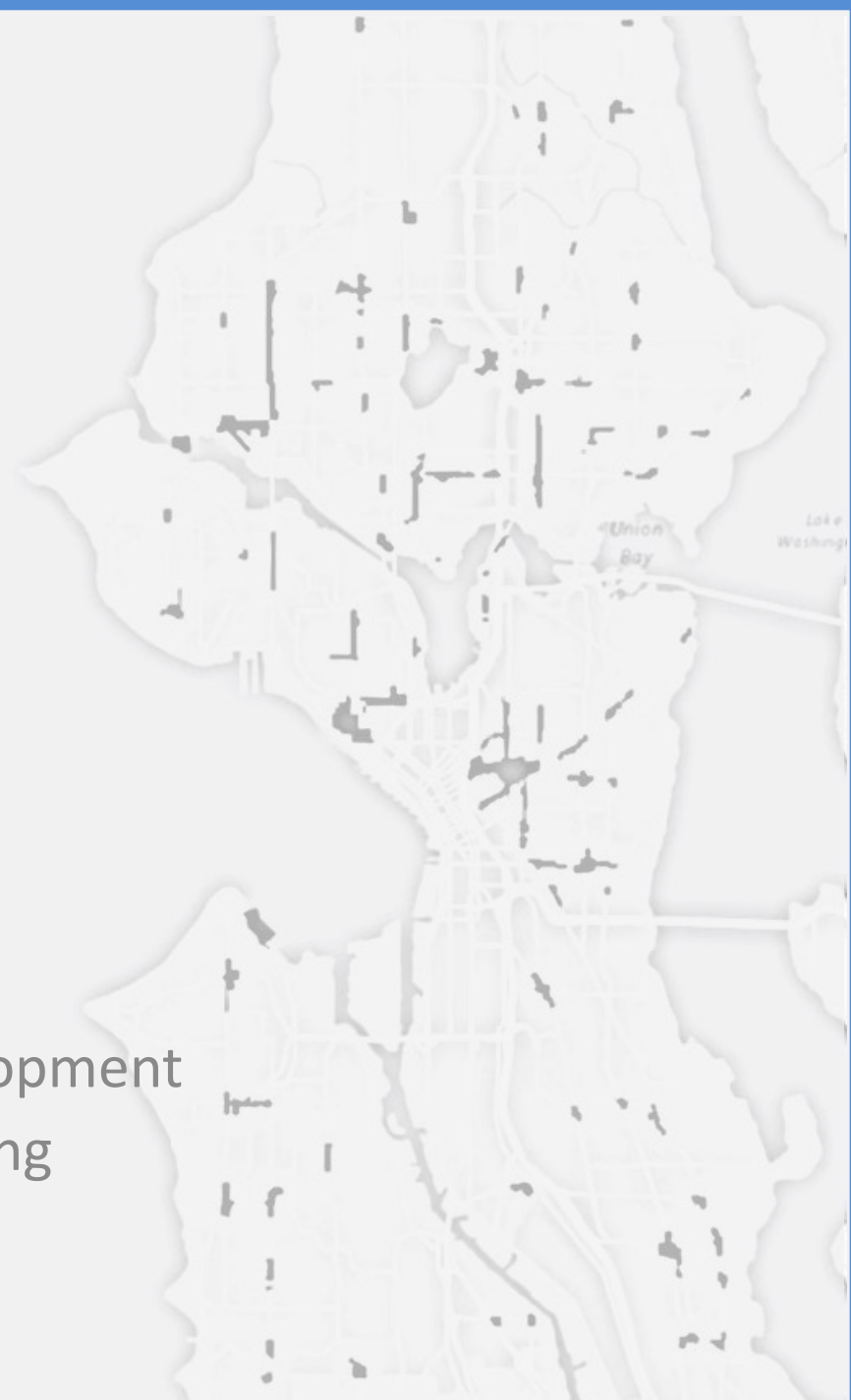


Pedestrian Zone Proposal

City of Seattle
Department of Planning and Development
City Council PLUS Committee Briefing
March 3, 2015



Project Goals

Encourage:

- Areas that are or could be neighborhood destinations
- Areas where residents access services by foot or bicycle or park once and walk



