

September 16, 2025

MEMORANDUM

To: Select Committee on the Comprehensive Plan
From: Council Central Staff
Subject: Amendments to Council Bill 120985 for Individual Votes

On Thursday, September 18, the Select Committee on the Comprehensive Plan will consider amendments to Council Bill 120985 that are not included in the Consent Package. Sponsors are expected to move the amendments listed below.

Please note that three amendments have been removed since a list of amendments was published on Monday. There are now 21 amendments attached to this memorandum that we anticipate will be offered, although Councilmembers may choose to move amendments not on this list or may decide not to move amendments that are listed below.

Where a Version 2 of an amendment is listed, that amendment has been revised since amendments were originally published in August. There are two new amendments, Amendments 111 and 114, that were not previously published.

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cc: Ben Noble, Director

Amendment 7 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Rinck

Amend Comprehensive Plan policies to remove parking requirements citywide

Effect: This amendment would amend the City's Comprehensive Plan policies to remove references to parking requirements, leading to the removal of parking requirements in the Land Use Code. If adopted, the Committee should also adopt Amendment 84, which amends the Seattle Land Use Code to implement this change in policy.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

Off-Street Parking

DISCUSSION

Parking is found on both public and private property. Policies regarding on-street parking are covered in the Transportation element. Off-street parking, which is shaped by land use regulations, can help to reduce the competition for on-street parking that occurs in certain areas due to the large number of trips made by car or truck. However, it can also encourage vehicle travel; negatively impact the design of buildings, on-site open spaces and trees, and adjacent streets and sidewalks; and can significantly increase the cost of construction. Moreover, some people find it important to have their own off-street parking space while other people choose to live car-free and don't want to pay more for a building with parking. Because of the potential positive and negative impacts of requiring off-street parking and the diverse needs of individual households, businesses and institutions, the City's approach to regulating parking ~~varies in different~~

~~areas and for different uses~~ is generally to allow each property owner to determine the appropriate amount of parking to meet their goals. For some areas ~~and uses~~ with high levels of traffic congestion, the City ~~requires a minimum amount of parking; while for other areas and uses, it~~ limits the maximum amount of parking allowed. ~~Where parking is required, the amount of parking is generally set to avoid requiring parking that will be poorly utilized.~~ Additionally, the City regulates the location of parking spaces and access to avoid impacts on the street and sidewalk.

GOAL

LU G5 Off-street parking regulations balance multiple goals including:

~~● Addressing parking demand.~~

- Reducing reliance on automobiles.
- Reducing greenhouse gas emissions.
- Improving public health and safety.
- Minimizing construction costs to reduce the cost of housing.
- Reducing impacts on the street and sidewalk.
- Creating attractive and walkable environments and public spaces.
- Promoting economic development throughout the city.

POLICIES

LU 5.1 ~~Use minimum parking requirements where appropriate to balance the goals of allowing accessibility, reducing competition for on-street spaces, discouraging underused parking facilities, providing for electric vehicle~~

~~charging, minimizing impacts to the cost of housing, and increasing the use of public transit, carpools, walking, and bicycles as alternatives to the use of single-occupant vehicles.~~

~~LU 5.2 Set minimum parking requirements, where they are implemented, to discourage underused parking facilities, even if occasional spillover parking could result. Require fewer parking spaces per business when several businesses share customer parking, thereby enabling customers to park once and walk to numerous businesses.~~

~~LU 5.3 Avoid setting minimum parking requirements for housing in Regional and Urban centers and areas well served by transit.~~

LU ~~5.4~~5.2 Use maximum parking requirements where appropriate to discourage single- occupancy-vehicle travel where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.

LU ~~5.5~~5.3 Allow shared off-site parking facilities for more efficient use of parking and to provide the flexibility to develop parking on a site separate from the development site.

LU ~~5.6~~5.4 Limit the impacts of off-street parking on pedestrians and the surrounding areas by restricting the number and size of automobile curb cuts and by generally requiring alley access to parking when there is an accessible, surfaced alley.

LU ~~5.7~~5.5 Prohibit most street-level parking between buildings and the street in residential zones and pedestrian-oriented commercial zones in order to

maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic, minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts.

LU ~~5.8~~5.6 Locate off-street parking facilities to minimize impacts on the pedestrian environment, especially in areas designated for active pedestrian use.

LU ~~5.9~~5.7 Prohibit principal-use parking in places where that parking would be incompatible with the area's intended function.

LU ~~5.10~~5.8 Discourage the development of major stand-alone park-and-ride facilities within Seattle. Additions to park-and-ride capacity could be considered:

- At the terminus of a major regional transit system.
- Where opportunities exist for shared parking.
- Where alternatives to automobile use are particularly inadequate or cannot be provided in a cost-effective manner.

LU ~~5.11~~5.9 Encourage bicycle parking in new residential construction to promote bicycle ownership and use.

* * *

LU 13.15 Set ~~parking and~~ loading requirements in industrial zones to provide adequate ~~parking and~~ loading facilities to support business activity, promote air quality, encourage efficient use of the land in industrial areas, ~~discourage underused parking facilities,~~ and maintain adequate traffic safety and circulation. Allow some on-street loading and occasional

spillover parking. Limit parking in the industry and innovation zone located in the vicinity of high-capacity transit stations.

Amendment 8 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the Comprehensive Plan to apply maximum parking limits in regional centers

Effect: This amendment would amend the Land Use element to amend a policy related to applying maximum parking limits to provide greater focus to applying parking maximums in regional centers with light rail. Currently, the City uses maximum parking requirements in Downtown Seattle, South Lake Union, Uptown and the University District.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Land Use Element, as follows:

Land Use

* * *

Off-street Parking

LU 5.4 Use maximum parking requirements ~~where appropriate~~ to discourage single-occupancy-vehicle travel in regional centers that are served by light rail where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.

**Amendment 24 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD**

Sponsor: Councilmember Saka

Amend Comprehensive Plan policies related to workforce development and economic self-sufficiency

Effect: This amendment would amend the City’s Comprehensive Plan policies to provide more detail regarding the need for workforce development and climate resiliency, particularly for underserved neighborhoods like the neighborhoods within the Duwamish Valley.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Economic Development Element, as follows:

Economic Development

* * *

Investing in Talent and Developing our Workforce

* * *

ED 4.3 Explore opportunities to prioritize and coordinate community development activities and climate resiliency with targeted workforce development strategies in ~~communities with high unemployment or barriers to employment in underserved neighborhoods, especially those disproportionately impacted by industrial uses, environmental pollution, and historic disinvestment, such as neighborhoods in the Duwamish Valley. Emphasize hiring local residents and growing employment pathways that lead to long-term living-wage jobs for community members facing systemic barriers to employment.~~

ED 4.4 Expand internships, apprenticeships, and other “earn and learn” models for early career workers in high demand occupations supporting key industries.

ED 4.5 Create and grow re-training programs to help dislocated workers, including older workers, transition to new high-quality jobs in high-demand occupations.

ED 4.6 In collaboration with community-based organizations, expand and elevate programs designed to fully engage marginalized communities – particularly residents of neighborhoods overburdened by environmental harm and limited access to opportunity, such as neighborhoods in the Duwamish Valley - in the labor force, putting members of those communities on a path to economic self-sufficiency and climate resiliency. Seek to center racial and social equity and provide clear, accessible pathways to stable, high-quality employment and long-term economic self-sufficiency.

* * *

**Amendment 33 Version #2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD**

Sponsor: Councilmember Strauss

Amend Comprehensive Plan policies to allow taller buildings in Neighborhood Centers

Effect: This amendment would amend a policy regarding appropriate building heights in Neighborhood Centers to allow seven or eight-story buildings near light rail stations. Currently, the only Neighborhood Centers near existing or planned light rail stations are the Dravus Neighborhood Center in Interbay and the Delridge Neighborhood Center.

The initial version of this amendment would have allowed taller buildings near other major transit stops and existing concentrations of services.

Amend Attachment 1 to Council Bill 120985, to amend the One Seattle Comprehensive Plan Growth Strategy Element, as follows:

Growth Strategy

* * *

Neighborhood Centers

* * *

GS 5.3 Zoning in Neighborhood Centers should generally allow buildings of 3 to 6 stories, especially 5- and 6-story residential buildings to encourage the development of apartments and condominiums. Buildings greater than 6 stories may be appropriate in Neighborhood Centers near light rail stations.

* * *

Amendment 34 Version #2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Rinck
Add eight Neighborhood Centers

Effect:

This amendment would amend the Comprehensive Plan to eight neighborhood centers, most of which were included in concept in Alternatives 2 and 5 of the Final Environmental Impact Statement (FEIS) for the One Seattle Comprehensive Plan but were not included as part of the preferred alternative in the FEIS or the Mayor's Recommended One Seattle Plan. Additional environmental review to consider the proposed boundaries of these centers will be required prior to final Council action on this amendment. The proposed Neighborhood Centers would be located in:

1. Alki (Council District 1)
2. Broadview (Council District 5)
3. Dawson (Council District 2)
4. Gasworks (Council District 4)
5. Loyal Heights (Council District 6)
6. Nickerson-South Canal (Council District 7)
7. Roanoke Park (Council District 3), and
8. South Wedgwood (Council District 4)

Many of the proposed boundaries of these Neighborhood Centers include areas that are significantly more than 800 feet from the central intersection of the center or a bus rapid stop. Consequently, the boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 5.4 which states:

GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

This amendment would amend Policy GS 5.4 to remove the phrase after the comma, allowing the boundaries of Neighborhood Centers to be defined based on local conditions. This would provide flexibility for the configuration of Neighborhood Center boundaries, beyond a three-minute walk from a locally focused commercial core or access to frequent transit. Neighborhood Centers should still meet the intent laid out in Policy GS 5.1:

GS 5.1 Designate as Neighborhood Centers areas with a locally focused commercial core and/or access to frequent transit where diverse housing options could allow more people to live within walking distance of shops, services, transit, and amenities.

The following pages describe each proposed neighborhood center in more detail.

1. Alki (District 1)

This amendment would create a new Alki Neighborhood Center generally located west of 59th Avenue S, north of SW Hinds Street and south and east of Alki Avenue SW (Council District 1). It would encompass approximately 95 acres.

The area to be included in the Neighborhood Center includes a mixture of Neighborhood residential zoning, generally to the south, Lowrise 1, 2, and 3 zoning in the middle and west of the proposed center, and Neighborhood Commercial 1-40 zoning along Alki Avenue SW in the northeast corner of the proposed district. The area contains mostly single-family homes in the Neighborhood Residential zone, multifamily buildings in the lowrise zones, and a mix of commercial, mixed-use and multifamily structures in the Neighborhood Commercial zoned area. In addition to the section of commercial zoning proposed to be included in the neighborhood center, the commercial district extends three blocks east along Alki Avenue SW outside of the proposed boundaries. In addition, there are a number of parks in the area, including Alki Beach, Bar-S Playground and Alki Playground.

Bus stops for the 50 and 56 bus routes are located along SW Admiral Way, 63rd Avenue SW, 61st Avenue SW and Alki Avenue SW. The 775 bus route runs westbound along SW Admiral Way, north of 63rd Avenue SW, and eastbound along Alki Avenue SW. None of these routes individually meets the definition of providing frequent transit service. The areas farthest from the transit stops are approximately one half mile (2,640 feet) from the center of the proposed neighborhood center.

2. Broadview (District 7)

This amendment would create a new Broadview Neighborhood Center generally located between N 130th Street on the north, Linden Avenue N/Interurban Trail on the west, N 122nd Street and N 125th Street on the south, and Palatine Ave N and 1st Avenue NW on the west (Council District 5). It would encompass approximately 83 acres.

The area to be included in the Neighborhood Center includes a small Neighborhood Commercial 1-40 area at the corner of N 125th Street and Greenwood Avenue N. Lowrise zones extend along Greenwood Avenue N. Neighborhood Residential zones cover the rest of the area. The area contains mostly single-family homes, with a small collection of commercial uses in the commercial zone, and multifamily structures along Greenwood Avenue.

Bus stops for the 5 bus route are located along Greenwood at N 130th Street and N 125th Street. The 345 bus route runs east-west along N 130th Street. The 345 does not meet the definition of frequent transit service. King County Metro is working with Sound Transit and the Seattle Department of Transportation to create a new 77 bus route, which would also run along N 130th Street in this area. The 77 bus would provide frequent transit connections to the new light rail station at NE 130th Street and Interstate 5. Areas farthest from the center of the proposed Neighborhood Center are approximately 1,500 feet from the closest bus stop.

Note: Version 1 of this amendment cut a block in half, Version 2 includes the entire block bounded by Greenwood Avenue N, N 127th Street, 1st Avenue NW, and NW 125th Street within the Neighborhood Center boundary.

3. Dawson (District 3)

This amendment would create a new Dawson Neighborhood Center generally located around the intersection of S Dawson Street and Wilson Avenue S in the Seward Park neighborhood (Council District 2). It would encompass approximately 46 acres.

The area to be included in the Neighborhood Center includes a small Neighborhood Commercial 1-40 area covering approximately three blocks along Wilson Avenue S, and a small Lowrise1 zone north of that area. Neighborhood Residential zones cover the rest of the area. The area contains mostly single-family homes, with a few religious facilities in the Neighborhood Residential zone, a mix of single family and multifamily buildings in the lowrise zone, and a mix of commercial, mixed-use and multifamily structures in the Neighborhood Commercial-zoned area.

Bus stops for the 50 bus route are located along Wilson Avenue S at S Dawson Street and S Hudson Street, and at S Dawson Street and 54th Avenue S. The 50 does not meet the definition of frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop.

4. Gasworks (District 4)

This amendment would create a new Gasworks Neighborhood Center with boundaries that jog, but are generally located between N 38th Street, N Northlake Way and Ashworth Avenue N and north of Gas Works Park (Council District 4). It touches the Fremont Urban Center on its west end between N 35th Street and N 36th Street. It would encompass approximately 79 acres.

The area to be included in the Neighborhood Center includes C1 and C2 zones with 40- and 55-foot height limits along N Northlake Way and N 34th Street. One half block at the southwest corner of N Northlake Way N 34th Street is zoned Neighborhood Commercial 2 with a 75-foot height limit. Zoning along Wallingford Avenue N from N 37th Street to N 35th Street and along N 35th Street from Wallingford Avenue N to Meridian Avenue N is Lowrise 2. The remainder of the proposed village is zoned Neighborhood Residential.

The Neighborhood Residential area contains a majority of parcels in single-family use, but there are townhouses and small apartment buildings scattered throughout the Neighborhood Residential area. The Lowrise area is predominantly developed with multifamily and townhouse buildings, with scattered single-family houses and commercial buildings at the corner of N 37th Street and Wallingford Avenue N. The Commercial area contains a mix of commercial, mixed-use, multifamily, office and light industrial uses.

The 31 and 32 bus routes serve the same stops and while individually neither meets the standard for frequent transit, together they provide frequent transit service in this area. Bus

stops for the 31 and 32 bus routes are located along Wallingford Avenue at N 37th Street and N 35th Street and N 35th Street at Woodlawn Avenue N. Areas farthest from the center of the proposed neighborhood center are approximately 1,500 feet from the closest bus stop.

5. Loyal Heights (District 6)

This amendment would create a new Loyal Heights Neighborhood Center with located between NW 85th Street and NW 75th Street on the north and south. The boundary on the west side of the village would run along 28th Avenue NW between NW 85th Street and NW 83rd Street, and 27th Avenue NW south of NW 83rd Street. The boundary on the east would abut the Crown Hill Urban Center for one block along 21st Avenue NW between N 85th Street and NW 83rd Street and then run along 22nd Avenue NW south of NW 83rd Street. (Council District 6). It would encompass approximately 110 acres.

The area to be included in the Neighborhood Center is predominantly zoned Neighborhood Residential. The north side of the block fronting N 85th Street between 28th Avenue NW and Earl Avenue NW is zoned Neighborhood Commercial 1-40 and there is a neighborhood commercial 2 zone along 24th Avenue NW from NW 80th street to NW 77th Street. South of this area, the block fronting 24th Avenue NW is zoned Lowrise 3.

The Neighborhood Residential area is mostly in single-family use, but there are duplexes and townhouses on a few parcels scattered throughout the Neighborhood Residential area and Loyal Heights Elementary school is located south of NW 80th Street at 25th Avenue NW. The Lowrise area is predominantly developed with multifamily and townhouse buildings. The Commercial area contains a mix of commercial, mixed-use, multifamily, and institutional uses. The Loyal Heights Playfield and Community Center are outside of the boundary of the proposed Neighborhood Center.

