

## APPENDIX D4.4

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### Consistency with Land Use Plans, Goals, and Policies



## Introduction

The Seattle Streetcar Network Plan was approved in 2008 by Seattle City Council in order to address the need for an expanded streetcar network within the city. The plan was developed using land use and transportation comprehensive planning goals and policies. The applicable regional, state, and local plans were reviewed to identify goals and/or policies pertinent to the Center City Connector Project. The following sections and Table D4.4-1 list and summarize applicable plans and discuss the project's consistency with them. In addition to the goals and policies identified, the Center City Connector would also be required to comply with applicable federal, state, and local permits and approvals.

## Regional and State Land Use Plans

Regional and state planning documents that establish the framework for local land use and transportation plans and programs include the Washington State Growth Management Act (GMA; Revised Code of Washington 36.70A), *VISION 2040*,<sup>1</sup> *Transportation 2040*,<sup>2</sup> and the *King County Comprehensive Plan*.<sup>3</sup>

### 1.1 Growth Management Act

#### 1.1.1 Summary

Adopted in 1990, the GMA mandates comprehensive planning and provides a framework for managing growth and coordinating land use development with the construction of transportation facilities and other infrastructure. Local, county, and regional plans in Washington are required to be consistent with the policies of the GMA. The GMA includes 13 planning goals for managing urban growth, protecting agricultural lands, reducing sprawl, and encouraging multimodal transportation systems.

The overall goals of the GMA encourage development in urban areas where adequate public facilities and services exist or can be provided efficiently, and they encourage efficient multimodal transportation systems that are based on regional priorities that are coordinated with county and city comprehensive plans. The GMA requires local governments to develop and adopt growth management policies, plans, and regulations through the adoption of comprehensive plans. Comprehensive plans require elements that address land use, housing, capital facilities, utilities, rural lands (counties only), and transportation. In addition, the transportation element is required to be consistent with the land use element.

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<sup>1</sup> Puget Sound Regional Council. 2009. *Vision 2040*.

<sup>2</sup> Puget Sound Regional Council. 2012. *Transportation 2040 Plan*.

<sup>3</sup> King County Department of Permitting and Environmental Review. 2013. *King County Comprehensive Plan*.

### 1.1.2 Project Consistency

The Center City Connector would be located within the City of Seattle, which has adopted comprehensive plans and regulations. The Center City Connector would be consistent with GMA in that it would provide a transportation alternative to the single-occupant vehicle where City plans and policies encourage growth in the urban area.

## 1.2 VISION 2040

### 1.2.1 Summary

*VISION 2040*, adopted in 2008 by the Puget Sound Regional Council (PSRC), serves as the Puget Sound region's integrated long-range growth management strategy for the four-county area the PSRC serves (i.e., King County, Snohomish County, Pierce County, and Kitsap County). *VISION 2040* focuses on a projected additional 1.7 million people in the Puget Sound region by 2040. It promotes development of a coordinated transportation system that is integrated with and supported by the growth management strategy and builds upon and supports local, countywide, regional, and state planning efforts. *VISION 2040* strategies and polices are located within six elements: environment, development patterns, housing, economy, transportation, and public services.

*VISION 2040*'s focus is to contain growth, concentrate new employment into urban centers, and link the centers with a high-quality multimodal transportation system. This strategy is designed to foster a greater mix of land uses and a more complete and efficient network of streets and other public rights-of-way and to support an urban environment that is more amenable to walking, bicycling, and using transit.

### 1.2.2 Project Consistency

The Center City Connector would be consistent with Vision 2040, as described in Table D4.4-1.

## 1.3 Transportation 2040

### 1.3.1 Summary

*Transportation 2040*, adopted by the PSRC in May 2010, is the long-range plan for transportation in the central Puget Sound region through the year 2040 and is the transportation element of *VISION 2040*. The transportation-related plans of the cities, counties, transit agencies, and region form the basis for the *Transportation 2040* plan. The plan identifies what improvements in transportation are needed in order to meet anticipated growth in the central Puget Sound region. *Transportation 2040* supports a balanced multimodal transportation system that provides options to users. The plan identifies specific projects that have been designed to improve roads and transit, ferry, aviation, and nonmotorized service.

