Seattle 2035 Urban Village Study
Draft Final Report
August 2015

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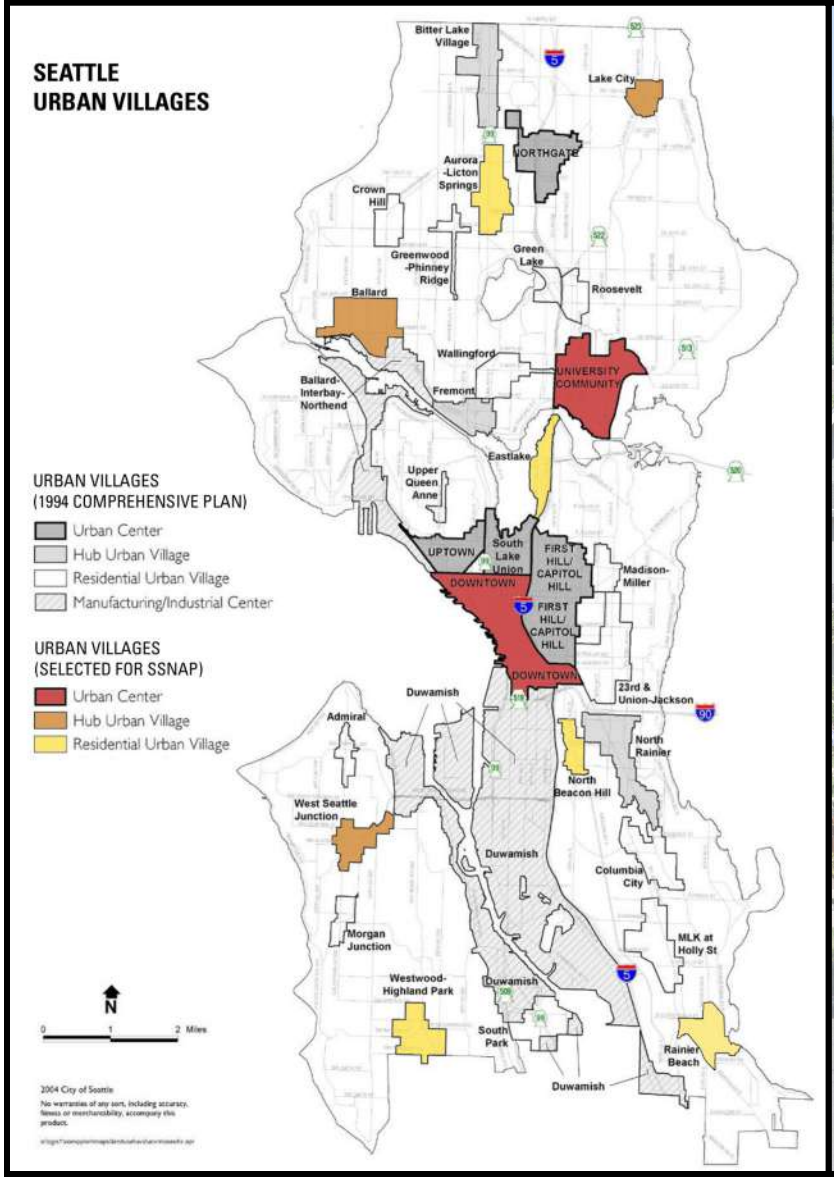
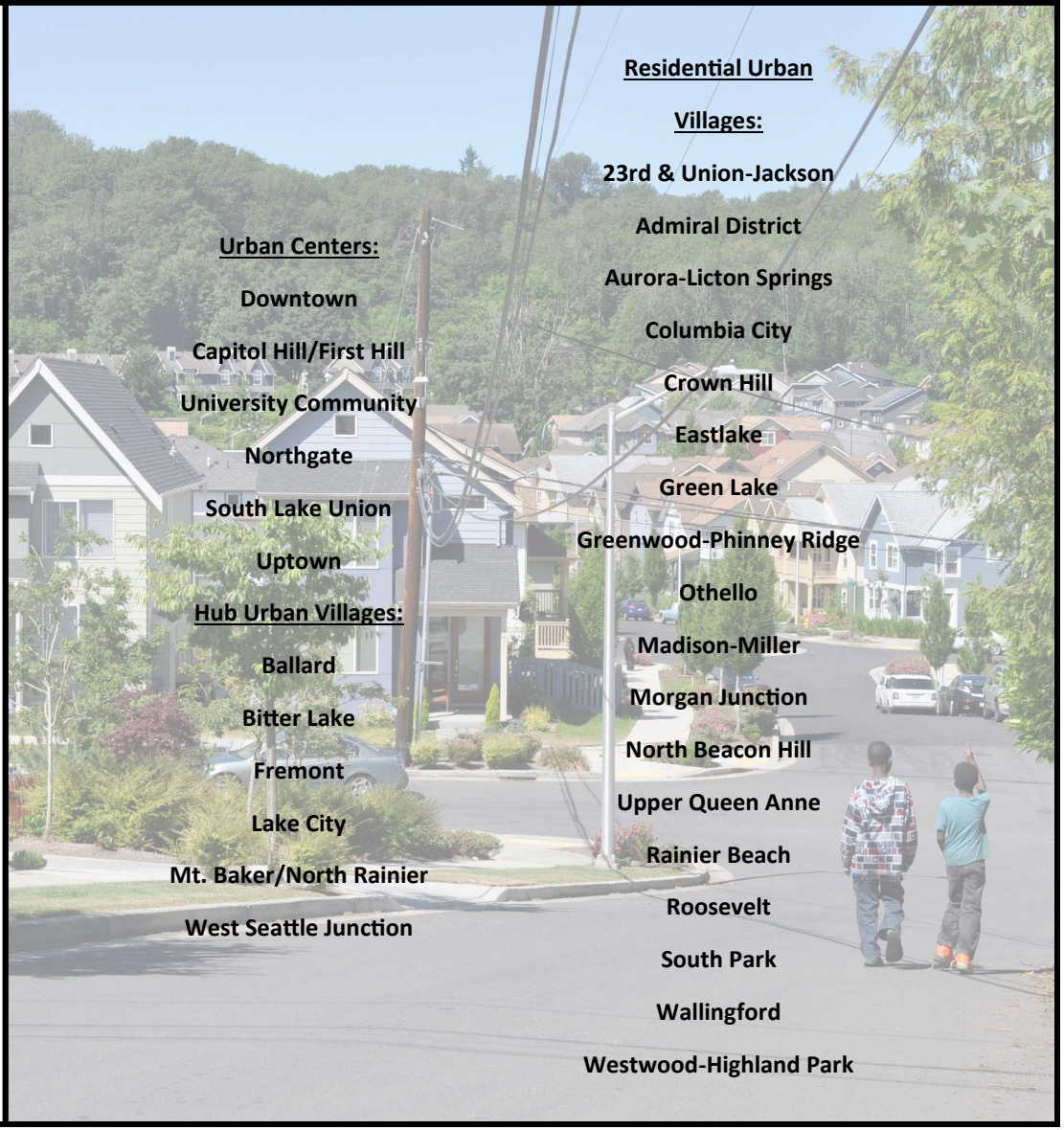
STEINBRUECK URBAN STRATEGIES, LLC





Urban Centers:

Downtown

Capitol Hill/First Hill

University Community

Northgate

South Lake Union

Uptown

Hub Urban Villages:

Ballard

Bitter Lake

Fremont

Lake City

Mt. Baker/North Rainier

West Seattle Junction

Residential Urban Villages:

23rd & Union-Jackson

Admiral District

Aurora-Licton Springs

Columbia City

Crown Hill

Eastlake

Green Lake

Greenwood-Phinney Ridge

Othello

Madison-Miller

Morgan Junction

North Beacon Hill

Upper Queen Anne

Rainier Beach

Roosevelt

South Park

Wallingford

Westwood-Highland Park

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Introduction and Acknowledgements

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

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

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

Peter Steinbrueck, FAIA

August, 2015

Task 1 — Review Urban Village Designation Criteria & Classifications

Task 1 Review Urban Village Designation Criteria and Classifications

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

A. Hub Urban Villages and Residential Urban Villages – Policy UV13

B. Urban Centers – Policies UV15 through UV 18

C. Hub Urban Villages – Policies UV25-UV28

D. Residential Urban Villages – Policies UV29-UV34

1.2 Based on the results of Task 1 (1), for each of the 30 established Residential Urban Villages (18), Hub Urban Villages (6) and Urban Centers (6) evaluate the applicability of current or modified measurable village criteria for designating urban centers and villages such as:

A. Adequate size of land area concentrated, and cohesive

B. Access to high capacity regional, major transit routes, service and local transit

C. Appropriate zoning classifications to accommodate desired mix of uses and activities, including: services, commercial, residential, public facilities, amenities, and cultural uses appropriate to the village designation

D. Sufficient unbuilt development capacity and planned density (people, jobs, housing)to support target density goals (employment and residential) for each urban village

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

Urban Village Designation Criteria and Classifications

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

Hub Urban Villages and Residential Urban Villages – Policy UV13
Urban Centers – Policies UV15 through UV 18
Hub Urban Villages – Policies UV25-UV28
Residential Urban Villages – Policies UV29-UV34

Approach and Purpose

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

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

1994 – 2014 Comprehensive Plan Urban Village Policies - Measurable Criteria

A. Adequate Size, Concentration, and Cohesion

For Urban Centers:

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

For Hub UVs:

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

For Residential UVs

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

B. Transit Routes & Access

For Urban Centers:

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

For Hub UVs:

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

For Residential UVs:

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

C. Zoning and Use Classifications, Desired Mix of Uses

For Urban Centers:

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

For Hub UVs:

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

For Residential UVs:

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

D. Unbuilt Development Capacity

For Urban Centers:

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

For Hub UVs:

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

For Residential UVs:

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

Other Measurable Criteria — Village Open Space

E. Usable Parks (Village Open Space)

For Urban Centers:

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

For Hub UVs:

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

For Residential UVs:

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

Village Open Space Methodology

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

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

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

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

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

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

Task 1.1 Analysis and Findings

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

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

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

Residential Urban Villages – Policies UV29 – UV34

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

Residential Urban Villages – Policies UV29 – UV34

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

Village Summaries:

Measurable Criteria

Zoning & Land Use

Development Capacity

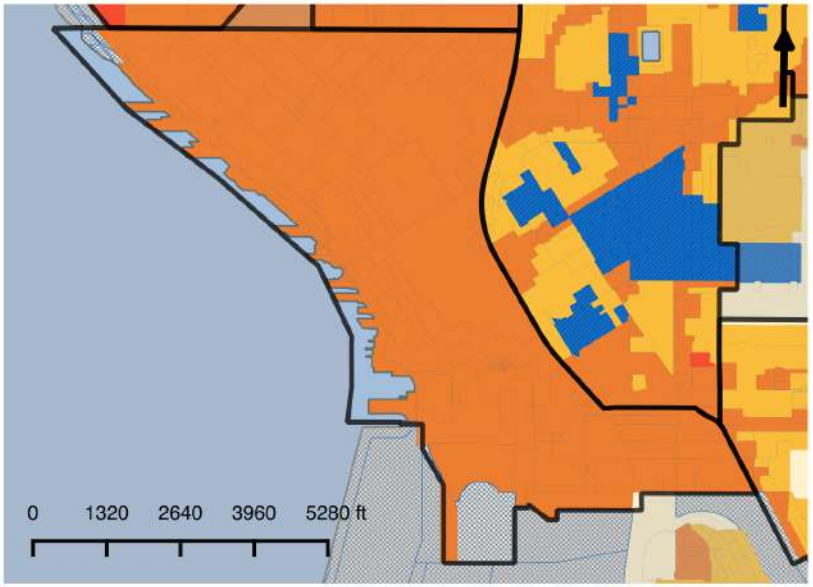
Transportation Access & Mobility

Public Open Space

Downtown Urban Center

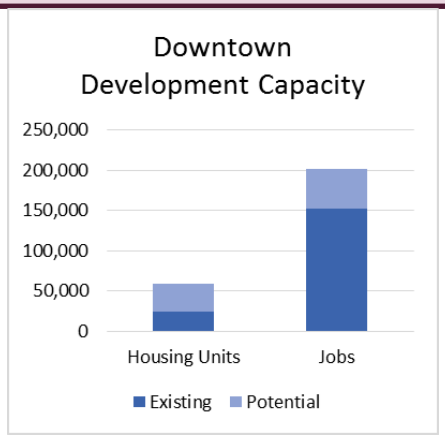
In area and zoned capacity, downtown is the largest employment center in the state, with more than 151,000 covered jobs. Housing is a permitted use in all downtown zones. Downtown zoning is more complex and diverse in uses, with three historic districts, five urban center villages, and 17 different use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

Village Zoning

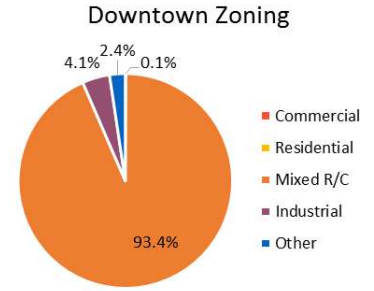


Village Characteristics & Future Growth Capacity

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



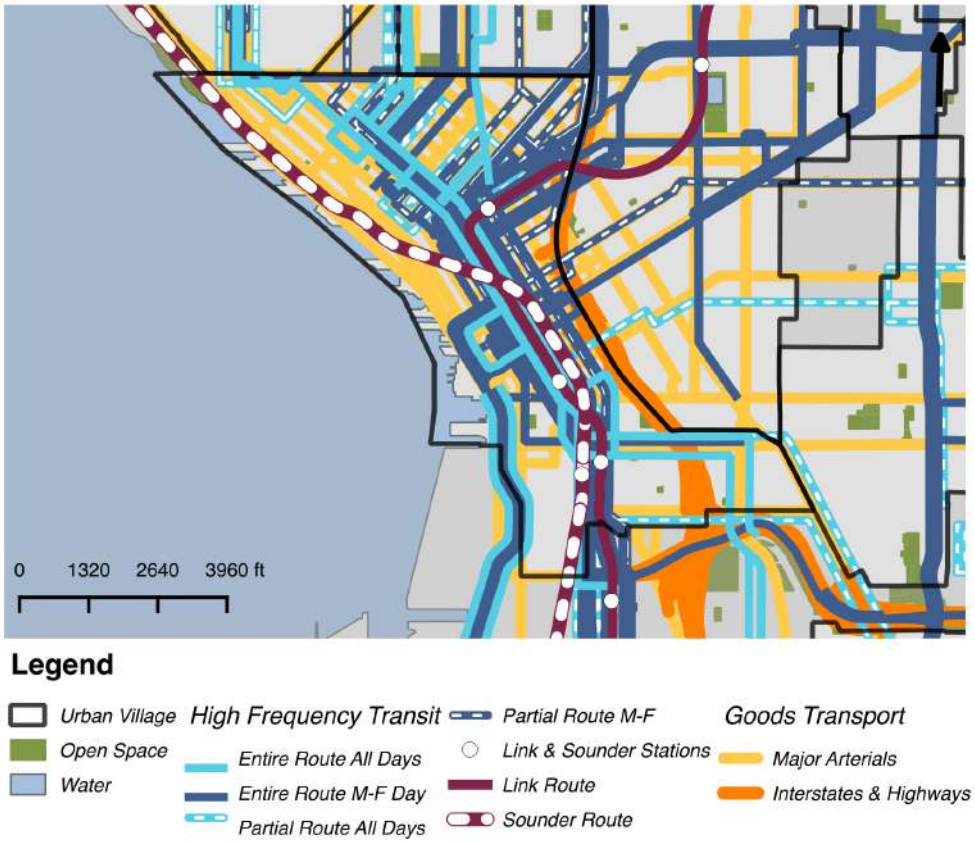
Village Land Use



Downtown Urban Center

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

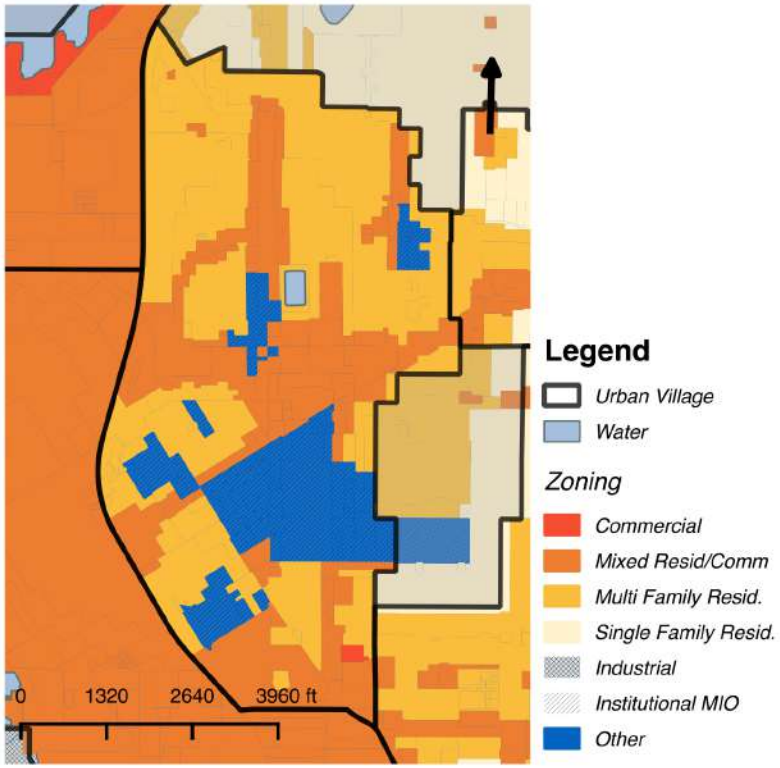
Usable Village Open Space

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

Capitol Hill/First Hill Urban Center

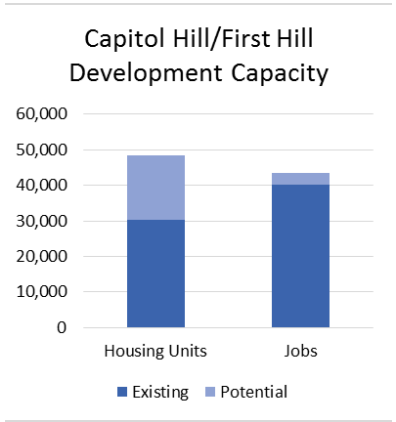
This is the second largest UC in size (gross acres), but with more parcel acres (561) than Downtown (497). It has the most diverse mix of uses of all the urban centers, with a good balance between residential and commercial/retail activities. Housing types and scales are well represented between MF Low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

Village Zoning

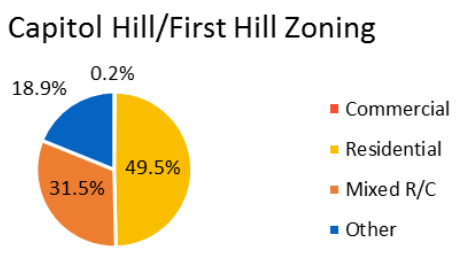


Village Characteristics & Future Growth Capacity

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



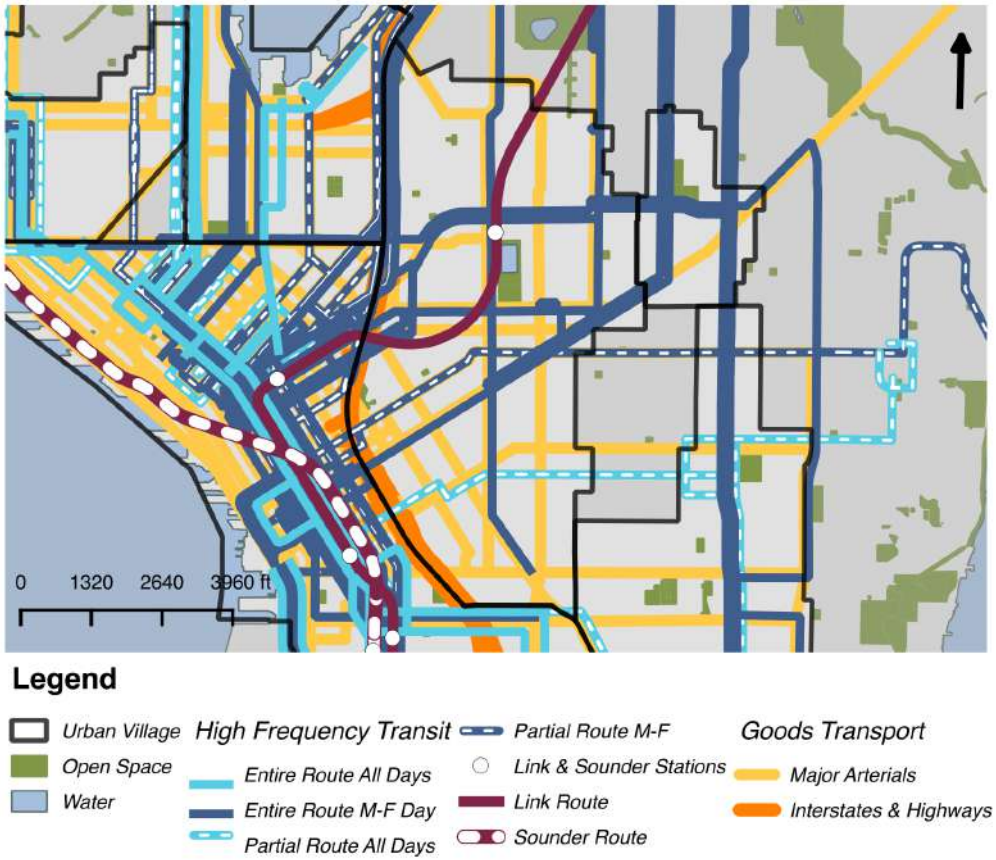
Village Land Use



Capitol Hill/First Hill Urban Center

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

Usable Village Open Space

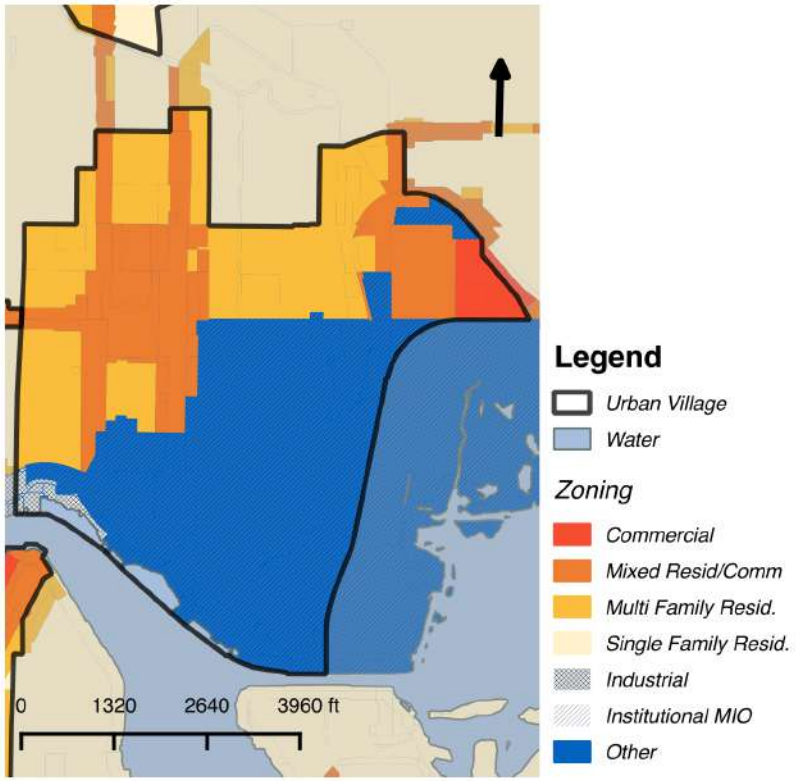
Village Open Space (VOS in acres) within UV	16.68
VOS within or adjacent to UV	19.40
VOS within UV per 1,000 HU	0.55
VOS within or adjacent to UV per 1,000 HU	0.64
% of Village HUs within 1/2 mi. of Park	100.0%
One VOS of at least 10,000 sq. ft?	Yes
VOS acres per 10,000 Jobs	4.16

University Community

Urban Center

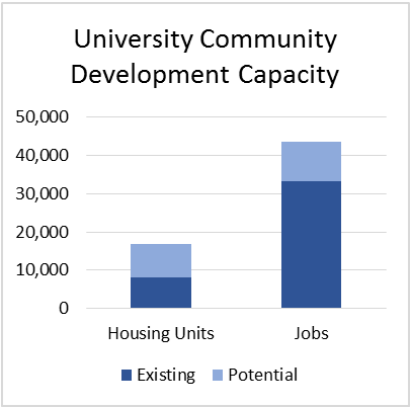
The University of Washington campus comprises nearly half the area of the University Community urban center, as well as the largest number of jobs. Apart from the UW MIO, most of the University Community center zoning allows residential uses, ranging from lowrise to midrise, and mixed neighborhood commercial.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

Village Zoning

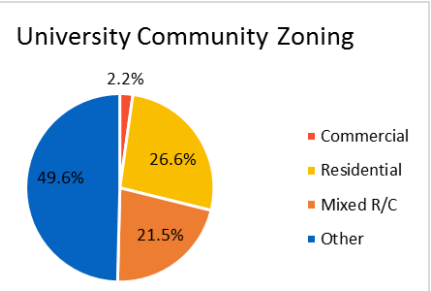


Village Characteristics & Future Growth Capacity

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



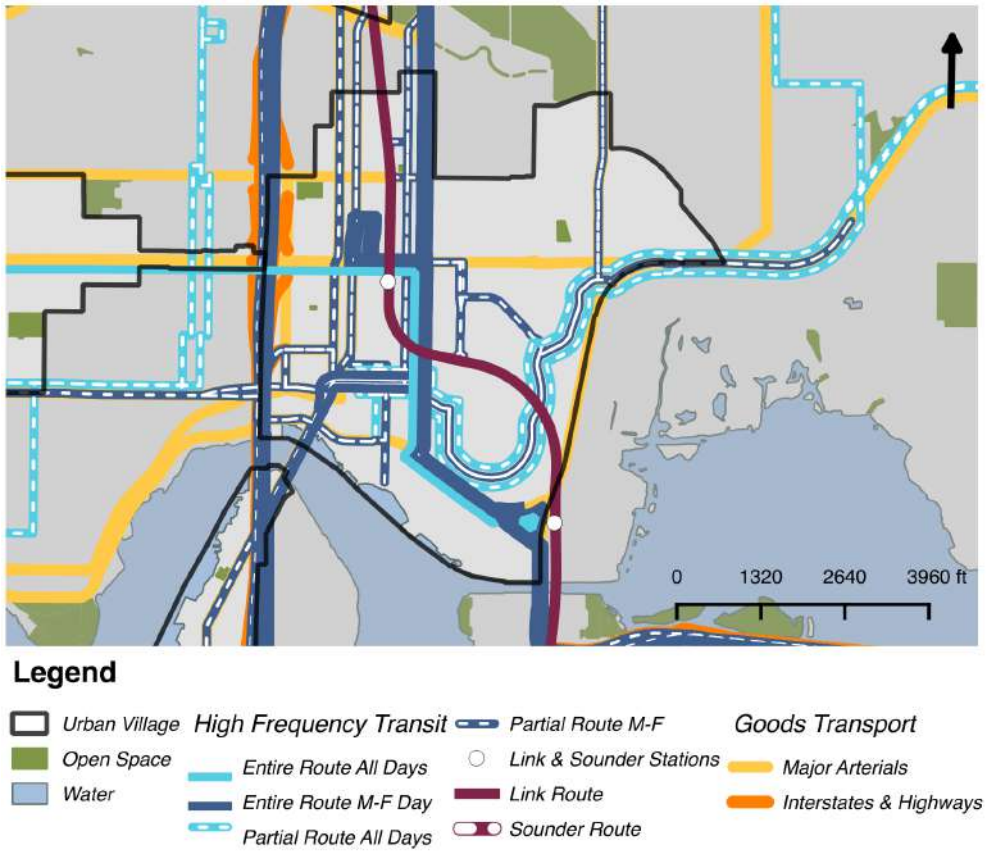
Village Land Use



University Community Urban Center

The University Community has several bus routes with frequent service, and express buses to other centers. The University station, along with the UW station (just outside the center) are planned to open in 2016. In addition, the village is crossed by two bikeways, the Burke Gilman Trail running along the southern border and a greenway running north-south through the village center. Sidewalk coverage is almost universal, but several blocks in the northeastern corner are in poor condition. There is close to 6 acres of open space, not including the UW campus green areas. The village is below the target for 1 acre of VOS per 1,000 housing units, but 100 % 0f housing units are within a 1/2 mile of a park.

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

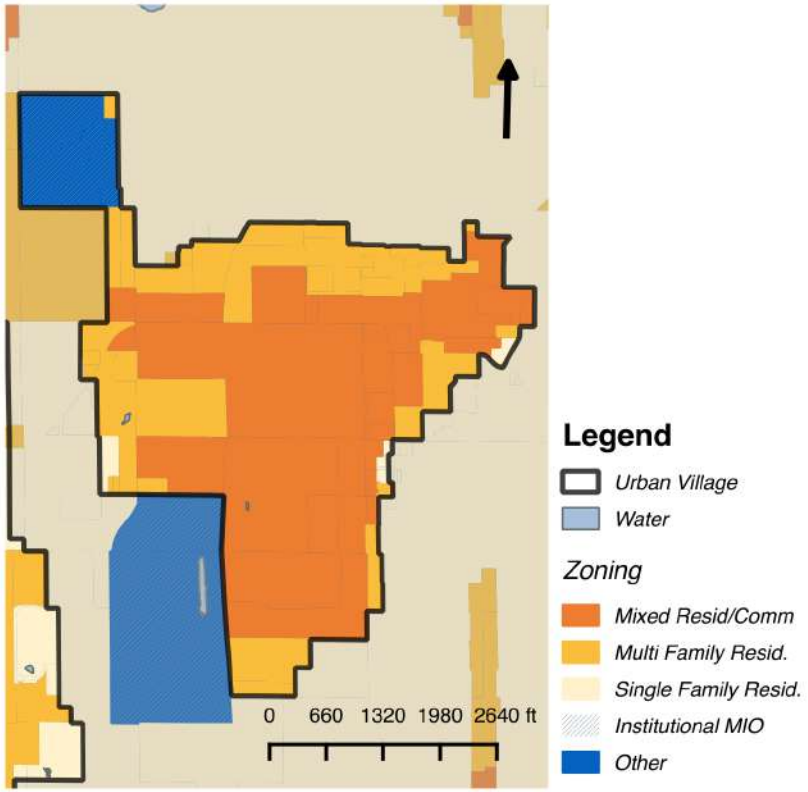
Usable Village Open Space

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

Northgate Urban Center

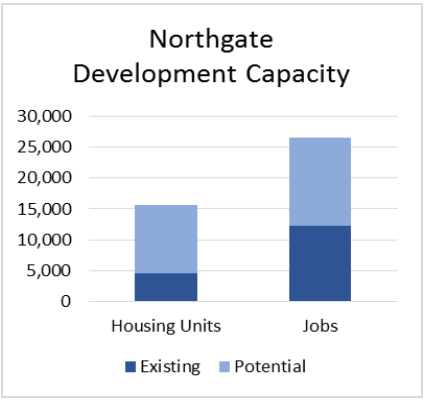
The dominant land uses are lowrise residential, mixed/neighborhood commercial, midrise residential, and major institution (Northwest Hospital). One third of the Northgate center is zoned residential. Of note, Northgate has the lowest number of existing housing units, and lowest number of jobs of all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

Village Zoning

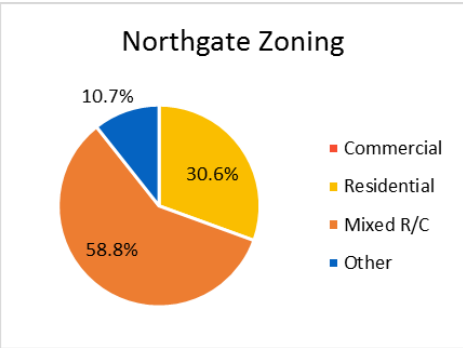


Village Characteristics & Future Growth Capacity

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



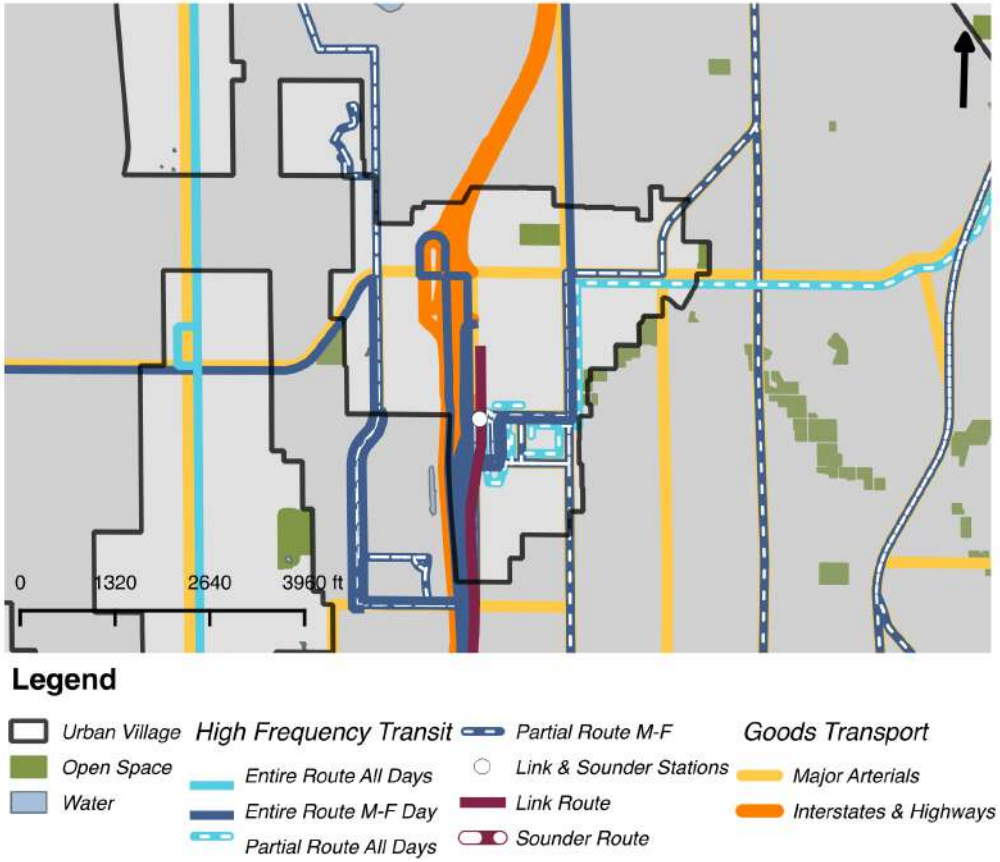
Village Land Use



Northgate Urban Center

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

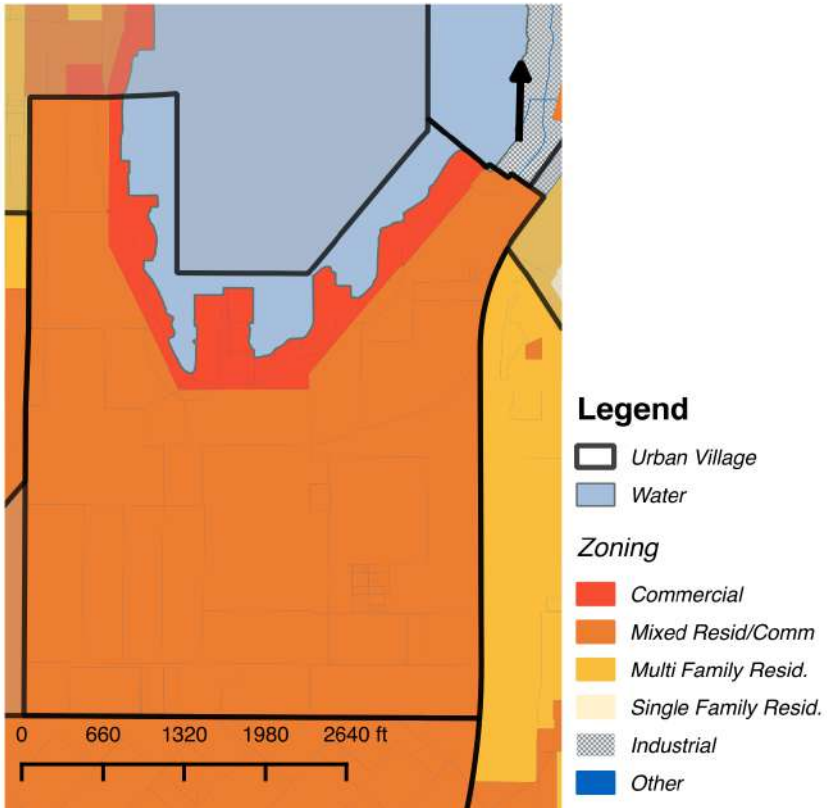
Usable Village Open Space

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

South Lake Union Urban Center

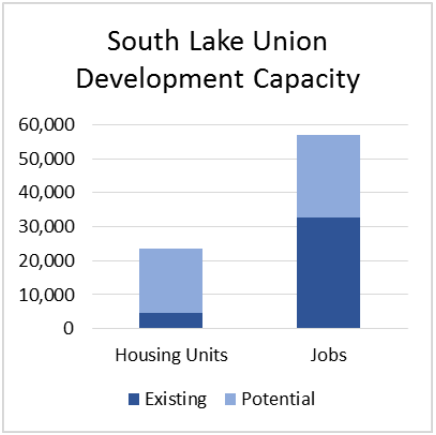
Under Seattle Mixed zoning a wide range of uses are allowed, including residential. Commercial uses dominate, and SLU still retains a significant share (16.4%) of auto-oriented C2 zoning which restricts residential uses. Existing residential density is on the low end of the urban centers, and jobs out-strip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

Village Zoning

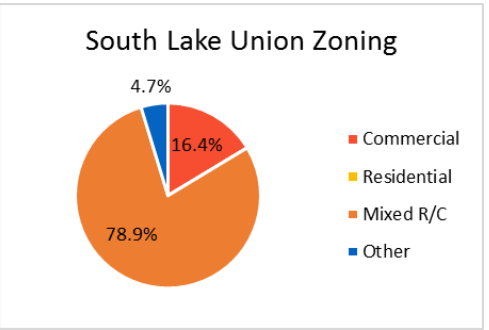


Village Characteristics & Future Growth Capacity

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



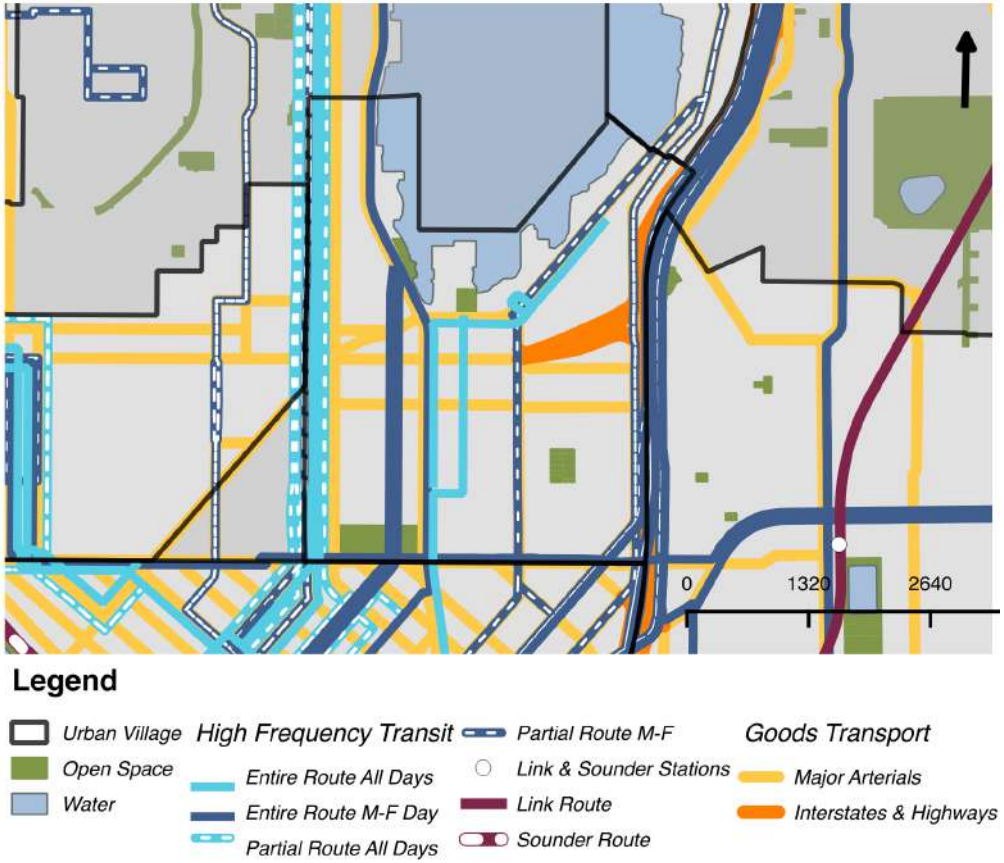
Village Land Use



South Lake Union Urban Center

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

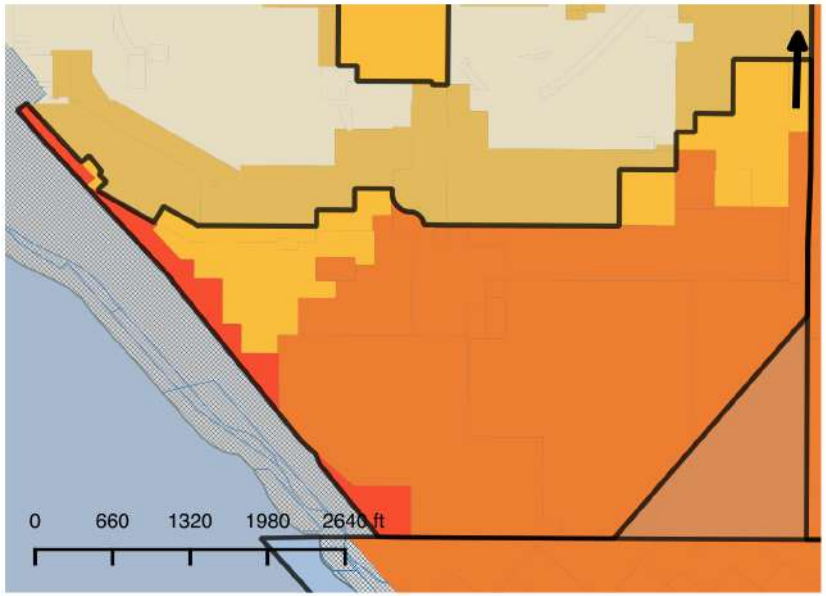
Usable Village Open Space

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

Uptown Urban Center

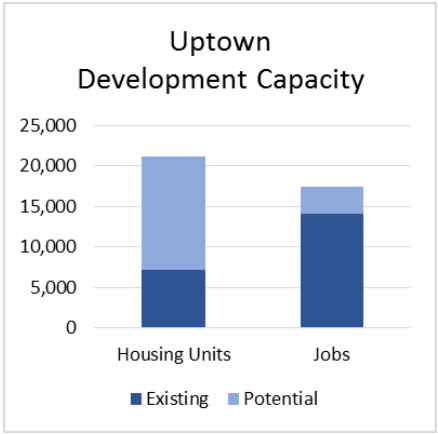
Zoned predominately for a mix of uses under NC3 zoning, only a small area of land remains in single use under C2. Residential emphasis zoning provides a range of types from lowrise to mid-rise. Employment growth capacity is low, and does not meet the 2015 – 2035 growth target. Housing growth capacity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

Village Zoning

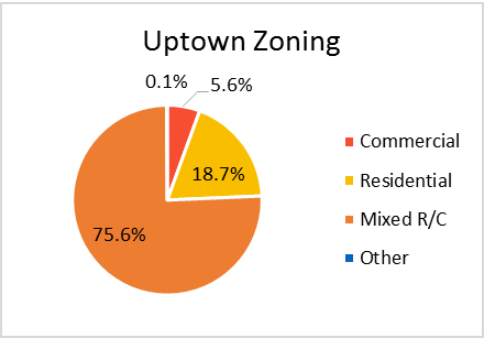


Village Characteristics & Future Growth Capacity

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



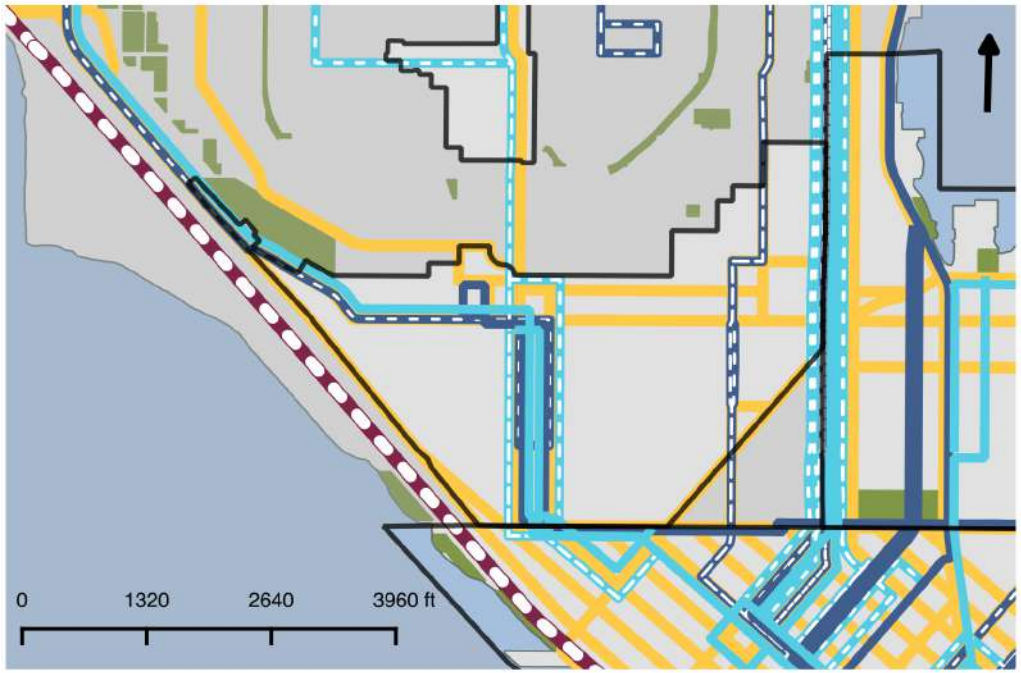
Village Land Use



Uptown Urban Center

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

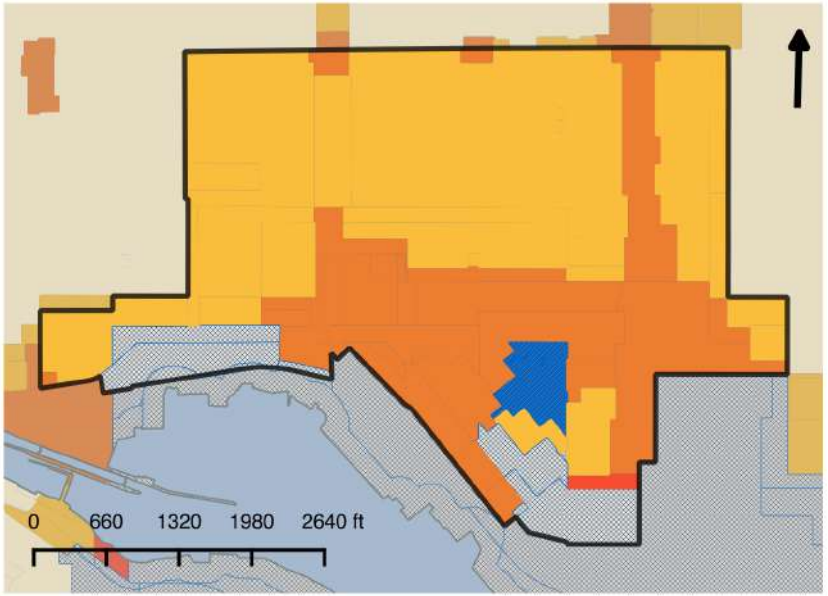
Usable Village Open Space

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

Ballard Hub Urban Village

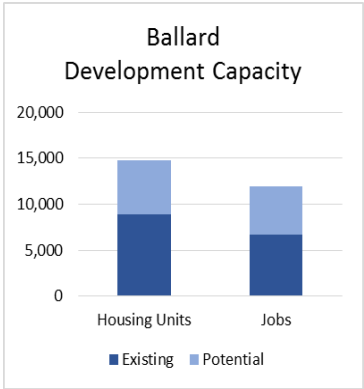
Zoned predominately for a mix of uses under NC3 zoning, only a small area of land remains in single use under C2. Residential emphasis zoning provides a range of types from lowrise to mid-rise. Employment growth capacity is low, and does not meet the 2015 – 2035 growth target. Housing growth capacity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

Village Zoning

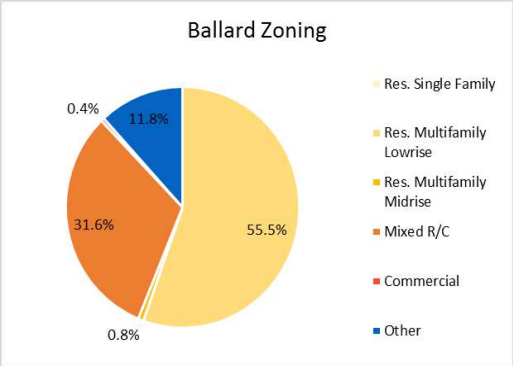


Village Characteristics & Future Growth Capacity

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



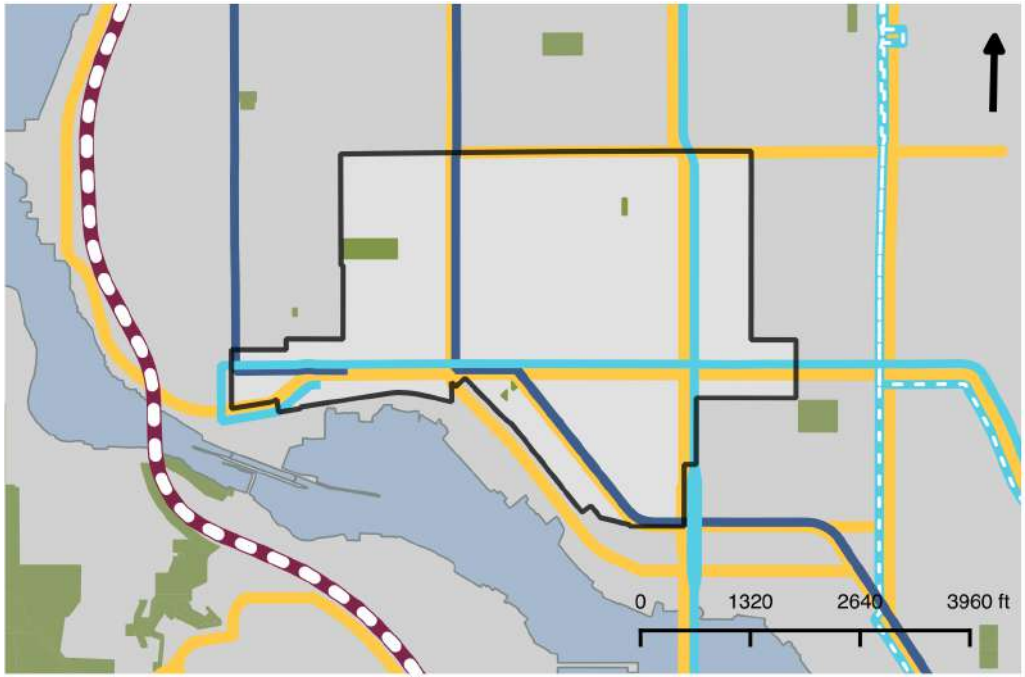
Village Land Use



Ballard Hub Urban Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

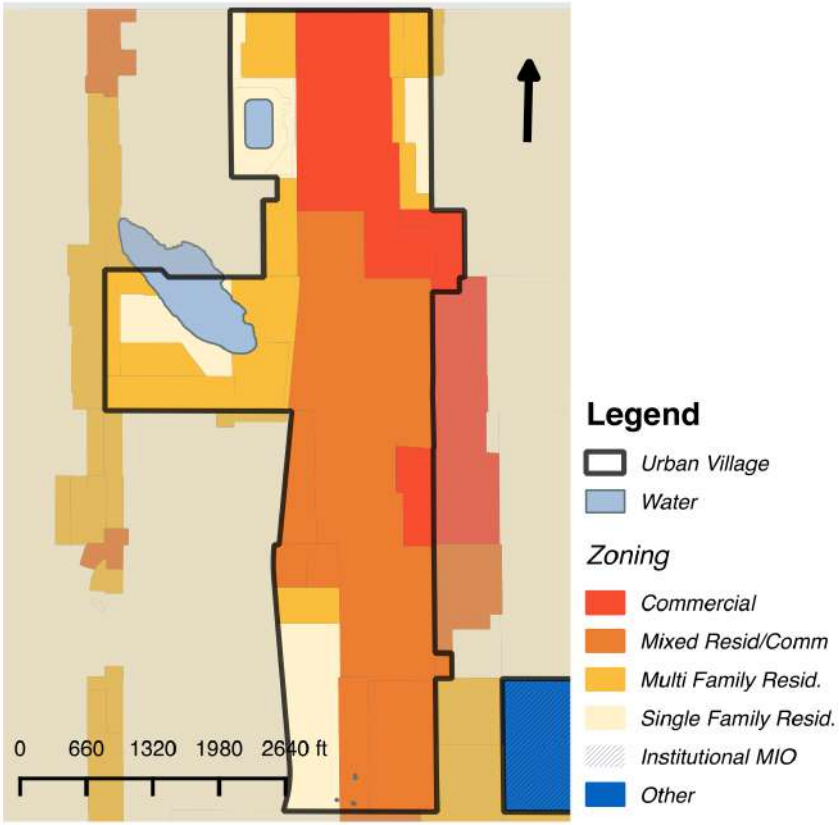
Usable Village Open Space

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

Bitter Lake Hub Urban Village

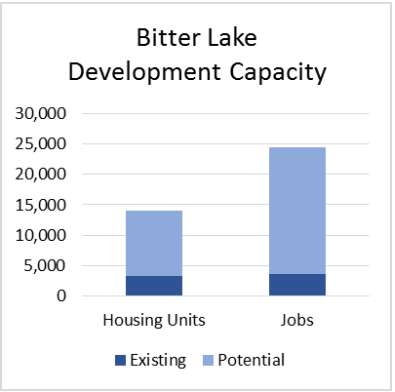
Substantial areas of Bitter Lake Village remain in single family zoning and low rise multifamily. Commercial uses dominate land area under NC zoning and more auto-oriented C2 zoning. Bitter Lake village has near equal number of jobs to housing. Of the hub villages, Bitter Lake has the second highest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