The 40 bus route provides frequent transit service along 24th Avenue NW and N 85th Street east of 24th. The 45 bus runs along NW 85th Street but does not provide frequent service. Areas farthest from the center of the proposed neighborhood center are approximately 1,500 feet from the closest stop on the 40 but are within a block of the 45.

6. Nickerson-South Canal (District 7)

This amendment would create a new Nickerson-South Canal Neighborhood Center generally located between 3rd Avenue W and 4th Avenue N, north of N Florentia Street and south of the ship canal including the eastern blocks of the Seattle Pacific University campus (Council District 7). It would encompass approximately 62 acres.

The area to be included in the Neighborhood Center includes a Major Institution zone over the Seattle Pacific University Campus west of Queen Anne Avenue N and north of W Etruria Street. East of Queen Anne Avenue N and north of Etruria Street and Nickerson Street the zoning is Commercial 1 and Commercial 2 with a 55-foot height limit. The remainder of the area is predominantly zoned Lowrise 2 and 3, with Neighborhood Residential zones along the south side of Florentia Street.

The Major Institution zone includes a mix of institutional uses with a mix of residential structures and parking. The Lowrise areas are predominantly developed with multifamily buildings, with scattered single-family houses. The Neighborhood Residential area is predominantly in single-family use. The area has a wide range of uses in the Commercial-zoned area, with offices along the ship canal, commercial uses along Nickerson Street, and mixed-use, multifamily and warehouse structures off of Nickerson Street.

The 31 and 32 bus routes serve the same stops and together provide frequent transit service in this area. Bus stops for the 31 and 32 bus routes are located along Nickerson Street. The 13 and 4 bus routes run along 3rd Avenue N, with a stop at W Dravus Street. The 4 and 13 routes do not provide frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop serving the 31 and 32.

7. Roanoke Park (District 3)

This amendment would create a new Roanoke Park Neighborhood Center generally located between Interstate 90 and E Howe Street, Harvard Avenue E, and 12th Avenue E in the North Capitol Hill neighborhood (Council District 3). It would be located across Interstate 5 from the Eastlake Urban Center. It would encompass approximately 62 acres.

The area to be included in the Neighborhood Center includes a Neighborhood Commercial 1 zone at the corner of E Miller Street and 10th Avenue E, with Lowrise 3 multifamily zones extending south for two blocks. Another lowrise-zoned area is located in the southwest corner of the proposed center and covers approximately three blocks. The remainder of the proposed center is zoned Neighborhood Residential.

The Neighborhood Residential area is predominantly in single-family use with scattered duplexes and multifamily buildings. The lowrise zones include a mix of multifamily and single-family structures. A private school is also located in this area. Commercial structures are located in the Neighborhood Commercial area.

The 49 bus route runs along 10th Avenue E through the proposed Neighborhood Center, but does not provide service that meets the definition of frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop.

8. South Wedgwood (District 4)

This amendment would create a new South Wedgwood Neighborhood Center generally located between NE 70th Street and NE 60th Street, west of 37th Avenue NE and east of 30th Avenue NE (Council District 4). It would encompass approximately 91 acres. It would be located adjacent to the proposed Wedgwood Neighborhood Center, which is located north of NE 70th Street.

Unlike the other Neighborhood Centers proposed as part of this amendment, a Neighborhood Center was not included at 35th Avenue NE and NE 70th Street under any of the FEIS

alternatives. Additional environmental review would be required prior to final action on this amendment.

The area to be included in the Neighborhood Center includes a Neighborhood Commercial 1-40 (NC1-40) zone along NE 65th Street, between 32nd Avenue NE and 36th Avenue NE, a separate NC1-40 zone is located at the corner of 35th Avenue NE and NE 70th street. A Lowrise 2 zone extends north of the NC1-40 zone between 65th Street and 68th Street. The remainder of the proposed Neighborhood Center is zoned Neighborhood Residential.

The Neighborhood Residential area contains mostly single-family houses and religious institutions. A mix of mixed-use, multifamily and commercial structures are located in the commercial areas. The lowrise-zoned area contains townhouses and multifamily buildings. The Northeast Branch of the Seattle Public Library is also located in the lowrise zone.

The 65 bus route has four stops along 35th Avenue NE between NE 70th Street and NE 60th Street. The 62 bus route has stops along 65th Avenue NE. Both routes provide frequent transit service. Areas farthest from the center of the proposed neighborhood center are approximately 1,000 feet from the closest bus stop.

This amendment requires four actions:

1. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Growth Strategy Policy GS 5.4, as follows:

GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, ~~but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.~~

2. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to add Neighborhood Centers in Alki, Broadview, Dawson, Gasworks, Loyal Heights, Nickerson-South Canal, Roanoke Park, and South Wedgwood as shown on the attached maps.

3. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figure 8 to add Neighborhood Centers, as follows:

Figure 8



List of Neighborhood Centers

<u>Alki</u>	Holden	Olympic Hills
Brandon Junction	Holman Road	Phinney Ridge
<u>Broadview</u>	Little Brook	Ravenna

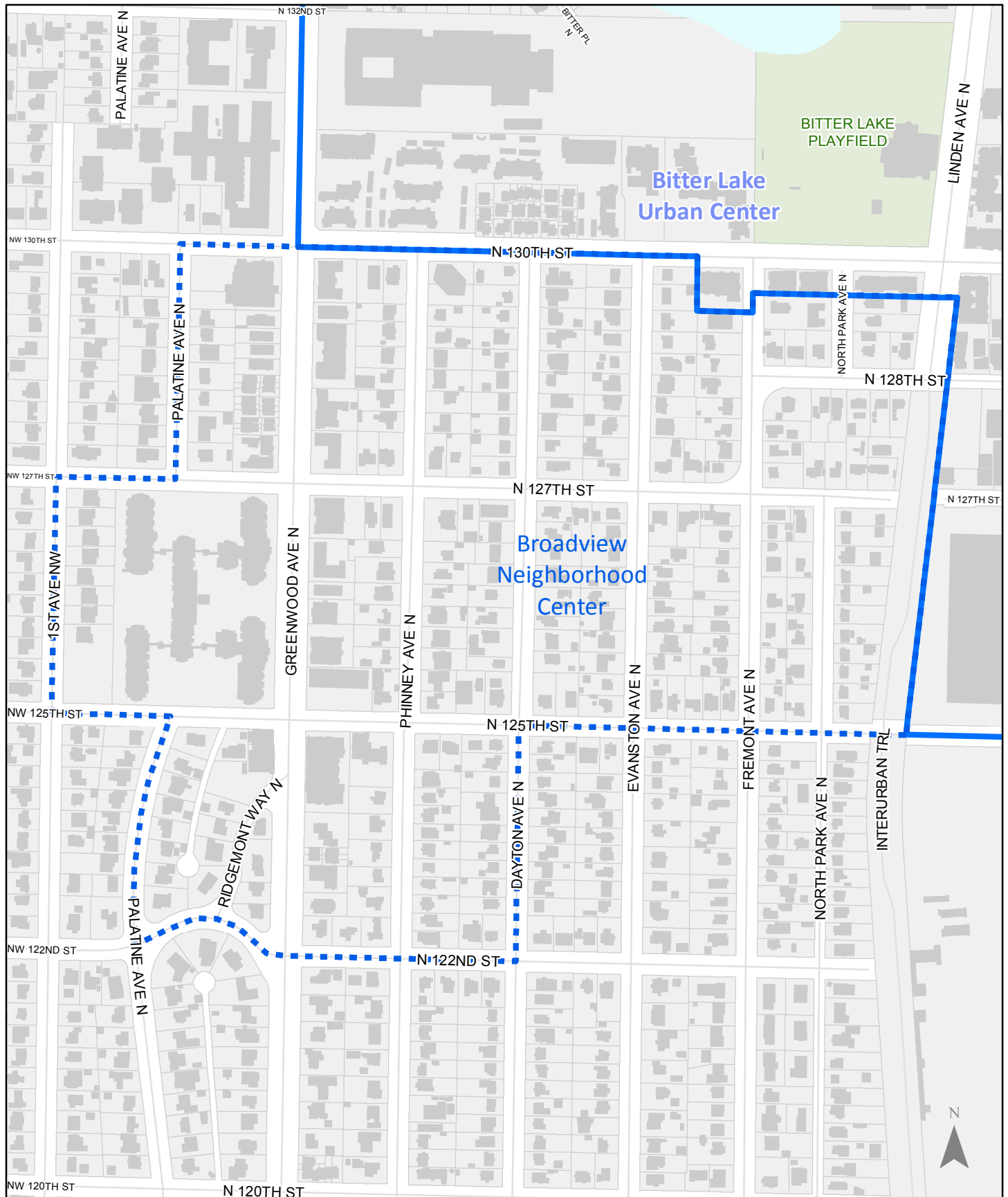
Bryant	<u>Loyal Heights</u>	<u>Roanoke Park</u>
<u>Dawson</u>	Madison Park	South Park
Delridge	Madison Valley	<u>South Wedgwood</u>
Dravus	Madrona	Tangletown
Endolyne	Magnolia Village	Upper Fauntleroy
Fairmount	Maple Leaf	Upper Fremont
<u>Gasworks</u>	Mid Beacon Hill	Wedgwood
Georgetown	Montlake	West Green Lake
High Point	<u>Nickerson-South Canal</u>	Whittier
Hillman City	North Magnolia	



4. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan adding the Alki, Broadview, Dawson, Gasworks, Loyal Heights, Nickerson-South Canal, and Roanoke Park Neighborhood Centers and updating the figures based on the boundaries shown on the attached map, as appropriate.



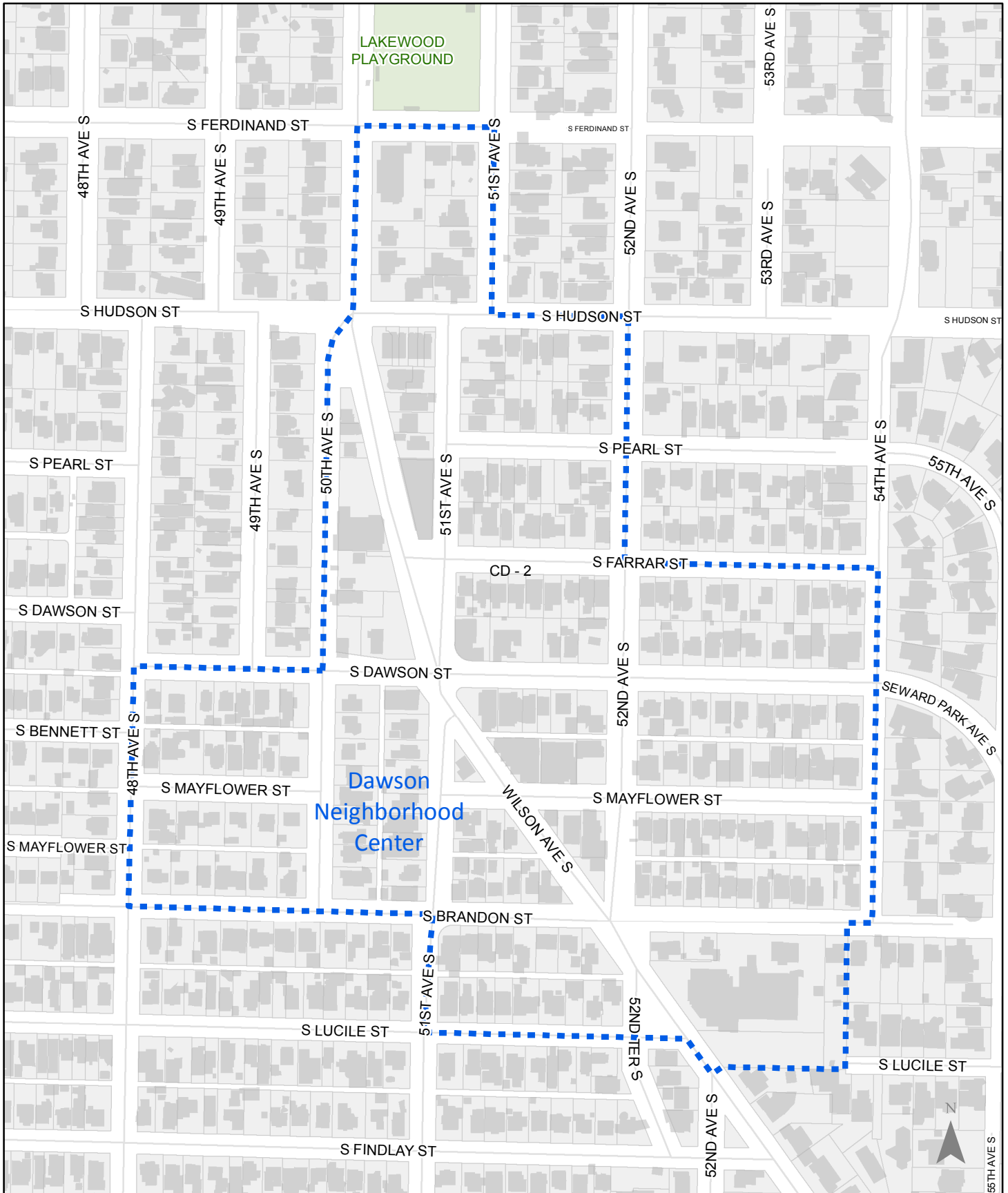
 New Neighborhood Center Boundary  Urban Center


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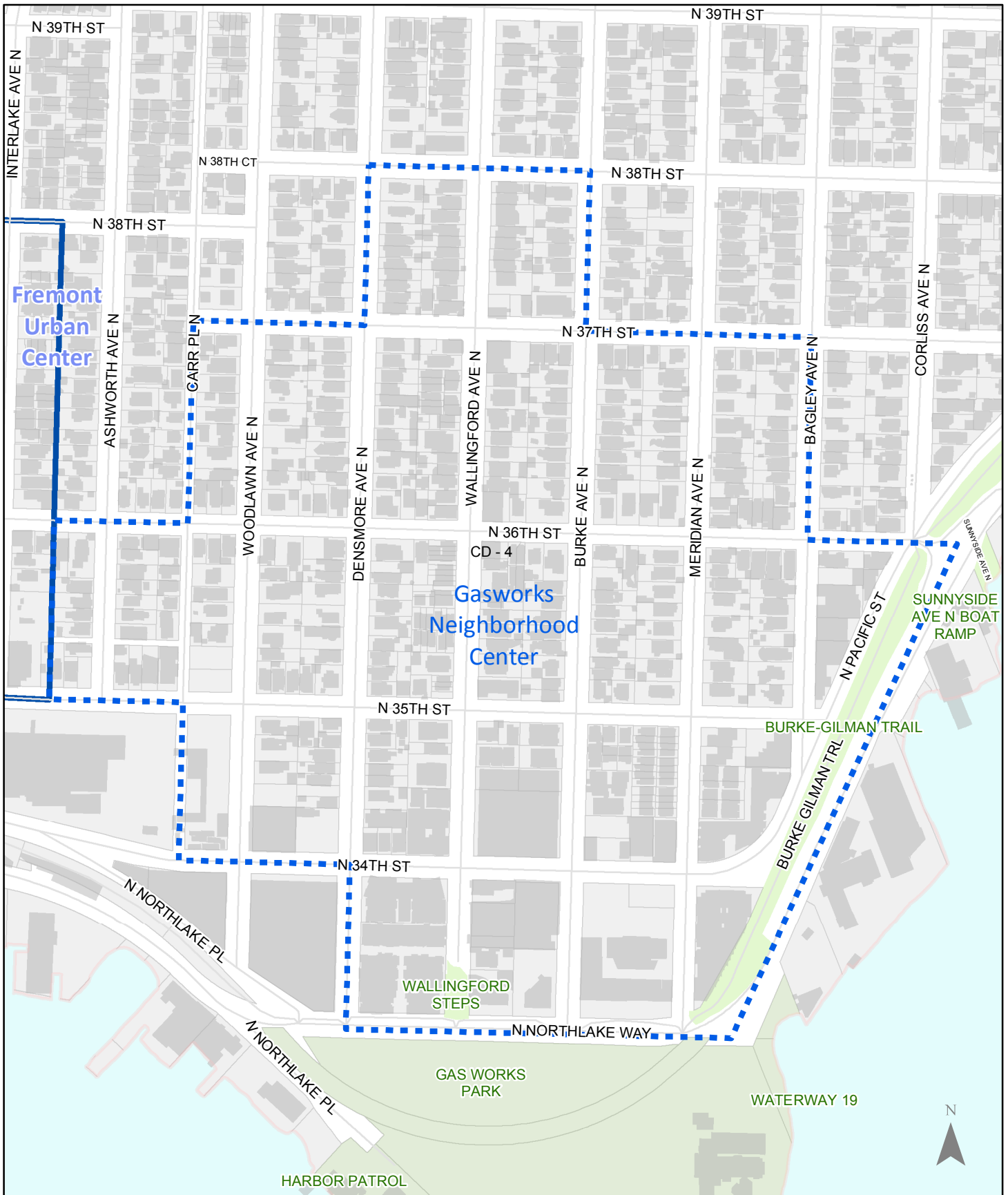
 New Center Boundary  Urban Center

