

A vibrant mural of marine life is being painted on a light blue wall. The mural features two large orcas, several colorful fish (including a blue fish with a yellow stripe and a black fish with a red stripe), a red starfish, and yellow wavy lines representing water. A person in a black and yellow patterned shirt is standing on a ladder, painting the orca. Two other ladders are leaning against the wall. The text "Subarea Planning Update" is overlaid in white.

Subarea Planning Update

Office of Planning and Community Development

10.10.24

Agenda

Review of recent public engagement

- First Hill + Capitol Hill Visioning
- Downtown Goal and Policy Ideas Workshop

Key Housing and Transportation Questions

- Northgate
- First Hill + Capitol Hill
- Downtown

New Questions / Discussion from Commission

Engagement Update - Visioning

In collaboration with **Capitol Hill Eco District / Urban League of Metropolitan Seattle**



Small Group Discussions

During the summer of 2024, we held four small group discussions on the RET outcomes and relevant area topics in First Hill / Capitol Hill: **environment, housing/economy, culture/heath and transportation.**



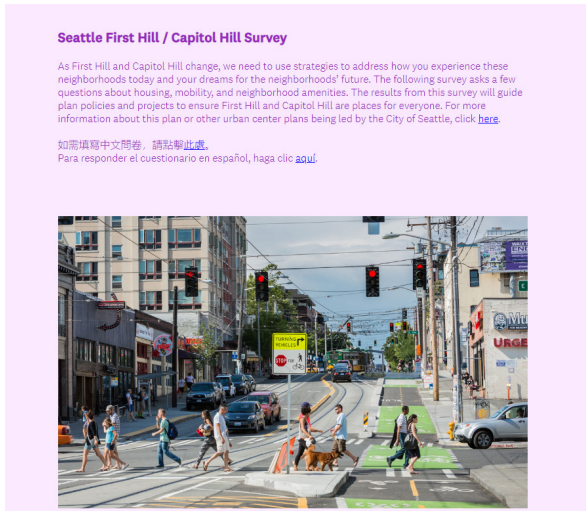
Pop-up Events

Eco District staff engaged with existing events, such as the Capitol Hill Farmers market and street festivals, spreading awareness of the planning process.



Public Workshop

We hosted a public workshop on September 12th at Seattle Central College. This allowed for more in-depth discussions about ideas with community members and shared the foundation for the technical analysis.



Survey

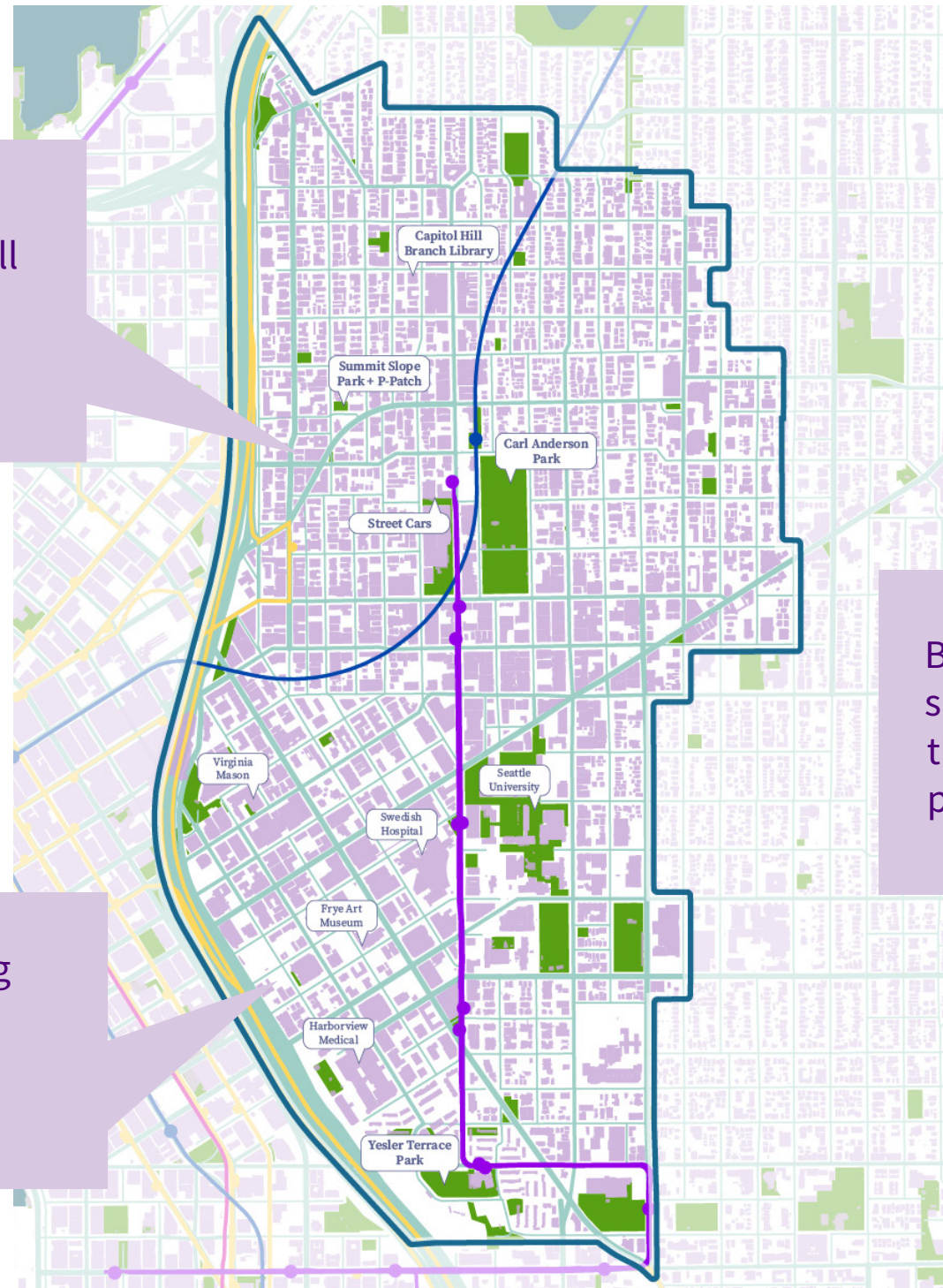
From July through September, we promoted an online survey. It received 917 responses.

Small Group Discussions

Across each topic, questions were asked about current experiences, needs, and vision.

Capitol Hill needs to preserve, maintain and support the small business retail and vibrant, welcoming culture that exists today.

First Hill is quickly developing and needs more walkable amenities, expanded tree canopy, and green space.



Both neighborhoods need supportive services for the unhoused and more pedestrian-friendly streets.



Small Group Discussions

What we see now...

Consistent across all topics

- First Hill and Capitol Hill are very different experientially and there is a physical disconnection between these two neighborhoods and Downtown.
- Capitol Hill is a good place for ground floor retail, but spaces are closing. There is a fear that it is loosing its eclectic-ness and there is displacement of arts + nonprofits.
- This area is very diverse and LGBTQ+ friendly.
- Mental health and substance abuse in plain sight.
- Need for more green space and tree canopy.
- Lack of public restrooms.

Environment	Culture / Health	Economy/Housing	Transportation
<ul style="list-style-type: none">• First Hill lacks small businesses and cultural “vibe” that Capitol Hill has.• Trees are being removed and not replaced.• First Hill does not have walkable amenities.• There are so many more dogs since the pandemic. They are co-opting spaces for people.	<ul style="list-style-type: none">• First Hill is inaccessible, particularly for those that might be impaired or accessing the hospital.• Alleys are a place for drug use in Capitol Hill. A safe space for drug use is needed.• Lambert house is a good safe queer space.• There are no public bathrooms in the area, these are needed in light rail stations.• Public art is working well. The AIDS memorial Plaza looks great.	<ul style="list-style-type: none">• New development housing is small units, however young families need and want space here.• There are vacancies in studio apartments.• It is difficult to create a sense of belonging or community with smaller units.• More natural areas are needed.	<ul style="list-style-type: none">• Protected bike lanes are good, but there is a lack of continuity. Difficult to bike to Health Care.• Outdoor seating is good and there is a lot of pedestrian activity at night.• Boren Ave is impossible to cross at parts.• First hill arterials are used as a pass through.• Central needs connections to ferries and Sounder Transit, this all happens through Capitol Hill.

The vision for the future...

Consistent across all topics

- Accessible for kids and elderly. More for youth to do (especially for free)
- Safety is a priority.
- Prioritize people.
- Housing affordability.
- Green and walkable.
- Sense of welcoming and belonging and celebration of a multi-cultural identity.
- More connection between First Hill and Capitol Hill.

Environment	Culture / Health	Economy/Housing	Transportation
<ul style="list-style-type: none">• There is an opportunity in the area (parking strips) between the sidewalk and the street for more people-oriented amenities.• Park investments - Freeway Park could have as much investment as Volunteer Park.• Designated dog parks.	<ul style="list-style-type: none">• Accessible economically.• Vibrancy can help create safety.• Maintain vibrancy that exists in Capitol Hill.• Preserve the “character” of smaller, older buildings.• Services for unhoused people.• More spaces for non-profits.• Community consultation on development.	<ul style="list-style-type: none">• Empower small local developers.• Better pedestrian experience between nodes.• Socially connected residents.• Lid I-5.• Infill development on surface level parking lots.• Occupied ground floor retail.• 15 minute neighborhood.	<ul style="list-style-type: none">• Increase bus frequency and routes.• Capitol Hill should be the best place for no-cars on the West Coast.• First Hill should have all the daily necessities.• Better connection to Downtown and CID.• More people who walk and bike everywhere, especially safe for disabled.• Road diets.

Survey

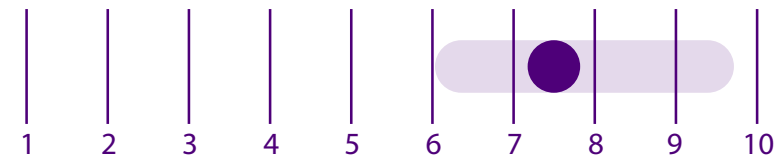
971 Responses *Opened 8/1/2024*

What is your relationship to First Hill / Capitol Hill?



How well are your needs met in First Hill / Capitol Hill?

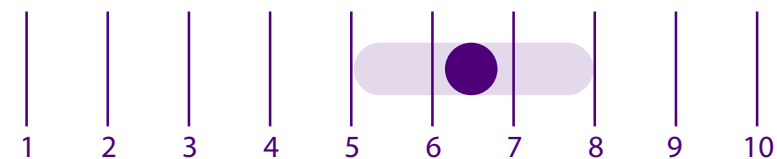
Restaurants and Entertainment



Basic Needs (pharmacies, appointments, etc.)