Project Background

- **Neighborhood Business District Strategy (2006):**
 - Updated Commercial (C) and Neighborhood Commercial (NC) zones
 - Promoted commercial use
 - Allowed residential use, largely in mixed-use development
- **Legislation that established 60 study areas (2012)**
 - Allowed residential use at street level for 80% of C & NC zones on arterials
 - Focused street-level retail in pedestrian zones
 - Identified 60 future pedestrian zones
- **Pedestrian Zone Study Areas (2013-2015):**
 - Studied areas identified in 2012
 - New standards also considered



Outreach

- District Councils (12)
- Community councils & business associations (20+)
- Individuals and small groups
- Online survey (900 responses)
- Project website, blog, social media & list serve
- Briefed:
 - City Neighborhood Council
 - Seattle Planning Commission
 - Urban Forestry Commission
 - Pedestrian Advisory Board
- Worked with OH, DON and OED



Benefits of a pedestrian zone



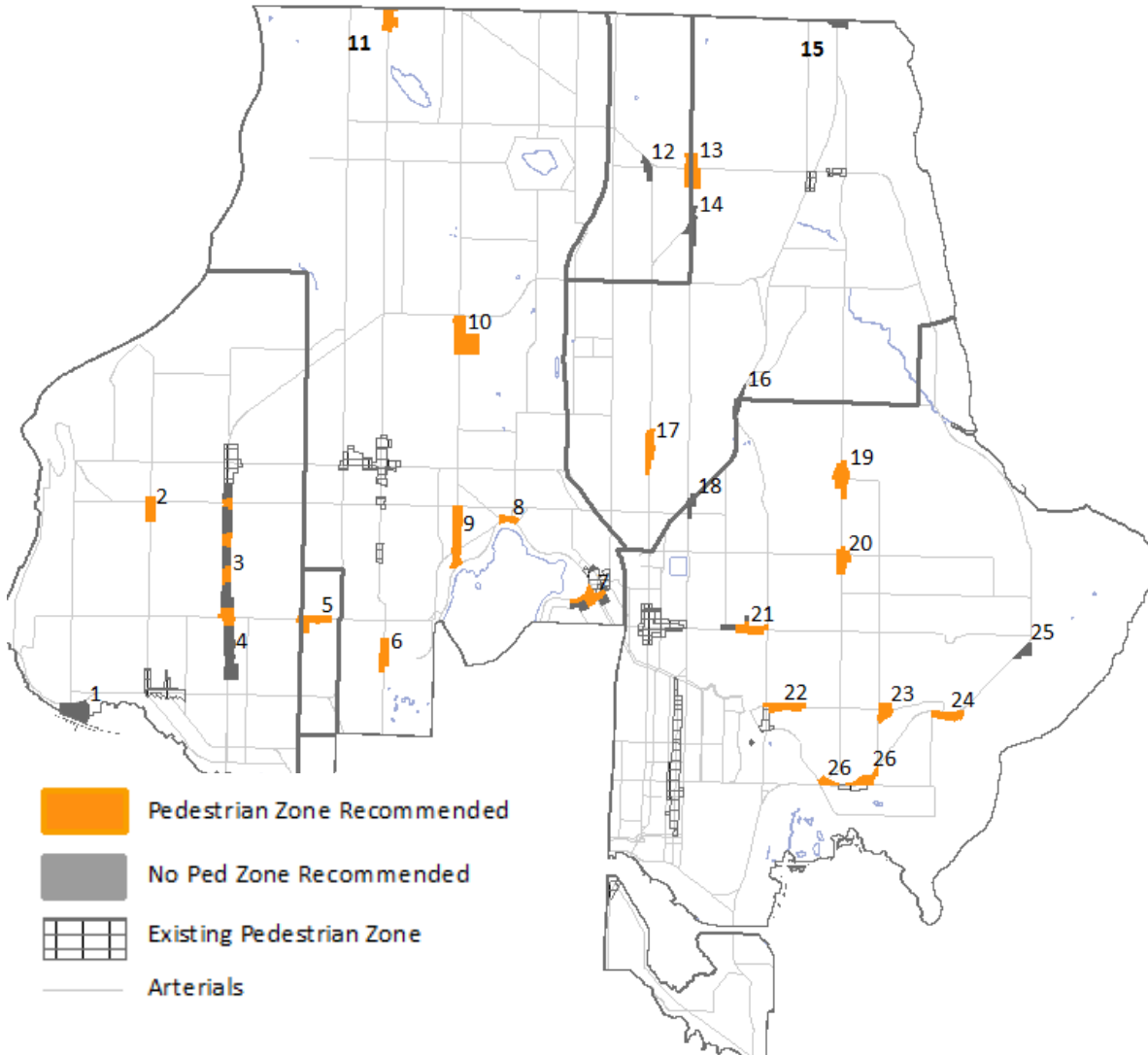
- Provides access to a range of shops & services
- Protects the commercial character and pedestrian orientation of the area
- Encourages parking once and walking from shop to shop
- Provides places for building community