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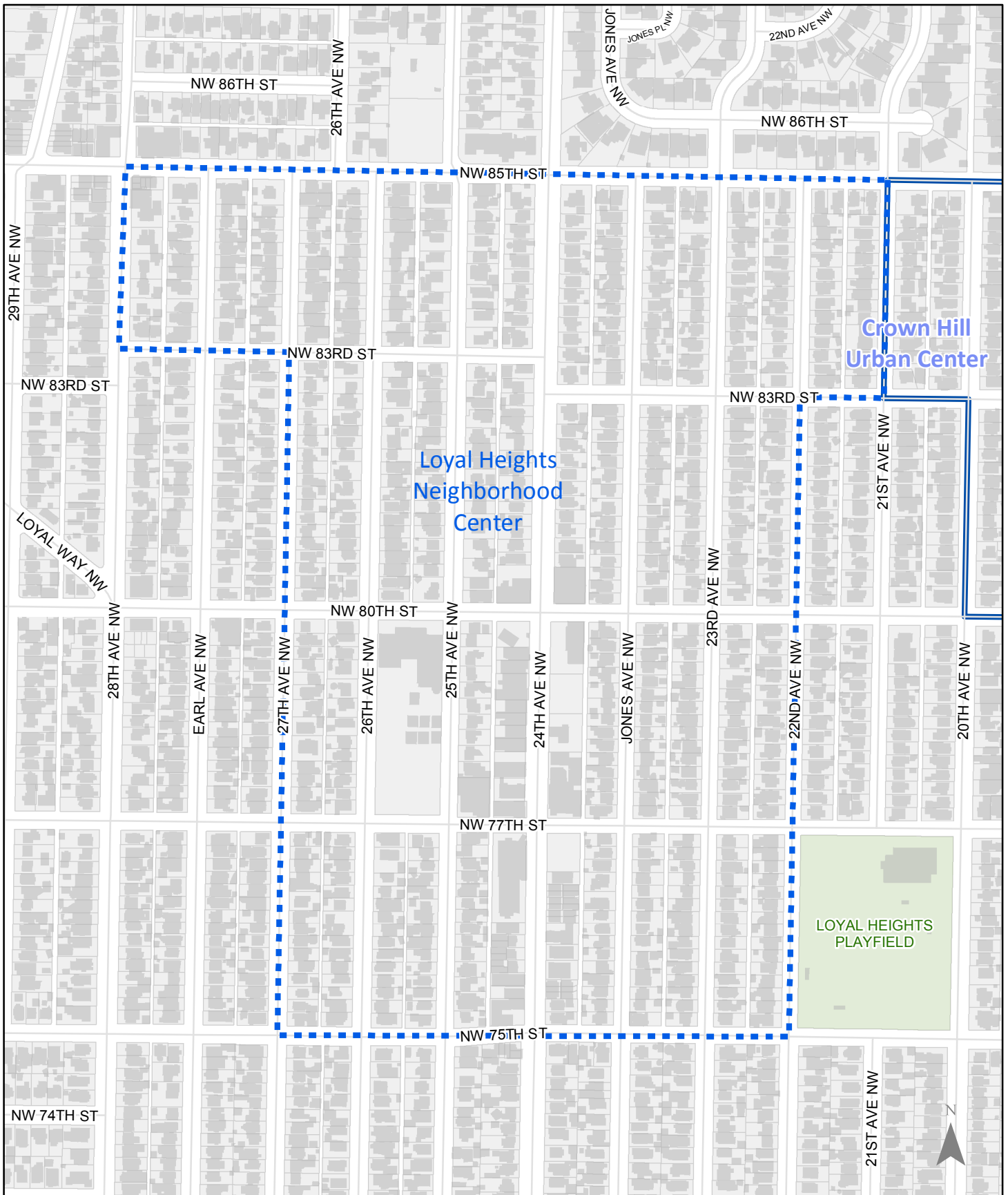
 New Neighborhood Center Boundary





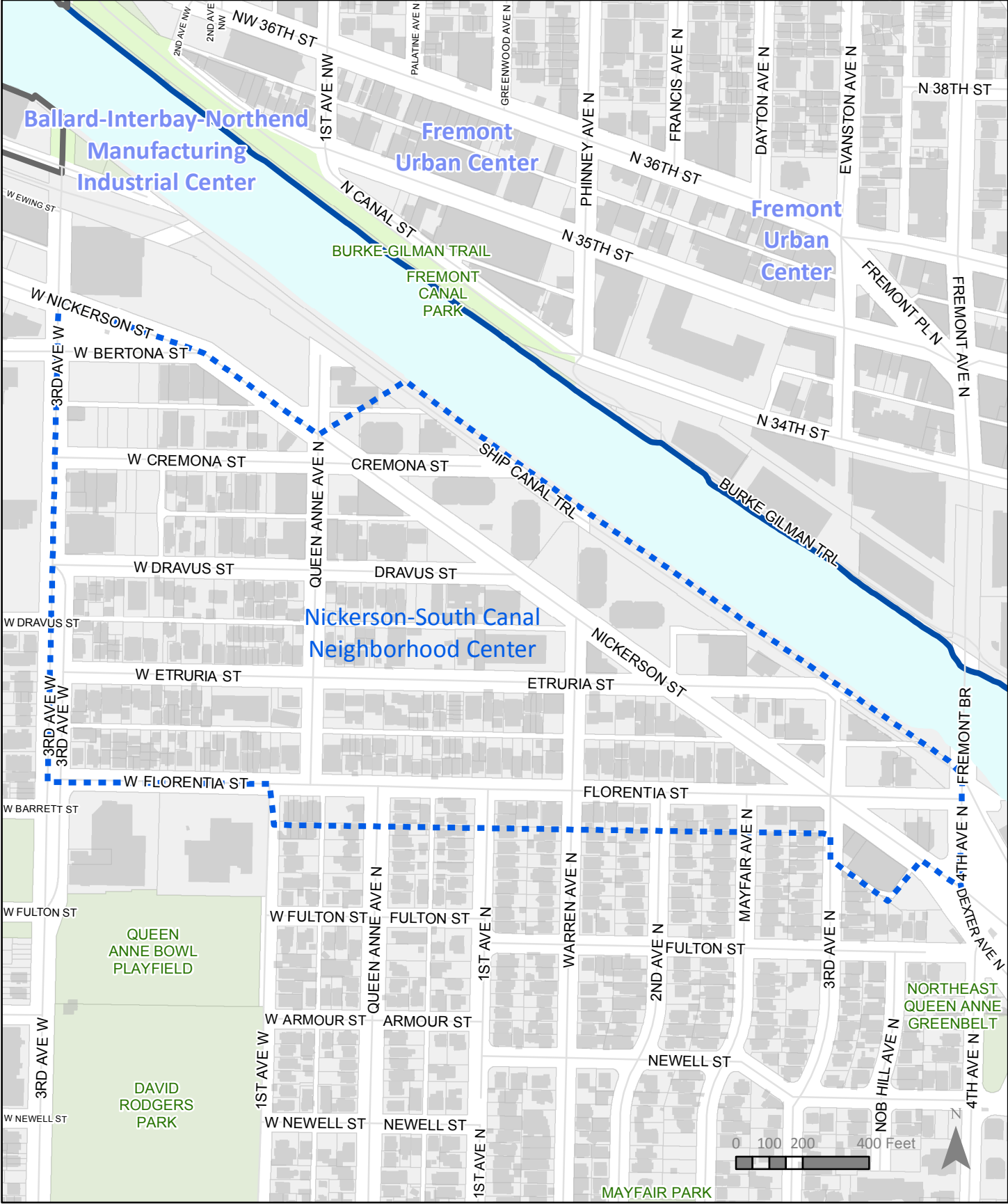
 New Neighborhood Center Boundary  Urban Center

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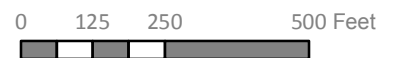
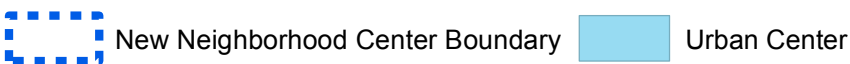
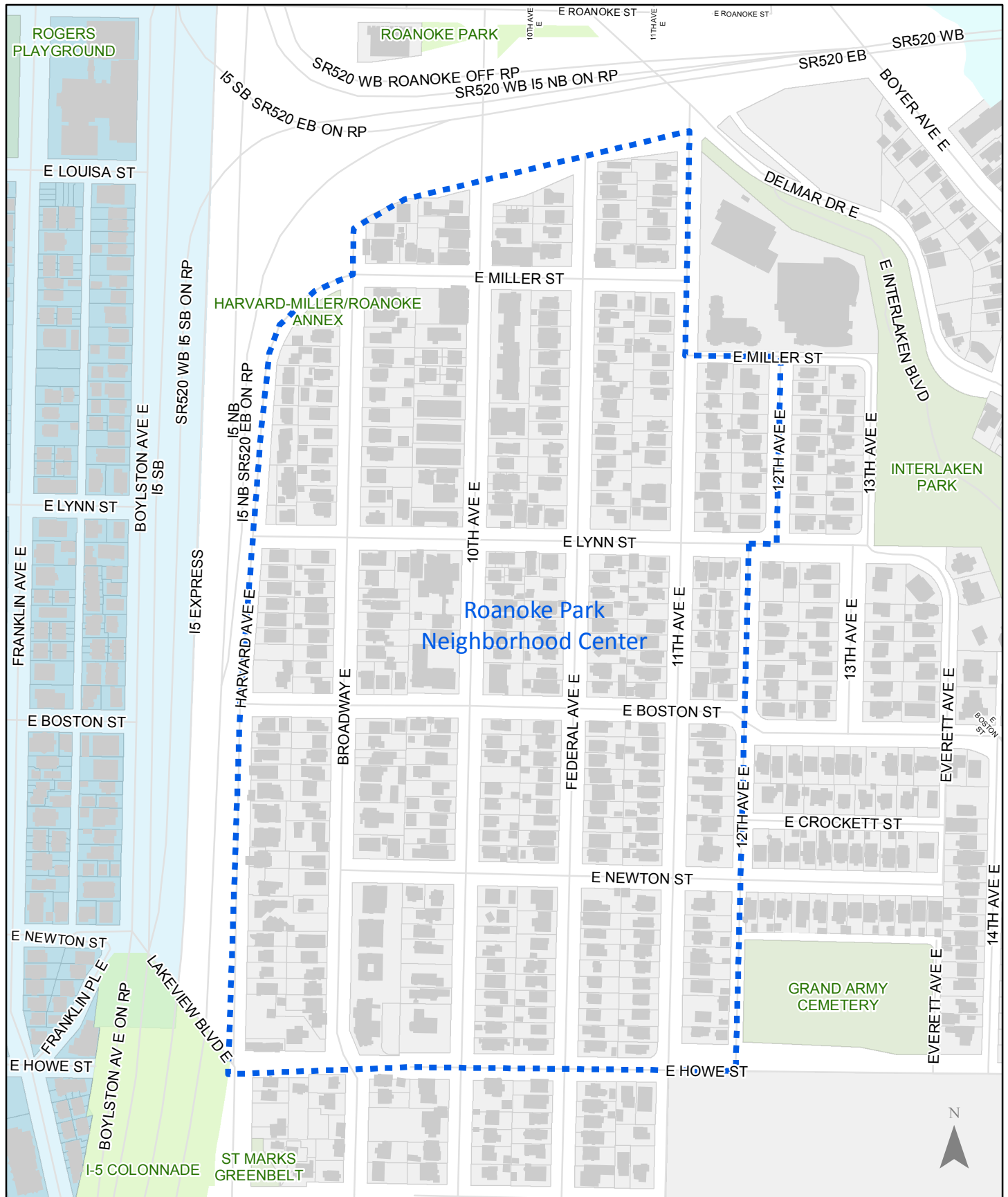



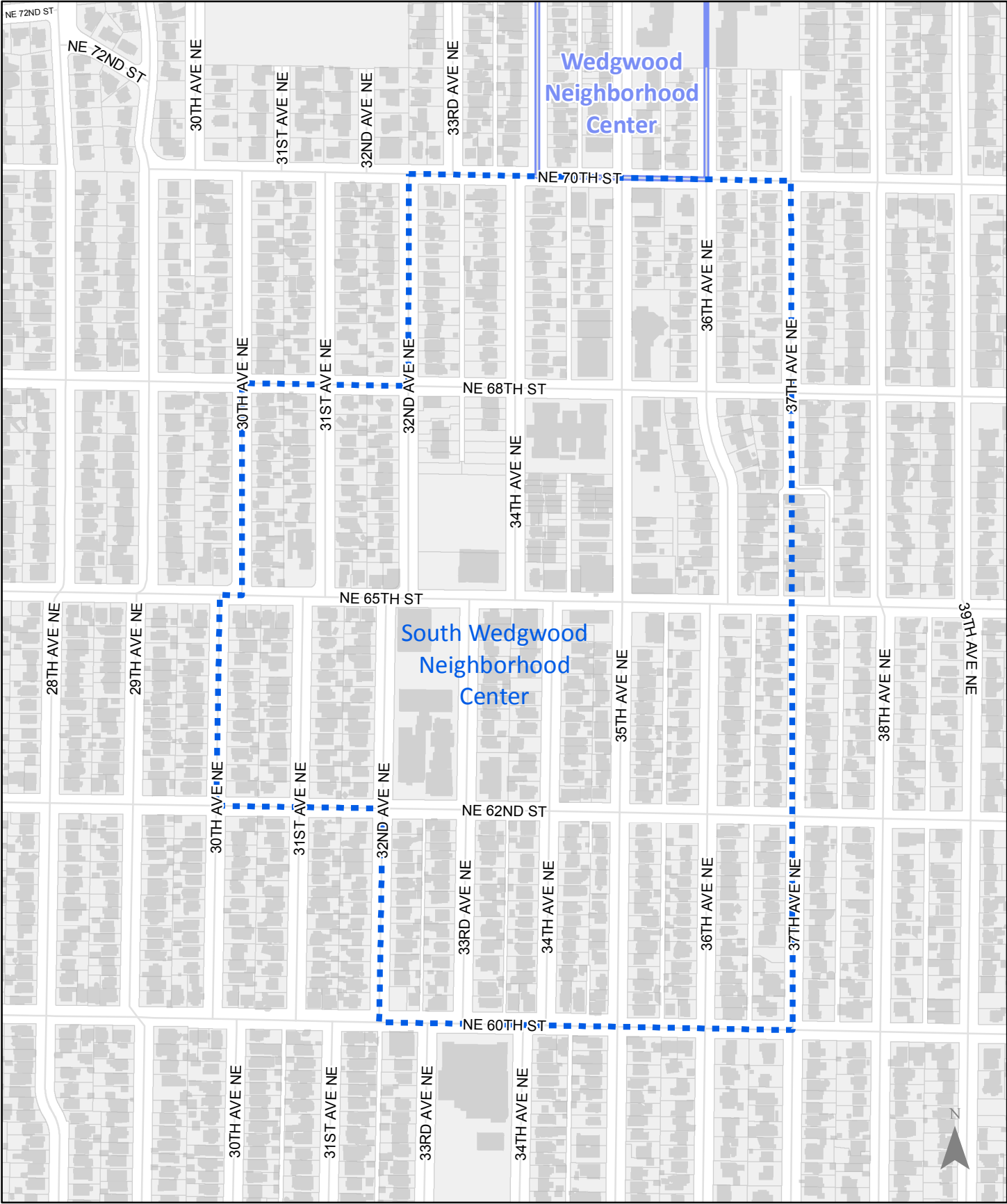
 New Neighborhood Center Boundary  Urban Center


0 100 200 400 Feet

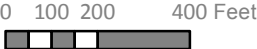



 New Neighborhood Center Boundary  Manufacturing Industrial Center  Urban Center





 New Neighborhood Center Boundary  Neighborhood Center in Plan



Amendment 35 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Saka

Rename the Endolyne Neighborhood Center to Fauntleroy and amend the boundaries

Effect: This amendment would rename the Endolyne Neighborhood Center to Fauntleroy and remove two areas from the Neighborhood Center: (1) two blocks on the west side of the center bounded by Fauntleroy Way SW, SW Wildwood Pl, 46th Avenue Southwest, and SW Brace Point Drive and (2) portions of one block on the east side of the neighborhood center bounded by California Avenue SW, SW Director Street, 45th Avenue SW, and the alley north of SW Brace Point Drive.