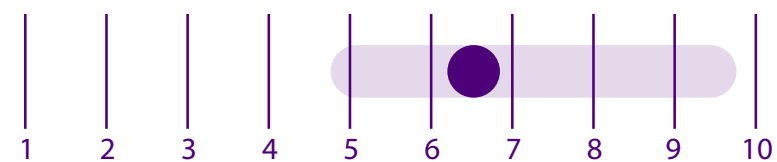
Transportation



Groceries and Shopping



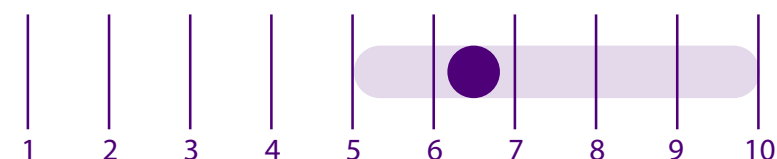
Housing



Parks and Green Space



Work or School



Survey

What do you think First Hill / Capitol Hill needs to be a great place in the future?



What Improvements to Streets, sidewalks and Public Spaces would you like to see?



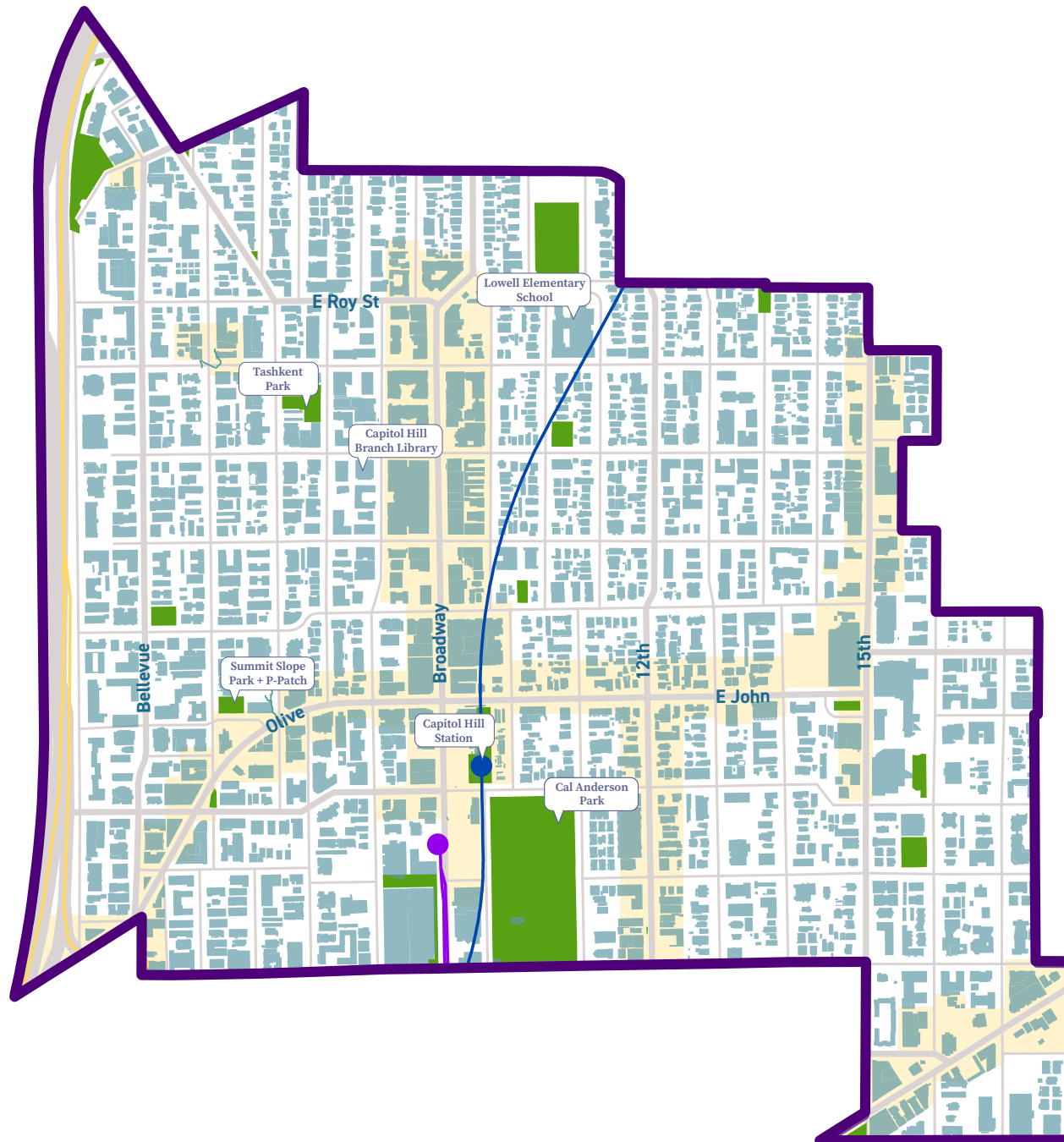
Community Workshop



Sept 12 - 4-7pm
Seattle Central College Plaza

Community Workshop

Capitol Hill



Key Takeaways

What would make this a safe place to live?

- More community events and street activity
- Good lighting
- Eliminating open drug usage

Easiest type of transportation in the neighborhood?

- Easy to get to Ballard / Fremont
- Good bus connections
- Wish there was more bike lanes south to east
- Need for more car free spaces

Do amenities meet your needs?

- Need more pharmacies, bodegas, and small grocery stores
- Need more daily amenities (Laundromat, pharmacy)
- Need more public restrooms

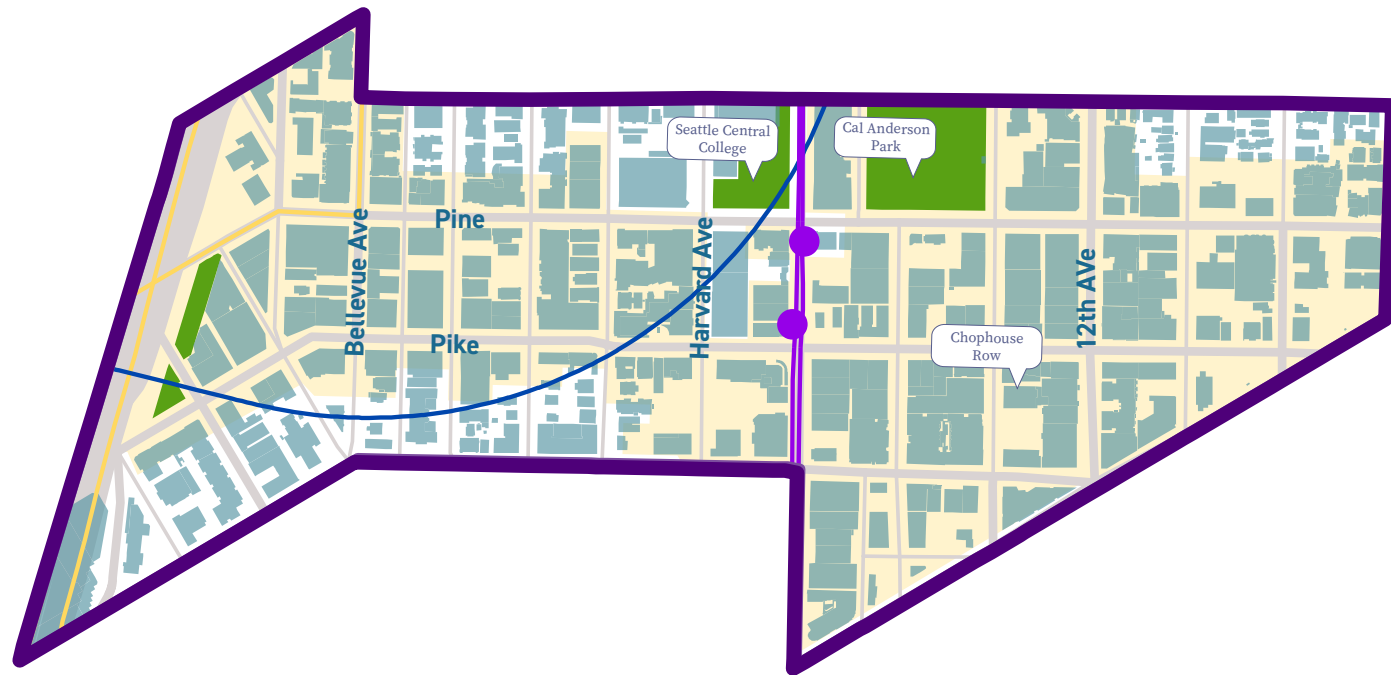
What would make this a better place to live?

- More crosswalks on busy streets
- Pedestrian- first street designs
- More plants / trees / greenery
- Cleaner streets and sidewalks

*comments that are cross cutting across multiple neighborhoods are in pink

Community Workshop

Pike Pine Corridor



Key Takeaways

What would make this a safe place to live?

- Less graffiti
- Less drug use
- **More people and activation**
- **Better lighting**

Easiest type of transportation in the neighborhood?

- Easy to bike around some areas
- **Need more protection from cars**

Do amenities meet your needs?

