

Changes from the Current Plan

Major Themes

Increased emphasis on race and social equity.

- Modified a core value from “social equity” to “race and social equity.”
- Highlighted a current racial disparity in the Introduction of each element (except Container Port and Shoreline Areas).
- Included new goals and policies in each element (except Container Port and Shoreline Areas) to address equity and aspire to reduce or eliminate racial disparities through decisions, regulations and programs.

Building on transit.

- Integrated future growth with existing and planned transit service to achieve multiple benefits.
- Planned the largest share of growth for Urban Centers- over xx%
- Encouraged a higher rate of growth and expanded area in Urban Villages with very good transit service.
- Aimed for moderate growth in places with very good transit, but also have a high risk of displacement and low access to opportunity.

Make the Plan easier to understand and use.

- Revised introductions and discussions to be more relevant and readable for a broad audience.
- Reorganized policy statements to connect goals and supporting policies.
- Reduced redundancy and simplified the language of goals and policies.
- Designed online navigation with a clickable table of contents and links to definitions and other reference documents.
- Added a glossary of technical terms.
- Consolidated Urban Village and Urban Design elements into a single Growth Strategy element.
- Reduced the number of policies from over 1,100 to less than 900.

Highlights of Changes

Growth Strategy

- Add a new section on Community Involvement.
- Update growth estimates to reflect 70,000 housing units and 115,000 jobs over the next 20 years.

- Update growth estimates (# housing units, # jobs) for regionally designated Urban Centers-
- Include estimated growth rate for each Hub and Residential Urban Villages. Growth rate is a better measure to monitor change than individual targets.
 - Higher growth rate for Hub Urban Villages
 - Higher growth rate for villages with access to very good transit.
 - Adjusted growth rate lower for villages with access to very good transit, but with high risk of displacement and low access to opportunity (Othello, Rainier Beach).
 - Adjusted growth rate lower for villages with limited development capacity (????).
- Estimate the largest share of growth to Urban Centers
 - Housing growth: Urban centers 50%, Hub Urban Villages 18%, Residential Urban Villages 20%, outside Urban Centers and villages 12%
 - Job growth: Urban centers 58%, Hub Urban Villages 12%, Manufacturing /Industrial Centers 8%, remainder 22%
- Expand Urban Villages to include areas within a 10-minute walk of very good transit.
- Simplify the criteria used to identify Urban Centers and villages and display in an easy-to-read chart.
- Eliminate the term and growth estimates for “Urban Center villages” (subareas within Downtown, First Hill /Capitol Hill and University District Urban Centers).
- Add tables showing the housing and employment growth in the Urban Centers and Urban Villages over the past 20 years in the Growth Strategy Appendix.

Land Use

- Change the Future Land Use Map (FLUM) so that that Urban Centers and villages appear as mixed-use environments.
 - This change eliminates the current two-step process for zoning changes that support a mixed-use environment.
 - Each Urban Center or Village category appear as a single color instead of generalized land use colors (single-family, multifamily, and commercial/mixed-use).
- Add potential Urban Village expansion areas on the Future Land Use Map for villages near very good transit.
- Add a new policy describing the general scales and densities expected in each Urban Village category.
 - In Urban Centers, a moderate to high density and scale of development
 - In Hub Urban Villages, a moderate density and scale of development
 - In Residential Urban Villages, a low to moderate density and scale of development
- Add a new policy to restrict incompatible uses from locating near airports (change required by GMA).
- Removed two policies that duplicate regulations found in the Land Use code. These policies spell out the rezoning criteria for single-family zoned land.

- Integrate policies and concepts from the Transit Communities section of the Land Use element into the Growth Strategy element.
- Update information in the Land Use Appendix: existing land use, housing density, population density and employment density.

Transportation

- Add new policies about transportation including reducing all types of collisions and achieving zero fatalities and serious injuries.
- Add maps showing priority locations for improvements in various travel modes – pedestrian, bicycle, transit, and freight.
- Update the transportation finance plan to reflect the approval of Move Seattle funding.
- Introduce a new multi-modal method for measuring transportation level-of-service (LOS). The proposed LOS standard sets a target for the percentage of trips made by SOVs for each of eight sectors in the city.
- Update information in the Transportation Appendix: maps and table displaying inventories of various transportation facilities. It also includes an analysis of the likely transportation impacts of the recommended growth distribution.
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Housing

- Use a local assessment to define need for affordable housing instead of King County Countywide Planning Policies (CPPs) housing and job growth targets. Assessment appears in the Housing Appendix.
- Expand the types of housing allowed in single-family zones within Urban Villages while respecting the existing scale of development. The specific types of housing that would be allowed under this policy will be determined through additional public dialog.
- Commit to fair housing and overcome historic patterns of segregation, through education and enforcement.
- Monitor the supply, diversity, and affordability of the city’s housing supply to improve housing affordability or advance race and social equity.

Capital Facilities

- Reorganized policies around strategic investments, facility operations and maintenance, facility siting, facility design and construction and non-city service providers

Utilities

- Reorganized policies around service delivery, utility resource management, facility siting and design, right of way coordination, non-city utilities.

Economic Development

- Reorganized policies to reflect current economic development priorities: commercial districts, industry clusters, business climate, workforce, entrepreneurial/small business development.
- Added policies to emphasize equity: displacement of small businesses, diverse workforce, living wages, local hire, youth internships, place-based workforce development.

Environment

- Organized policies around land, water, climate and environmental justice.
- Added new policies to address equity.
- Updated climate policies to better align with the adopted Climate Action Plan and climate adaptation work underway.

Parks and Open Space

- Establish a new Parks, Recreation and Open Space Element.
- Retire the quantitative open space goals formerly contained in the Urban Village Appendix. These goals are no longer adequate to provide guidance or prioritize investments for a citywide open space system.
- Provide policy guidance for a broad range of open space: City-owned parks, and other types of publically accessible open space.
- Require consistency with the Park Development Plan, a functional plan that Seattle Parks and Recreation will begin preparing in 2016 through a public process.

Arts and Culture

- Renamed, formerly Cultural Resources
- Remove policy statements that expressed values, but offered no policy direction.
- Added emphasis on cultural spaces, art education, and creative economy.
- Moved historic preservation policies to the Land Use element

Community Well-Being Element

- Renamed, formerly the Human Development element.
- Additional emphasis on local food production, access to healthy food, and violence prevention

Neighborhood Planning

- Retire policies that describe the process of creating Neighborhood Plans in the 1990s.
- Draft citywide policies that state principles, themes and values that guide ongoing neighborhood planning.
- Move the individual plans to a new section called “Neighborhood Plans” to better distinguish between citywide and neighborhood specific policies. Policies for individual neighborhood plans are the same as the current plan.

Container Port

- No change from the current plan.

Shoreline Areas

- No change from the current plan.