### 1.3.2 Project Consistency

The Center City Connector and its approximate location are identified in *Transportation 2040*; therefore, Center City Connector would be consistent with *Transportation 2040*.

## 1.4 King County Comprehensive Plan

### 1.4.1 Summary

The King County Comprehensive Plan was originally adopted in October 2008 and was last updated in November 2013. The King County countywide planning policies (CPPs) set the framework for county and city comprehensive plans. The CPPs address issues that transcend city boundaries, such as setting urban growth areas, accommodating housing and job demand, and addressing capital facilities that are regional in nature, as well as providing a framework to promote consistency among a multitude of city plans.

Goals include reducing urban sprawl, protecting rural areas, providing affordable housing throughout the county, and coordinating protection of environmentally sensitive areas. The CPPs call for urban centers to provide areas of concentrated employment and housing with direct service by high-capacity transit and with a wide range of land uses.

### 1.4.2 Project Consistency

The Center City Connector would be consistent with the King County Comprehensive Plan, as described in Table D4.4-1.

## 1.5 Local Land Use Plans

### 1.5.1 City of Seattle Neighborhood Comprehensive Plan

Seattle's Comprehensive Plan, *Towards a Sustainable Seattle*, which was first adopted in 1994, had major updates in 2005 and is amended annually, was developed to communicate how Seattle will accommodate residential and employment growth over the next 20 years. The plan consists of 11 elements that each contain goals and policies for guiding growth in Seattle. The following elements in the comprehensive plan contain policies and goals that directly relate to the Center City Connector: land use, transportation, neighborhood planning, and environment. Table D4.4-1 identifies applicable goals and policies of these elements. The plans' primary focus is on the activity centers located toward the center of the neighborhoods and outside of the study area.

Even though portions of the project would be located in the South Lake Union and Chinatown-International District neighborhoods, these areas are already associated with streetcars and have existing facilities that are being modified to accommodate the Center City Connector. Therefore, to reduce redundancy, these neighborhood elements are not discussed.

### 1.5.2 Project Consistency

Table D4.4-1 discusses the goals and policies of Seattle's Comprehensive Plan and describes how the Center City Connector is consistent with each.