- Need more affordable housing
- **Need more pharmacy and bodegas**
- Need medical and vet care
- There are lots of public art and cultural events

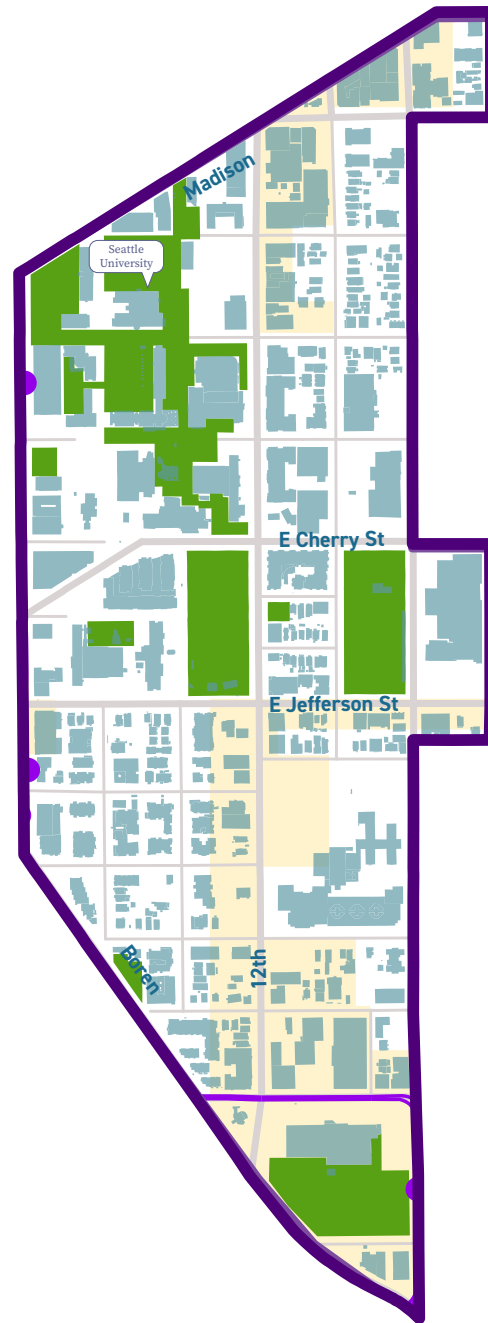
What would make this a better place to live?

- **Less trash, more sidewalk maintenance**
- Less restrictive zoning
- Designated dog park
- **Traffic calming**
- Pedestrian superblock

*comments that are cross cutting across multiple neighborhoods are in pink

Community Workshop

12th Avenue Corridor



Key Takeaways

What would make this a safe place to live?

- More people and activity

Easiest type of transportation in the neighborhood?

- Need for bike lanes with more room (to stop door collision)

Do amenities meet your needs?

- Plenty of medical care
- Need more affordable places to eat
- Need more housing

What would make this a better place to live?

- More green space and greenery
- Being able to live in multi-generational family units
- Playgrounds

*comments that are cross cutting across multiple neighborhoods are in pink

Community Workshop

First Hill



Key Takeaways

What would make this a safe place to live?

- More people and activation
- Better lighting

Easiest type of transportation in the neighborhood?

- Bus

Do amenities meet your needs?

- Need more retail and business diversity
- Need basic needs, such as laundromat

What would make this a better place to live?

- Need wider sidewalks on Madison
- More housing
- More greenery and trees
- More protected bike lanes
- More events and cultural activities

*comments that are cross cutting across multiple neighborhoods are in pink

The Downtown plan has engaged with several different audiences

Phase One Engagement

- 1 youth work session
- 4 pop-up events
- 4 small-group discussions (+ Tahoma Peak conversations underway)
- 2 artist-led event documentations
- 1 community workshop + survey

Phase Two Engagement

- 1 Themes and Goals workshop + survey
- 5 small- group conversations

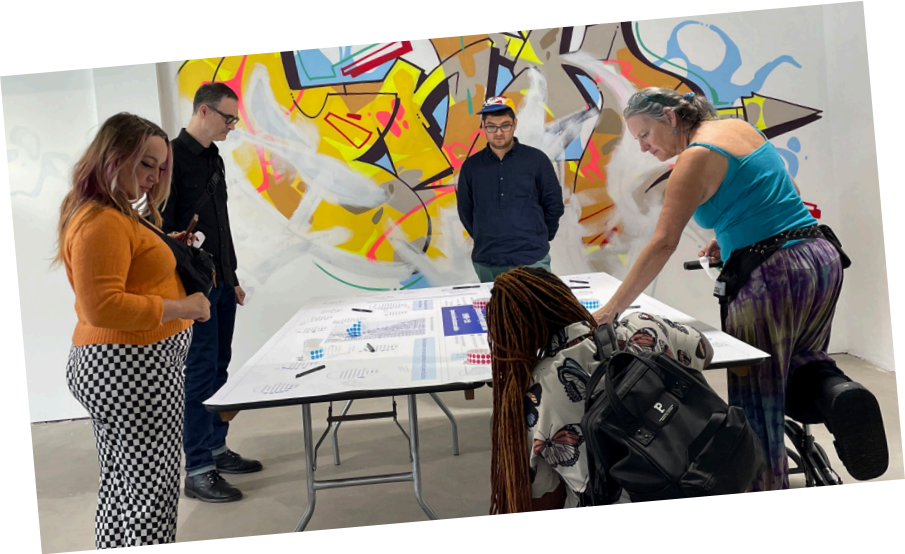
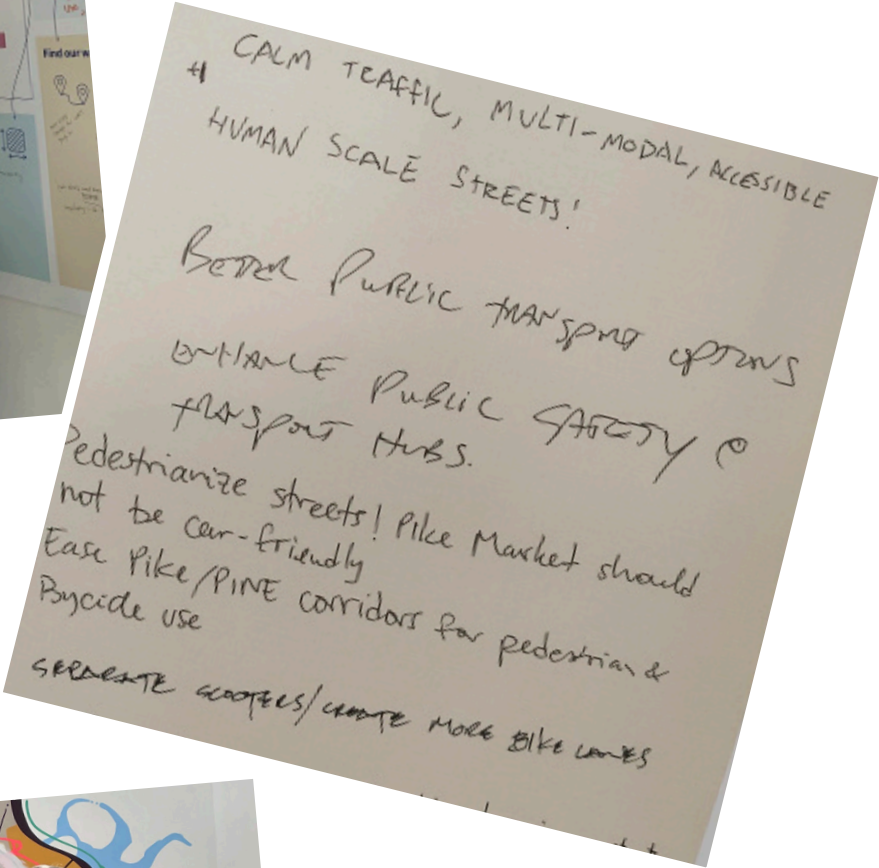
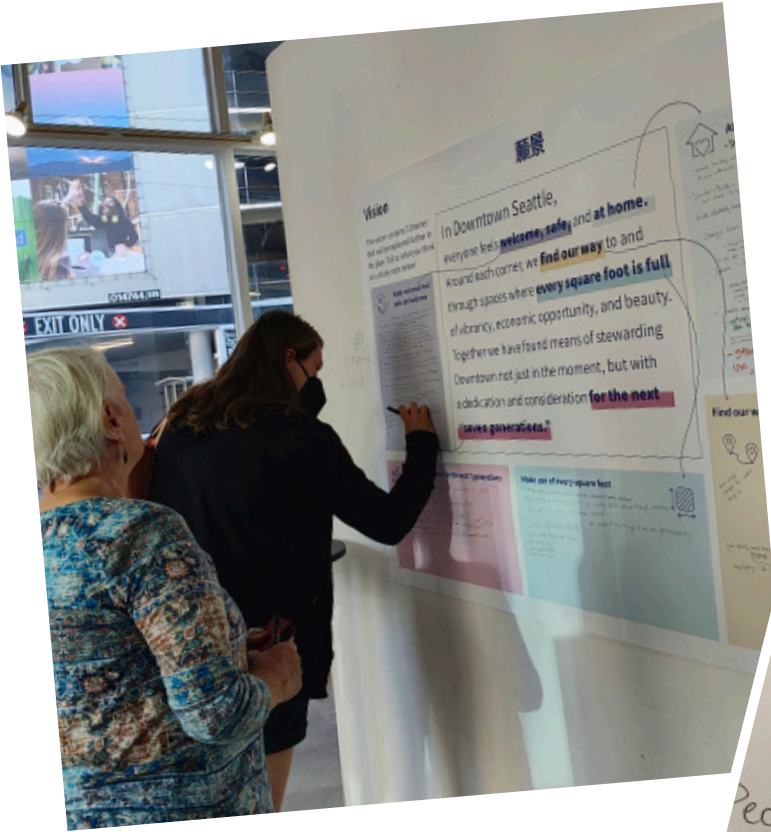
To come

- 1 Draft Plan workshop

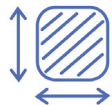


Vision

In Downtown Seattle,
everyone feels **welcome, safe,** and **at home.**
Around each corner, we **find our way** to and
through spaces where **every square foot is full**
of vibrancy, economic opportunity, and beauty.
Together we have found means of stewarding
Downtown not just in the moment, but with a
dedication and consideration **for the next**
“seven generations.”



Make everyone feel safe and welcome



Make use of every square foot



At home Downtown



Find our way



Steward our home for the next 7 generations

Source: City of Seattle and Tahoma Peak Solutions, Indigenous Inclusivity Guide

Vision

- ▶ Participants shared constructive ideas to ground the vision statement, often sharing how they imagined each theme could be successful.
- ▶ The most commented themes on the vision board were welcome, safe and at home Downtown.
- ▶ Ideas ranged from policies to encourage balanced, affordable development, to projects that amplify indigenous voices and programs to support the unhoused.

