestrians, transit well as cars. Should the mix of neighborhood serving shops and services continue to grow, more people from the surrounding neighborhood will walk to the area.

This area is not located in an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

LAKE CITY WAY AT NE 80<sup>TH</sup> ST, LAKE CITY WAY AT NE 96<sup>TH</sup> ST, LAKE CITY WAY AT NE 145<sup>TH</sup> ST

Three small neighborhood business districts were considered for a Pedestrian designation along Lake City Way at the intersections of NE 80<sup>th</sup> St, NE 96<sup>th</sup> St and NE 145<sup>th</sup> Street. The three areas are small NC zoned nodes with limited commercial services and tend to be more auto-oriented. Lake City Way serves as a major arterial cutting diagonally through NE Seattle.

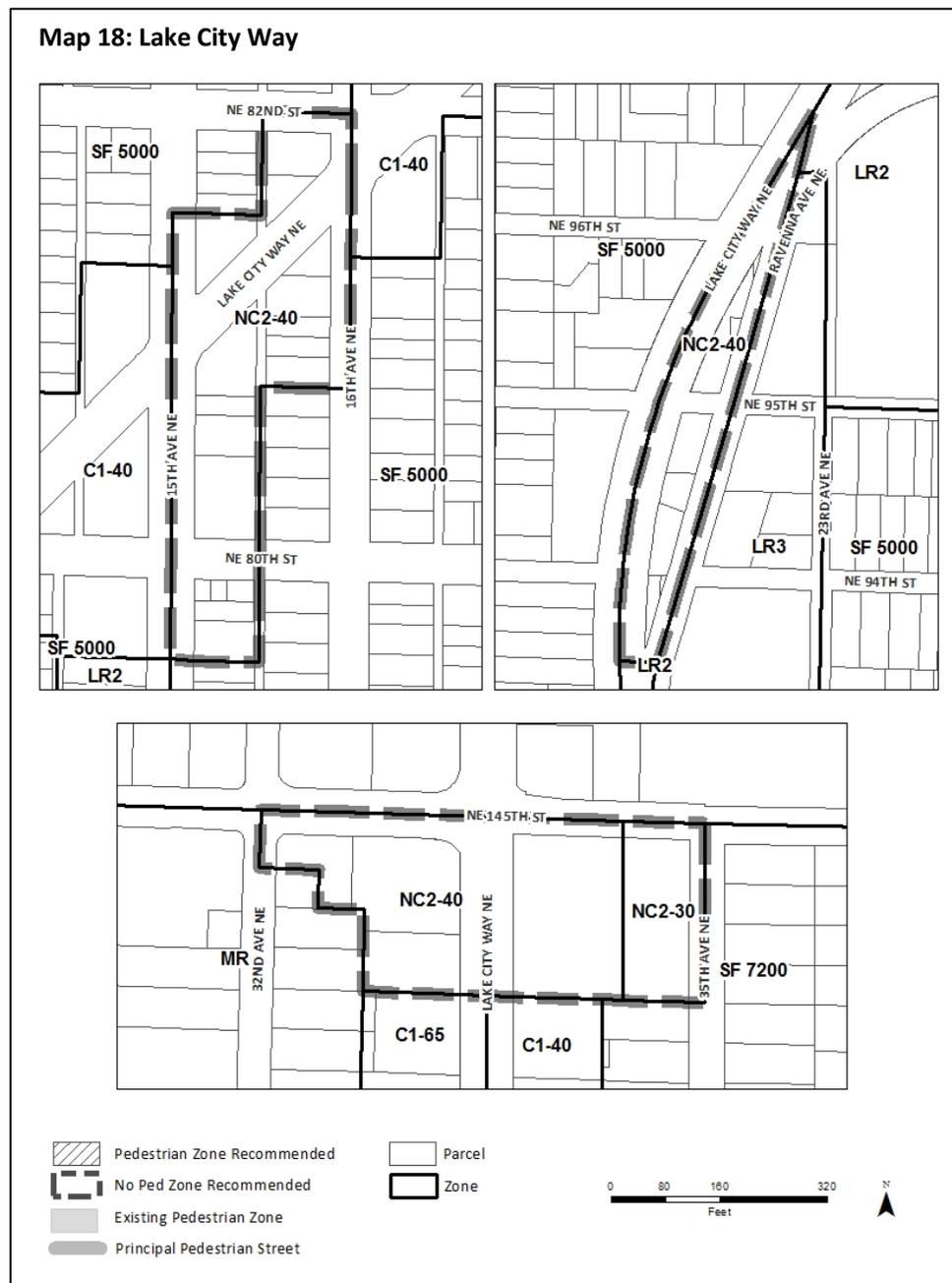
**Comments**

DPD received seven responses specifically related to these study areas, with five respondents expressing support for a Pedestrian zone. The two comments noted safety issues at 80<sup>th</sup> and Lake City Way and the need to

encourage more opportunity for tenants to customize their space and create more architecturally interesting storefronts.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. Overall there is not a variety of retail or service activities, nor a large number of shops and services. There is little pedestrian activity or interest. Redevelopment in these areas may be desirable; however, the highly auto-oriented nature of Lake City Way would not necessarily encourage pedestrian-oriented commercial uses.



<b>Lake City Way: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	Mixed
	<i>5. Minimal pedestrian-auto conflicts.</i>	No
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

These areas along Lake City Way are auto-oriented, with most business serving people arriving by cars rather than the pedestrian. There are several businesses with parking lots in front or lack an entrances facing the street. The study area at 145<sup>th</sup> Street is on the northern border of the city; just north of the border are fast-food restaurants with drive-through services.

There is limited pedestrian activity or amenities. Narrow sidewalks and parking and driveways in front of most buildings disrupt the pedestrian environment. Traffic speeds and volume are high along Lake City Way creating a challenging pedestrian environment.

Given that Lake City Way is a major arterial, several bus routes serve the corridor. There are limited to no bicycle facilities along Lake City Way. The Bicycle Master Plan indicates there may be some limited bicycle facilities in areas surrounding the corridor.

Neighborhood serving shops and services may be desirable at these locations, given the surrounding residential uses and limited opportunities for walkable destinations. However, Lake City Way presents a challenge in terms of moving around the area without a car.

The area at NE 80<sup>th</sup> is located within a ¼ mile from another proposed, and recommended, pedestrian retail area located at Roosevelt Way NE and NE 85th St.

These areas are not located in an adopted neighborhood plan area.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area generally does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for the proposed Pedestrian zone at this time.

**PINEHURST WAY**

Pinehurst way is a small neighborhood business district extending approximately two blocks along 15<sup>th</sup> Ave NE and is surrounded by a medium to low density residential neighborhood. The entire study area is located within the Northgate Overlay District.

**Comments**

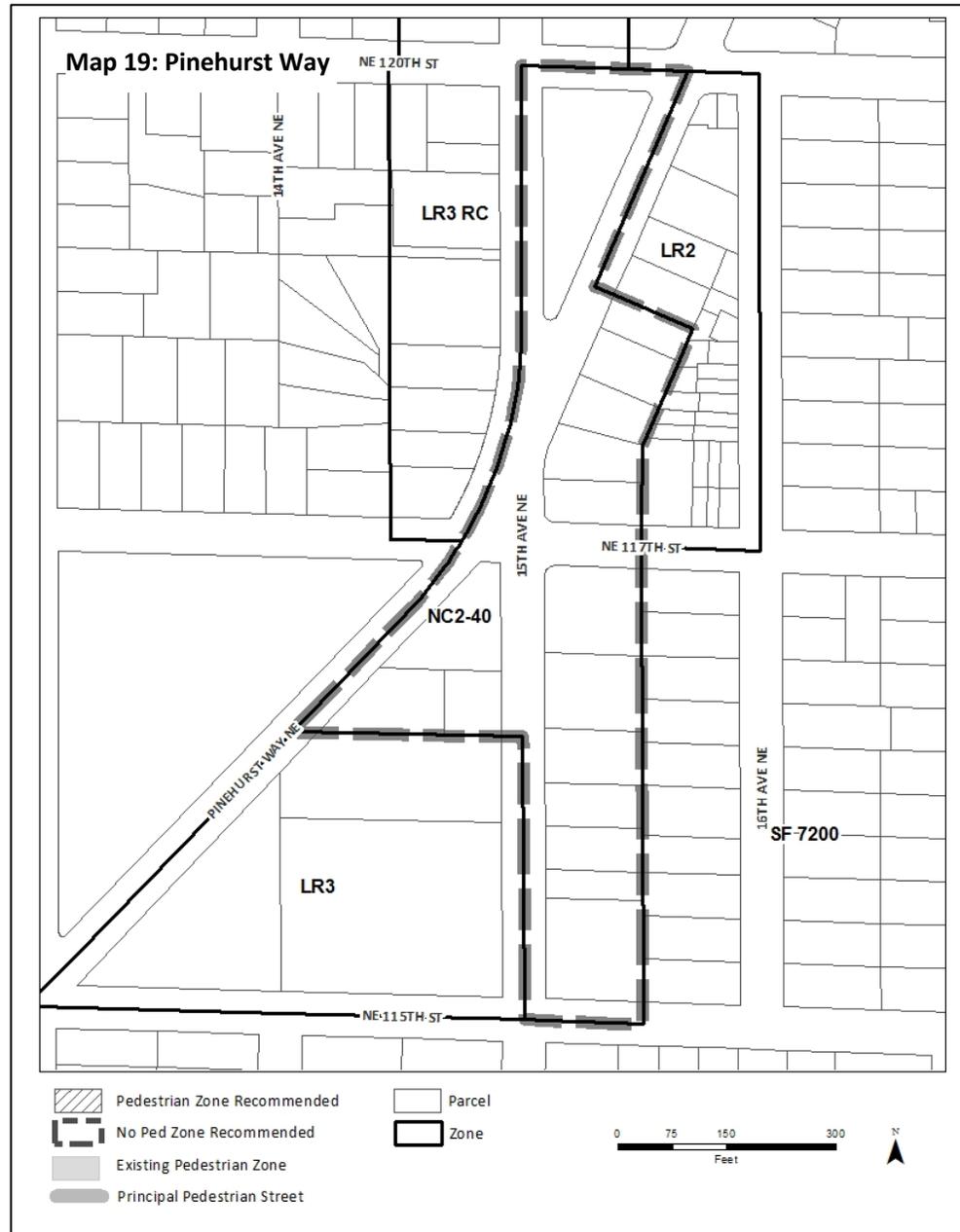
DPD received six responses specifically related to this study area, with all respondents expressing support for a Pedestrian designation and no additional comments related specifically to this area.

**Proposal Summary**

**No Pedestrian zone**

is recommended at

this time. Redevelopment in this area is desirable, however, residents can walk to and help grow the proposed pedestrian retail area at 15<sup>th</sup> Ave NE and NE 125<sup>th</sup> Street. In addition, the Northgate Overlay District regulations include some similar standards to the Pedestrian zone requirements that already apply in this area.



<b>Pinehurst Way: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Mixed
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	Mixed
	<i>5. Minimal pedestrian-auto conflicts.</i>	No
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The area has a handful of neighborhood serving retail sales and services uses with a high number of residential and auto-oriented uses interspersed throughout. Most of the businesses are small-to-medium sized.

In most cases, buildings are set back on the lot and parking is located in the front. There is very little pedestrian activity or amenities. The area is surrounded by residential uses and has NC zoning throughout.

The intersection of Pinehurst and 15<sup>th</sup> is difficult for pedestrians and lacks marked or signalized crossings. Narrow or nonexistent sidewalks, coupled with parking lots and limited pedestrian crossings contribute to an uncomfortable pedestrian environment. This area is identified as a priority area in the Pedestrian Master Plan.

The area is served by several bus lines, many only available for commute trips. It is not identified as a priority bus corridor in the Transit Master Plan. The area lacks bicycle amenities. The Bicycle Master Plan indicates that there may be some future investment in this area.

There are two other proposed Pedestrian zones within a quarter mile of this area and one existing designated Pedestrian zone within 1 mile.

This area is not located in an adopted neighborhood plan area.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area generally does not meet the function and locational criteria of the Pedestrian zone and therefore is not appropriate for the proposed Pedestrian zone at this time.

**MAPLE LEAF  
 (ROOSEVELT WAY)**

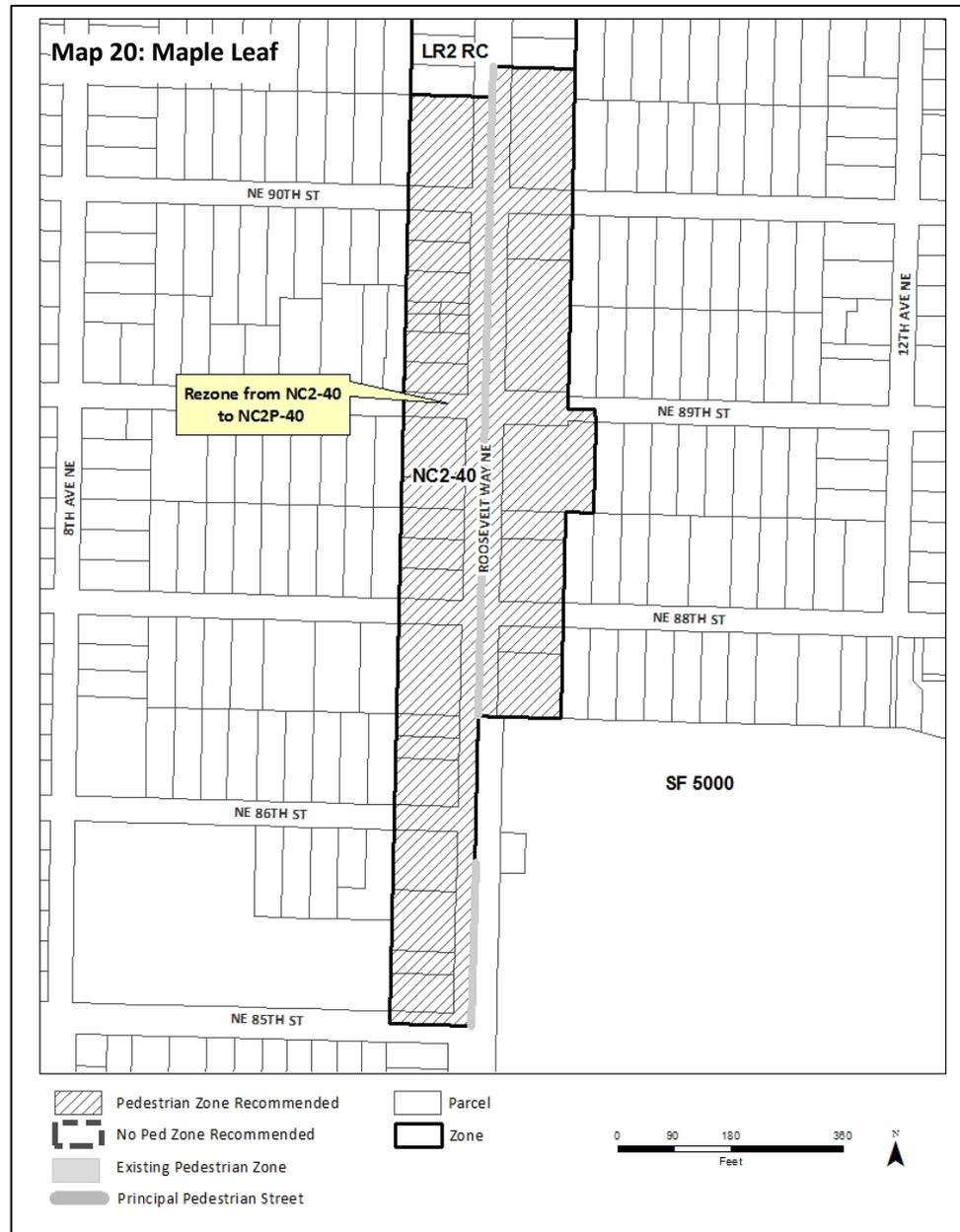
This relatively small neighborhood business district is centered on Roosevelt Way, a principal arterial that runs north south through the area. The study area is surrounded by a residential neighborhood, with a church and Maple Leaf Park bordering the study area on the south end.

**Comments**

DPD received four responses specifically related to this study area, with three out of four respondents expressing support for a Pedestrian zone and one unsure about. The one commenter expressed concern over most of the NC specific or Pedestrian zone specific standards and noted that the designation may further reduce travel times by car to and through the area.

**Proposal Summary**

**Designate** a Pedestrian zone along Roosevelt Way NE between NE 85<sup>th</sup> Street and one-half block north of NE 90<sup>th</sup> Street. The area is currently pedestrian-friendly with the potential to be even more so. The proposed Pedestrian zone is appropriate given the existing character of the neighborhood, the desire to maintain and enhance that character, and good transit access. A pedestrian designation may encourage the continued development of a neighborhood retail area.



<b>Maple Leaf: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The study area has a variety of retail and service storefronts including a hardware store, restaurant and a pharmacy, combined with some auto-oriented uses. There are a handful of ground level residential uses that interrupts the commercial frontage NE 86<sup>th</sup> and NE 88<sup>th</sup> Streets.

There are a mix of buildings built up to the sidewalk where others are set further back on the lot with parking areas in front. Sidewalks are present in the area and slow moving traffic makes it easy for pedestrians to get around the area. Maple Leaf Park, located south of the reservoir, draws pedestrians to the area. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

This area is identified as a medium priority area in the Pedestrian Master Plan. The area has limited bus service and is not identified as a priority bus corridor in the Transit Master Plan, however, 5<sup>th</sup> Ave NE, located two blocks to the west, is. The area is also located two blocks from 8<sup>th</sup> Ave NE that is also served by several higher frequency bus routes.

The area has some bicycle amenities with a sharrow along Roosevelt Way. The Bicycle Master Plan indicates that there may be some future investment in this area.

Shops and services located in the Maple Leaf neighborhood retail area are accessed by pedestrians, transit as well as cars. Should the mix of neighborhood serving shops and services continue to grow, more people from the surrounding neighborhood will walk to the area.

Maple Leaf is not located in an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

## RAVENNA (NE 65<sup>TH</sup> St)

Located in the Ravenna neighborhood, the neighborhood business district runs east-west along NE 65<sup>th</sup> Street, roughly between 20<sup>th</sup> Ave NE and 25<sup>th</sup> Ave NE. The area is surrounded primarily by low-density residential development with some medium to high density residential on the eastern edge along 25<sup>th</sup> Ave NE. The Ravenna-Eckstein Community Center, that offers a variety of recreational and community activities, is located immediately to the north.

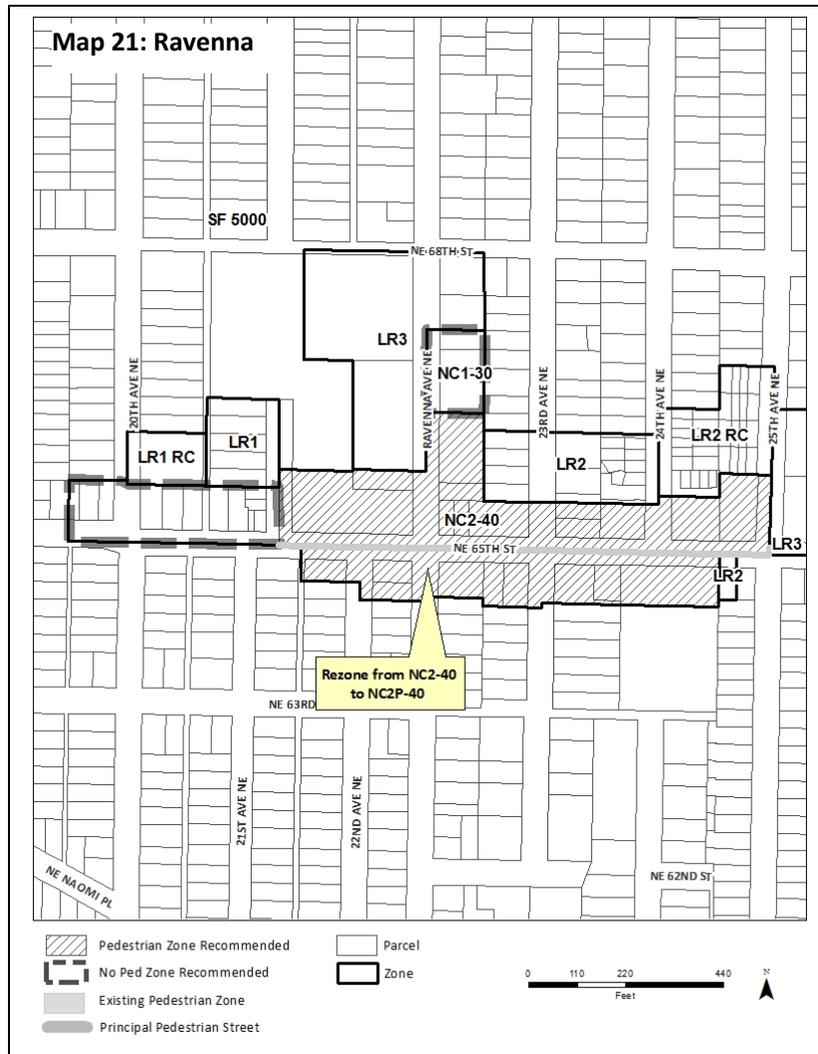
### Comments

DPD received 23 responses specifically related to this study area, with 18 respondents expressing support for a Pedestrian zone and 3 unsure about the designation. One person noted that the “The Ravenna Bryant Community Association did a survey about the ne 65<sup>th</sup> business district and found that the vast majority of people that visit this biz district live within 5 blocks but drive there. We need that area to be more inviting for people to stroll.” Others noted that there needs to be more attention to slowing traffic and providing better pedestrian infrastructure. Another noted the need for better access for bicyclists and suggested that this could be achieved through impact fees. A few expressed concerns about loss of parking and noted that businesses depend upon on-street parking to support the business district.