Recommendations

- Add or expand 37 pedestrian zones
- Modify standards to meet needs of today's business districts
- Continue to allow flexibility outside of pedestrian zones to allow residential or commercial uses at street level

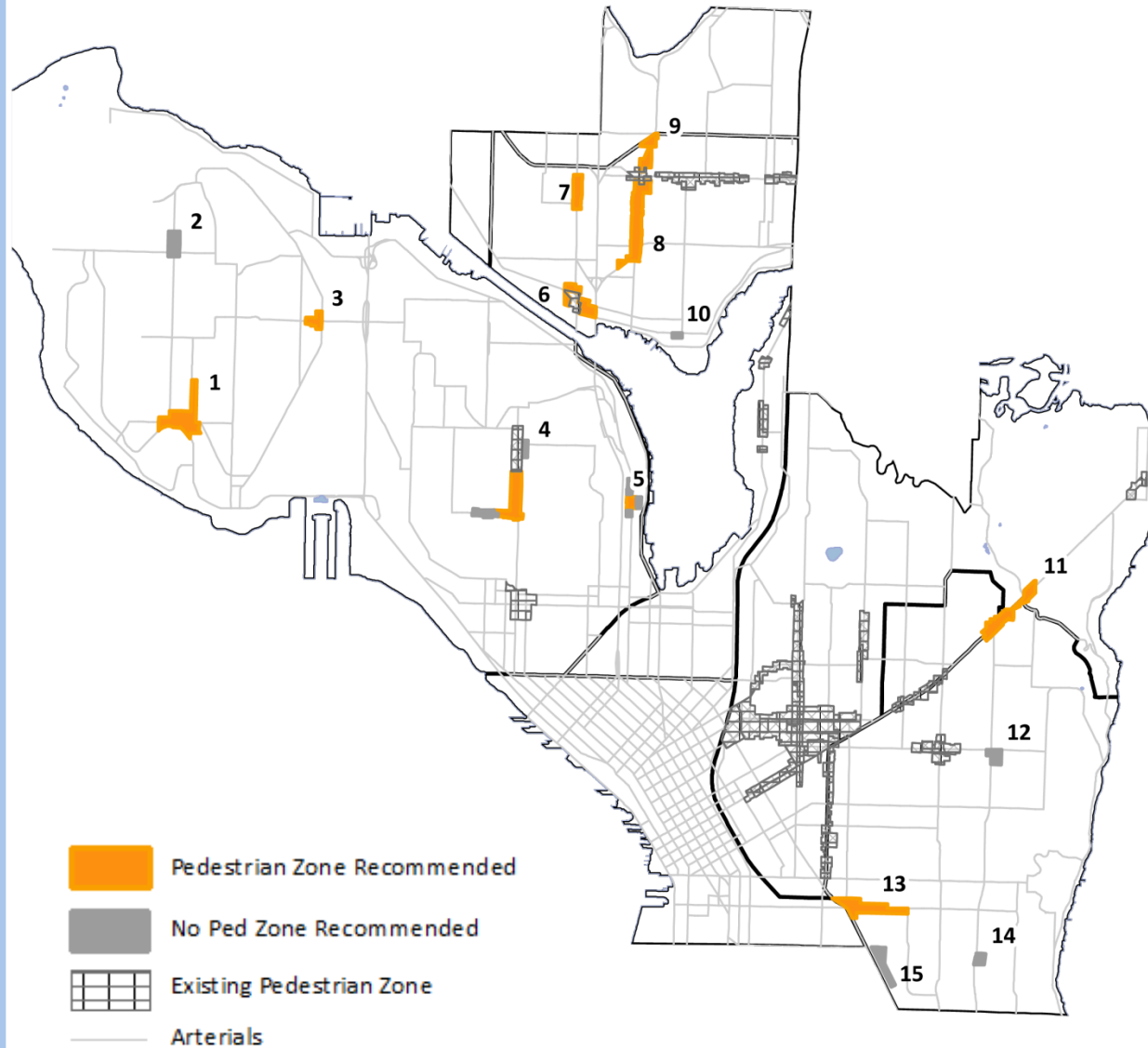


North



1	Ballard Locks
2	Loyal Heights
3	15th Ave NW - S of NW 83rd St
4	15th Ave NW - N of NW 57th St
5	NW 65th St - W of 4th Ave NW
6	Phinney Ridge -north of N 58th St
7	Green Lake
8	North Green Lake
9	Aurora Ave N south of N 80th St
10	Aurora-Licton Springs
11	Broadview
12	Roosevelt Way NE at NE 125th St
13	15th Ave NE at NE 125th St
14	Pinehurst Way
15	Lake City Way at NE 145th St
16	Lake City Way at NE 96th St
17	Maple Leaf (Roosevelt Way)
18	Lake City Way at NE 80th St
19	Wedgwood - North
20	Wedgwood - South
21	Ravenna (NE 65th St)
22	25th Ave NE at NE 55th St
23	40th Ave NE at NE 55th St
24	Sand Point Way NE at 50th Ave NE
25	Sand Point Way NE at NE 63rd St
26	Sand Point Way NE at 36th Ave NE