▶ Most Comments on Vision Board

- ▶ Make everyone feel safe and welcome
 - ▶ At home Downtown
 - ▶ Find our way
 - ▶ Make use of every square foot
- ▶ Steward our home for the next 7 generations

▶ 15

▶ 13

▶ 10

▶ 10

▶ 8

“Expand access to resources so our unhoused neighbors can get support”

“encourage more local small business permitting”



Vision

Make everyone feel safe and welcome



- ▶ In order for people to feel safe Downtown, it needs to be activated
- ▶ Unhoused people need supportive services and help, rather than regulation
- ▶ Street ambassadors are an important community safety resource
- ▶ A public realm that is cared for (well-lit and maintained) would make people feel safer Downtown
- ▶ Representation of cultures, especially Indigenous culture, would make more people feel welcome

- ▶ **Top voted goals:**

- ▶ 1. Activate Downtown parks for community-wide events [10]
- ▶ 2. Make Downtown safe for everyone, all hours of the day [9]
- ▶ 3. Provide recreation amenities for Downtown residents [8]

"more native American presence -
art, culture, business"

"we need more social workers,
not armed police to de-escalate
conflict in non-violent ways so
that everyone actually feels safe"

"we need more street
ambassadors"

"make it more livable by
implementing more common
space + parks"

"there is a dire need to activate
downtown again"

Vision

At home Downtown

- ▶ Remove barriers to development (including height and lot size restrictions)
- ▶ Support development of buildings with a mix of affordable and market rate units, as well as mixed uses on the ground floor
- ▶ Support for more daily services and amenities (grocery, school, parks)
- ▶ Desire for more unit types (that support families) and ownership opportunities

- ▶ **Top voted goals:**

- ▶ 1. Support Downtown's unhoused residents with services, shelter and permanent housing [26]
- ▶ 2. Preserve and expand affordable and workforce housing [25]
- ▶ 3. Grow housing across all Downtown neighborhoods [23]



"remove roadblocks immediately - fast track construction"

"design from a children and family first approach"

"create affordable / market rate / middle income housing in the same building"

"Downtown / belltown is a food desert and all cvs and rite-aid have closed"

"support residents living in downtown"

"create spaces for children to play"

At home Downtown



●●●●● 23 ▶ **Grow housing across all Downtown neighborhoods**

- 15 ▶ Simplify the housing production process and incentivize the creation of more diverse downtown residential units where appropriate
- 15 ▶ Allow more flexibility for residential development in areas of Downtown currently zoned “Downtown Office Core”
- 13 ▶ Reduce the regulatory and financial burdens of frequent energy code updates and seismic and energy upgrades in historic buildings through incentives and regulatory changes.
- 11 ▶ Encourage shared, district-level garage parking strategies to reduce project development costs and manage parking holistically
- 9 ▶ Convert existing commercial buildings to housing, with an emphasis on securing long-term affordable units

DISAGREEMENT ABOUT ROLE OF DESIGN REVIEW AND IF IT IS HELPFUL OR IF IT SLOWS HOUSING CREATION

“Protect historic buildings in the process”

“Include cultural spaces and programs within living spaces”

●●●●● 25 ▶ **Preserve and expand affordable and workforce housing**

- 13 ▶ Work with foundations, major employers, community-based organizations, and Community Development Financial Institutions to explore the feasibility of new grant and/or loan funds for affordable housing developments serving areas of Downtown with the highest socioeconomic needs
- 11 ▶ Support new forms of affordable and workforce housing ownership (community land trusts, cooperative or shared equity models, and co-housing)
- 7 ▶ Focus housing resources and programs toward protecting lower-income households in areas with high displacement risks, such as the CID and Pioneer Square



At home Downtown



▶ Continued - **Preserve and expand affordable and workforce housing**

- ▶ 7 Expand the funding tools available to assist in creating long-term affordable housing, such as TIF districts
- ▶ 6 Retain existing affordable housing that exists Downtown today
- ▶ 4 Assess MHA requirements to support bringing additional larger scale housing units online

DIFFERING OPINIONS ABOUT
MHA AND IT'S IMPACT

"MHA needs to encourage mixed-income housing regardless of a developer."

▶ **Evolve Downtown neighborhoods to be inclusive of the diverse needs of all residents and families.**

- ▶ 16 Support the creation of housing that provides a mix of units that support residents in different life stages (work-live housing, accessible senior housing, and family housing)
- ▶ 12 Work with development projects to provide publicly accessible private open space that meets each neighborhood's goals and needs
- ▶ 9 Expand family-focused services and programming around housing clusters and transit, including childcare, basic neighborhood-serving retail, and play experiences.
- ▶ 7 Reinforce what makes each neighborhood Downtown special or unique

"Make the MHA real what is it doing needs a larger impact"

"Eliminate MHA!"

"The current MHA is too cheap!"

NEED FOR MORE PARKS
AND BASIC AMENITIES
DOWNTOWN

At home Downtown



●●●●● 26 ▶ **Support Downtown's unhoused residents with services, shelter and permanent housing**

- 8 ▶ Increase permanent housing assistance and transitional housing to support the need to rapidly rehouse people and help them stay housed.
- 8 ▶ Support the creation of a drop-in center or crisis services center.
- 6 ▶ Ensure that emergency shelter and day centers are safe and accessible for those who need it.
- 5 ▶ Ensure that housing alternatives are available for people who may not be candidates for traditional shelter accommodations (families, those with significant medical needs, people with pets, and others).
- 3 ▶ Collaborate with King County and Health Services to connect people to intensive services promoting housing and job stability.

SUPPORT FOR MORE ACCESS TO SOCIAL SERVICES AND FEAR OF OVER CONCENTRATION DOWNTOWN

"Work with some of the needs of the homeless community to ensure that their voices are heard and needs are met, so that neighborhoods are truly inclusive of all residents"

●●●●● 14 ▶ **Partner with the private sector to advance innovations in new construction**

- 16 ▶ Encourage construction techniques and materials that are cost-effective and efficient to build (Cross-laminated Timber buildings, volumetric modular, pre-fab)
- 11 ▶ Work with SDCI to increase the financial feasibility of sustainable building practices
- 8 ▶ Promote emerging green building and sustainable development practices

WORRY THAT PRIVATE SECTOR IS NOT PROVIDING QUALITY DESIGNED BUILDINGS

"Do not eliminate design review for downtown neighborhoods"

"materials and techniques should not be bottom of the barrel if we want the city to last"

Vision

Find our way



- ▶ ▶ Activation and events need to be more visible/ easy to find in the public realm
- ▶ ▶ Way-finding systems are needed to help people move through Downtown (maps at bus stops, markers for important places)
- ▶ ▶ Separation of mobility types would make people feel safer to walk and bike
- ▶ ▶ Feeling that cars are prioritized and Downtown would benefit from a pedestrian -first mindset
- ▶ ▶ Using transportation should feel safe and be enjoyable

▶ **Top voted goals:**

- ▶ 1. Rethink and re-allocate space on streets to put people first [13]
- ▶ 2. Make traveling through Downtown a safe and comfortable experience [11]
- ▶ 3. Create a sustainable and resilient Downtown transportation system [9]

“more visible signage for events going on”

“Calm traffic, multi-modal streets, accessible and human scale streets”

“more way finding like the recent changes / updates in Pioneer square”

“Pedestrian first mindset”

“we don’t need many cars downtown”

“more bike lanes”

“remove some of the buses off 3rd to reduce the chaotic feeling”

Find our way



13 ► Rethink and re-allocate space on streets to put people first

- 17 ► Advance a mix of seasonal, weekend, and in some cases, permanent restrictions for personal vehicle traffic to make areas of Downtown car-free or “car-lite”
- 12 ► Pursue street transformations to create more space for walking, rolling, biking, transit and lingering or gathering
- 8 ► Co-create and implement innovative People Streets and Public Spaces concepts, such as community and mobility hubs and a pilot “Low Pollution Neighborhood”
- 8 ► Pursue major expansions of car-free gathering spaces in partnership with local venues, such as Lumen Field and T-Mobile Park, and alongside community groups, such as the Seattle Chinatown International District Preservation and Development Authority
- 0 ► When providing maintenance, update the street to reflect right-of-way allocation needs that support adjacent land uses and planned transportation networks



SUPPORT FOR CAR-LITE PROGRAMS,
AS LONG AS CURB LOGISTICS ARE
FIGURED OUT

“Cars aren’t needed on so many
streets. At least restrict through
traffic”

“ We must allow for truck
loading and building
logistics”

“Let’s create a safe, human-
scaled city where we can walk
to work, to the park, and our
kids can cycle to school! ”

11 ► Make traveling through Downtown a safe and comfortable experience

- 12 ► Focus investment to make Downtown more navigable to children, the elderly, and disabled populations, through solutions like seating, hill-climb assists, pedestrian lighting, shade, and more
- 9 ► Use High Injury Network (HIN) + Bike Pedestrian Safety Analysis (BPSA) data to inform investments and programming to calm traffic, reduce collisions, and slow down vehicles

Find our way

“all downtown streets have
excess capacity”



▶ Continued - **Make traveling through Downtown a safe and comfortable experience**

**NEED FOR BETTER PUBLIC TRANSIT
ACCESSIBILITY ACROSS SEATTLE
(AND INTO DOWNTOWN)**

“What’s missing? Transit priority
at nights, on/off ramp removal,
commercial bike parking lots, fix
the Route and bus lane”

“It’s not hard to travel across
downtown, it’s hard to
travel from other places to
downtown (+1)”

●● 9 ▶ “Daylight” every intersection in Downtown, supported by programming such as micromobility parking, greenery, and others

●●● 9 ▶ Pilot creative forms of emergency response and access such as through smaller vehicles and mountable infrastructure

■● 7 ▶ Apply new policies to reduce the number of vehicle travel lanes on multi-lane streets with excess capacity, to “right-size” them for slower speeds and safer outcomes

●●●■ 1 ▶ Expand successful No Turn on Red pilot program to the entirety of Downtown, and continue to pursue “daylighting” opportunities, to eliminate confusion and make all intersections safer

0 ▶ Separate pedestrians from vehicles by physical barriers such as trees, parklets, and vehicle or bike parking

●● 9 ▶ **Create a sustainable and resilient Downtown transportation system**

▶ Implement more green streets designations with a particular focus on areas deficient in park space and tree canopy, such as Chinatown and the International District

▶ Install pilots to de-pave streets, and pursue a strategy to increase tree canopy and green stormwater infrastructure

●●●■ 12 ▶ Influence Downtown commuters to “flip their trips” away from personal vehicles to more efficient and sustainable travel options through existing and new programs

●●● 11 ▶ Explore mobility partnerships among public organizations, private firms, and foundations to accelerate sustainable mobility innovations

▶ Reduce off-street parking capacity and manage it holistically at a district level, to reduce demand for car trips and re-imagine spaces for sustainable investment

▶ Leveraging the designation of a Low Pollution Neighborhood in Downtown to co-create sustainable mobility solutions with local communities

Find our way



► Continued - **Create a sustainable and resilient Downtown transportation system**

●● 8 ► Influence Downtown commuters to “flip their trips” away from personal vehicles to more efficient and sustainable travel options through existing and new programs