Village Zoning

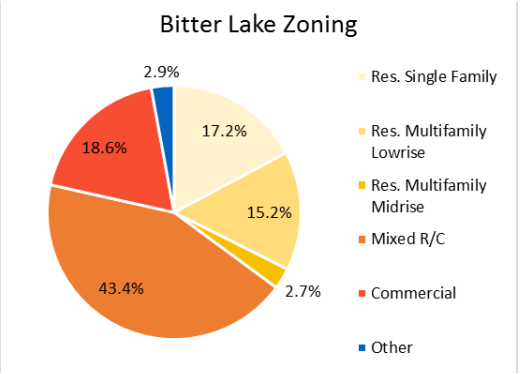


Village Characteristics & Future Growth Capacity

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



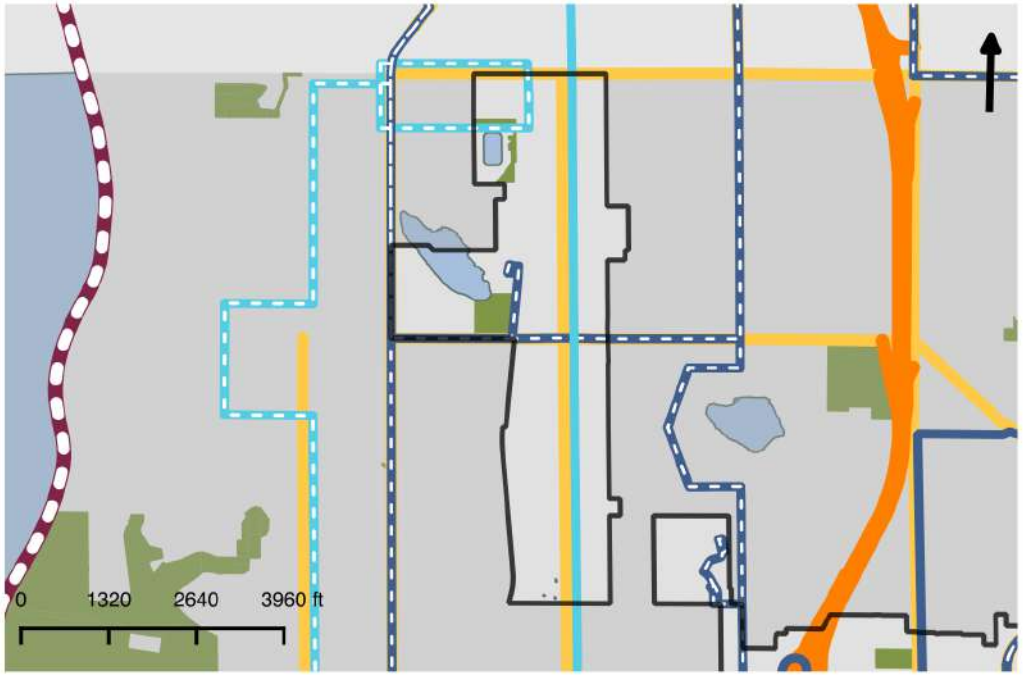
Village Land Use



Bitter Lake Hub Urban Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

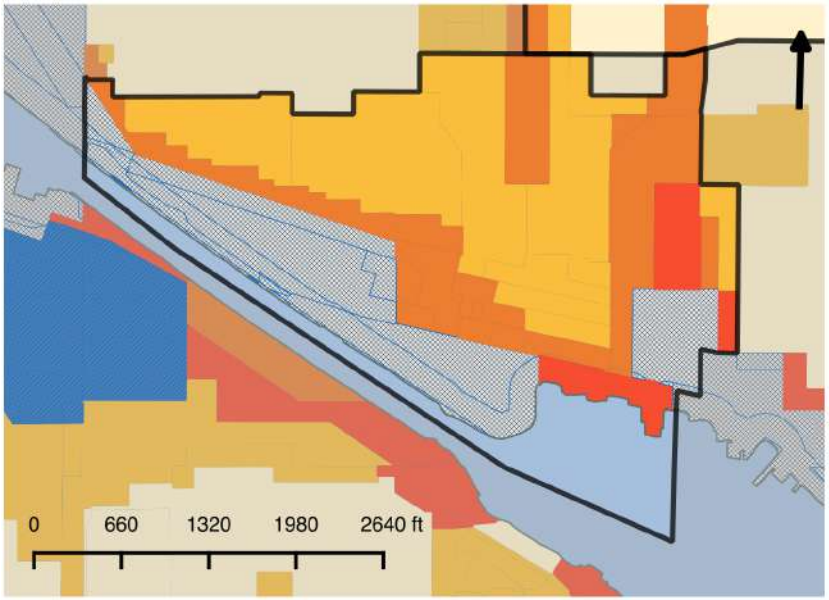
Usable Village Open Space

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

Fremont Hub Urban Village

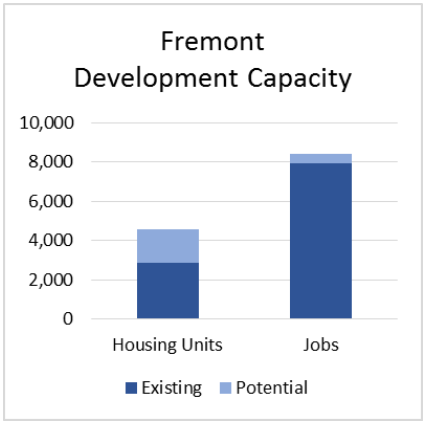
The hub village is well balanced between commercial, industrial commercial, and multifamily zoning. Lowrise multifamily is the dominant zoning, with limited mixed neighborhood commercial zoning. Fremont has the second smallest number of parcel acres, and future growth capacity is limited under current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

Village Zoning

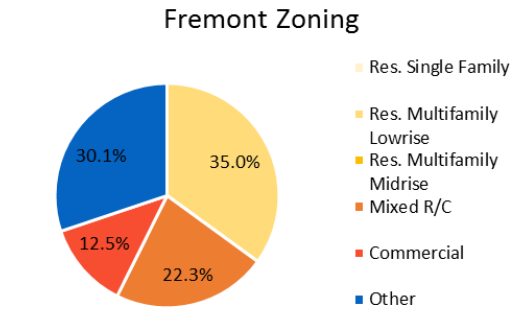


Village Characteristics & Future Growth Capacity

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



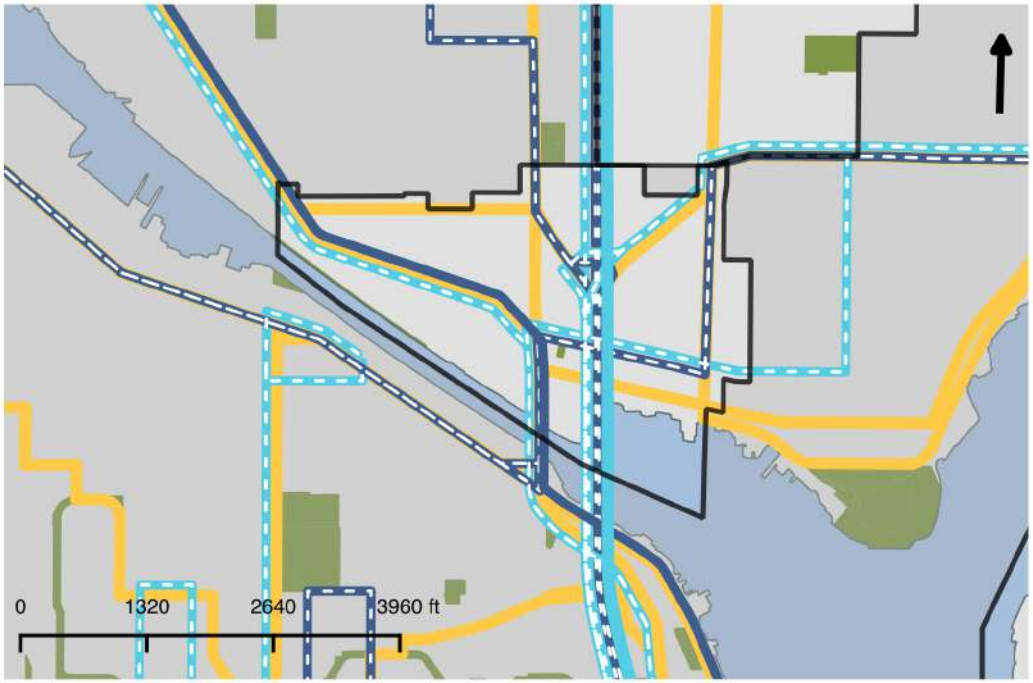
Village Land Use



Fremont Hub Urban Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

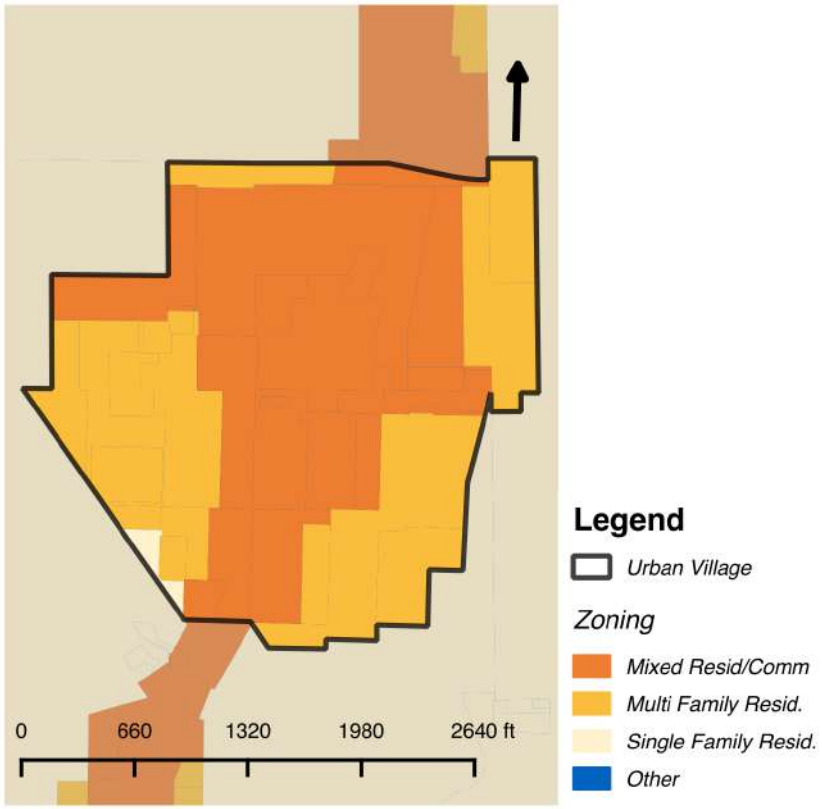
Usable Village Open Space

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

Lake City Hub Urban Village

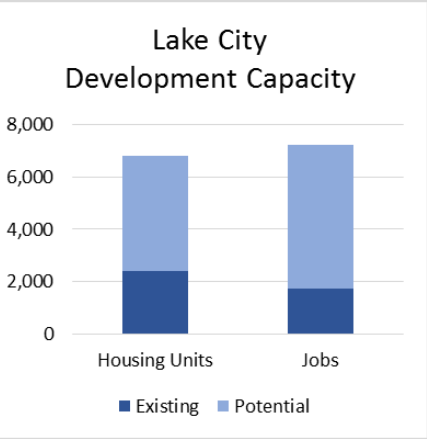
The smallest hub village in size and parcel acres, Lake City is zoned predominately mixed/commercial, and low rise multifamily. Even with the small size and number of parcel acres, zoned development capacity in Lake City village substantially exceeds growth target densities for both jobs and housing.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

Village Zoning

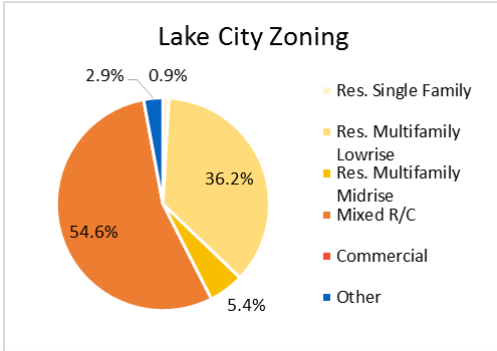


Village Characteristics & Future Growth Capacity

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



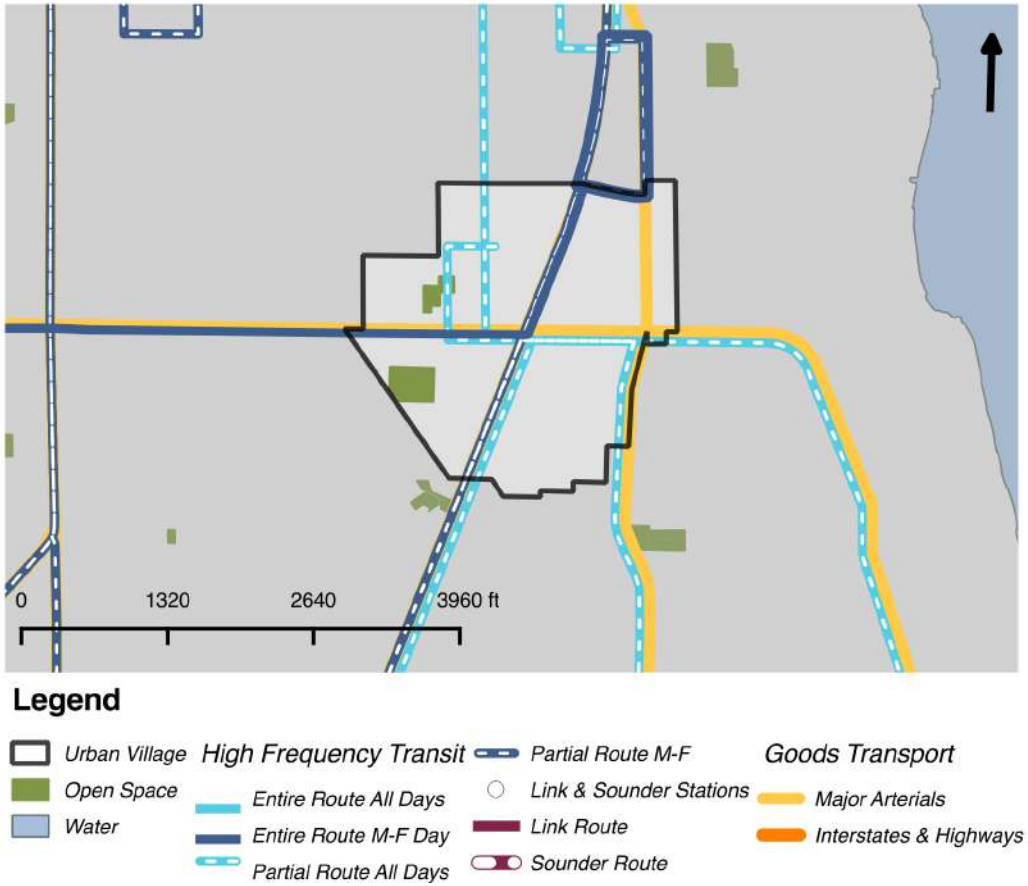
Village Land Use



Lake City Hub Urban Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

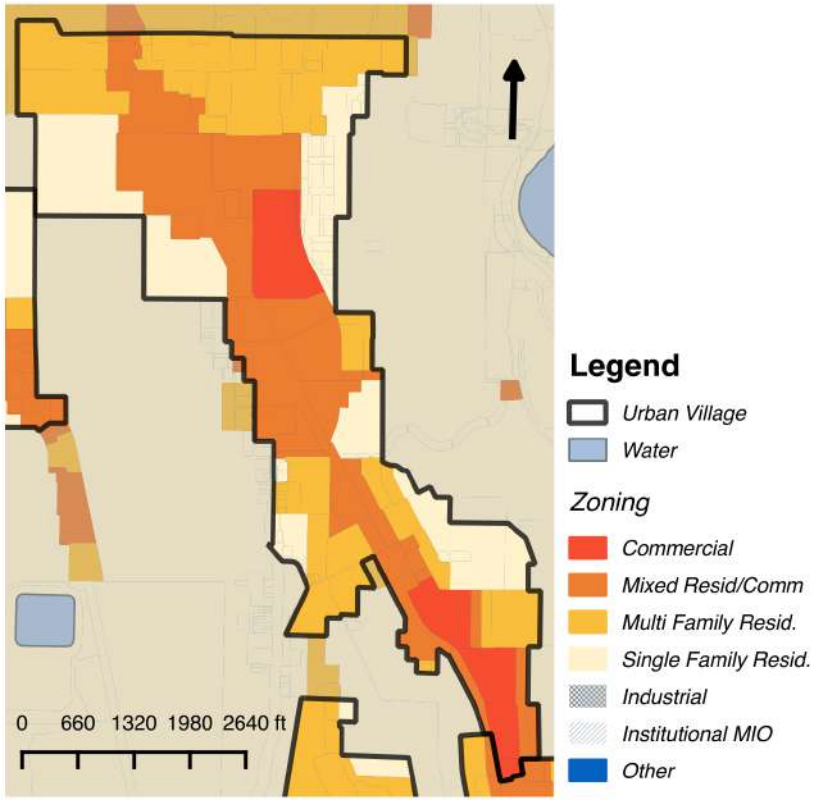
Usable Village Open Space

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

Mt. Baker/North Rainier Hub Urban Village

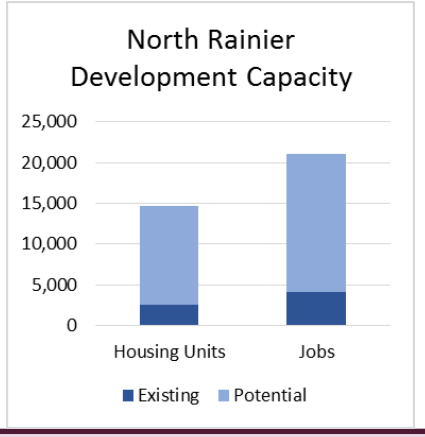
The largest hub village, zoning provides a diversity of housing and commercial uses. About half of the village is in single-family and lowrise multifamily, with a substantial land area (95 acres) in single family zoning. Mixed residential, neighborhood commercial, and auto-oriented commercial make up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

Village Zoning

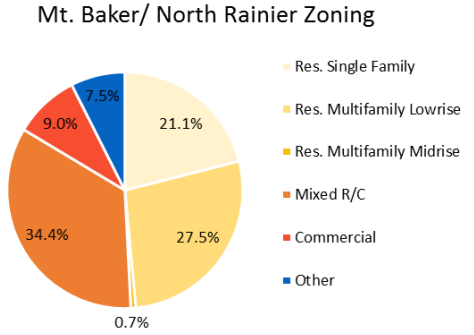


Village Characteristics & Future Growth Capacity

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



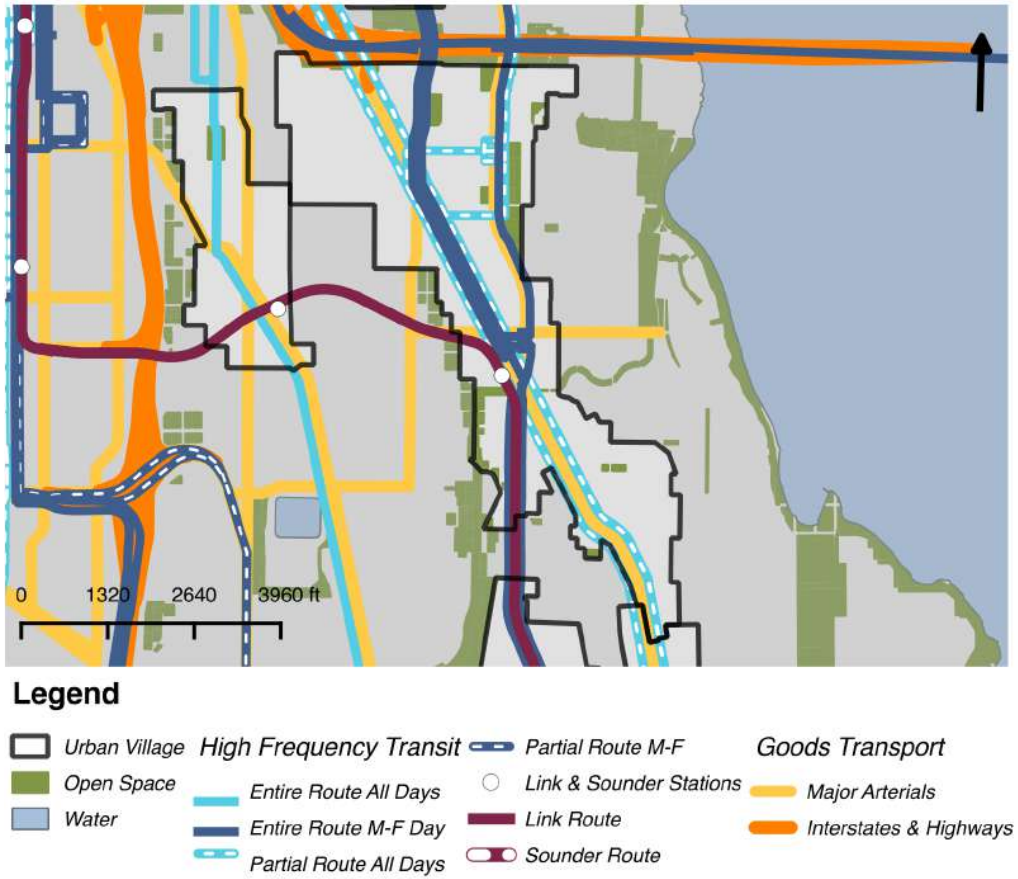
Village Land Use



Mt. Baker/North Rainier Hub Urban Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

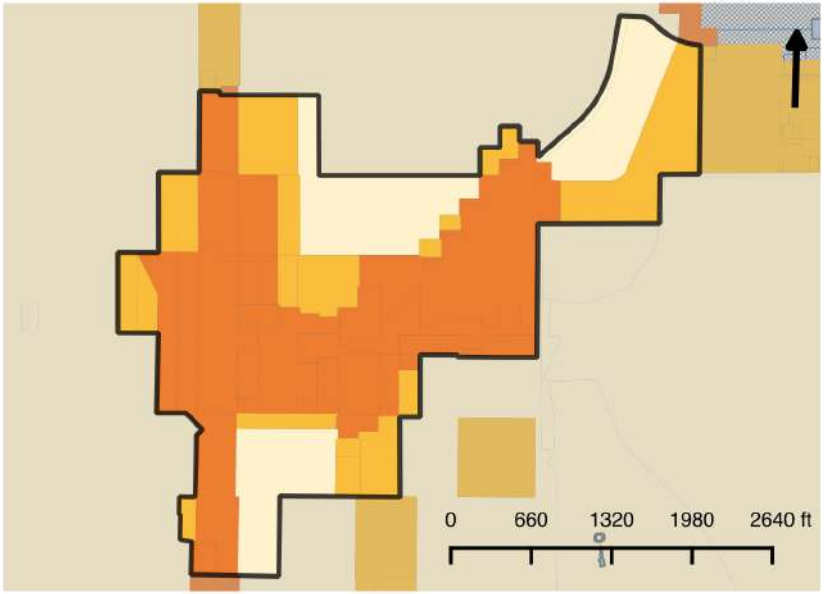
Usable Village Open Space

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

West Seattle Junction Hub Urban Village

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

Village Zoning



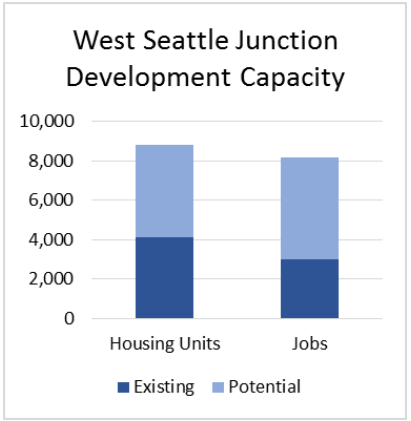
Legend

Urban Village
Water

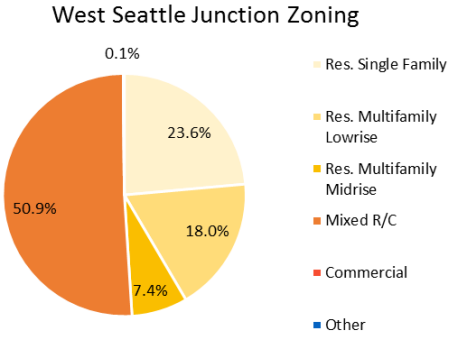
Zoning
Commercial
Mixed Resid/Comm
Multi Family Resid.
Single Family Resid.
Industrial
Other

Village Characteristics & Future Growth Capacity

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



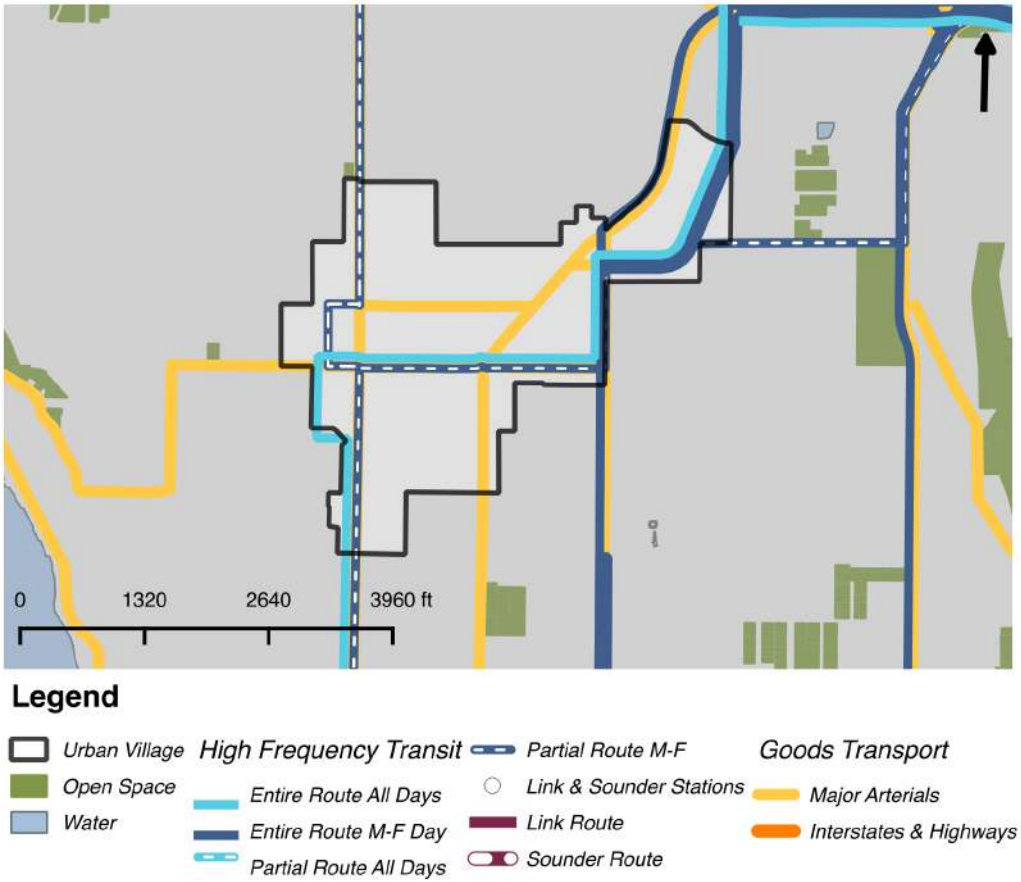
Village Land Use



West Seattle Junction Hub Urban Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

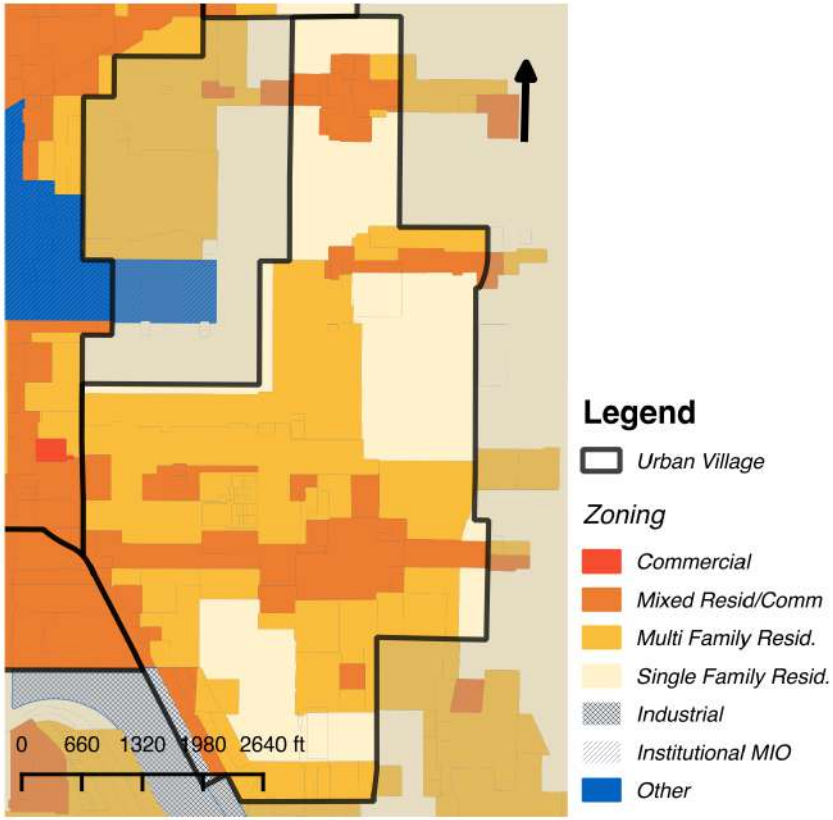
Usable Village Open Space

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

23rd & Union-Jackson Residential Village

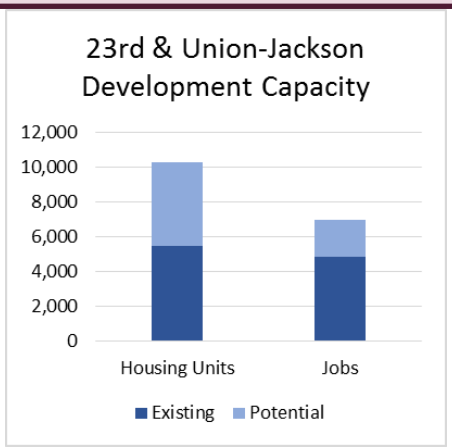
Mixed zoning in this village establishes a strong residential emphasis, including mixed neighborhood commercial. Single Family and Low rise multifamily zoning together comprise 74% of the village area. There are 105 acres zoned for mixed commercial and residential uses, which provides ample mix of commercial,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

Village Zoning

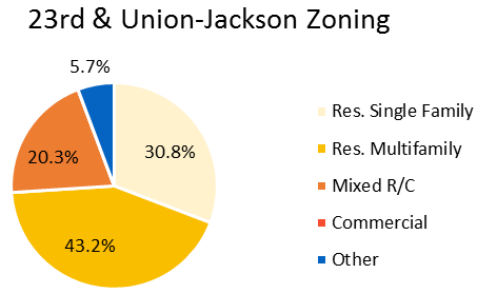


Village Characteristics & Future Growth Capacity

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



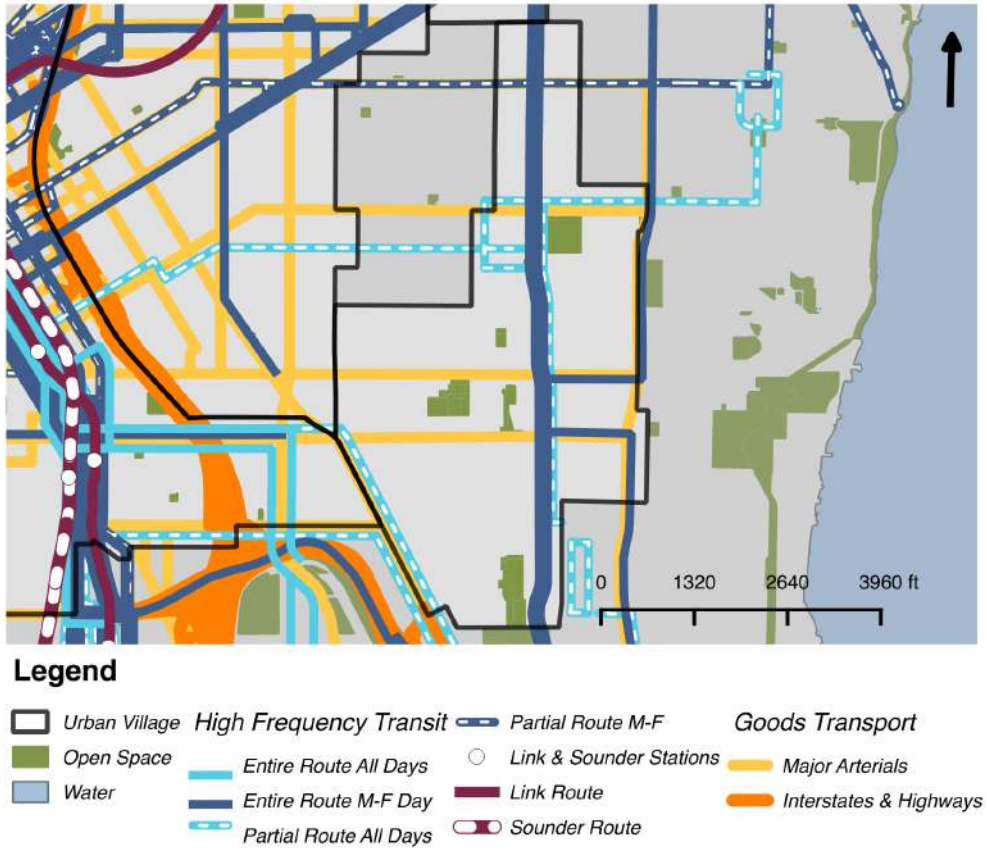
Village Land Use



23rd & Union-Jackson Residential Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

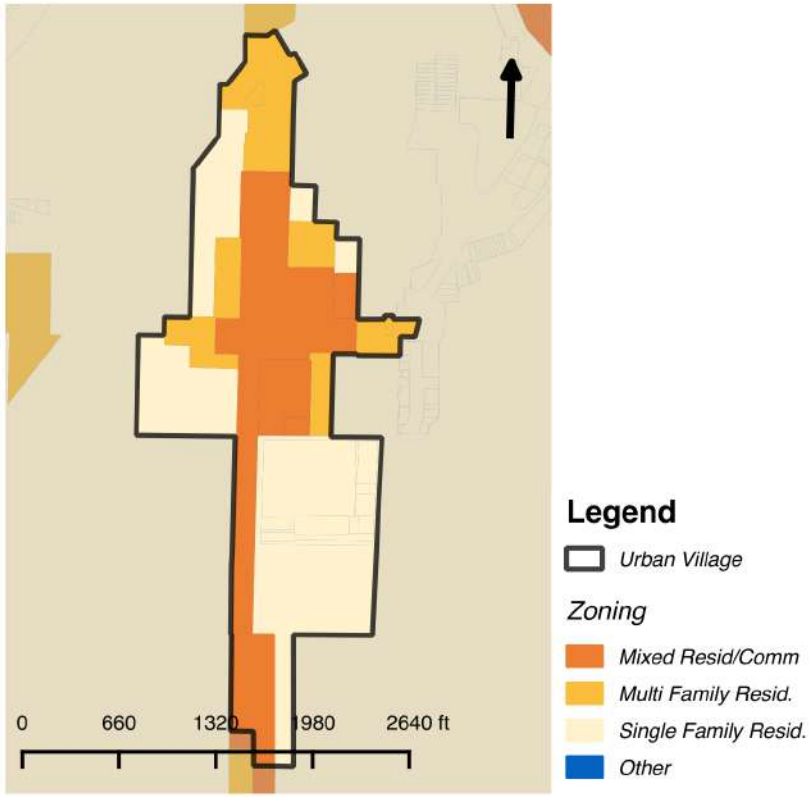
Usable Village Open Space

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

Admiral District Residential Village

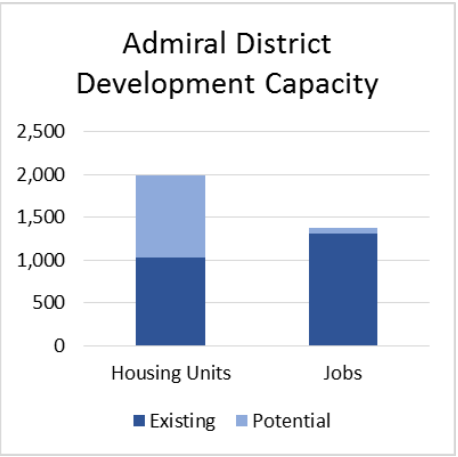
This village is smaller than most, and is zoned predominately single family and low rise residential, but contains a well balanced mix of housing, neighborhood commercial, and other uses. Together, single and multi-family housing takes up over half of the village area, with another third going to mixed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

Village Zoning

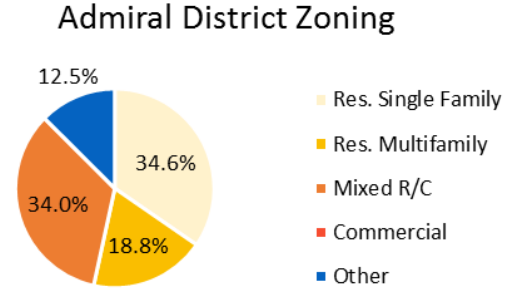


Village Characteristics & Future Growth Capacity

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



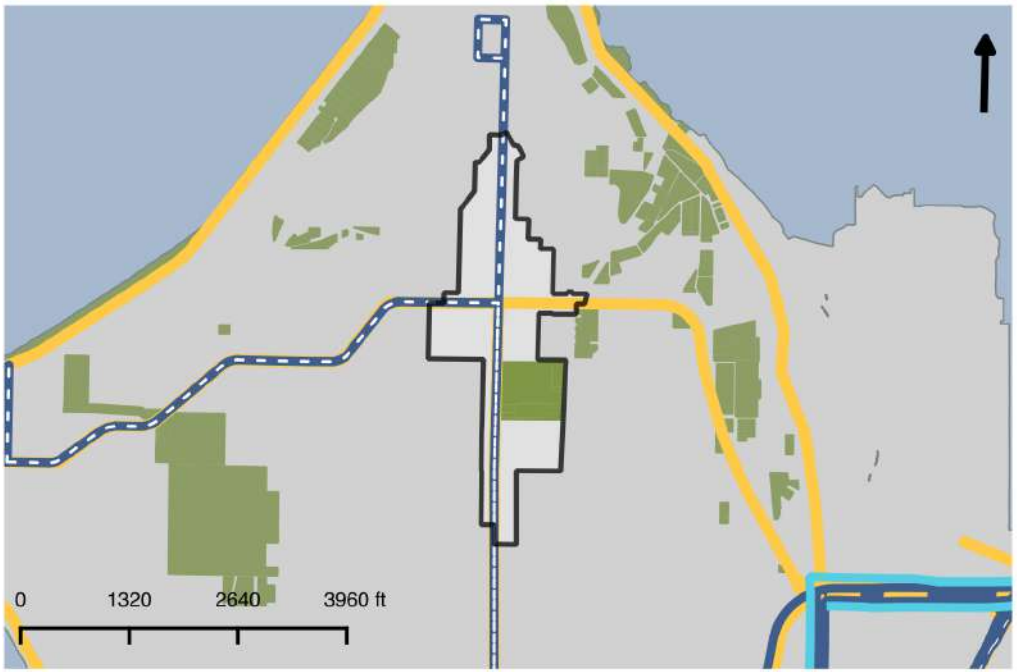
Village Land Use



Admiral District Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

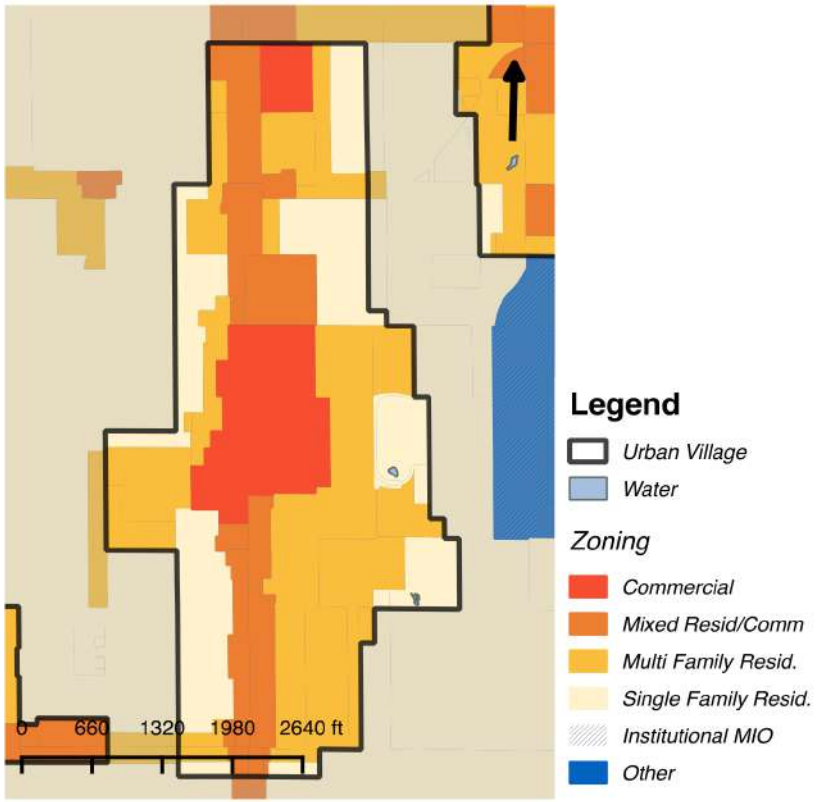
Usable Village Open Space

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

Aurora-Licton Springs Residential Village

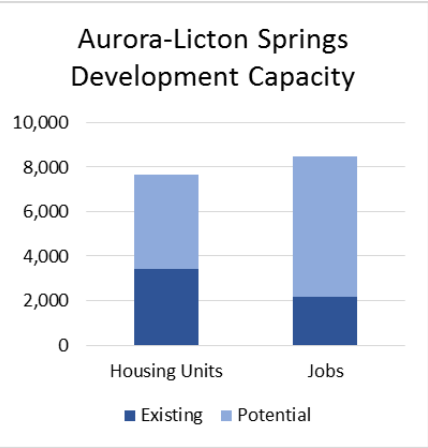
One of the larger residential village, Aurora – Licton is zoned predominately single family and low rise residential, but also has a significant area of mixed/commercially zoned land. Single and multifamily housing covers about two thirds of the village. Another 17% in area comprises neighborhood commercial,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

Village Zoning

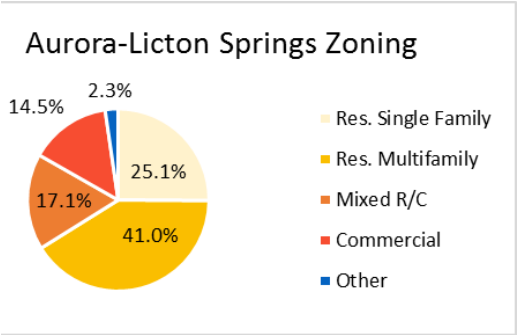


Village Characteristics & Future Growth Capacity

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



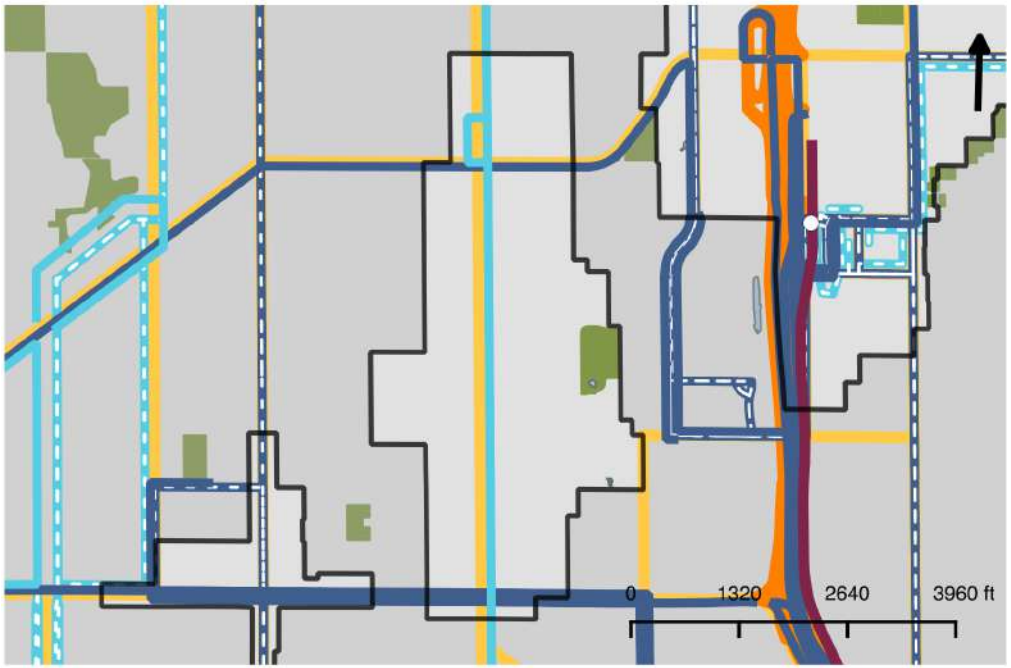
Village Land Use



Aurora-Licton Springs Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

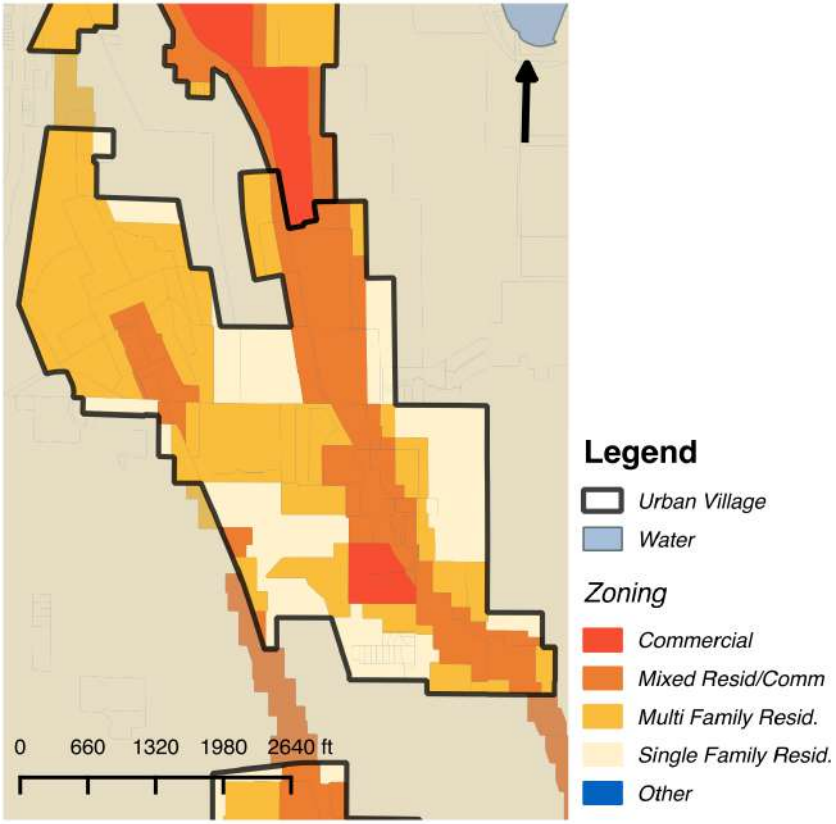
Usable Village Open Space

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

Columbia City Residential Village

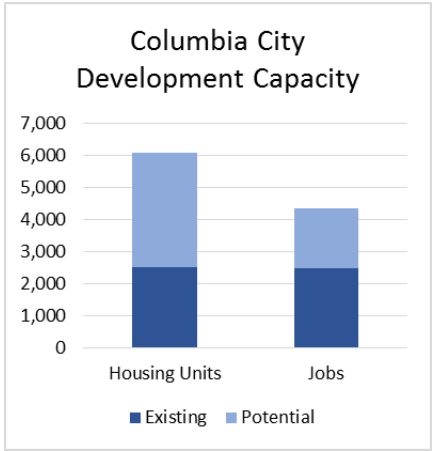
This village includes a popular historic district, and is predominately in residential use, low density, with some neighborhood commercial and a small area of solely commercial zoning. Single family makes up about a quarter, multifamily almost half, and mixed residential/commercial another quarter. The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

Village Zoning

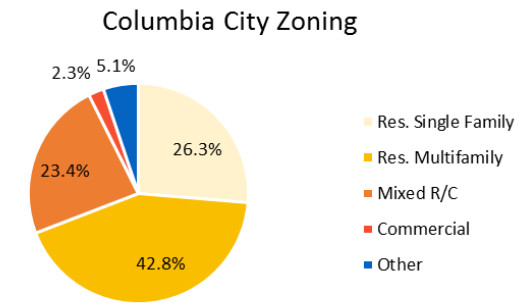


Village Characteristics & Future Growth Capacity

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



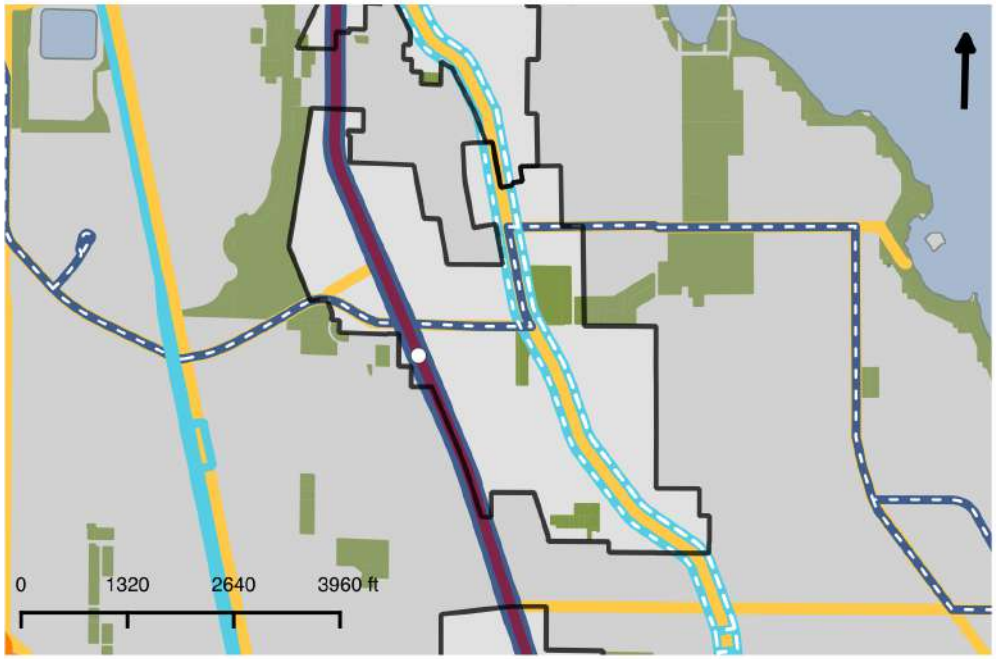
Village Land Use



Columbia City Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

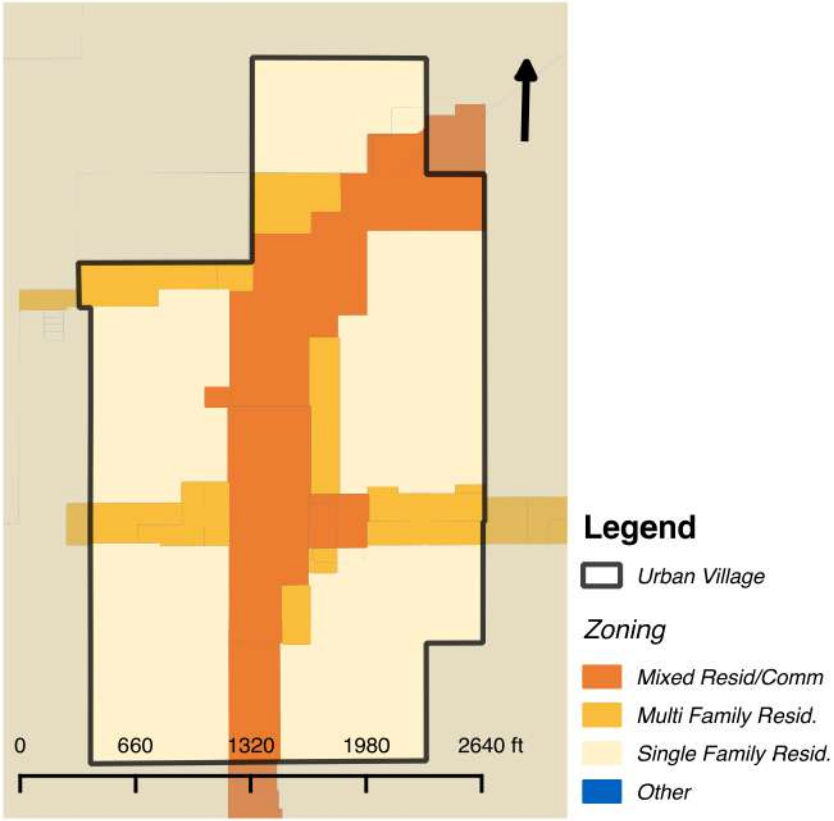
Usable Village Open Space

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

Crown Hill Residential Village

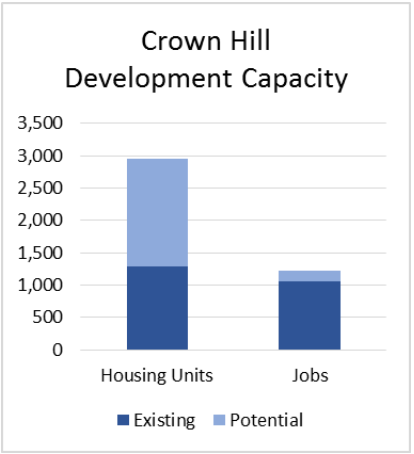
Here the zoning is strongly residential village with some allowance for mixed use and commercial activity. Over half of the village area is established single family housing, with another 13% for multifamily. A quarter of the village is mixed residential and commercial space. Overall, this represents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