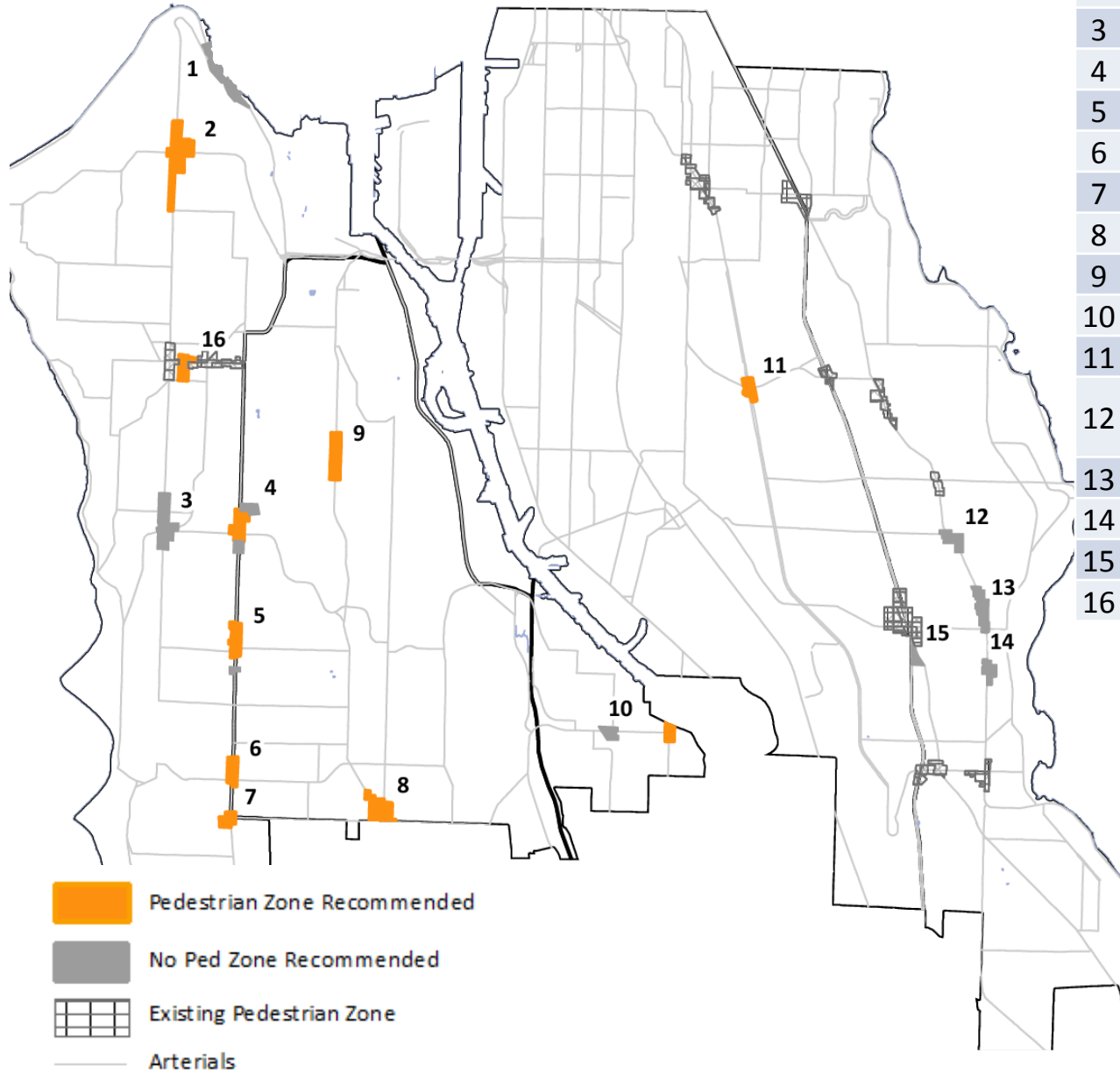
Central



1	Magnolia
2	34th Ave W at W Emerson St
3	21st Ave W and W Dravus St
4	Upper Queen Anne
5	Dexter Ave N at Garfield St
6	Fremont
7	Fremont Ave N - south of N 45th St
8	Stone Way N - S of N 50th Street
9	Stone Way N - S of N 45th Street
10	South Wallingford at N 34th St
11	E Madison St
12	M L K Jr Way at E Union St
13	S Jackson St - east of Rainier Ave s
14	M L K Jr Way S at S Dearborn St
15	Hiawatha Place S at S Dearborn St



South



- 1 Harbor Ave SW
- 2 Admiral
- 3 Morgan Junction
- 4 35th Ave SW at SW Morgan St
- 5 35th Ave SW at SW Holden St
- 6 35th Ave SW at SW Barton St
- 7 35th Ave SW and SW Roxbury St
- 8 Westwood Park
- 9 Delridge Way SW
- 10 South Park
- 11 Beacon Ave S at S Columbian Way
- 12 Rainier Ave S (S Holden St & S Kenyon St)
- 13 Rainier Ave S at S Graham St
- 14 Rainier Ave S at S Othello St
- 15 M L K Jr Way S at S Holden St
- 16 West Seattle Triangle



Land Area & Pedestrian zones

	Acres	% of City	% of NC Zones with a Ped Zone Designation
Areas reviewed	599	1.13%	23.73%
Recommend Yes	372	0.70%	14.74%
Recommend No	227	0.43%	8.99%
Existing P Zone	612	1.15%	24.24%
NC Zones	2,524	4.75%	38.98%

- 40% of all NC zones would have a Pedestrian zone designation
- ~2.3% of entire City

Development Standards

Existing Development Standards	Proposed Changes
Limited menu of active uses must occupy 80% of the street-level façade	Allow a broader range of uses at the street level Limit design review departures
Drive-ways may not cross on main street (unless it's the only means of access)	<i>No change proposed</i>
Parking areas must be located to the rear, or within the building	<i>No change proposed</i>
Parking requirements for required street-level uses are reduced or waived	Eliminate waivers specific to pedestrian zones (rely on existing, base parking requirements)