● 4 ► Explore mobility partnerships among public organizations, private firms, and foundations to accelerate sustainable mobility innovations

●●● 3 ► Reduce off-street parking capacity and manage it holistically at a district level, to reduce demand for car trips and re-imagine spaces for sustainable investment

● 3 ► Leveraging the designation of a Low Pollution Neighborhood in Downtown to co-create sustainable mobility solutions with local communities

WANT TO MAKE SURE
THAT REDUCTION COMES
WITH ALTERNATIVES

“pair with cafe seating and
public benefits”

► **Design Downtown streets to support innovation and a thriving local economy**

●●● 10 ► Continue to reduce permit requirements, with more flexibility for outdoor dining, food trucks, and other vending

● 5 ► Pilot adaptations of curb lanes for the benefit of local commerce, such as café seating, vending, and other programming – including in areas vacated by transit lanes (due to bus service changes with Link expansion)

●● 5 ► Re-purpose “slip lanes”, dead ends, and other irregular street grid locations for local activities

● 5 ► Use right-sized vehicles, such as e-cargo bikes, to showcase innovation in freight movement and pilot new curb uses for new methods for “last 50 feet” urban deliveries

“Embrace Seattle’s
unique shifting grid and
awkward intersections”

● ► = 5 up- ● ► = 1 change



Find our way



▶ Continued - **Design Downtown streets to support innovation and a thriving local economy**

● 4	▶ Partner with developers, private sector businesses, and event organizers on major street activations
● 4	▶ Ensure the important roles of the Port of Seattle and related freight movement and logistics are considered as upgrades are made Downtown
■ 3	▶ Avoid expensive repair of “Area-ways” for heavy vehicle use but instead provide more space to lighter delivery solutions and other gathering space

“Explore/experiment and support businesses to utilize non-carbon means of last mile deliveries. IKEA is already doing this.”

▶ **Celebrate the many unique cultures and histories of Downtown – especially its Indigenous population – throughout its transportation system and public spaces**

■ 8	
■ 13	▶ Reflect Indigenous art, culture, language, and gathering spaces throughout Downtown’s streets and public spaces, especially on the shoreline to honor Native cultures and our deep relationship with the water
■ 13	▶ Transform Pier 48 for public use for waterborne transportation, community space including a native space (cultural center or museum), and an installation that honors the history of Ballast Island
● 9	▶ Expand passenger-only ferry and small boat travel options, furthering our connection to the water
■ 7	▶ Use transportation and public space investments to help repair past and current harms to BIPOC groups, in concert with Seattle’s transportation equity strategy
● 5	▶ Advance People Streets and Public Spaces concepts, encouraging self-expression and neighborhood identity in the right-of-way conjunction with

“park with amenities”

“The constraint is terminal space”

Find our way



► **Use streets to help people navigate and find their way through a legible Downtown**

● 5

► 12 ► Stitch neighborhood divides through ground floor activations, re-design of space under I-5 at S Jackson, S King, and S Dearborn streets, and potential lidding of I-5 and BNSF railway tracks

► 10 ► Create frequent and reliable transit service corridors as bus service is restructured downtown in concert with light rail system expansion, with transit consolidated on certain streets, and in creating great public spaces for folks transferring or waiting for transit

► 5 ► Make approaches to the land from the water feel welcoming and clear through way-finding, and provide safe opportunities for recreational canoeing and kayaking

► 4 ► Continue to install Seamless Seattle way-finding columns and kiosks to aid navigation Downtown, and identify and expand publicly accessible “hill climbs”

► 3 ► Capitalize on the Downtown street grid’s views of the Puget Sound, and pursue new pocket parks and enhance view corridors

► 2 ► Test pilots of sustainable, zero-emission autonomous vehicle technology in conjunction with large events

SUPPORT FOR MORE ADA
ACCESSIBLE HILL CLIMBS AND
GENERAL WAY FINDING

“Steep Slope” - consider ways to make existing escalators from 1st-5th available to all / for longer hours (and to waterfront!)”

“Keeping zoning stair steps so views are maintained”

“Kayak/canoes parking downtown”

“Neighborhood guides”

“Need lighting on downtown sidewalks”

Northgate Regional Center

Housing and Transportation Topics



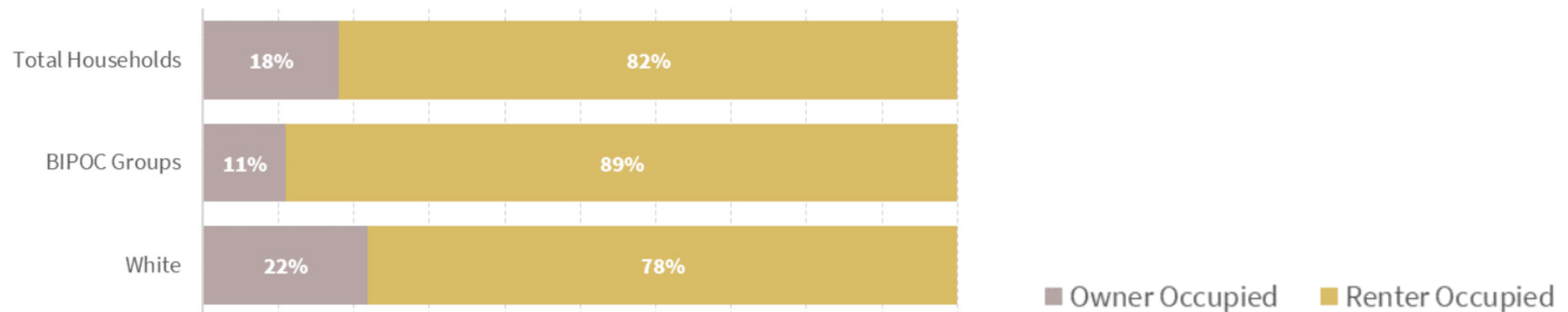
Northgate Housing

82% of households are renters (56% citywide)

10-15% lower rents than rest of the city

49% of Northgate renters experience housing cost burden (40% citywide)

- ▶ Development pipeline is exclusively rental housing
- ▶ **Rents for apartments in pipeline are expected to be unattainable for many current residents**



Questions for Commission

► Northgate's existing residential population is at relatively high risk of displacement. However, given its lower density relative to other Centers and temporary slow down in redevelopment, we have an opportunity to pursue preventative programs.

► Options we've discussed internally include

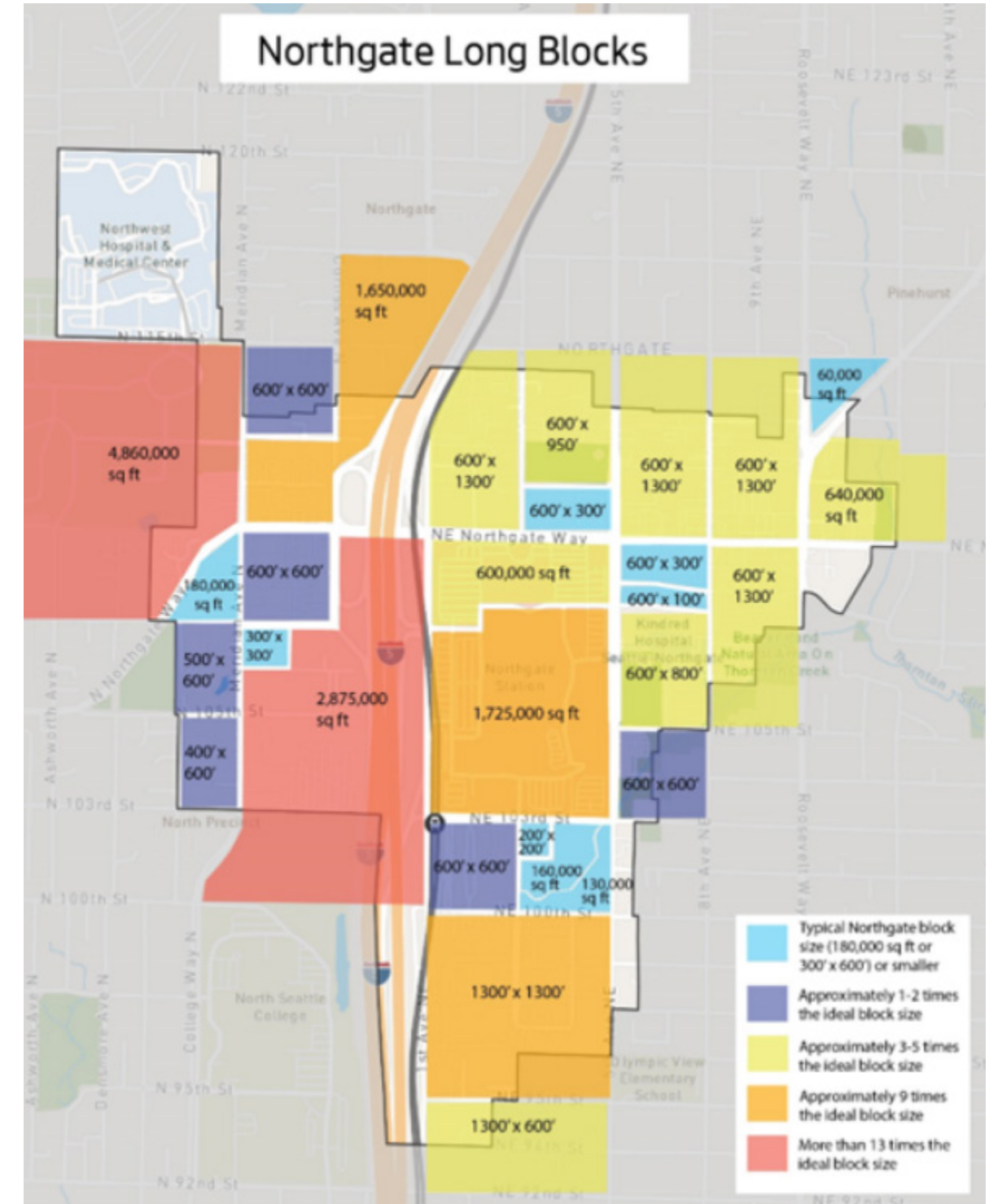
Using the proximity of North Seattle College to encourage training for higher paying jobs

Encouraging relocation of directly displaced tenants to housing within the subarea

Enable current renters to purchase their apartments

Northgate Transportation

- ▶ Community has stressed interest in improved walkability and a more pedestrian-oriented built environment
- ▶ But Northgate is comprised of long blocks, few streets and pedestrian connections, ped and bike safety challenges, and so much parking...
- ▶ Previous planning efforts have produced recommendations for pedestrian connections (1993, 2004, 2006, twice in 2013, and 2015)
- ▶ Mall redevelopment will have improved internal conditions, but largely continue to have vehicle oriented access to the site