Village Zoning

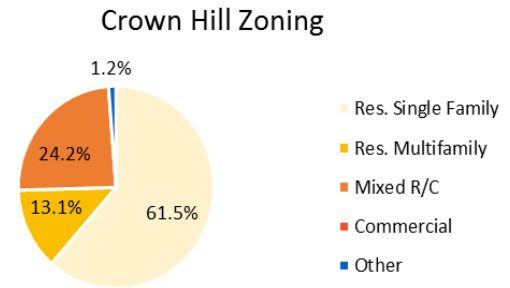


Village Characteristics & Future Growth Capacity

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



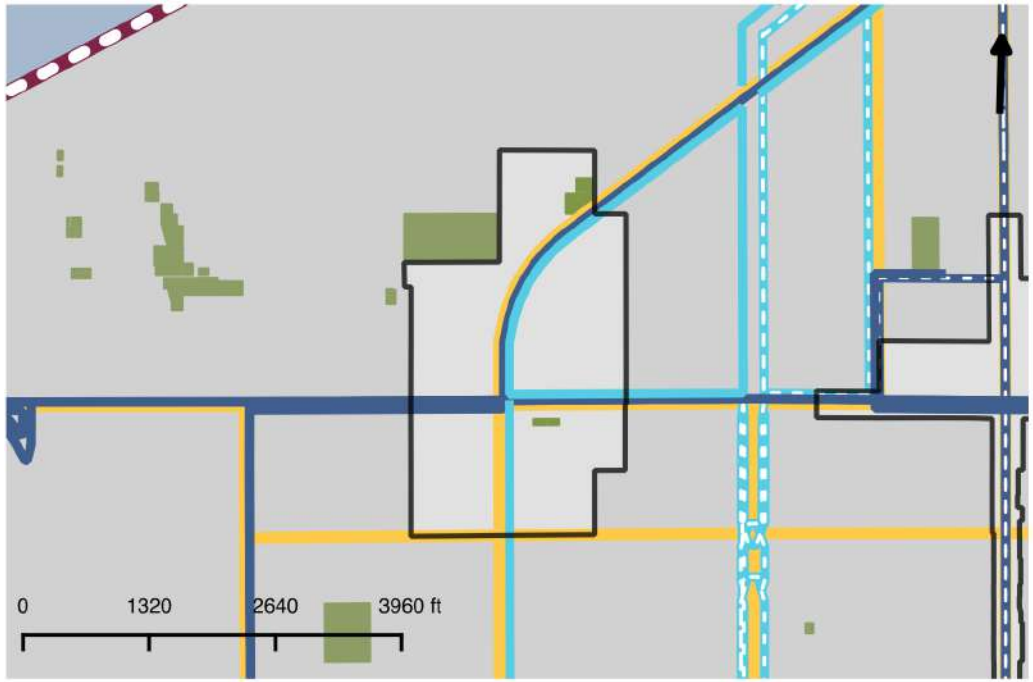
Village Land Use



Crown Hill Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

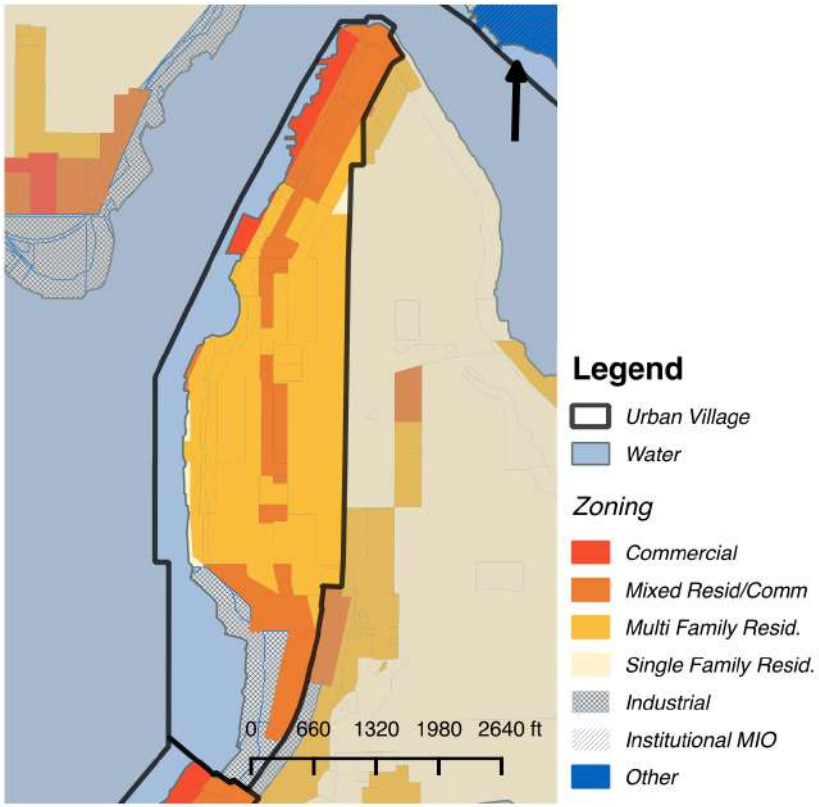
Usable Village Open Space

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

Eastlake Residential Village

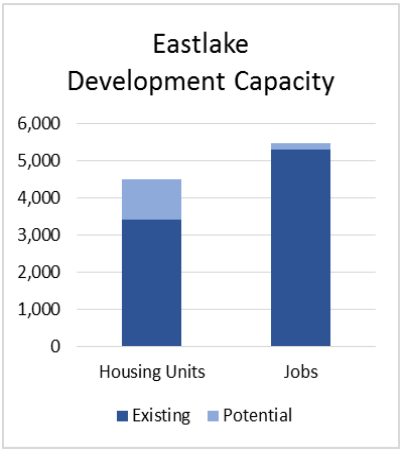
This residential village has a wide array of uses, including more commercial activities and industrial than most of other residential villages. The primary use is multifamily residential. There are also sizeable areas for mixed use, industry, open space, and smaller areas for single family and solely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

Village Zoning

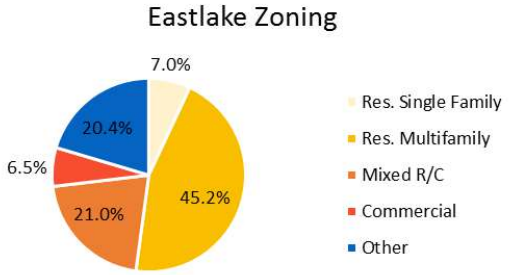


Village Characteristics & Future Growth Capacity

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



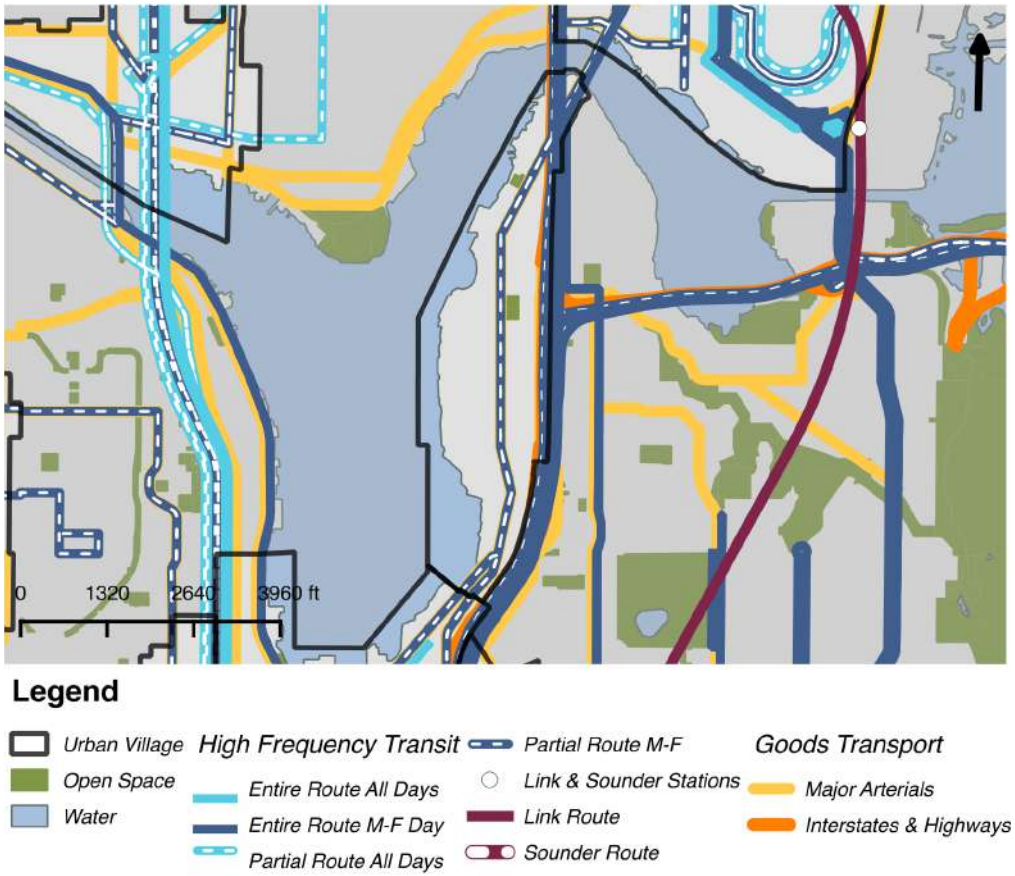
Village Land Use



Eastlake Residential Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

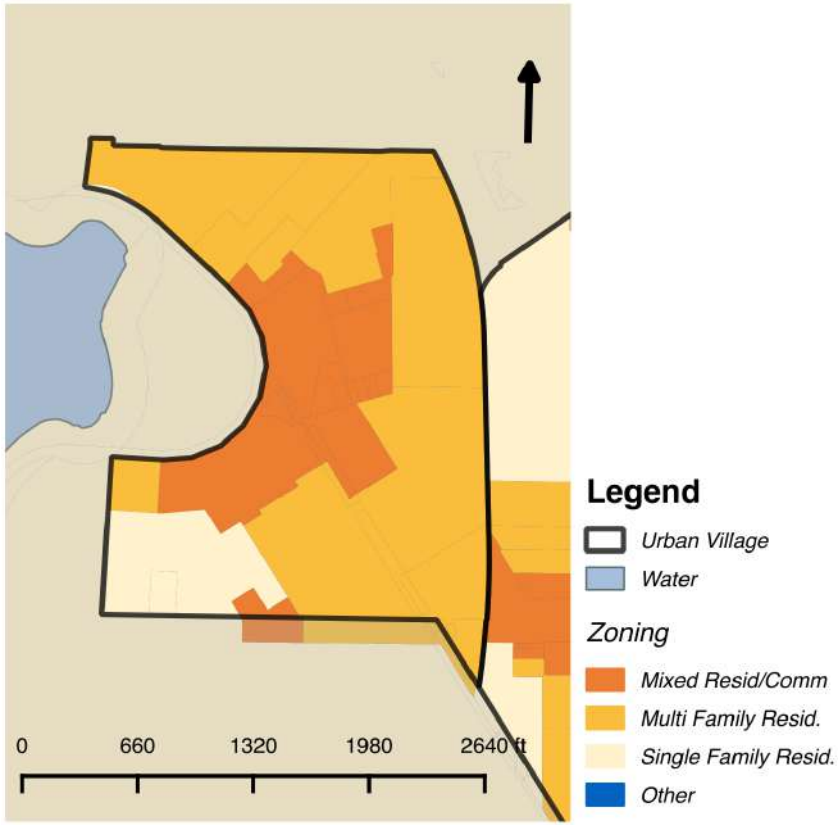
Usable Village Open Space

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

Green Lake Residential Village

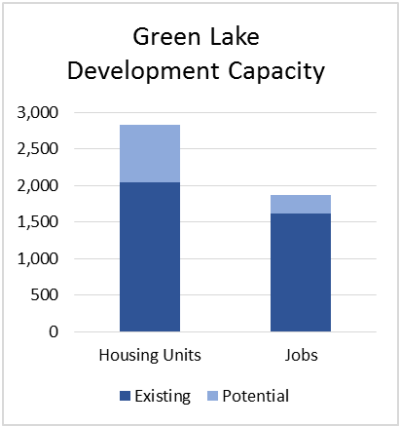
Smaller than most other residential villages, Green Lake is zoned for single use multifamily housing, about one - tenth for single family and a quarter zoned for mixed use and commercial. It meets the requirement for commercial space overall, and represents a reasonable balance of uses with a residential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

Village Zoning

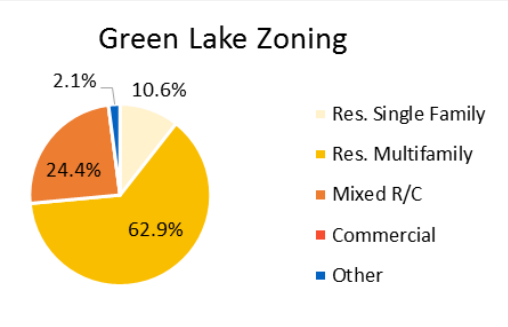


Village Characteristics & Future Growth Capacity

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



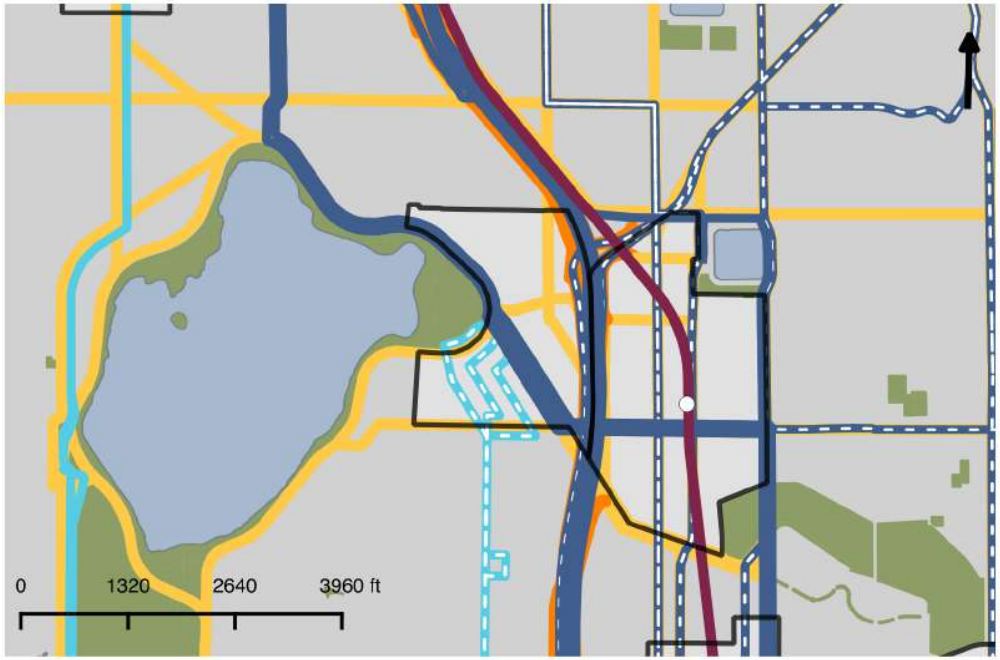
Village Land Use



Green Lake Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

Usable Village Open Space

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

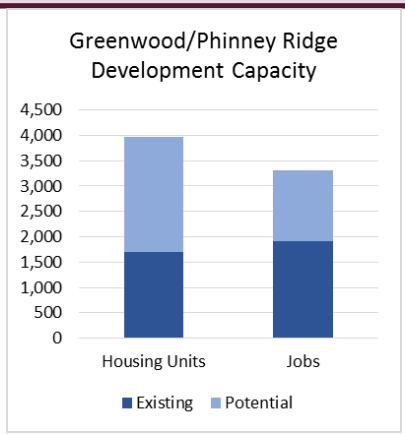
Greenwood-Phinney Ridge Residential Village

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

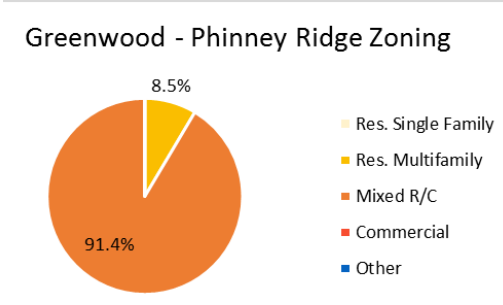
Village Zoning

Village Characteristics & Future Growth Capacity

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



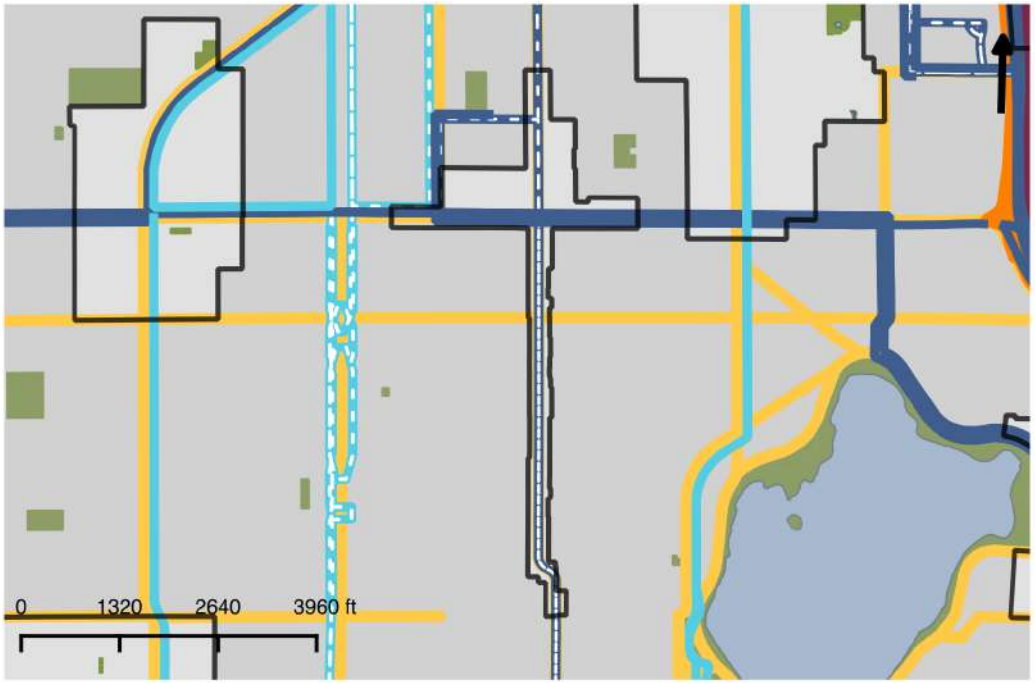
Village Land Use



Greenwood-Phinney Ridge Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

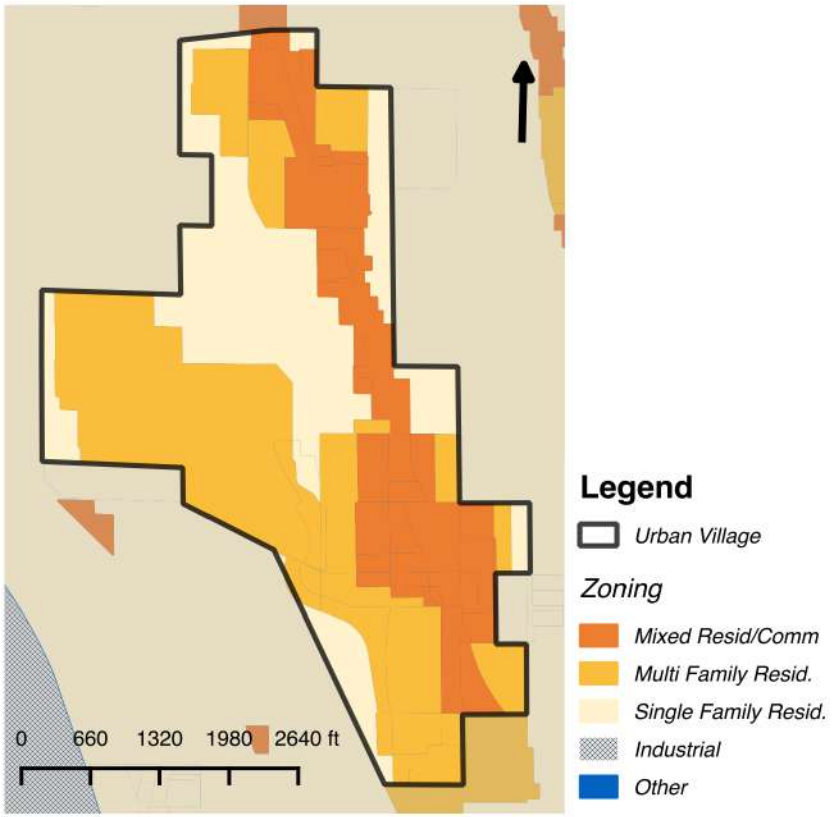
Usable Village Open Space

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

Othello Residential Village

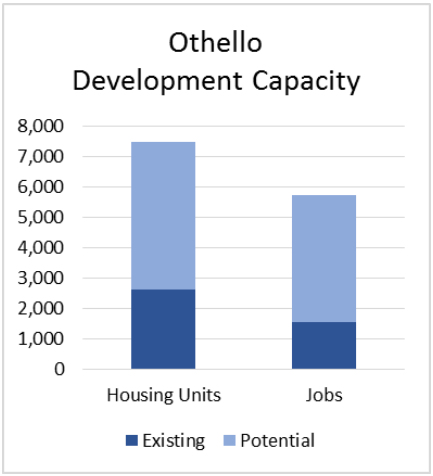
This village is distinguished by having a large area, and near equal balance between single family, multifamily, and mixed use zoning. The village is served by light rail transit, and there is large area of neighborhood commercially zoned land providing for denser housing. In comparison to other residential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

Village Zoning

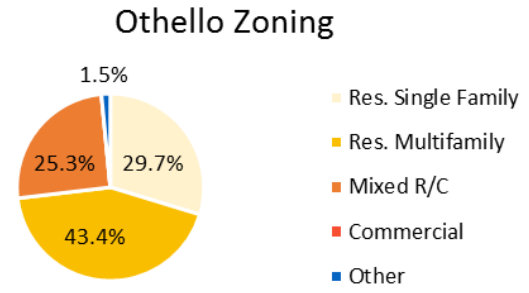


Village Characteristics & Future Growth Capacity

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



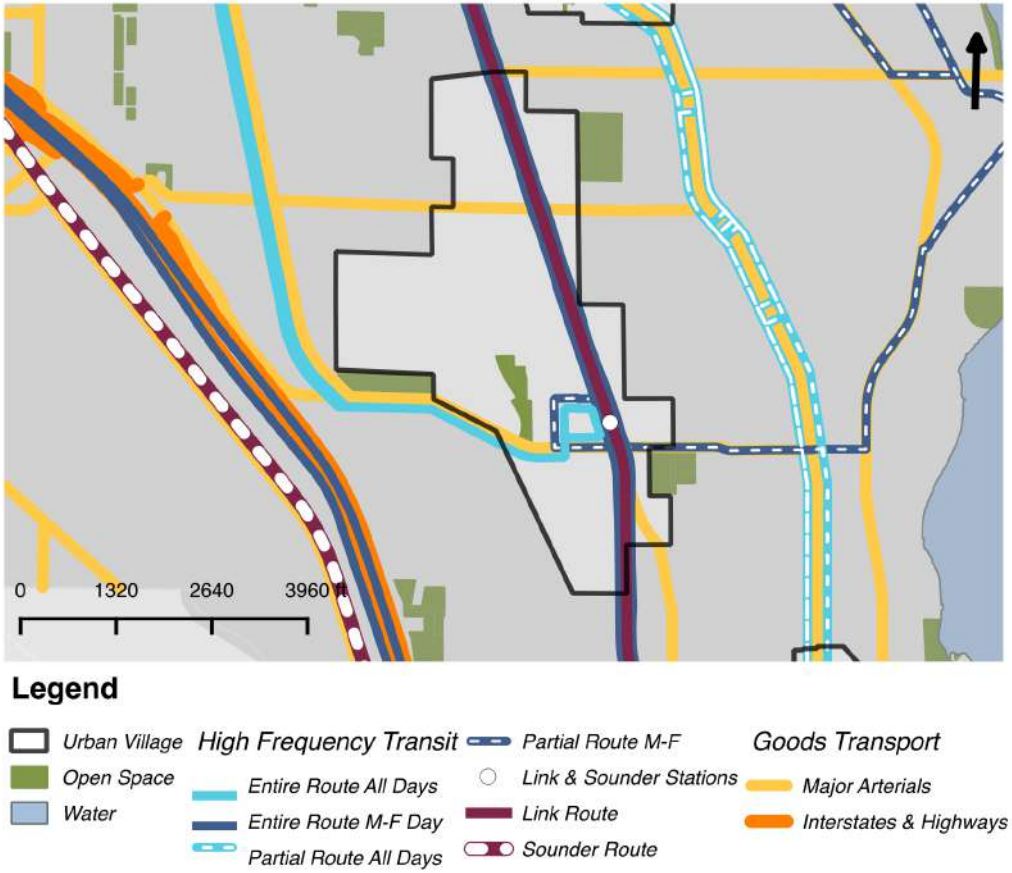
Village Land Use



Othello Residential Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

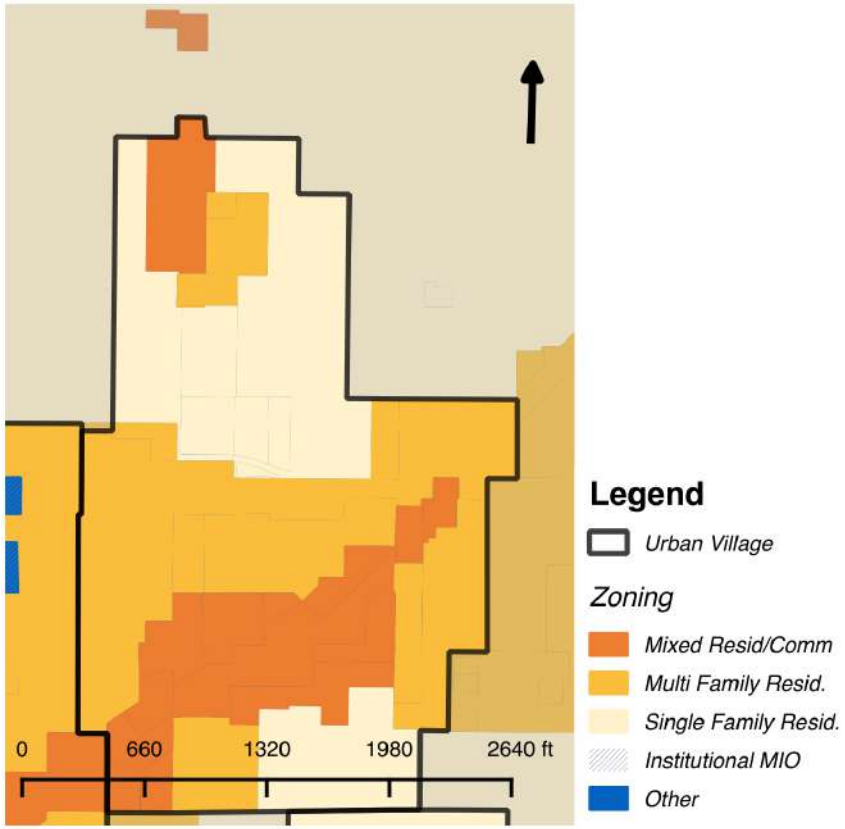
Usable Village Open Space

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

Madison-Miller Residential Village

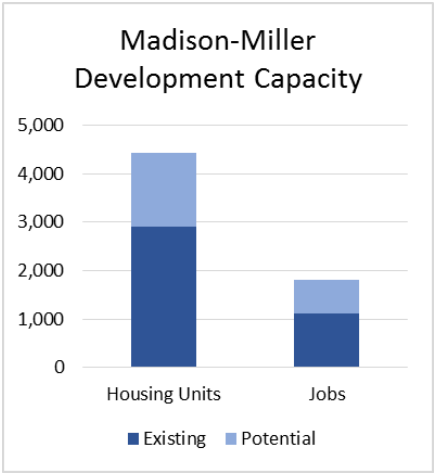
One of the smaller residential villages, zoning here is divided almost evenly between single family, multifamily, (half) and mixed use zones, with an emphasis on multifamily. Over one-fifth of the area is zoned single family—high for most residential villages. Residential density is high, at 20 HU/acre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

Village Zoning

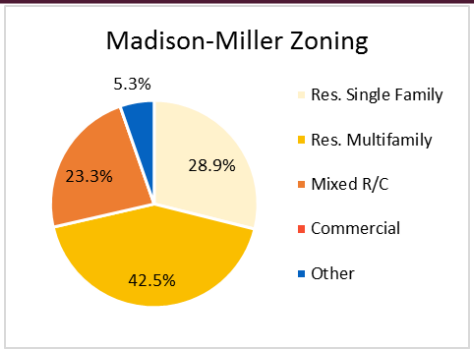


Village Characteristics & Future Growth Capacity

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



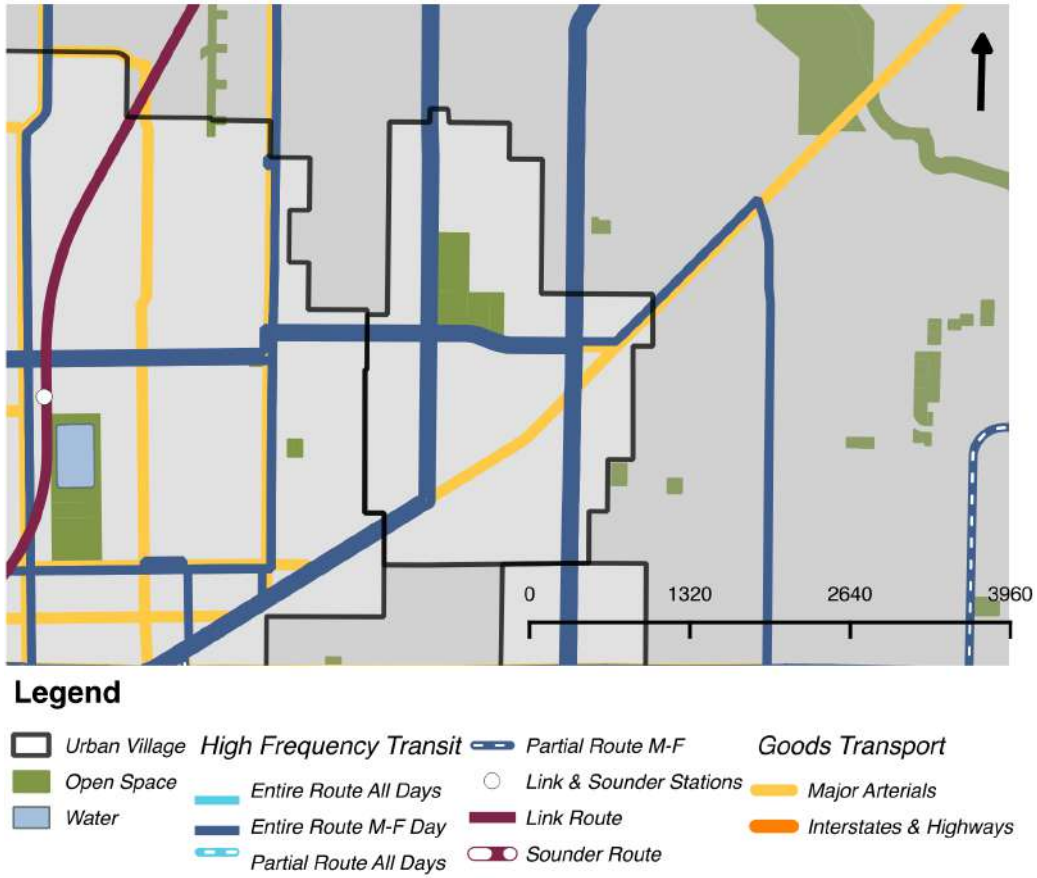
Village Land Use



Madison-Miller Residential Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

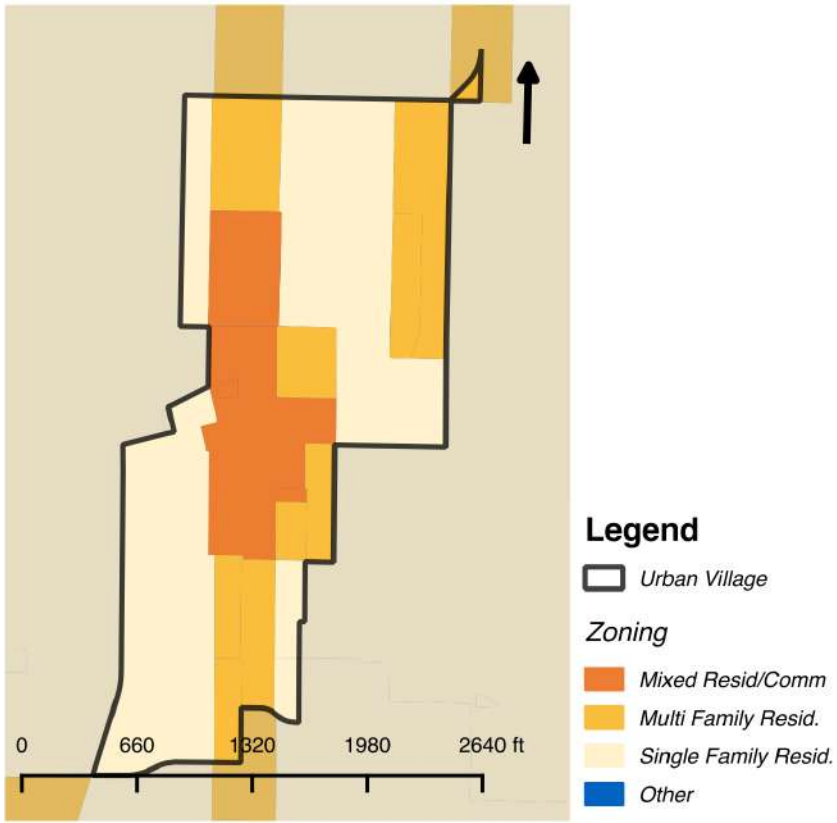
Usable Village Open Space

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

Morgan Junction Residential Village

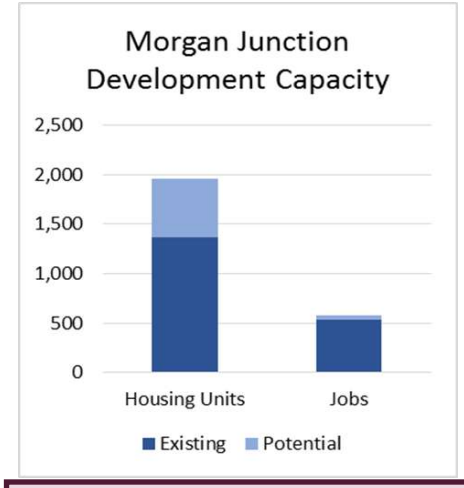
Analysis: This is one of the smallest villages, with only 114 gross acres. Zoning is mostly residential, with over half devoted to single family, just over a quarter to multifamily, and about a fifth to mixed use neighborhood commercial. There is just enough commercial area (20 acres) but still a strong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

Village Zoning

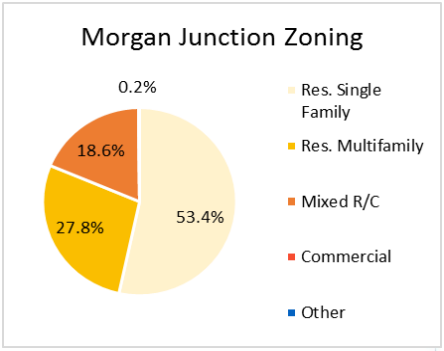


Village Characteristics & Future Growth Capacity

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



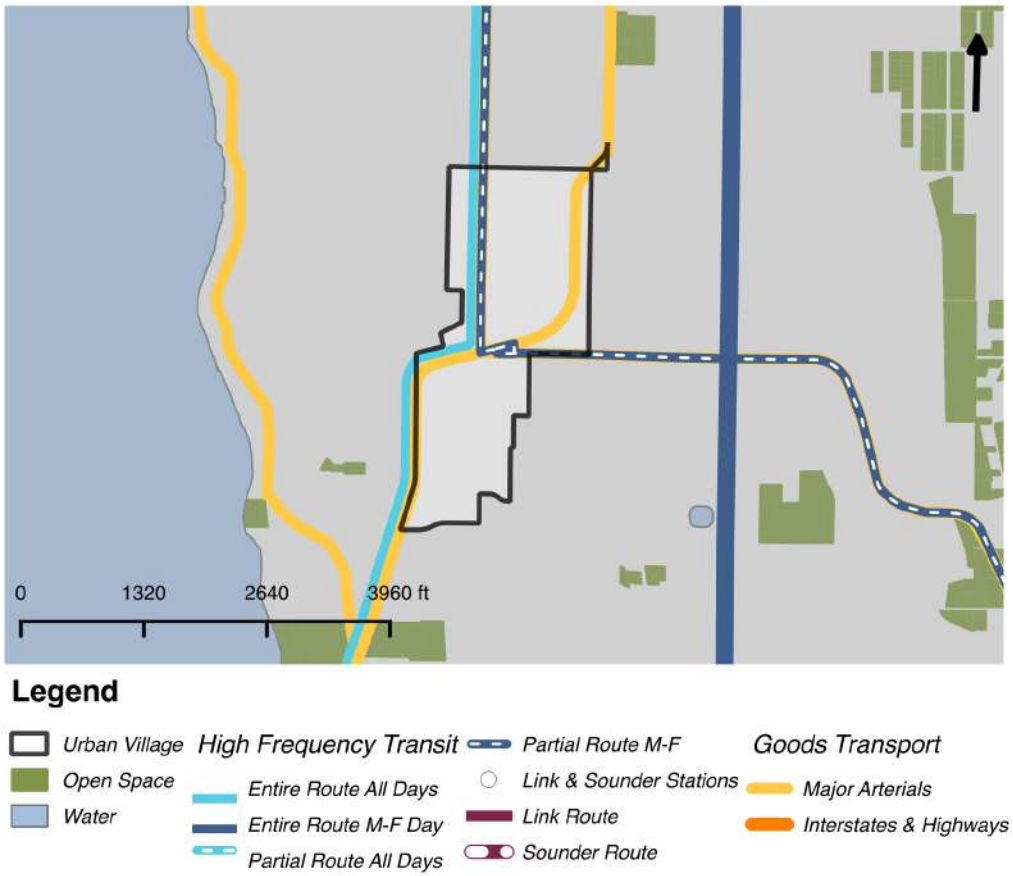
Village Land Use



Morgan Junction Residential Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

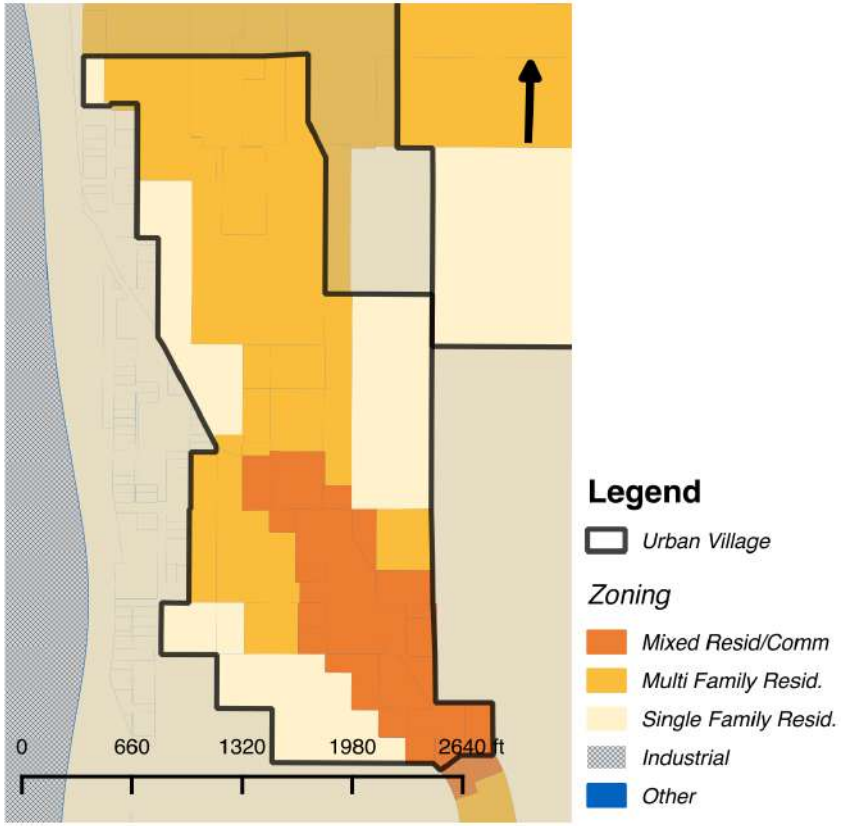
Usable Village Open Space

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

North Beacon Hill Residential Village

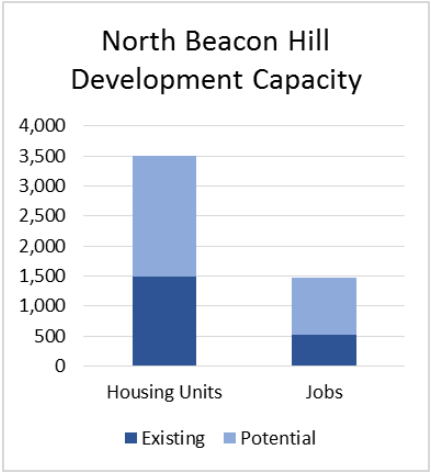
This village has a balance of uses, with an emphasis on single family and multifamily residential (77 %). About a third covers single family and another fifth is mixed use. There is sufficient commercial area at about 25 acres. Housing units are low at only 1,500, but there is capacity for over 3,500.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

Village Zoning

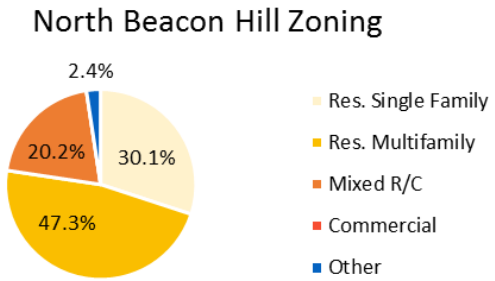


Village Characteristics & Future Growth Capacity

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



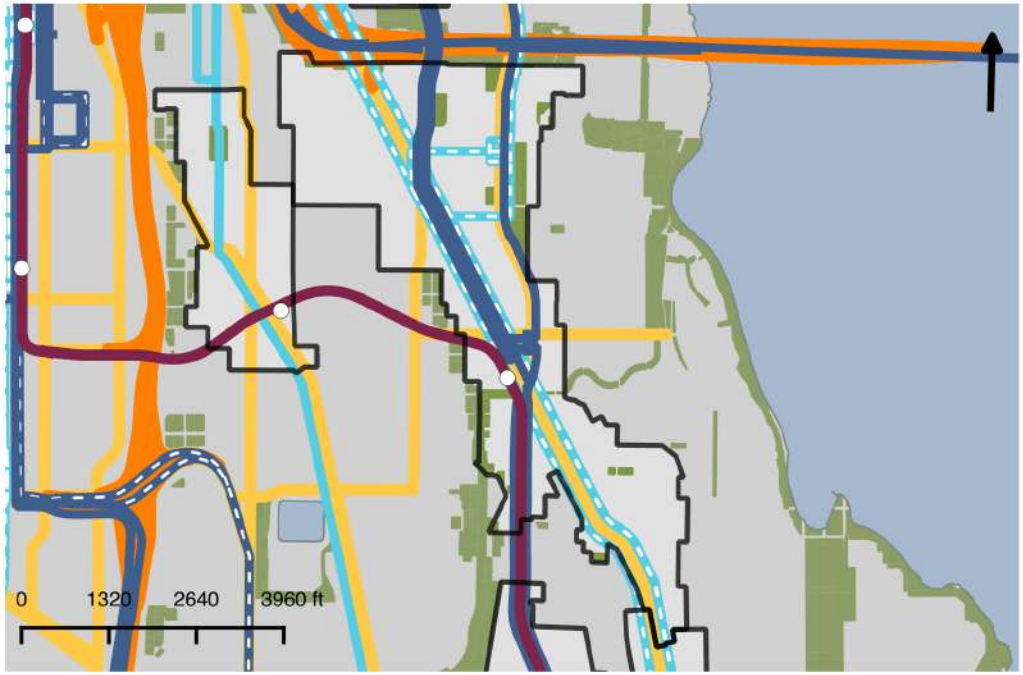
Village Land Use



North Beacon Hill Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

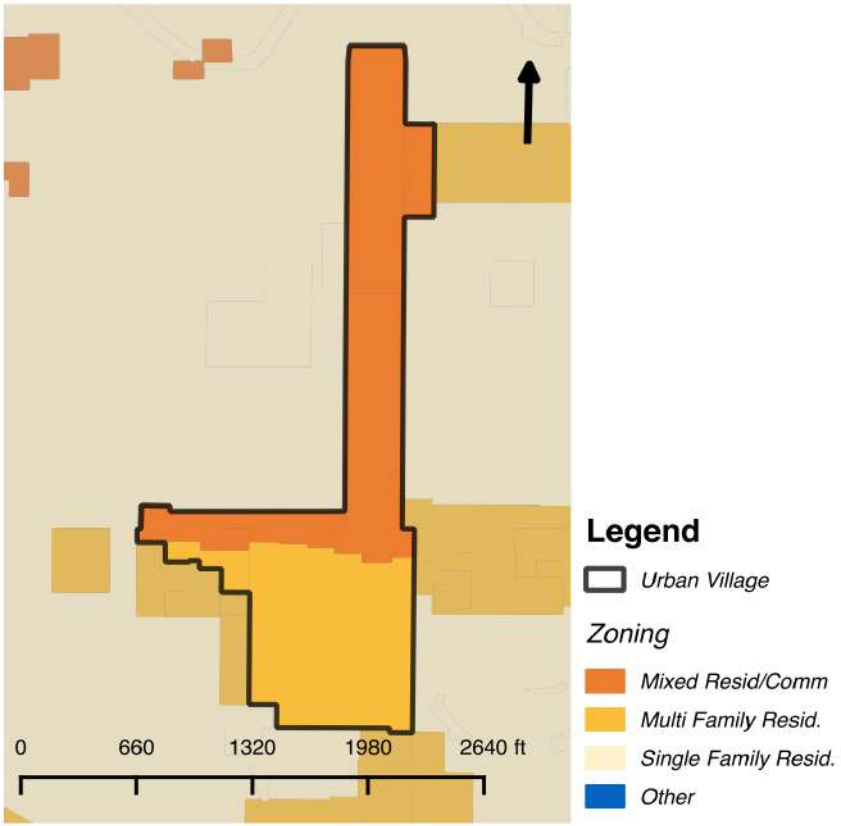
Usable Village Open Space

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

Upper Queen Anne Residential Village

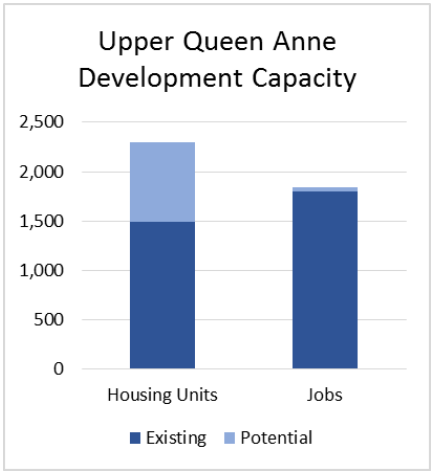
This village is the smallest and one of the most urban of the residential villages. It is unique in that it is zoned solely for mixed use and multifamily residential, with a majority going to mixed use. There are around 30 acres of commercial space. Housing units count at 1,490 with the potential to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

Village Zoning

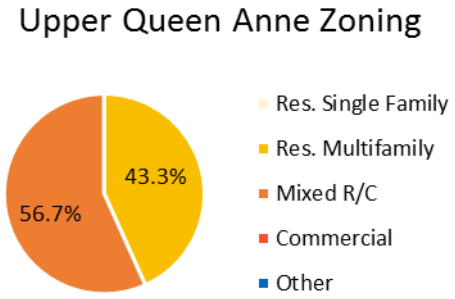


Village Characteristics & Future Growth Capacity

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



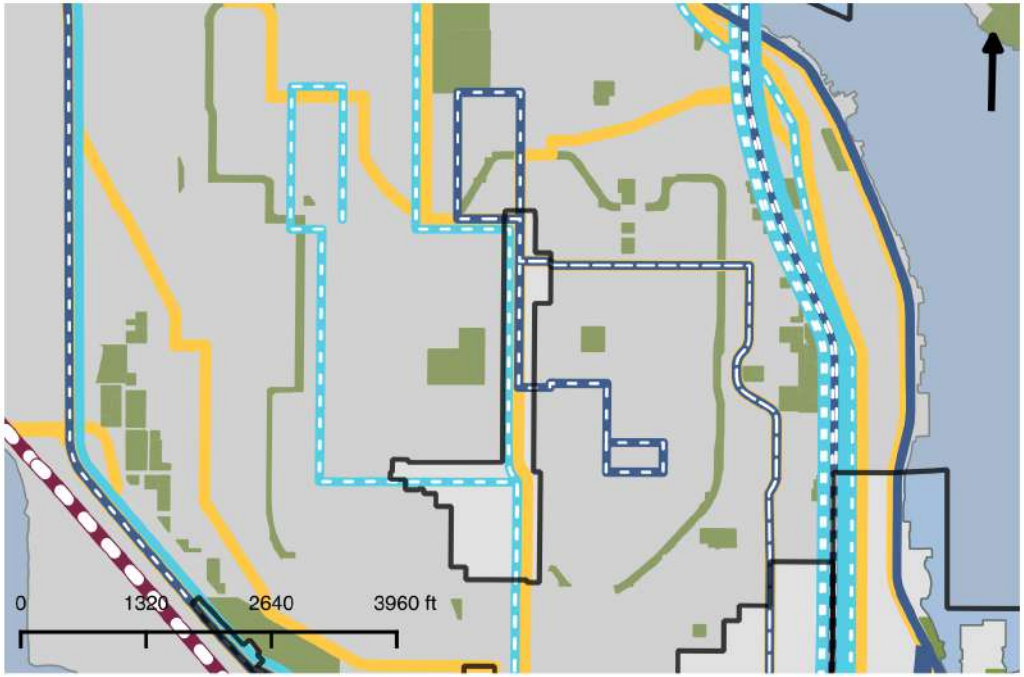
Village Land Use



Upper Queen Anne Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

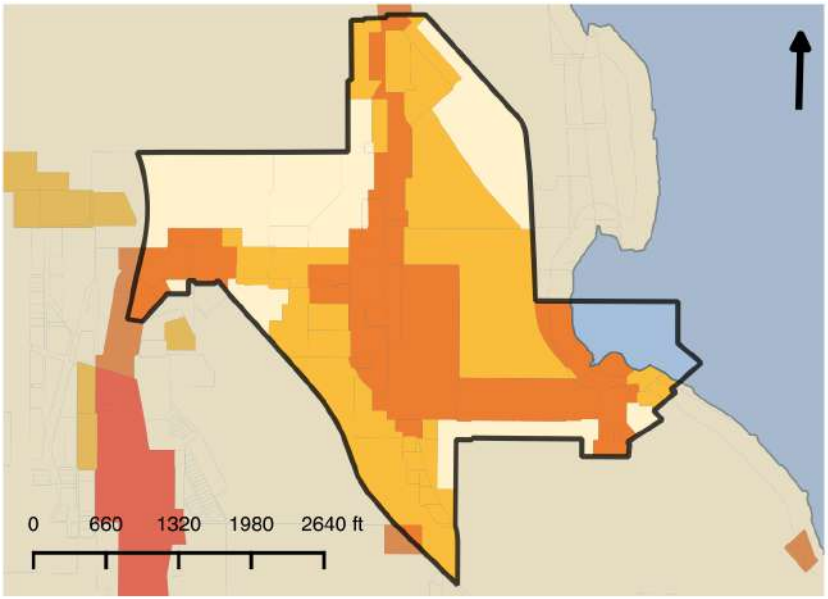
Usable Village Open Space

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

Rainier Beach Residential Village

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

Village Zoning

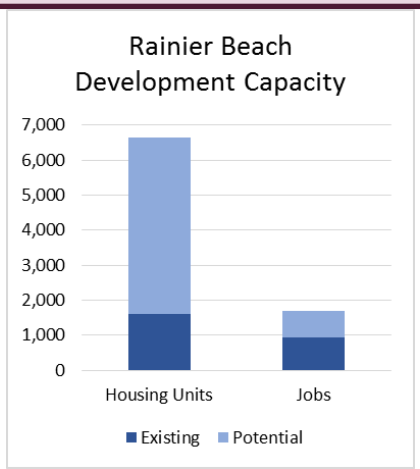


Legend

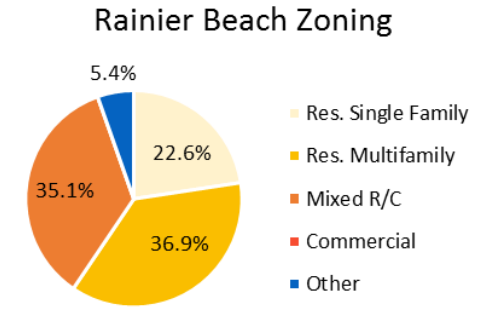
- Urban Village
- Water
- Zoning
- Commercial
- Mixed Resid/Comm
- Multi Family Resid.
- Single Family Resid.
- Other