The areas to be removed are approximately 5.6 acres. With this change, the Fauntleroy neighborhood center would be approximately 30 acres. Area 1 consists predominantly of single-family houses. Areas to the south of Area 1 are generally composed of dead-end streets with their only access to the rest of the city through Area 1. Area 2 includes the Fauntleroy Schoolhouse, now in use as a community center/child care center, and part of Kilbourne Park. Both areas are currently zoned Neighborhood Residential. The C Line RapidRide bus stops in front of the Fauntleroy Schoolhouse and at the corner of 46th Avenue SW and SW Wildwood Place.

1. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985 to amend Figure 8, as follows:

Figure 8

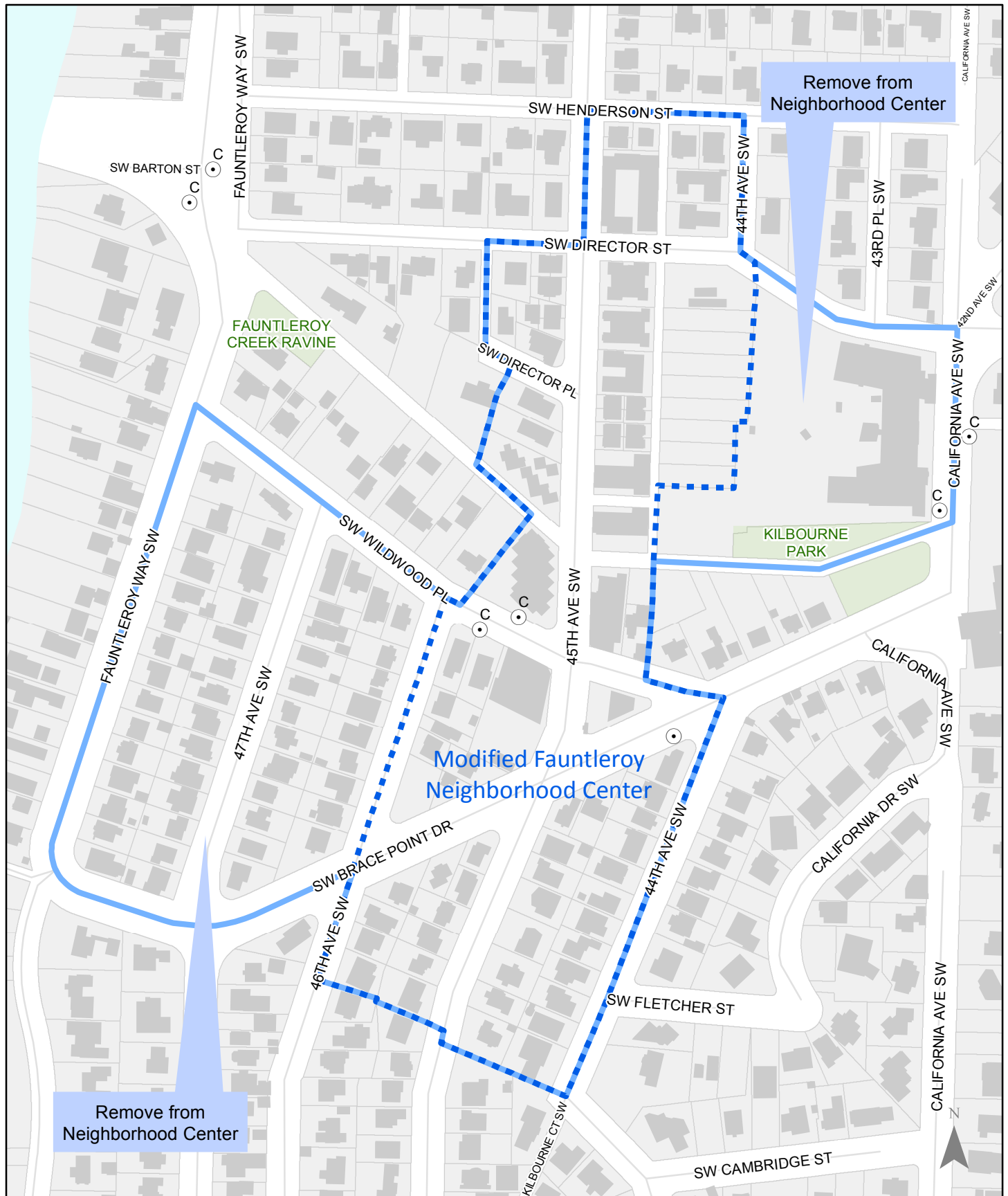
List of Neighborhood Centers

Brandon Junction	Holman Road	Olympic Hills
Bryant	Little Brook	Phinney Ridge
Delridge	Madison Park	Ravenna
Dravus	Madison Valley	South Park
Endolyne	Madrona	Tangletown

Fairmount	Magnolia Village	Upper Fauntleroy
<u>Fauntleroy</u>	Maple Leaf	Upper Fremont
Georgetown	Mid Beacon Hill	Wedgwood
High Point	Montlake	West Green Lake
Hillman City	North Magnolia	Whittier
Holden		

2. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Endolyne Neighborhood Center as shown on the attached map.

3. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan, replacing “Endolyne” with “Fauntleroy” and updating the figures based on the revised boundaries for the center shown on the attached map, as appropriate.



 New Center Boundary  Proposed Neighborhood Center Boundary



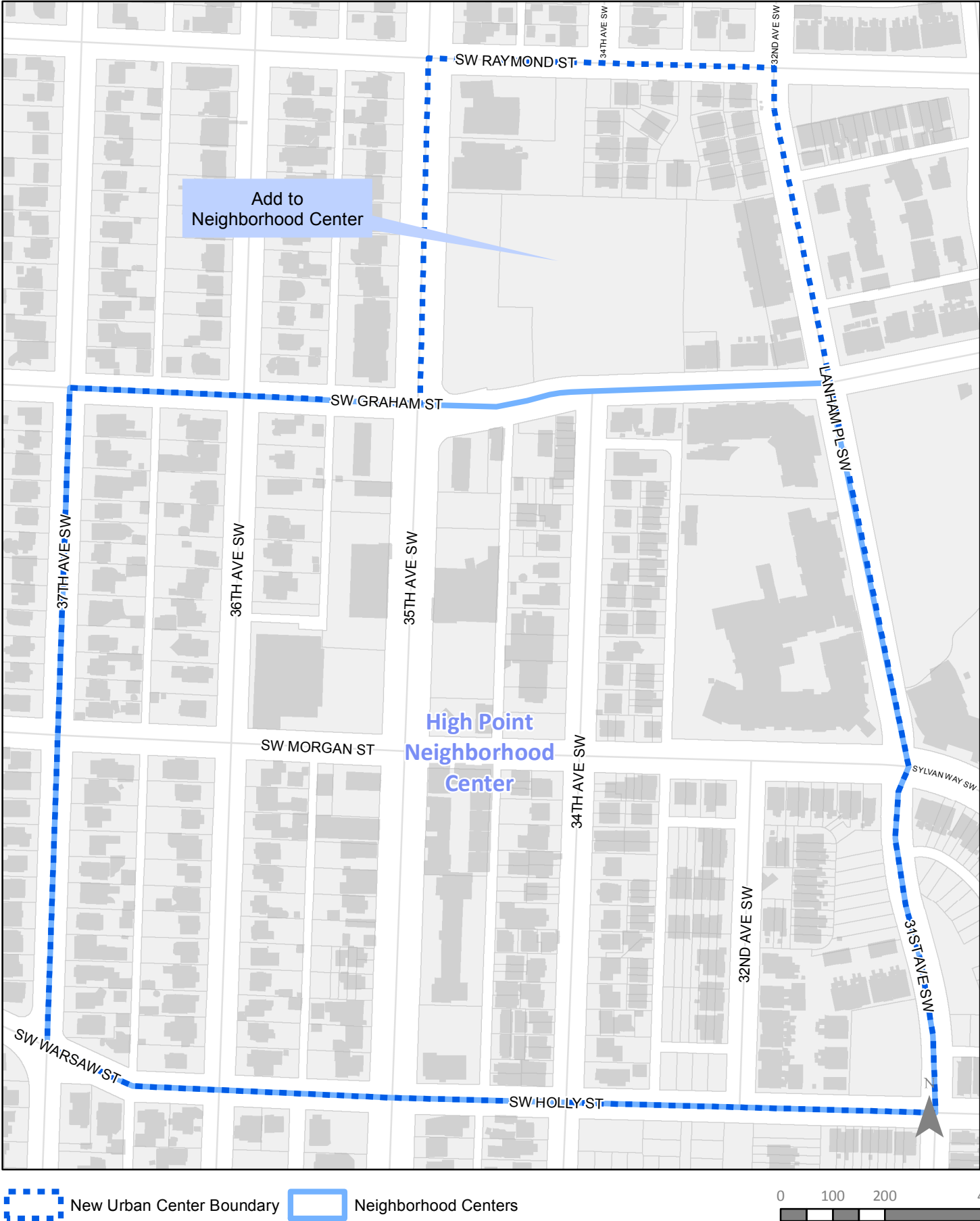
Amendment 36 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Saka

Amend the boundary of the High Point Neighborhood Center

Effect: This amendment would add one block to the High Point Neighborhood Center. The block is bounded by SW Raymond Street on the north, SW Graham Street on the west, and Lanham Pl S on the east and SW Graham street on the south. It is approximately 10 acres. With the addition, the High Point Neighborhood Center would be approximately 49 acres. The block to be added is currently zoned Lowrise 2 on the north and Neighborhood Commercial 2-55 (M) on the south. It includes the High Point library on its northwest corner, and a mix of multifamily and mixed-use structures. A bus stop for the 21 bus route, which provides frequent transit service, is located adjacent to the library.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the High Point Neighborhood Center as shown on the attached map:



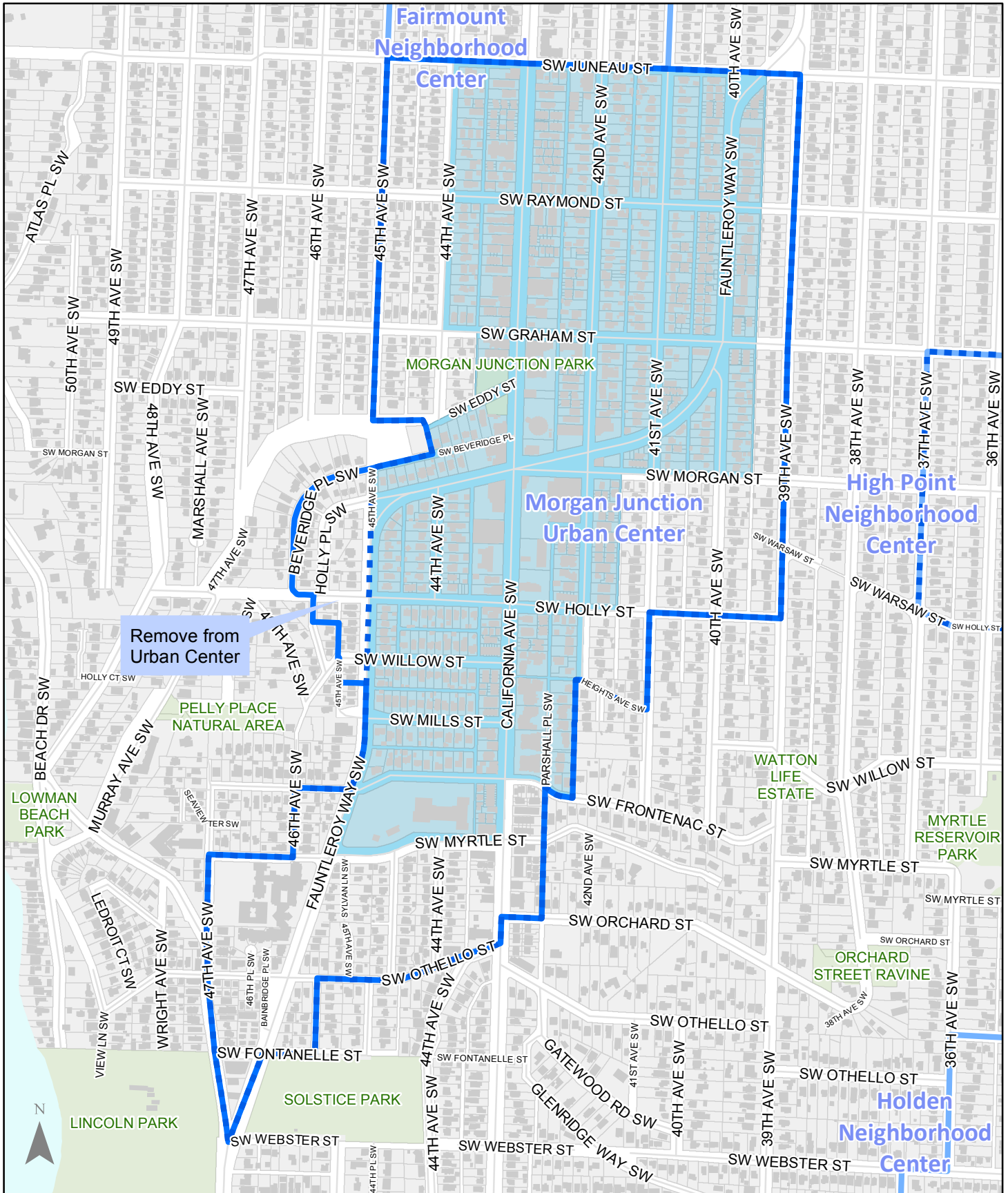
Amendment 37 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Saka

Amend the boundary of the Morgan Junction Urban Center

Effect: The Mayor's Recommended One Seattle Plan would expand the Morgan Junction Neighborhood Center from 113 to 195 acres. This amendment would remove a small area west of 45th Avenue SW/ Fauntleroy Way SW and east of Beveridge PL SW from the proposed boundaries of the Morgan Junction Urban Center. This area is approximately 6.5 acres. Beveridge PL SW is a narrow street without sidewalks and is less appropriate for higher-density housing. The area is zoned Neighborhood Residential and contains single-family houses. With this change, the boundaries of the Morgan Junction Urban Center would decrease from 195 acres to 189 acres.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 5, and 9 to amend the boundaries of the Morgan Junction Urban Center as shown on the attached map:



New Urban Center Boundary
Urban Centers
Neighborhood Centers

0 200 400 800 Feet

Amendment 38 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Hollingsworth

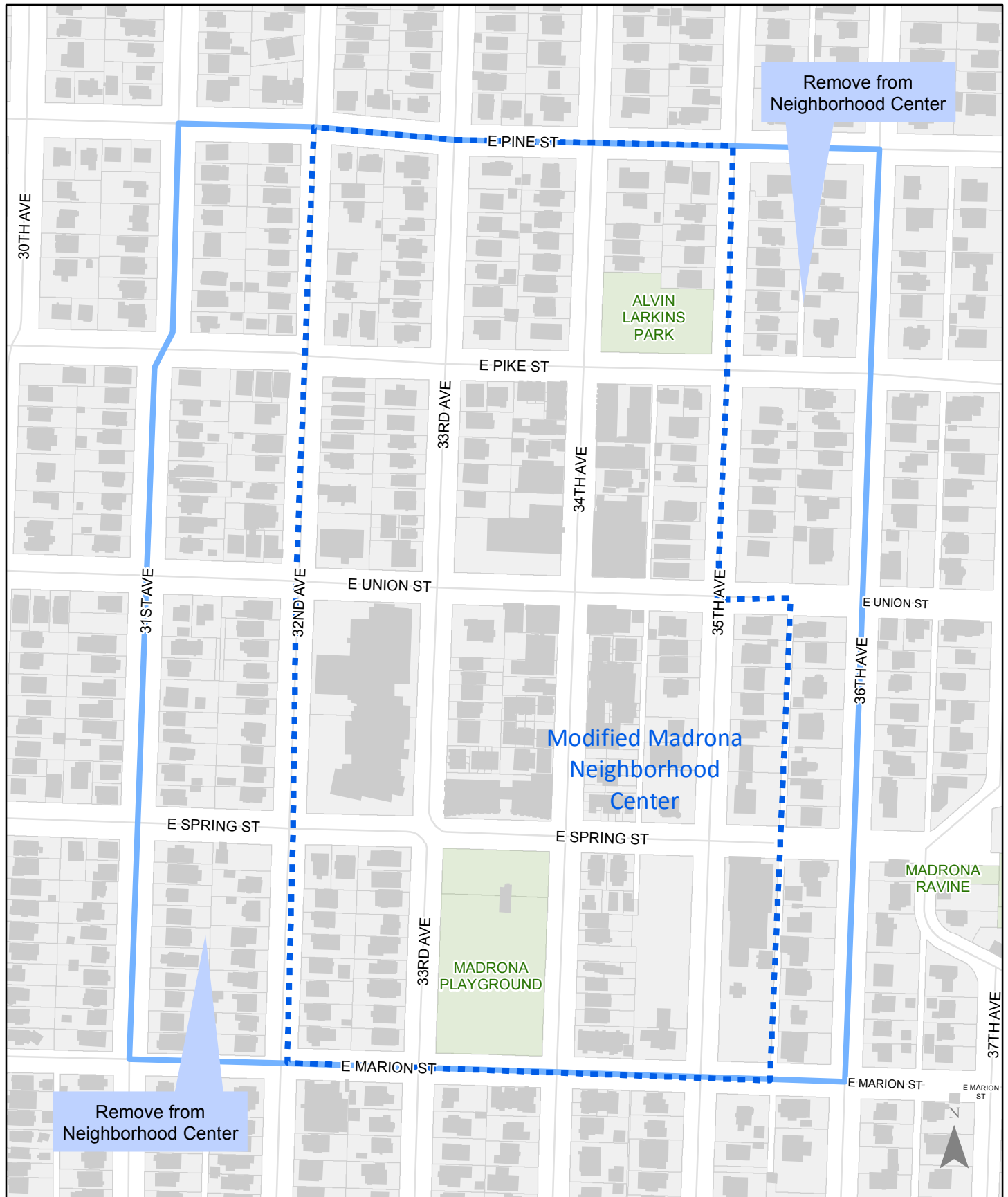
Amend the boundary of the Madrona Neighborhood Center

Effect: This amendment would remove approximately seven blocks from the Madrona Neighborhood Center (Council District 3). The areas to be removed from the Neighborhood Center are generally located west of 32nd Avenue E and east of 35th Avenue E. The areas to be removed are approximately 20 acres. With this change, the Madrona Neighborhood Center would be approximately 34 acres.

The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential and is occupied predominantly by single-family homes with scattered duplexes. The area to be removed includes some steep slope environmentally critical areas.

The 2 bus route provides frequent transit service with multiple stops in this area along E Union Street and 34th Avenue north of E Union Street, and the 3 bus route provides frequent transit service along 34th Avenue south of E Union Street.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Wedgwood Neighborhood Center as shown on the attached map:



 New Center Boundary  Proposed Neighborhood Center Boundary

0 100 200 400 Feet


Amendment 39 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Rivera

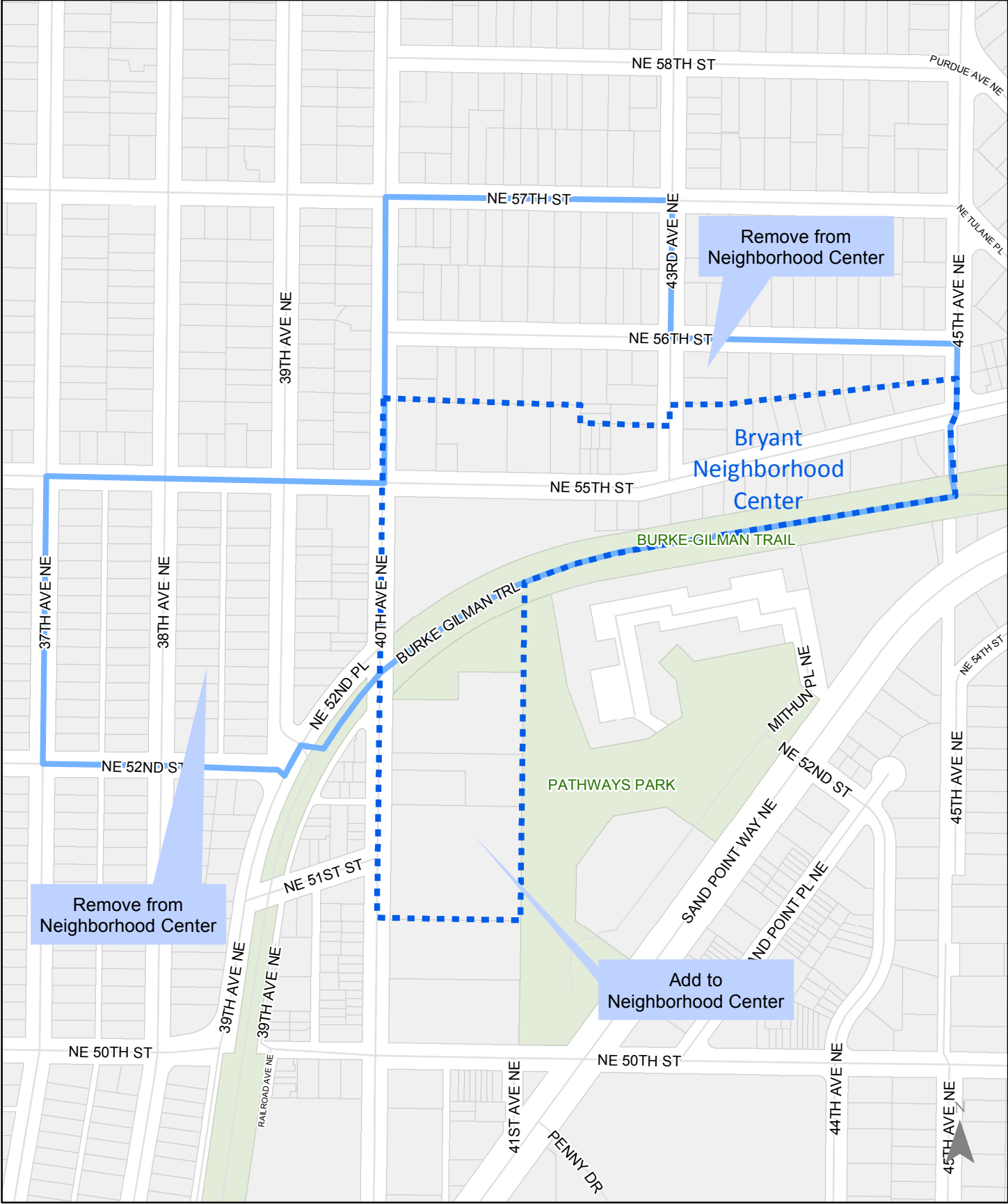
Amend the boundary of the Bryant Neighborhood Center



Effect: This amendment would remove approximately five blocks and add approximately one block to the Bryant Neighborhood Center (Council District 4). The areas to be removed from the Neighborhood Center are located in two areas: (1) west of 40th Avenue NE and south of NE 55th Street, and (2) east of 40th Avenue NE and north of the midblock north of NE 55th Street. The area to be added is south of the Burke Gilman Trail and east of 40th Avenue NE. The areas to be removed are approximately 20.6 acres, the area to be added is approximately 15.1 acres. With this change, the Bryant Neighborhood Center would be approximately 15.9 acres.

The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential, with the exception of a block facing 40th Avenue NE, south of NE 55th Street, which is zoned Lowrise 2. The area to be added is zoned Lowrise 3. Multifamily uses are located in the lowrise areas to be added and removed, and the remainder of the area to be removed is generally occupied by single-family houses with a few scattered multifamily properties. The area to be added also includes a portion of Pathways Park.

The 65 bus route provides frequent transit service with stops along 40th Avenue NE and NE 55th Street. The 79 bus route, which provides hourly service on weekdays, has stops along NE 55th Street.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Bryant Neighborhood Center as shown on the attached map:



 New Neighborhood Center Boundary  Neighborhood Centers

0 100 200 400 Feet

Amendment 40 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

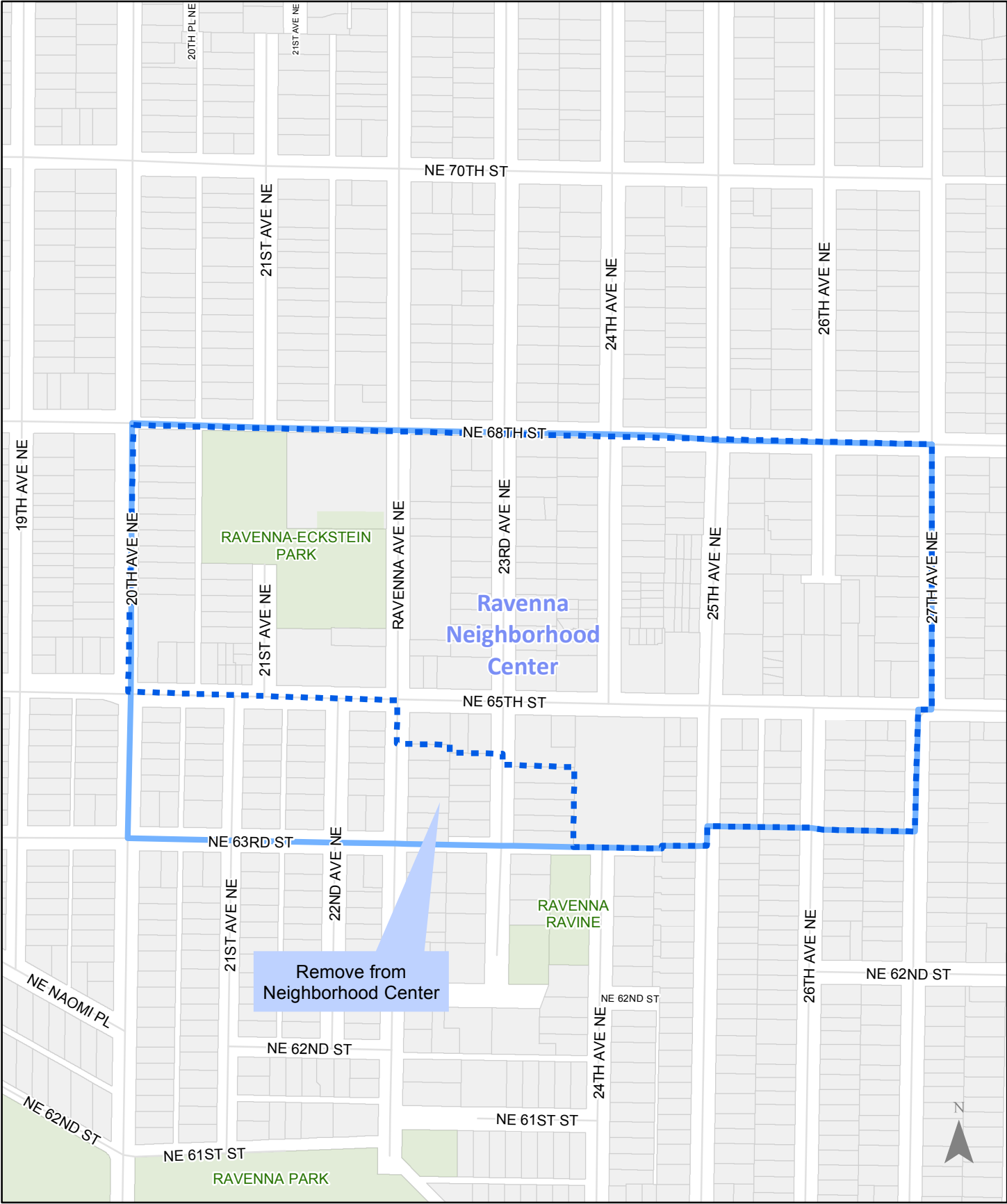
Sponsor: Councilmember Rivera



Amend the boundary of the Ravenna Neighborhood Center

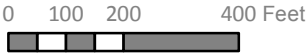
Effect: This amendment would remove approximately four and a half blocks from the southwest corner of the Ravenna Neighborhood Center (Council District 4). The area to be removed from the Neighborhood Center is included in the Ravenna-Cowen Historic District, a national historic district. The area to be removed is generally located south of NE 65th Street and west of 24th Avenue NE.

The areas to be removed are approximately 7.8 acres. With this change, the Ravenna Neighborhood Center would be approximately 38 acres. The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential, with the exception of two block faces on the south side of N 65th Street west of Ravenna Avenue NE, which are zoned Neighborhood Commercial 2 P-40. Commercial uses are located in the Neighborhood Commercial area, and the remainder of the area to be removed is occupied by single-family houses. The 62 bus route provides frequent transit service with multiple stops in this area along NE 65th Street.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Ravenna Neighborhood Center as shown on the attached map:



 New Neighborhood Center Boundary  Neighborhood Centers



Amendment 41 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Rivera

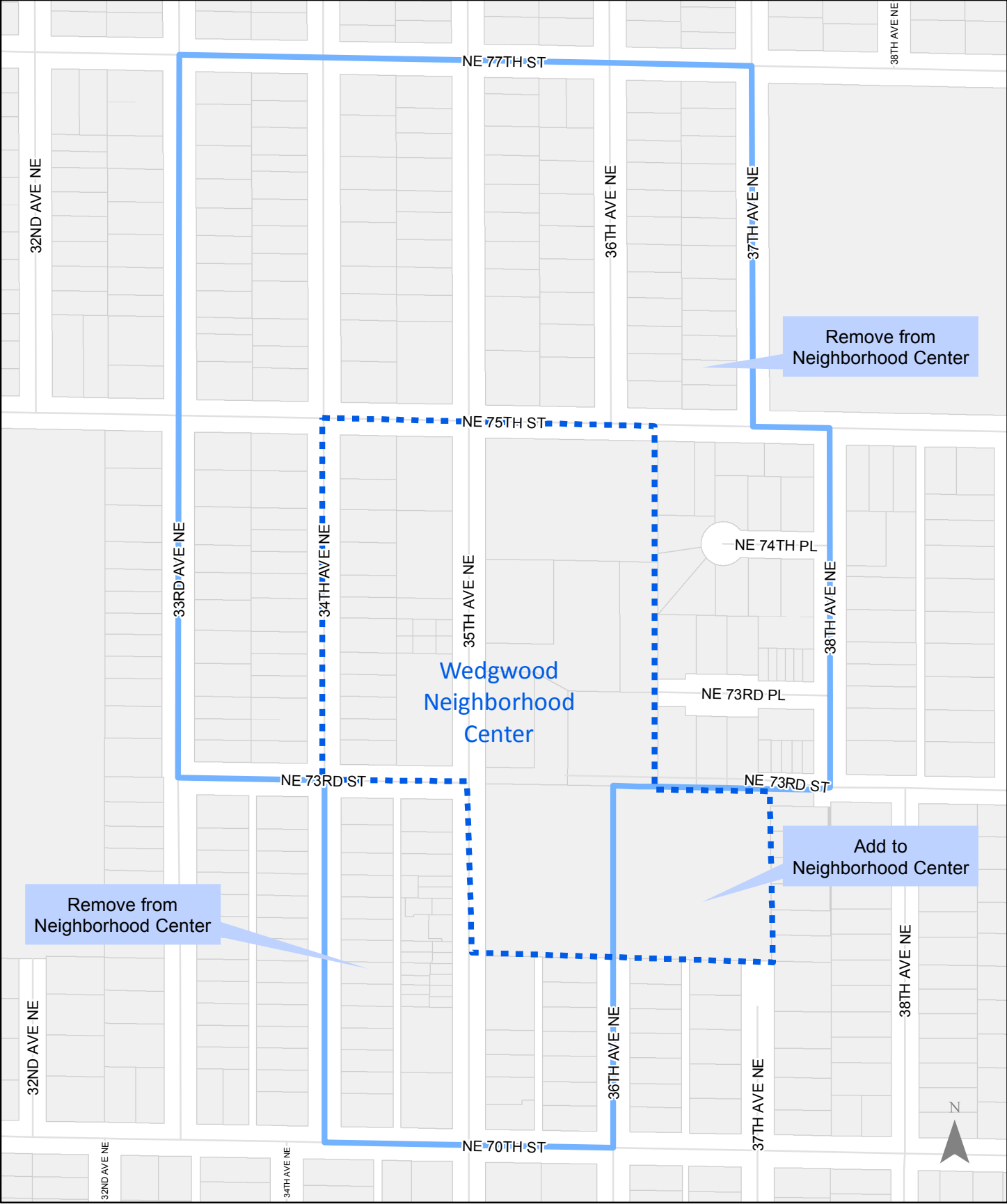
Amend the boundary of the Wedgwood Neighborhood Center



Effect: This amendment would remove approximately four blocks from the Wedgwood Neighborhood Center (Council District 4). The areas to be removed from the Neighborhood Center are generally located west of 34th Avenue NE and east of 36th Avenue NE. The areas to be removed are approximately 16.8 acres. With this change, the Wedgwood Neighborhood Center would be approximately 38 acres.