Questions for Commission

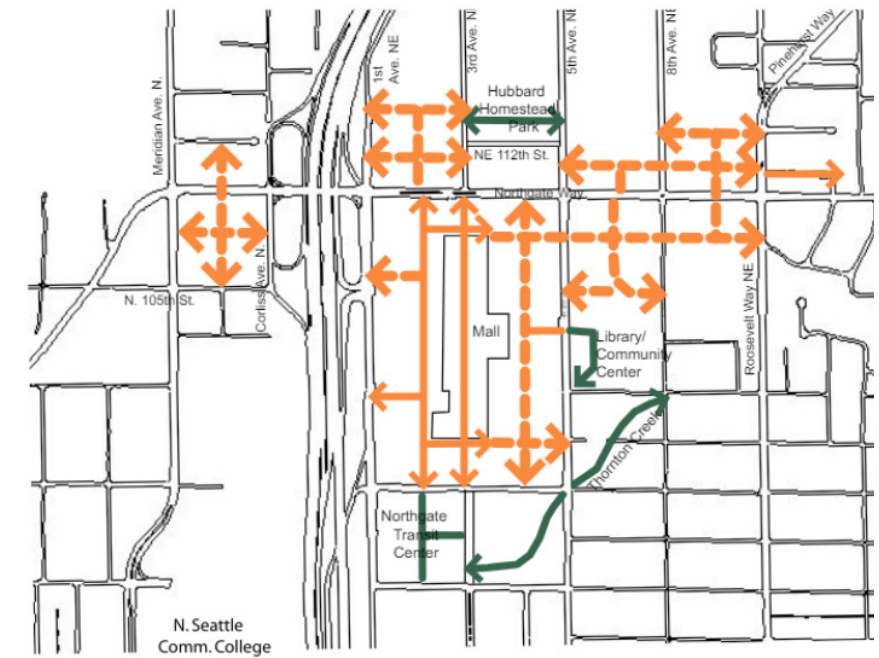
► We are exploring approaches to “reconnecting” or otherwise proliferating the adjacent “grid”-like street network by leveraging long-term developer interest in increased building heights for public spaces or easements that would build out this network, via land use regulations.

► Questions include:

What are realistic expectations for this approach?

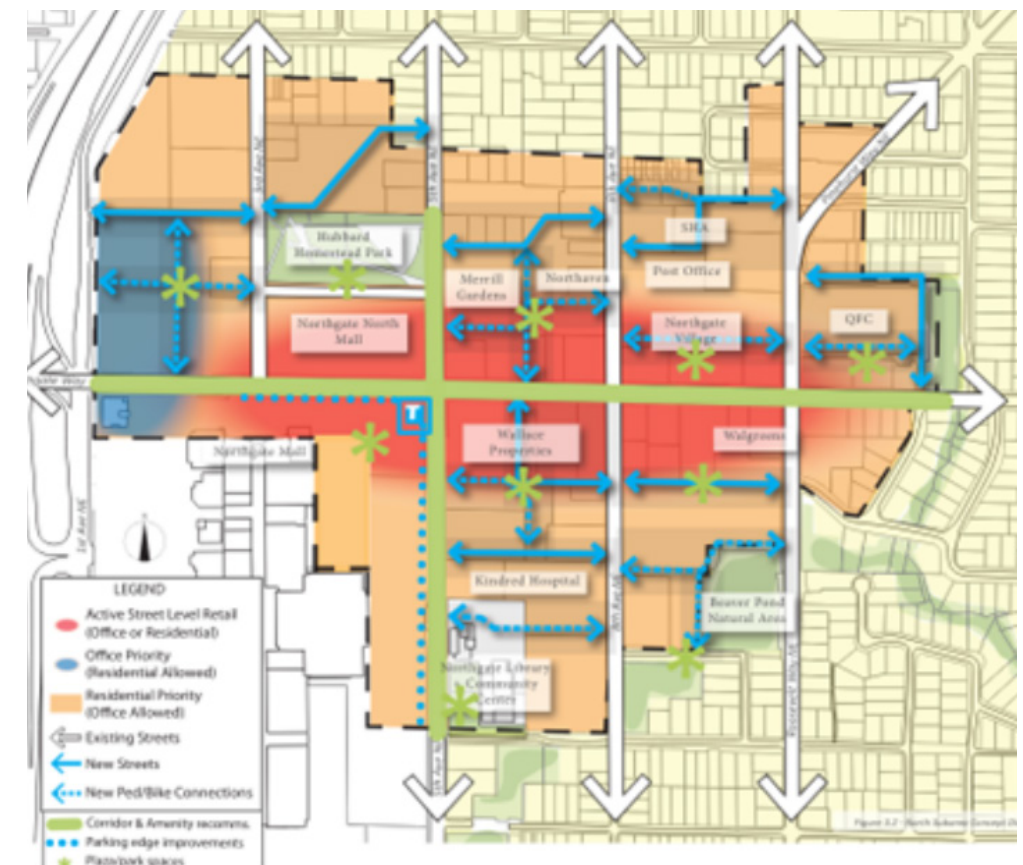
What should be the geographic extent of this approach? For example, should it include west of I-5?

A pedestrian-only network would be an easier nexus case. Should we omit vehicular streets?



- Existing Pedestrian Routes on Private Properties
- Potential Future Pedestrian Routes on Private Properties
- Existing Pedestrian Routes on Public Properties

NORTHGATE DESIGN GUIDELINES



NORTHGATE URBAN DESIGN FRAMEWORK (2013)

First Hill + Capitol Hill Regional Center

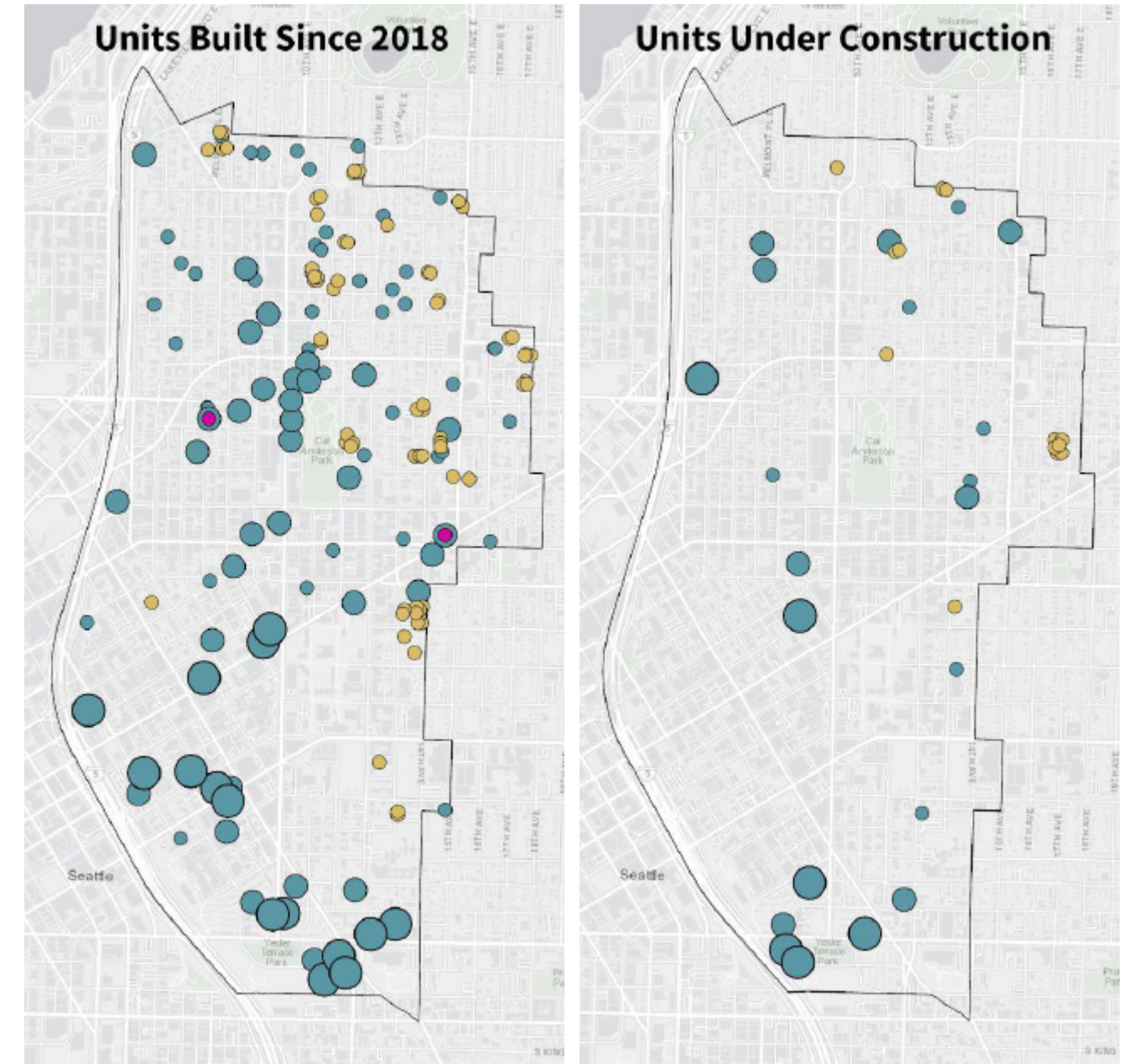
Housing and Transportation Topics



First Hill + Capitol Hill Housing

► PAST 10 YEARS

- 11,800** units built
- 98%** of new residential is multifamily
- 85%** of rentals have been studios or one-bedrooms
- 2,700** units under construction, with similar unit mix