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
VISION 2040	
<b>DEVELOPMENT PATTERNS</b>	
<p><u>Regional Growth Centers</u></p> <p>Goal: The region will direct growth and development to a limited number of designated regional growth centers.</p> <p>MPP-DP-5: Focus a significant share of population and employment growth in designated regional growth centers.</p> <p>MPP-DP-7: Give funding priority—both for transportation infrastructure and for economic development—to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.</p>	<p>The Center City Connector would be located within the Seattle Central Business District, which is identified as a Regional Growth Center. The project would promote growth concentrations within the Central Business District, where existing zoning and land use regulations allow for higher density development and mixed uses. The project would provide access and circulation connections between existing and planned transit services within the Center City neighborhoods, including the transit tunnels, Seattle Streetcar System, and bus system.</p>
<p><u>Compact Urban Communities</u></p> <p>Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.</p> <p>MPP-DP-14: Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.</p>	<p>The Center City Connector would provide safe, affordable, and reliable alternative to the single-occupant vehicle, and the project would support connections between Center City neighborhoods, businesses, and destinations. The Center City Connector would enhance walkability in neighborhoods by providing convenient connections within areas that are able to support high density, mixed-use development.</p>
<p><u>Regional Design</u></p> <p>Goal: The region will use design to shape the physical environment in order to create more livable communities, better integrate land use and transportation systems, and improve efforts to restore the environment.</p> <p>MPP-DP-35: Develop high quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p>	<p>The Center City Connector would provide a safe, affordable, and reliable alternative to the single-occupant vehicle and would support connections between Center City neighborhoods, businesses, and destinations. The project would provide connections to encourage use of travel modes including buses, rail, Seattle Streetcar System, biking, and walking. Enhancing a community’s walkability is shown to improve the quality of life for those living, working, and visiting the community.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
MPP-DP-40: Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	
<p>MPP-DP-34: Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.</p> <p>MPP-DP-37: Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.</p>	The Center City Connector would include use of off-wire system through historic districts to preserve historic and visual character of these areas.
<p><u>Built Environment and Health</u></p> <p>Goal: The region’s communities will be planned and designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives.</p> <p>MPP-DP-45: Promote cooperation and coordination among transportation providers, local governments, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.</p>	<p>The Center City Connector would a higher-capacity transit alternative to the single-occupant vehicle and would support development within areas of the Center City that are zoned appropriately for high-density mixed-use growth. Mixed-use development is shown to enhance walkability within a community, which improves the quality of life for those living, working, or visiting the area.</p> <p>The project would connect with other travel modes, including the regional light rail system.</p>
<b>TRANSPORTATION</b>	
<p><u>Maintenance, Management, and Safety</u></p> <p>Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.</p> <p>MPP-T-1: Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.</p> <p>MPP-T-6: Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance</p>	<p>The Center City Connector would provide a safe, reliable, energy-efficient, and affordable transportation alternative to the single-occupant vehicle. The project would allow for connections between other modes of transportation, including light rail, walking, and bus.</p> <p>The project would seamlessly connect the other lines of the Seattle Streetcar network.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p>MPP-T-5: Foster a less-polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.</p>	<p>The Center City Connector would reduce greenhouse gas emissions from single-occupant vehicle travel and congestion by providing transit options. It is electrically powered and has a low-pollution power source. The power source, Seattle City Light, is dedicated to low-polluting energy resources.</p>
<p><u>Supporting the Growth Strategy</u></p> <p>Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.</p> <p>MPP-T-9: Coordinate state, regional, and local planning efforts for transportation through the PSRC to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.</p> <p>MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian-, and transit-oriented densities and development.</p> <p>MPP-T-12: Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.</p> <p>MPP-T-13: Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.</p>	<p>The Center City Connector would connect the other Seattle Streetcar segments, connect neighborhoods in Seattle, and connect with other transit modes to foster an efficient multimodal transportation network. The Center City Connector would be located within downtown Seattle and would support compact pedestrian-oriented development. The availability of alternative modes of transportation to the single-occupant vehicle would promote walkable, healthier neighborhoods.</p>
<p>MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located.</p> <p>MPP-T-21: Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.</p>	<p>The Center City Connector would fit the context of downtown Seattle and include elements to integrate with the historic context in the Pioneer Square and Pike Place Market historic districts. Project components would be designed to be compatible with neighborhood design standards, while providing a safe, reliable, and efficient transit option.</p>
<p>MPP-T-22: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.</p>	<p>The Center City Connector would provide affordable access to transportation to populations within the center city (which includes 10 neighborhoods: Uptown, South Lake Union, Capitol Hill, Belltown, Denny Triangle, Pike/Pine, Downtown Commercial</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p><u>Greater Options and Mobility</u>                      Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.                      MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.                      MPP-T-24: Increase the proportion of trips made by transportation modes that are alternatives to driving alone.                      MPP-T-25: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.                      MPP-T-32: Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.</p>	<p>Core, First Hill, Pioneer Square, and the Chinatown/International District), including to people with special needs</p> <p>The Center City Connector would effectively provide safe, reliable, and affordable transit services to populations within the center city. and the design would meet Americans with Disabilities Act accessibility requirements, allowing populations with special needs equal access.</p> <p>Connections and increased access would be provided to other modes of transportation, including light rail, bus, Seattle Streetcar System, and biking, which would allow for a decrease in trips made by single-occupant vehicles.</p>
<b>ENVIRONMENT</b>	