Village Characteristics & Future Growth Capacity

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



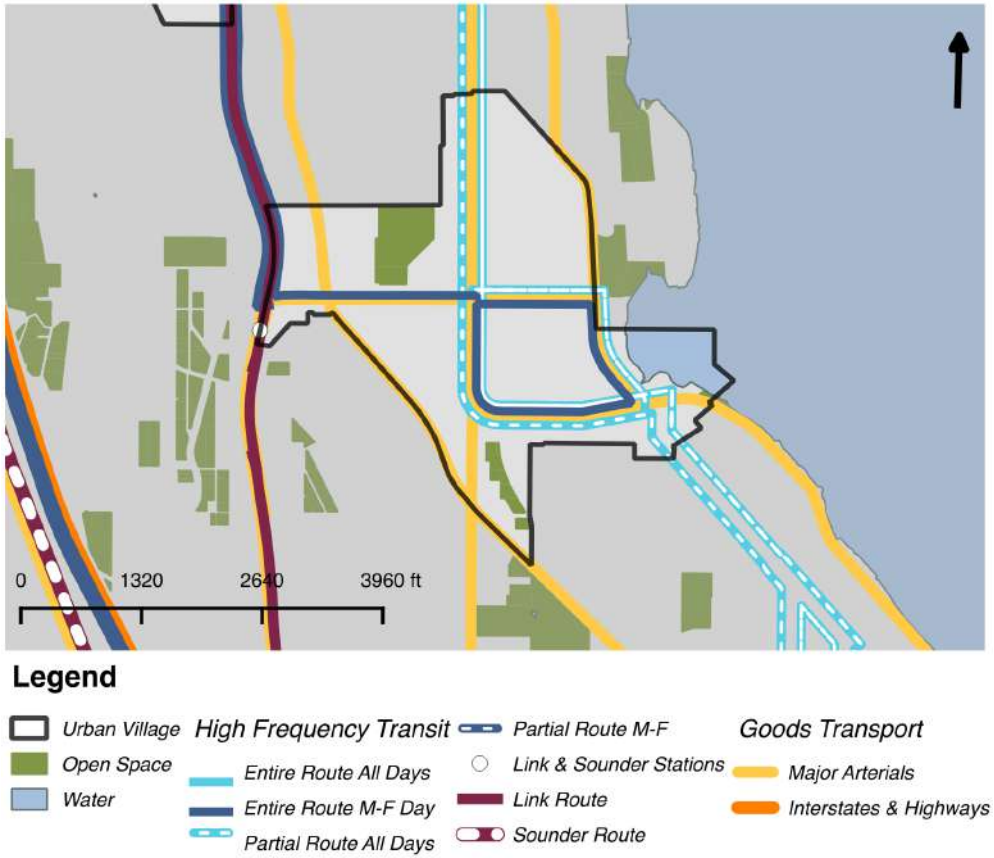
Village Land Use



Rainier Beach Residential Village

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

Transit Connectivity & Village Open Space



Transportation Access & Mobility

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

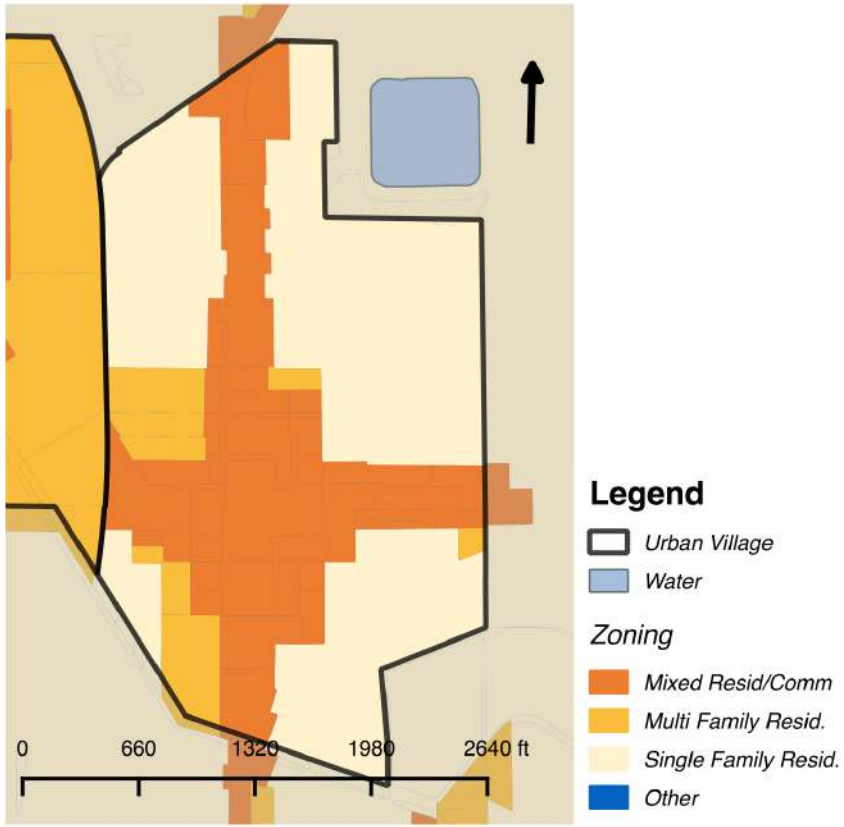
Usable Village Open Space

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

Roosevelt Residential Village

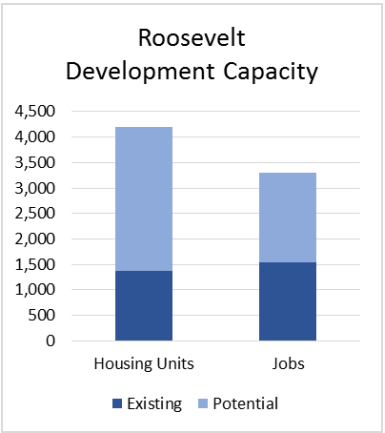
A future light rail station at its center, this urban village remains in predominately single family residential (55.7%) zoning. A substantial land area zoned for mixed use/commercial with only a small amount of lowrise multifamily housing. It is a small village with fairly low density that comes just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

Village Zoning

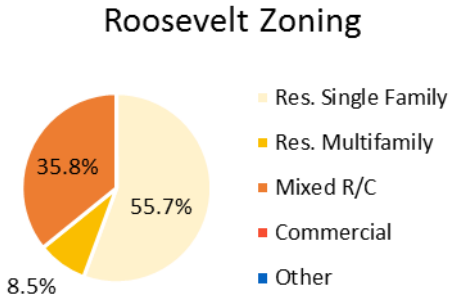


Village Characteristics & Future Growth Capacity

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



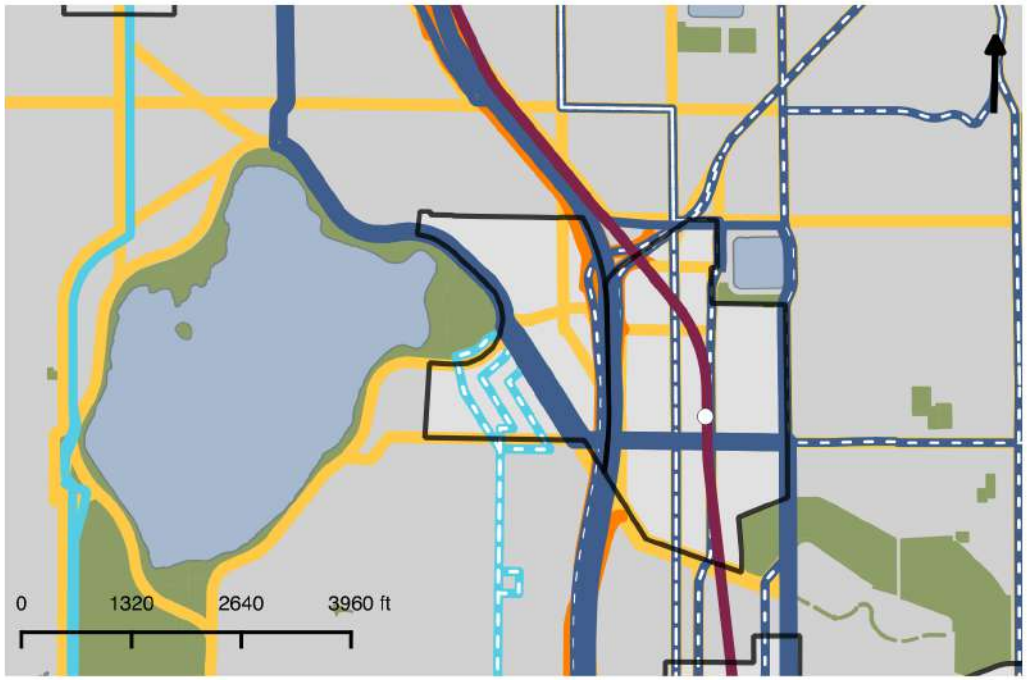
Village Land Use



Roosevelt Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

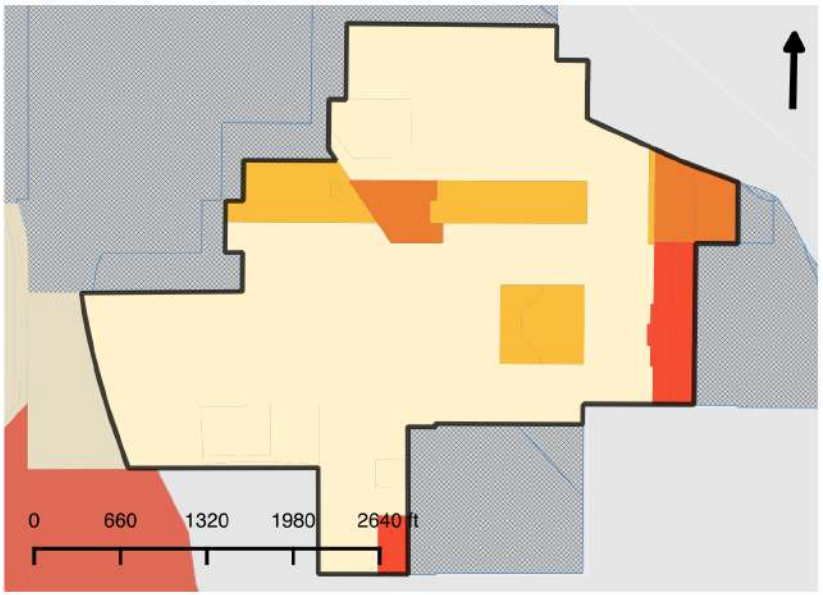
Usable Village Open Space

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

South Park Residential Village

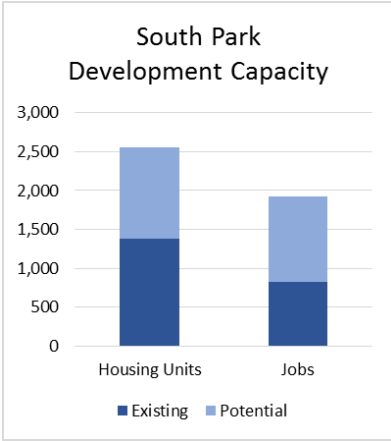
This village contains the greatest proportion of single family zoned land, at 74%. Only one tenth of the village is zoned for multifamily, 5% for mixed use space, and 6% for commercial use. It meets target requirements for commercial use, but falls below density target with current 5.24 HU/acre. Zoning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

Village Zoning

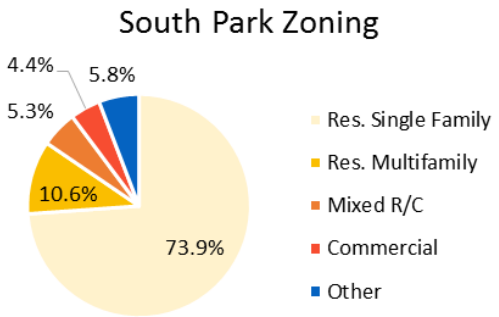


Village Characteristics & Future Growth Capacity

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



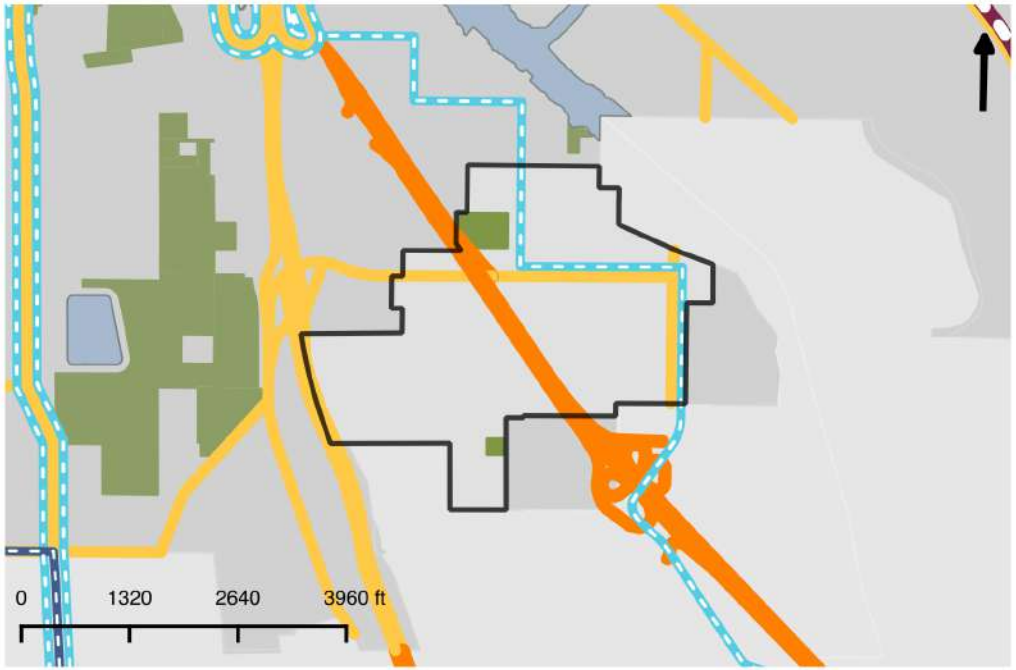
Village Land Use



South Park Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

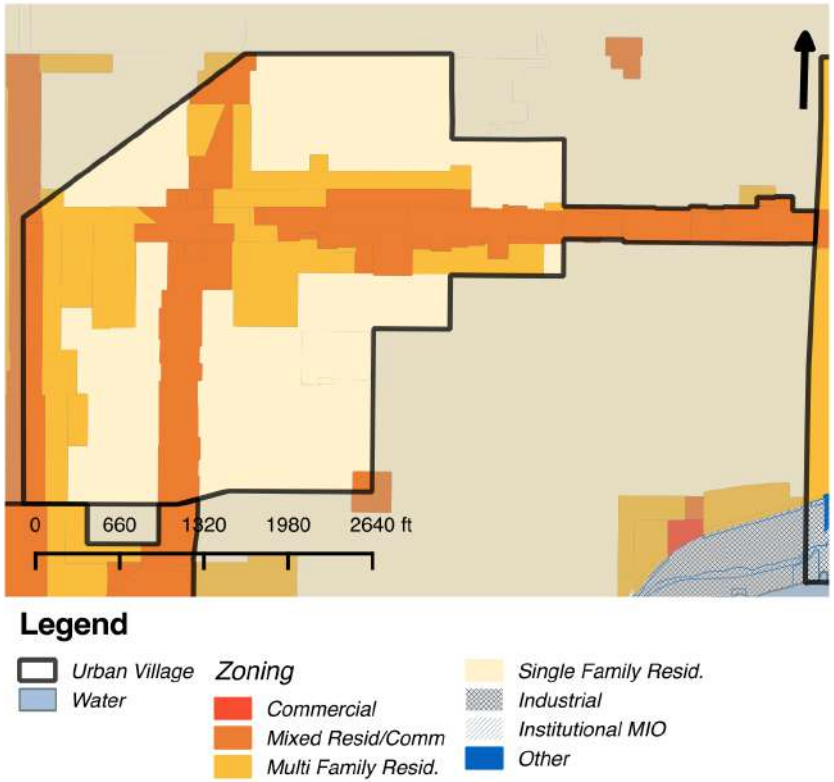
Usable Village Open Space

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

Wallingford Residential Village

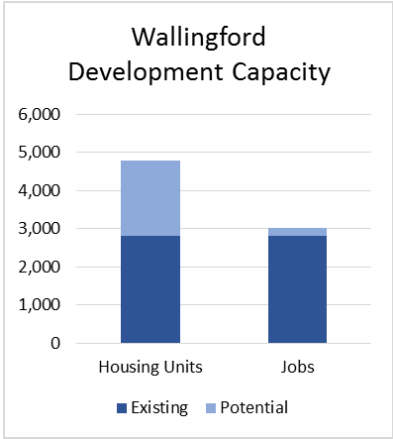
The zoning here is predominately lowrise and Sf residential with half the village zoned single family, and the remaining areas zoned multifamily and limited mixed use/commercial. About 70 acres is zoned mixed neighborhood commercial uses, creating a reasonable balance of uses between commercial, retail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

Village Zoning

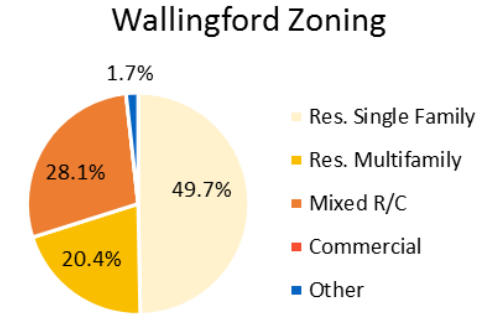


Village Characteristics & Future Growth Capacity

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



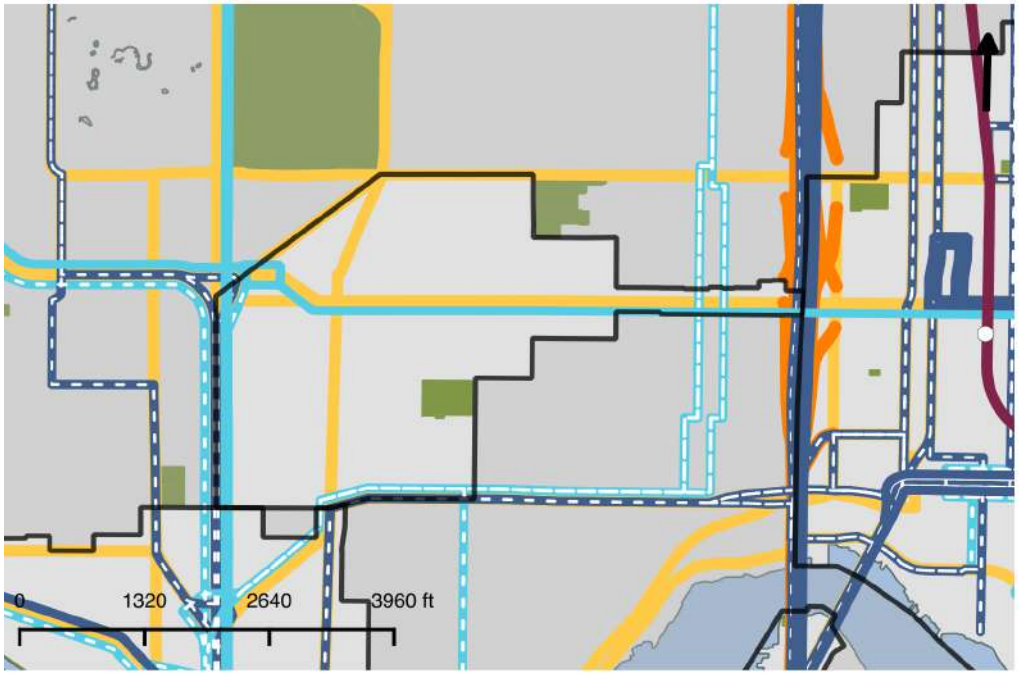
Village Land Use



Wallingford Residential Village

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

Transit Connectivity & Village Open Space



Legend

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

Transportation Access & Mobility

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

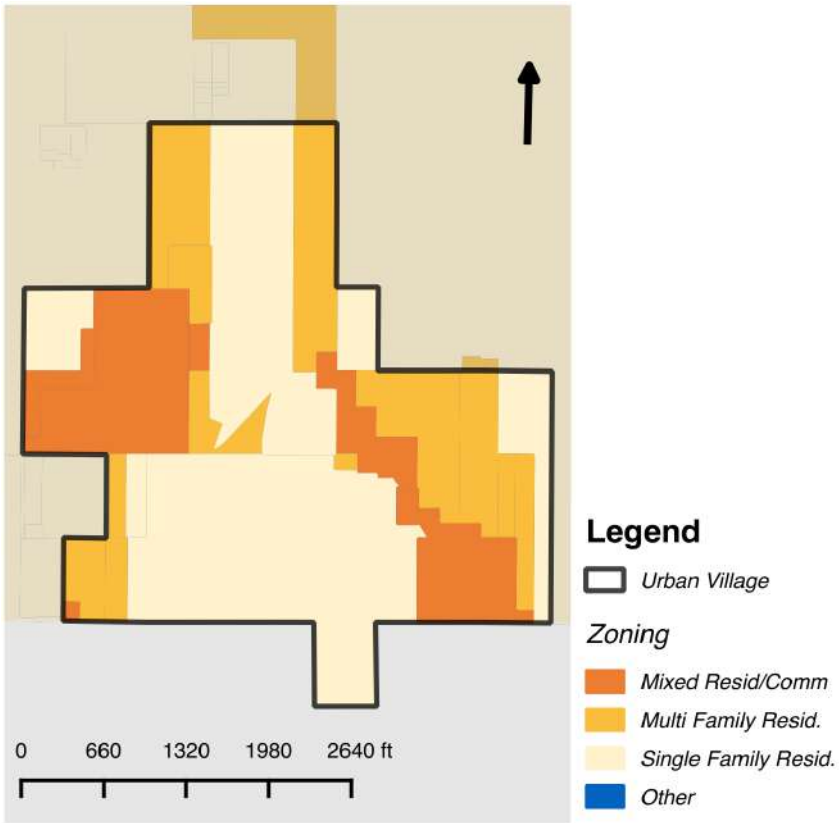
Usable Village Open Space

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

Westwood-Highland Park Residential Village

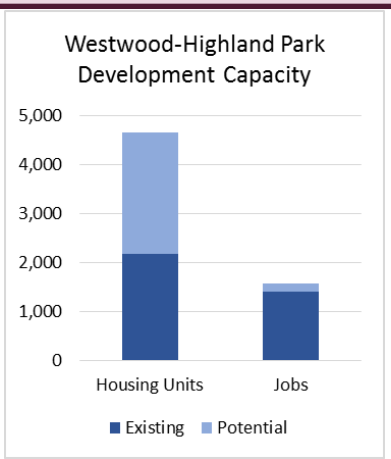
This village is predominately single family and low rise residential in character, with fair balance of neighborhood commercially zoned area. Around half of the village is devoted to single family housing, and the rest is split between multifamily housing and mixed use. Housing density is just below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

Village Zoning

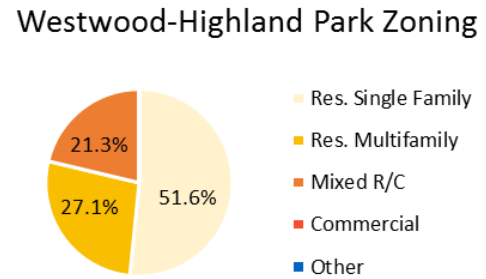


Village Characteristics & Future Growth Capacity

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



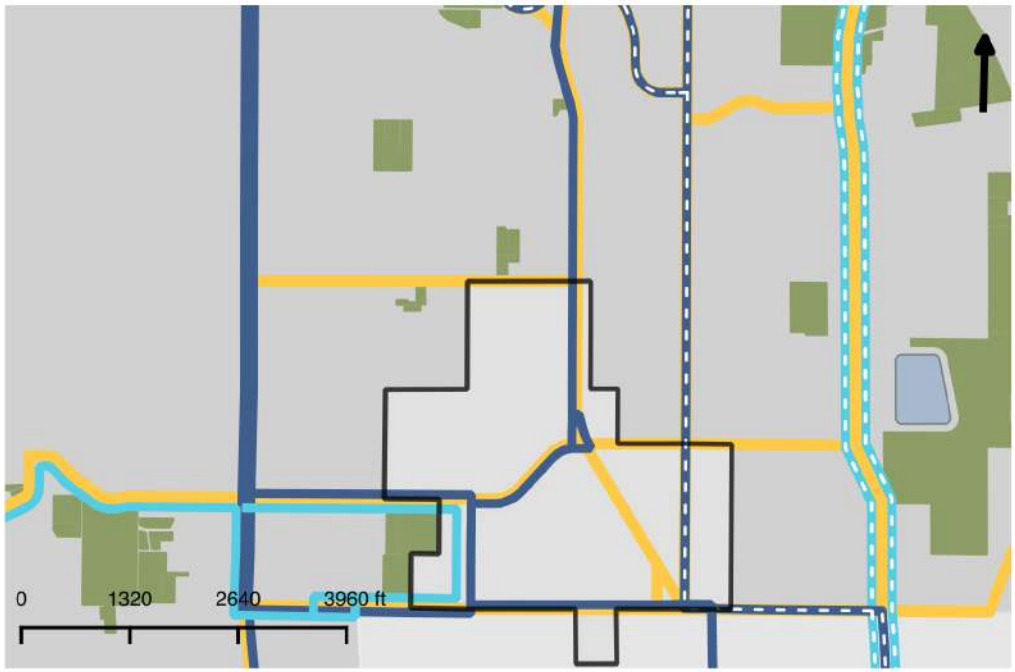
Village Land Use



Westwood-Highland Park Residential Village

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

Transit Connectivity & Village Open Space



Legend

- Urban Village
- Open Space
- Water

High Frequency Transit

- Entire Route All Days
- Entire Route M-F Day
- Partial Route All Days
- Partial Route M-F
- Link & Sounder Stations
- Link Route
- Sounder Route

Goods Transport

- Major Arterials
- Interstates & Highways

Transportation Access & Mobility

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

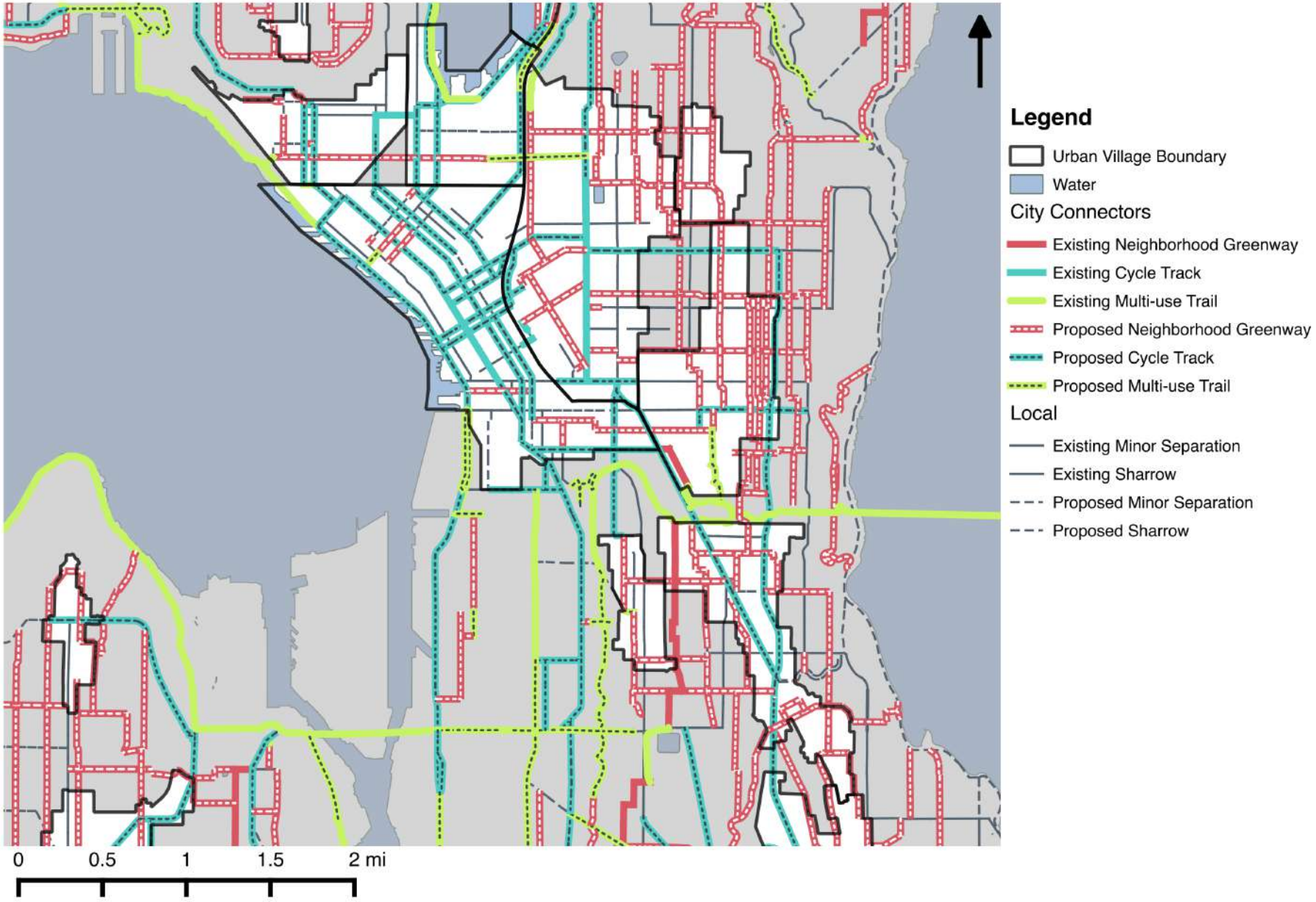
Usable Village Open Space

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

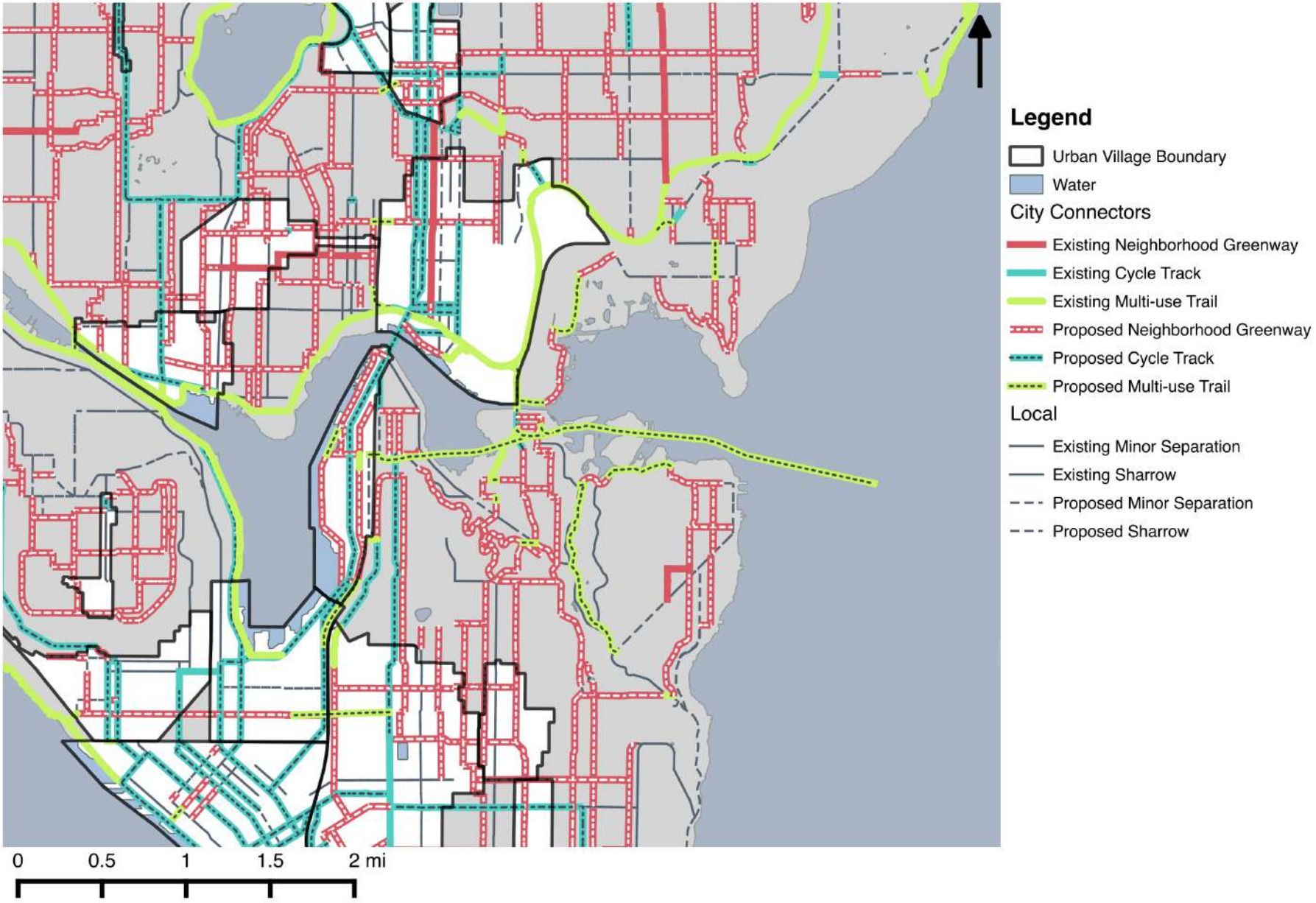
Village Maps:

Bicycle & Pedestrian Facilities

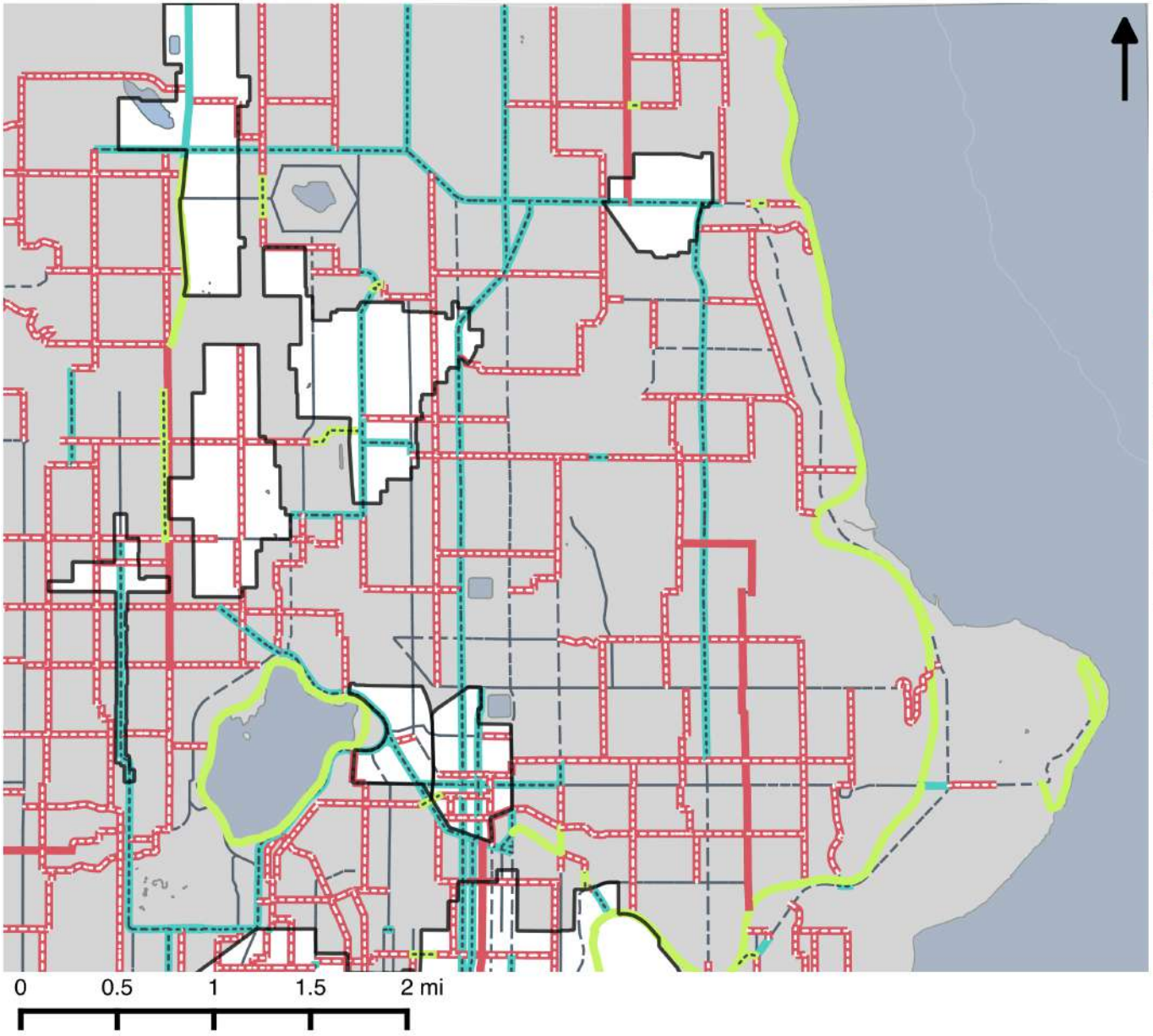
Bicycle Facilities Map: Central



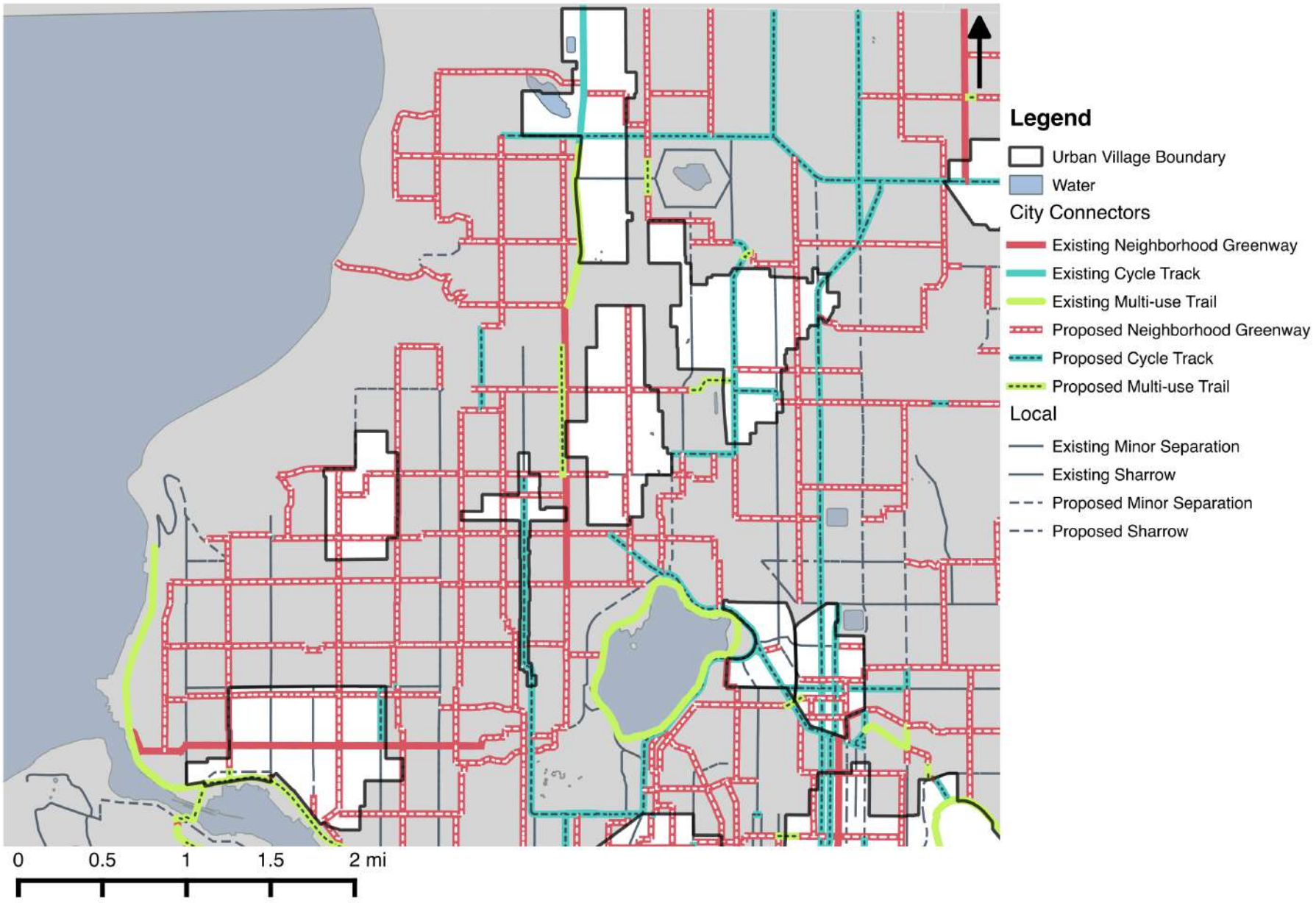
Bicycle Facilities Map: East Central



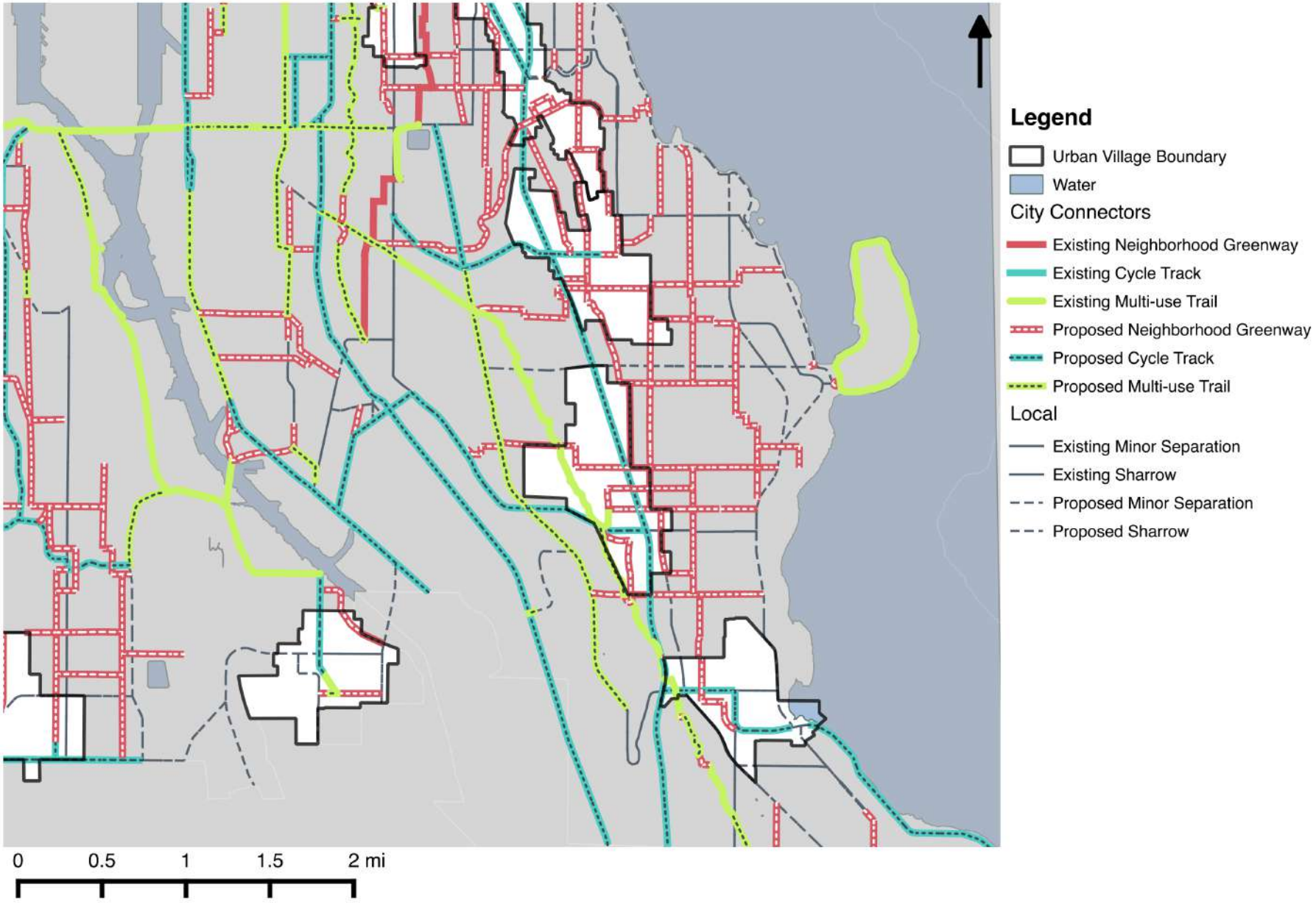
Bicycle Facilities Map: Northeast



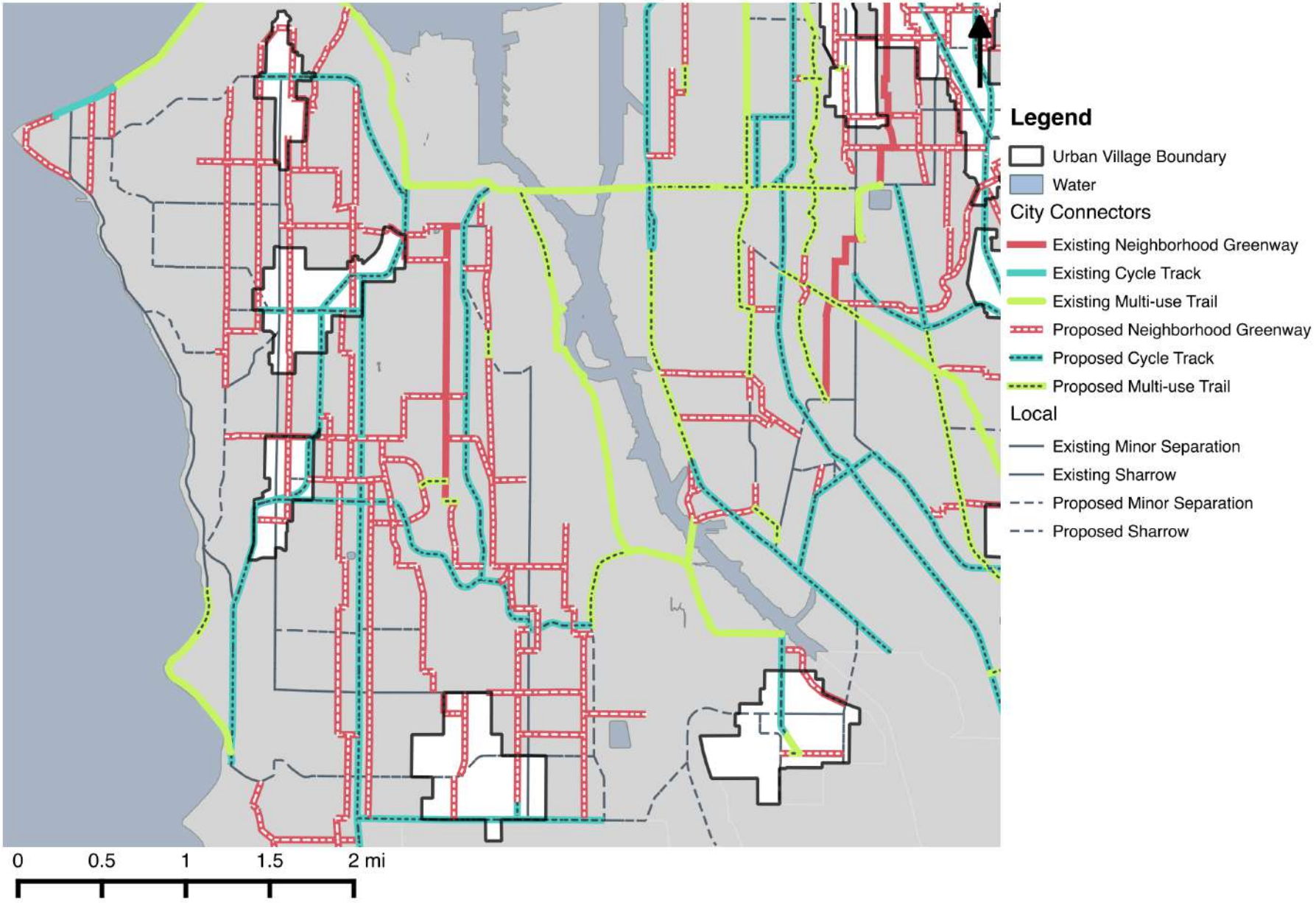
Bicycle Facilities Map: Northwest



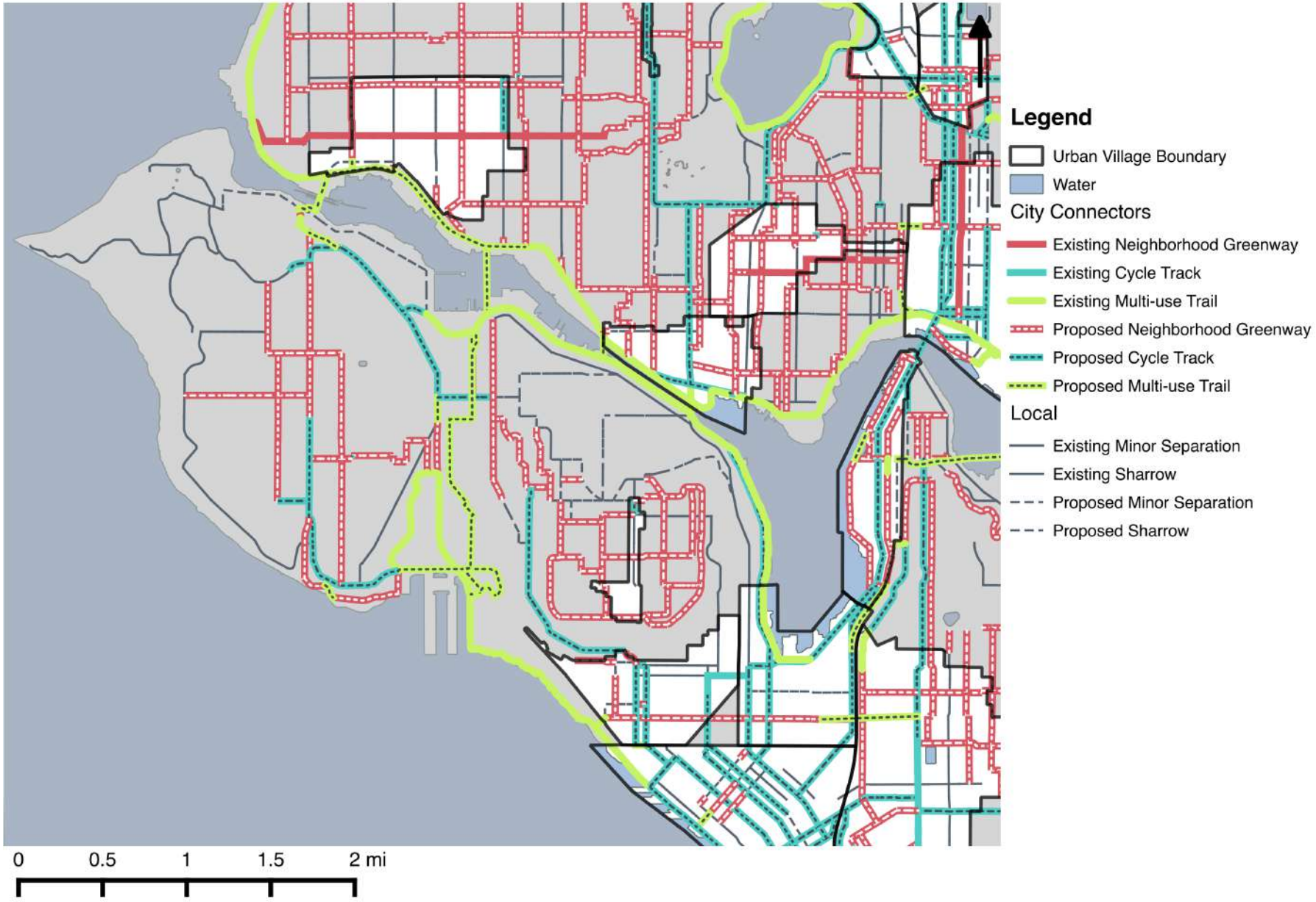
Bicycle Facilities Map: Southeast



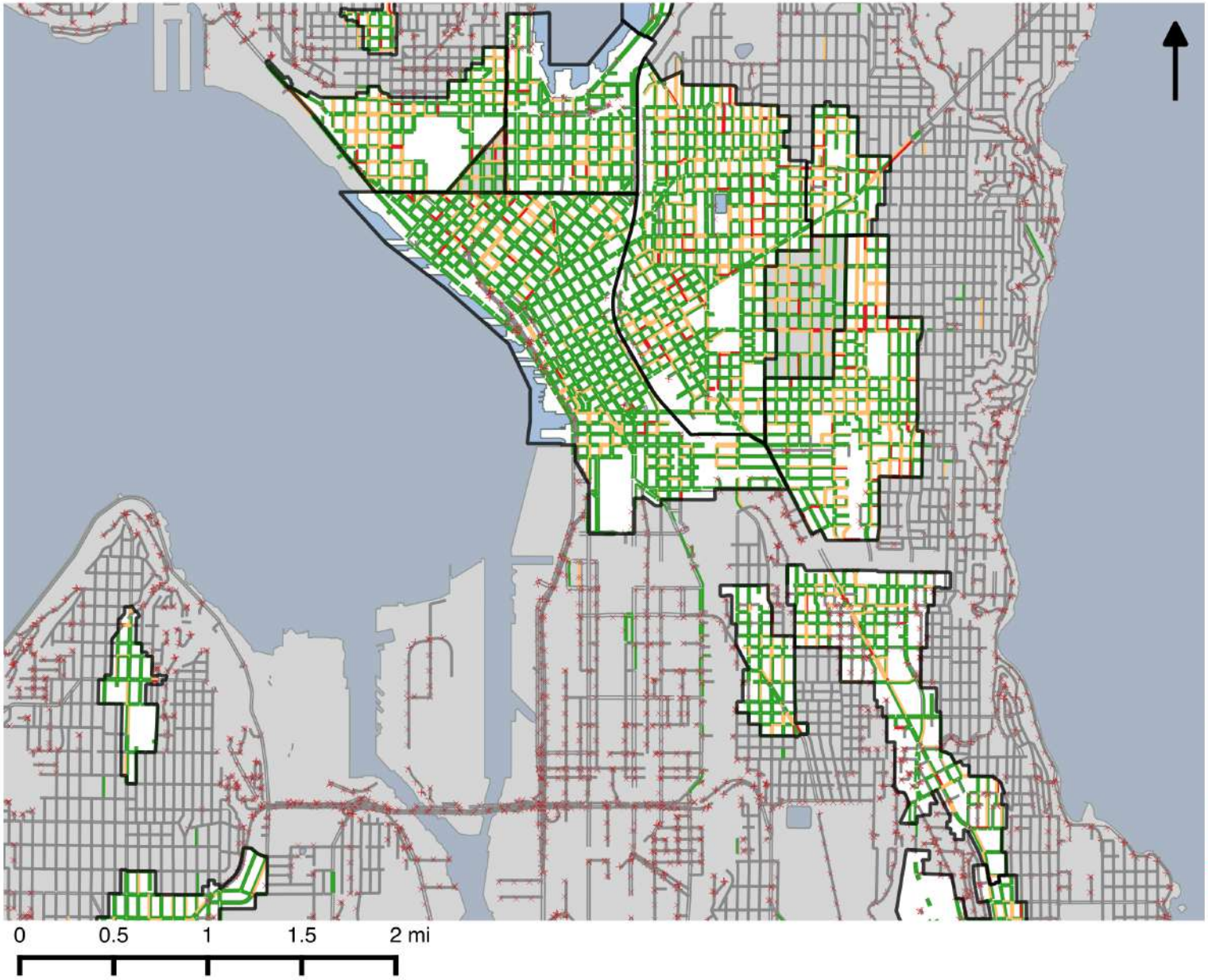
Bicycle Facilities Map: Southwest



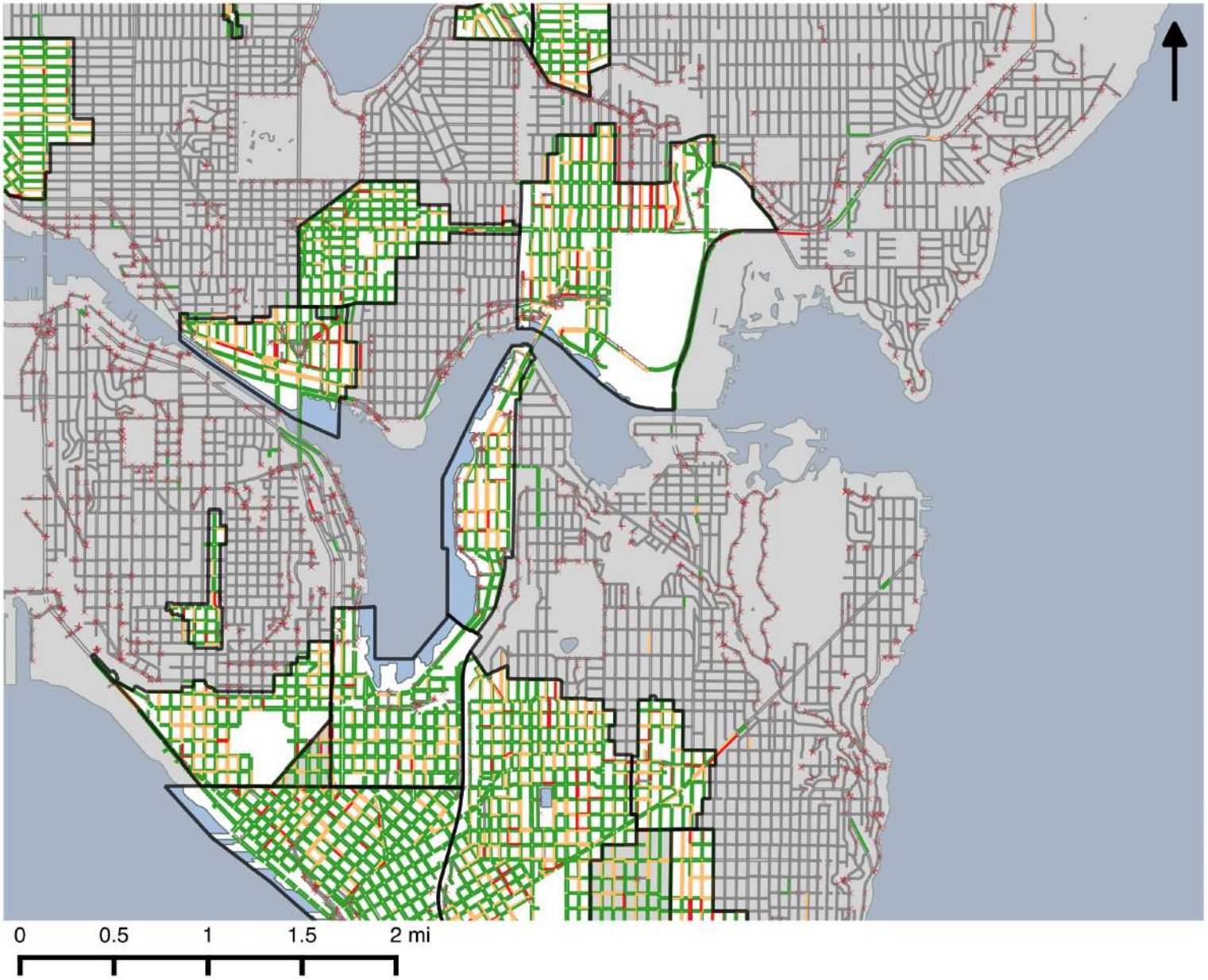
Bicycle Facilities Map: West Central



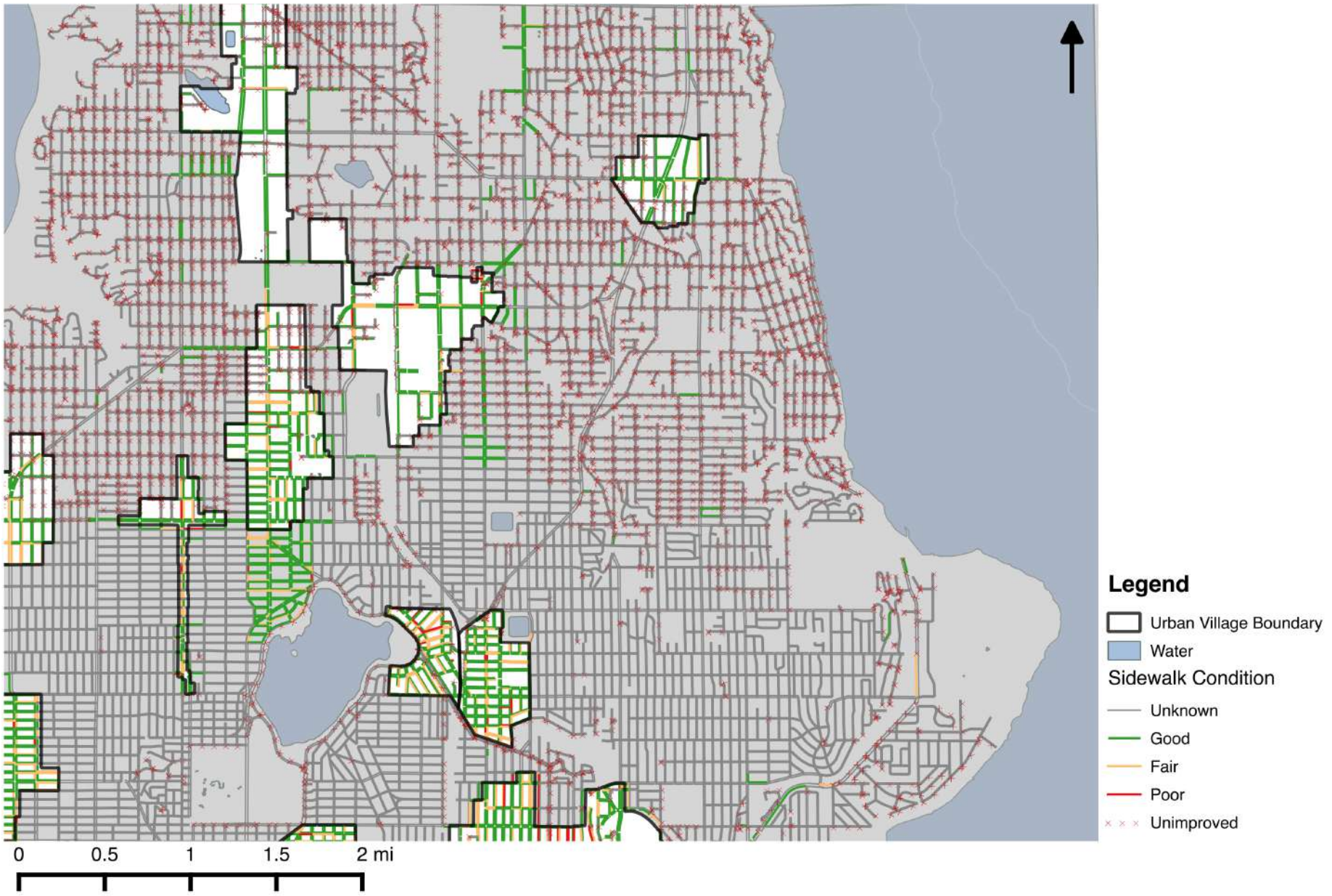
Pedestrian Facilities Map: Central



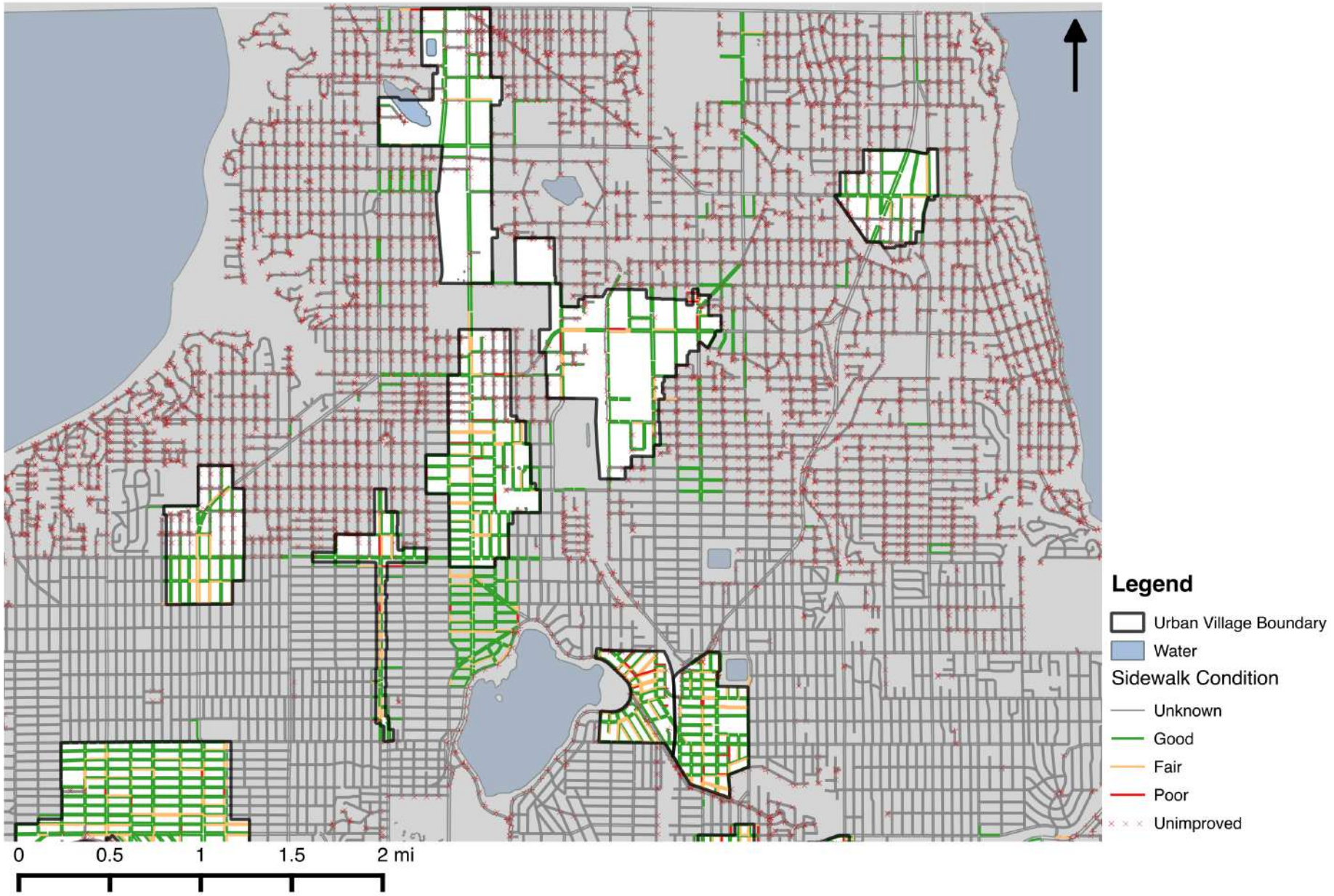
Pedestrian Facilities Map: East Central



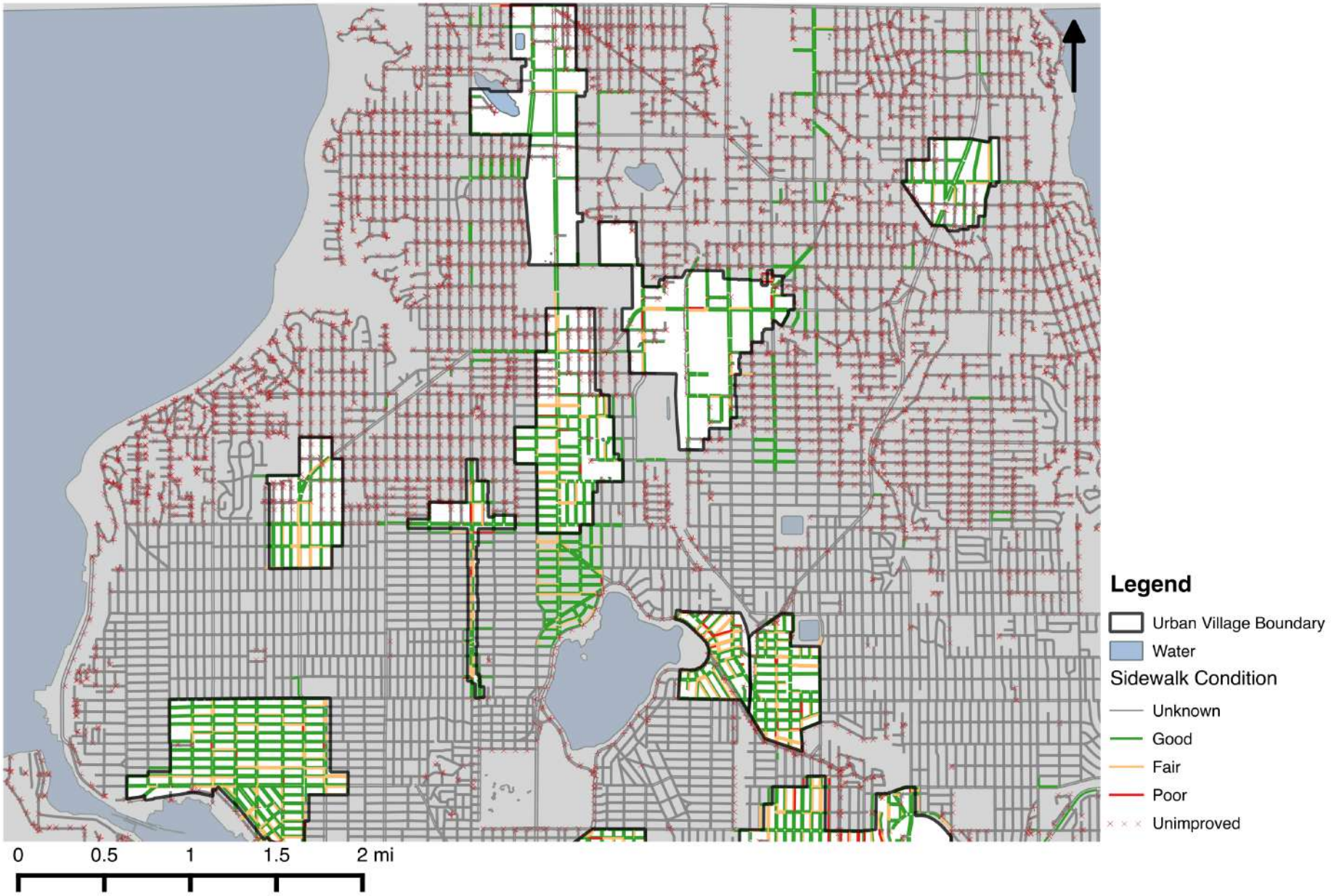
Pedestrian Facilities Map: Northeast



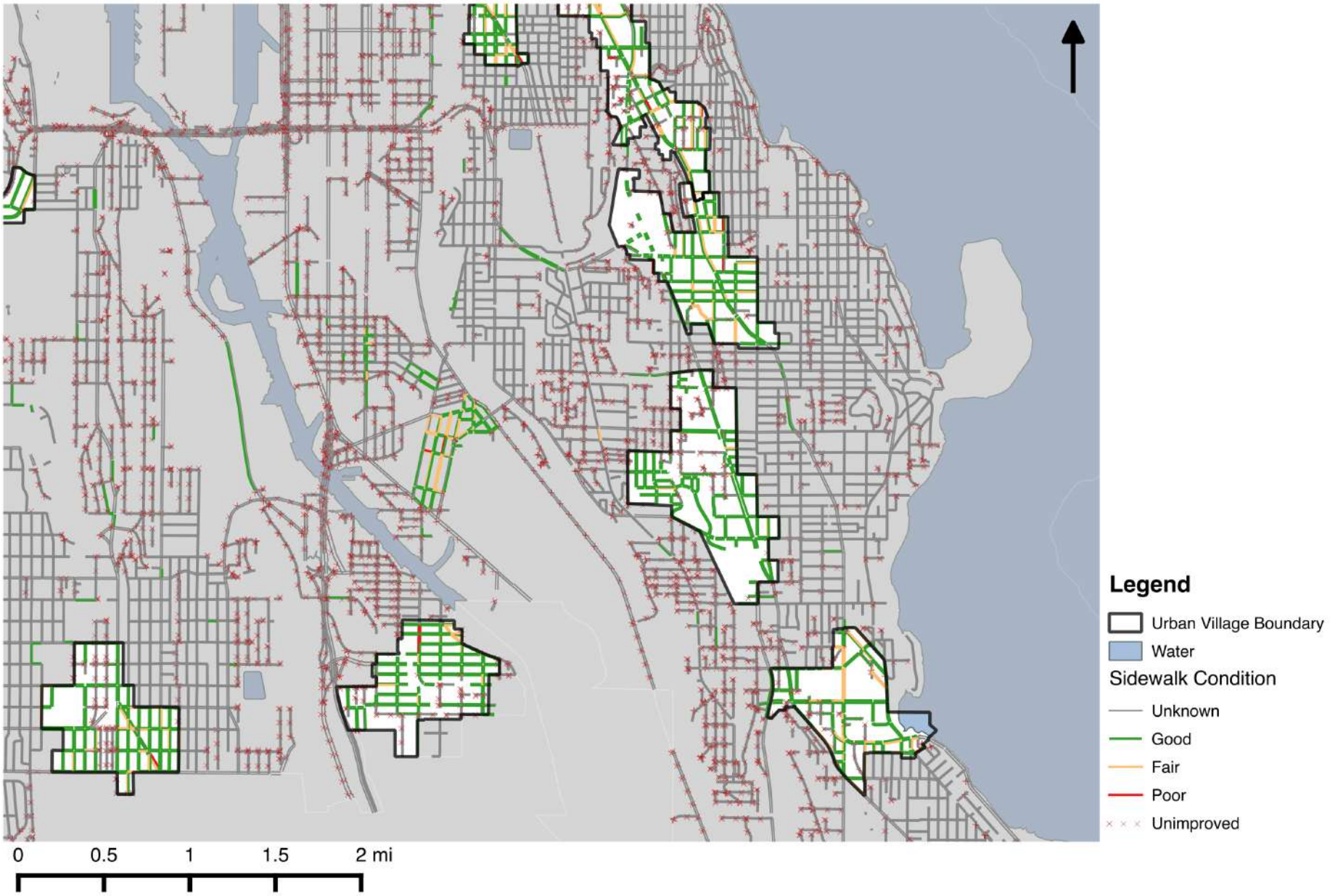
Pedestrian Facilities Map: North Central



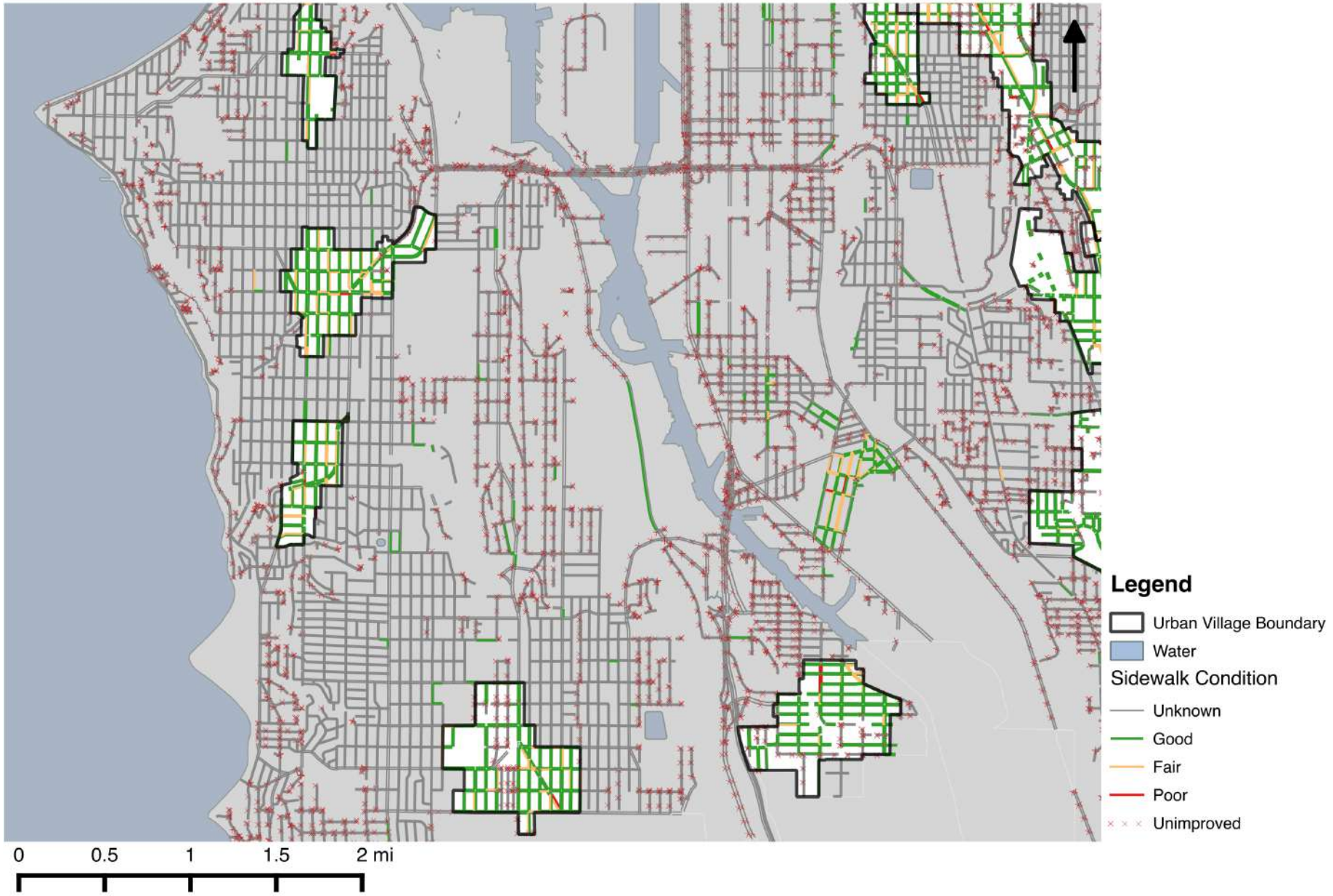
Pedestrian Facilities Map: Northwest



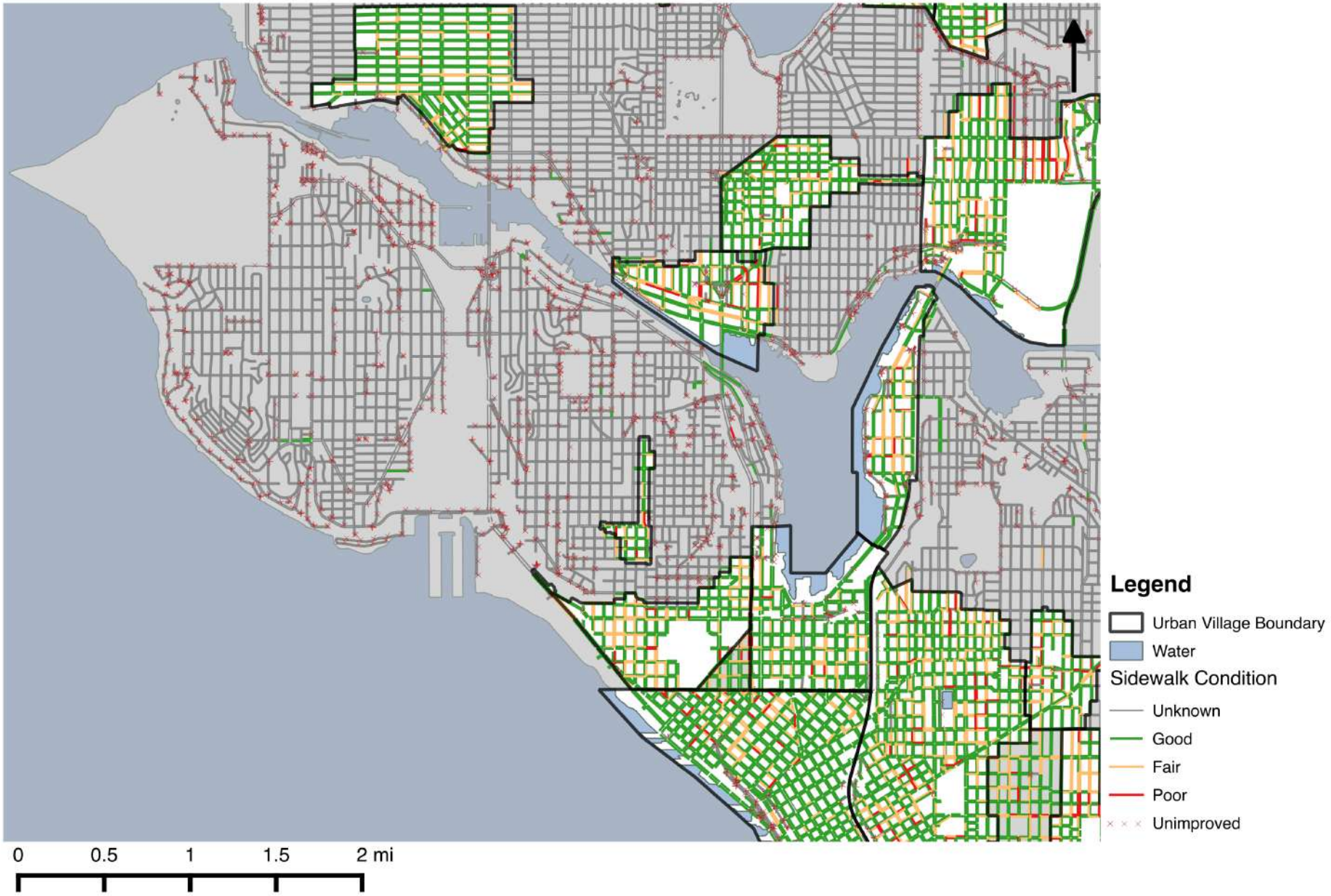
Pedestrian Facilities Map: Southeast



Pedestrian Facilities Map: Southwest



Pedestrian Facilities Map: West Central



Task 2 — Review Urban Village Boundaries & Locations

Scope of Work:

2.1 Conduct field research and the applicability of village criteria from Task 1 to evaluate the proposed village boundary expansions under study in the Draft EIS:

A. Potential new village surrounding the proposed light rail station at NE 130th/I-5.

B. Potential expanded boundaries surrounding the proposed light rail station at I-90: for 23rd/Jackson and Mt. Baker

C. Potential expanded boundaries for villages served by light rail or very good bus service: Rainier Beach, Othello, Columbia City, Mt. Baker, North Beacon Hill, Roosevelt, Crown Hill, Ballard, Fremont, West Seattle Junction

2.2 Conduct field research and review the applicability of village criteria from Task 1 to evaluate the need for other urban village boundary adjustments such as:

A. Areas adjacent, or in close proximity to villages that are already zoned for mixed use, and are served by transit

B. Areas where the city's major institutions (medical facilities and educational) as employment centers adjacent to, straddle, or are located in close proximity to an urban village

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

Urban Village Transit Walkshed Boundary Adjustments

Ballard

Fremont

Mt. Baker/North Rainier

West Seattle Junction

23rd & Union-Jackson

Columbia City

Crown Hill

North Beacon Hill

Othello

Rainier Beach

Roosevelt

NE 130th St

Urban Village Boundary Adjustment Methodology

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

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

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

NE 130th at I-5

Apply measurable criteria from Task 1.2, A – E

Maps to show:

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

GIS Data & Calculations

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

Field Research, Observation, and Ground-truthing for:

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

Main things to consider in assessing boundary expansions:

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

Ballard

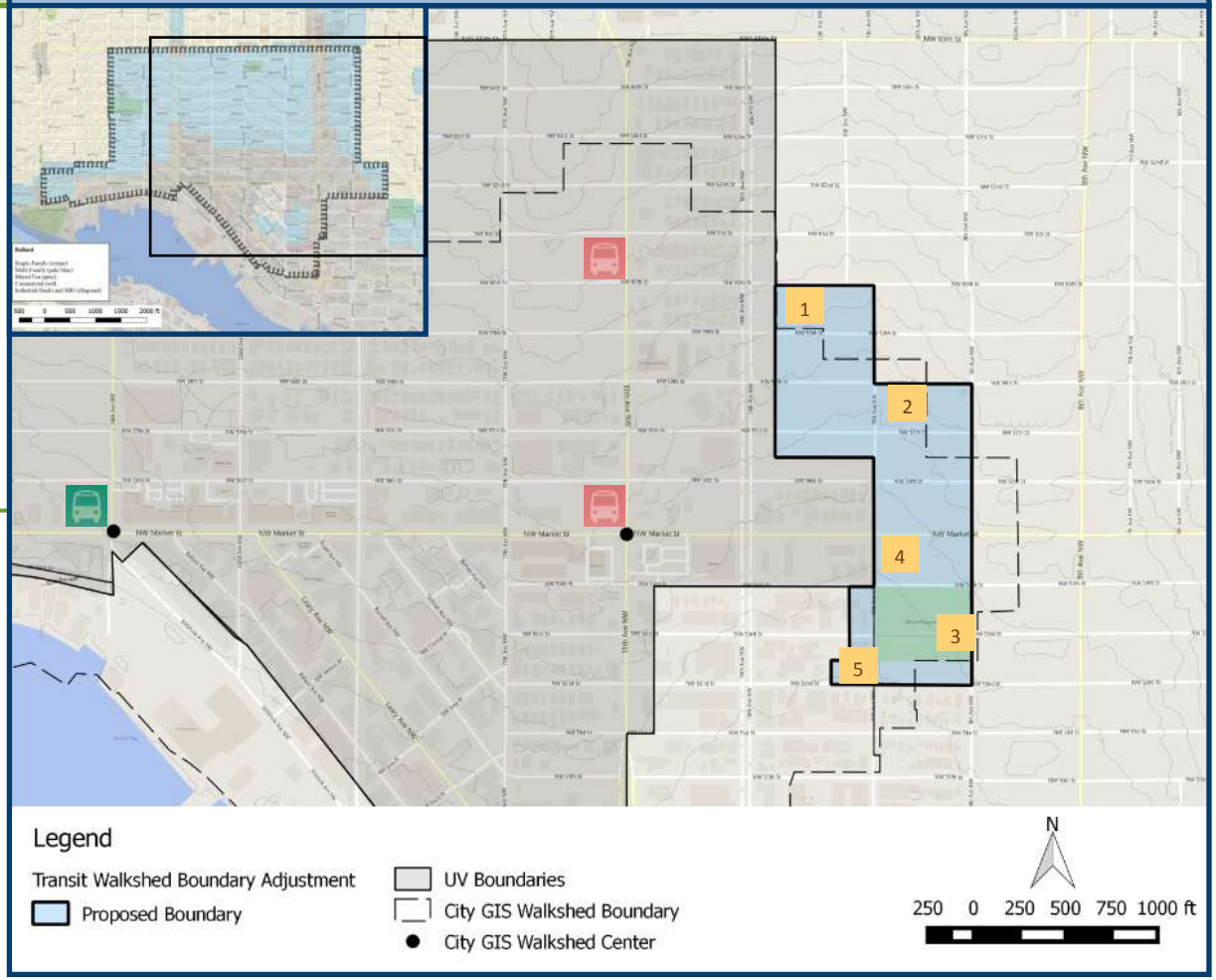
Hub Urban Village

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

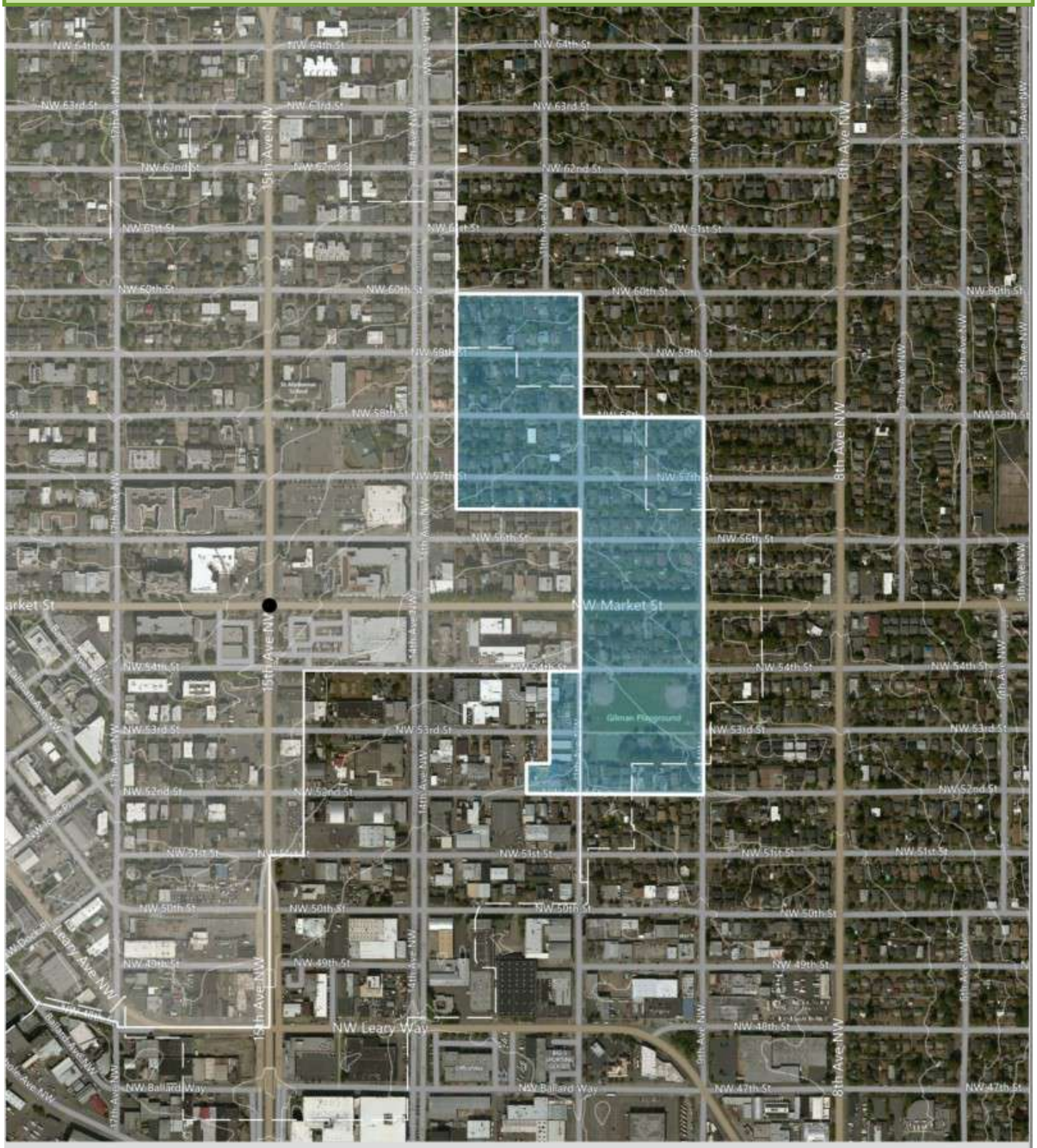
Village Characteristics

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

Proposed Boundaries



Ballard Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

Proposed Boundary

City GIS Walkshed Center

City GIS Walkshed Boundary

UV Boundaries

N

250 0 250 500 750 1000 ft

Fremont

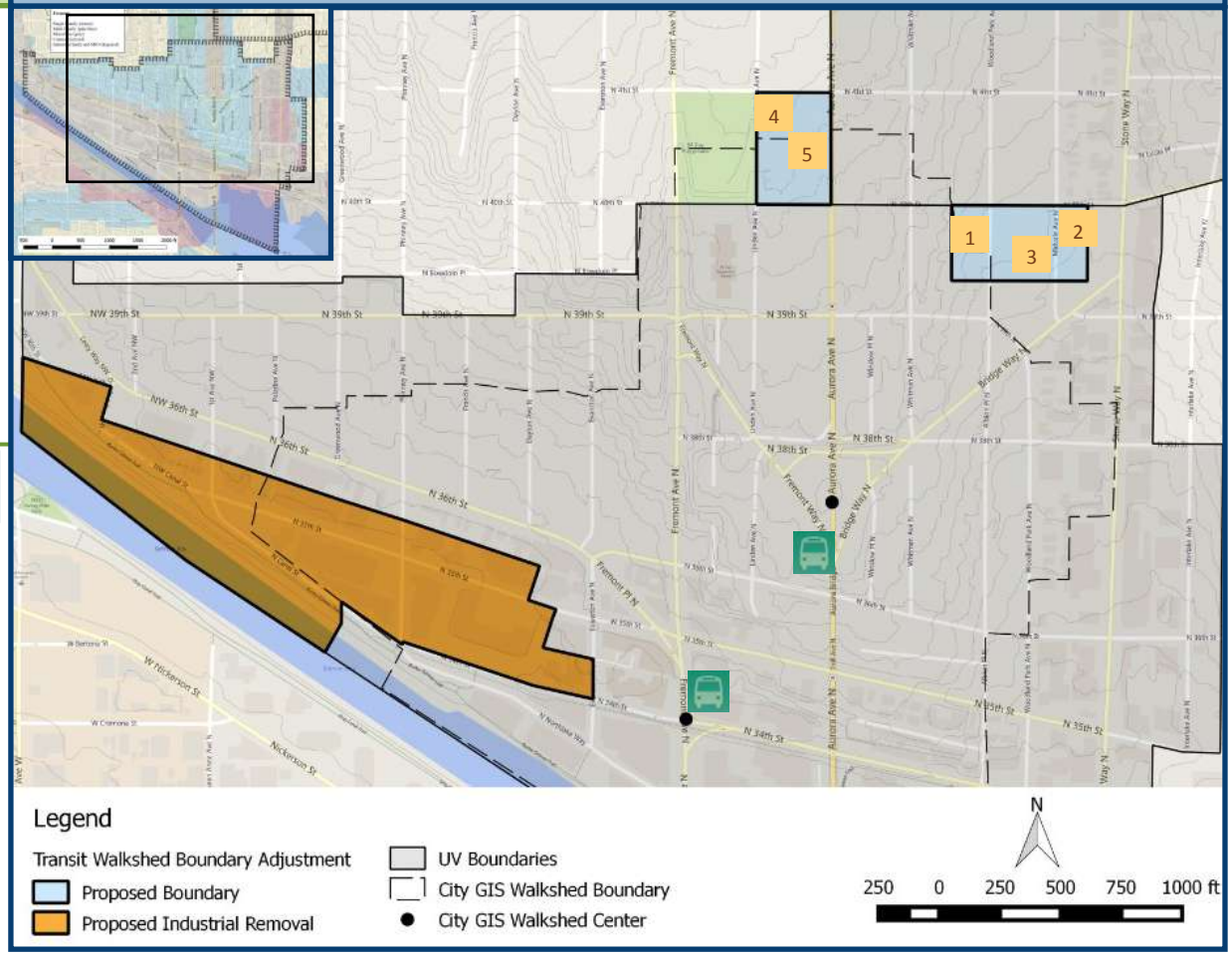
Hub Urban Village

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

Village Characteristics

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

Proposed Boundaries

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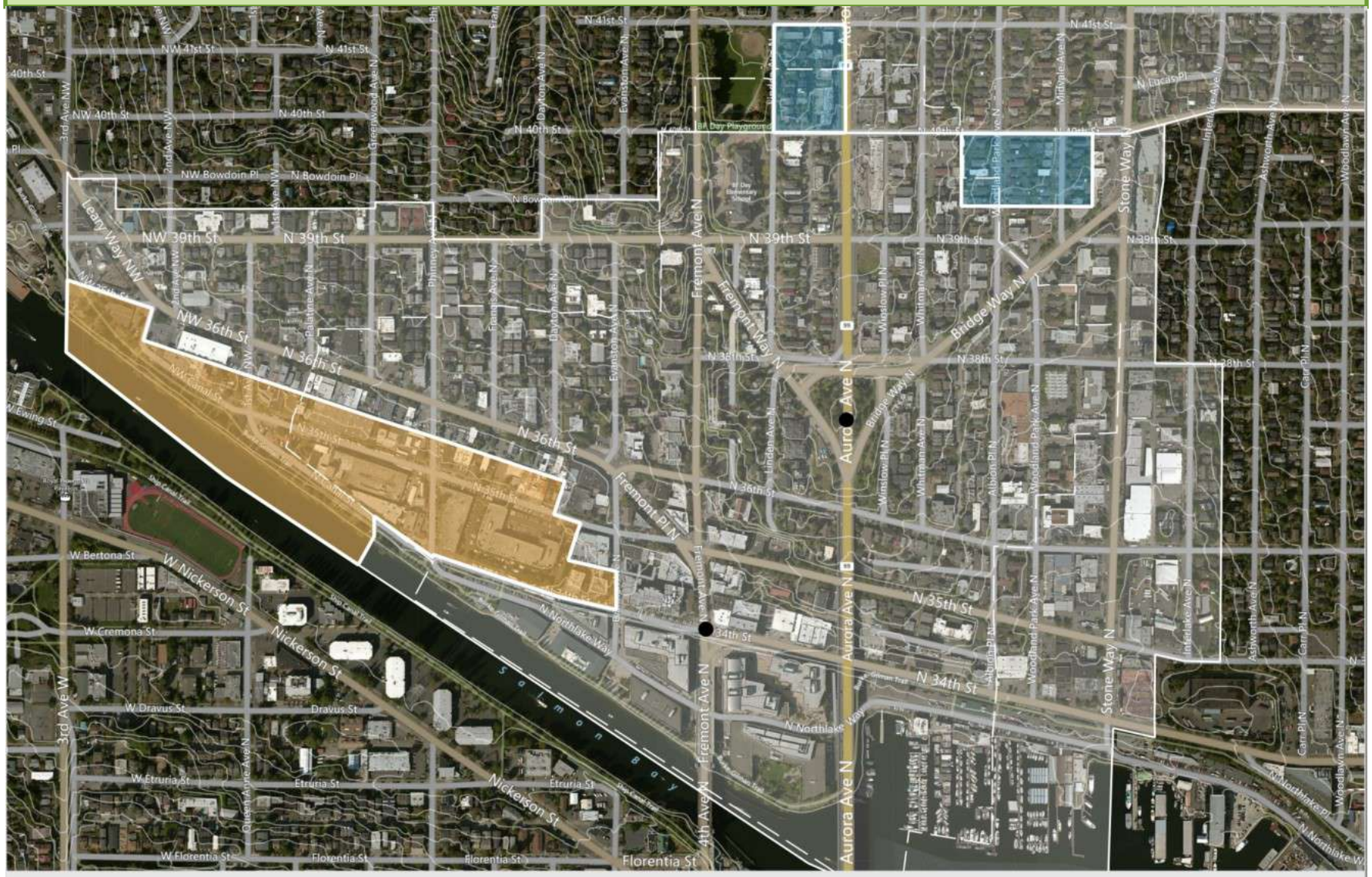
Fremont Boundary Adjustments



Mt. Baker/North Rainier — Hub Urban Village

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

Village Characteristics

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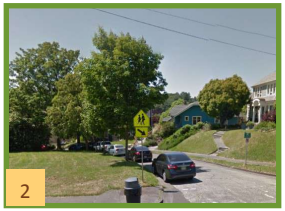
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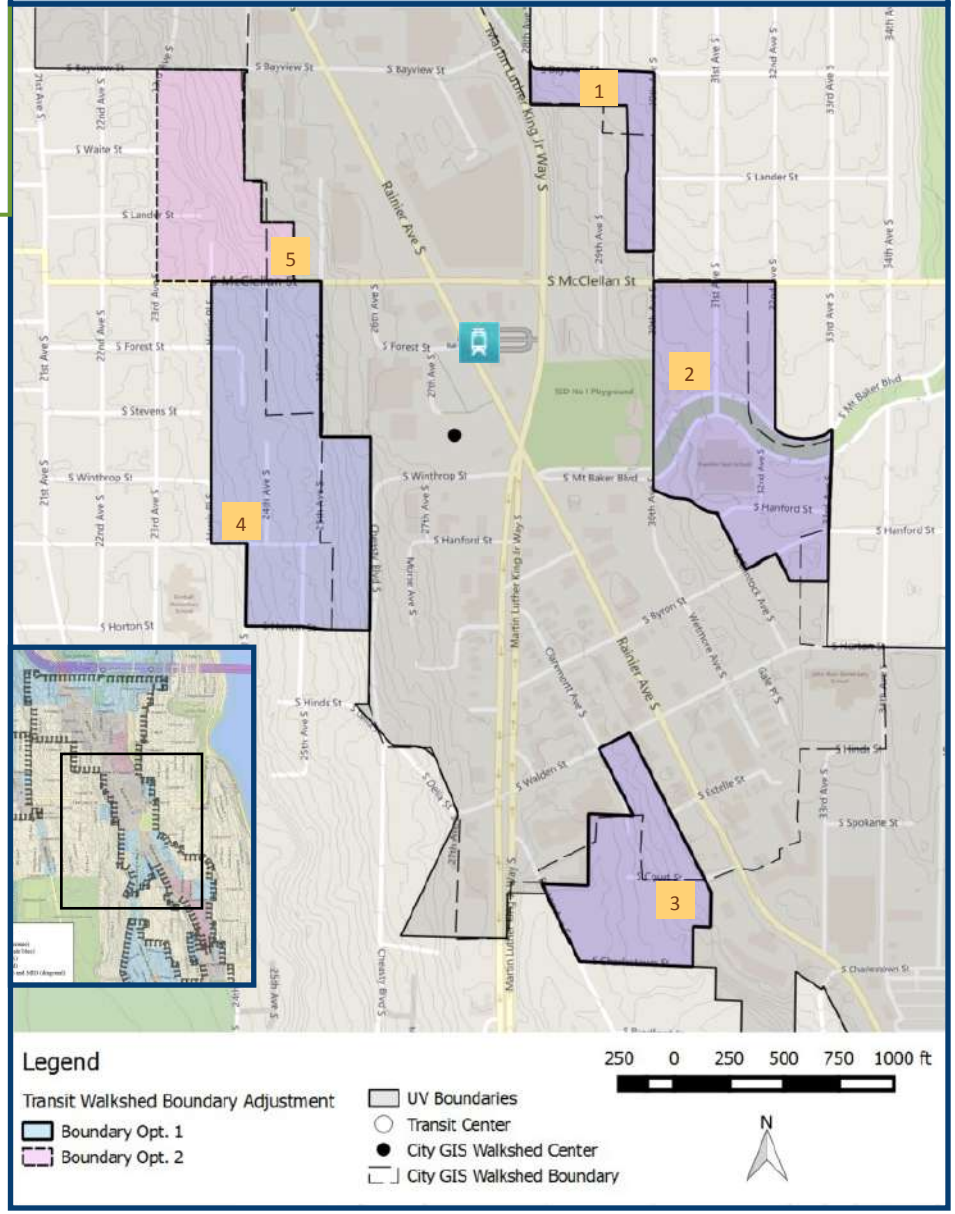
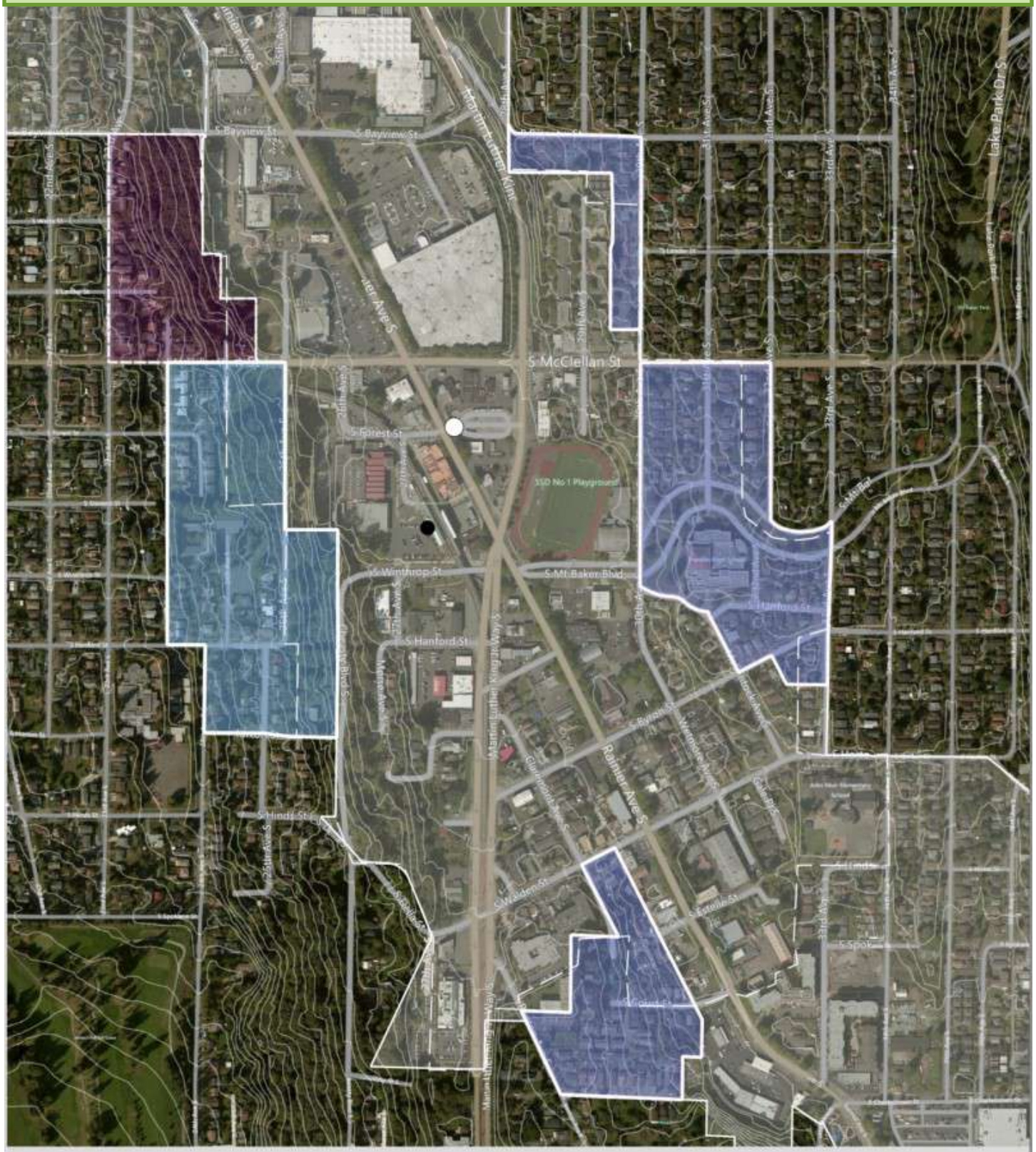
Proposed Boundaries