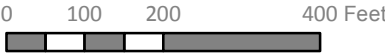
The area that would be removed from the Neighborhood Center is currently zoned Neighborhood Residential, with the exception of a block facing NE 73rd Place west of 38th Avenue NE, which is zoned Lowrise 2. Multifamily uses are located in the lowrise area, and the remainder of the area to be removed is occupied by single-family houses.

The 65 bus route provides frequent transit service with multiple stops in this area along 35th Avenue NE, and the 79 bus route which provides hourly service on weekdays has a stop at 35th Avenue NE and NE 75th St.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7 and 9 to amend the boundaries of the Wedgwood Neighborhood Center as shown on the attached map:



 New Neighborhood Center Boundary  Neighborhood Centers



Amendment 42 Version #2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Establish the boundaries of the East Ballard Neighborhood Center and
Remove Phinney Ridge Neighborhood Center

Effect: This amendment would establish the boundaries of a new neighborhood center, the East Ballard Neighborhood Center (NC) generally centered on the intersection of NW 65th Street and 8th Avenue NW. The amendment would also remove the Phinney Ridge NC from the proposed Comprehensive Plan update per CB 120985.

Starting from the intersection of Dibble Avenue NW and NW 67th Street, the boundary of the new neighborhood center would continue along NW 67th Street to 7th Avenue NW and there turn south along 7th. At 7th and NW 65th Street, the boundary would continue south along the midblock line to NW 62nd Street with a jog around one parcel located just east of this line and bordered by NW 65th and the parcel facing 6th Avenue NW. At 62nd Avenue Street the border would extend along NW 62nd Street and continue on the midblock line between NW 63rd Street and NW 62nd Street. Where this border line connects with the extension of the alignment of Dibble Avenue NW, the border would turn north crossing through blocks to the intersection of NW 65th and Dibble and closing the boundary at NW 67th and Dibble.

The area that would be included in the Neighborhood Center under this amendment is zoned Neighborhood Residential throughout except as follows. The parcels facing NW 65th Street are zoned Neighborhood Commercial 2P-40 (M) respectively. Most of the block facing NW 65th Street, 7th Avenue Northwest, north of NW 63rd Street, and 8th Avenue NW is also zoned Neighborhood Commercial 2P-40 (M). The north sides of NW 63rd Street and of NW 62nd Street contained the proposed boundary is zoned Lowrise 1 (M). Current uses of property in the area are consistent with the zoning.

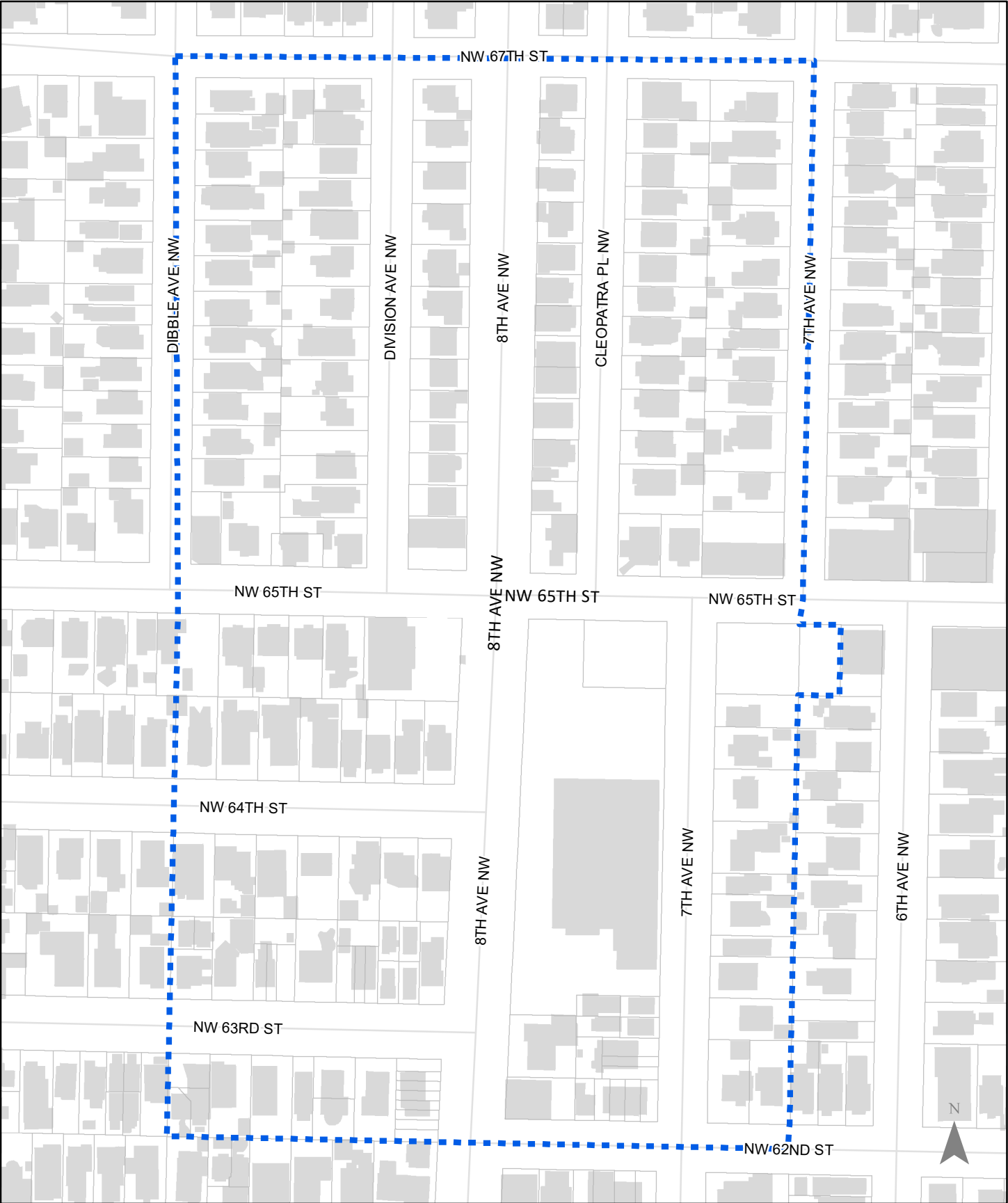
Metro Bus Route 28 runs along 8th Avenue NW, making stops near NW 70th Street and NW 65th Street. It connects the proposed Neighborhood Center with the area near Carkeek Park in the north, Downtown Seattle in the south along with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail.


The East Ballard NC proposed here was not included in the Preferred Alternative as analyzed in the Comprehensive Plan Environmental Impact Statement (EIS). However, a new neighborhood center located around 8th Avenue NW and N 65th Street was included in the analysis of Alternative 2 and Alternative 5 in the EIS.

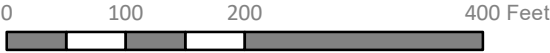
Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, 8, and 9 to add the name and boundaries of the

Eric McConaghy
Select Committee on the Comprehensive Plan
September 15, 2025
D#1

East Ballard Neighborhood Center according to Attachment 1 of this Amendment and to remove the Phinney Ridge Neighborhood Center.



 New Neighborhood Center Boundary



Amendment 44 Version 2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the Magnolia Village Neighborhood Center

Effect: This amendment would amend the boundaries of the Magnolia Village Neighborhood Center (NC) as proposed in Council Bill (CB) 120985 by contracting the NC in the southeast and expanding the NC to the north. See Attachment 1 for the map.

This amendment would increase the area of the Magnolia Village NC from 44 acres as proposed to 83 acres. The expanded NC would encompass the West Magnolia Playfields, Mounger Pool, and Catherine Blaine Junior High.

Beginning at the northwest corner, the border of the amended NC would run from the intersection of the line running midblock between 35th Avenue NW and 34th Avenue NW and W Dravus Street. From here, the border would run east, cross 34th Avenue NW, and turn south along the eastern boundaries of the parcels facing 34th Avenue NW to W Barrett Street. From here, the boundary would follow W Barrett Street to 31st Avenue W and there turn south and continue to the intersection of 31st Avenue W, Condon Way and W McGraw Street. From here, the southern boundary would take in the parcels facing W McGraw Street across to 35th Avenue W including the commercial properties at 32nd and W McGraw. Heading north on 35th Avenue, the border would cross W McGraw and turn east behind the row of parcels on the north side of W McGraw and then turn north to follow the midblock line to close the boundary at W Dravus Street.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with Neighborhood Commercial 2P – 55 (M) along W McGraw Street and 32nd Avenue W. The current uses are consistent with the zoning.

King County Metro Bus Routes 24 and 31 serve the area. Route 24 connects this area to points west and north Magnolia including near Discovery Park, across Magnolia Bridge, the Seattle Center and Downtown Seattle. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 31 connects the area of this Neighborhood Center to Sound Transit's U-District Light Rail Station and Children's Hospital with stops in Magnolia, Queen Anne, Fremont, Northlake, University District and the University Village.

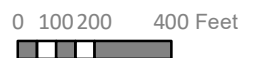
The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the Magnolia Village Neighborhood Center according to Attachment 1.



Amendment 45 Version 2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the North Magnolia Neighborhood Center

Effect: This amendment would amend the boundaries of the North Magnolia Neighborhood Center (NC) according to Attachment 1.

The area of the amended North Magnolia Neighborhood Center would increase slightly to 58 acres from the 56 acres contained in the boundaries as proposed by Council Bill 120985. In general, the amendment would expand the area of the NC to the north along W Government Way and contract the proposed area in the south from W Bertona to W Emerson Street.

The amended NC would be bordered by the line running from 36th Avenue W and W Ohman Place generally to the east to the intersection of Brygger Drive W and 34th Avenue W, not including the Kiwanis Ravine and the parcels around Brygger Drive W. From there the line would encompass the parcels fronting W Government Way bending north along its curve to cross W Fort Street. The border would include the two parcels at the northwest corner of Fort and 32nd Avenue W and the parcels facing W Government Way all the way to Gilman Avenue W along with the triangle of parcels east of 31st at Gilman.

From just east of W Government Way and 29th Avenue W, the border would turn south along the midblock line to encompass the parcels facing 29th Avenue W. The border would then continue west along W Jameson Street to the midblock line between 30th Avenue W and 29th Avenue W and there turn south to include the parcels facing west on 30th Avenue W.

About four parcels south of W Jameson, the line would run west to 33rd Avenue W and there turn south. At W Elmore Street the line would jog west and then run down the midblock line between 33rd and 34th to W Emerson Street. The border would turn west along Emerson and north again at the midblock line between 34th Avenue W and 35th Avenue W. At W Thurman the line would head west to 36th Avenue W and complete the circuit at the intersection of 36th Avenue W and W Ohman Place.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with areas of Lowrise 3 zoning along W Government Way and extending south to W Elmore Street and 34th Avenue W. Neighborhood Commercial 1 – 55 (M) zoning is located along W Government Way, 32nd Avenue W, and W Jameson where the roads intersect and adjacent parcels. Neighborhood Commercial 2 – 40 (M) and Neighborhood Commercial 1 – 40 (M) zoning applies to the lots facing 34th Avenue W from immediately south of W Emerson Street to W Thurman Street. The current uses are consistent with the zoning.

King County Metro Bus Routes 24 and 33 serve the area. Route 24 connects this area to points west and north Magnolia including near Discovery Park, across Magnolia Bridge, the Seattle

Center and Downtown Seattle. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 33 connects this area to Downtown along Government Way, Gilman, south through Magnolia to across the Magnolia Bridge, along Elliott Avenue W, past the Seattle Center and thence to Downtown.

The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the North Magnolia Neighborhood Center according to Attachment 1.



Amendment 48 Version 2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the Upper Fremont Neighborhood Center

Effect: This amendment would amend the boundaries of the Upper Fremont Neighborhood Center (NC) according to the map shown Attachment 1.

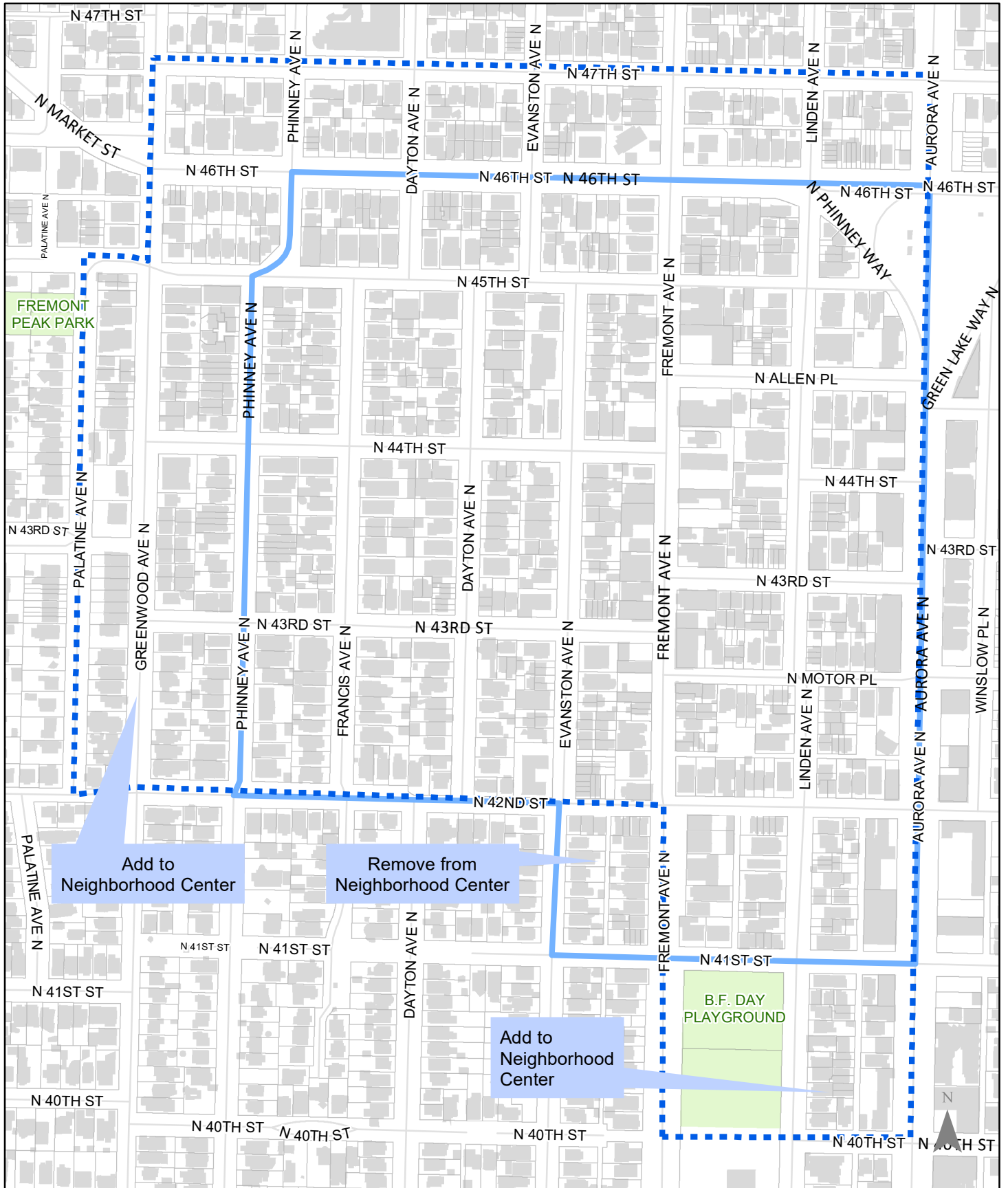
The amendment would expand the NC to the north, south and west compared to the boundaries as proposed by Council Bill 120985. The size area of the amended Upper Fremont NC would increase from 72 acres as proposed to 101 acres.