<p><u>Air Quality</u>                      Goal: The overall quality of the region’s air will be better than it is today.                      MPP-En-17: Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.                      MP-En-18: Reduce levels for air toxics, fine particulates, and greenhouse gases.                      MP-En-19: Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</p>	<p>The Center City Connector would provide more efficient transportation connections within Seattle compared to single-occupant vehicles, supporting the region’s policies pertaining to reducing greenhouse gas emissions and air pollution. The project would encourage walkable center city neighborhoods, supporting transit and walkable neighborhoods, which would reduce single-occupant vehicle use.</p>
<p><u>Climate Change</u>                      Goal: The region will reduce its overall production of harmful elements that contribute to climate change.</p>	<p>The Center City Connector would provide an alternative to single-occupant vehicles.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p>MPP-En-20: Address the central Puget Sound region’s contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.</p> <p>MPP-En-21: Reduce the rate of energy use per capita, both in building use and in transportation activities.</p> <p>MPP-En-22: Pursue the development of energy management technology as part of meeting the region’s energy needs.</p> <p>MPP-En-23: Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>The Center City Connector would run on either on-board energy storage systems (off-wire) or electric-powered contact system throughout the alignment.</p> <p>The project would support the region’s policies and to reduce air pollution and greenhouse gas emissions by offering a mode of transportation that uses alternative energy sources and reduces the number of hours and miles traveled by single-occupant vehicles.</p>
<b>KING COUNTY COMPREHENSIVE PLAN</b>	
<b>URBAN COMMUNITIES ELEMENT</b>	
<p><u>U-107</u>: King County should support land use and zoning actions that promote public health by increasing opportunities for every resident to be more physically active. Land use and zoning actions include: concentrating growth into the Urban Area, promoting urban centers, allowing mixed-use developments, and adding pedestrian and bicycle linkages.</p> <p><u>U-108</u>: King County should support the development of Urban Centers to meet the region's needs for housing, jobs, services, culture and recreation and to promote healthy communities. Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.</p> <p><u>U-109</u>: King County should concentrate facilities and services within the Urban Growth Area to make it a desirable place to live and work, to increase the opportunities for walking and biking within the community, to more efficiently use existing infrastructure capacity and to reduce the long-term costs of infrastructure maintenance.</p>	<p>The Center City Connector would support existing and future transit oriented development within the Center City area and would integrate with the existing South Lake Union and First Hill Streetcar system. It would provide connections to other modes of transportation, including light rail, bus, biking, and walking. Mixed-use development supports more walkable and healthier neighborhoods.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<b>ENVIRONMENT</b>	
<p><u>E-214</u>: King County, through its comprehensive plan policies and development regulations, should promote healthy community designs that enable walking, bicycling, and public transit use, thereby reducing greenhouse gas emissions and regional air pollution.</p>	<p>The Center City Connector would provide an alternative to single-occupant vehicles and would support the region’s policies and regulations to reduce greenhouse gas emissions and air pollution.</p>
<b>TRANSPORTATION</b>	
<p><u>Land Use and Growth Strategy</u>  <u>T-201</u>: Multimodal transportation options such as transit, bicycling and walking, are most effective in densely developed urban areas. As resources allow, King County’s transportation investments in urban areas should emphasize transit and road services and facilities that support multiple modes and facilitate connections between them.</p>	<p>The Center City Connector would promote transit usage within the downtown core of Seattle, connect to the other segments of the Seattle Streetcar system and improve connections between modes of transportation, including light rail, bus, ferry, biking, and walking.</p>
<p><u>Public Transportation System</u>  <u>T-204</u>: King County should support local and regional growth plans and policies by focusing transit services on centers and other areas of concentrated activity.</p>	<p>The Center City Connector would be located in an area of concentrated activity and would provide connections to high-capacity transit facilities, as well as other transit connections.</p>
<p><u>Public Transportation Policies and Service Guidelines</u>  <u>T-301</u>: King County should provide reliable, safe, convenient public transportation services that are responsive to needs of people, businesses and communities in King County.</p>	<p>The Center City Connector would provide safe, reliable, efficient, and affordable transportation to the people who live, work, and visit the Center City neighborhoods. The project would facilitate connections between with the rest of the Seattle Streetcar system, linking additional Seattle neighborhoods.</p>
<p><u>Climate Change, Air Quality, and the Environment</u>  <u>T-322</u>: Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies, fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, joint purchasing, pilot projects, and other actions to reduce vehicle miles traveled.</p>	<p>The Center City Connector would provide an alternative to single-occupant vehicles and would support policies and goals to reduce greenhouse gas emissions and air pollution. The project would support the region’s goals to use alternative modes of transportation that use energy-efficient operations.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<b>CITY OF SEATTLE COMPREHENSIVE PLAN</b>	
<b>TRANSPORTATION ELEMENT</b>	
<p><u>Building Urban Villages: Land Use and Transportation</u></p> <p><u>Goals</u></p> <p><u>TG1:</u> Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.</p> <p><u>Policies</u></p> <p><u>T4:</u> Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/ industrial centers while reducing reliance on single occupancy vehicles.</p> <p><u>T5:</u> Establish multi-modal hubs providing transfer points between transit modes in urban centers and urban villages.</p>	<p>The project would provide transit accessibility to support continued densification of land uses within Center City neighborhoods and urban villages that are zoned appropriately for higher densities and mixed uses and would provide an alternative to single-occupant vehicles, which encourages walkable neighborhoods.</p>
<p><u>T1:</u> Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.</p> <p><u>T2:</u> Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.</p>	<p>See above justification for consistency. The Center City Connector would be located primarily within existing Seattle right-of-way to minimize impacts and maintain the scale of the transportation facility with the adjacent neighborhoods. Additionally, multiple features are uniquely adapted to local land uses, such as a wireless segments in Pioneer Square, compatible pole standards, and careful material selection for paving and station areas.</p>
<p><u>T3:</u> Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services, and encourage other agencies to do the same.</p>	<p>The Center City Connector project has held a number of public outreach events to encourage the public to provide opportunities to comment on the proposed project. The environmental document being prepared for the project also provides opportunities for the public to comment on the project.</p>
<p><u>Increasing Transportation Choices</u></p> <p><u>Goals</u></p> <p><u>TG8:</u> Meet the current and future mobility needs of residents, businesses, and visitors with a balanced transportation system.</p>	<p>The Center City Connector would provide increased mobility for residents, businesses and visitors, connecting neighborhoods in Seattle with a safe, reliable, efficient, and affordable means of transportation. The project would support the City’s policies to reduce greenhouse gas emissions and air pollution by providing</p>