Mount Baker/North Rainier Boundary Adjustments



West Seattle Junction Hub Urban Village

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

Village Characteristics

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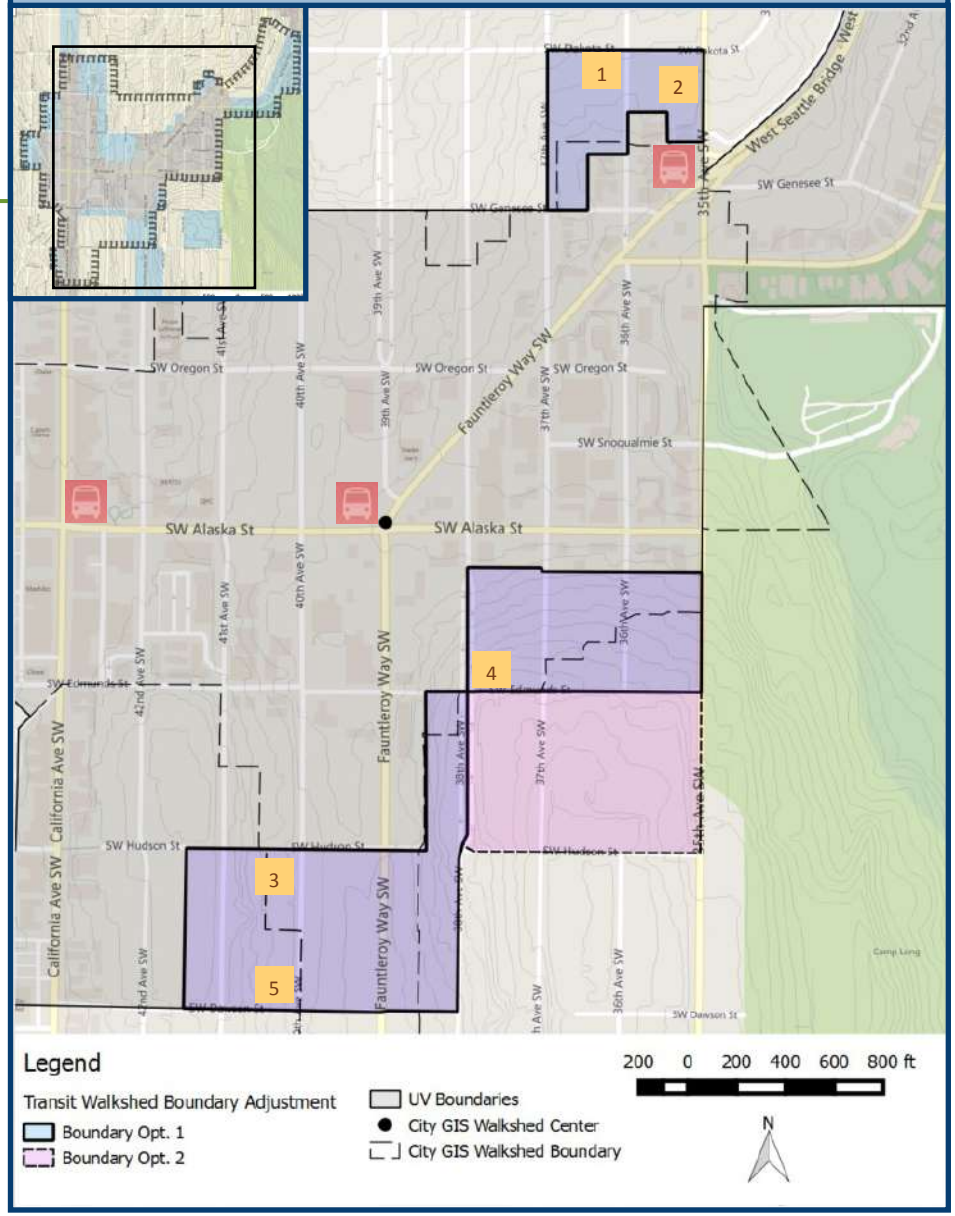
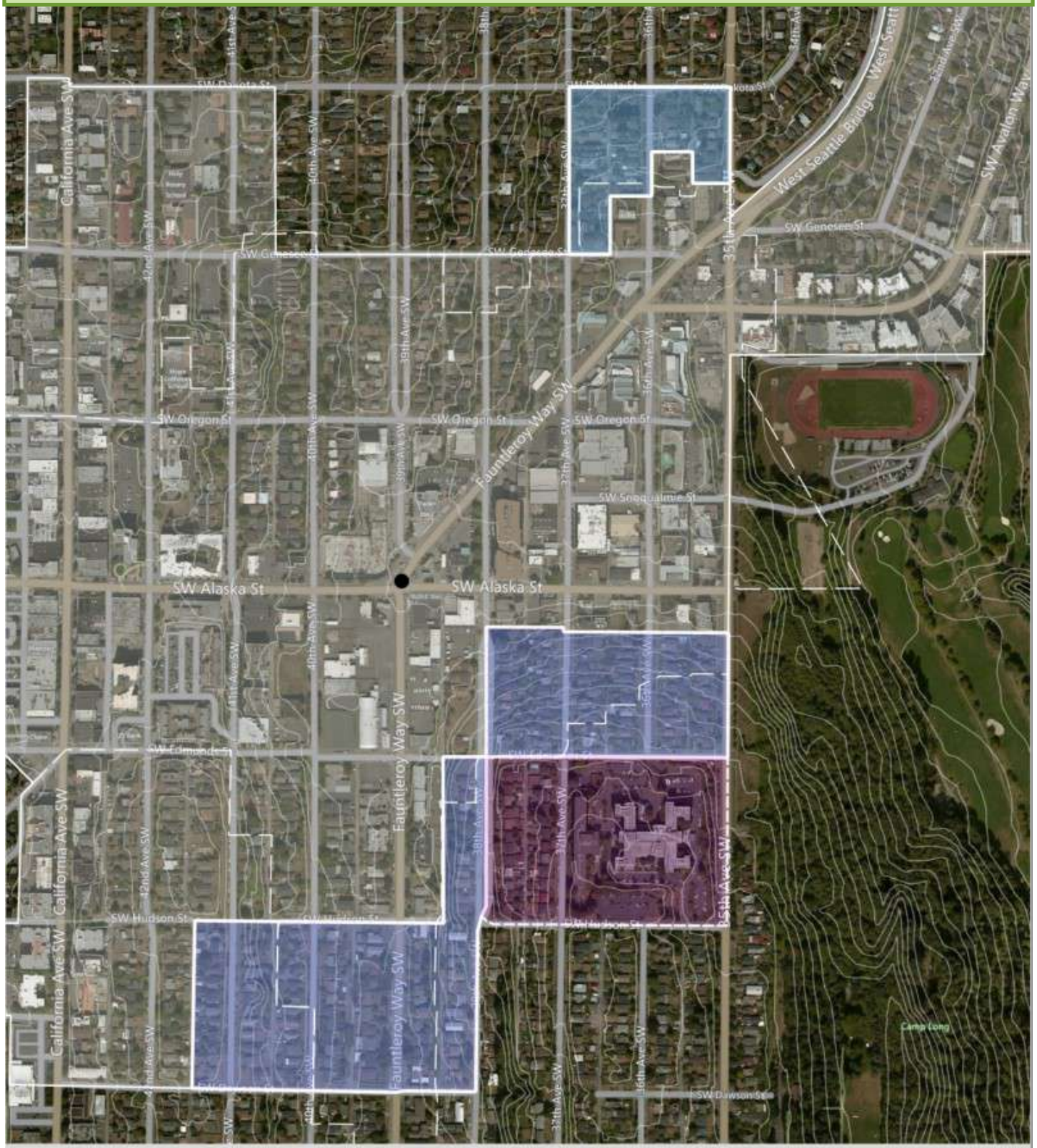
Proposed Boundaries



West Seattle Junction Boundary Adjustments



23rd Ave & Union-Jackson
Residential Urban Village

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

Residential (HUs/acre) density is only slightly reduced

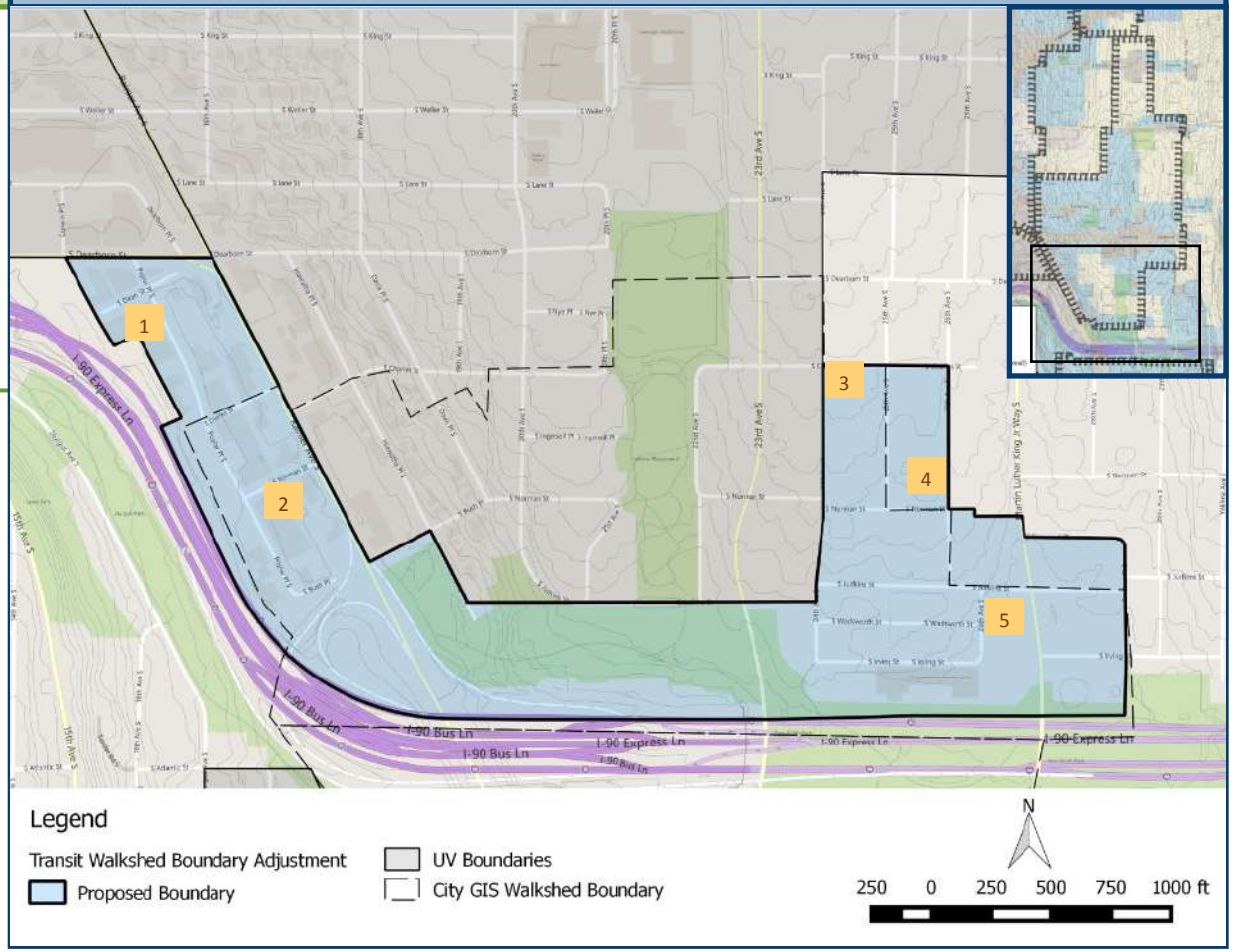
Expansion introduces transit access to a partial daily bus line, and a portion of a multi-use trail. Sidewalks are absent in the multi-block industrial pocket.

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

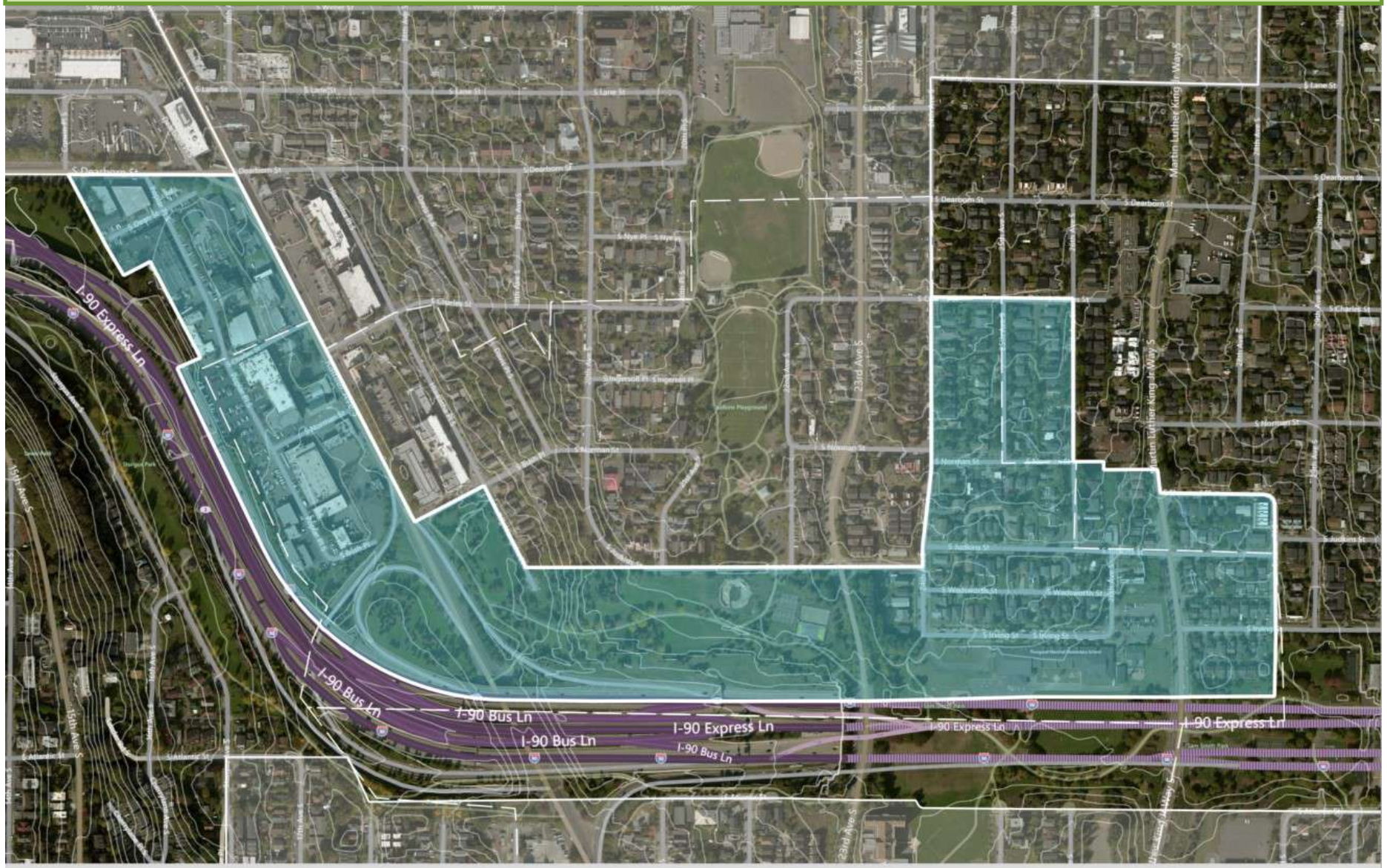
Village Characteristics

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

Proposed Boundaries



23rd Ave & Union-Jackson Boundary Adjustments



Columbia City Residential Urban Village

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

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

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

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

Village Characteristics

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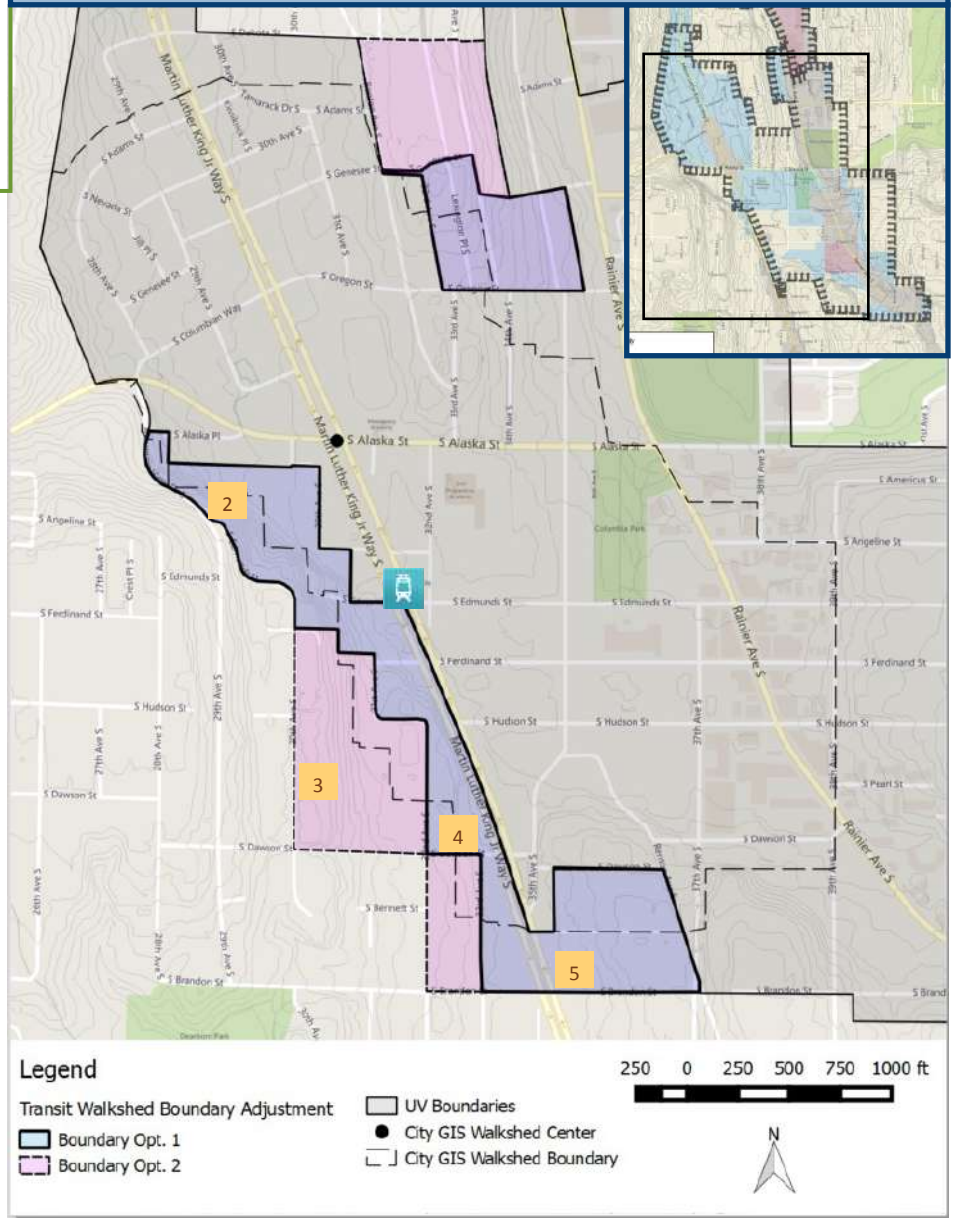
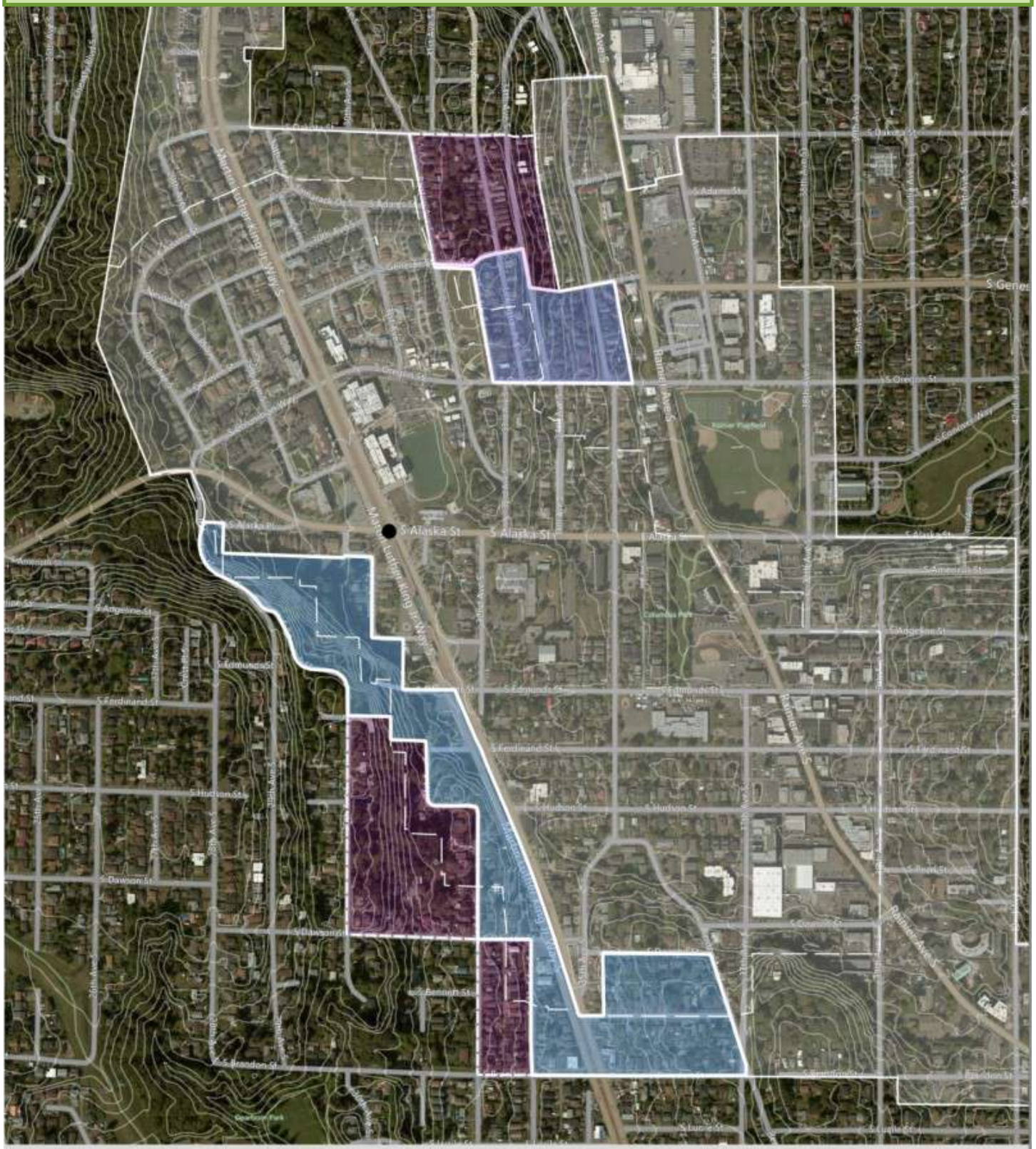
Proposed Boundaries



Columbia City Boundary Adjustments



Crown Hill Residential Urban Village

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

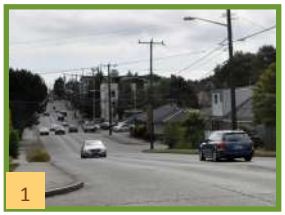
Residential density (HUs/acre) is only slightly reduced

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

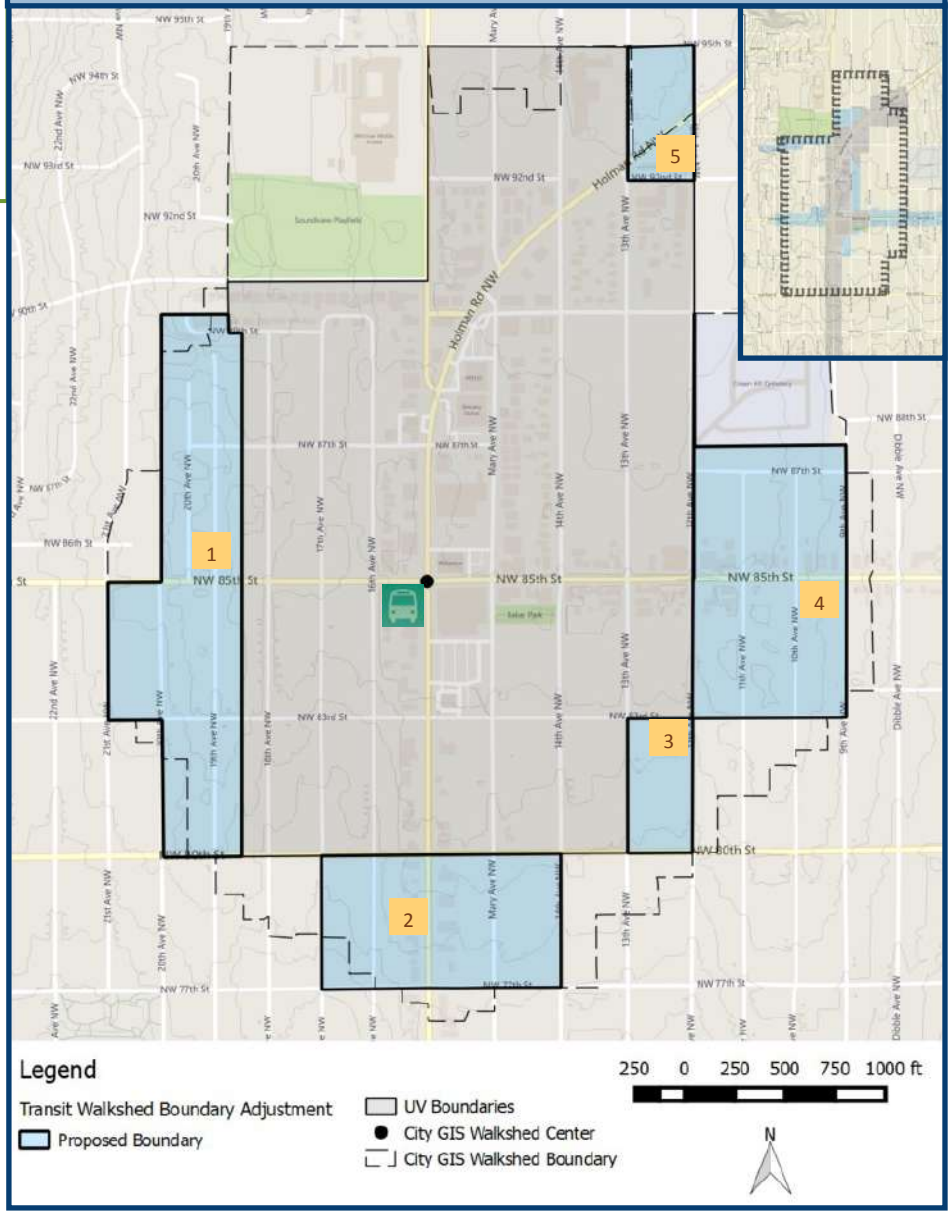
Topography is moderately sloped to flat in most expansion areas, but becomes more hilly west of 15th Ave NW.

Village Characteristics

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



Proposed Boundaries



Crown Hill Boundary Adjustments

North Beacon Hill — Residential Urban Village

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

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

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

Village Characteristics

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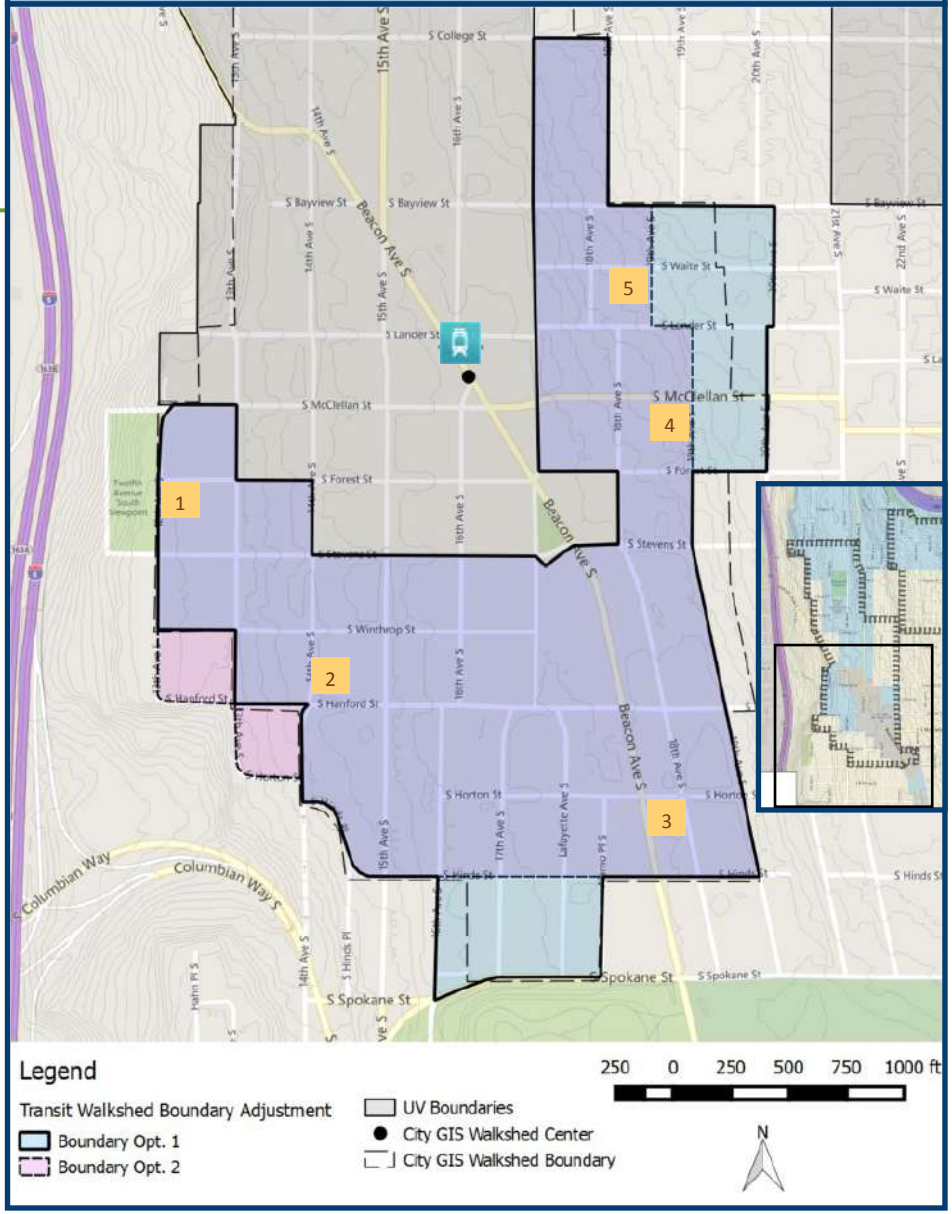
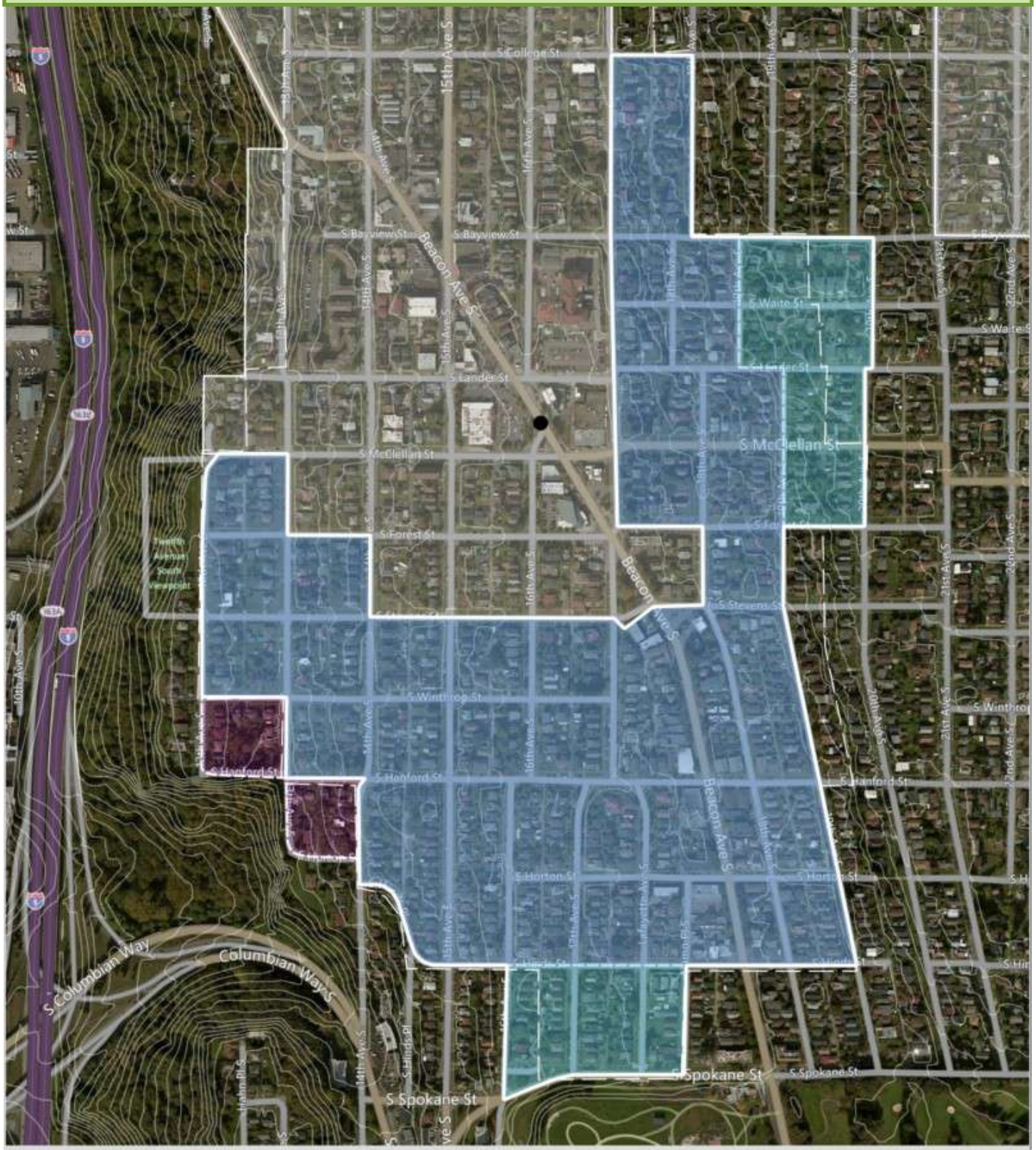
Proposed Boundaries



North Beacon Hill Boundary Adjustments



Othello Residential Urban Village

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

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

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

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

Village Characteristics

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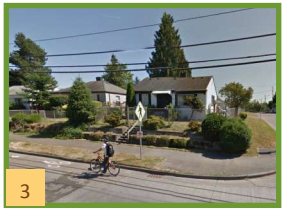
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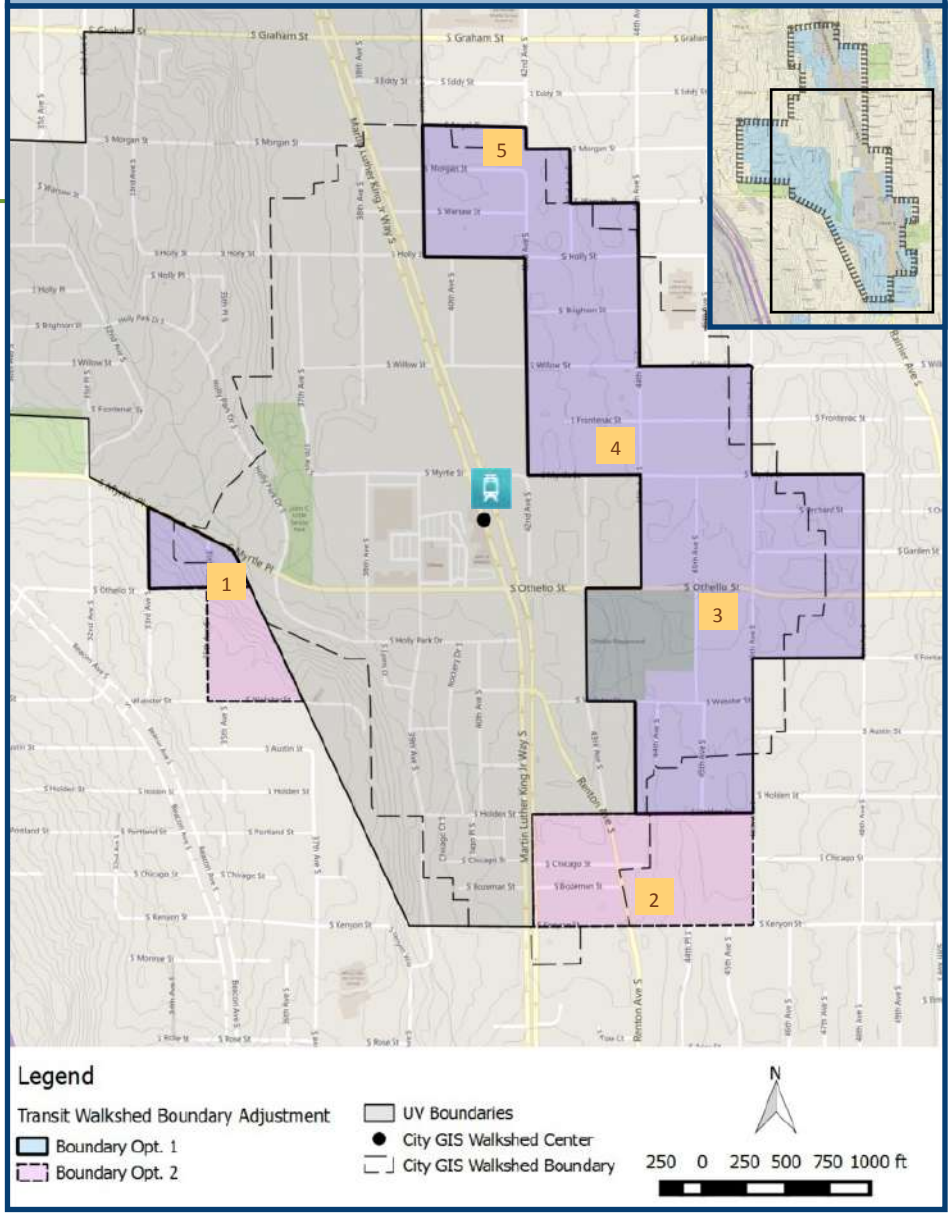
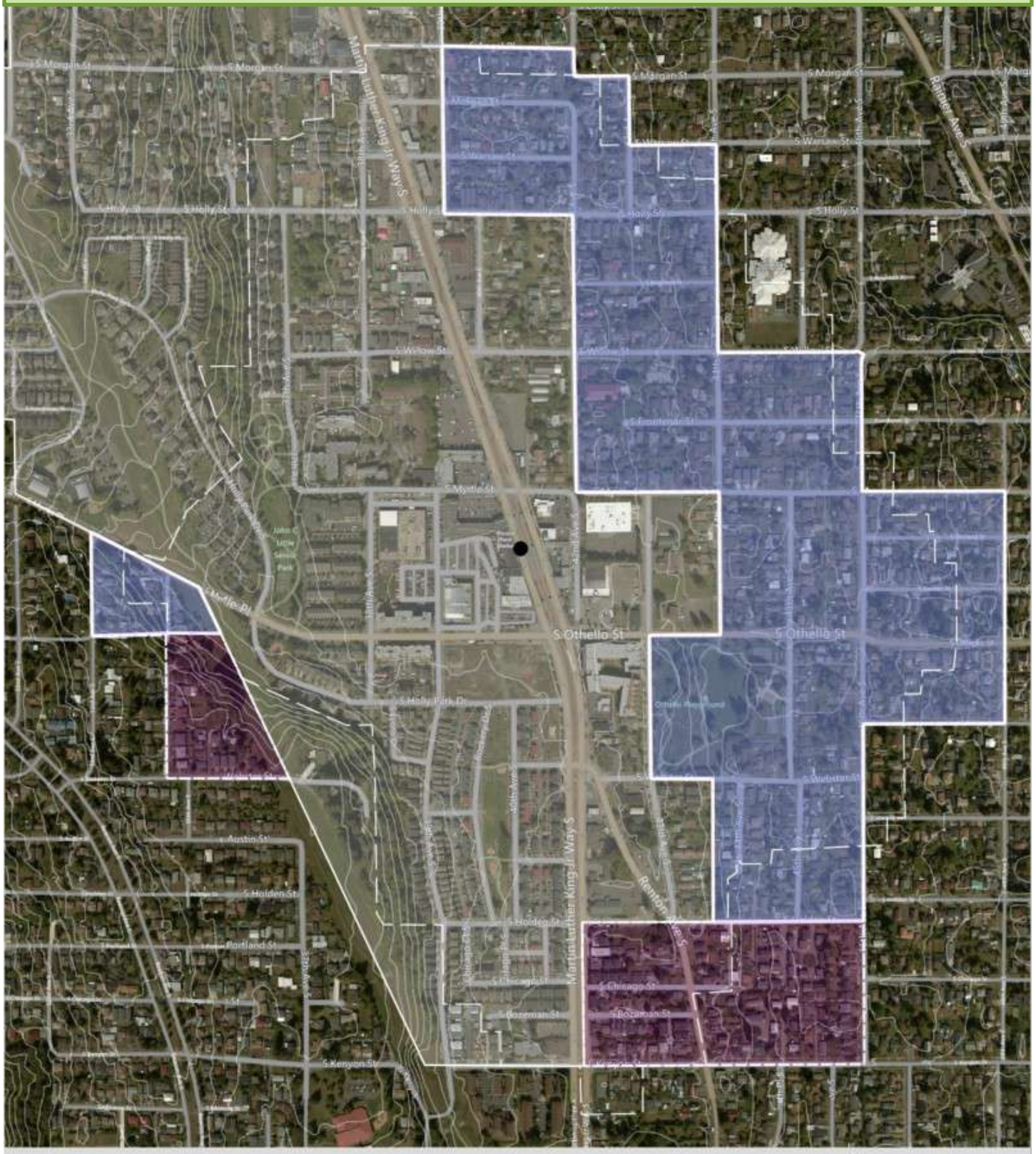
Proposed Boundaries



Othello Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

- Boundary Opt. 1
- Boundary Opt. 2

City GIS Walkshed Boundary

City GIS Walkshed Center

N

0 250 500 750 1000 1250 ft

Rainier Beach Residential Urban Village

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

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

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

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

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

Village Characteristics

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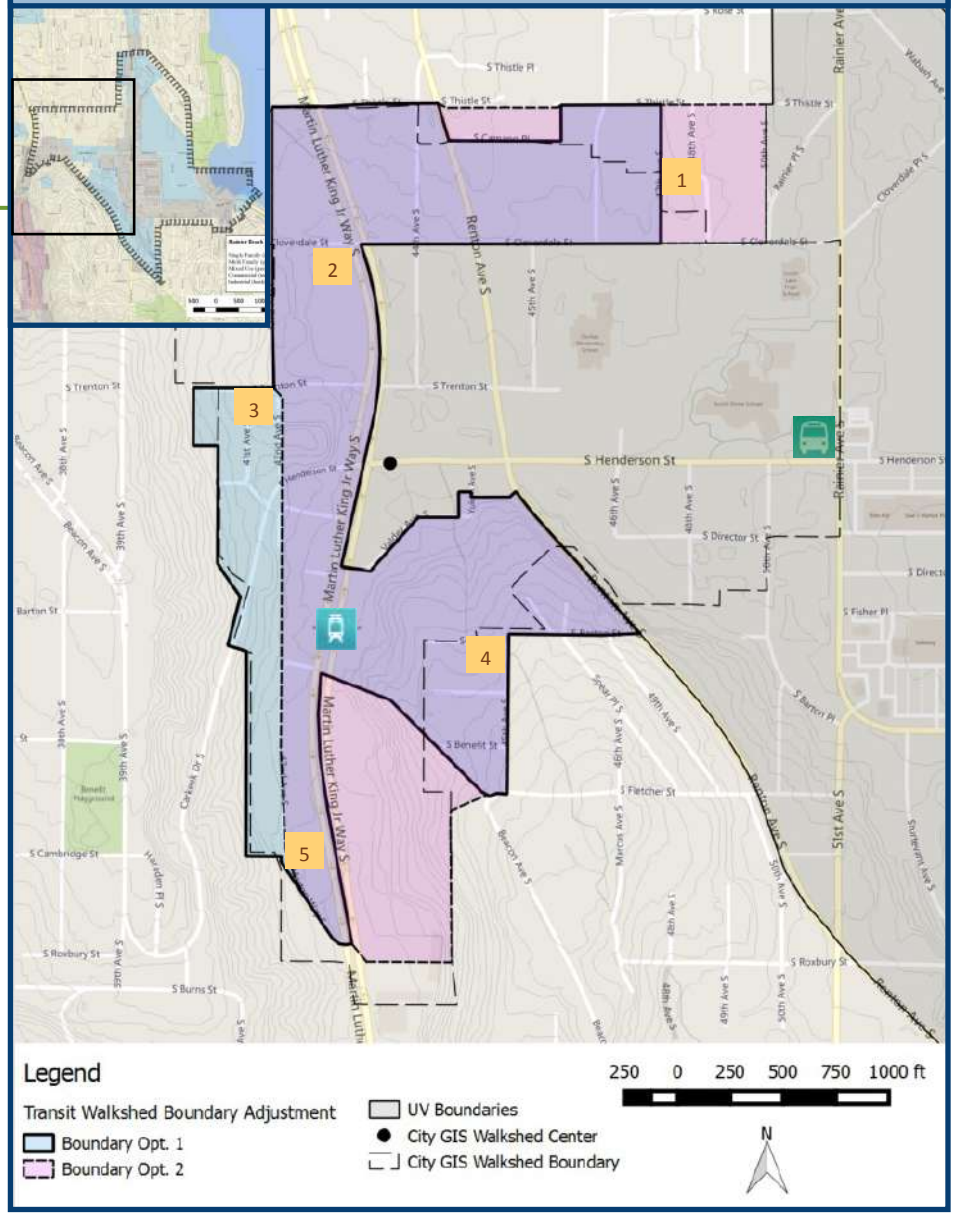
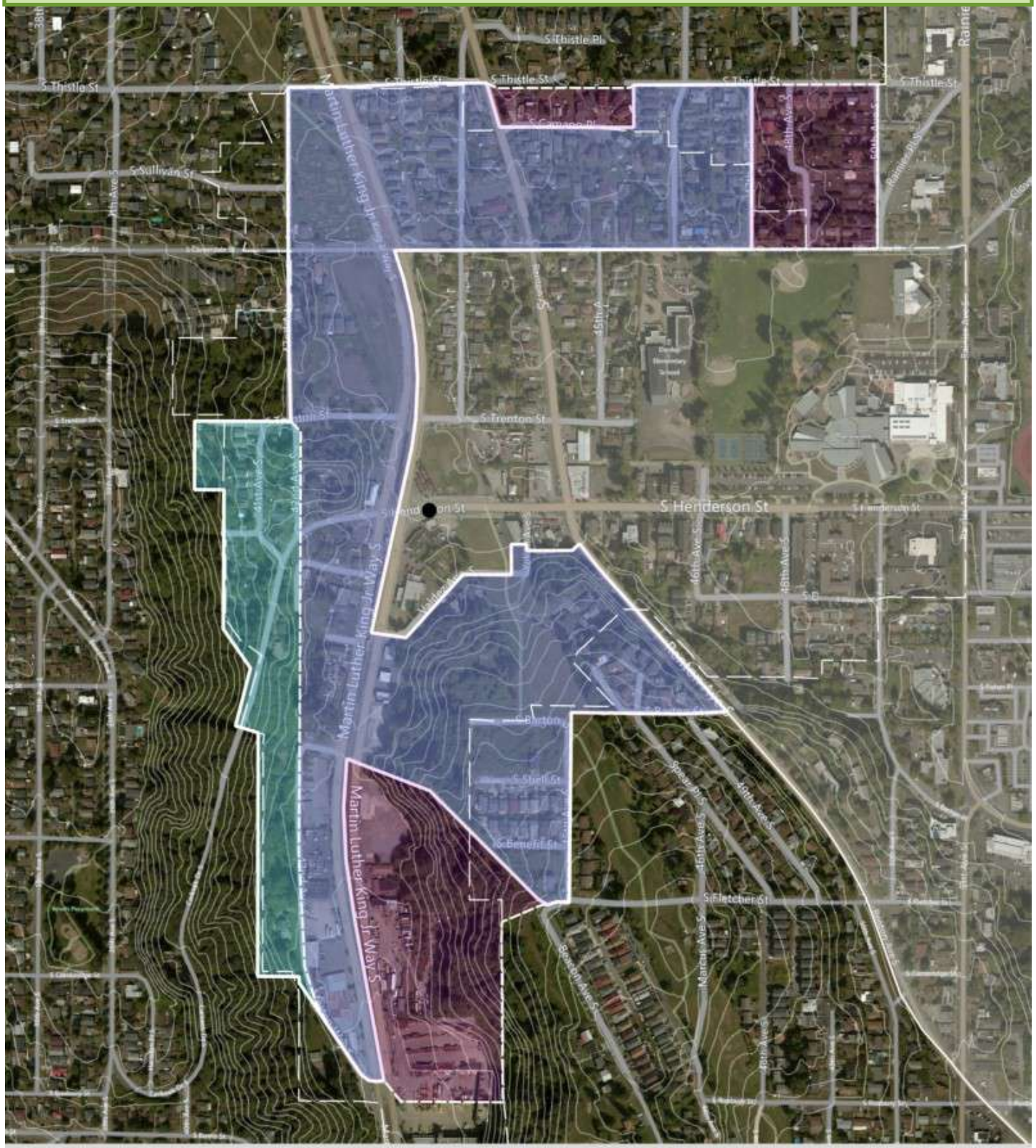
Proposed Boundaries



Rainier Beach Boundary Adjustments



Legend

Transit Walkshed Boundary Adjustment

- Boundary Opt. 1
- Boundary Opt. 2

- City GIS Walkshed Boundary
- City GIS Walkshed Center

N

0 250 500 750 1000 ft

Roosevelt Residential Urban Village

The expansion areas add mostly single family, with small areas of mixed use blocks added east and west along NE 65th St and south along the Roosevelt Way NE corridor.

There is very little change in residential density (HUs/acre).

The southern extension adds significant area of useable open space (Cowen Park).

New boundaries incorporate Ravenna Blvd. and its proposed cycle track. No new transit access. Sidewalk coverage is good with the exception of one block of the western expansion area.