Starting from the corner of Greenwood Avenue N and N 47th Street, the amended border of the Upper Fremont NC would run east along N 47th Street to Aurora Avenue N and there turn south along Aurora to N 40th Street. From Aurora and N 40th Street, the border would head west to Fremont Avenue N and there turn north. At the intersection of Fremont Avenue N and N 42nd Street, the border would run along N 42nd Street to Palatine Avenue N. From here, the western boundary follow Palatine Avenue N to N 45th Street, jog east to Greenwood and continue north the intersection of Greenwood and N 47th Street.

The area that would be included in the Neighborhood Center under this amendment is zoned predominantly as Lowrise with Neighborhood Commercial zoning along Fremont Avenue N from N Motor Place to n 45th Street and the corners just north of N 46th Street on Fremont. South of N 43rd Street along Greenwood Avenue N, Francis Avenue N, and Dayton Avenue N, the zoning is Neighborhood Residential. The current uses are consistent with the zoning with single family dwellings intermixed with multi-family dwellings and commercial uses.

King County Metro Bus Routes 5 and 44 serve this area. Route 5 connects this area with Shoreline Community College to the north and Downtown Seattle to the south. From Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail. Route 44 runs from the Locks in Ballard to Sound Transit's UW Station (light rail), running through Ballard, Wallingford and the University District.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the Upper Fremont Neighborhood Center as shown on Attachment 1.



 New Neighborhood Center Boundary

 Neighborhood Centers

0 100 200 400 Feet


Amendment 49 Version 2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Strauss

Amend the boundary of the West Green Lake Neighborhood Center and
Rename as “Northwest Green Lake Neighborhood Center”

Effect: This amendment would amend the boundaries of the West Green Lake Neighborhood Center (NC) and change the name of the proposed NC to “Northwest Green Lake Neighborhood Center.” See Attachment 1 for the map showing the amendment.

The size area of the amended West Green Lake Neighborhood Center would increase from the 63 acres contained in the boundaries as proposed by Council Bill 120985 to 89 acres. The amendment would contract the boundaries of the NC on the southwest side and expand to the north and east.

The amended NC would be bordered by N 80th Street on the north and Linden Avenue N and the extension of its alignment on the west. From the intersection of the extension of the alignment of Linden and N 72nd Street the border would run along N 72nd Street to Aurora Ave N/West Green lake Drive N and follow along West Green Lake to the intersection with N 76th Street. The border would follow N 76th Street to Winona Avenue N and then turn north and east running to the intersection with N 77th Street. The line would continue west along N 77th Street turn north along Stone Avenue N and west along N 78th Street to close the boundaries at the intersection with Linden Avenue N.

The area that would be included in the Neighborhood Center under this amendment is zoned mostly Neighborhood Residential 3 with Neighborhood Commercial 3P – 55 (M) and Commerical 1 – 55 (M) zoning on Aurora Avenue N. Two blocks east of Aurora and bordering Green Lake Dr N are zoned Lowrise 2 RC (M) and Neighborhood Commercial 1 – 55. The current uses are consistent with the zoning.

King County Metro RapidRide E runs along Aurora Avenue N with stops also on Winona and Linden. This route connects this Neighborhood Center to the Aurora Transit Center to the north at N 200th Street and Downtown Seattle to the south. In Downtown Seattle, riders can connect with Sound Transit Light Rail, Sounder/Amtrak, Streetcars and the Monorail.

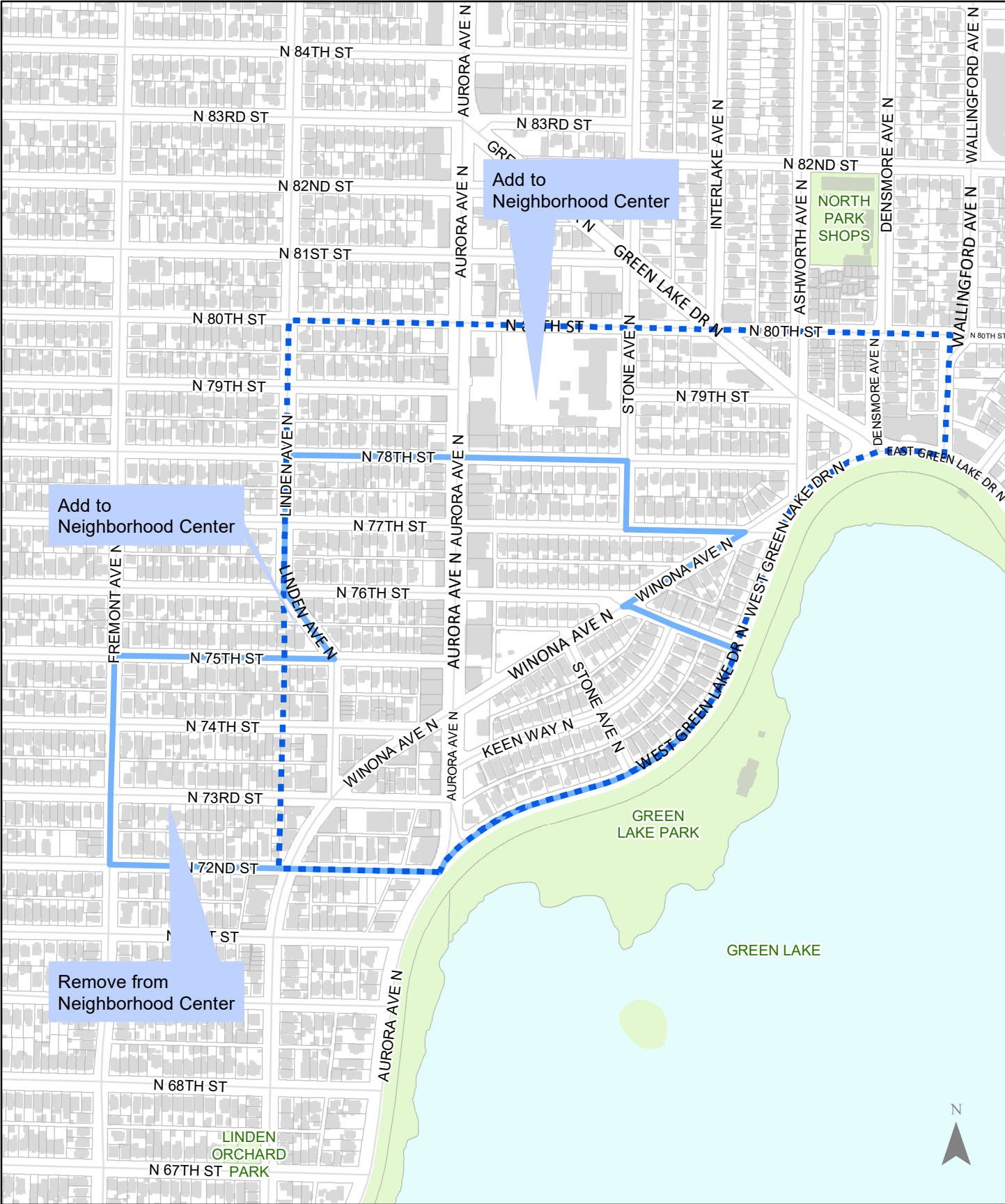
The boundaries that would be adopted through this amendment are generally not consistent with Comprehensive Plan policy GS 6.4 which state:

GS 5.4 Determine the boundaries of Neighborhood Centers based on local conditions, but generally include areas within a 3-minute walk (800 feet) of the central intersection or bus rapid transit stop.

If the Council wants to adopt the boundaries proposed under this amendment, it should also amend this policy to allow greater flexibility in the configuration of neighborhood center boundaries.

Because these proposed boundaries are significantly different from the boundaries analyzed in the Comprehensive Plan Environmental Impact Statement, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, and 9 to amend the boundaries of the West Green Lake Neighborhood Center per Attachment 1 and rename proposed NC as “Northwest Green Lake Neighborhood Center.”



Amendment 50 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Kettle

Add a North Queen Anne/Nickerson Neighborhood Center

Effect: This amendment would create a new North Queen Anne/Nickerson Neighborhood Center generally located between 3rd Avenue N and 4th Avenue NE, south of the ship canal, with an irregular southern border running along W Dravus Street, Etruria Street, Florentia Street and Fulton Street. The proposed Center would include the eastern edge of the Seattle Pacific University campus (Council District 7). It would encompass approximately 44.5 acres.

The area to be included in the Neighborhood Center includes a Major Institution zone over the Seattle Pacific University Campus, west of Queen Anne Avenue N and north of W Dravus Street. East of Queen Anne Avenue N and north of Etruria Street and Nickerson Street the zoning is Commercial 1 and Commercial 2 with a 55-foot height limit. The remainder of the area is predominantly zoned Lowrise 2 and 3, with Neighborhood Residential zones south of Florentia Street.

The Major Institution zone includes a mix of institutional buildings with a few single-family structures, parking lots, and a gas station. The Lowrise areas are predominantly developed with multifamily buildings, with scattered single-family houses. There are a wide range of uses in the Commercial-zoned area, with offices along the ship canal, commercial uses along Nickerson Street, and mixed-use, multifamily and warehouse structures off of Nickerson Street.

The 31 and 32 bus routes serve the same stops and together provide frequent transit service in this area. Bus stops for the 31 and 32 bus routes are located along Nickerson Street. Areas farthest from the center of the proposed neighborhood center are approximately 800 feet from the closest bus stop serving the 31 and 32.

The One Seattle Plan Final Environmental Impact Statement (EIS) analyzed the potential for a new Neighborhood Center in this area, but did not analyze specific boundaries for this center. Consequently, additional environmental review of this change would be required prior to final Council action.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 7, 8 and 9 to add a North Queen Anne/Nickerson Neighborhood Center as shown on the attached map:

2. Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figure 8 to add the North Queen Anne/Nickerson Neighborhood Center, as follows:

Figure 8

List of Neighborhood Centers

Brandon Junction	Little Brook	Olympic Hills
Bryant	Madison Park	Phinney Ridge
Delridge	Madison Valley	Ravenna
Dravus	Madrona	South Park
Endolyne	Magnolia Village	Tangletown
Fairmount	Maple Leaf	Upper Fauntleroy
Georgetown	Mid Beacon Hill	Upper Fremont
High Point	Montlake	Wedgwood
Hillman City	North Magnolia	West Green Lake
Holden	<u>North Queen Anne-Nickerson</u>	Whittier
Holman Road		

3. Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan adding the North Queen Anne/Nickerson Neighborhood Center and updating the figures based on the boundaries shown on the attached map, as appropriate.



Amendment 51 Version #2 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update ORD

Sponsor: Councilmember Kettle

Rename the Upper Queen Anne Urban Center to Queen Anne Urban Center; Remove areas north of Roy Street from the Uptown Regional Center and add them to the Queen Anne Urban Center; Amend the boundary of the Queen Anne Urban Center

Effect: This amendment makes three changes related to the “Upper Queen Anne Urban Center”:

1. It changes the name of the Urban Center to the “Queen Anne Urban Center;”
2. It adds areas north of Roy Street/W Roy Street to the Queen Anne Urban Center, instead of the Uptown Regional Center; and
3. It removes a small area north of W McGraw Street and west of 1st Avenue W from the north end of the Queen Anne Urban Center

The One Seattle Plan proposes to expand the boundaries of the Uptown Regional Center on the north from Roy Street to Prospect Street. This amendment would instead expand the Queen Anne Urban Center in the same area, leaving the northern boundary of the Uptown Urban Center untouched.

The Uptown Regional Center currently runs from Roy Street to Denny Way and from Elliott Avenue W to 7th Avenue N. The proposed One Seattle Plan would extend the northern boundary of the regional center from the mid-block north of Roy Street to Prospect Street in the area between 3rd Avenue W and Nob Hill Avenue N, in recognition of future light rail stations planned for the area.

The Queen Anne Urban Center generally runs along Queen Anne Avenue and W Galer street. It would be expanded in the One Seattle Plan to generally include the area from 3rd Avenue W to 2nd Avenue N and from W Prospect Street to W McGraw Street. This amendment would remove a block and a half from the north side of W McGraw Street near 2nd avenue W from the Urban Center.

This amendment would also shift the area that is proposed to be added to the Uptown Regional Center to instead add most of that area to the Upper Queen Anne Urban Center. Urban Centers and Regional Centers differ in terms of the amount of growth that is anticipated in the areas. Regional Centers are generally anticipated to accommodate the most growth in the City, and may be appropriate for tower development. Urban Centers are intended to play an important role in shaping the City’s growth. Heights between three and eight stories are appropriate in Urban Centers.

The area proposed to be moved from the Regional Center to the Urban Center is generally zoned Lowrise 3 multifamily, with a few areas on the northern edge zoned Neighborhood Residential. This area, on the south slope of Queen Anne Hill, is predominantly in multifamily use, except for the Neighborhood Residential area, which is predominantly single-family houses.

Two blocks located between Ward Street and Aloha Street, Warren Avenue N and Nob Hill Avenue N would be removed from both centers. The north half of this area is zoned Neighborhood Residential and is in single-family use and the south side is zoned Lowrise and is in multifamily use.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 3, 5, and 9 to amend the boundaries of the Uptown Regional Center and the Queen Anne Urban Center as shown on the attached maps.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1, to Council Bill 120985, by amending Figure 6 to amend the name of the “Upper Queen Anne Urban Center” to “Queen Anne Urban Center,” as shown below:

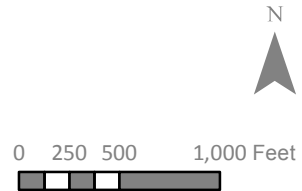
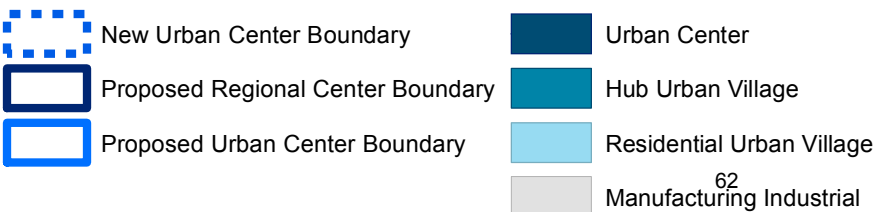
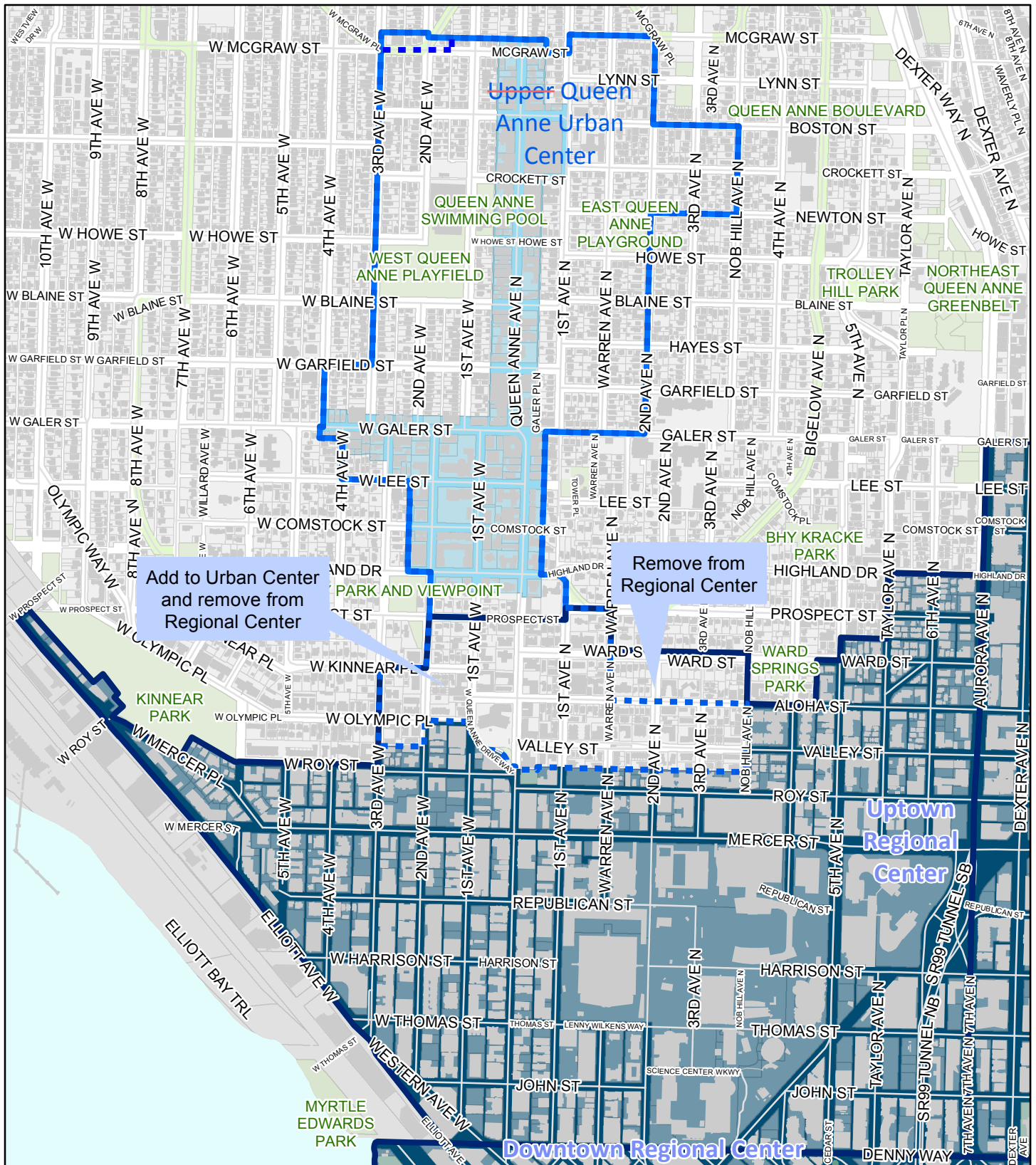
Figure 6