### Proposal Summary

**Designate** a Pedestrian zone in the eastern portion of the study area along NE 65<sup>th</sup> St between 25<sup>th</sup> Ave NE and one-half block west of 22<sup>nd</sup> Ave NE. The western edge, where NC zoning is present on only one side of the street and contains several residential uses, is not recommended for a Pedestrian designation at this time. The northern edge is zoned NC1 and is several blocks north of the principal pedestrian street along NE 65<sup>th</sup>.

The area is currently pedestrian-friendly with the potential to be even more so. The proposed pedestrian designation is appropriate given the existing character of the neighborhood, the desire to maintain and enhance that character, and good transit access.



<b>Ravenna: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The five block long business district offers a variety of shops and services, some of which are warehouse or auto-oriented uses. Single use residential buildings occupy the blocks on the northeast and southwest edges of the district.

Most of the buildings are built up to the street creating a pleasant pedestrian environment between 21<sup>st</sup> and 25<sup>th</sup> Ave NE. Sidewalks are present in the area; slower moving traffic and street parking on both sides of 65<sup>th</sup> allows pedestrians to move throughout the area.

The presence of the Ravenna-Eckstein community center to the north draws pedestrians to the area. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

This area is identified as a medium-priority area in the Pedestrian Master Plan. The area is served by a few bus routes but is not identified as a priority bus corridor in the Transit Master Plan. There are no existing bicycle facilities along 65<sup>th</sup>; the Bicycle Master Plan indicates that there may be future investment along 65<sup>th</sup> and in the surrounding area.

Shop and service uses located in the Ravenna neighborhood are accessed by pedestrians, transit riders as well as cars. Should the mix of neighborhood serving shops and service uses continue to grow, more people from the surrounding neighborhood will walk to the area.

This area is not located in an adopted neighborhood plan area.

**Conclusion: Conclusion:** Rezone to add a Pedestrian zone on the eastern side of the study area. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

The western end of the study area and the area zoned NC1 is not recommended for a Pedestrian designation at this time.

**ROOSEVELT WAY NE AT NE  
 125<sup>TH</sup> ST**

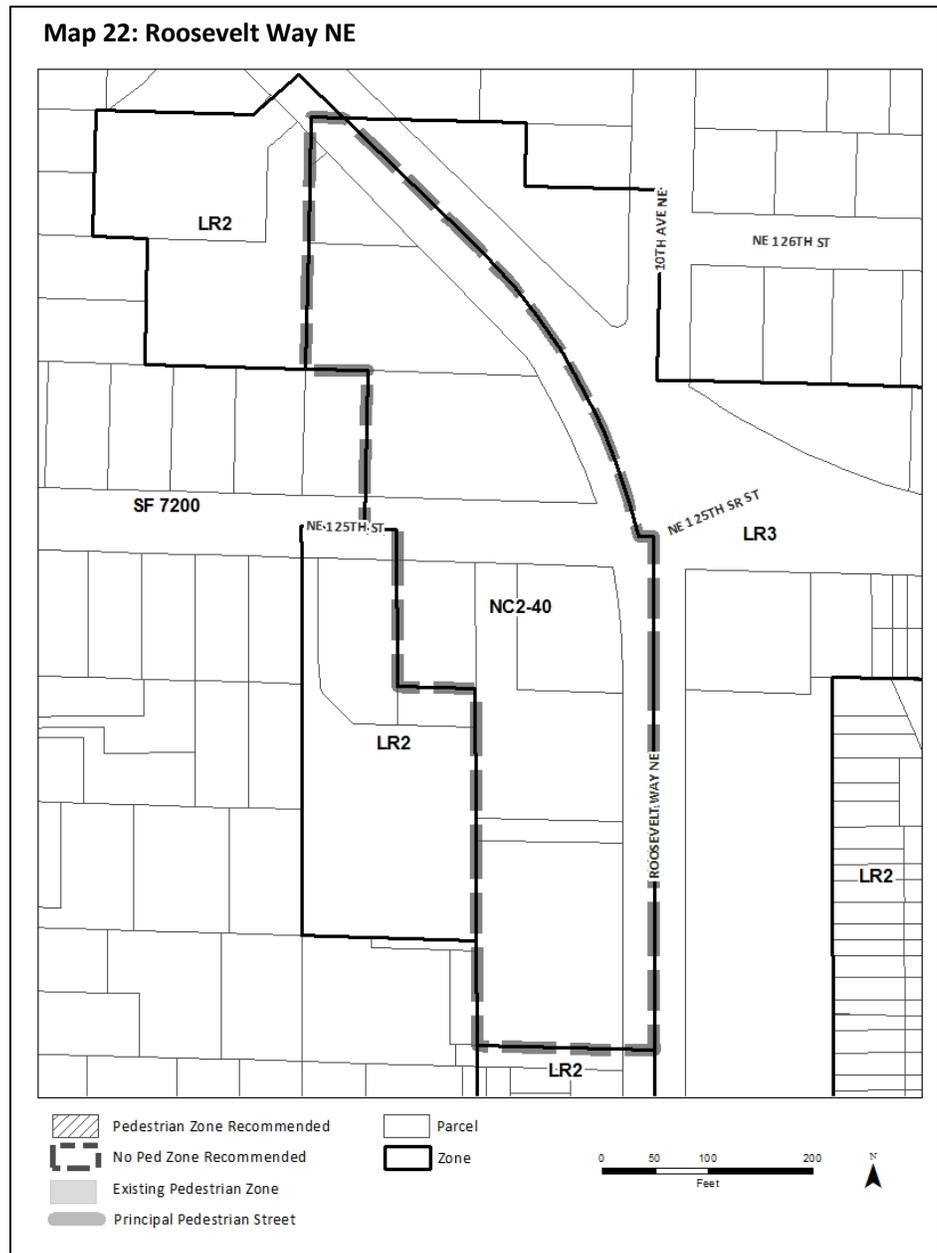
This neighborhood business district extends approximately one-half block to the north and south of the intersection of Roosevelt Way NE and NE 125<sup>th</sup> St along the west side of the street. The area is surrounded by a medium density residential neighborhood.

**Comments**

DPD received four responses specifically related to this study area, with three out of four respondents expressing support for a Pedestrian designation and one unsure about the designation. One commenter expressed a need for wider sidewalks.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. Redevelopment in this area is desirable, however, residents in this area can walk to and help grow the proposed pedestrian retail area at 15<sup>th</sup> Ave NE and NE 125<sup>th</sup> Street. In addition, the Northgate Overlay District regulations include some similar standards to the Pedestrian zone requirements that already apply in this area.



<b>Roosevelt Way NE at NE 125<sup>th</sup>: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	No
	<i>5. Minimal pedestrian-auto conflicts.</i>	No
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	No
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The area contains a strip mall with a few neighborhood serving retail sales and services uses and a real estate office. The majority of the area is comprised of standalone residential uses.

In most cases, the residential buildings are built up to the street while the existing strip mall is set back on the lot with a large parking lot located in the front. There was very little observed pedestrian activity or amenities.

The intersection of Roosevelt Way NE and NE 125<sup>th</sup> St is difficult for pedestrians, with multiple lanes of fast moving traffic in all directions. This area is identified as a medium priority area in the Pedestrian Master Plan.

The area is served by several bus lines, many only available for commute trips. It is not identified as a priority bus corridor in the Transit Master Plan.

The area lacks bicycle amenities. The Bicycle Master Plan indicates that there may be some future investment in this area.

Narrow or nonexistent sidewalks, coupled with parking lots and limited pedestrian crossings contribute to an uncomfortable pedestrian environment. Neighborhood commercial zoning is not present on both sides of the streets. There is not a variety of retail or service activities, nor a large number of shops and services and the majority of the area is developed as stand along residential uses.

This area is not located in an adopted neighborhood plan area.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area generally does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for the proposed Pedestrian designation at this time.

**SAND POINT WAY NE  
 AT 36<sup>TH</sup> AVE NE**

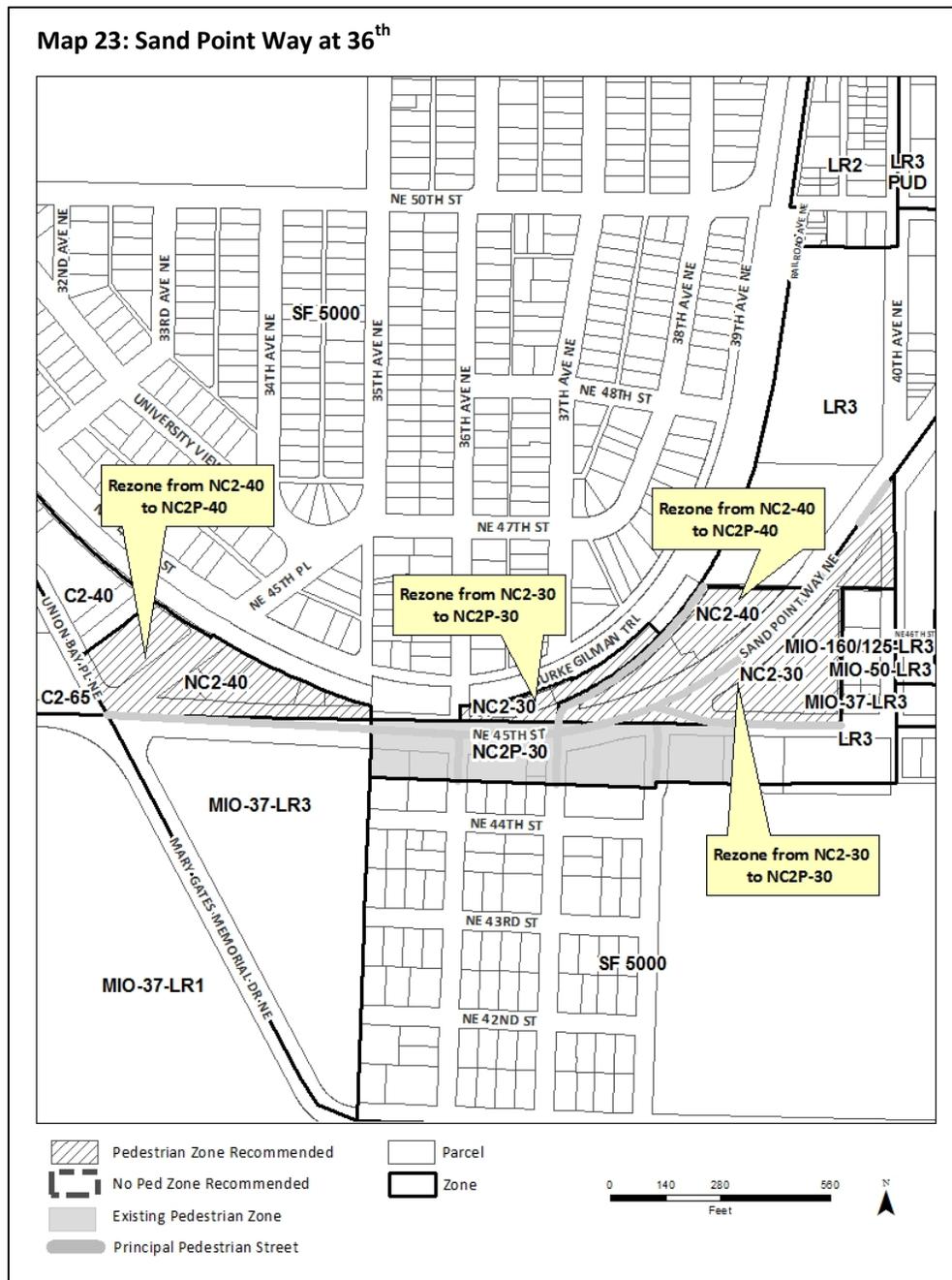
Sand Point Way NE at 36<sup>th</sup> Ave NE is a small commercial node adjacent to a larger, auto-oriented business district. The area is bordered by the Ravenna Urban Center and University Village, a major shopping destination. The area also borders University of Washington property. There is an existing pedestrian designated area on the south side of Sand Point Way NE between 35<sup>th</sup> and 38<sup>th</sup> Ave NE.

**Comments**

DPD received three responses specifically related to this study area, with two out of three respondents expressing support for a Pedestrian designation and one unsure about the designation. DPD did not receive any comments specific to this area.

**Proposal Summary**

**Expand** the existing Pedestrian zone north of NE 45<sup>th</sup> Street between Union Bay Place NE and 40<sup>th</sup> Ave NE. The area is currently pedestrian-friendly with the potential to be even more so. The surrounding medium-density residential areas could look to this area as their main street. In addition, the proximity to the University and the Burke-Gilman trail will continue to draw people to the neighborhood business district.



<b>Sand Point Way at 36th Ave NE: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This small business district is home to a variety of small sized businesses – including a bicycle shop, salon, bank and ice cream shop. This potential Pedestrian zone would be an expansion of the existing Pedestrian zone that includes a mix of uses.

In some areas the buildings are setback off of the main arterial, separated by a small frontage road. Sidewalks are present in the neighborhood retail area, however, the multiple lanes of fast moving traffic and the location of structures set back off of the arterial can make it a challenging pedestrian environment. Several of the businesses include parking lots and driveways in front, disrupting the pedestrian environment.

To the north and south, the area is surrounded by a low to medium-density residential neighborhood with an existing Pedestrian designation on the south side of Sand Point Way NE. All parcels within the proposed Pedestrian zone are currently zoned NC2-30 or NC2-40.

This area is identified as a medium-priority area in the Pedestrian Master Plan. Several Metro bus routes serve the area and the area is identified as a priority bus corridor in the Transit Master Plan. The area is also located along the Burke-Gilman multi-use trail. Bicyclists can travel easily to and from the area using the adjacent Burke-Gilman trail. The Bicycle Master Plan indicates that there may be some future investment in this area.

This area is not located in an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**SAND POINT WAY NE  
 AT 50<sup>TH</sup> AVE NE**

This neighborhood business district extends approximately two blocks along Sand Point Way NE between 47<sup>th</sup> Ave NE and 55<sup>th</sup> Ave NE. The area is surrounded primarily by a low density residential neighborhood.

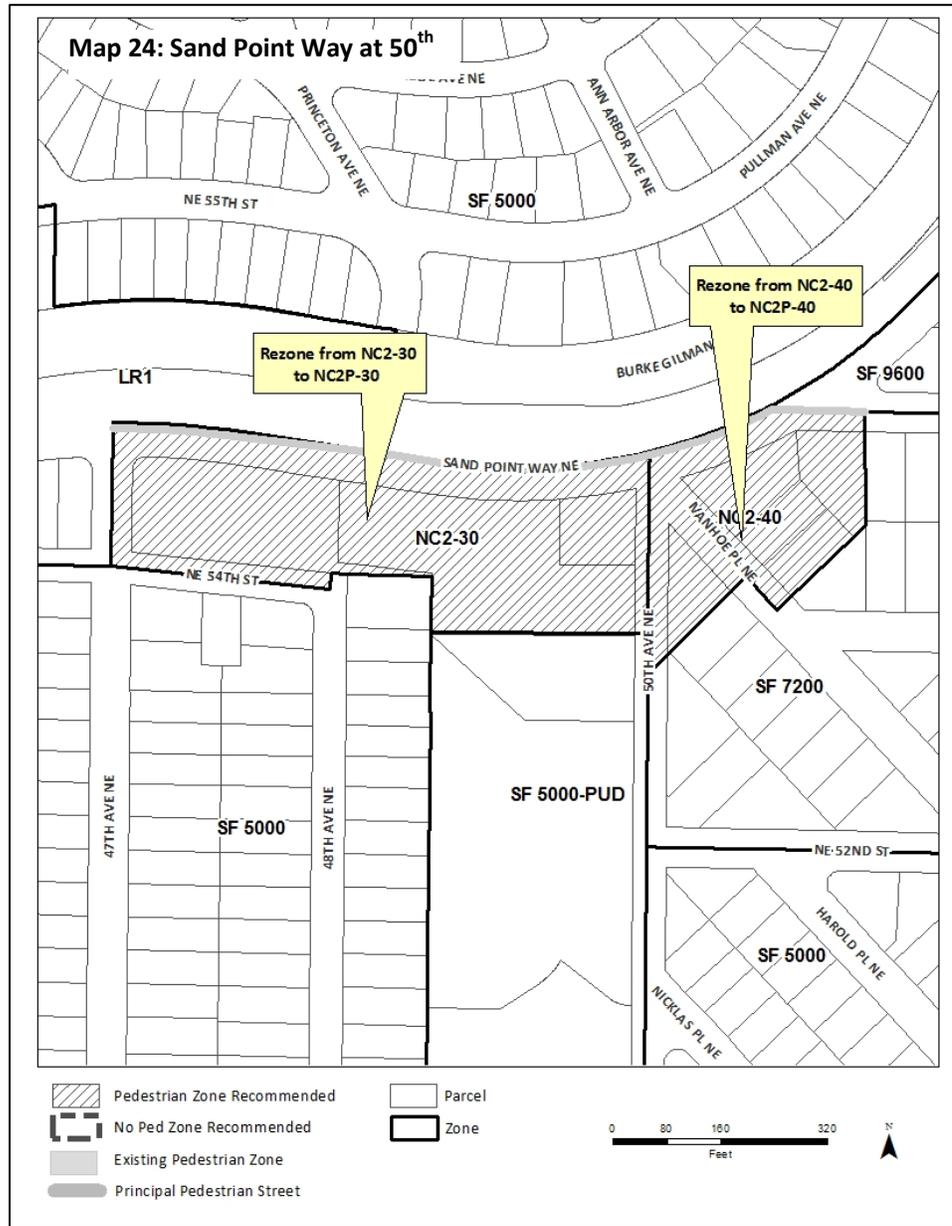
**Comments**

DPD received two responses specifically related to this study area, with both respondents expressing support for a Pedestrian designation. The one commenter noted a need to improve pedestrian safety in the area and a desire to remove office uses from the street-level.

**Proposal Summary**

**Designate** a Pedestrian zone on the south side of Sand Point Way between 47<sup>th</sup> Ave NE and NE 55<sup>th</sup> St.

Shops and services located in the area are accessed by pedestrians, transit as well as cars. Should the mix of neighborhood serving shops and services continue to grow, more people from the surrounding neighborhood will walk to the area. In addition, the proximity to the Burke-Gilman trail may draw people to the neighborhood.



<b>Sand Point Way at 50 Ave NE: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are a variety of retail shops and services in this small neighborhood business district. The study area includes a larger commercial building broken up into several small neighborhood serving uses, including a hardware store, restaurant, a bank (with drive-in lanes) and a gas station, along with a few residential uses.