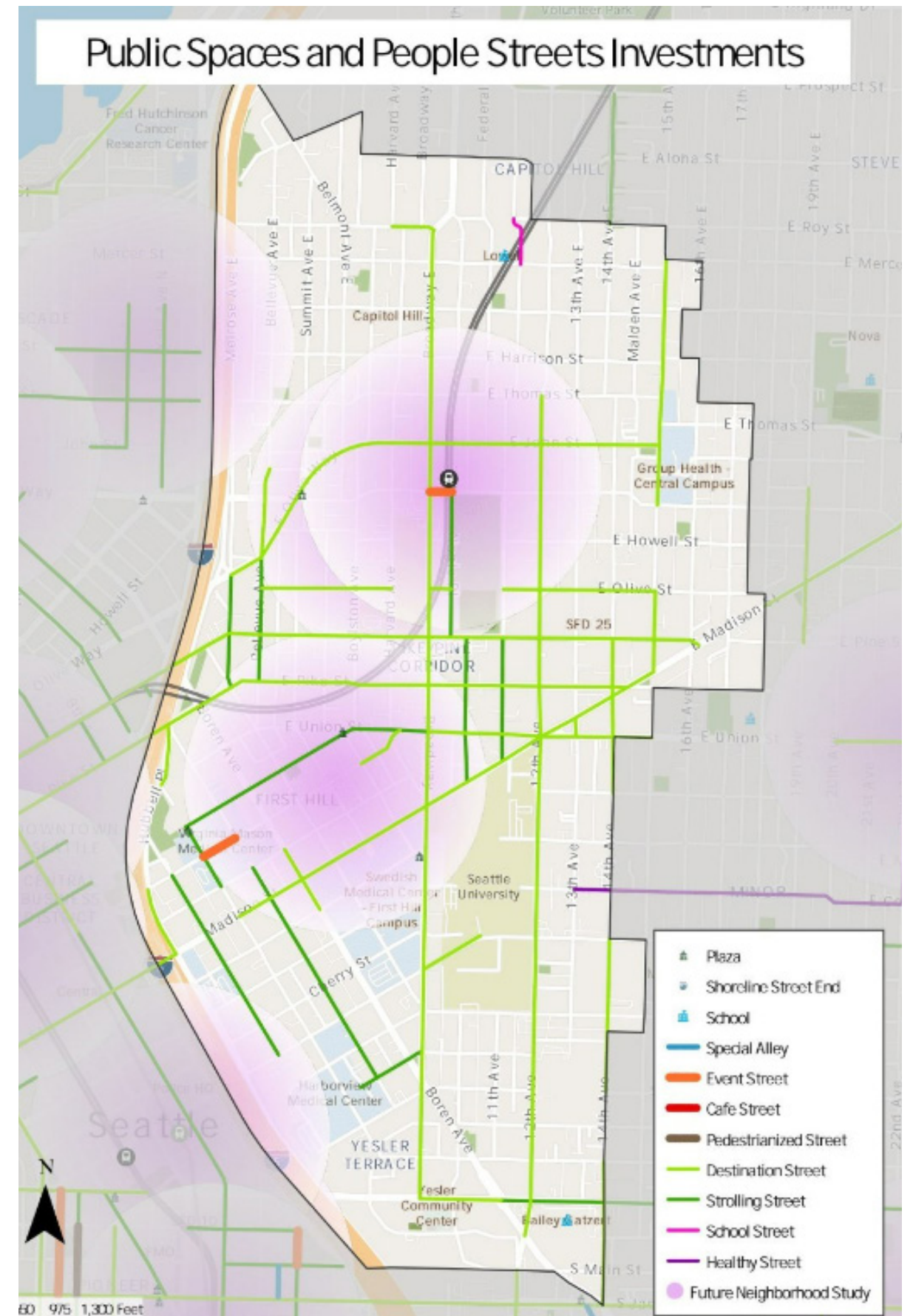
- Apartments, 50 Units and Under
- Apartments, 51-150 Units
- Apartments, over 150 Units
- Townhouses/Rowhouses, 50 Units and Under
- Other, 50 Units and Under

Questions for Commission

- ▶ The subarea has historically been a landing spot for newer and younger residents, more suited for studio and one-bedroom apartments. Is this still a critical component of the long-term residential identity of the neighborhood?
- ▶ What housing innovations could make sense in these neighborhoods to maintain a sense of welcome to all? What innovations might help recover residents that are local retail employees, other services workers, or students, all of which are less and less likely able to afford rents here?

First Hill + Capitol Hill Transportation

- First Hill and Capitol Hill pose very different sets of questions about the future of pedestrian travel in the subarea:
- In First Hill, community feedback suggests that pedestrian experience that is lacking
- In Capitol Hill, SDOT and OPCD are looking for streets or study areas to “celebrate” or further enhance for pedestrians



Questions for Commission

- ▶ What corridors within the subareas make sense to be treated as “low-pollution neighborhoods,” “car-lite streets,” “people spaces,” or similar treatments?
- ▶ What sorts of treatments could improve pedestrian experience on First Hill’s primary arterials, such as Madison or Boren?

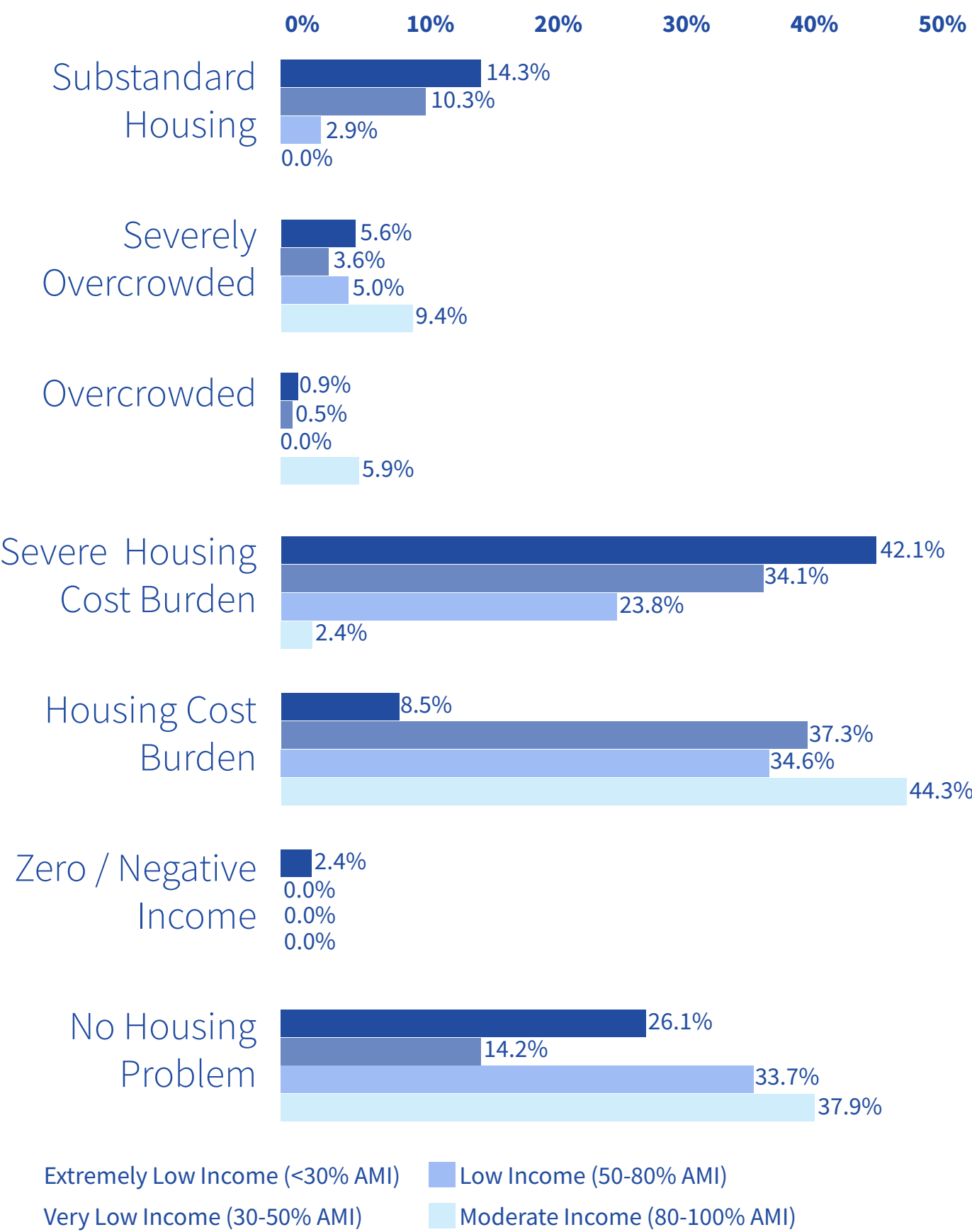


Housing

COST BURDEN IS THE BIGGEST HOUSING PROBLEM

Housing Problems by Income Level

“... every opportunity should be taken to identify opportunities for diversifying and growing the regional center’s housing stock by type, tenure, and affordability.”
BAE Urban Economics



OFFERING 29,940
HOUSING UNITS
+15%

Amount by which
downtown housing
growth exceeded
targets since 2015

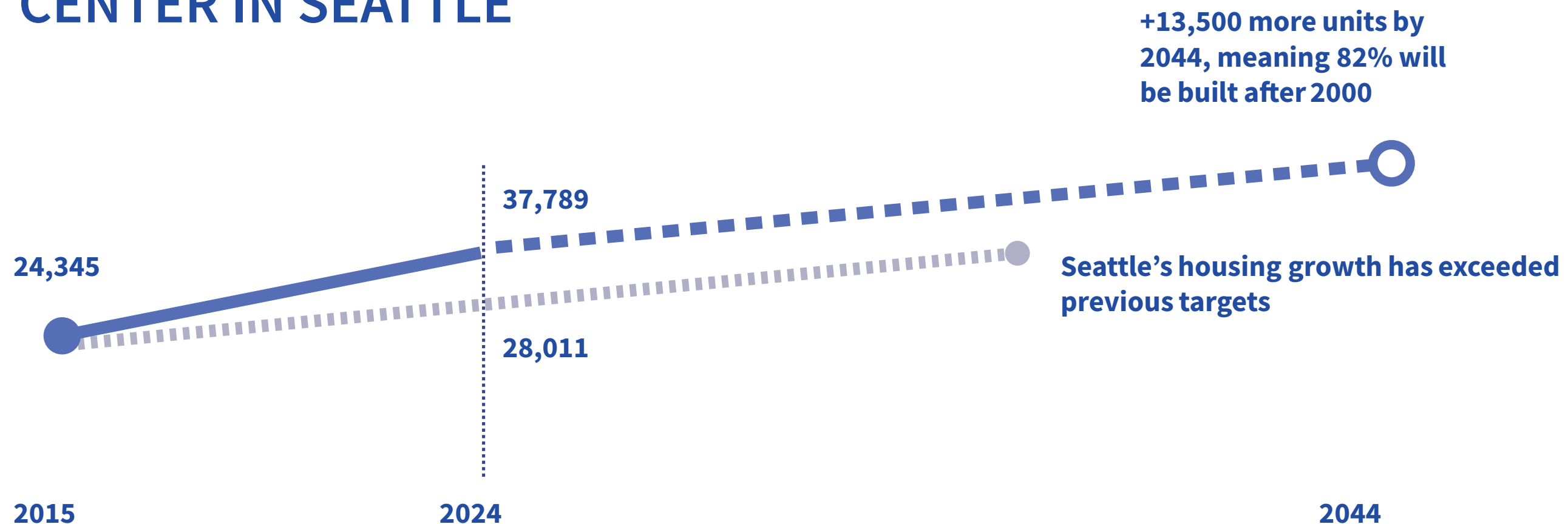
IT'S ROLE AS A HOUSING HUB IS
RELATIVELY NEW
>75%