Village Characteristics

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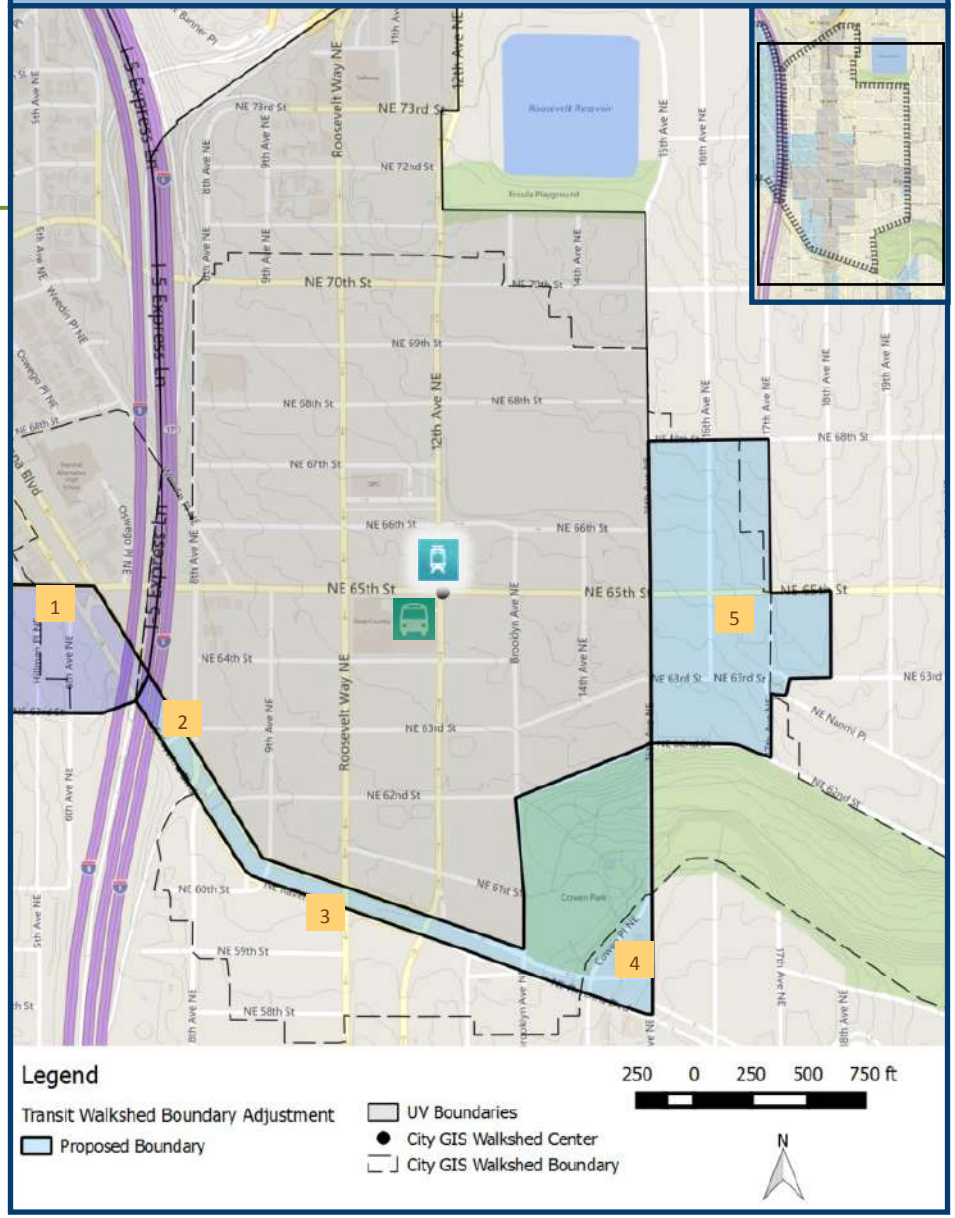
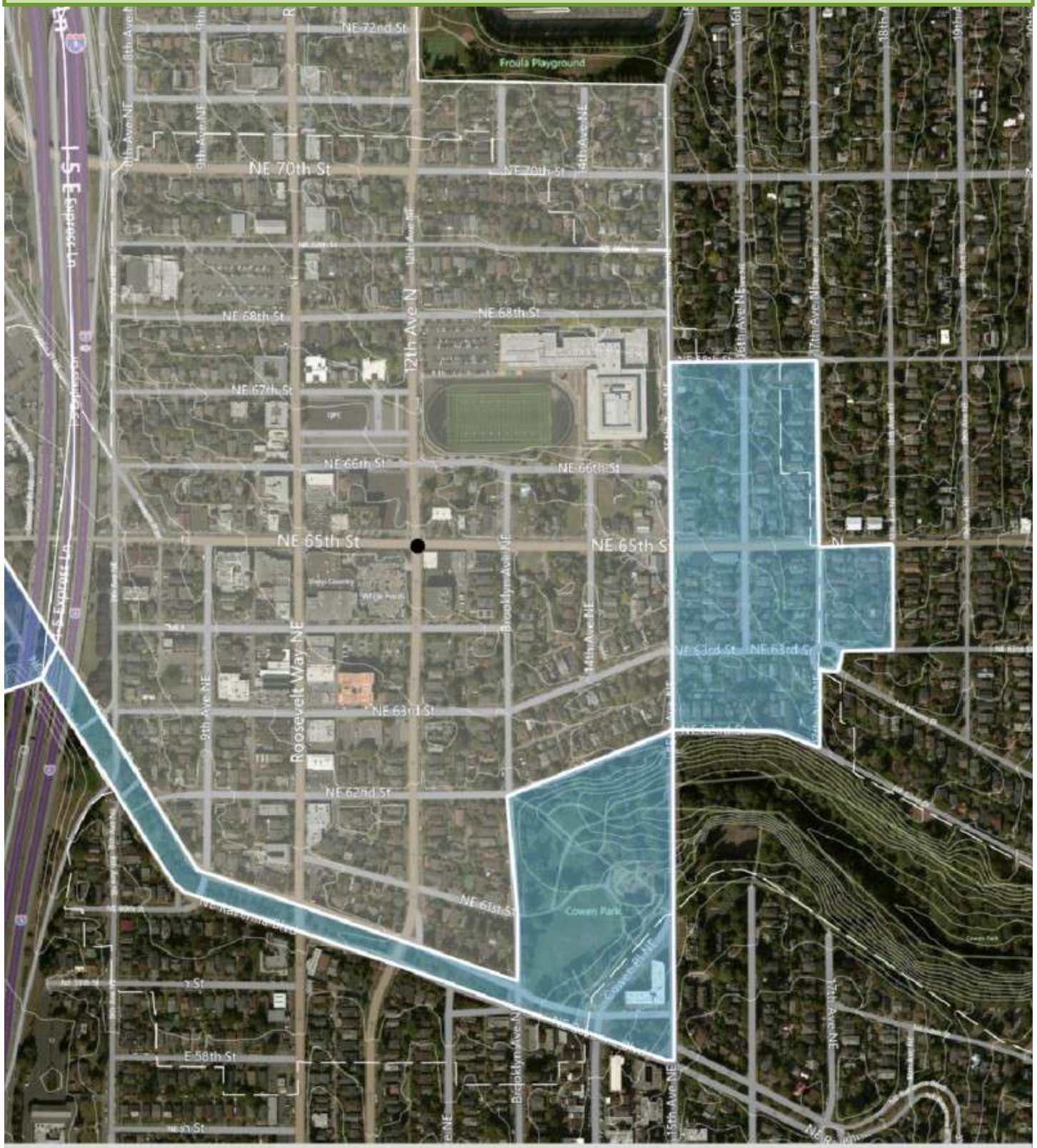
Proposed Boundaries



Roosevelt Boundary Adjustments



NE 130th Ave

Residential Urban Village

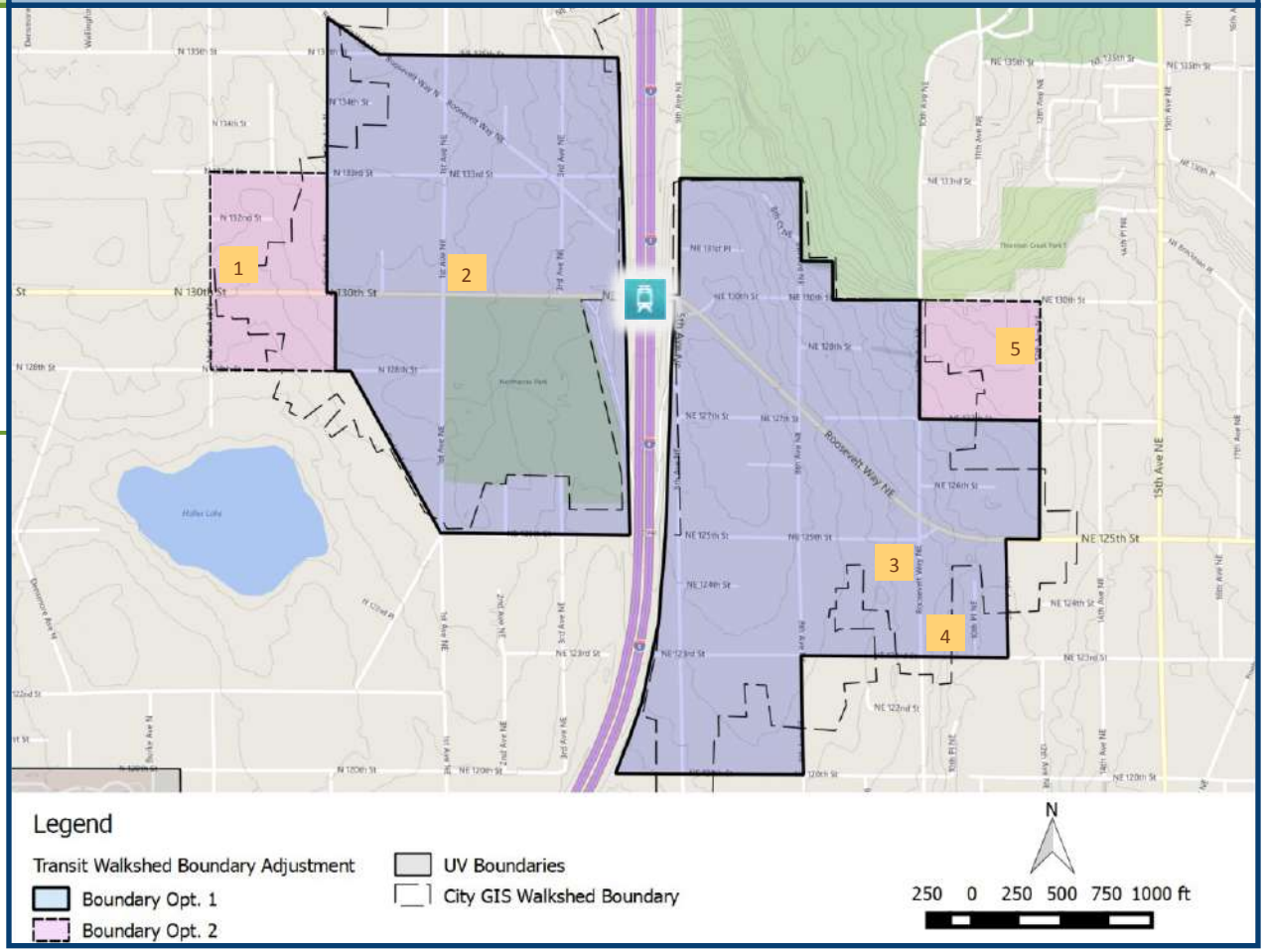
The establishment of a new village at NE 130th at I-5 (Haller Lake, Jackson Park and Pinehurst neighborhoods) with over 200 acres, would make it among larger residential villages. The area has very low residential density, with predominantly large lot SF, and a limited areas of mixed use/MF primarily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

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

Village Characteristics

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

Proposed Boundaries

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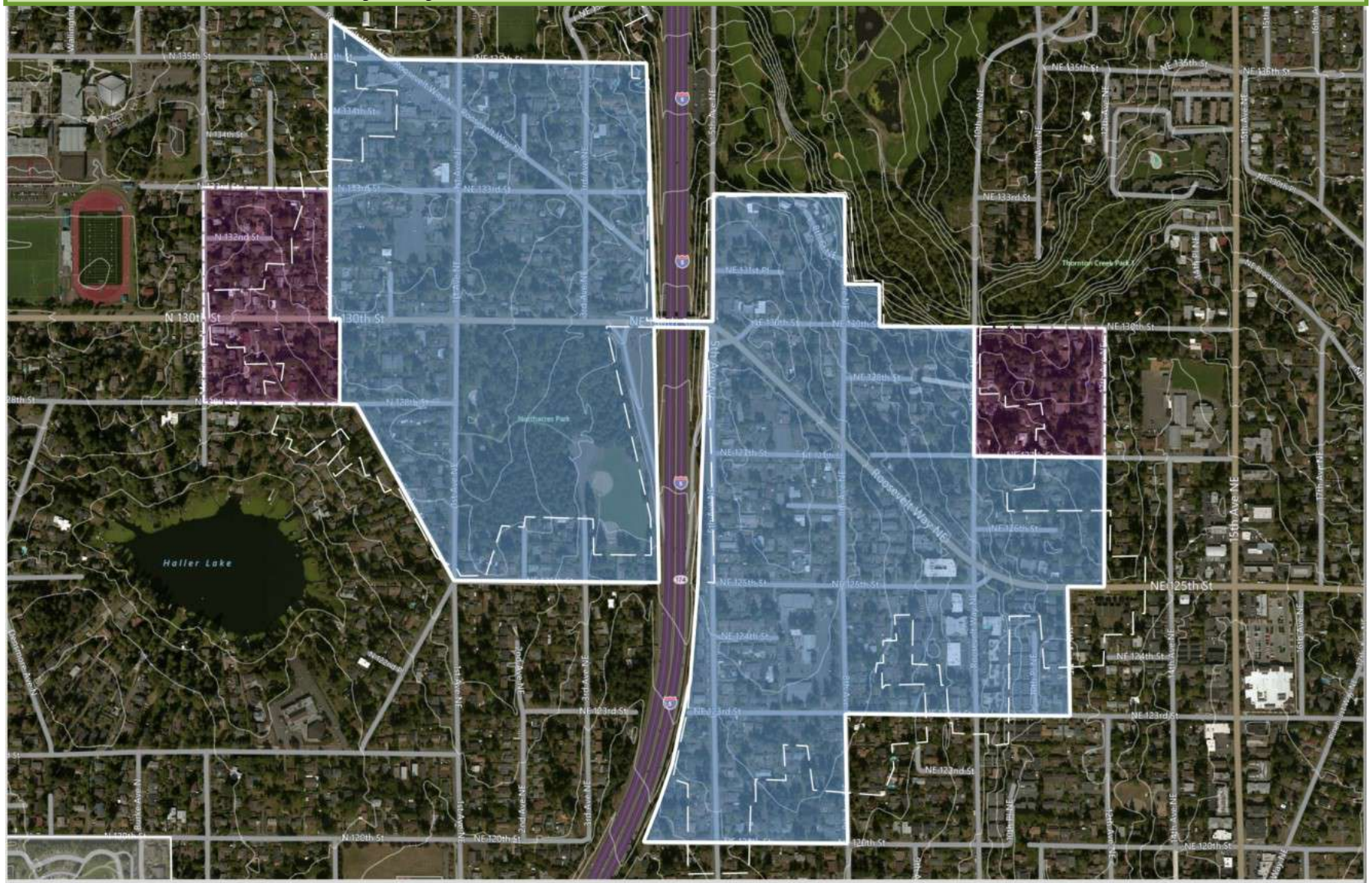
NE 130th Ave Boundary Adjustments



Urban Village Land Use Boundary Adjustments

Northgate

Uptown

Bitter Lake Village

Lake City

Eastlake

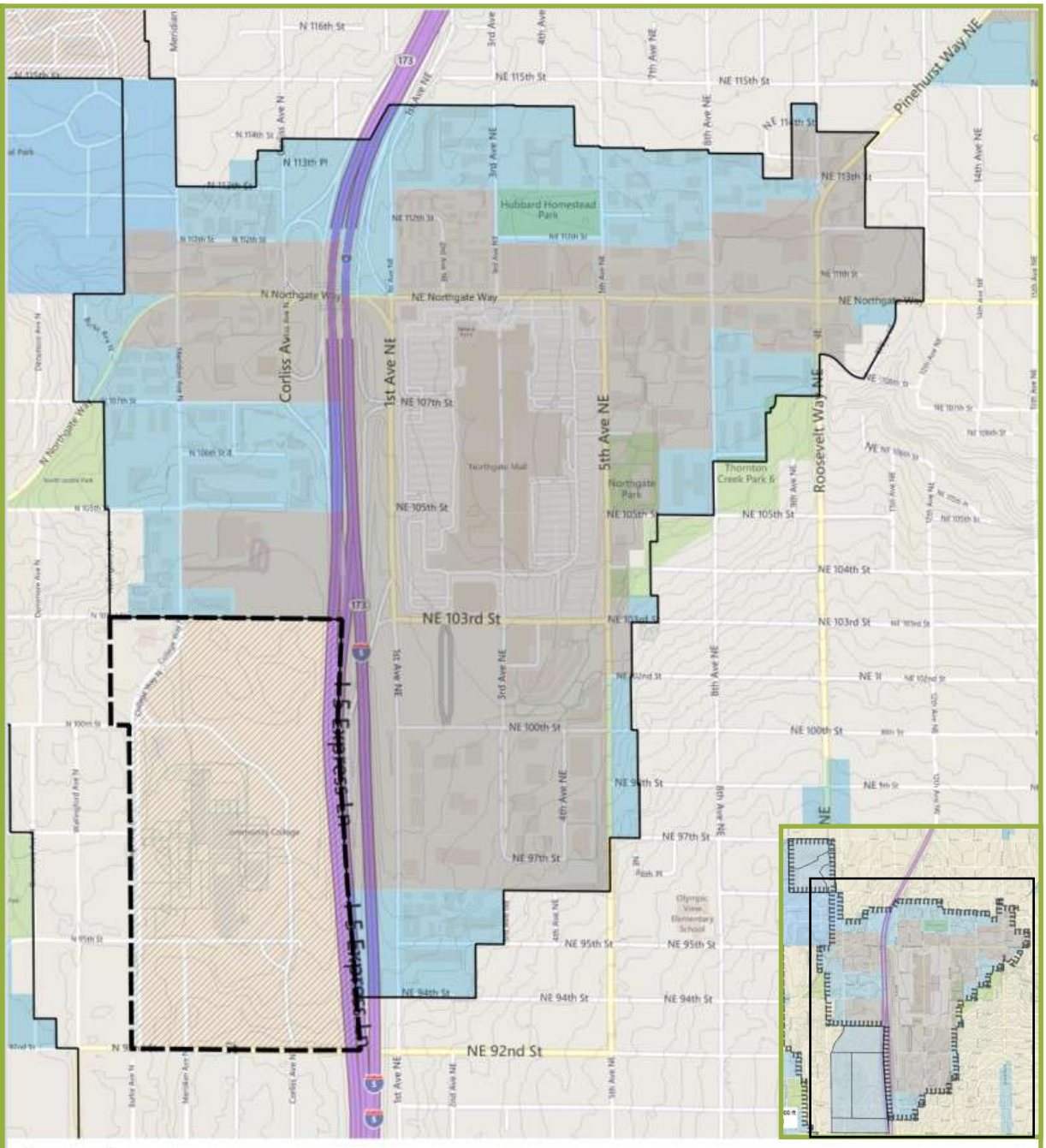
Madison Miller

Upper Queen Anne

Cherry Hill

Northgate

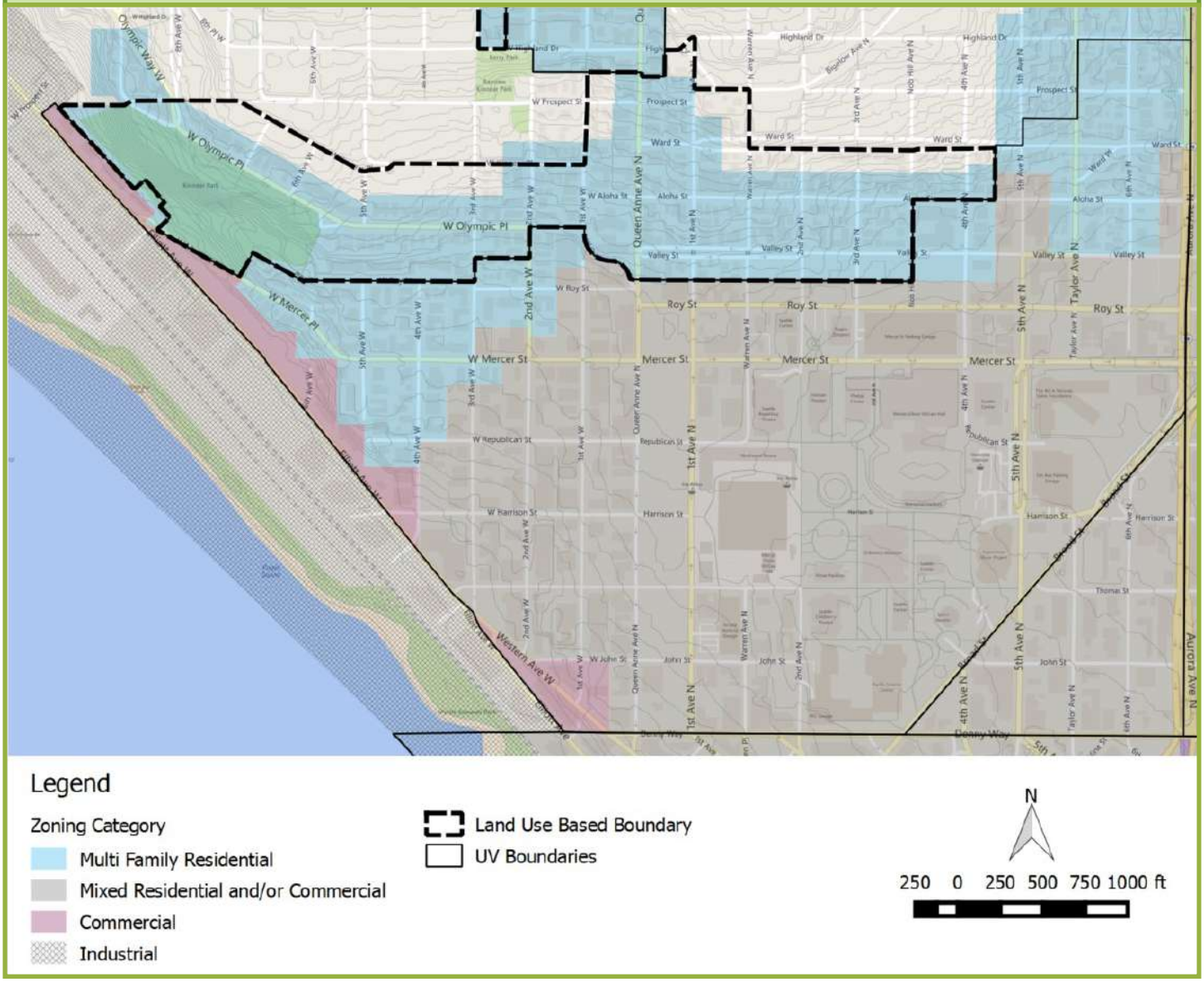
Urban Center



Village Characteristics

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

Uptown Urban Center

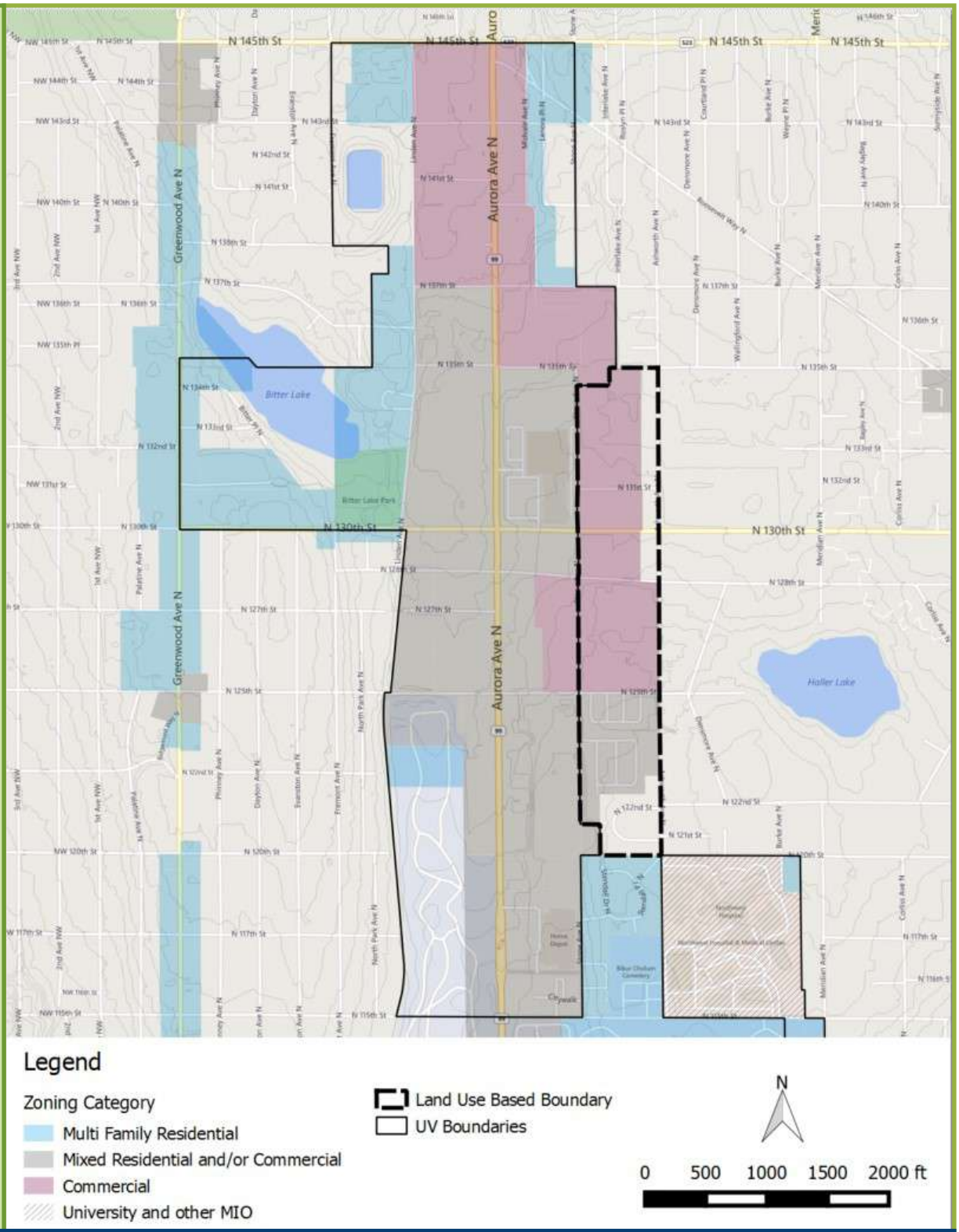


Village Characteristics

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

Bitter Lake

Hub Urban Village

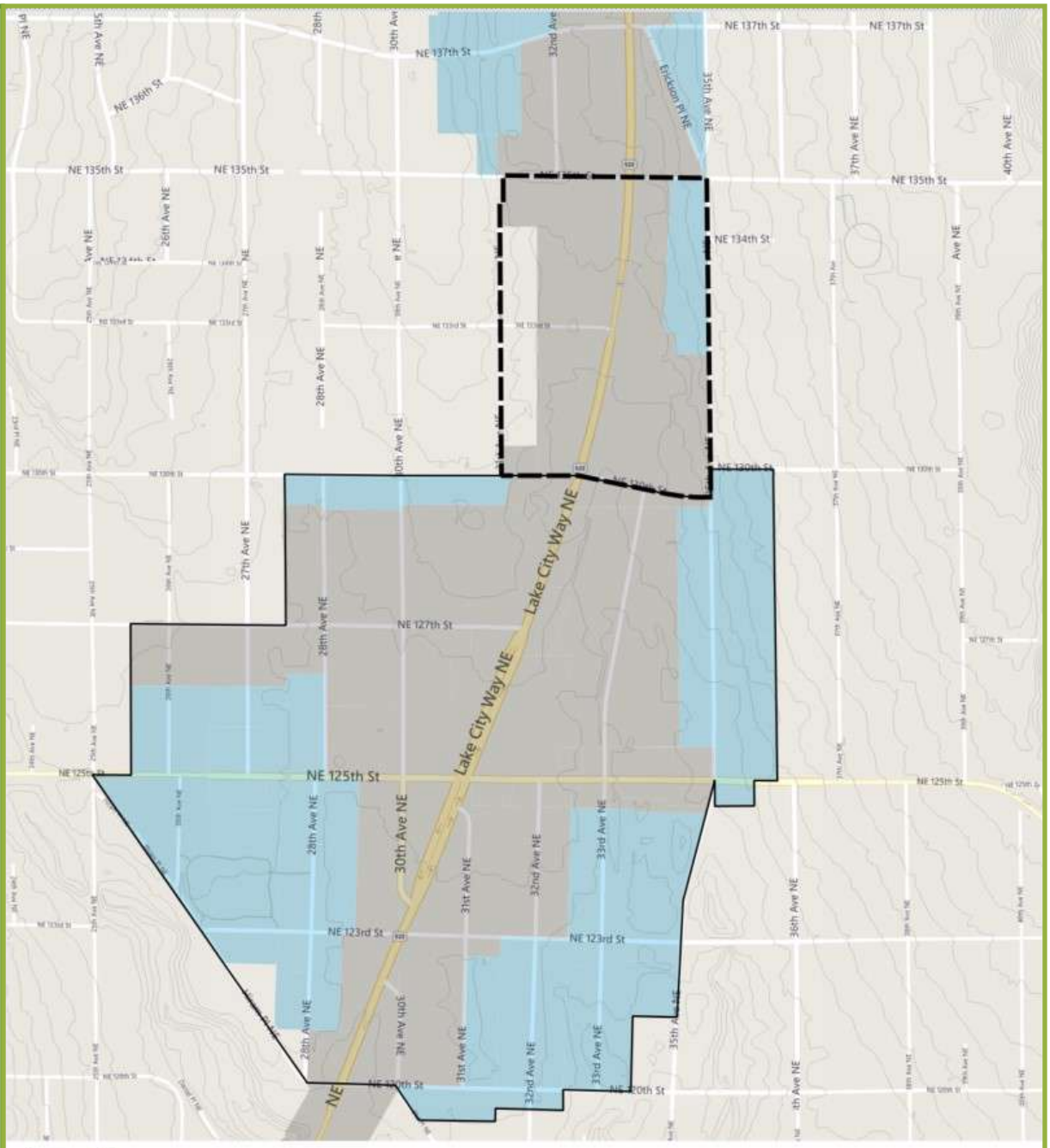


Village Characteristics

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

Lake City

Hub Urban Village

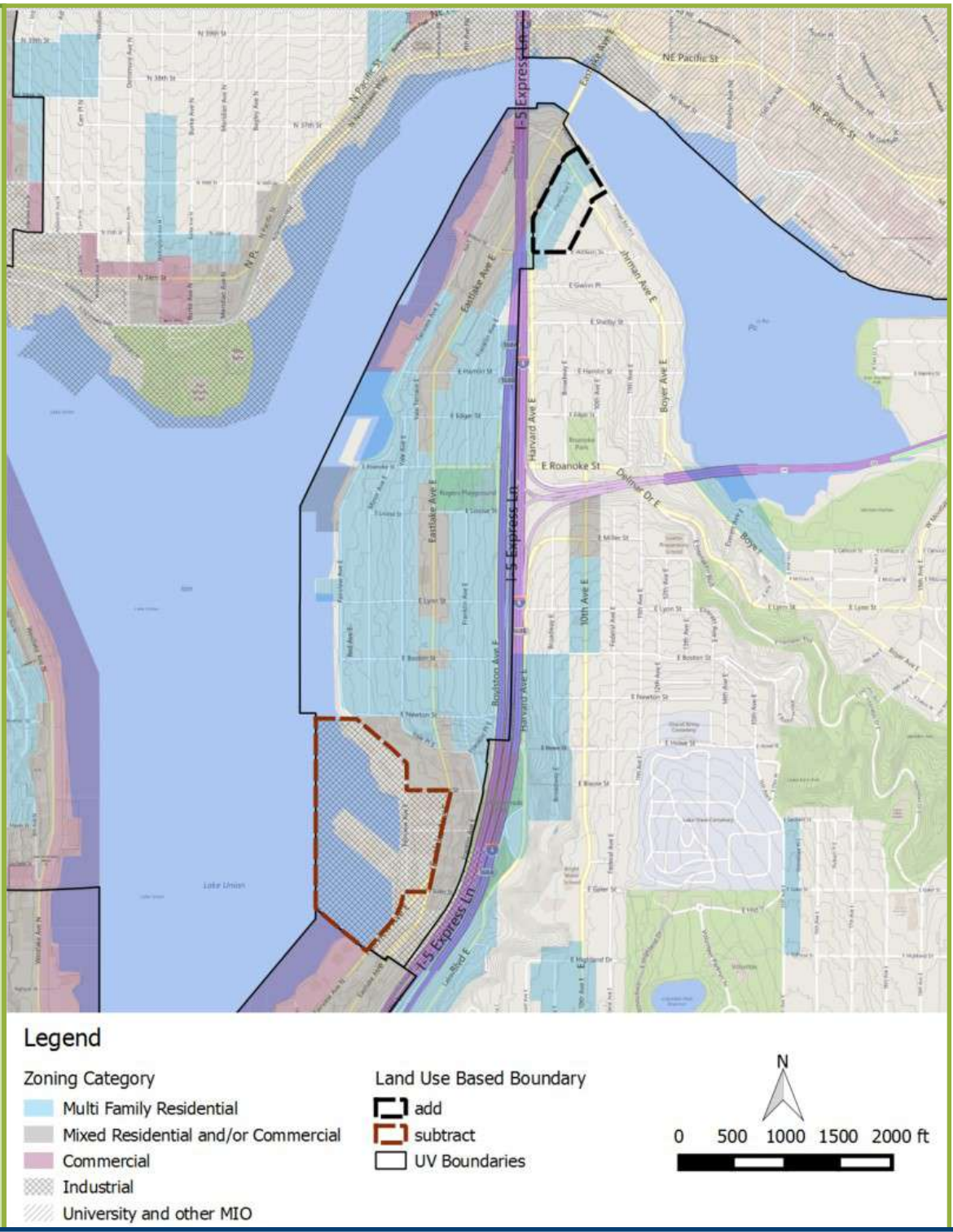


Village Characteristics

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

Eastlake

Residential Urban Village

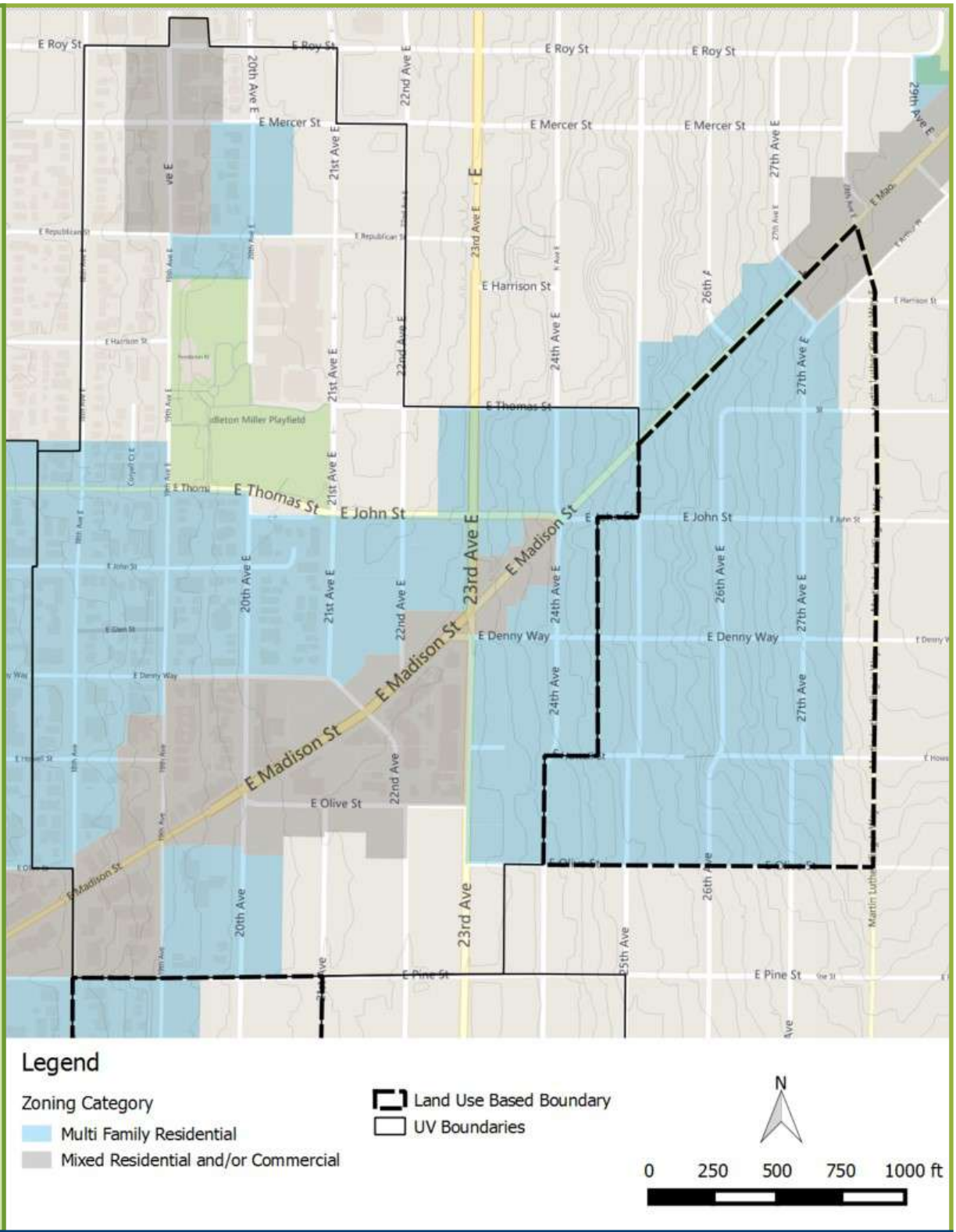


Village Characteristics

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

Madison-Miller

Residential Urban Village

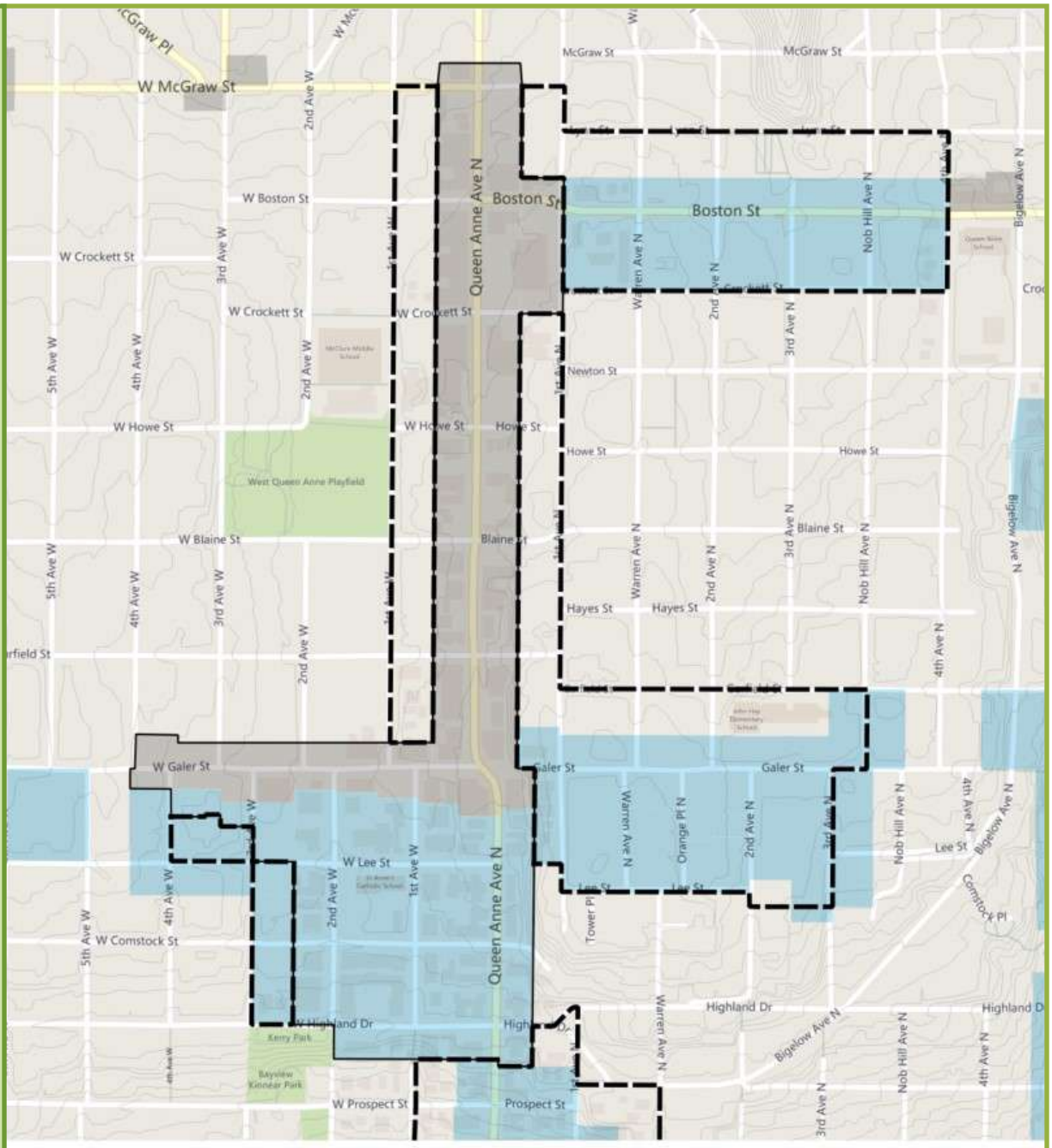


Village Characteristics

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

Upper Queen Anne

Residential Urban Village

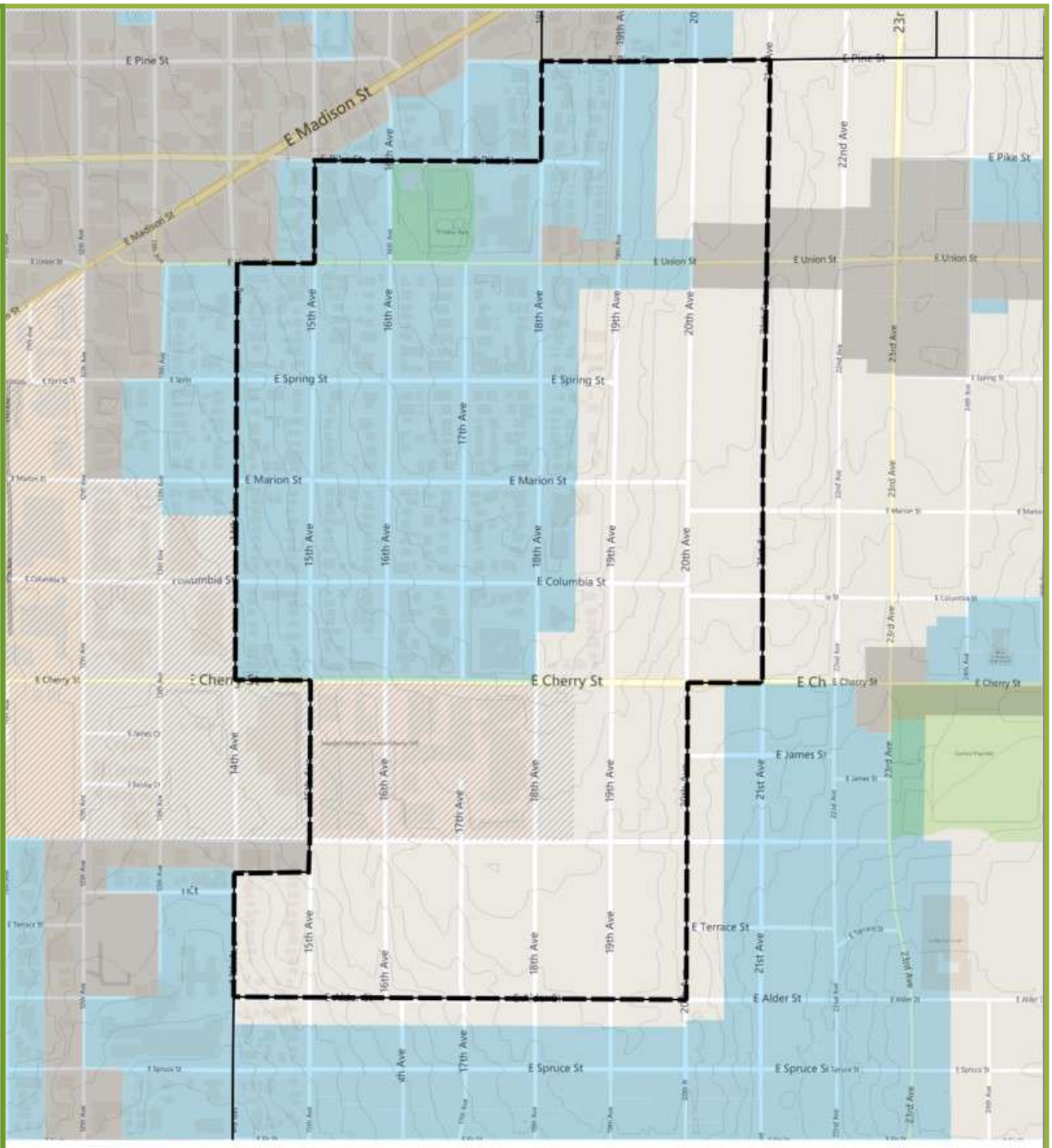


Village Characteristics

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

Cherry Hill

Proposed Urban Village



Village Characteristics

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

Task 2.3 Areas of Transition

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

A. Identify and map proposed Areas of Transition

B. Review applicability of current UV policies and SMC rezone criteria

C. Establish UV Boundary Expansion Threshold Criteria consistent with policies and rezone criteria

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

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

1) Areas of Transition to be considered for urban village expansion: a transition area should be within a ½ mile (approximately) transit walk-shed of existing or future planned frequent service transit center, hub, or primary transit route origin/destination. Physical barriers and topography shall also be considered in determining the ½ mile walkshed range.

2) Areas of Transition of may be subject to the same general and location specific rezone criteria (SMC 23.34) review and analysis prior to a future rezone and will require City Council adoption.

3) Areas of Transition considered for expansion of villages should support UV goals and policies, and the following urban village criteria:

   A. Transit access

   B. Desired mix of uses, density goals, and development capacity

   C. Bicycle and Pedestrian facilities and access

   D. Village Open Space area, and access to parks and village open space

4) Areas of Transition should consider City Council adopted neighborhood plans that apply to the area proposed for inclusion within an urban village.

5) Industrially zoned lands should not be considered for inclusion within urban centers or other UV villages

6) Consider possible impacts on race, social equity, displacement, and access to opportunity

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

Legend: ● Satisfied ○ Partial Empty box: does not meet criteria

Red: Incompatible criteria Yellow: High Displacement - Low Opportunity

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

Transit Supportive Density

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

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

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

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

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

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

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

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

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

Sources:

"Seattle Transit Network Development Plan," Seattle Department of Transportation, 2004.

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

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

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

Task 3 — Evaluate Livability Characteristics for Urban Villages

Scope of Work:

3.1 Building on the research of the Seattle Sustainable Neighborhood Assessment Project and other available best practice research, identify what additional physical characteristics of urban villages most influence livability, particularly in higher density urban centers where substantial growth in new households is expected to occur. Characteristics could include:

A. Area of parks and open space
B. Proximity to parks and open space
C. Tree Canopy Coverage
D. Proximity to cycle tracks, neighborhood greenways and other trails
E. Range of retail, commercial, services, and amenities appropriate to the village classification

3.2 Consider if new policy is needed to encourage desirable characteristics and/or development standards that the City should aim to achieve in urban villages to specifically address attractiveness and livability in Seattle's downtown and other urban centers.

3.3 Where village research supports, consider new livability criteria to complement current and proposed urban village designation criteria.

3.4 Consider 4 to 6 possible indicators for benchmarking and tracking livability in the Seattle 2035 comprehensive plan

Livability in Seattle

Introduction

In recent years, Seattle has consistently ranked as one of America's most livable big cities. This is a strength the city should build on as it welcomes an anticipated 120,000 new residents over the next 20 years. Seattle planners are doing just that, and have incorporated livability into numerous goals and policies of the Seattle 2035 Draft Comprehensive Plan. As written in the Growth Strategy section of the Seattle 2035 Draft Comprehensive Plan, "This Plan envisions a city where growth helps to **build stronger communities**, **heightens our stewardship of the environment**, leads to **enhanced economic opportunity and security for all** residents, and is accompanied by **greater race and social equity** across Seattle's communities."

But it is not always clear what the terms "livability" and "livable communities" mean, what their components are, and how those components translate into real policies and tangible quality of life improvements. To help clear the way for an achievable and measurable livability strategy for Seattle, this report delves into various definitions and characteristics of livability, based on a thorough review of academic and professional literature. From this research we evaluate best practice livability characteristics are, and consider those characteristics most important and relevant to Seattle. These livability characteristics are then matched up with goals and policies identified in the Draft Comprehensive Plan, particularly the Urban Village Element, and checked for gaps. This review will inform our recommendations for potential new livability policy and criteria.

Definition of Livability

The simplest definition comes from the Merriam Webster dictionary, which defines livability as, "suitability for human living." Within the realm of city planning and community development, the term takes on more specific components that create a framework for vibrant urban environments. According to the Partners for Livable Communities, "Livability is the sum of the factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities."

Livability Characteristics

Various interpretations of livability and its components have emerged from a broad range of sources – professional organizations, academic journals, city governments, and other institutions involved in urban development, policy, and public health. There is no universally applicable set of criteria, as every city is unique and must be measured according to its own sense of place, culture, environment, values, and goals. However, a thorough literature review on livability reveals several recurring themes and principles. These will be assembled into a working list of livability characteristics and then applied as appropriate to fit Seattle's unique character and social, environmental, and economic conditions. In the end, this list will serve as a reference point for evaluating the completeness of the livability goals and policies written in the Seattle 2035 Draft Comprehensive Plan.

Literature Review of Livability Characteristics

Economist Intelligence Unit Livability Index

Every year the EIU conducts a comprehensive survey of the world's largest cities that provides a useful snapshot of global development, stability, and economics. It scores cities based on metrics that fit within five livability categories: stability, healthcare, culture & environment, education, and infrastructure, with subcategories as follows:

-Stability
Prevalence of petty crime
Prevalence of violent crime
Threat of terror
Threat of military conflict
Threat of civil unrest/conflict

-Healthcare
Availability of private healthcare
Quality of private healthcare
Availability of public healthcare
Quality of public healthcare
Availability of over-the-counter drugs
General healthcare indicators (World Bank)

-Culture & Environment
Humidity/temperature rating
Discomfort of climate to travelers
Level of corruption
Social or religious restrictions
Level of censorship
Sporting availability
Cultural availability
Food and drink
Consumer goods and services

-Education
Availability of private education
Quality of private education
Public education indicators (adapted from World Bank)

-Infrastructure
Quality of road network
Quality of public transport
Quality of international links
Availability of good quality housing
Quality of energy provision
Quality of water provision
Quality of telecommunication

Godschalk and Rouse, "APA Pas Report 578 – Sustaining Places"

This report was published by the American Planning Association for the 2015 National Planning Conference in Seattle. It establishes the planning professional's best practices for writing plans that "sustain places," and includes a list of priorities for shaping livable communities. These are: livable built environment, harmony with nature, resilient economy, interwoven equity, healthy community, responsible regionalism, authentic participation, and accountable implementation. Within the first category are 11 standards for a livable built environment: multimodal transportation; transit-oriented development; coordinate regional transportation investments with job clusters; provide complete streets; plan for mixed land-use patterns that are walkable and bikeable; plan for infill development; encourage design standards appropriate to the community context; provide accessible public facilities and spaces; conserve and reuse historic resources; implement green building design and energy conservation; and discourage development in hazard zones.

Brian Ohm, "Reforming Land Planning Legislation at the Dawn of the 21st Century: The Emerging Influence of Smart Growth and Livable Communities"

Ohm, an assistant professor of urban planning at the University of Wisconsin-Madison, reviews the core principles for livable communities as established by the Smart Growth Network. These mostly concern aspects of the built environment but also comment on the development process. They advise planners to: mix land uses; take advantage of compact building design; create housing opportunities and choices; create walkable communities; foster distinctive, attractive communities with a strong sense of place; preserve open space, farmland, natural beauty, and critical environmental areas; strengthen and direct development toward existing communities; provide a variety of transportation choices; make development decisions predictable, fair, and cost-effective; and encourage community and stakeholder collaboration in development decisions. He adds that increasing density is an underlying requirement for many of these principles.

American Association of Retired People (AARP) Public Policy Institute Livability Index

AARP has developed a livability index measuring a broad range of characteristics, including social, economic, and environmental indicators. The topic areas are housing, neighborhood, transportation, environment, health, engagement, and opportunity.

Housing:
Housing accessibility: Basic passage
Housing options: Availability of multi-family housing
Housing affordability: Housing costs
Housing affordability: Housing cost burden
Housing affordability: Availability of subsidized housing

Neighborhood:
Proximity to destinations: Access to grocery stores and farmers' markets
Proximity to destinations: Access to parks
Proximity to destinations: Access to libraries
Proximity to destinations: Access to jobs by transit
Proximity to destinations: Access to jobs by auto
Mixed-use neighborhoods: Diversity of destinations
Compact neighborhoods: Activity density
Personal safety: Crime rate
Neighborhood quality: Vacancy rate

Transportation:
Convenient transportation options: Frequency of local transit service
Convenient transportation options: Walk trips
Convenient transportation options: Congestion
Transportation costs: Household transportation costs
Safe streets: Speed limits
Safe streets: Crash rates
Accessible design: ADA-accessible stations and vehicles

Environment:
Water quality: Drinking water quality
Air quality: Regional air quality
Air quality: Near-roadway pollution
Air quality: Local industrial pollution

Health:
Healthy behaviors: Tobacco use
Healthy behaviors: Obesity prevalence
Healthy behaviors: Access to exercise opportunities
Access to health care: Health care professional shortage areas
Quality of health care: Preventable hospitalization rate
Quality of health care: Patient satisfaction

Engagement:
Internet access: Broadband cost and speed
Civic engagement: Opportunity for civic involvement
Civic engagement: Voting rates
Social engagement: Social involvement index
Social engagement: Cultural, arts, and entertainment institutions

Opportunity:
Equal opportunity: Income inequality
Economic opportunity: Jobs per worker
Education: High school graduation rate
Multi-generational communities: Age diversity

Fresno Community Scorecard

This scorecard measures a wide spectrum of Fresno's attributes that affect its overall livability. These include people, agriculture, culture/quality of life, economic vitality, education, equity, health, housing, safe community, strong families, and sustainable infrastructure. The emphasis is on social and economic indicators rather than qualities of the built environment.

Duany and Plater-Zyberk, "Lexicon on the New Urbanism"

These authors are the thought leaders on New Urbanism, a planning approach that values traditional neighborhood design and aims to enhance livability in America's cities and towns. To them, for a city to achieve livability, "neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice." Their selection of quality of life elements include agriculture, climate, education, infrastructure, security, outreach, regulation, societal factors (health, services, and housing), and multi-modal transportation.

American Institute of Architects' 10 Principles for Livable Communities

The AIA advocates for the use of ten key principles for planning livable communities, focusing solely on the built environment. These include: design on a human scale; provide choices (in housing, employment, shopping, transportation, and recreation); encourage mixed-use development; preserve urban centers; vary transportation options; build vibrant public spaces; create a neighborhood identity; protect environmental resources; conserve landscapes (open space, farms, and habitat); and prioritize good design.

Zanella, Camanho & Dias – Selected indicators to assess cities' livability

In an academic paper from the Universidade do Porto in Portugal, the authors establish indicators to assess European cities' livability based on elements of human wellbeing and environmental impact. The components they employ include housing quality; accessibility and transportation; human health; economic and social development; education; culture and leisure; solid waste; and air pollutants. Each is broken down into easily measurable metrics.

Vera Prosper, "Creating Livable Communities"

In an essay published in Capital Commons Quarterly: The Dynamics of Aging and Our Communities, Prosper discusses both tangible and intangible elements of a livable community, with extra attention to the needs of elderly residents. The tangible elements are choices in housing options; accessible homes, buildings, and public spaces; walkable communities and complete streets; accessible, affordable transportation; choices in mobility options; sustainable homes and communities (green building, smart growth); healthy living environments; flexible zoning and land-use policies; access to appropriate and affordable basic necessities (healthy food, social spaces, amenities, services, and healthcare); safe neighborhoods; opportunities for active engagement in community life by residents of all ages, cultures, and abilities; good educational opportunities; and meaningful volunteer and paid work opportunities. The intangible elements are a sense of community; community empowerment; social capital; and community character (including aesthetic qualities, historic elements, and level of health and safety). Prosper describes the two categories as equally important to community livability.

Ewing and Clemente, "Measuring Urban Design"

The authors have devised a detailed formula for a livable city based solely on principles of urban design. The principles are:

Imageability – the quality of a place that makes it distinct, recognizable, and memorable

Enclosure – the degree to which streets and other public spaces are visually defined by buildings, walls, trees and other vertical elements. The height of vertical elements should be proportional to the width of the space, creating a room-like quality.

Human scale – a size, texture, and articulation of physical elements that match the size and proportions of humans and correspond to the speed at which humans walk.

Transparency – the degree to which people can see or perceive what lies beyond the edge of a street or other public space and, more specifically, the degree to which people can see or perceive human activity beyond the edge of a street or other public space.

Complexity – the visual richness of a place. Depends on the variety of the physical environment, i.e. the numbers and kinds of buildings, architectural diversity and ornamentation, landscape elements, street furniture, signage, and human activity.

Coherence – a sense of visual order, influenced by consistency and complementarity in the scale, character, and arrangement of buildings, landscaping, street furniture, paving materials, and other physical elements.

Legibility – the ease with which the spatial structure of a place can be understood and navigated as a whole. Is improved by a street or pedestrian network that provides travelers with a sense of orientation and relative location, aided by physical reference points.

Linkage – physical and visual connections from building to street, building to building, space to space, or one side of the street to the other, which tend to unify disparate elements. Tree lines, building projections, and marked crossings all create linkage.

City of Vancouver, BC

Vancouver has long modeled its urban planning goals and strategies on a vision for enhancing livability in the urban core. This approach has worked well, putting Vancouver on several lists of the world's most livable cities. The city's website lists the following strategies for maintaining livability:

- Create communities that prioritize sustainable modes of transportation, minimizing our dependence on cars
- Facilitate high-quality urban design that contributes to an attractive, functional, memorable, and safe city
- Incorporate parks and open spaces, sidewalks and walkways, bodies of water, trees, landscaping and lighting into the urban fabric
- Protect the beauty of the city and its surroundings, while allowing for density and growth

It also provides a list of livability components unique to Vancouver. These include protection of the environment; maintenance of a diverse economy; provision of accessibility through land use; delivery of services for residents and businesses; housing choices; a balanced city budget; and the involvement of citizens in planning and delivery. While Vancouver, like most large North American cities, has yet to overcome the lack of affordable housing and struggles with social inequality, these strategies remain useful and can be adapted to reflect Seattle's priorities for housing affordability and social equity.

Summary of Most Common Characteristics and Outliers

This literature review has provided a vast array of livability characteristics to draw from as we compile a list for Seattle. The sources show great variation in focus, scope, and measurability. Many cover a broad spectrum of physical, social, economic, and environmental conditions, while others zero in on characteristics of the built environment. Some are applicable on the global scale, and some are designed for the local neighborhood context. For the purpose of this review, we have focused on characteristics related to the built environment, which can be assessed and measured by analyzing context, urban scale, and other physical attributes. Social characteristics are not excluded; they are simply measured by how they are manifested in the built environment. For example, education is measured not by graduation rates or test scores, but by the number and distribution of schools across the city. The same approach is taken for measuring public health, economic vitality, public safety, and access to services. Listed below are the livability characteristics found in at least two of the literature sources. There were also a few outliers – characteristics listed in only one source, but worthy of consideration.