In most cases, the buildings are built up to the street, however, a large surface parking lot breaks up the more pedestrian oriented businesses in the middle of the study area.

Although a small business district on just one side of a busy street, there is a good amount of pedestrian activity. Most people appear to either walk to the area from the surrounding neighborhood, or park in the larger surface lot and walk from business to business. All parcels within the proposed Pedestrian zone are currently zoned NC2-30 or NC2-40.

This area is identified as a medium-priority area in the Pedestrian Master Plan. The area is served by a few Metro bus lines; it is not identified as a priority bus corridor in the Transit Master Plan. The area lacks bicycle amenities immediately on Sand Point Way, however, the Burke-Gilman trail is located across the street. The Bicycle Master Plan indicates that there may be some future investment in this area.

This area is not located in an adopted neighborhood plan area.

Because this is a small business district, a large or even medium-sized single-purpose residential building could disrupt the walkable commercial environment.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**SAND POINT WAY NE  
 AT NE 63<sup>RD</sup> ST**

This neighborhood business district extends approximately two blocks along Sand Point Way NE between NE 62<sup>nd</sup> ST NE and NE 64<sup>th</sup> Street. The area is surrounded by a mix of medium-density residential, commercial and institutional uses (school).

**Comments**

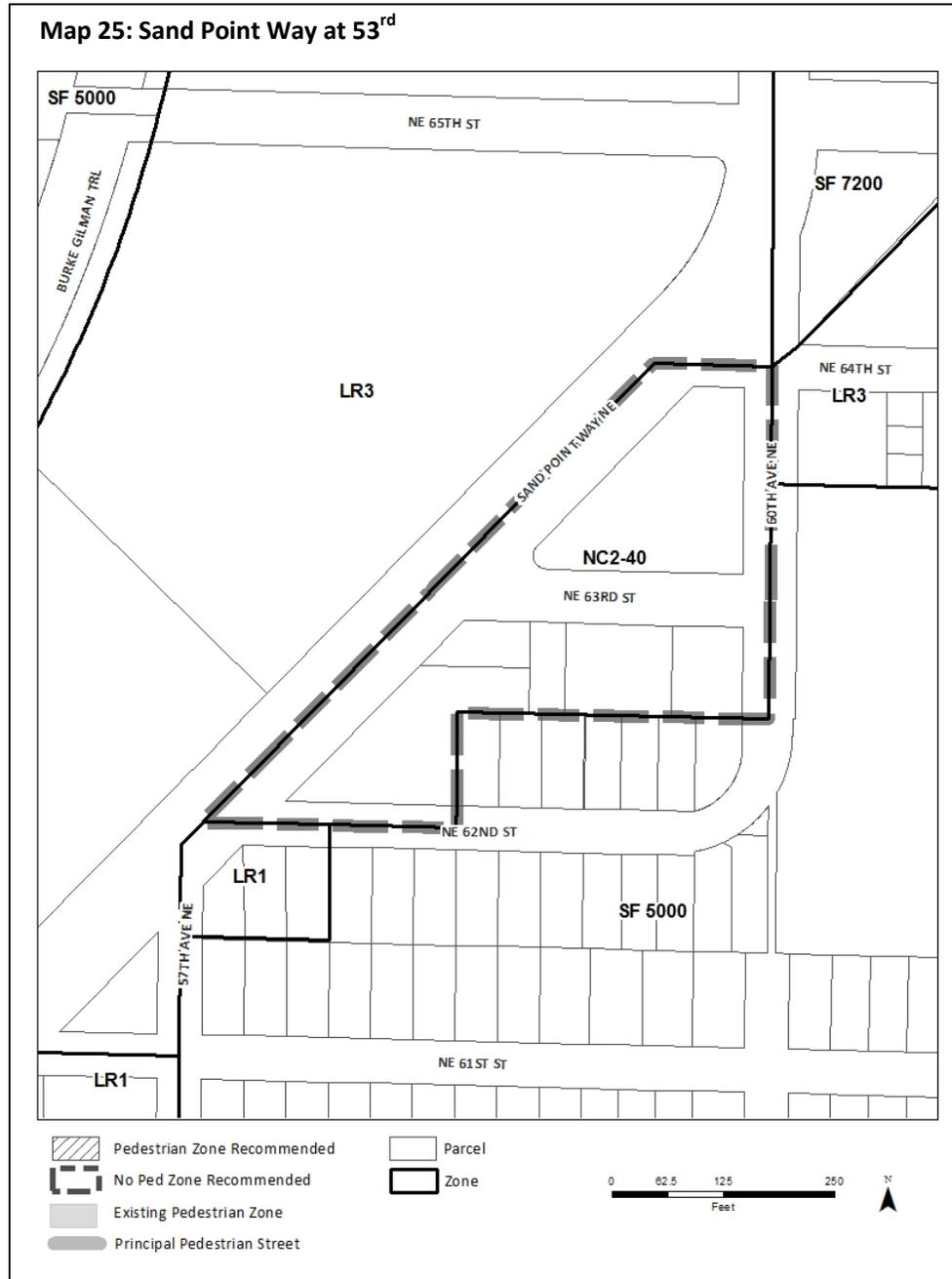
DPD did not receive any survey responses or any specific comments about the Sand Point Way NE at NE 63<sup>rd</sup> St study area.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time.

Neighborhood commercial zoning is not present on both sides of the street and the traffic volumes and speeds

at this location make it difficult for pedestrians. There is not a variety of retail or service activities, nor a large number of shops and services. There is little pedestrian activity or interest.



<b>Sand Point Way NE at NE 63rd St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	No
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are only a few businesses located in this area, including a pizza restaurant and a ground level office use. The majority of uses are residential.

In most cases, the buildings are built up to the sidewalk. Narrow sidewalks and parking immediately abutting the sidewalk, along with standalone residential uses, disrupts the pedestrian environment.

Traffic speeds and volume are high along this portion of Sand Point Way creating a challenging pedestrian environment. This area is identified as a medium priority area in the Pedestrian Master Plan.

Several bus routes serve the area. It is not identified as a priority bus corridor in the Transit Master Plan.

There are few facilities for bikes immediately on Sand Point Way NE, however, the area is located approximately one block from the Burke-Gilman trail. The Bicycle Master Plan does not indicate future investment in this area.

This area is not located in an adopted neighborhood plan area.

Neighborhood serving shops and services would be desirable at this location, given the surrounding residential uses and limited opportunities for walkable destinations in the area. However, the existing development pattern presents a challenge in terms of moving around the area without a car and limits the potential for pedestrian-oriented redevelopment.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area generally does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for the proposed Pedestrian designation at this time.

**21<sup>ST</sup> AVE W AND W  
 DRAVUS ST**

This neighborhood business district extends approximately two blocks west of 20<sup>th</sup> Ave W on Dravus St and is surrounded by a medium density residential neighborhood to the north and south and industrial uses to the east.

**Comments**

DPD received five responses specifically related to this study area, with three respondents expressing support for a Pedestrian designation. The one comment made specifically about this area noted that there is too much traffic in the area to support a Pedestrian zone.

**Proposal Summary**

**Designate** a Pedestrian zone along W Dravus St two block west to 21<sup>st</sup> Ave W. Neighborhood serving shops and services would be desirable at this location, given the residential uses surrounding the block and may provide services to

adjacent industrial uses. Although the area is challenging for people not arriving by car, a Pedestrian designation may encourage new and existing businesses that provide services for residents and workers in the area. Given the limited opportunity for walkable commercial destinations in this neighborhood, protecting this small commercial node may create new destinations for area residents.



<b>21<sup>st</sup> Ave W and W Dravus St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. [can achieve] a variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] large number of shops and services per block;</i>	Mixed
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The area has a few neighborhood serving retail sales and service uses with residential and auto-oriented uses mixed in. Recent development in the area contains mixed-use buildings with ground level commercial space.

There are several residential structures on the edges of the study area. The pedestrian facilities are inconsistent, with narrow sidewalks and large curb cuts and parking lots in front of some properties, while other, more recently redeveloped properties, have wider sidewalks and buildings built up to the sidewalk.

Little pedestrian activity was observed in the area. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

This area is identified as a medium priority area in the Pedestrian Master Plan. A few bus lines serve the edges of the area. It is not identified as a priority bus corridor in the Transit Master Plan.

There are bicycle lanes along 20th Ave W but no facilities running directly through the study area. The Bicycle Master Plan indicates some future investment in this area.

This area is not located in an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.



<b>Magnolia: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This potential pedestrian retail area is home to many specialty stores and professional services offering a variety of pedestrian destinations with just a few auto oriented and ground level residential uses mixed in.

Most buildings are built up to the sidewalk creating a comfortable pedestrian environment. This area is well-served by pedestrian oriented retail development that provides outdoor seating and cafes.

Pedestrians are drawn to the area because of the parks and services and the variety of pedestrian oriented businesses. Wider sidewalks and other pedestrian amenities, such as street trees and street furniture, enhance the pedestrian environment. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

This area is identified as a medium priority area in the Pedestrian Master Plan.

The area has limited bus service and It is not identified as a priority bus corridor in the Transit Master Plan. There are some existing bicycle facilities and the Bicycle Master Plan indicates that there may be some future investment in this area.

This area is not located in an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**34TH AVE W AT W  
 EMERSON ST**

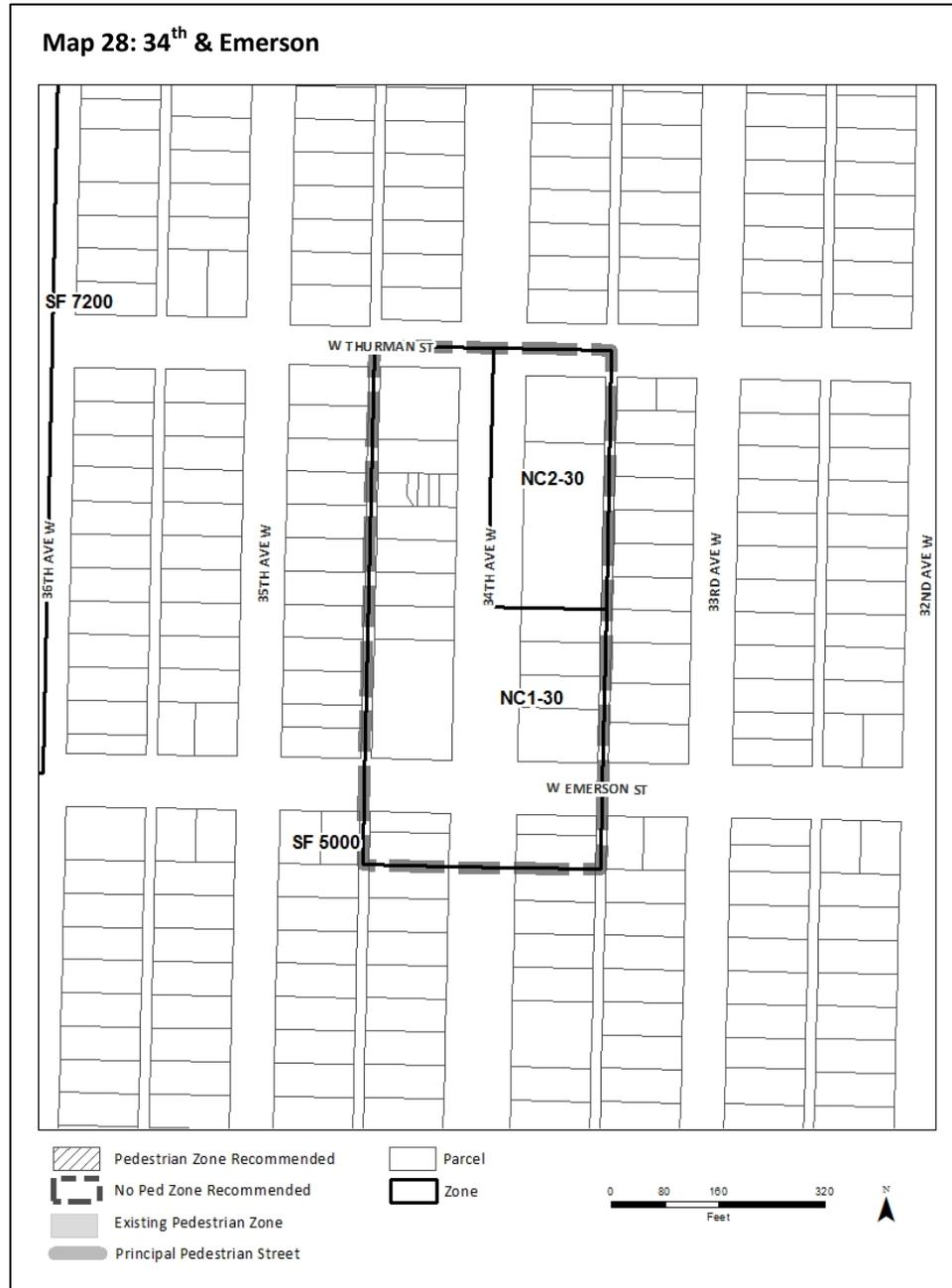
This neighborhood business district extends one block, running north south along 34<sup>th</sup> between W Thurman St and W Emerson St. The area is surrounded by a low density residential neighborhood and is located approximately 1.5 blocks from Discovery Park.

**Comments**

DPD received three responses specifically related to this study area, all opposed to a pedestrian designation. One commented noted that this area is more auto-oriented and will continue to be.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. Additional shops and services in this area may be desirable; however, residents in this area can walk to and help grow the proposed pedestrian retail area at 32<sup>nd</sup> and McGraw (the Magnolia study area). In addition, the majority of this study area is zoned NC1, which already requires street-level commercial in new development (but does not prohibit live-work or other commercial uses).



<b>34<sup>th</sup> Ave W at Emerson St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	No
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The area has a grocery store, a butcher shop, restaurant and wellness center serving the neighborhood. The majority of the area is comprised of standalone residential uses.

In most cases, the residential buildings are built up to the street while the existing commercial uses are mainly set back on the lot with parking lots located in the front.

There is very little observed pedestrian activity or amenities. The majority of the area feels like a residential street with commercial uses at the corners. This area is identified as a medium-low priority area in the Pedestrian Master Plan.

The area has limited bus service, mainly focused on commute trips. It is not identified as a priority bus corridor in the Transit Master Plan.

The area lacks bicycle amenities in the immediate area; the Bicycle Master Plan does not indicate future investment in this area.

This area is not located in an adopted neighborhood plan area.

Neighborhood serving shops and services may be desirable at this location, given the surrounding residential uses and the proximity to the park. However, the predominance of existing standalone multi-family development and the lack of retail or service activities may make it difficult to create a vibrant pedestrian oriented retail area. In addition, the larger business district in Magnolia, where a Pedestrian designation is recommended, is less than one mile away.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area generally does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for the proposed Pedestrian designation at this time.

**DEXTER AVE N AT  
 GARFIELD ST**

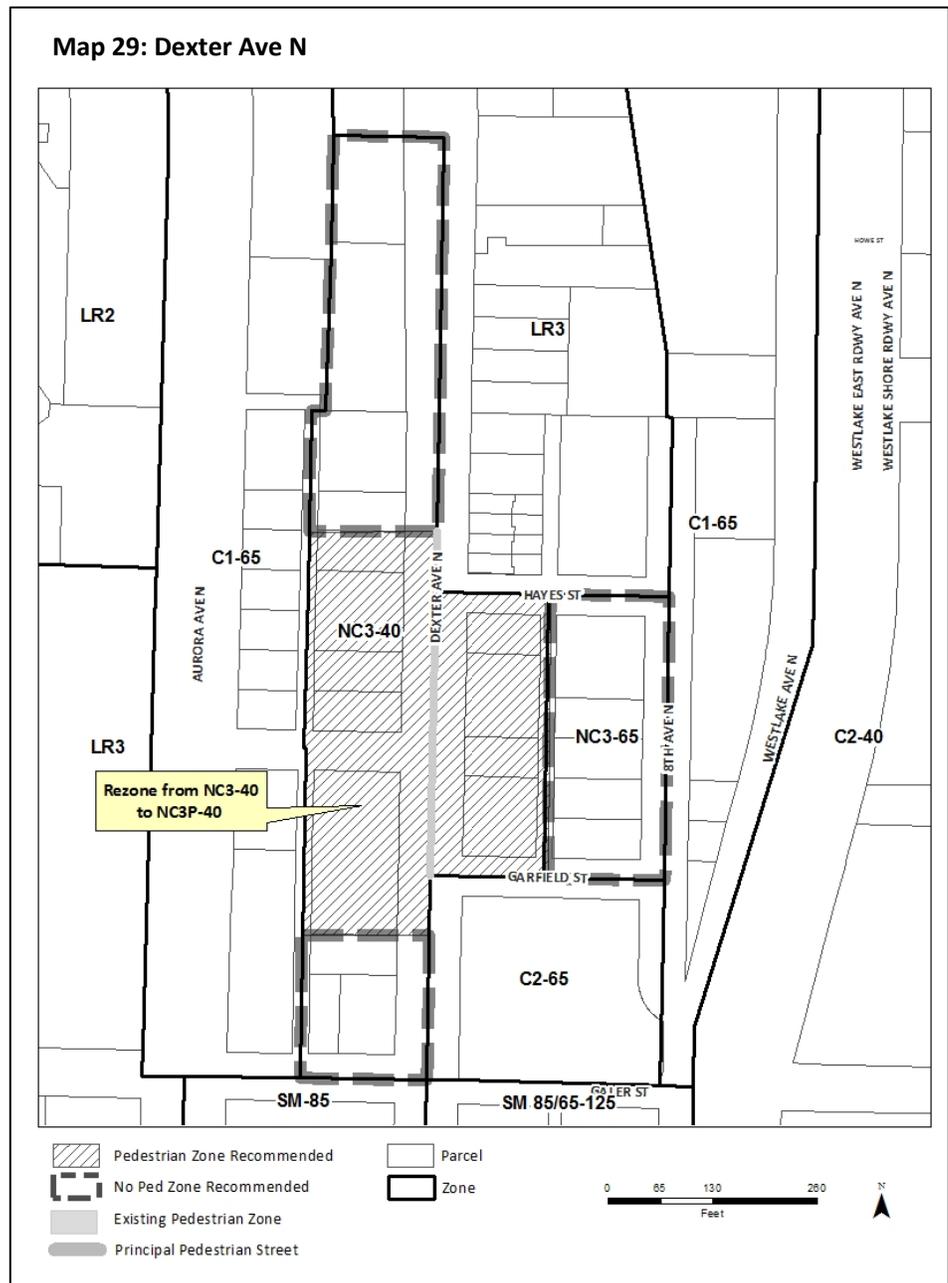
Located along the western side of Lake Union, this neighborhood business district runs north-south along Dexter Ave between Galer and Howe Street. Dexter, a busy arterial, connects the South Lake Union and Fremont neighborhoods. The area is surrounded by a mix of high density residential and commercial uses.

**Comments**

DPD received one response specifically related to this study area. The single respondent is not in favor of a Pedestrian designation.

**Proposal Summary**

**Designate** a Pedestrian zone in a portion of the study area: the block on Dexter Ave N between Garfield St and Hayes St. There is significant commercial development in the area that will continue to compete with this location that may make it difficult to transition to a dense pedestrian-oriented retail area. However, designating a portion of the area as a Pedestrian zone will maintain and promote some level of commercial services for surrounding residents.



<b>Dexter Ave N at N Garfield St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. [can achieve] a variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. [can achieve] Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

This is a strip business district; long and narrow, surrounded by residential areas and is auto-oriented. Many of the uses located along the strip are stand-alone residential uses or office buildings.

Recent investment along Dexter Ave N has improved sidewalk conditions and bicycle infrastructure. There was very little observed pedestrian activity in the area.

All parcels within the proposed Pedestrian zone are currently zoned NC3-40. This area is identified as a medium-priority area in the Pedestrian Master Plan.

The area is served by multiple bus lines. It is not identified as a priority bus corridor in the Transit Master Plan.

The area includes bicycle amenities and the Bicycle Master Plan indicates that there may be some future investment in this area.

The study area is not located in an adopted neighborhood plan area.