List of Urban Centers

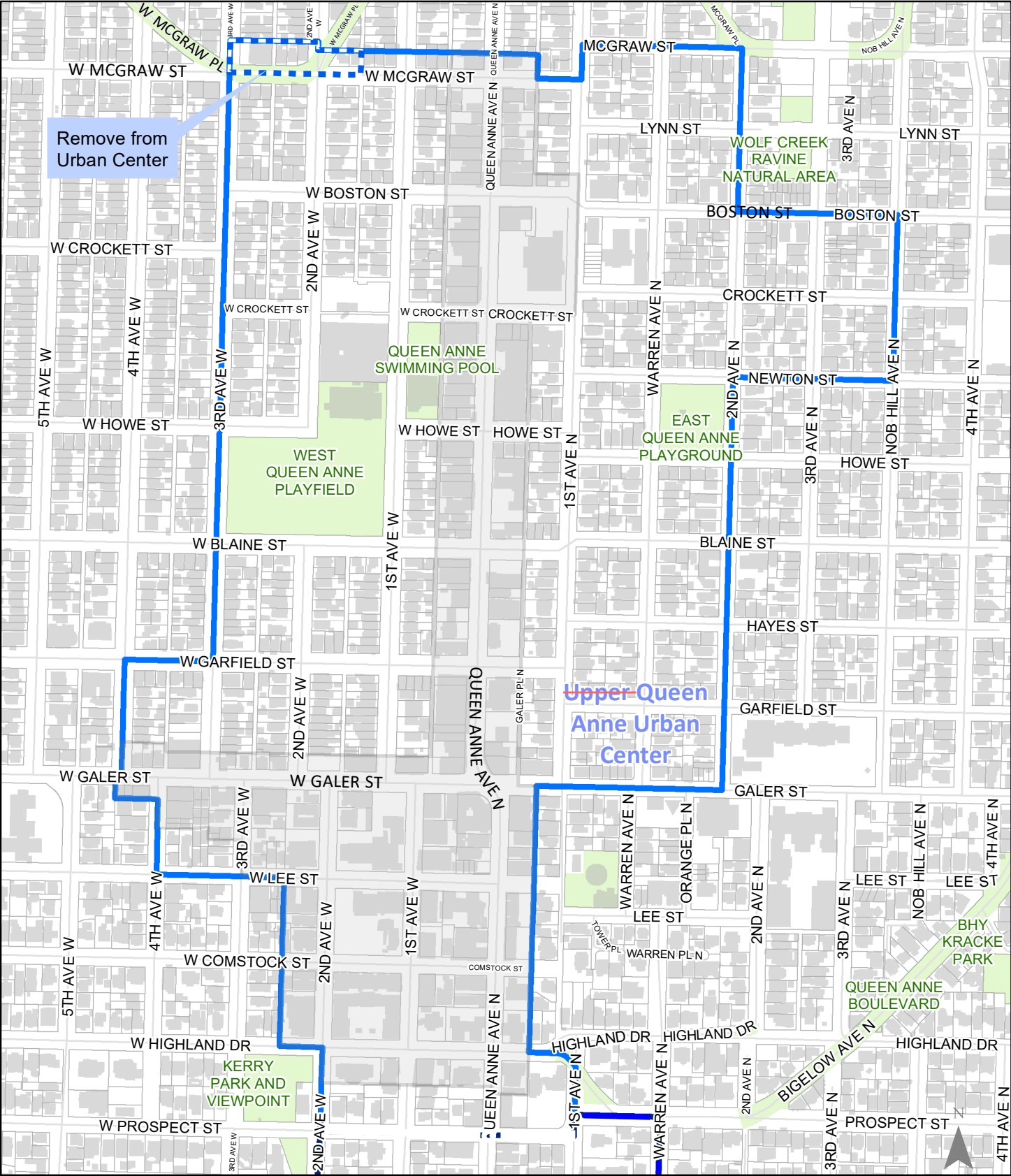
Admiral	Green Lake	Pinehurst–Haller Lake
Aurora–Licton Springs	Greenwood	<u>Queen Anne</u>
Bitter Lake	Judkins Park	Rainier Beach
Central District	Lake City	Roosevelt
Columbia City	Madison–Miller	Upper Queen Anne
Crown Hill	Morgan Junction	Wallingford
Eastlake	North Beacon Hill	West Seattle Junction
Fremont	North Rainier	Westwood–Highland Park
Graham	Othello	

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Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan based on the boundaries shown on the attached maps, and to update the name of the Queen Anne Urban Center, as appropriate.

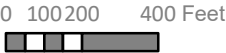






Proposed boundary

- Neighborhood Center
- Urban Center
- Existing center boundary



Amendment 53 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Saka

Threshold for pedestrian improvements in centers

Effect: This amendment would extend current pedestrian circulation and access requirements to development in Neighborhood Centers.

As proposed in CB 120985, increased pedestrian and circulation access requirements would apply only to regional and urban centers, not new neighborhood centers.

Amend Section 86 of Council Bill 120985, as follows:

Section 86. Section 23.53.006 of the Seattle Municipal Code, last amended by Ordinance 127099, is amended as follows:

23.53.006 Pedestrian access and circulation

* * *

C. (~~Within urban centers and urban villages.~~) Within ((~~urban centers and urban villages~~)) regional, ~~and~~ urban centers, and neighborhood centers, sidewalks, curbs, and curb ramps are required when new lots, other than unit lots, are created through the full or short subdivision platting process or when development is proposed on a lot that abuts any existing street in any zone, except as specified in subsection 23.53.006.F. If the existing street includes sidewalks, curbs, curb ramps, and accessible crossings that do not comply with the Streets Illustrated Right-of-Way Improvements Manual or successor rule, they shall be brought into compliance.

D. (~~Outside urban centers and urban villages.~~) Outside ((~~urban centers and urban villages~~)) regional, ~~and~~ urban centers, and neighborhood centers, sidewalks, curbs, and curb

ramps are required on an existing street in any of the following circumstances, except as provided in subsection 23.53.006.F.

1. In any zone with a pedestrian designation, sidewalks, curbs, and curb ramps are required when new lots, other than unit lots, are created through the full or short subdivision platting process or when development is proposed.

2. In industrial zones, on streets designated on Map A for 23.50A.190, sidewalks, curbs, and curb ramps are required when new lots are created through the full or short subdivision platting process or when development is proposed. Sidewalks, curbs, and curb ramps are required only for the portion of the lot that abuts the designated street.

3. On arterials, except in the MML zone, sidewalks, curbs, and curb ramps are required when new lots, other than unit lots, are created through the full or short subdivision platting process or when development is proposed. Sidewalks, curbs, and curb ramps are required only for the portion of the lot that abuts the arterial.

4. In neighborhood residential zones, sidewalks, curbs, and curb ramps are required when ten or more lots are created through the full subdivision platting process or when ten or more dwelling units are developed.

5. Except in neighborhood residential zones and the MML zone, sidewalks, curbs, and curb ramps are required when six or more lots, other than unit lots, are created through the full or short subdivision platting process or when six or more dwelling units are developed.

6. In all zones, except the MML zone, sidewalks, curbs, and curb ramps are required when the following ~~((non-residential))~~ nonresidential uses are developed:

a. Seven hundred and fifty square feet or more of gross floor area of major and minor vehicle repair uses and multi-purpose retail sales; or

b. Four thousand square feet or more of ((~~non-residential~~)) nonresidential
uses not listed in subsection 23.53.006.D.6.a.

* * *

Note: Multiple amendments may amend the same sections or subsections. Following
Committee action on all amendments, Central Staff will reconcile language and renumber and
re-letter sections and subsections as needed in the amended bill.

Amendment 111 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Chair Hollingsworth

Restore the boundaries of the First Hill/Capitol Hill Regional Center
and Central District Urban Center

Effect: This amendment maintains the current boundaries of the First Hill/Capitol Hill Regional Center and the Central District Urban Center. The One Seattle Plan would add an area generally bounded by 14th Avenue on the west and 18th Avenues on the east between E Pike Street and E Alder Street to the First Hill Capitol Hill Regional Center. The Plan would add an adjacent area generally bounded by 18th Avenue on the west and 20th and 21st Avenues on the east between E Pine Street and E Alder Street to the Central District Urban Center.

This amendment would restore the boundaries in the current Seattle Comprehensive Plan. The area between 14th Avenue and 20th Avenue between Pine Street and E Alder Street would be designated “Urban Neighborhood” and “Major Institution” on the Future Land Use Map.

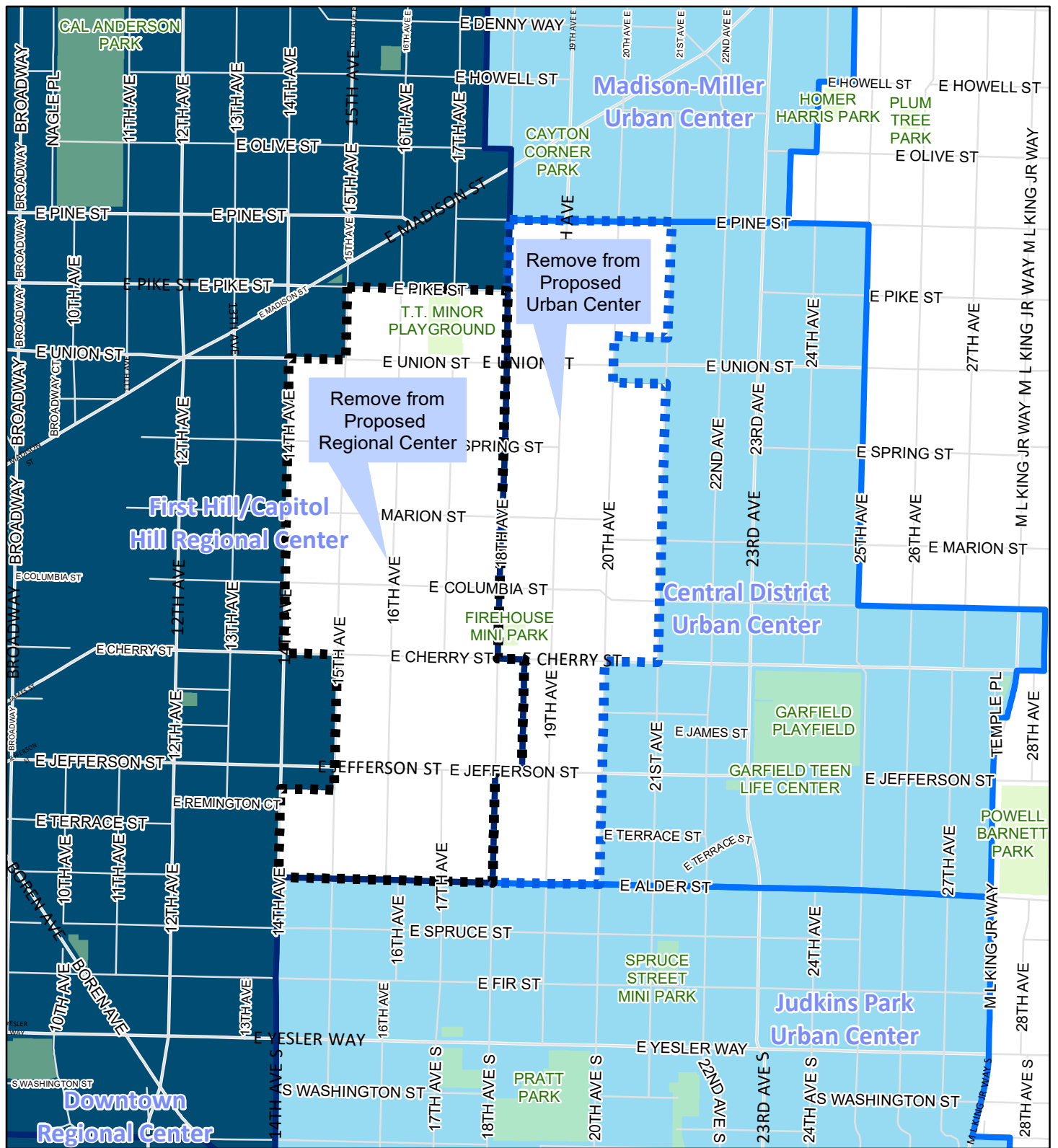
Regional Centers are generally anticipated to accommodate the most growth in the City, and may be appropriate for tower development. Urban Centers are intended to play an important role in shaping the City’s growth. Heights between three and eight stories are appropriate in Urban Centers. Urban Neighborhoods are intended to include a mix of lower-scale housing types, moderate-scale housing in areas currently zoned for such housing and along arterials.







The area proposed to be removed from the center includes the Swedish Medical Center-Cherry Hill hospital Major Institution Overlay, between E Cherry Street and E Jefferson Street. South of this area and between 18th Avenue and 21st Avenue is zoned Neighborhood Residential. The remainder of the area is zoned Lowrise 1 and Lowrise 3 multifamily zones. The area includes a mix of multifamily, single-family and institutional uses.

The area being removed from the Regional Center is 99 acres, and the area to be removed from the urban center is 74 acres.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1 to Council Bill 120985, by amending Figures 2, 3, 5, and 9 to amend the boundaries of the First Hill/Capitol Hill Regional Center and the Central District Urban Center as shown on the attached map.

Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan based on the boundaries shown on the attached map.



-  Amend Central District Urban Center
  Existing Urban Center
-  Amend First Hill / Capital Hill Regional Center
  Existing Residential Urban Village
-  Proposed Regional Center Boundary
-  Proposed Urban Center Boundary
- 0 250 500

Amendment 114 Version #1 to CB 120985 OPCD One Seattle Plan Comprehensive Plan Update
ORD

Sponsor: Councilmember Hollingsworth

Rename the Judkins Park Urban Center to South Central District

Effect: This amendment would rename the “Judkins Park” Urban Center to “South Central District” to reflect the areas connection to the Central District.

Under the Seattle 2035 Comprehensive Plan, there is a 23rd and Union-Jackson Residential Urban Village. The One Seattle Plan splits that area into two portions that are more consistent with the criteria for centers included in the Countywide Planning Policies. The One Seattle Plan proposed Judkins Park as the name for the portion of the urban center that is south of E Alder Street. This amendment instead names it South Central District. The area north of E Alder Street would be named Central District.

Amend the Growth Strategy Element of the One Seattle Comprehensive Plan, Attachment 1, to Council Bill 120985, by amending Figure 6 to amend the name of the “Judkins Park Urban Center” to “South Central District,” as shown below:

Figure 6

List of Urban Centers

Admiral	Judkins Park	Upper Queen Anne
Aurora–Licton Springs	Lake City	Wallingford
Bitter Lake	Madison–Miller	West Seattle Junction
Central District	Morgan Junction	Westwood–Highland Park
Columbia City	North Beacon Hill	
Crown Hill	North Rainier	
Eastlake	Othello	
Fremont	Pinehurst–Haller Lake	
Graham	Rainier Beach	
Green Lake	Roosevelt	
Greenwood	<u>South Central District</u>	

Lish Whitson
Select Committee on the Comprehensive Plan
August 8, 2025
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Amend Attachment 2 to Council Bill 120985, to update Figures A-19, A-21, and A-22 of the Transportation Appendices to the Comprehensive Plan to update the name of the South Central District, as appropriate.