Street level uses

Existing

Commercial Uses

- Eating and drinking establishments
- Lodging uses
- Medical services
- Retail sales and services, automotive, in the Pike/Pine Conservation Overlay District
- Retail sales, major durables
- Sales and Services, general
- Sports and recreation, indoor
- Theaters and spectator sports facilities

Institution Uses

- Arts facility (in Pike/Pine)
- Community clubs or centers
- Library
- Museum
- Religious facility
- Parks and open space

Transportation Uses

- Rail Transit facilities

Proposed Additions

Agricultural Uses

- Community Garden

Commercial Uses

- Food processing and craft work
- Offices (width limitations)
- Retail sales and services, non-household

Institution Uses

- Adult care center
- Arts facility
- Childcare center
- College or university
- Institute for advanced study'
- Private Club'
- School, vocational or fine arts'



Development Standards

Existing Development Standards	Proposed Changes
Businesses with drive-in lanes are prohibited	<i>No change proposed</i>
Require a minimum size (FAR) for new development in specific areas	<i>No change proposed</i>
Standards that would apply to any nonresidential use in all C and NC zones	
Requires views out of the structure	Clarify the transparency requirements (must allow views in/out)
n/a	Require overhead weather protection for new development along a principal pedestrian street
n/a	Add standards for live-work units

Thank you



“The ground level is your strategy -- what happens up above is how you collect on that strategy...A lot of developers didn't get this until very recently.”

-Liz Dunn

<http://www.bloomberg.com/news/2014-10-16/ferrari-survives-seattle-boom-as-women-reshape-city.html>