Neighborhood serving shops and services may be desirable at this location, given the surrounding residential uses and proximity to Lake Union. Dexter connects South Lake Union and Fremont neighborhoods. Concentrations of businesses with ground-level activity of pedestrian interest at the core of this NC zoned area could help transform the nature of the corridor.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

However, due to the competing demands on the corridor, the recommended designation is focused at the center of the NC zoned area.

## UPPER QUEEN ANNE

Located north of downtown, the Upper Queen Anne neighborhood business district is located at the top of the hill and offers a mix of restaurants and specialty shops. In addition, there are schools, a library, and parks located in the area. There is an existing Pedestrian zone running north south along Queen Ave N that would be expanded south and east if this area is added. This area is also located within a residential urban village.

### Comments

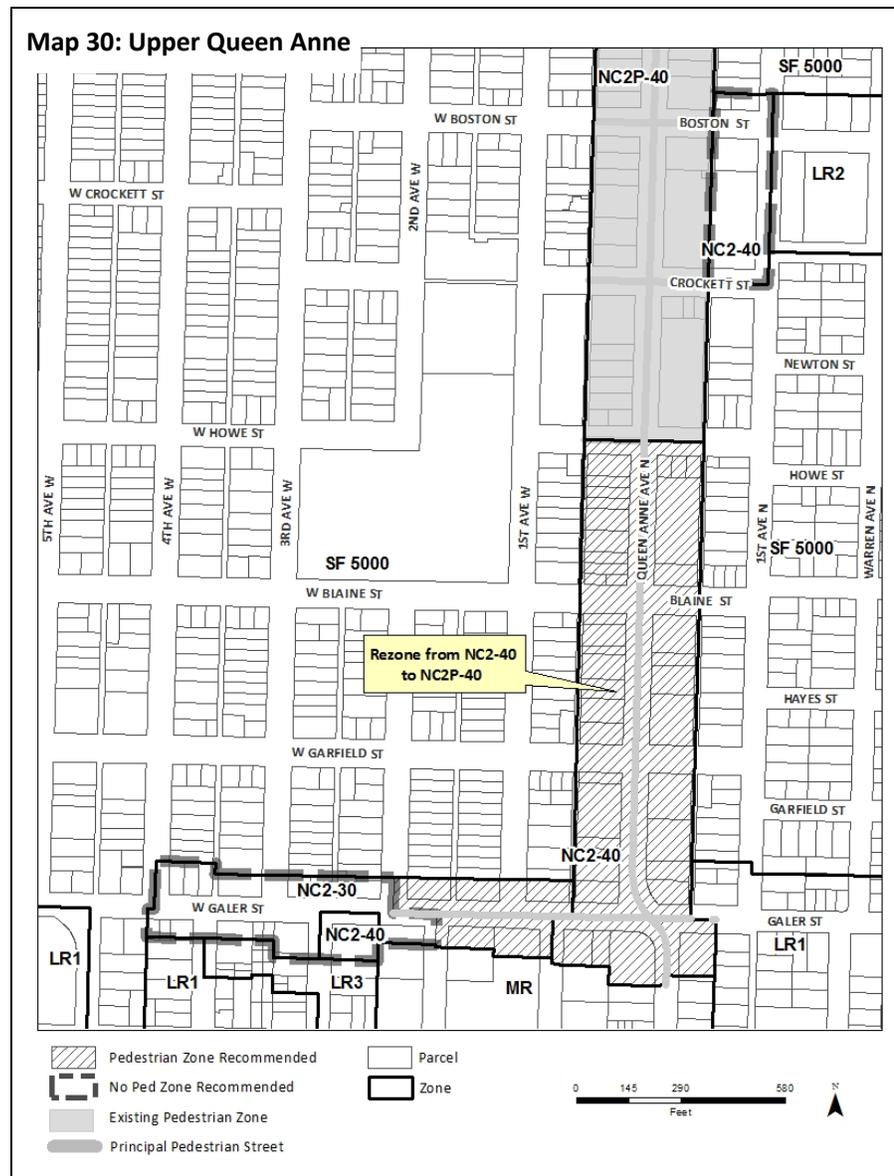
DPD received 16 responses specifically related to this study area, with ten respondents expressing support for a Pedestrian zone and two unsure about the designation. Staff attended the Upper Queen Anne Land Use Review Committee meeting to discuss the project. Comments received via the survey, email and at the meeting noted that the area along W Galer (west of approximately 2<sup>nd</sup>) is distinctly different than the business district along Queen Anne Ave N. People noted that the mixture of residential structures, office uses and other businesses is part of what defines the Upper Queen Anne village and expressed concern that applying the pedestrian designation in the entire area may disrupt that character. Some also expressed concerns about introducing any additional parking waivers associated with a pedestrian designation and noted that businesses depend upon on-street parking to support the business district. Others noted concern about the potential for too much commercial space that may result in vacant spaces.

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### Proposal Summary

**Expand** the existing pedestrian designation to the south along Queen Anne Ave N between W Howe St and one parcel south of Galer Street and west along W Galer to 2<sup>nd</sup> Ave W. The area west of 2<sup>nd</sup> Ave W and the area along 1<sup>st</sup> Ave N between Boston and Crockett Street are not recommended for a Pedestrian designation at this time.



<b>Upper Queen Anne: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

The business district is a well-formed district with restaurants, medical services, retailers, among other businesses. Most of the existing businesses

are pedestrian-oriented with several mixed-use developments and minimal auto-oriented uses. The western edge of the study area contains some standalone residential uses.

Most buildings are built up to the sidewalk creating a comfortable pedestrian environment. Sidewalks are present in the area and slow moving traffic makes it easy for pedestrians to move around the area. The variety in the area, along with the views of downtown and proximity to schools and parks, brings interest to the area – reinforced by the existing Pedestrian zone. All parcels within the proposed Pedestrian zone are currently zoned NC2-40 or NC2-30.

This area is identified as a medium priority area in the Pedestrian Master Plan. There is limited service from Metro bus routes. This area is not identified as a priority bus corridor in the Transit Master Plan. The area has some bicycle amenities and the Bicycle Master Plan indicates that there may be some future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- QA-P2 Preserve the character of Queen Anne’s single-family and mixed-use neighborhoods.
- QA-P9 Enhance the unique character of each business district.

Shops and services located in the Upper Queen Anne neighborhood are accessed by pedestrians, transit and cars. The business district already exhibits pedestrian-oriented traits. The Urban Village designation, surrounding residential uses and on-going mixed-use development is creating a vibrant urban village.

**Conclusion:** Rezone to expand the existing Pedestrian zone south along Queen Anne Ave N and west along Galer to 2<sup>nd</sup> Ave W. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation

The western end and the northeastern portion of the study area are not recommended for a Pedestrian designation at this time.

## E MADISON ST

This neighborhood business district runs along East Madison Street and is approximately five blocks long. One block abuts the southern edge of the Washington Park Arboretum. The district is surrounded by residential neighborhoods. Lake Washington Boulevard crosses through the district, linking the Arboretum to Lake Washington.

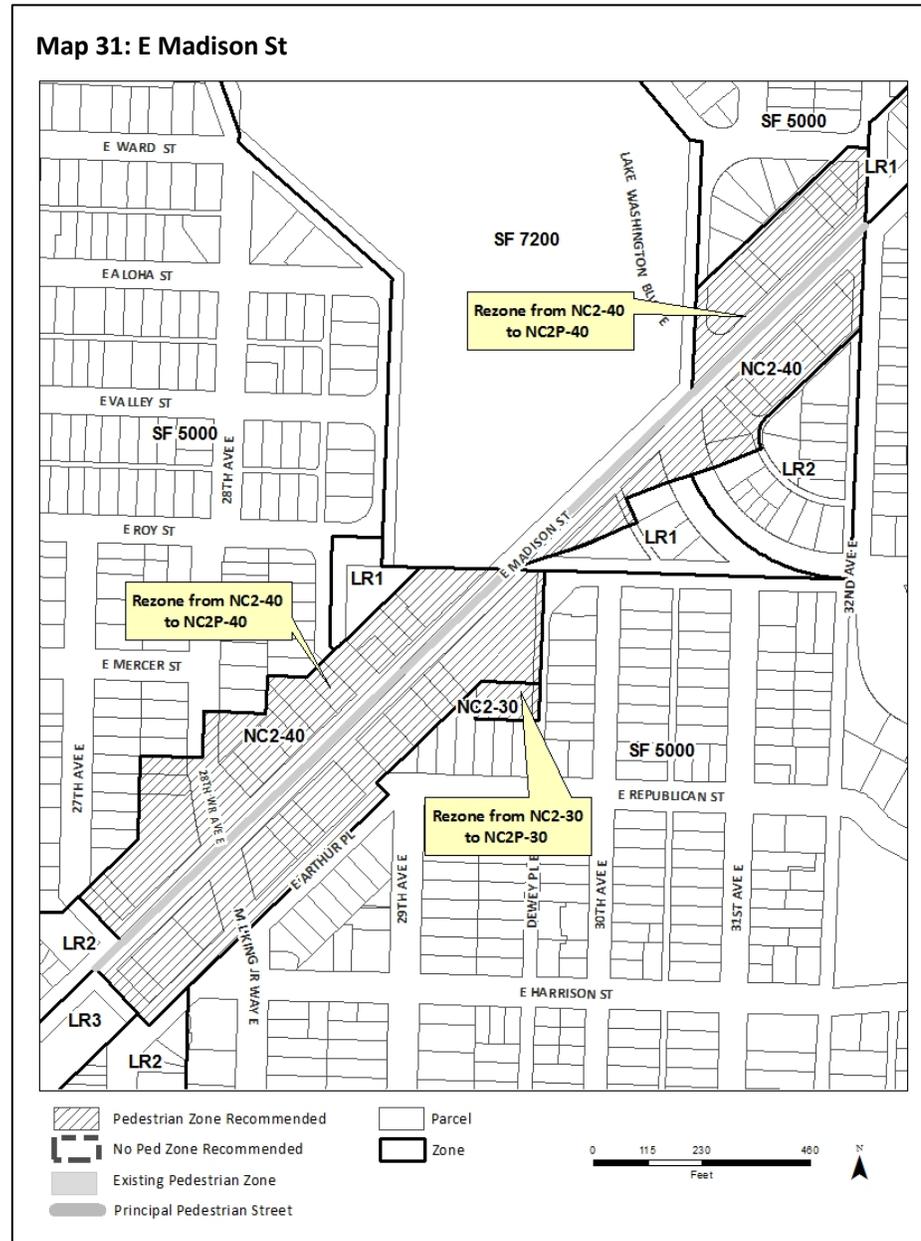
### Comments

DPD received 33 responses specifically related to this study area, with 24 respondents expressing support for a Pedestrian zone and six unsure. In addition to the District Council meeting, staff met with the Madison Valley Community Council and the Madison Valley Merchants Association to discuss the project. Comments received via the survey and at the meetings included concerns about what the

future implications may be when changes to 520 are completed, that will direct more traffic to 23<sup>rd</sup> and may mean that people will bypass the district, impacting small businesses. Others noted concern about potential impacts on street-level vacancy, a desire to further restrict signs placed on sidewalks, and any changes to parking in the area.

### Proposal Summary

**Designate** a Pedestrian zone along E Madison St between 27<sup>th</sup> Ave E and 32<sup>nd</sup> Ave E. The area is currently pedestrian-friendly with the potential to be even more so. The proposed pedestrian designation is appropriate given the existing character of the neighborhood, the desire to maintain and enhance that character and may encourage the continued development of the neighborhood business district.



<b>East Madison St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There is a high density of stores, restaurants and other retail services located along this stretch of East Madison. Most buildings are built up to the sidewalk creating a comfortable pedestrian environment. Sidewalks are present in the area and slower moving traffic makes it easy for pedestrians to move around the area.

The variety of shops and services in the area, along with proximity to the Arboretum, adds to the interest and activity. All parcels within the proposed Pedestrian zone are currently zoned NC2-40. This area is not identified as a priority area in the Pedestrian Master Plan.

A few bus routes serve this area. This area is not identified as a priority bus corridor in the Transit Master Plan. While there are no dedicated bike lanes on Madison, E Harrison, 28<sup>th</sup> Avenue E and Lake Washington Boulevard are commonly used by bicyclists. The Bicycle Master Plan indicates that there may be some future investment in this area.

This area is not located in an adopted neighborhood plan area.

Shops and services located along East Madison in this location are accessed by pedestrians, transit and cars. This area is already a vibrant neighborhood business district and businesses in this district enjoy the patronage of surrounding neighbors as well as people who travel from different parts of town to shop and recreate here. The pedestrian-oriented street frontages are desirable to protect and enhance.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**MARTIN LUTHER KING JR  
 WAY AT E UNION ST**

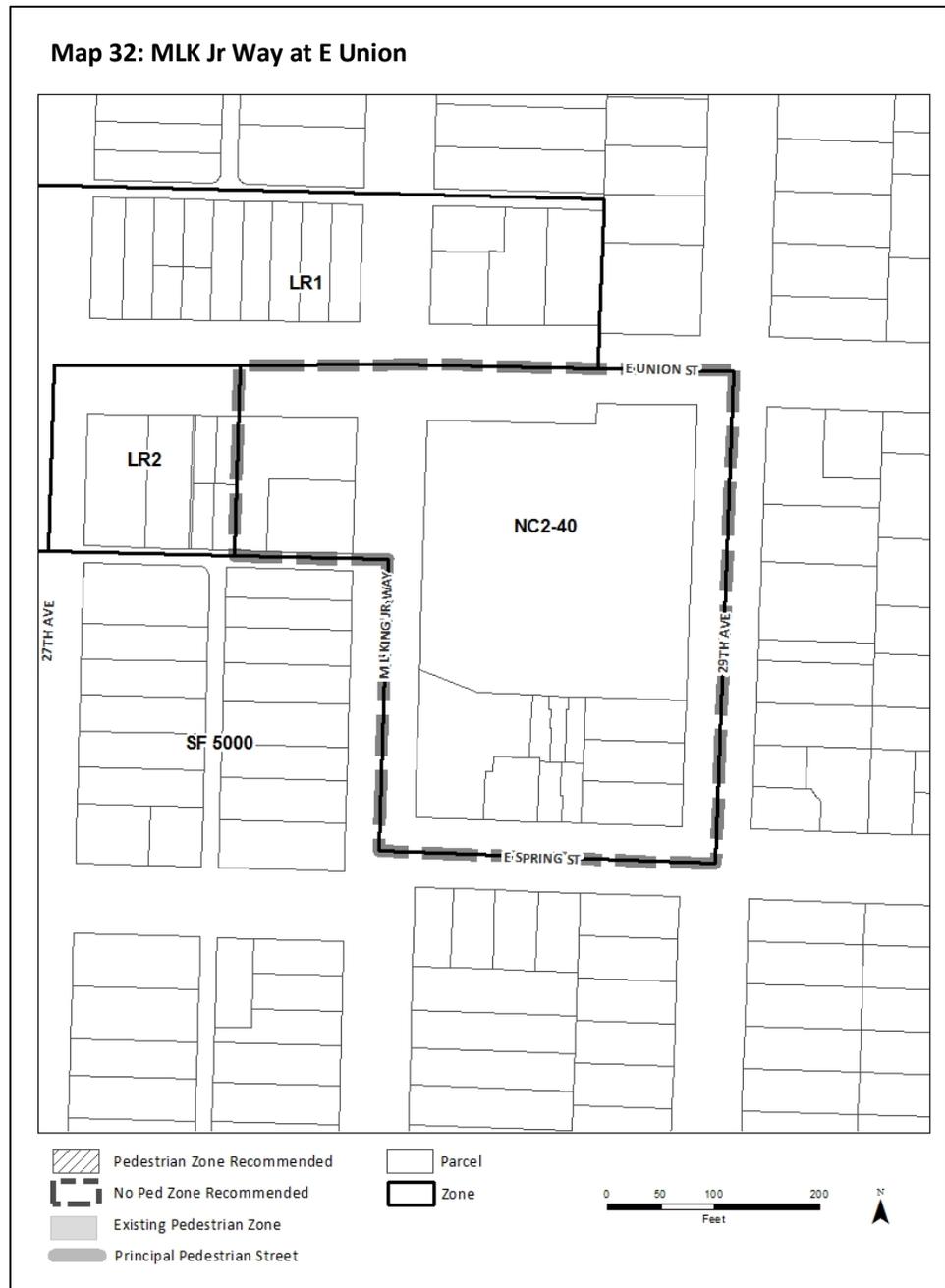
This neighborhood business district is located at the intersection of Martin Luther King Jr Way and East Union Street. Of a relatively small size, the study area encompasses one and a half blocks and is surrounded by a residential neighborhood. This area is three blocks east of the 23<sup>rd</sup> Avenue South and South Jackson Union Residential Urban Village.

**Comments**

DPD received seven responses specifically related to this study area, with five people expressing support for a Pedestrian designation and the remainder unsure. Comments noted general support for Pedestrian zones throughout the city, concern about protecting local businesses and the need for more requirements for trees in Pedestrian zones.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. The study area does not have a variety of retail and service uses along the street front nor a large number along the block. This is primarily due to the small size of the study area and little future potential for retail and service uses. If the area were to redevelop, the area would reflect the pedestrian-oriented manner required in all NC zones while allowing a broader range of street level uses. Residential uses would be allowed at street-level, as well as live-work and other commercial uses.



<b>MLK Jr Way at E Union St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	No
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are two retail businesses in the area, a grocery store and an auto repair shop. Residential uses are located along E Spring and 29<sup>th</sup> Ave. A community garden occupies the property located across the street from the grocery store.

Narrow sidewalks with little buffer from the street makes for an adequate but not high quality pedestrian environment. The existing grocery store is set back from the street with a large parking lot in front.

This area is identified as a medium priority area in the Pedestrian Master Plan. A few Metro bus routes serve this area. It is not identified as a priority bus corridor in the Transit Master Plan. There are dedicated bike lanes on East Union in this location and on Martin Luther King Jr Way south of E Union St. The Bicycle Master Plan indicates that there may be some future investment in this area.

The area is not located within an adopted neighborhood plan area.

Narrow or nonexistent sidewalks, coupled with parking lots and driveways in front contribute to an uncomfortable pedestrian environment. Neighborhood serving shops and services would be desirable at this location, given the residential uses surrounding the block. However, the area is located within a quarter mile of an existing pedestrian retail area, located at 23<sup>rd</sup> and Union.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that, primarily due to the limited size of the study area, it does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for a Pedestrian designation at this time.

**S JACKSON ST - EAST OF RAINIER  
 AVE S**

South Jackson Street is an important business district running through the center of the South Jackson-Union Residential Urban Village. The study area is surrounded by residential neighborhoods with several larger commercially zoned parcels on the eastern edge of the study area along S Jackson between 18<sup>th</sup> and 22<sup>nd</sup> Avenues. An industrial bakery and Seattle Vocational Institute are among the uses on the commercially zoned land between 18<sup>th</sup> and 22<sup>nd</sup>.