% Downtown units built
after 2000

2011

Median year built

DOWNTOWN IS ON PACE TO BE THE LARGEST HOUSING CENTER IN SEATTLE



Questions for Commission

Housing

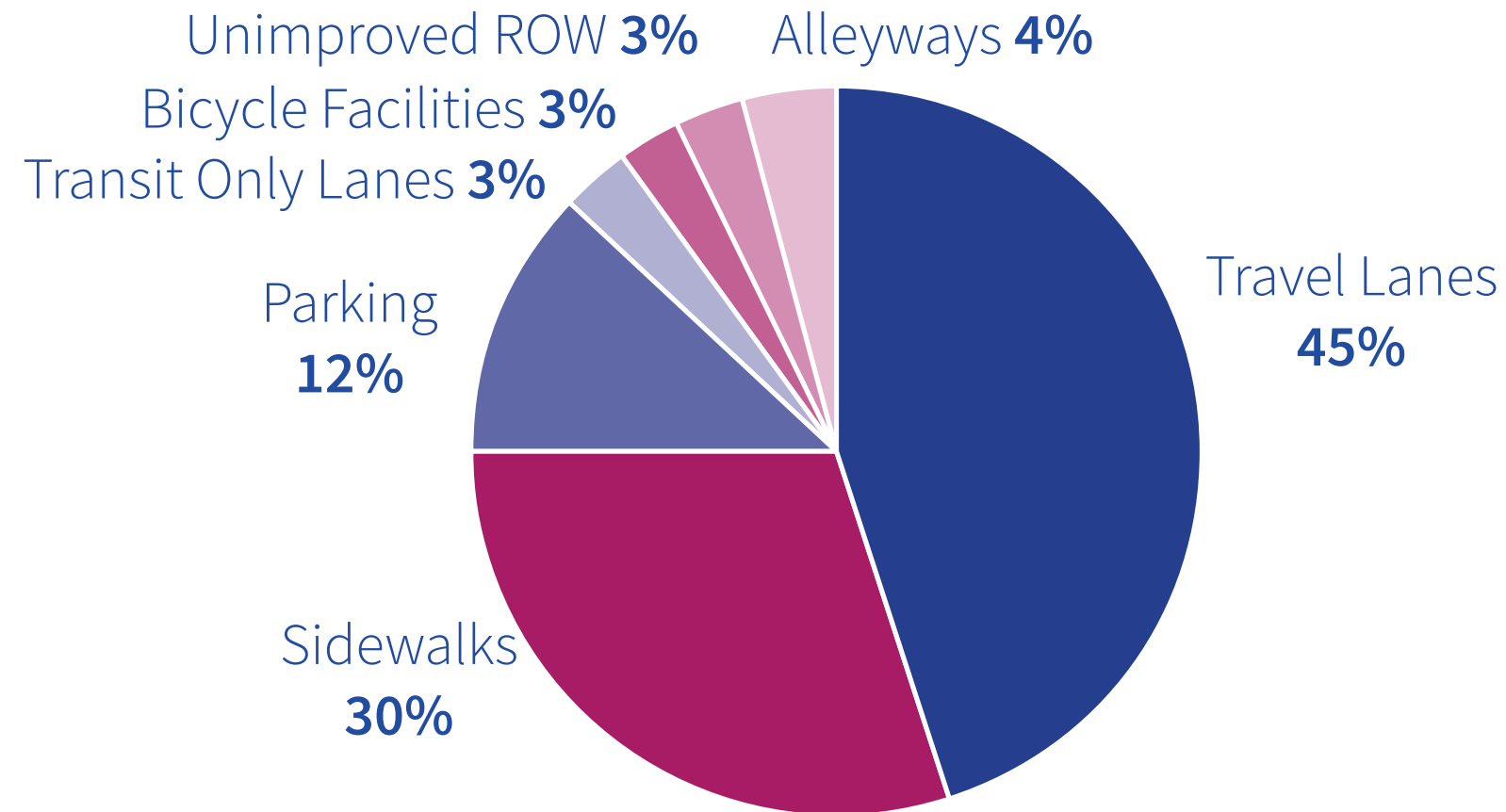
- We recognize the need to support families Downtown through development of larger scale units, however there is a need for additional resources in the area before it will be desirable for families. How do we impress the importance of these investments prior demonstrated demographics?
- In your view what are mechanisms to incentivize or require larger scale units?
- Have you seen examples of mixed income development in high rise construction?

Policy Direction: Support the creation of housing that provides a mix of units that support residents in different life stages (work-live housing, accessible senior housing, and family housing)

Policy Direction: Work with development projects to provide publicly accessible private open space that meets each neighborhood's goals and needs

Policy Direction: Expand family-focused services and programming around housing clusters and transit, including childcare, basic neighborhood-serving retail, and play experiences

61% OF DOWNTOWN IS USED FOR CAR AND TRUCK MOVEMENT, OR 9.9 MILLION SQUARE FEET.



Despite investments and progress, Downtown remains too car-centric

9%

OF STREETS ARE STEEP SLOPES, WHICH MAKES NAVIGATION DIFFICULT

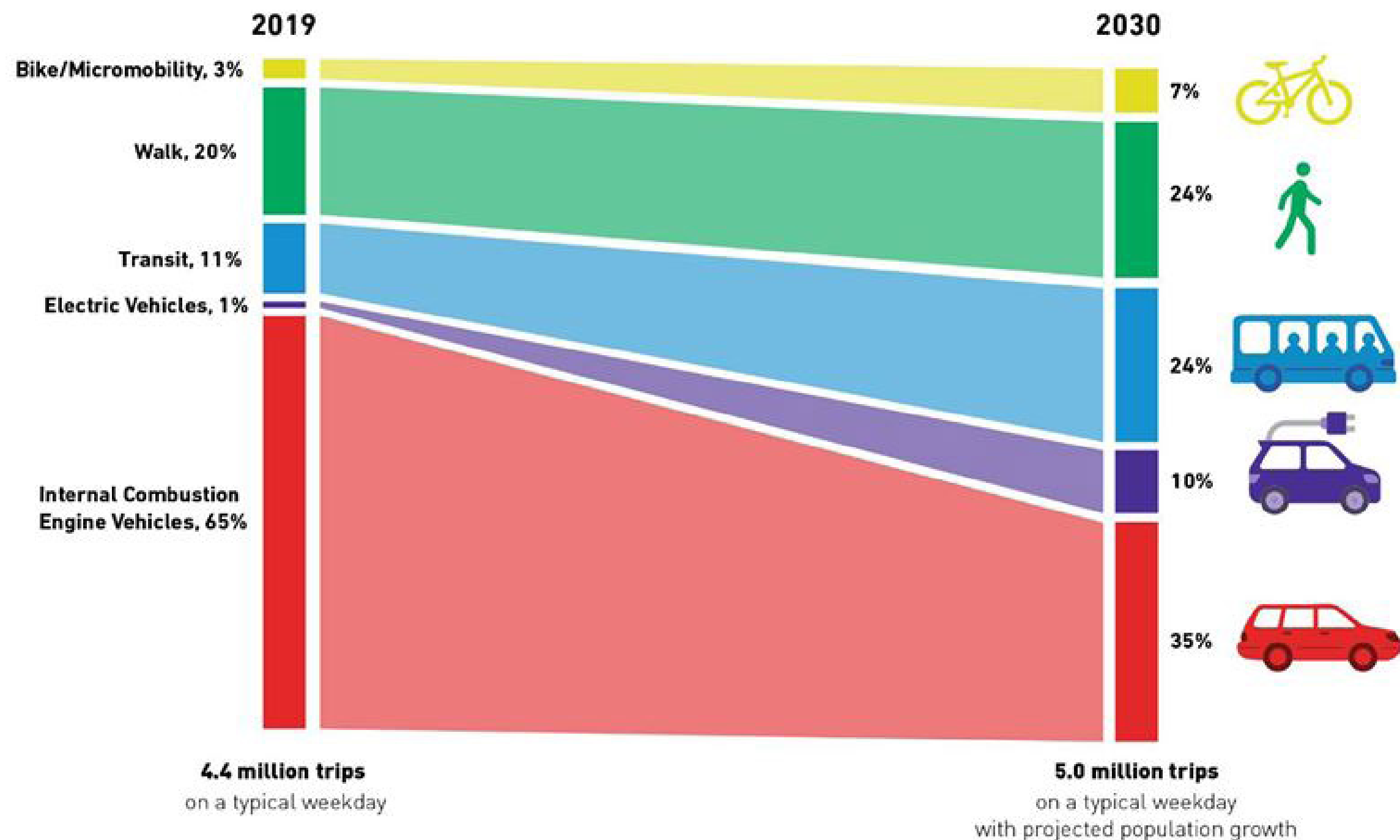
250

PEOPLE WERE SERIOUSLY INJURED CITYWIDE IN 2023 AND 27 PEOPLE KILLED BY CRASHES

MODE SPLIT GOALS FOR DOWNTOWN ARE NOT REPLECTIVE OF OUR USE OF SPACE

Yet we only have two pedestrian only blocks in all of Downtown

Figure 9: Climate Change Response Framework Mode Shift Aspiration



Questions for Commission

Transportation

► Often the approach in Seattle's Downtown is to identify large visionary projects to focus on, The Waterfront, The Convention Center, A re-Imaged King County Campus

Do you feel we should similarly focus on our next big vision in the transportation world - or focus on smaller scale interventions such as reallocation of existing ROW?

► With the expansion of Light Rail we know there will be less reliance on our existing KC metro system in Downtown. Would you recommend we push for avenues Downtown that are entirely pedestrian focused, or retain a mix of uses on the majority of our roadways?



WESTLAKE, KING STREET STATION, AND THE FERRY TERMINAL ARE MAJOR CITYWIDE TRANSIT HUBS