Commonalities

- Mix of Uses
- Walkability
- Variety of housing options
- Variety of transportation options – make it easy to travel by transit, biking, or walking, while downplaying car dominance
- Provision of public open space
- Preservation of natural environment
- Quality infrastructure – roads, bridges, transit, water lines, electricity, drainage, etc.
- Public engagement
- Sense of place/historic preservation
- Quality urban design on a human scale
- Strong economy
- Public safety
- Access to services and amenities (including good schools, neighborhood service centers, libraries, and arts and cultural resources)
- Public health and food access

Outliers

Godschalk and Rouse's report for APA is the only source to emphasize regional coordination, accountable implementation, and prioritizing infill development. Ewing and Clemente offer a unique approach based on micro-analysis of urban design qualities. In addition, the City of Vancouver is the only source to include a balanced city budget as a livability characteristic. Lastly, the Economist Intelligence Unit incorporates levels of opportunity, including income inequality, into its livability calculations, which is of particular importance to Seattle.

Public Input

While academic interpretations of livability are important in this research, it is just as essential to consult with the people of Seattle on their priorities for making their city livable. Seattleites have weighed in on this issues through public meetings, online surveys, and other engagement opportunities. Two resources are particularly helpful for this report: the public comments on the Comprehensive Plan Draft EIS, and the 2014 SSNAP Survey of Sustainability Indicators. These findings have been incorporated into the recommended livability characteristics for Seattle.

Seattle 2035 Comprehensive Plan Draft EIS Comments

- Housing affordability, displacement and equity interests
- Impacts of growth on land use, neighborhood character, activity levels
- Questioning of growth assumptions and rationales
- Transportation impacts relating to all modes of travel
- Schools, parks/open space, fire and police impacts
- Tree canopy and climate action interests

Seattle Sustainable Neighborhoods Assessment Project (SSNAP) Survey of Sustainability Indicators

In 2014 the Department of Planning and Development surveyed 535 Seattle residents on the importance of 22 sustainability indicators developed in a 2014 SSNAP study by Steinbrueck Urban Strategies for the City of Seattle. The top six indicators that were favored most are: Transit Ridership, Vehicle Traffic, Crime-Related 911 calls, City Investment in Infrastructure and Capital Facilities, Housing Cost Burden, and Area of Parks and Open Space.

Selection of Key Livability Characteristics for Seattle

Based on the literature review and the issues identified locally by the public, we have assembled a list of livability characteristics most appropriate to Seattle:

1. Mix of Uses
2. Walkability & Human Scale Development
3. Multimodal Transportation
4. Housing Choice & Affordability
5. Access to Public Open Space
6. Preservation of the Natural Environment/Adaptation to Climate Change
7. Quality Public Infrastructure
8. Sense of Place/Historic Preservation
9. Economic Vitality
10. Access to Services & Amenities
11. Public Health & Food Access
12. Public Safety
13. Public Engagement
14. Social Equity & Opportunity

In checking Seattle's attention to these livability goals, the best current resource is the City's recently published Seattle 2035 Draft Comprehensive Plan. The Plan encapsulates the goals and policies guiding the city's next two decades, written by city planners and informed by public commentary. We find many of the plan's goals and policies align very closely with the livability principles identified in our broad literature review. The language in the plan will be analyzed alongside the principles from the literature sources and checked for major differences. Any significant gaps will be considered for new policies.

Seattle 2035 Draft Comprehensive Plan – Growth Strategy Element
Analysis of Livability Characteristics and Corresponding Goals & Policies

The Growth Strategy Element of the Draft Comprehensive Plan is a good place to start in our assessment of livability characteristics in the Plan, because it includes the Urban Village Strategy, which sets goals, policies, and criteria for urban villages. It also contains key language on livability goals; according to the section introduction, the Growth Strategy aims to support and advance:

- Variety of housing options and employment growth
- Walkable communities with good transit
- Services and the infrastructure needed to support growth
- Respect for the natural environment and enhancements to the city's cultural resources

The following chart highlights the specific goals and policies that correspond with the livability characteristics we have identified for Seattle, and identifies areas not covered.

Livability Characteristic	Corresponding Goals	Corresponding Policies
1. Mix of Uses	No goal	GS2.2 Compact mixed use neighborhoods; GS2.7 Density, mix of uses & transit; GS2.14 Commercial activity
2. Walkability & Human Scale Development	GSG4 Sense of place, human scale, community identity	GS2.7 Density, mix of uses & transit; GS2.12 Ten minute walkshed; GS3.2 Employment growth near residential areas; GS4.14 Walkability; GS4.18 Varied building forms; GS4.23 Reduce setbacks
3. Multimodal Transportation	No goal	GS2.2 Compact mixed use neighborhoods; GS2.4 Transportation, utilities, open space; GS2.7 Density, mix of uses & transit; GS2.8 Limit scattered growth
4. Housing Choice & Affordability	GSG2 Equitable outcomes in housing and jobs	GS2.2 Compact mixed use neighborhoods-variety of housing options; GS2.9 Control displacement; GS2.15 Housing and jobs for marginalized populations; GS4.15 Design standards for multifamily zones
5. Access to Public Open Space	No goal	GS2.4 Transportation, utilities, open space; GS4.14 Walkability-public open space
6. Preservation of the Natural Environment/Adaptation to Climate Change	GSG4 Sense of place, natural setting	GS4.1 Preserve & restore natural features; GS4.3 Integrate ecological functions with infrastructure; GS4.4 Respect topography and natural systems; GS4.6 Sustainable landscaping
7. Quality Public Infrastructure	No goal	GS2.2 Investment in compact mixed use neighborhoods; GS2.4 Transportation, utilities, open space; GS2.6 Access to services, transit GS2.7 Density, mix of uses & transit; GS4.3 Integrate ecological functions with infrastructure; GS4.13 Street design
8. Sense of Place/Historic Preservation	GSG4 Sense of place, history, community identity	GS4.8 Preserve identity and historical areas
9. Economic Vitality	GSG2 Equitable outcomes in housing and jobs	GS2.2 Mixed use neighborhoods with most of city's new jobs; GS2.6 Jobs for variety of household types; GS2.14 Commercial activity; Housing and jobs for marginalized populations; GS3.2 Jobs near housing
10. Access to Services & Amenities	No goal	GS2.2 Mixed use neighborhoods with services; GS2.4 Transportation, utilities, open space and other services; GS2.6 Services, educational opportunities for range of household types; GS2.9 Prevent displacement of services; GS3.5 Distribute growth to maximize access to opportunity and amenities;
11. Public Health & Food Access	No goal	GS2.13 Access to healthful food; GS4.17 Use of land, rooftops to grow food
12. Public Safety	No goal	No policies
13. Public Engagement	No goal	GS3.7 Adjust growth estimates according to neighborhood plan updates
14. Social Equity & Opportunity	No goal	GS2.6 Access to services, transit, education, jobs; GS2.9 Control displacement; GS2.15 Housing and jobs for marginalized populations; GS3.4 Measure benefits and burdens for marginalized populations; GS3.5 Distribute growth to maximize opportunity for low-income neighborhoods

Analysis of Existing and Proposed Seattle 2035 Goals & Policies, Organized by Livability Principles

This section lists each of the livability characteristics matched with the goals and policies gathered from all sections of the Draft Comprehensive Plan that most directly address the characteristic. Within each category, goals and policies are organized by the element in which they appear in the Plan. This analysis provides a clear view of which livability characteristics are well covered in the plan, and which are only lightly discussed. Where there are gaps, we have included proposed new goals and policies, along with some minor edits, to help strengthen the Plan's coverage of livability.

1. Mix of Uses

GOAL

-Land Use

LUG10 Create and maintain strong, successful commercial /mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and opportunities for expanding existing businesses and services, and promote economic development and neighborhood vitality, while also accommodating residential development in livable environments that are compatible with the desired commercial function.

POLICY

-Land Use

LU10.16 Use a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use in pedestrian-oriented commercial/mixed use zones to achieve:

- A harmonious blend of commercial and residential uses
- Strong, healthy business districts that reinforce a sense of place, while providing essential goods, services and livelihoods for Seattleites, especially residents who are within walking distance of these places
- Mixes of commercial activity that are compatible with development in adjacent areas;
- Residential development that is both appealing for residents and compatible with the desired commercial function of the area
- An active, attractive, accessible, walkable pedestrian environment with continuous commercial street frontages

2. Walkability & Human Scale Development

GOAL

-Land Use

LUG6 Regulate off-street parking to address parking demand that may vary across the city in ways that reduce reliance on automobiles, lower construction costs, create attractive and walkable environments, and promote economic development throughout the city.

-Growth Strategy

GSG4 Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity as the city grows and changes.

POLICIES

-Growth Strategy
GS4.14 Design urban villages to be walkable, using approaches such as clear street grids, pedestrian connections between major activity centers, incorporation of public open spaces, and commercial buildings with retail and active uses that flank the sidewalk.
GS4.18 Use varied building forms and heights to enhance attractive and walkable neighborhoods.
GS4.23 Encourage street widths and building heights that are in proportion with each other by reducing setbacks from the street and keeping reasonable sidewalk widths for lower buildings.
-Transportation
T1.2 Design transportation infrastructure in urban centers and villages to support compact, accessible, and walkable neighborhoods for all ages and abilities.

Proposed Walkability/Human Scale Goals & Policies

GOALS
-Transportation
New Goal: Complete the city's network of pedestrian facilities, with an emphasis on urban centers and villages.

POLICIES
-Transportation
New Policy: Promote sidewalk coverage, maintenance, ADA accessibility, and pedestrian safety throughout the city.
New Policy: Ensure Safe Routes for children walking or biking to school by providing well maintained and ADA accessible sidewalks, bicycle pathways, neighborhood greenways, and traffic control infrastructure along primary routes to schools.

-Growth Strategy > Urban Design > Built Environment
New Policy: Encourage through development regulations and neighborhood design review of new development that complements established urban form, is humanly scaled and attractive, that integrates with walkable streetscapes, range of open spaces and landscaping.
Edited Policy: GS4.18 Use varied building forms and heights *that are humanly scaled* to enhance attractive and walkable neighborhoods.

3. Multimodal Transportation

GOAL
-Transportation
TG3 Meet people's mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.

POLICIES
-Transportation
T1.3 Invest in transportation projects and programs further progress towards meeting Seattle's mode share goals and reduce dependence on personal automobiles, particularly in urban centers.

T2.1 Designate space in the public right-of-way to accommodate multiple travel modes, including transit, freight movement, pedestrians, bicycles, general purpose traffic, and shared transportation options.
T3.1 Develop and maintain high-quality, affordable and connected bicycle, pedestrian, and transit facilities.
T3.3 Consider the income, age, ability, and vehicle ownership patterns of populations throughout the city in developing transportation systems and facilities so that all residents, especially those most in need, have access to a wide range of affordable travel options.
T6.1 Reduce collisions for all modes of transportation and work toward a transportation system that produces zero fatalities and serious injuries.

4. Housing Choice & Affordability

GOALS
-*Land Use*
LUG9 Achieve a residential development pattern consistent with the urban village strategy that includes increased availability of a variety of housing types and densities suitable for a wide range of household types and income levels, including opportunities for both home ownership and renting, and that promotes walking and transit use near employment concentrations, residential services and amenities.
-*Housing*
HG1 Help ensure that all people have fair and equal access to housing in Seattle.
HG3 Achieve a mix of housing types that provide opportunity and choice throughout Seattle for people of various ages, races, ethnicities, cultural backgrounds, household sizes, types, and incomes.

POLICIES
-*Land Use*
LU9.8 Allow a variety of housing types to accommodate a wide range of housing needs for a diversity of households in all residential zones.
-*Housing*
H3.1 Identify strategies for accommodating a variety of housing sizes and designs in ways that reflects the unique character of each neighborhood.
H5.5 Increase housing choice and opportunity by funding extremely low-, very low-, and low income rental housing throughout Seattle, especially in areas where less rent/income restricted housing is available, including in high-cost areas with high frequency transit, parks, quality public schools, and other amenities where greater subsidies may be needed.
H5.19 Implement strategies and programs to help ensure a range of housing opportunities affordable to Seattle's workforce.

5. Access to Public Open Space

GOALS
-*Parks and Open Space*
PG1 Provide a variety of outdoor and indoor spaces throughout the city for all people to play, learn, contemplate, and build community.

POLICIES
-*Parks and Open Space*

P1.1 Continue to expand the City's park holdings, with special emphasis on serving urban centers and urban villages and areas that have been traditionally under-served.
P1.10 Design open spaces that protect the natural environment and provide light, air, and visual relief within the built environment.

Proposed Public Open Space Policies

POLICIES
-*Growth Strategy > Urban Design > Public Space*
New Policy: Urban centers and villages shall have useable public open space in close proximity and within a ½ mile walking distance from most places of work and residences.
New Policy: Strive to achieve a minimum of 1 acre of village open space per one thousand housing units within ½ mile walking distance of the urban village.

6. Preservation of the Natural Environment/Adaptation to Climate Change

GOALS
-*Land Use*
LUG17 Protect the ecological functions and value of environmentally critical areas, including wetlands and fish and wildlife conservation areas; prevent erosion caused by development on steep slopes; and protect public health, safety and welfare in hazard-prone areas, including areas subject to landslides, liquefaction or floods, while permitting development that is reasonable in light of these constraints.
-*Environment*
EG1 Foster healthy trees, vegetation, and soils to improve human health, provide wildlife habitats, reduce drainage costs, give residents across the city access to nature, and increase the quality of life for all Seattleites.
EG3 Reduce Seattle's greenhouse gas emissions by 58 percent from 2008 levels by 2030 and become net carbon neutral by 2050.
EG4 Prepare for the likely impacts of climate change including changing rain patterns, increased temperatures and heat events, shifting habitats, more intense storms, and rising sea level.
-*Utilities*
UG2 Maximize the conservation of potable water, drainage function, electricity, and material resources by the utilities and their customers.

POLICIES
-*Growth Strategy*
GS4.1 Encourage the preservation, protection, and restoration of Seattle's distinctive natural features and land forms such as bluffs, beaches, streams, and remaining evergreen forests.
-*Land Use*
LU17.2 Limit impacts to environmentally critical areas and their surrounding buffers by directing activities away from these areas and by applying standards to design, siting, and on grading and other land-disturbing activity.

LU17.17 Regulate development in and around the banks of streams, creeks and lakes wetlands to protect the natural functions and values of these areas from the potential negative effects of urban development.
-Housing
H4.3 Implement green home-building and renovation requirements.
-Utilities
U2.3 Remain carbon neutral in the generation of electricity by relying first on energy efficiency, second on renewable resources, and, when fossil fuel use is necessary, offsetting the release of greenhouse gases.
U2.4 Strive to be carbon neutral in the delivery of drinking water, drainage, sewer, and solid waste services.
U2.6 Prevent pollutants and high flows from damaging aquatic systems by minimizing impervious surfaces, minimizing stormwater runoff, reducing contamination of street runoff and storm water, addressing combined sewer overflows, and minimizing illegal discharges into water bodies.
-Environment
E1.2 Strive to increase citywide tree canopy coverage to 40% over time.
E3.1 Expand transit, walking, bicycling, and shared transportation infrastructure, and services to provide safe and effective options for getting around that also produce low or zero emissions.
E3.5 Reduce the amount of waste generated while at the same time increasing the amount of waste that is recycled and composted.
E4.1 Consider projected climate impacts when developing plans or designing and siting infrastructure, to maximize the function and longevity of infrastructure investments, while also minimizing impacts on marginalized populations, and fostering resilient social and natural systems.
E4.2 Prioritize actions that reduce risk and enhance resilience in populations nearest the likely impacts of climate change, including especially marginalized populations and seniors since these groups often have the fewest resources to respond to changing conditions and therefore may be more severely impacted.

Proposed Natural Environment/Climate Change Goals & Policies

GOAL
-Environment
New Goal: Seattle strives to be a resilient city in its social, community, natural systems and built environments that responds to and adapts more readily to sudden shocks and stresses, and/or possible sustained and prolonged disruptions to food, water, energy, resources, and infrastructure and supply networks, to bounce back in difficult times and live healthier in more stable times.

POLICIES
-Environment
New Policy: Work to transform Seattle's transportation system, utilities, water quality and storm water management into a citywide, integrated green infrastructure through planning and development of new eco-districts, district energy, localization, and innovative strategies to utilize eco-system services.

-Growth Strategy > Urban Design > Natural Environment
New Policy: Protect and enhance Seattle's natural forested areas and increase Seattle's tree canopy coverage within urban centers and villages and throughout the city
New Policy: Achieve a 30 percent tree canopy coverage within urban centers and villages by 2035.

7. Provision of Quality Infrastructure

GOAL
-*Utilities*
UG3 Site and design facilities so that they help to efficiently and equitably provide services to all
Seattleites and maximize their value within the communities where they are located.
TG8 Maintain and renew existing transportation assets to ensure the long-term viability of investments, reduce on-going costs, and promote safe conditions.

POLICIES
-*Transportation*
T8.1 Maintain the transportation system to keep it operating and maximize its useful life.
-*Utilities*
U1.8 Support proactive asset management programs for the renewal and replacement of utility infrastructure to ensure compliance, safety and reliability.

8. Sense of Place/Historic Preservation

GOALS
-*Growth Strategy*
GSG4 Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity as the city grows and changes.
-*Land Use*
LUG16 Maintain the city's cultural identity and heritage by rehabilitating, restoring, and reusing structures in designated historic districts and landmarked sites, objects and structures.
-*Arts and Culture*
ACG5 Preserve assets of historic, architectural, archeological or social significance.

POLICIES
-*Growth Strategy*
GS4.8 Preserve characteristics that contribute to communities' general identity, such as block and lot patterns and areas of historic, architectural or social significance.
-*Land Use*
LU15.5 Reflect the character of historic development in the design and massing of infill structures and encourage preservation of character buildings.
LU16.1 Support the designation of areas as historic and special review districts and for the designation of structures, sites, and objects as City of Seattle landmarks in order to protect, enhance, and perpetuate their historical or architectural identities.
-*Capital Facilities*
CF1.5 Encourage the protection, enhancement and adaptive reuse of City-owned historic facilities.

-Arts and Culture
AC5.3 Work with neighborhoods to identify additional historic and cultural resources that should be considered for protection.

Proposed Sense of Place/Historic Preservation Policies

POLICIES
-Growth Strategy > Urban Design > Built Environment
New Policy: Support completion of neighborhood historic resources surveys throughout the city, and identify and seek to protect eligible historic landmarks within urban centers and villages, and outside of villages.

9. Economic Vitality

GOALS
-Land Use
LUG10 Create and maintain strong, successful commercial /mixed-use areas that provide a focus for the surrounding neighborhood and that encourage new businesses, provide stability and opportunities for expanding existing businesses and services, and promote economic development and neighborhood vitality, while also accommodating residential development in livable environments that are compatible with the desired commercial function.
-Economic Development
EDG1 Encourage vibrant commercial districts in urban centers and villages.
EDG2 Enhance strategic industry clusters that build on Seattle's competitive advantages.
EDG3 Encourage a business climate that supports new investment, job creation, and resilience.
EDG4 Encourage the development of a highly trained and well-educated local work force that effectively competes for meaningful and productive employment, earns a living wage, meets the needs of business and increases opportunities for social mobility.
EDG5 Strengthen the entrepreneurial environment for start-ups and small businesses.

POLICIES
-Economic Development
ED1.1 Enhance the downtown core as the economic center of the city and the region, and strengthen its appeal as home to many of Seattle's vital professional service firms, high technology companies and regional retail, as well as cultural, historic, entertainment, convention and tourist facilities.
ED1.2 Promote a comprehensive approach to strengthen neighborhood business districts through organization, marketing, business and retail development, and a clean, safe, walkable and attractive environment.
ED1.5 Support independently owned and operated retail and restaurants in commercial districts to reinforce local neighborhood and cultural identity and strengthen the local economy.
ED2.2 Encourage collaboration among businesses within and across industry clusters in the areas of marketing, research, capital and talent acquisition, and expansion of highly skilled jobs.

ED3.2 Strive to make the business climate more competitive through use of transparent and predictable regulations, efficient approval processes, and reasonable taxes, fees and utility rates.
ED4.2 Increase job training, internships and placement to overcome high barriers to employment and achieve greater racial and social inclusion in the workforce.
ED4.3 Encourage all businesses to pay a living wage, provide necessary employment benefits and hire local residents.

Proposed Economic Vitality Policies

POLICIES
-*Growth Strategy > Urban Village Strategy*
New Policy: Encourage a concentration and diversity of businesses, goods and services, including start-ups, small owner-operated businesses and locally sourced products within urban centers and villages.
New Policy: Protect small and disadvantaged/minority owned neighborhood businesses from displacement.

10. Access to Services & Amenities (Quality Schools, Libraries, Neighborhood Service Centers, Arts and Cultural Resources)

GOALS
-*Capital Facilities*
CF3 Locate capital facilities to achieve efficient citywide delivery of services, support an equitable distribution of services, minimize environmental impacts and maximize facilities' value to the communities in which they are located.
-*Arts and Culture*
ACG2 Enhance support for artists, creative professionals and cultural organizations, allowing them to grow and mature.
-*Community Wellbeing*
CWG4 Support an education system and opportunities for life-long learning that strengthen literacy and employability for all Seattle residents.
CWG6 Provide equitable opportunity and access to services for all Seattle residents.

POLICIES
-*Capital Facilities*
CF5.3 Partner with Seattle Public Schools to plan for expected growth and to encourage the siting, renovation, and expansion of school facilities in or near urban centers and villages.
-*Arts and Culture*
AC4.2 Create incentives to preserve or expand space for artists, arts organizations and other cultural uses.
AC4.6 Encourage the designation of existing clusters of cultural spaces as cultural districts.
-*Community Wellbeing*
CW4.4 Support the Seattle Public Schools efforts to create safe learning environments in and after school that promote academic and personal achievement for all children and youth

CW4.9 Work with colleges, universities, other institutions of higher learning, and community based organizations to promote life-long learning opportunities and encourage the broadest possible access to libraries, community centers, schools, and other existing facilities throughout the city.
CW6.1 Enhance opportunities for people with low incomes, disabilities, limited English, cultural barriers, time constraints, transportation limitations, and other barriers to gain access to services they need.
CW6.6 Celebrate the richness of diversity through cultural activities and events that bring people together to experience ethnic and cultural traditions.
CW7.6 Encourage neighborhood organizations to address a broad range of human service issues to match neighborhood or community strengths and needs, and to identify solutions that make service delivery more relevant, responsive, accessible, and user-friendly.

Proposed Access to Services and Amenities Policies

POLICIES
-*Growth Strategy > Urban Village Strategy*
New Policy: Encourage neighborhood-based arts and cultural resources within urban centers and villages and throughout the city.

-*Capital Facilities*
New Policy: All residents within urban centers and villages and outside villages should have equal access to schools, libraries, neighborhood service centers, and arts and cultural resources within reasonable travel distance.

Public Health & Food Access

GOAL
-*Community Wellbeing*
CWG3 Create a healthy environment where community members of all ages, stages, and life circumstances are able to aspire to and achieve a healthy life, are well nourished, and have access to affordable health care.

POLICIES
-*Community Wellbeing*
CW3.1 Encourage Seattle residents to adopt healthy and active lifestyles to improve their general health and well-being and to promote healthy aging. Provide affordable opportunities for people to participate in fitness and recreational activities and to enjoy available open space.
CW3.4 Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, addiction services, and long-term care by collaborating with community organizations and health providers to advocate for quality health care and broader accessibility to services.
CW3.5 Support efforts to provide access to healthy, affordable food for all people in Seattle.
CW3.8 Encourage local food production, processing, and distribution through the support of home and community gardens, farmers markets, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community.
CW3.10 Support access to preventive interventions at agencies that serve the homeless, mentally ill, and chemically dependent populations.
-*Growth Strategy*

GS2.13 Support convenient access to healthful food for all areas where people live by encouraging grocery stores, farmers' markets and community food gardens.
-*Transportation*
T3.10 Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding.
-*Housing*
H4.1 Provide programs, regulations, and enforcement to help ensure that all housing is healthy and safe and meets basic housing maintenance requirements.

Proposed Public Health and Food Access Policies

POLICY
-*Growth Strategy > Urban Village Strategy*
Edited Policy: GS2.13 Support convenient access to healthful food for all areas where people live by encouraging grocery stores, farmers' markets and community food gardens *easily accessible by walking and transit.*

11. Public Safety

GOAL
-*Community Wellbeing*
CWG5 Reduce violence and the incidence of crimes, and increase the sense of security throughout the city.

POLICIES
-*Community Wellbeing*
CW5.1 Coordinate across City departments and with other agencies to address violence, abuse, and exploitation and to hold offenders accountable.
CW5.8 Encourage a policing strategy that works in partnership with the community to reduce crime through education and enforcement, and encourage communities to build block-by-block networks to prevent crime, develop social networks, and solve common problems.
CW5.9 Provide competent, professional, and efficient City criminal justice services that hold those who commit crimes accountable, reduce recidivism, and achieve a fair and just outcome.
CW2.4 Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.

Proposed Public Safety Goals & Policies

GOAL
-*Growth Strategy > Urban Design*
New Goal: The design, maintenance, and use of city streets, open spaces, and other public places and new development shall support enhance quality of life and work to reduce both the fear of, and incidence of crime.

POLICY
-*Growth Strategy > Urban Design*
New Policy: Consider the application of Crime Prevention Through Environmental Design (CPTED) design principles of Natural Surveillance, Access Control, and Territoriality in review of new development, parks, open spaces and public facilities.

-*Capital Facilities > Facility Siting*
New Policy: Ensure adequate and timely fire and emergency response service throughout the city.

12. Public Engagement

GOALS
-*Growth Strategy*
GSG1 Have strategies that prepare the City for the challenges and opportunities of growth and that represent the needs and desires of a broad cross-section of city residents and business owners.
-*Community Wellbeing*
CWG1 Make Seattle a place where everyone feels they can be active in family, community, and neighborhood life; where they help each other, contribute to the vitality of the city, and create a sense of belonging among all Seattleites.

POLICIES
-*Growth Strategy*
GS1.3 Engage Seattle residents and businesses in discussions leading to the adoption of plans that guide growth, City government activities, and City services so that the outcomes reflect the public's values and concerns.
-*Housing*
H2.6 Engage local communities, particularly in neighborhoods with marginalized populations, to identify and jointly address unique housing and community amenity or service needs.
-*Community Wellbeing*
CW1.4 Partner with other governments, schools, institutions, and community-based organizations to involve people of all backgrounds meaningfully in planning and decision-making that impact their community and their personal well-being.
-*Neighborhood Planning*

NP1.2 Engage a wide range of people from the neighborhood in each neighborhood planning process, including homeowners, renters, business owners, and employees, with special emphasis on groups who have historically been under-represented.

13. Social Equity & Opportunity

GOALS

-*Community Wellbeing*

CWG6 Provide equitable opportunity and access to services for all Seattle residents.

-*Housing*

HG1 Help ensure that all people have fair and equal access to housing in Seattle.

-*Environment*

EG5 Seek to ensure that environmental benefits are equitably distributed and environmental burdens are minimized and equitably shared by all Seattleites.

POLICIES

-*Community Wellbeing*

CW3.4 Seek to improve the quality and equity of access to health care, including physical and mental health, emergency medical, addiction services, and long-term care by collaborating with community organizations and health providers to advocate for quality health care and broader accessibility to services.

CW6.1 Enhance opportunities for people with low incomes, disabilities, limited English, cultural barriers, time constraints, transportation limitations, and other barriers to gain access to services they need.

CW6.2 Promote culturally responsive and relevant service delivery from City departments and other agencies.

CW6.3 Provide opportunities for, and actively recruit, diverse representation on City of Seattle boards, commissions, and advisory committees that contribute to City decision-making.

CW6.4 Promote respect and appreciation for diversity of ability, age, culture, economic status, gender identity, national origin, race, religion, and sexual orientation, including economic, racial, cultural and individual differences; and support efforts to achieve diversity throughout the city.

CW6.5 Promote race and social justice, human and civil rights, and mutual respect to reduce intolerance.

-*Housing*

H1.1 Take the lead in creating a culture grounded in fair housing doctrine so that everyone fully understands the rights protected by federal, state, and local fair housing laws and the City becomes a leader in the protection of those rights.

-*Environment*

E5.1 Consider the cost and benefits of policy and investment options on different communities, including the cost of compliance as well as outcomes.

E5.2 Prioritize investments, policies, and programs that address existing disparities in the distribution of environmental burdens and benefits.

-*Transportation*

T10.6 Prioritize investment by considering life-cycle costs, safety, environmental benefits, ability to reduction of greenhouse gas emissions, and benefits to public health. Race and social equity should be a key factor in selecting transportation investments.

-*Capital Facilities*

CF1.8 Leverage investments to create training and living wage job opportunities, particularly for low-income and local residents.

Proposed Social Equity and Opportunity Goals & Policies

GOAL
-*Economic Development*
New Goal: Strive to reduce the level of income inequality among Seattle residents and alleviate its negative effects on quality of life, livability, and community cohesion.

POLICY
-*Economic Development*
New Policy: Measure income inequality at the subarea level and citywide, and by race.
New Policy: Enact strategies to reduce income inequality and ensure a livable wage for all.

-*Housing > Diversity of Housing*
New Policy: Work to reduce concentrations of poverty, especially in neighborhoods of low opportunity, and promote socioeconomic diversity by placing affordable housing in neighborhoods of high opportunity.

Other Proposed New Goals, Policies, and Edits *[not tied to Livability Characteristics]*

Growth Strategy > Planning for Growth

Edited Policy: GS1.5 Monitor *functional characteristics* of urban centers and villages to track *and report* changes over time, including in the number of housing units and jobs, population, *densities, village open space,* and public investments, and use this information to make decisions about conducting further planning or providing additional investments to help meet the needs of residents in these locations.

Growth Strategy > Urban Village Strategy

Edited Policy: GS2.2 Encourage *public and private* investments and activities in urban centers and urban villages that will enable those areas to flourish as compact mixed-use neighborhoods designed to accommodate the majority of the city's new jobs and housing, provide services and employment close to housing, and promote efficient use of public services, including transit, with housing options for a variety of households and a range of incomes.

Edited Policy: GS2.9 Use zoning and other planning tools in places where growth and development are expected to shape the amount and pace of growth in ways that will control displacement of marginalized populations *and small businesses,* community services and institutions, and *increase opportunities for historically disadvantaged communities.*

Edited Policy: GS2.11 Permit varying sizes of urban villages based on local conditions, but limit sizes so that most village areas are within *easy* walking distance *from transit hubs,* employment, and service areas in the village.

Urban Village Boundary Expansion and Transition Areas

[*New Section to add between Urban Village Strategy and Distribution of Growth*]

Proposed New Goal:

GSG3 Allow the creation of new urban centers and villages, village boundary expansions and areas of transition where supported by frequent transit within easy walking distances, and where desired densities and other functional criteria can be achieved.

Proposed New Policies:

GS3.1 At the edges of urban villages *(within and outside of urban villages depending on existing conditions)*, encourage a transition in scale height and bulk of buildings between higher-intensity and predominately single-family areas. The transition area may allow low-rise housing types (e.g. duplexes, triplexes, cottage housing).

GS3.2 Areas of Transition outside of urban villages may be subject to the same general and location specific rezone criteria (SMC 23.34) review and analysis prior to any rezone as adopted by city council.

GS3.3 Areas of Transition to be considered for urban village expansion should be within a ½ mile walkshed of existing or future planned frequent service transit center, hub, or primary transit route origin/destination.

GS3.4 Transition Areas considered for expansion of villages should support the goals and policies for urban villages, and the following urban village criteria:

a. Transit access
b. Desired mix of uses, density goals, and development capacity
c. Bicycle and pedestrian facilities and access
d. Village open space area, and access to parks and village open space

GS3.6 Areas of Transition should consider City Council adopted neighborhood plans that apply to the area proposed for future inclusion within an urban village.

GS3.7 Proposed boundary expansions should consider possible impacts on race, social equity, displacement, and access to opportunity.

GS3.8 Industrial zoned lands should not be considered for inclusion within urban centers or other UV villages.

Livability Indicators

Methodology for Selecting Key Potential Livability Indicators

The next step is to develop indicators to best inform and monitor where Seattle stands on livability. Many of these livability characteristics can be broken down into specific indicators that can illustrate Seattle's livability in a measurable and trackable way. In the same way indicators were chosen for the 2014 SSNAP study, each indicator can evaluated on whether data can be reasonably collected and tracked over the 20 year plan horizon, with a clear and compelling purpose to inform multiple outcomes, and that the indicators are measurable, robust, credible, enduring, actionable and applicable to both citywide and neighborhood scales (See SSNAP Report 2014, page 30).

The City of Seattle has already identified ten indicators to measure livability over the next two decades. As written on page 17 of the 2035 Draft Comprehensive Plan, "The City has identified the following list of key indicators that will provide insights about progress on key issues the addressed by the Plan. The City will report regularly on these indicators to help the public and elected officials judge the effectiveness of the Plan and the City's actions to implement it. These indicators are in addition to data that DPD currently publishes on housing and job growth by urban center and urban village and demographic data." Our task is to assess the completeness of this indicator list, based on our research on livability characteristics. We have created a matrix to evaluate these ten indicators, along with several new indicators we believe will supplement the existing list. Each indicator is given a final recommendation: strongly recommended, recommended for further consideration, or not recommended/consider replacing.

Possible Livability Indicators							
	Measurable at Village Scale	Frequency of Data Collection	Durable	Informative for Multiple Outcomes	Actionable	Important & Applicable to Village Scale	Data Source
Mix of Uses							
Range of zoning types	✓	Ongoing	✓	Mix of uses, walkability	✓	✓	DPD land use map
Housing-Jobs Ratio	✓	Monthly	✓	Mix of uses, walkability, economic growth	✓	✓	County Assessor/WA ESD
Acres of mixed use zoning	✓	Ongoing	✓	Mix of uses, walkability	✓	✓	DPD land use map
Walkability							
Sidewalk coverage	✓	?	✓	Ped access, safety, ADA	✓	✓	DPD sidewalk map
Average building setback	✓	?	✓	No		✓	Seattle DPD
Housing Choice & Affordability							
Housing cost burden*	✓	5 yrs	✓	Housing costs in relation to income; financial stress	✓	✓	American Community Survey
Demand for shelter services	Citywide	Annual	✓	Homelessness, poverty, affordable housing supply	✓	No	King County Safe Harbors Program
Diversity of housing types	✓	?	✓	Housing choices, neighborhood diversity, inclusivity, social equity, access for families	✓	✓	King County Assessor
Multimodal Transportation							
Trips by walking, biking, and transit*	✓	5 yrs	✓	Walkability, bikeability, transit function & ridership;	✓	✓	American Community Survey
Access to Public Open Space							
Households w/ access to open space*	✓	5-10 yrs	✓	Access to public space, recreation, exercise. Preservation of natural environment. Stormwater management	✓	✓	Seattle Parks & Recreation
Preserving Natural Environment/ Adapting to Climate Change							
Tree canopy cover	✓	Annual	✓	CO2 & rainfall capture, walkability, shade, habitat, aesthetics, property value	✓	✓	iTree Canopy tool/City
Greenhouse gas emissions compared to 2008*	Citywide	5-10 yrs	✓	Air pollution, contribution to climate change	✓	No	Office of Sustainability & Environment
% waste recycled or composted*	Citywide	Annual	✓	Ecological footprint, eco-friendly habits, demand for landfill space	✓	No	Seattle Public Utilities/Metro
Habitat conditions of creeks*	Citywide	?	✓	Creek water quality, habitat conditions	✓	No	Seattle Public Utilities
Combined Sewer Overflows	✓	Annual	✓	Water quality, quality of drainage infrastructure	✓	✓	City of Seattle/King County
Quality Public Infrastructure							
City investment in infrastructure and capital facilities	✓	Annual	✓	Accountability, equity		✓	City Budget Office
Economic Vitality							
Diversity of business types	✓	Ongoing	✓	Range of available goods & services; mix of uses; business district vitality	✓	✓	City business license data
Net jobs created	✓	Monthly	✓	Economic growth	✓	✓	WA ESD
Unemployment rate	✓	5 yrs	✓	Economic distress	✓	✓	ACS/Census
Income per capita	✓	5 yrs	✓	No	✓	✓	ACS/Census
Sense of Place/ Historic Preservation							
# of designated historic landmarks	✓	Ongoing	✓	Historic landmarks, sense of place, economic vitality, property value	✓	✓	Seattle Dept of Neighborhoods
Access to Services & Amenities							
Access to opportunity index	✓	?	?	Access to quality schools, jobs, transit, library, parks, health facility, etc.	✓	✓	DPD
H.S. Graduation rate by race*	No	Annual	✓	Academic achievement, gaps between races	✓	✓	Seattle Public Schools
4th grade academic achievement	✓	Annual	✓	Reveals current and predicts future performance	✓	✓	Superintendent of Public Instruction WA State Report Card
# of arts/culture institutions	✓	Ongoing	✓	Vibrancy of art/cultural industry; cultural heritage; tourism	✓	✓	Office of Arts & Culture, Cultural Space Inventory
Access to neighborhood library	✓	Ongoing	✓	Access to education, internet, and community space	✓	✓	Seattle Public Library
Public Health and Food Access							
Childhood obesity*	?	?	✓	Access to healthy food, exercise for children	✓	✓	Seattle/King County Public Health
Life expectancy	✓	Annual	✓	Access to healthcare, healthy food, exercise, clean air; public safety	✓	✓	Seattle/King County Public Health
Access to grocery store, community garden, or farmer's market	✓	Ongoing	✓	Quality of diet, public health	✓	✓	Dept of Neighborhoods
Public Safety							
Crime Rate*	✓	Annual	✓	Crime, community cohesion, need for services	✓	✓	Seattle Police Dept
Civic Engagement							
Voter turnout	✓	Every election	✓	Engagement in public affairs	✓	✓	WA Elections Division
Social Equity & Opportunity							
Income Equity* (gap b/t general population & people of color)	✓	5 yrs	✓	Social equity, community cohesion	✓	✓	American Community Survey
Income inequality (Gini index)	✓	5 yrs	✓	Social equity, quality of life, access to opportunity, community cohesion, crime	✓	✓	American Community Survey
*Starred indicators appeared in DPD's original list in the 2035 Draft Comprehensive Plan							

Possible Livability Indicators		
	Notes	Recommendation
Mix of Uses		
Range of zoning types	Doesn't necessarily reflect real world conditions	Not recommended
Housing-Jobs Ratio	Reflects real world conditions	Recommended for further consideration
Acres of mixed use zoning	Doesn't necessarily reflect real world conditions	Not recommended
Walkability	Best covered by trips by walking, biking, transit	
Sidewalk coverage	Only one of many factors contributing to walkability	Not recommended
Average building setback	Only one of many factors contributing to walkability	Not recommended
Housing Choice & Affordability		
Housing cost burden*		Strongly Recommended (Keep)
Demand for shelter services		Recommended for further consideration
Diversity of housing types	Would require comprehensive data collection on housing types	Recommended for further consideration
Multimodal Transportation		
Trips by walking, biking, and transit*		Strongly Recommended (Keep)
Access to Public Open Space		
Households w/ access to open space*	Need to indicate proximity: 1/8, 1/4, or 1/2 mile. Also specify households or housing units	Strongly Recommended (Keep)
Preserving Natural Environment/ Adapting to Climate Change		
Tree canopy cover		Strongly Recommended
Greenhouse gas emissions compared to 2008*	Determine whether this is best measured at village or city scale	Recommended for further consideration (Keep)
% waste recycled or composted*		Recommended for further consideration (Keep)
Habitat conditions of creeks*	Why just measure creeks rather than overall water quality?	Consider replacing
Combined Sewer Overflows		Recommended for further consideration (replace healthy creeks)
Quality Public Infrastructure		
City investment in infrastructure and capital facilities	Doesn't reflect conditions of existing infrastructure or areas of greatest need. Still a strong indicator of where gov't is concentrating investment	Recommended for further consideration
Economic Vitality		
Diversity of business types	Good indicator of business activity and mix of uses, but changes frequently	Recommended for further consideration
Net jobs created		Not recommended
Unemployment rate		Not recommended
Income per capita		Not recommended
Sense of Place/ Historic Preservation		
# of designated historic landmarks		Recommended for further consideration
Access to Services & Amenities		
Access to opportunity index	Good summary of access to various resources; depends on how frequently this will be calculated	Strongly Recommended
H.S. Graduation rate by race*	Doesn't reflect quality of schools	Consider replacing
4th grade academic achievement		Recommended for further consideration (replace HS graduation rates)
# of arts/culture institutions		Recommended for further consideration
Access to neighborhood library	Mostly stagnant statistic	Not recommended
Public Health and Food Access		
Childhood obesity*	Leaves out adult health statistics	Consider replacing
Life expectancy	Robust indicator of overall public health	Strongly Recommended (replace obesity metric)
Access to grocery store, community garden, or farmer's market	Already covered by access to opportunity index	Not recommended
Public Safety		
Crime Rate*	Include both violent and property (quality of life) crimes.	Strongly Recommended (Keep)
Civic Engagement	Difficult to measure	
Voter turnout	Fluctuates by prominence of election.	Not recommended
Social Equity & Opportunity		
Income Equity* (gap b/t general population & people of color)	Is this median income? Is the focus on race or the general gap between rich and poor?	Consider replacing
Income inequality (Gini index)	Simplest and most widely used measure of inequality	Recommended for further consideration (replace income equity)
*Starred indicators appeared in DPD's original list in the 2035 Draft Comprehensive Plan		

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

Scope of Work:

4.1 Consider ways to graphically improve the identification and mapping of urban centers and villages on the future Land Use Map, with categories of centers and villages represented as land use/zoning classes accompanied by new policy language describing the general characteristics, scale, and density ranges for each category of village.

4.2 Urban villages are currently represented with hard line boundaries. Evaluate if there are other more workable approaches to spatially define boundaries within land use zones which recognize common characteristics, walksheds, soft edges, and transition areas.

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

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

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

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

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

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

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

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

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

- Denver
  - Map showing land use and areas of change
  - Strengths: Areas of change are easy to read and don't conflict with the land use layer. Transparent layers allow the user to see individual structures and street names; also lets the user adjust layer transparency. Clear, fast, and easy to use. Allows user to search for an address or intersection.
  - Weaknesses: Clicking on a parcel tells the user its land use but no other data. Low level of interaction – user can't actually change what the map shows (beyond street/aerial basemap), only allows zooming in/out and clicking

- Pittsburgh
  - Interactive zoning map with ~12 layers, several basemap options
  - Strength: can display multiple layers at once. Looks clean and is fast and easy to use. Lets user click on parcels for more info.
  - Weakness: could include more data (only shows a few layers including zoning, neighborhoods, historic designations, and open space)

- New York City
  - Interactive map with several layers: land use, zoning, landmarks, environmental districts, etc.
  - Strengths: Allows multiple layers at once, has a clean look, fast and intuitive functionality; lets the user click on parcels for detailed info. Provides variety of basemaps including historical ones. Lets user search for a specific address. Has layers for multiple geopolitical divisions (i.e. council districts, schools district, zip code, etc), each with links to relevant leadership website

- Miami-Dade County
  - Interactive zoning map
  - Strengths: Transparency lets the user see streets and structures. Zones are labeled. Can change basemap to aerial, street, or topographic.
  - Weakness: Large airport zoning overlays are distracting and obscure the underlying land uses. Lets the user click on a zoned section for some basic info about the zone, but won't let user click on individual parcels.

- Philadelphia
  - Interactive map with wide variety of layers (i.e. land use, bike lanes, complete streets, green infrastructure, healthy food vendors)
  - Strength: wealth of data on all types of characteristics and amenities. Lets user click on parcels for more info
  - Weakness: Zones are colored in with solid colors, not translucent, so it's impossible to see what structures/open space exist on each parcel. Can only display one layer at a time. Street names disappear when zoomed out at a certain distance.

Recommendations

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

Adapt Future Land Use Map into Interactive Map

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

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

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

Appendix

i. Data Tables

ii. Data Sources

iii. Methodology

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

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

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

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

Transportation Metric Key:

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

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

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

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

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

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

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

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

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

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

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

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

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

	PK	Park	250911	5.76	1.5%
	SF 5000	Res. Single-family 5,000	4852127	111.40	29.7%
	TOTAL		**16329270**	**374.92**	**100.0%**
	Res. Single Family	**SF 5000**		**111.40**	**29.7%**
	Res. Multifamily	**LR, MR**		**162.74**	**43.4%**
	Mixed R/C	**C1, NC**		**95.02**	**25.3%**
	Commercial	**C2**		**0.00**	**0.0%**
	Other	**PK**		**5.76**	**1.5%**
Madison-Miller	LR2	Res. Multifamily Lowrise 2	640483	14.71	10.1%
	LR3	Res. Multifamily Lowrise 3	2051425	47.10	32.4%
	NC1	Neighborhood Commercial 1	277297	6.37	4.4%
	NC2	Neighborhood Commercial 2	544542	12.50	8.6%
	NC3	Neighborhood Commercial 3	650461	14.93	10.3%
	PF	Playfield	329405	7.56	5.2%
	RSL	Residential Small Lot	465725	10.69	7.4%
	SF 5000	Res. Single-family 5,000	1363549	31.31	21.5%
	TS	Small viewpoint, minipark, circle	8180	0.19	0.1%
	TOTAL		**6331067**	**145.36**	**100.0%**
	Res. Single Family	**SF 5000, RSL**		**42.00**	**28.9%**
	Res. Multifamily	**LR**		**61.81**	**42.5%**
	Mixed R/C	**NC**		**33.80**	**23.3%**
	Commercial	**C2**		**0.00**	**0.0%**
	Other	**PF, TS**		**7.75**	**5.3%**
Morgan Junction	LR1	Res. Multifamily Lowrise 1	142633	3.27	2.9%
	LR2	Res. Multifamily Lowrise 2	678045	15.57	13.7%
	LR3	Res. Multifamily Lowrise 3	558726	12.83	11.3%
	NC2	Neighborhood Commercial 2	272105	6.25	5.5%
	NC3	Neighborhood Commercial 3	647514	14.87	13.1%
	PK	Park	8163	0.19	0.2%
	SF 5000	Res. Single-family 5,000	2601254	59.72	52.5%
	SF 7200	Res. Single-family 7,200	46287	1.06	0.9%
	TOTAL		**4954727**	**113.76**	**100.0%**
	Res. Single Family	**SF 5000, SF 7200**		**60.79**	**53.4%**
	Res. Multifamily	**LR**		**31.67**	**27.8%**
	Mixed R/C	**NC**		**21.11**	**18.6%**
	Commercial	**C2**		**0.00**	**0.0%**
	Other	**PK**		**0.19**	**0.2%**
North Beacon Hill	LR1	Res. Multifamily Lowrise 1	169	0.00	0.0%
	LR2	Res. Multifamily Lowrise 2	1391998	31.96	24.5%
	LR3	Res. Multifamily Lowrise 3	956373	21.96	16.8%
	LR3I	Res. Multifamily Lowrise 3-I	342641	7.87	6.0%
	NC2	Neighborhood Commercial 2	596502	13.70	10.5%
	NC2I	Neighborhood Commercial 2-I	553291	12.70	9.7%
	PG	Playground	128760	2.96	2.3%
	SF 5000	Res. Single-family 5,000	1710629	39.28	30.1%
	TS	Small viewpoint, minipark, circle	8434	0.19	0.1%
	TOTAL		**5688799**	**130.61**	**100.0%**
	Res. Single Family	**SF 5000**		**39.28**	**30.1%**
	Res. Multifamily	**LR**		**61.79**	**47.3%**
	Mixed R/C	**NC**		**26.40**	**20.2%**
	Commercial	**C2**		**0.00**	**0.0%**
	Other	**PG, TS**		**3.15**	**2.4%**
Upper Queen Anne	LR3	Res. Multifamily Lowrise 3	69721	1.60	3.0%
	MR	Res. Multifamily Midrise	922530	21.18	40.2%
	NC2	Neighborhood Commercial 2	1300469	29.86	56.7%

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

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

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

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

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

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

Urban Villages with Transit Walkshed Boundary Adjustments														
	Total Land Area			Population (2010)			Residential Density (HU/acre)		Total Potential Housing Units (2015 Development Capacity Model)			Acres Zoned Single Family		
Village Name	Existing	Additional	Total Proposed	Existing	Additional	Total Proposed	Existing	Total Proposed	Existing	Additional	Total Proposed	Existing	Additional	Total Proposed
Ballard	424.63	33.40	458.03	10,078	475	10,553	20.97	19.93	14,741	231	14,972	0.00	24.93	24.93
Fremont	247.19		230.12	3,960		4,126	11.61	12.74	4,584		4,737	0.00		
Addition		7.23	254.42		215	4,175		11.58		166			3.99	3.99
Industrial Removal		24.30	222.89		49	3,911		12.82		13			0.00	0.00
Mt. Baker/North Rainier	452.79			4,908			5.68		14,735			95.42		
Option A		53.09	505.88		1,015	5,923		6.22		1,386	16,121		46.89	142.31
Option B		63.67	516.46		224	5,132		6.14		1,840	16,575		56.95	152.37
West Seattle Junction	225.80			3,788			18.19		8,801			53.23		53.23
Option A		36.80	262.60		847	4,635		16.62		356	9,157		29.32	82.55
Option B		51.30	277.10		748	4,536		16.62		596	9,397		33.84	87.07
23rd & Union-Jackson	515.23	75.35	590.58	9,468	539	10,007	10.71	9.70	10,315	371	10,686	158.67	14.90	173.57
Columbia City	312.77			3,937			8		6,101			82.33		
Option A		38.97	351.74		778	4,715		7.72		407	6,508		32.44	114.76
Option B		65.06	377.83		1,003	4,940		7.51		565	6,666		58.52	140.85
Crown Hill	172.94	80.80	253.74	2,459	997	3,456	7.49	7.35	2,946	917	3,863	106.32	67.40	173.72
Greenlake	108.63			2,904			18.81		2,836		2,836	11.52		
Option A		6.64	115.27		72	2,976		18.15		55	2,891		4.95	16.47
Option B		13.12	121.75		240	3,144		17.89		169	3,005		9.82	21.34
Othello	374.92			7,267			6.99		7,495			111.41		
Option A		105.27	480.19		1,797	9,064		6.48		585	8,080		105.25	216.66
Option B		132.04	506.96		1,852	9,119		6.46		946	8,441		122.02	233.42
North Beacon Hill	130.61			2,900			11.34		3,505			39.28		
Option A		112.88	243.49		1,082	3,982		9.38		1,086	4,591		101.72	141.00
Option B		98.98	229.59		1,779	4,679		9.53		988	4,493		87.83	127.10
Rainier Beach	236.84			3,583			6.75		6,635			59.34		
Option A		83.90	320.74		675	4,258		5.57		918	7,553		64.10	123.44
Option B		96.46	333.30		663	4,246		5.43		1,193	7,828		70.19	129.53
Roosevelt	158.03	36.05	194.08	2,384	407	2,791	8.62	7.91	4,204	247	4,451	87.96	31.45	119.42
NE 130th	0.00			0			0		0			0.00		
Option A		200.68	200.68		1,622	1,622		5.29		1,356	1,356		181.70	181.70
Option B		227.78	227.78		2,507	2,507		5.14		1,474	1,474		208.80	208.80
Options A & B Grand	Existing	Additional	Proposed	Existing	Additional	Proposed	Existing	Proposed	Existing	Additional	Proposed	Existing	Additional	Proposed
Totals:	**3,360.38**	**1,619.46**	**4,979.84**	**57,636**	**19,537**	**77,173**	**n/a**	**n/a**	**86,898**	**15,852**	**102,750**	**805.48**	**1,357.02**	**2,162.49**

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

Data Sources

Size, Population, Residential Density, and Growth Capacity

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

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

Population: 2010 Census

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

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

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

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

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

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

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

Zoning, Land Use, Employment Density, and Growth Capacity

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

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

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

Total Potential Employment: Existing Employment + Adjusted Employment Growth Capacity

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

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

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

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

Usable Open Space

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

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

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

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

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

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

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

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

Methodology

Total Potential Employment

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

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

Total Potential Housing Units

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

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

Housing Unit to Household conversions

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

Total Land Acres

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

Methodology

Bus Lines Serving Each Community (<15 Minute Frequency)

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

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

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

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

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

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

Entire route

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

Partial Route

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

Methodology

Transit Assessments

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

- UV15.2 ("Accessibility to the existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future."): Urban Centers were evaluated to determine if they were within .5 miles of an existing or future HCT station. HCT stations used include Link Light Rail, C/D/E bus lines, King County Transit Centers, and Sound Transit Express stations.

- Frequent Transit service (including UV25.7(a)): To fulfill the requirement of being served by frequent transit, the UV needed to be served by at least one route with <15 min frequency during business hours M-F (see above). For Urban Village Hubs this route needed to connect with at least one Urban Center, and for Residential Urban Villages it needed to connect with one Urban Center or Hub.

- Bike Facilities (including UV15.4, UV25.7(d), and UV29.5): Bike facilities were evaluated at two time periods. First, as the bike network currently exists and second, assuming full build out of the Bike Management Plan (2035). To be connected via bicycle facilities, the UV needed to be connected by an accessible bike facility (Major Separation, Neighborhood Greenway, or Cycle Track) to at least one other UV of any type. Note that many current connections serve a limited portion of the UV, however future connections are generally quite good.Data is from the bmpu_master.gdb file provided by SDOT.

- Pedestrian Facilities (including UV15.4, UV25.7(d), and UV29.5): 'Good' or 'fair' quality sidewalks to at least one neighboring UV of any type were needed to fulfil this requirement (data from the V_SIDEWALKS layer in the arcsde_data_DEFAULT.gdb provided by SDOT). Note that many of these assessments are unknown because sidewalk quality outside of the Urban Villages has not been widely assessed, as indicated by the "unknown" sidewalk designation.

- Goods Movement and Arterial Network (including UV25.7(b-c)): To fulfill this requirement, Urban Villages needed to have major arterials connecting to the Interstate/State Highway system present. Data from Seattle's Street Arterials file hosted by WAGDA 2.0.