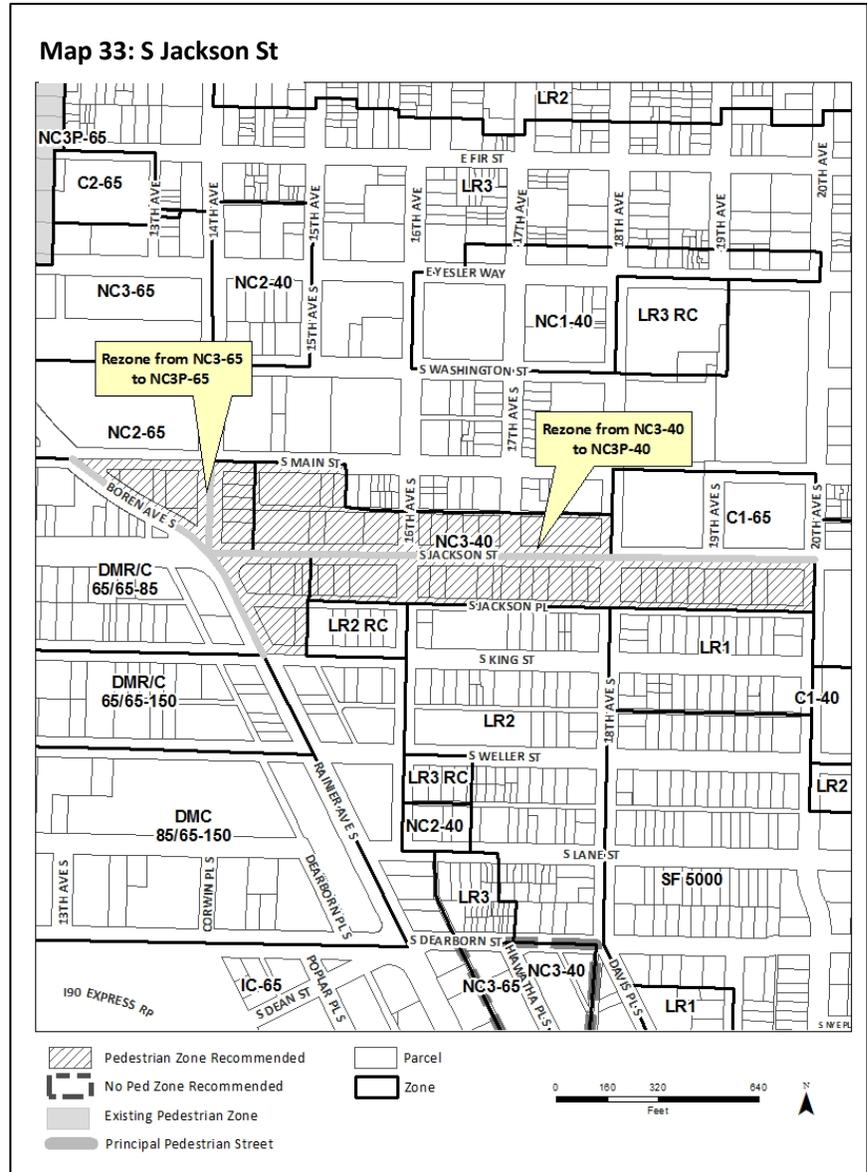
**Comments**

DPD received seven responses specifically related to this study area between Rainier Ave S and 20<sup>th</sup> Ave S, with six respondents expressing support for a Pedestrian zone and one unsure about the designation. In addition to the District Council meeting, staff met with the Central Area Land Use Review Committee to discuss the project. Overall most comments received are supportive of a Pedestrian zone and the community expressed interest to include other areas within the

Central District for future consideration of a pedestrian designation. Some noted that there should be areas for a corner store, coffee shops, gathering places, etc. every few blocks within the neighborhood. Some concerns have been raised about prohibiting businesses with drive-in lanes within Pedestrian zones. Others noted a desire for regulations that go further to encourage small-size businesses and discourage large, corporate chain businesses.

**Proposal Summary**

**Designate** a Pedestrian zone along S Jackson Street between Rainier Ave S and 20<sup>th</sup> Ave S. The area is currently pedestrian-friendly with the potential to be even more so. The proposed Pedestrian zone is appropriate given the existing character of the neighborhood, the desire to maintain and enhance that character and may encourage the continued development of the neighborhood-serving business district.



<b>S Jackson St - east of Rainier Ave s: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. [can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are a variety and density of retail and service uses in the study area, with several office or parking lot uses on the south side of Jackson that could transition to pedestrian oriented uses over time.

In most cases, the buildings are built up to the street. Sidewalks, crosswalks and traffic lights are present, supporting pedestrian access and circulation. However, there are some large surface parking lots and curb cuts present which contribute to auto-pedestrian conflicts. All parcels within the proposed Pedestrian zone are currently zoned NC3-40 to 65. This area is identified as a priority area in the Pedestrian Master Plan.

The area is served by several bus lines. The 1<sup>st</sup> Hill Streetcar, currently under construction, will have a stop on 14th Ave S and S Main St, on the edge of the study area. South Jackson Street has dedicated bike lanes and the Bicycle Master Plan indicates that there may be some future investment in this area.

There is a sizeable residential area surrounding this area. Other activity centers are Washington Middle School and the Seattle Vocational Institute.

South Jackson Street plays a role in helping the Urban Village achieve its goals of accommodating residential growth within a neighborhood business district. The presence and continued development of neighborhood commercial uses will encourage pedestrian and other non-auto modes of transportation.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**MARTIN LUTHER KING JR  
 WAY S AT S DEARBORN  
 ST**

This area covers a single block, currently occupied by offices and a service station for the Seattle Housing Authority. Low density residential neighborhoods surround the block. The area is on the periphery of the South Jackson-Union Residential Urban Village.

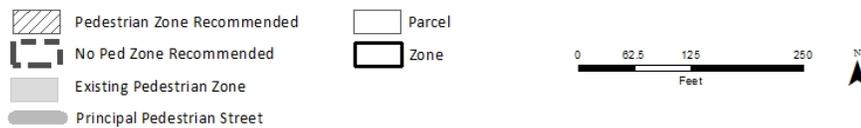
**Comments**

DPD did not receive any survey responses or any specific comments about the MLK Jr Way S at S Dearborn St study area.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. If the area were to redevelop, the area would reflect the pedestrian-oriented form required in all NC zones while allowing a broader range of street level uses. Residential uses would be allowed at street-level, as well as live-work and other commercial uses.

**Map 34: MLK Jr Way at S Dearborn**



<b>MLK Jr Way S at S Dearborn St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	No
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are no neighborhood serving businesses in the area and buildings are set back from the street with surface parking along the street frontage.

Sidewalks are present; however there are no traffic lights and little pedestrian activity at this location. This area is not identified as a priority area in the Pedestrian Master Plan.

One Metro bus route, number 8, serves this location. It is not identified as a priority bus corridor in the Transit Master Plan.

There are dedicated bike lanes on Martin Luther King Jr Way E. The Bicycle Master Plan indicates that there may be some future investment in this area.

The area is not located within an adopted neighborhood plan area.

There is not a variety of retail or service activities, or a large number of shops and services. There is little pedestrian activity or interest. Redevelopment at this site may be desirable, however the size and proximity to other business districts would limit the ability to transform to a pedestrian retail area.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that, primarily due to the limited size of the study area, it does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for a Pedestrian designation at this time.



<b>Hiawatha PI S: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. Pedestrian interest and activity;</i>	Mixed
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Mixed
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	No
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are few businesses in the study area at this time. Two new development projects on the west side of Hiawatha Place South are recently completed. In one new project, the ground level includes eight live-work units with housing above. The second project is a mixed-use building with ground floor commercial space.

Sidewalks are or have been recently improved on the west side of the street with the completion of the two aforementioned projects. This area is identified as a priority area in the Pedestrian Master Plan.

Metro bus routes 7 and 9 serve the area via Rainier Avenue and there other routes within close proximity. It is not identified as a priority bus corridor in the Transit Master Plan.

There are some bicycle facilities in the area and the Bicycle Master Plan indicates that there may be some future investment in the area.

With the new developments, this district will very likely become a neighborhood asset, providing a pedestrian scaled street with some neighborhood serving uses. The majority of the area has or is currently being redeveloped.

The area is not located within an adopted neighborhood plan area.

The recent redevelopment in this area will bring pedestrian interest and activity to the street. One of the two developments includes eight live-work units on the ground floor; uses that have been supported by the community but would be prohibited in a Pedestrian zone.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that, primarily due to the limited size of the study area and recent development, it does not meet the function and locational criteria of the Pedestrian designation and therefore is not appropriate for a Pedestrian designation at this time.

**MORGAN JUNCTION**

The Morgan Junction neighborhood business district is at the center of a designated Residential Urban Village. The district is centered at the intersection of Fautleroy Way SW and California Ave SW and serves the surrounding residential neighborhood.

**Comments**

DPD received 35 survey responses specifically related to this study area with 15 expressing support for a Pedestrian zone, four unsure and 14 not in support of the designation. In addition to the District Council meeting, staff attended the Morgan Community Association (MoCA) meeting, met with members of the MoCA board and had multiple discussions with board members about the designation.

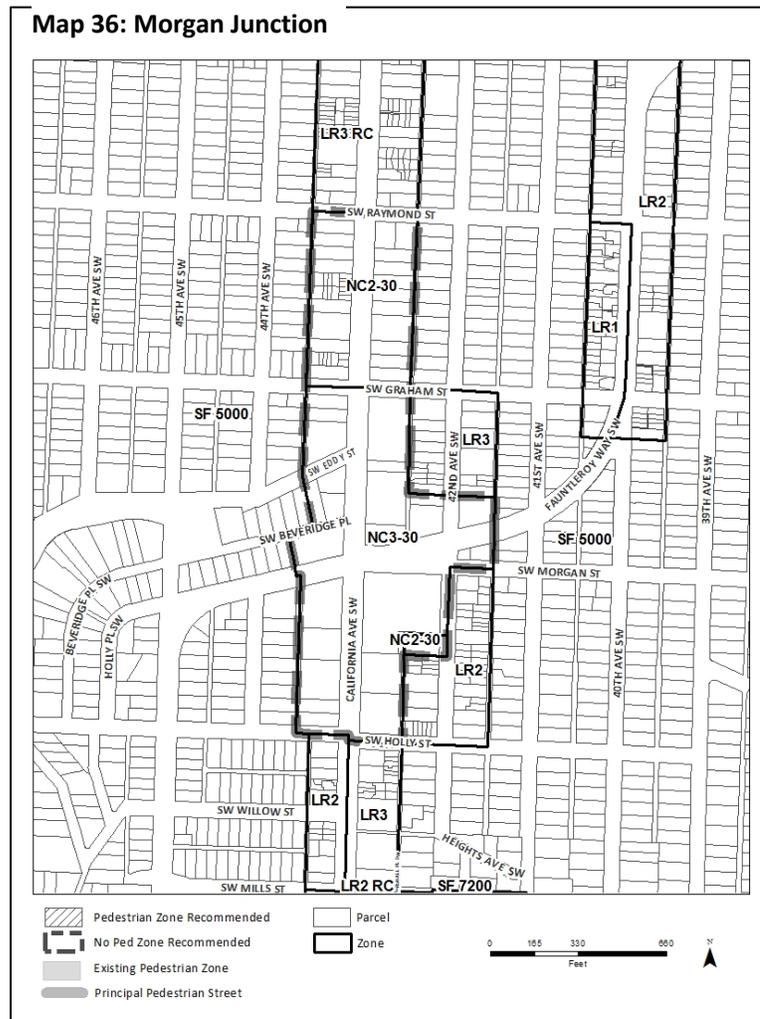
Comments made via the survey, at meetings, via email and in a letter from the MoCA, have expressed concern about a designation in this area. One major concern raised by the community is that within the neighborhood plan there is a specific statement about no overlay districts in Morgan Junction and they have feel that the Pedestrian

designation violates this provision. Many people have raised concerns about potential changes to parking in the area, a desire to maintain some of the more auto-oriented uses (such as gas stations and fast food), issues with sidewalk conditions and pedestrian safety and concern about restrictions on what uses can be located at street-level. Others noted that the area is already a successful business district and do not feel that the designation is needed. Also noted was that existing surface parking lots are assets to the community. A few commenters were supportive of adding the designation and one expressed concern that there's a small, vocal, minority of residents that tend to dominate neighborhood and community meetings and are not accurately representing the community.

Ultimately representatives from the MoCA board submitted a letter recommending no designation without the ability to create regulations that would be customized and specific to Morgan Junction (see attachment 1 to review the specific request).

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. Although this area is a pedestrian friendly and vibrant business district, is within an urban village and generally meets the criteria for a Pedestrian zone, overall the community feels very strongly that the designation will not help realize the vision expressed in the neighborhood plan and there was not significant concern about the potential for street-level residential uses.



<b>Morgan Junction: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

This area is home to a variety of businesses; a few with parking lots or driveways in the front, breaking up the pedestrian environment. The east side of California includes a full service grocery store with a large parking lot in front. Much of the area is comprised of more active retail and service storefronts including coffee shops, a pizzeria, restaurants and office uses.

Sidewalks are present along with many buildings built up to the sidewalk, creating a pleasant pedestrian environment. This area is identified as a medium-priority area in the Pedestrian Master Plan.

Multiple bus routes serve the area and the area is identified as a priority bus corridor in the Transit Master Plan. There is a sharrow along California Ave SW and Fauntleroy Way and the Bicycle Master Plan indicates that there may be some further investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- MJ-G1 An attractive community where the buildings, streets and sidewalks form a comfortable human-scale setting for daily activities and where views and community character are protected.
- MJ-P12 Strive to balance the goal of a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that, although the area generally meets the function and locational criteria of the Pedestrian designation, based on the feedback and concerns of the neighborhood, a Pedestrian zone is not proposed at this time.

**DELRIDGE WAY SW**  
**BETWEEN SW BRANDON**  
**ST AND SW JUNEAU ST**

This study area extends approximately two blocks along Delridge Way SW between SW Brandon St and SW Juneau St. The immediate area is characterized by small, single-story commercial buildings interspersed with single-family and multi-family residential development. More recent development has included mixed-use development with street-level shops and services with residential above.

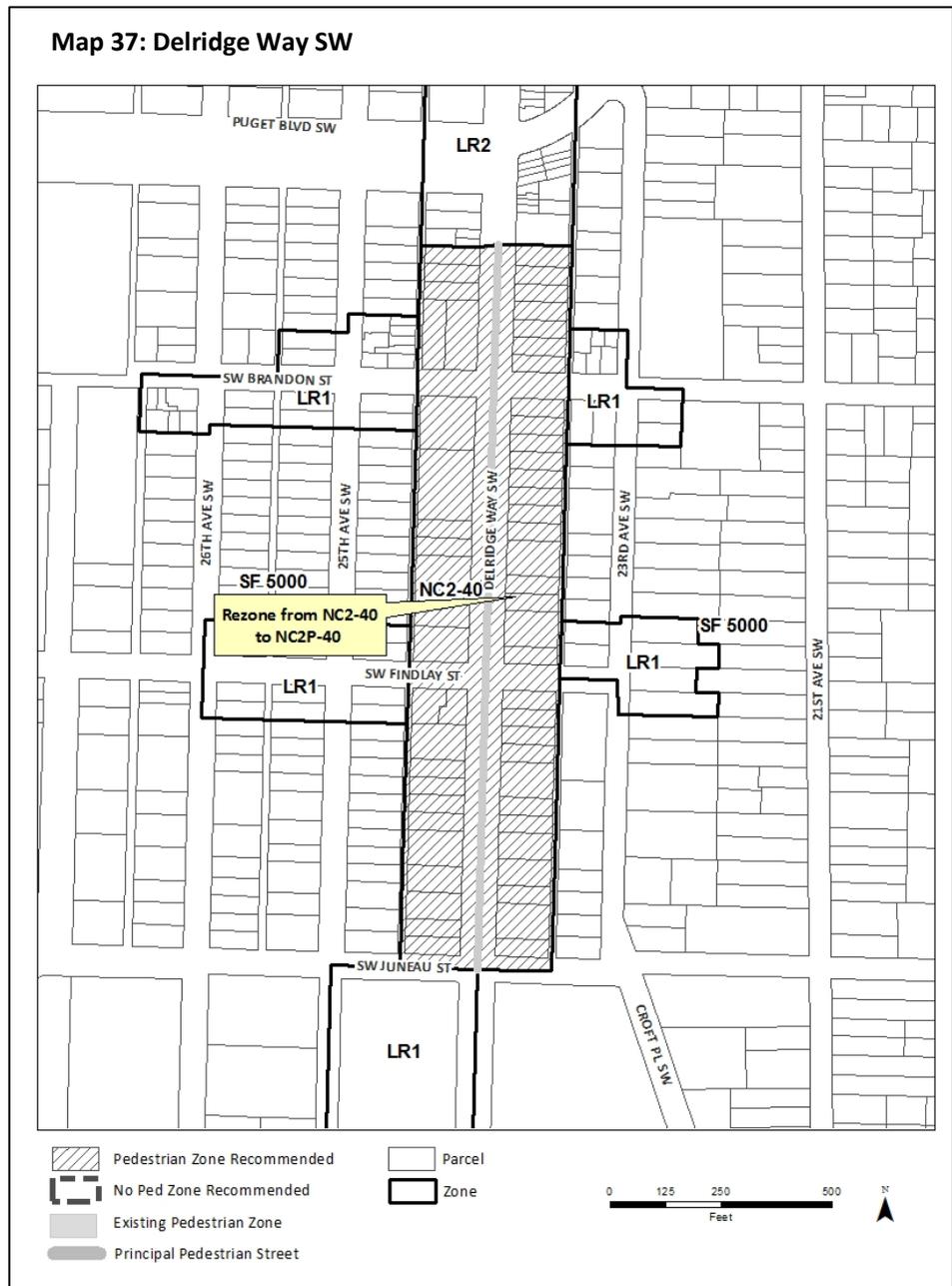
**Comments**

DPD received 22 responses specifically related to this study area between Rainier Ave S and 20<sup>th</sup> Ave S, with 17 respondents expressing support for a Pedestrian zone and four unsure about the designation. In addition to the District Council meeting, staff met with the North Delridge Neighborhood Council to discuss the project. Overall most comments received are

supportive of a Pedestrian zone. Some commenters have expressed concern that the designation may deter redevelopment in the area and others noted concerns about the removal or reduction of any parking.

**Proposal Summary**

**Designate** a Pedestrian zone along Delridge Way SW between SW Juneau St and a half of a block north of SW Brandon St. Should the mix of neighborhood serving shops and services continue to grow, more people from the surrounding neighborhood will walk to the area. Although this area does not currently offer a large variety of shops and services, there is potential for it to be a pleasant pedestrian business district.



<b>Delridge Way SW: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<i>A. Function</i>	<i>1. [can achieve] a variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. [can achieve] pedestrian interest and activity;</i>	Yes
	<i>5. [can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<i>B. Locational Criteria.</i>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. [can achieve] excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<i>General Rezone Criteria</i>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

The area has a few neighborhood serving retail sales and services uses with a larger number of residential and auto-oriented uses. There is a mixed-use project under construction with ground floor retail in the area. Recent development in the area has added a library with residential above and other mixed-use development.

Sidewalks are present in the study area but several uses with driveways and parking in front disrupt the pedestrian environment. Several structure, particularly newer development, are built up to the sidewalk with limited curb cuts.

Proximity to parks and open space in the area will draw people to the neighborhood as additional development occurs. All parcels within the proposed Pedestrian zone are currently zoned NC3-40. This area is identified as a medium priority area in the Pedestrian Master Plan.

The area has limited bus service but it is identified as a priority bus corridor in the Transit Master Plan. The area currently lacks bicycle amenities. The Bicycle Master Plan indicates that there may be some future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- D-G2 A series of mixed use activity nodes or centers along Delridge Way clustering commercial, business, entertainment, community uses, and public facilities.
- D-P10 Seek to improve the neighborhood anchor at Delridge and Brandon, through means including the continuation of the neighborhood commercial zone in the vicinity, along Delridge Way south to SW Juneau Street. This anchor should provide neighborhood-oriented retail and personal services and neighborhood-based city services (such as a Neighborhood Service Center and Library) for the nearby neighborhoods and existing neighborhood businesses.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

### 35<sup>TH</sup> AVE SW AT: SW MORGAN ST, SW HOLDEN ST, SW BARTON ST, AND SW ROXBURY ST

The four neighborhood business districts under consideration for a Pedestrian zone are all small commercial nodes surrounded by medium- to low-density residential neighborhoods. In most cases these small business districts offer the only access to commercial services within walking distance of several residential areas.

#### **Comments**

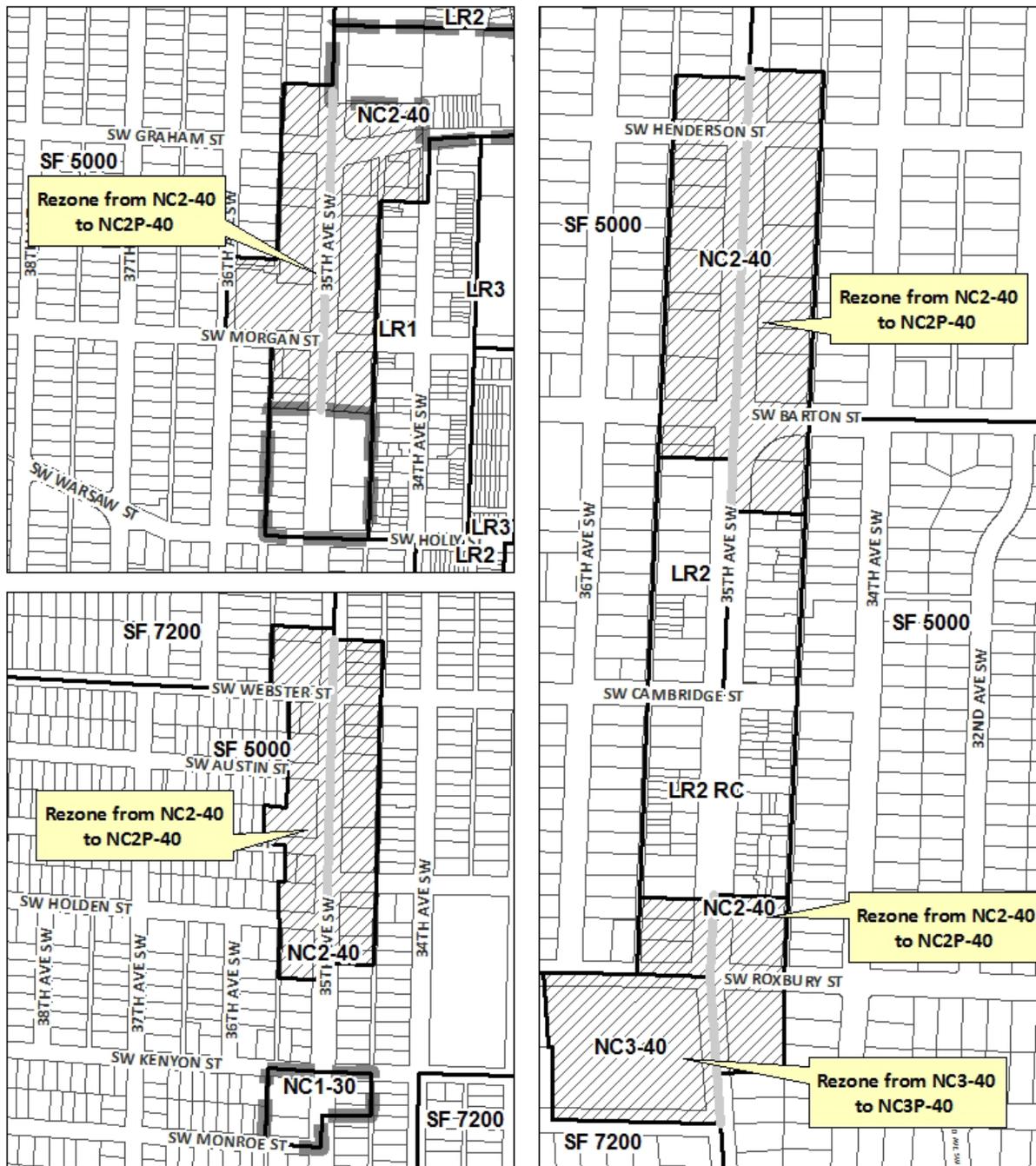
DPD received 20 responses specifically related to the study areas along 35<sup>th</sup> Ave SW, with 13 respondents expressing support for a Pedestrian zone and one unsure. In addition to the District Council meetings (Southwest and Delridge), staff met with the Westwood/Roxhill/Arbor Heights (WWRHAH) Community Council to discuss the project. Overall most comments have been supportive of a Pedestrian zone. Several people expressed concern that there is not enough attention to improving pedestrian safety and infrastructure, particularly with the speed and amount of traffic along 35<sup>th</sup> and the lack of investment in transit service along this corridor. Others have noted the need for the designation to ensure that there continues to be nodes of commercial activity in the neighborhoods that also connect to the larger business district at Westwood Village. Some expressed concern that the designation may deter redevelopment in the area and others noted concerns about the removal or reduction of any parking. The WWRHAH Community Council also requested that Westwood Village is added to the list and receive a Pedestrian zone designation.

#### **Proposal Summary**

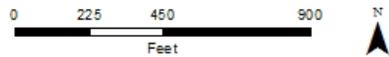
**Designate** a Pedestrian zone along 35<sup>th</sup> Ave SW corridor at the intersections of SW Morgan St, SW Holden St, SW Barton St and SW Roxbury. The southern portion of the study area at SW Holden St, that is disconnected from the majority of that study areas and is zoned NC1 (that already requires street-level commercial), is not recommended for a Pedestrian zone at this time. The north and south ends of the study area surrounding SW 35<sup>th</sup> Ave SW and SW Morgan Street is not recommended for a Pedestrian zone at this time.

Given the limited opportunity for walkable commercial destinations in neighborhoods along the 35<sup>th</sup> Ave SW corridor, and commercially zoned property in general, protecting these small commercial nodes may create new destinations for area residents. Because these areas are small business district, a large or even medium-sized single-purpose residential building could disrupt the walkable commercial environment.

Map 38: 35<sup>th</sup> Ave SW Corridor



-  Pedestrian Zone Recommended
-  No Ped Zone Recommended
-  Existing Pedestrian Zone
-  Principal Pedestrian Street
-  Parcel
-  Zone



<b>35<sup>th</sup> Ave SW Corridor: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	1. <i>[can achieve] a variety of retail/service activities along the street front;</i>	Yes
	2. <i>[can achieve] a large number of shops and services per block;</i>	Yes
	3. <i>[can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	4. <i>[can achieve] pedestrian interest and activity;</i>	Yes
	5. <i>[can achieve] minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	1. <i>Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	2. <i>NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	3. <i>[can achieve] excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

Though small, these study areas offer some access to neighborhood serving shops and services, such as salons, tax services, restaurants, libraries and religious institutions. There are also a number of residential and auto-oriented uses throughout the study areas.

Many buildings are set back from the street with large parking lots in front, disrupting the pedestrian environment. Sidewalks are generally present in the neighborhood retail areas, however, overall the pedestrian facilities are lacking, and little pedestrian activity was observed.

The areas are surrounded by residential neighborhoods that have limited access to commercial destinations within walking distance. All parcels within the proposed areas for a Pedestrian zone are currently zoned NC2-40 or NC3-40.

The 35<sup>th</sup> Ave SW corridor has limited bus service and is not identified as a priority bus corridor in the Transit Master Plan. The C RapidRide serves the commercial node at SW Roxbury; SW Roxbury St is identified as a priority bus corridor in the Transit Master Plan. The corridor lacks bicycle facilities; however, the Bicycle Master Plan indicates that there may be some future investment in this area.

The areas are not located within an adopted neighborhood plan area.

Shop and service uses located in the 35<sup>th</sup> Ave SW study areas are primarily accessed by cars. Should the mix of neighborhood serving shops and services continue to grow, more people from the surrounding neighborhood could walk to the area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

However, two areas along the corridor that are in the study area are not recommended for a Pedestrian designation at this time: a small, disconnected portion of the study area at 35<sup>th</sup> and SW Kenyon St is, and the northern and southern ends of the study area at 35<sup>th</sup> and SW Morgan.

**WESTWOOD PARK  
 (DELRIDGE WAY SW AT  
 SW ROXBURY ST)**

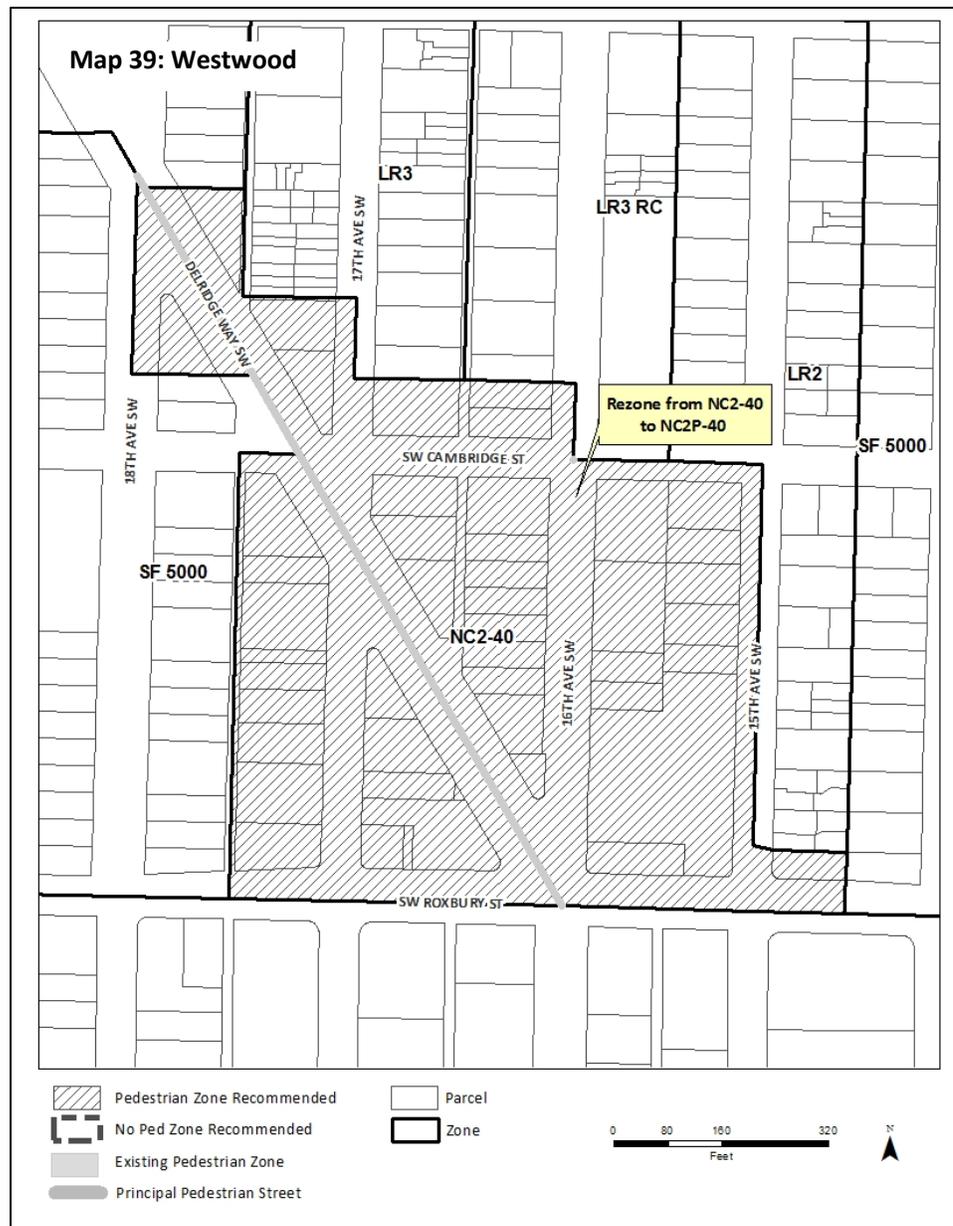
Westwood Park is an important neighborhood business district located on the southern border of the city where Delridge Way intersects SW Roxbury St, connecting travelers from the West Seattle Bridge to White Center. This area is within the Westwood-Highland Park Residential Urban Village and is surrounded by residential neighborhoods with a large business district to the south.

**Comments**

DPD received seven survey responses with all respondents expressing support for a Pedestrian zone. Commenters noted that pedestrian safety and infrastructure needs to be prioritized in the area. A few expressed concerns about loss of parking and that business depends upon on-street parking to support the business district.

**Proposal Summary**

**Designate** a Pedestrian zone in the Westwood Park study between SW Roxbury St and a few parcels north of SW Cambridge St. The business district already exhibits some pedestrian-oriented traits and, with its location in an Urban Village and surrounding residential population, has the potential to become even more so. The presence and continued development of neighborhood serving retail uses and services in this district will encourage pedestrian and other non-auto modes of transportation, and circulation to and through the area.



<b>Westwood Park: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. [can achieve] excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

There is a variety and density of retail and service uses in the study area. With fairly consistent sidewalks and small shop sizes the area offers many destinations for area residents to shop, dine and access services.

With consistent sidewalks and intermittent driveways and parking lots, pedestrian activity and interest is high in this area. All parcels within the study area are zoned NC2-40. This area is identified as a priority area in the Pedestrian Master Plan.

The area is served by several Metro bus routes and is identified as a priority bus corridor in the Transit Master Plan. Bicycle facilities exist along 16<sup>th</sup> Ave SW and the Bicycle Master Plan indicates that there may be some future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- W/HP-P5 Seek to strengthen the neighborhood’s economic core, Westwood Town Center (a regional and local retail/service center) and the 16th Avenue Business District.
- W/HP-P7 Seek to revitalize the Triangle Commercial Core (16th Avenue SW Business District and Westwood Town Center) through pedestrian amenities, parking management, transit enhancements to create an anchor business district that attracts and serves local residents.

Westwood Park contributes to the urban village strategy to accommodate growth within a neighborhood business district and provide access to active, commercial destinations.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

## SOUTH PARK

Located on the west side of the lower Duwamish River, this study area is within the South Park residential urban village. This area is served by two commercial nodes centered on the intersections of S Cloverdale Street and 14<sup>th</sup> Ave S and S Cloverdale St and 8<sup>th</sup> Ave S. Generally, 14<sup>th</sup> Ave S is a major arterial for vehicular traffic as well as serving as a primary neighborhood business area.

### Comments

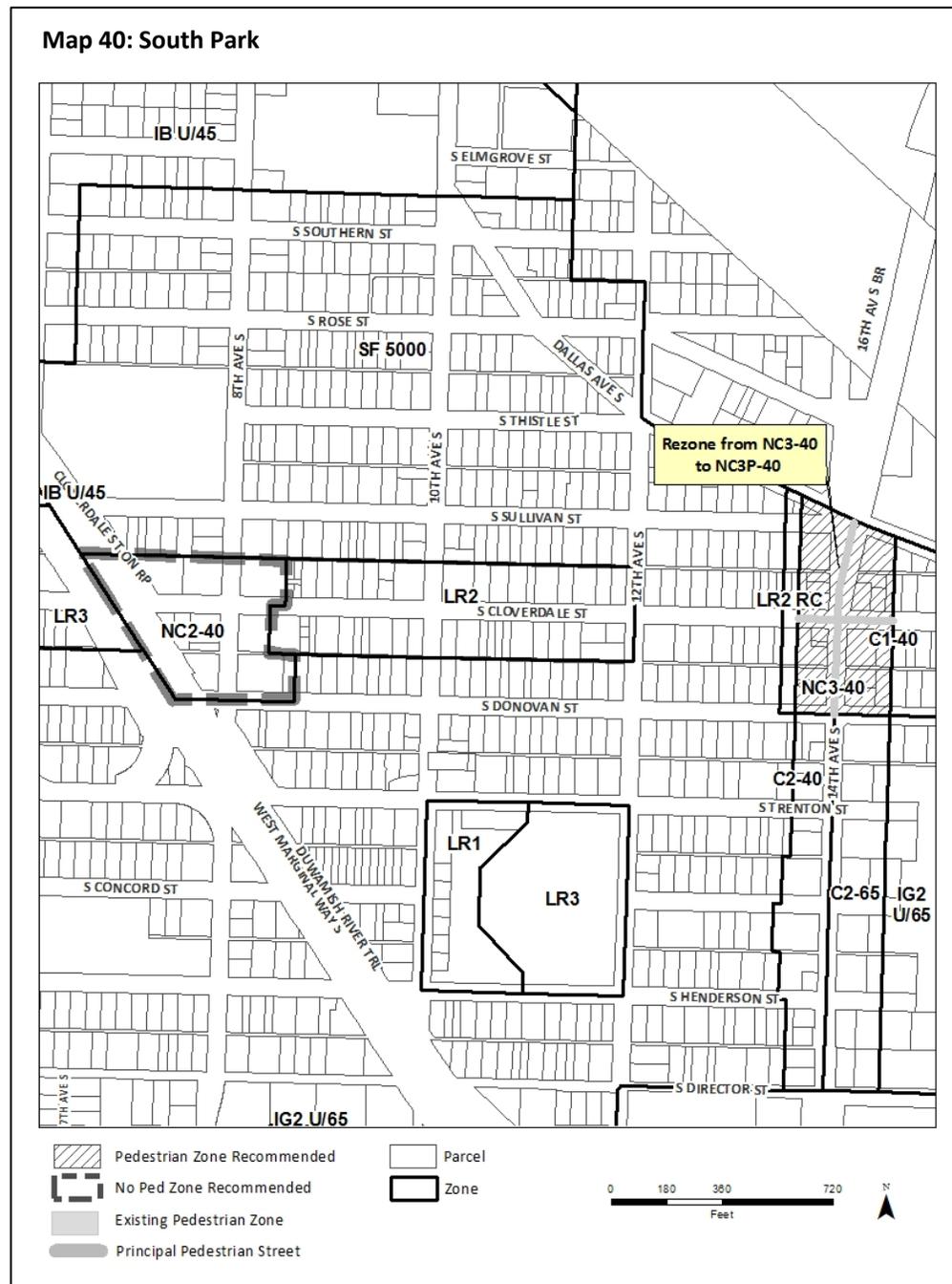
DPD received just one response specifically related to this study area. The single respondent is not supportive of a Pedestrian zone. They noted that any new zoning regulations would not be helpful to the business district.

### Proposal Summary

#### Designate a

Pedestrian zone on the eastern portion of the study area along 14<sup>th</sup> Ave S between Dallas Ave S and S Donovan St. On the western side at 8<sup>th</sup> and Cloverdale, no designation is recommended at this time; residential uses would be allowed at street-level, as well as live-work and a broader range of commercial uses.

Both areas contribute to the urban village strategy to accommodate growth within a neighborhood business district. By focusing retail activity at 14<sup>th</sup> and Cloverdale, residents can support and help grow businesses in this area while allowing more flexibility at 8th and Cloverdale.



South Park: Pedestrian zone Rezone Criteria		Met?
A. Function	1. A variety of retail/service activities along the street front;	Yes
	2. Large number of shops and services per block;	Yes
	3. Commercial frontage uninterrupted by housing or auto-oriented uses;	Yes
	4. Pedestrian interest and activity;	Yes
	5. Minimal pedestrian-auto conflicts.	Yes
B. Locational Criteria.	1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;	Yes
	2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;	Yes
	3. Excellent access for pedestrians, transit, and bicyclists.	Yes
General Rezone Criteria	Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)	Yes

At 14<sup>th</sup> and Cloverdale there are a variety of retail and service uses providing multiple destinations for area residents. At 8<sup>th</sup> and Cloverdale, a fire station anchors the intersection with a few residential uses disrupting the commercial node.

With consistent sidewalks and intermittent driveways and parking lots, pedestrian activity and interest is high in the area around 14<sup>th</sup> and Cloverdale. All parcels within the proposed Pedestrian zone are currently zoned NC3-40. This area is not identified as a priority area in the Pedestrian Master Plan.

The area is served by a few Metro bus routes; it is not identified as a priority bus corridor in the Transit Master Plan.

Bicycle facilities exist along Cloverdale and 8<sup>th</sup>. The Bicycle Master Plan indicates that there may be some future investment in this area.

The South Park Neighborhood Plan identifies 14th Ave S as the main business district with a stated goal to “Attract desired services for those who live and work in South Park along 14th Avenue South, including a pharmacy, a bank, a dry cleaner and a novelty store.” Applicable adopted neighborhood plan goals and policies include:

- SP-G5 A “people place” at all times of the day.
- SP-G7 A community where people feel safe and comfortable walking, riding a bicycle, using public transportation, or driving a vehicle and where streets and pleasant and public spaces are safe.

The presence and continued development of neighborhood serving retail uses and services in this neighborhood will encourage pedestrian and other non-auto modes of transportation to and through the area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

The western portion study area, at 8<sup>th</sup> Ave S and S Cloverdale is not recommended for a Pedestrian designation at this time.

**HARBOR AVE SW - NORTH OF FAIRMOUNT AVE SW**

This neighborhood business district is located on Elliott Bay centered at Seacrest Park. Visitors can access the waterfront trails, Alki beach, fishing piers and connect to the California Avenue corridor. Located on the edge of the Greater Duwamish manufacturing / industrial center and the Admiral residential urban village, this area serves as an entrance to the northern point of West Seattle.

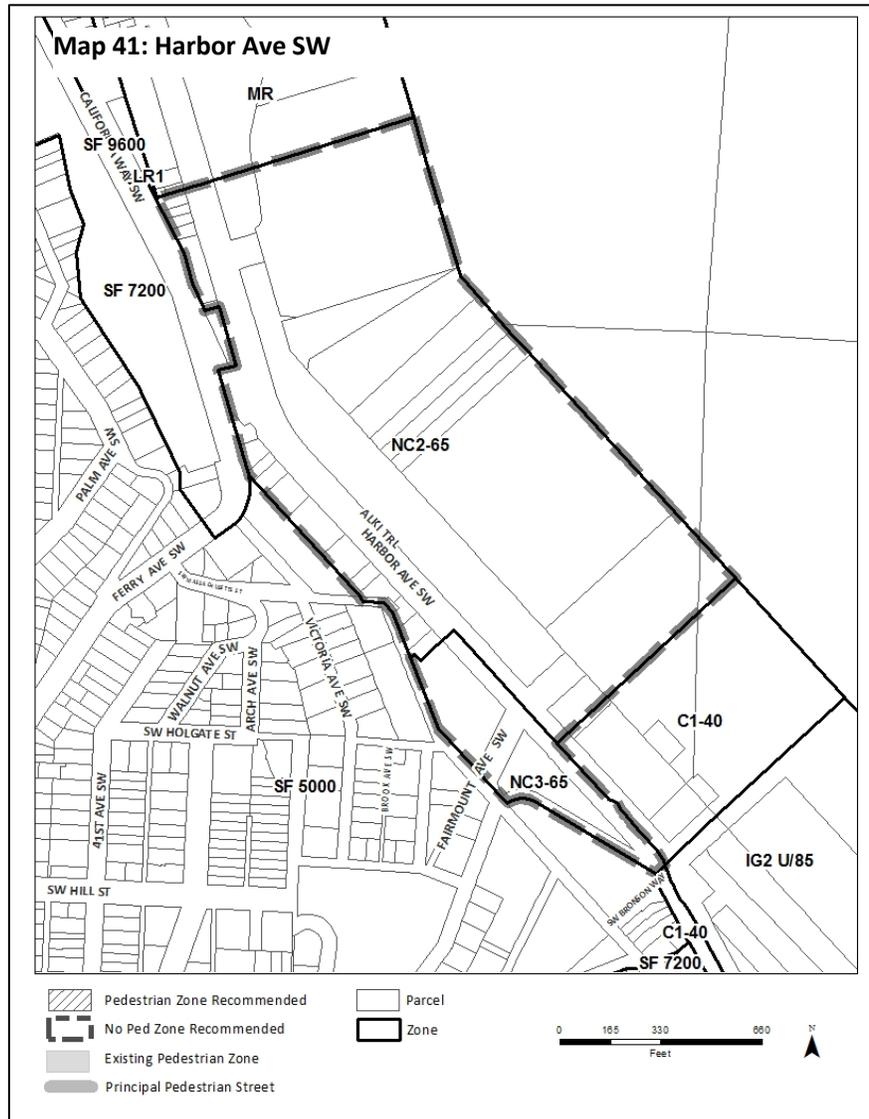
**Comments**

DPD received five survey responses with four respondents against a Pedestrian zone and one unsure. Commenters noted that most people arrive to this area by car and, despite the presence of the water taxi, transit service is limited. Staff received comments on this area at the SW District Council meeting and received a letter from the Alki Community Council. Concerns were raised

about the fluctuating, seasonal population in this area that makes it difficult for some year-round businesses. The Alki Community Council also noted that there is limited space in this area due to the bluff and park land and that while people arrive here by a variety of modes, given the areas attractions, people will continue to travel to and through the area by car.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. This area is pedestrian friendly with a fluctuating residential population that does not consistently support the commercial uses. In addition, much of the area is reserved for open space so the potential for future development in the area is limited.



<b>Harbor Ave SW: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Mixed
	<i>2. Large number of shops and services per block;</i>	Mixed
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

There are a few businesses, including a restaurant and kayak rental store, located within Seacrest Park, and a few destinations in mixed-use buildings across the street. The majority of the area is developed as higher density residential or open space.

Most buildings on the west side of Harbor Ave SW are built up to the sidewalk creating a strong pedestrian edge. With consistent sidewalks, trails and on-street parking, along with the attraction of the waterfront amenities, pedestrian activity and interest is high in the area.

This area is not identified as a priority area in the Pedestrian Master Plan. The area is served by the water taxi, connecting to downtown, in addition to some regular bus routes and a neighborhood connector that brings people to Alki and the West Seattle Junction. The area is not identified as a priority bus corridor in the Transit Master Plan.

Bicycle facilities exist along the Alki Trail and there is a sharrow along Harbor Ave SW. There are a variety of bicyclists in the area, both for recreation and transportation. The Bicycle Master Plan indicates that there may be some future investment in this area.

The areas are not located within an adopted neighborhood plan area.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that, although the area generally meets the function and locational criteria of the Pedestrian zone, a designation is not appropriate at this time.

**BEACON AVE S AT S  
 COLUMBIAN WAY**

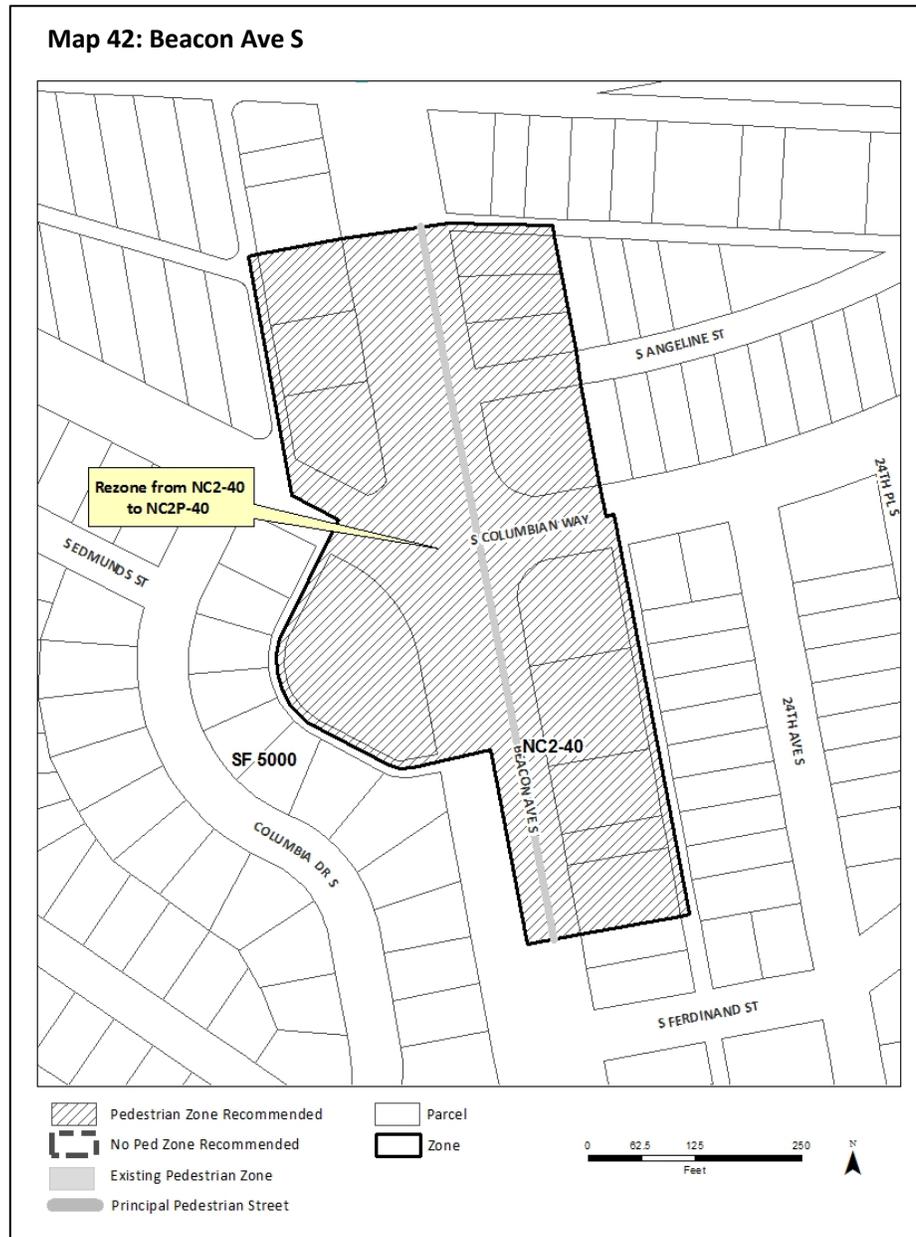
This small neighborhood business district is located at the intersection of Beacon Avenue S and S Columbian Way, on the southern edge of Jefferson Park and several blocks south of the Beacon Hill Urban Village. Jefferson Park is a large park that attracts local and regional visitors.

**Comments**

DPD received 89 complete responses specifically related to this study area, with 72 respondents expressing support for a Pedestrian zone and eight unsure. Many people expressed a need for a greater mix of businesses that provide services to the community. In addition, issues about basic maintenance and litter removal, safety concerns regarding traffic lights, cross walks and basic sidewalk maintenance was also noted. Many people expressed a need to create a business district that is safe, clean and inviting to all.

**Proposal Summary**

**Designate** a Pedestrian zone along Beacon Ave S, approximately one-half block north and south of S Columbian Way. This is a small neighborhood business district with the added advantage of being able to cater to people going to the park. Because this is a small district, a large or even medium-sized single-purpose residential building could disrupt the potential of creating a walkable commercial environment. The area already has some pedestrian-friendly features with the potential to be even more so.



<b>Beacon Ave S at S Columbian Way: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	1. <i>[can achieve] a variety of retail/service activities along the street front;</i>	Yes
	2. <i>[can achieve] a large number of shops and services per block;</i>	Yes
	3. <i>[can achieve] commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	4. <i>[can achieve] Pedestrian interest and activity;</i>	Yes
	5. <i>[can achieve] Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	1. <i>Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	2. <i>NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	3. <i>[can achieve] Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

Along this section of Beacon Ave and Columbian Way, there is a small cluster of businesses centered at the intersection. The commercial frontage is mostly uninterrupted, although there is a gas station on the intersection and some housing along the periphery.

This area has a number of neighborhood serving uses. Businesses are supported by the neighborhood and by visitors to Jefferson Park just to the north. Parking areas located in the median provide shared parking resources for area businesses. Most buildings are built up to the sidewalk creating a strong pedestrian edge.

The area has adequate pedestrian facilities with sidewalks and crosswalks; SDOT recently completed a repaving project along S Columbian Way between 15<sup>th</sup> Ave S and Beacon that included rebuilding much of the existing sidewalk and adding curbing that helps to protect pedestrians. All parcels within the proposed Pedestrian zone are currently zoned NC2-40.

This area is identified as a priority area in the Pedestrian Master Plan. Metro transit service is provided in the area and Beacon Ave S is identified as a priority bus corridor in the Transit Master Plan.

The area has some bicycle amenities with sharrows on both sides of the street. The Bicycle Master Plan indicates that there may be some future investment in this area.

The areas are not located within an adopted neighborhood plan area.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**MARTIN LUTHER KING JR  
 WAY S AT S HOLDEN ST**

Located just south of the Othello Light Rail Station, MLK Jr Way S at S Holden Street is a small neighborhood business district. This area is adjacent to an existing pedestrian retail area centered on the Othello light rail station and is within the MLK at Holly residential urban village.

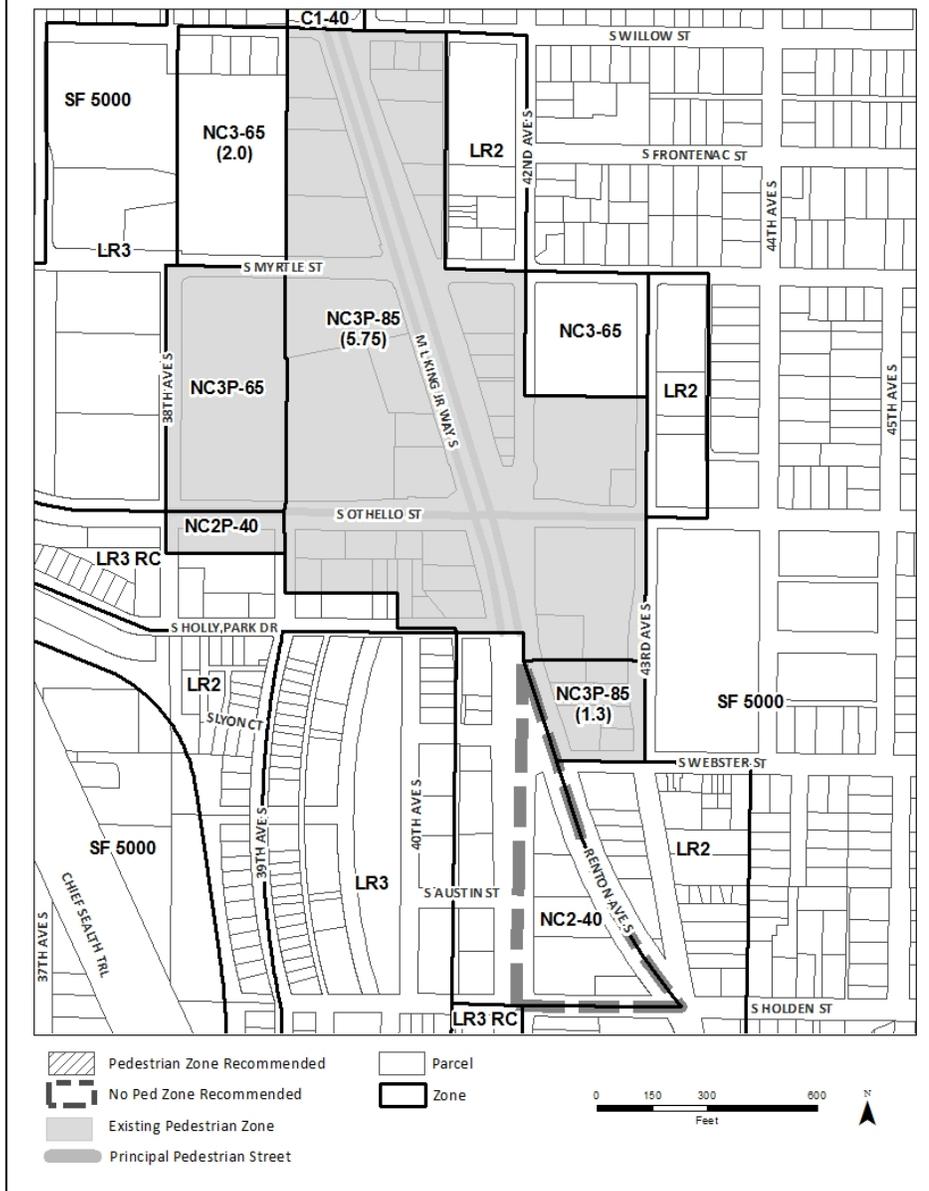
**Comments**

DPD did not receive any survey responses and no specific comments about the MLK Jr Way S at S Holden St study area.

**Proposal Summary**

**No Pedestrian zone** is recommended at this time. Although this area is located within an urban village and just south of the Othello light rail station, the existing Pedestrian zone that is closer to the station is still transitioning. In 2009, the Office of Economic Development commissioned a report titled “Retail

**Map 43: MLK Jr Way S at Holden**



*development strategy for Rainier Valley.”* One of the key recommendations from that report is to concentrate neighborhood-serving retail-development around light rail stations and limit retail development outside of those areas. Leaving this area outside of the Pedestrian zone allows the existing area to continue to grow while allowing more flexibility on the periphery.

<b>MLK Jr Way S at S Holden St: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Mixed
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Mixed
	<i>4. Pedestrian interest and activity;</i>	Mixed
	<i>5. Minimal pedestrian-auto conflicts.</i>	Mixed
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	No
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

The area has some retail sales and services uses with a mix of residential and auto-oriented uses interspersed throughout. Most of the businesses are small-to-medium sized. Several buildings are set back on the lot and parking is located in the front.

The area is surrounded primarily by a medium to high-density residential neighborhood. There was very little observed pedestrian activity. This area is identified as a high priority area in the Pedestrian Master Plan.

The area is served by bus lines in addition to access to light rail service. Because it is already well served by transit, it is not identified as a priority bus corridor in the Transit Master Plan. Due to the light rail lines and fast moving traffic, MLK does not include bicycle facilities. There are existing bicycle facilities to the east of the study area along 43<sup>rd</sup>. The Bicycle Master Plan does not indicate future investment in this area.

Applicable adopted neighborhood plan goals and policies include:

- O-G6 The retail and commercial core of the Othello Residential Urban Village is an attractive and vibrant area for neighborhood residents and visitors.
- O-P20 Encourage retail and services that are destination businesses for customers from the Rainier Valley and beyond, as well as those that support the culturally specific daily needs of the community.
- O-P21 Promote retail, restaurant and entertainment uses that are pedestrian-oriented, that provide a high level of street activity, and that create a secure environment for people and businesses.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area does meet some of the function and locational criteria of the Pedestrian zone; however, in order to support the development of the existing Pedestrian zone, it is not appropriate for the proposed Pedestrian zone at this time.

**RAINIER AVE S  
 CORRIDOR (AT:  
 S GRAHAM TO S  
 MORGAN ST; S  
 WILLOW TO S  
 OTHELLO ST; AND S  
 HOLDEN ST TO S  
 KENYON ST)**

The three study areas located along Rainier Ave S are small neighborhood business districts located in southeast Seattle.

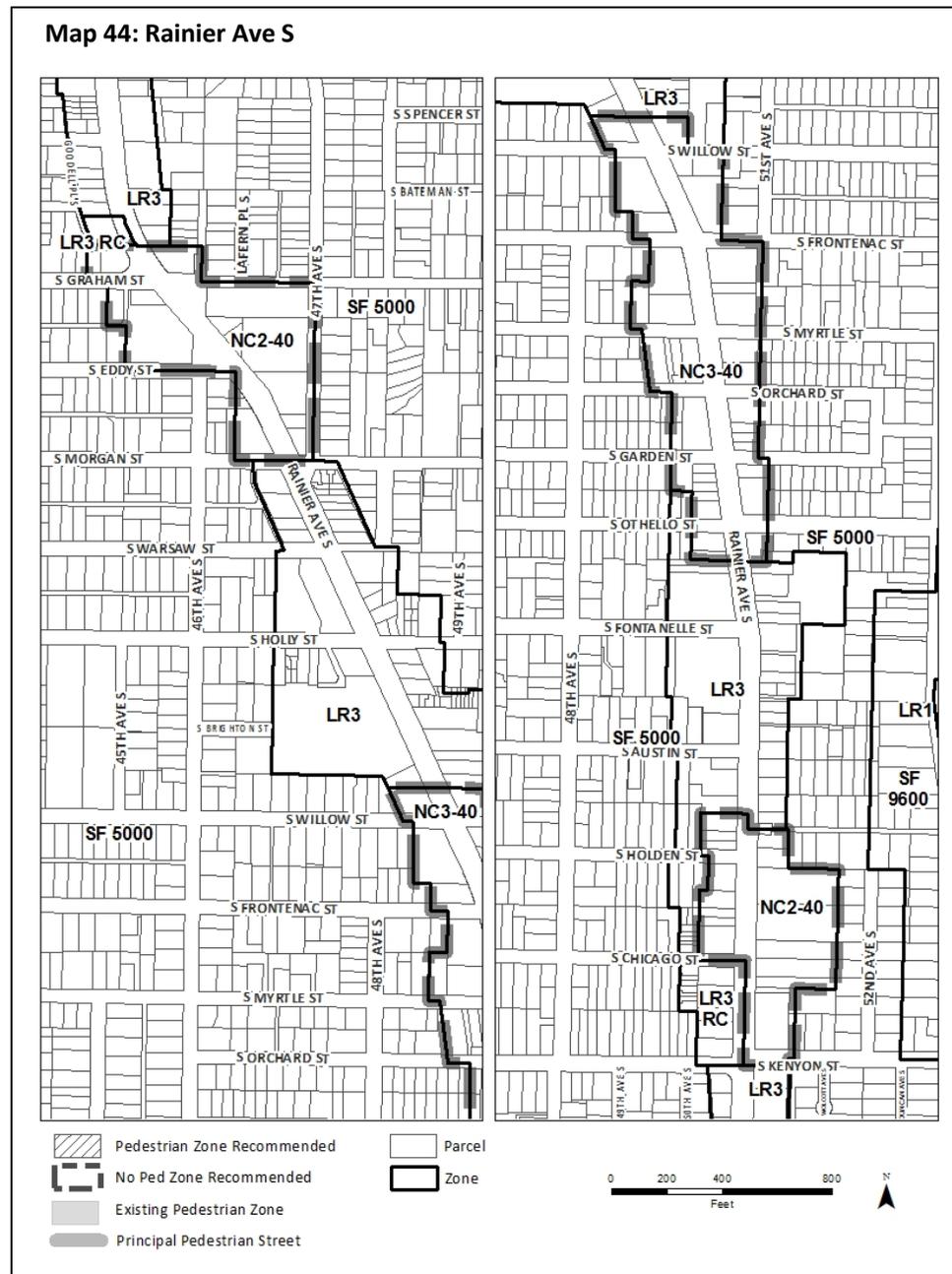
**Comments**

DPD received 12 responses specifically related to this study area, with seven respondents expressing support for a Pedestrian zone and two unsure. Many people expressed a desire for a greater mix of businesses and more pedestrian-oriented features, such as improved safety and pedestrian infrastructure.

**Proposal Summary**

**No Pedestrian zone**

is recommended at this time along the Rainier Ave S corridor. Redevelopment in these areas may be desirable; in order to help existing areas with a Pedestrian zone grow it may not be appropriate to designate these areas at this time. Leaving these areas outside of a Pedestrian designation allows the existing Pedestrian zones (at light rail stations along M L K and north and south of these study areas on Rainier) time to continue to develop while allowing more flexibility in these commercially zoned areas.



<b>Rainier Ave S corridor: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	No
	<i>2. Large number of shops and services per block;</i>	No
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	No
	<i>4. Pedestrian interest and activity;</i>	No
	<i>5. Minimal pedestrian-auto conflicts.</i>	No
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	N/A

The areas are more auto-oriented in terms of the form (parking lots in front) with intermittent shops and services located on Rainier. Uses such as gas stations and auto-repair are common and multi-family buildings disrupt the commercial frontages. There are a handful of small shops and restaurants serving the surrounding areas.

Many buildings are set back on the lot and parking is located to the front. There are several vacant lots within the study areas. The area is surrounded primarily by a medium to low-density residential neighborhood. There is very little pedestrian activity or amenities.

These areas are identified as high priority areas in the Pedestrian Master Plan. Rainier Ave S is served by a few bus lines and is identified as a priority bus corridor in the Transit Master Plan.

The area lacks bicycle amenities. The Bicycle Master Plan does not indicate future investment in these areas.

The areas along Rainier Ave S are not located in an adopted neighborhood plan area.

Neighborhood serving shops and service uses may be desirable at these locations, given the surrounding residential uses. However, in 2009, the Office of Economic Development commissioned a report title "Retail development strategy for Rainier Valley." One of the key recommendations from this report is to concentrate neighborhood-serving retail-development around light rail stations and limit retail development outside of those areas.

**Conclusion:** Pedestrian zone not recommended. DPD has weighed and balanced these criteria and determines that the area generally does not meet the function and locational criteria of the Pedestrian zone and therefore is not appropriate for the proposed Pedestrian zone at this time.

## AURORA-LICTON SPRINGS

Aurora Avenue N is a busy thoroughfare. Between N 100<sup>th</sup> Street and N 105<sup>th</sup> Aurora Ave N is a strip business district; long and narrow, surrounded by residential, and is auto-orientated.

### Comments

DPD received 18 complete survey responses specifically related to the Aurora-Licton Springs study area, with 10 respondents expressing support for a Pedestrian zone and six unsure. Several commenters expressed concern about the current mix of businesses in the area that do not maintain their property or adjacent sidewalk area and contribute to crime and generally an unsafe and pedestrian environment. Some noted a need for sidewalk and other pedestrian infrastructure repairs. Others noted concern that any new rules may negatively impact an already struggling business district. A few noted a need for this designation to begin to transform the area.

Staff attended the NW District Council meeting on two occasions, the Aurora Merchant's Association meeting and the Licton-Springs Community Council meeting to discuss the project. The Aurora Merchant's Association expressed strongly that they do not favor a Pedestrian zone. This group felt that the designation would create vacant commercial space along Aurora and, although this area is not currently subject to minimum parking requirements, feel that the designation will impact parking in the area that is needed by the business community. The Licton-Springs Community council, however, has expressed support for the designation and noted that the designation is important to uphold the vision for the neighborhood to provide more commercial services to support the surrounding residential community.

### Proposal Summary

**Designate** a Pedestrian zone along Aurora Ave N between N 100<sup>th</sup> St and N 105<sup>th</sup> St / N Northgate Way. Neighborhood serving shops and services would be desirable at this location, given the surrounding residential uses and limited opportunities for walkable destinations in the area. Aurora Ave N presents a challenge in terms of moving around the area without a car and the traffic volume and speed at this location make it difficult for pedestrians. However, the surrounding residential density, transit access and location in an urban village suggest that, with encouragement, this area could transition to more pedestrian-oriented uses.



<b>Aurora Licton: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. [can achieve] a variety of retail/service activities along the street front;</i>	Yes
	<i>2. [can achieve] a large number of shops and services per block;</i>	Yes
	<i>3. [can achieve] Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. [can achieve] pedestrian interest and activity;</i>	Yes
	<i>5. [can achieve] Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

There are a mix of shops and services in the study area; some are more auto-oriented. Narrow sidewalks, coupled with parking lots and the general high speed of traffic as well as limited pedestrian crossings contribute to a higher level of auto-pedestrian conflicts.

The area is surrounded by medium-density residential areas to the east and west with multi-family zones and other commercially zoned areas located to the north and south. All parcels within the proposed Pedestrian zone are currently zoned NC3-40. This area is identified as a priority area in the Pedestrian Master Plan

The area is well served by bus transit and is identified as a priority bus corridor in the Transit Master Plan. The area lacks bicycle amenities along Aurora but has some facilities on the periphery. The Bicycle Master Plan indicates that there may be some future investment on the edges of this area.

Applicable adopted neighborhood plan goals and policies include:

- AL-G1 An Aurora-Licton Residential Urban Village which is a vibrant residential community, with a core of multi-family housing, pedestrian-oriented neighborhood retail shops and services...
- AL-P1 Maintain the current balance of residential and commercial areas within the urban village boundaries. Consider future zoning changes that would reduce conflicts between adjacent areas; promote the development of a neighborhood-serving and pedestrian-oriented commercial core and promote transitions between single-family areas and commercial areas.
- AL-G5 One or more vibrant, safe, and attractive mixed-use commercial area that provides the immediate neighborhood with convenient access to retail goods and services, and that minimizes impacts, such as parking, traffic, crime and noise to adjacent residential areas.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

**ADMIRAL**

The Admiral neighborhood business district is at the center of a designated Residential Urban Village. The district is centered on the intersection of Admiral and California Ave SW and serves the surrounding residential neighborhood.

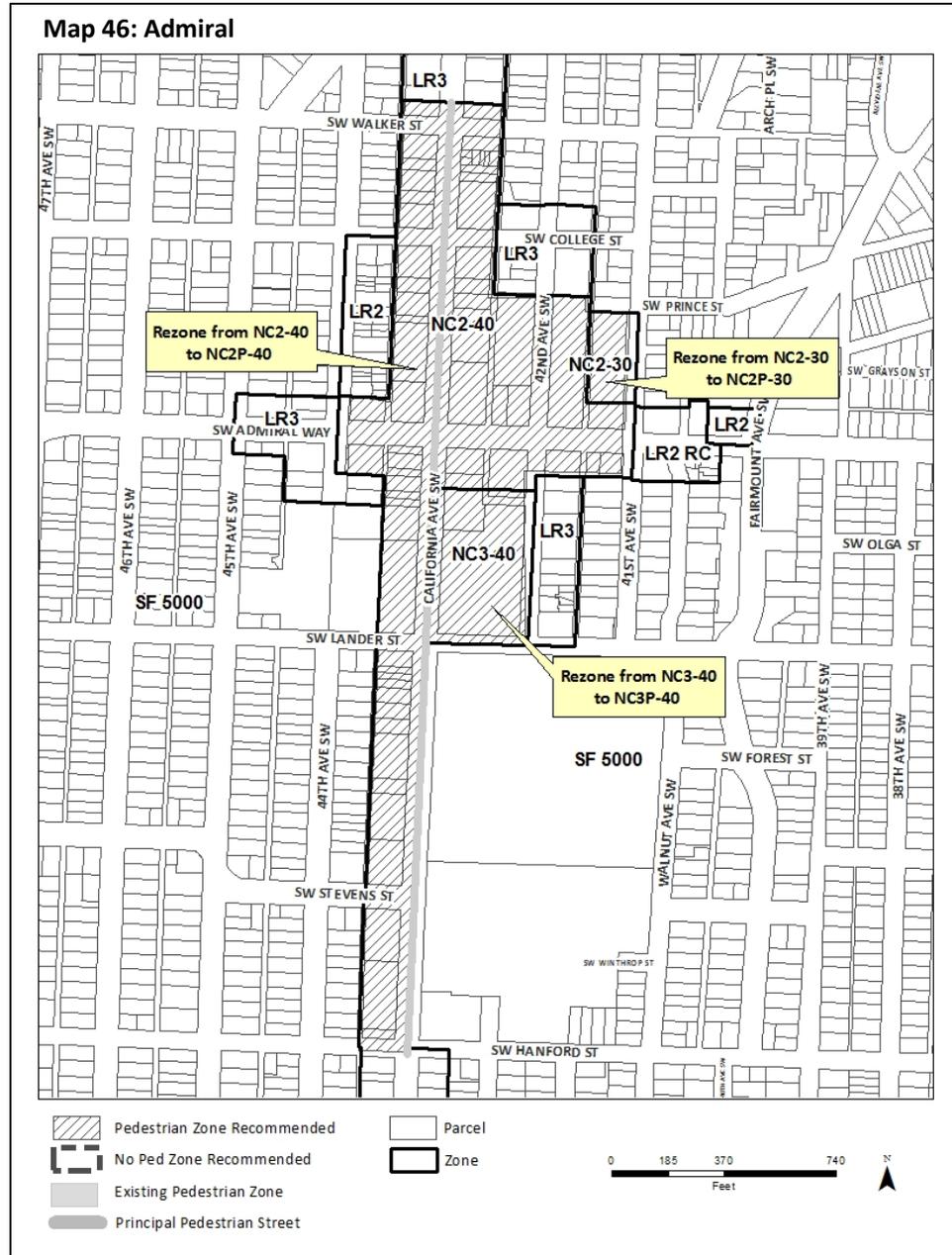
**Comments**

DPD received 32 survey responses specifically related to the Admiral study area, 13 respondents expressing support for a Pedestrian zone, seven unsure and 12 not in support of a designation. In addition to attending the district council meeting, staff attended the Admiral Neighborhood Association meeting. The main concerns identified at the meetings and via the survey focused on potential for vacant commercial space and parking impacts. People are concerned that

restricting the uses at street level, particularly professional service offices, may lead to increased vacancy and that any changes to parking requirements will negatively impact the neighborhood. If adopted, the proposal to eliminate parking reductions specific to a Pedestrian zone and the proposed expansion to the uses permitted at street level address the majority of the concerns raised.

**Proposal Summary**

**Designate** a Pedestrian zone along California Ave SW between SW Hanford Street and SW Walker St. The business district already exhibits pedestrian-oriented traits. The Urban Village designation, surrounding residential uses and existing business all contribute to creating a vibrant neighborhood business district and an area that reflects many of the desired characteristics of a Pedestrian zone.



<b>Admiral: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Mixed
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

This business district is home to a variety of businesses including restaurants, retail stores, grocery stores and the Admiral Movie Theater. Most of the businesses are pedestrian-oriented. Much of the area is comprised of more active retail and service storefronts including coffee shops, a pizzeria, restaurants and office uses.

Although many of the buildings in the commercial core are built up to the sidewalk, a number are separated from the street by parking lots or have other auto-oriented features. There are relatively few curb cuts along California Avenue SW reducing the potential for pedestrian/auto conflicts.

All parcels within the proposed Pedestrian zone are currently zoned NC2-40 or NC3-40. This area is identified as a medium-priority area in the Pedestrian Master Plan.

The area has limited Metro bus service; it is not identified as a priority bus corridor in the Transit Master Plan. There is a sharrow along California Ave SW and Fauntleroy Way and the Bicycle Master Plan indicates that there may be some further investment in this area.

Applicable adopted neighborhood plan goals and policies:

- A-G1 Land use within the residential urban village that conforms to Admiral’s vision of a neighborhood with a pedestrian oriented small town atmosphere.
- A-P1 Encourage development that conforms with the neighborhood’s existing character and scale, and further promotes a pedestrian friendly environment.

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

## WEST SEATTLE TRIANGLE

In December 2011, the city passed new standards to guide development of streets and properties in the West Seattle Triangle area. This included a rezone from general commercial (C zoning) to neighborhood commercial (NC) throughout the Triangle Planning area and added a Pedestrian zone designation to much of the area.

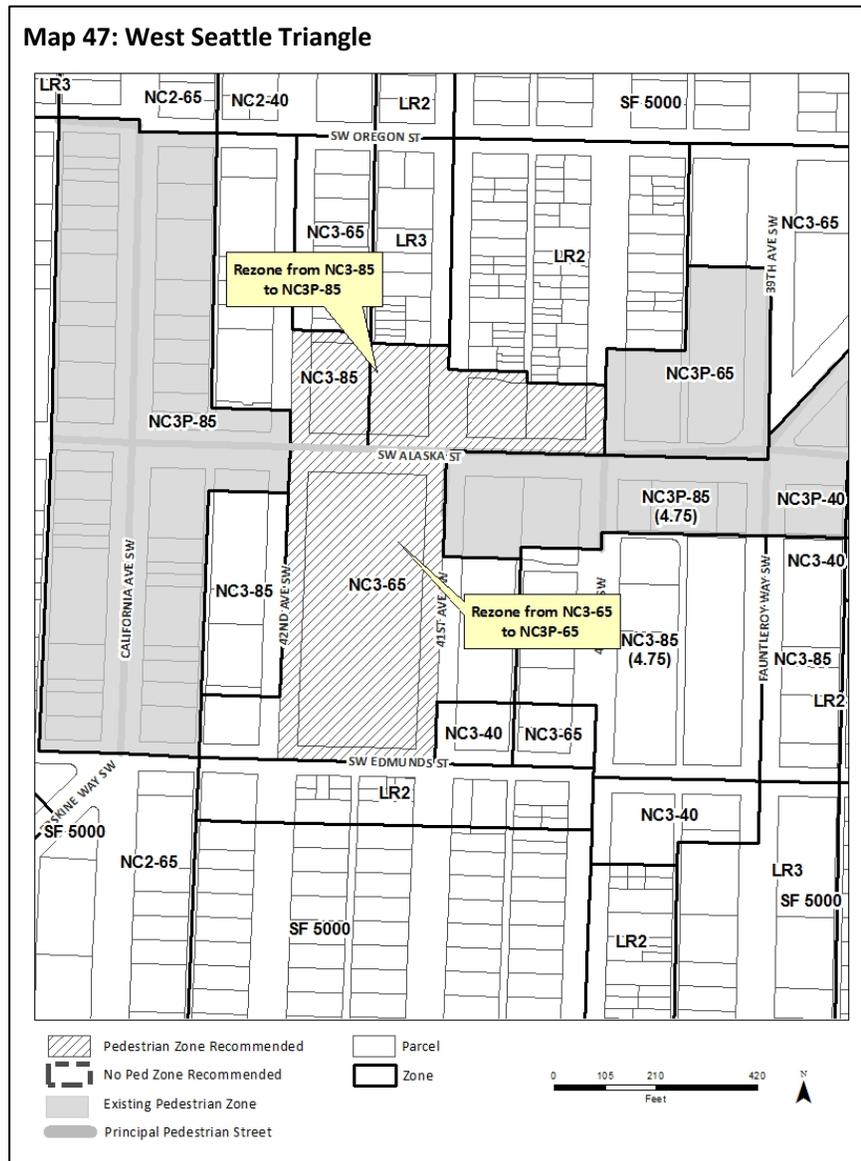
A key recommendation that emerged from the planning process in 2011 was to “Establish a pedestrian-designation (P) along SW Alaska Street between the Junction business district and SW 36th Street.” When the rezone was adopted in 2011 a small gap was left between the existing Pedestrian zone in Alaska Junction and the new Pedestrian zone in the triangle area. The West Seattle Junction Neighborhood plan calls for pedestrian connections between the Triangle business district and the Junction business district.

### Comments

In discussions with the community, a few people raised a concern that this gap was left between the two Pedestrian zones during the West Seattle Triangle planning process and subsequent rezone. The community noted that linking the two Pedestrian zones will provide more opportunity for consistency between the businesses districts.

### Proposal Summary

**Designate** a Pedestrian zone along SW Alaska Street between the Triangle business district and the Junction business district. The business district already exhibits pedestrian-oriented traits. The Urban Village designation, surrounding residential uses and existing business all contribute to creating a vibrant neighborhood business district and an area that reflects many of the desired characteristics of a Pedestrian zone.



<b>West Seattle Triangle: Pedestrian zone Rezone Criteria</b>		<b>Met?</b>
<b>A. Function</b>	<i>1. A variety of retail/service activities along the street front;</i>	Yes
	<i>2. Large number of shops and services per block;</i>	Yes
	<i>3. Commercial frontage uninterrupted by housing or auto-oriented uses;</i>	Yes
	<i>4. Pedestrian interest and activity;</i>	Yes
	<i>5. Minimal pedestrian-auto conflicts.</i>	Yes
<b>B. Locational Criteria.</b>	<i>1. Surrounded by residential areas and/or major activity centers; or a commercial node in an urban center or urban village;</i>	Yes
	<i>2. NC zoned areas on both sides of an arterial, or across an arterial from a park, major institution, or other activity center;</i>	Yes
	<i>3. Excellent access for pedestrians, transit, and bicyclists.</i>	Yes
<b>General Rezone Criteria</b>	<i>Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration ...and shall be in conformance with the rezone policies of such neighborhood plan (SMC 23.34.008.D.2 and D.3)</i>	Yes

The West Seattle Junction Hub Urban Village calls for pedestrian-oriented retail uses along SW Alaska Street. Additionally, two bus RapidRide stops are located within the area. Numerous retail and service front SW Alaska Street

There is already a variety of shops and services on many of the blocks in the study area. In areas without existing shops and services, redevelopment will result in the expansion of pedestrian oriented shops at street level, expanding local goods and services to new residents and employees.

In the area proposed for rezone the street front already exhibits an uninterrupted commercial frontage, or can readily achieve a pedestrian oriented commercial street front as the area redevelops. Blocks feature sidewalks. Curb cuts across the sidewalk are limited, reducing the potential incidence of pedestrian-vehicle conflict.

All parcels within the proposed Pedestrian zone are currently zoned NC3-65 or NC3-85. This area is identified as a medium to high-priority area in the Pedestrian Master Plan.

Multiple bus routes serve the area and the area is identified as a priority bus corridor in the Transit Master Plan. There is a bike lane on the north side of Alaska and the Bicycle Master Plan indicates that there may be some further investment in this area.

Applicable adopted neighborhood plan goals and policies:

- Enhance pedestrian safety and circulation along SW Alaska Street and other streets in the area;
- Enhance the community gateway along Fauntleroy Way SW;

**Conclusion:** Rezone to add a Pedestrian zone. DPD has weighed and balanced these criteria and determines that the area generally meets the function and locational criteria of the Pedestrian zone designation.

## **Appendix 1: Written comments**

- City Planning Commission letter
- Letters from Community Councils
  - Morgan Junction Community Association
  - Westwood/Roxhill/Arbor Heights Community Council
  - Alki Community Council
  - Licton-Springs Community Council
- Other comments received via email from individuals
- Comments received during SEPA review period