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Policy Type and Goals	Consistency
<p><u>TG10</u>: Accommodate all new trips in downtown with non-single-occupant vehicle modes.</p> <p><u>Policies</u></p> <p><u>T17</u>: Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions.</p>	<p>an alternative to single-occupant vehicles and using an energy efficient means of operation.</p>
<p><u>Increasing Transportation Choices: Making Transit a Real Choice Goals</u></p> <p><u>TG12</u>: Create a transit-oriented transportation system that builds strong neighborhoods and supports economic development.</p> <p><u>TG13</u>: Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.</p> <p><u>TG14</u>: Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.</p> <p><u>Policies</u></p> <p><u>T20</u>: Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city’s residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.</p> <p><u>T22</u>: Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.</p> <p><u>T23</u>: Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.</p> <p><u>T24</u>: Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.</p>	<p>The Center City Connector would supports transit-oriented development and high-capacity transit systems that are currently in place and/or planned within the Center City and surrounding neighborhoods. The Center City Connector would connect Seattle’s streetcar system by linking the South Lake Union and First Hill Streetcar lines. The project would provide mobility and access to people, including populations with special needs, that live, work, or visit the Center City or surrounding areas.</p> <p>The project would provide an affordable alternative to single-occupant vehicle s and advance the City’s goals and policies to reduce environmental degradation and associated societal costs.</p> <p>The Center City Connector would include transit stations in areas within the Center City that would facilitate and encourage safe pedestrian access and walkability through support of high density mixed-use development surround the station areas.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p>T24.5: Work with transit providers to locate transit stops and stations to facilitate pedestrian access. Seek to develop safe street crossings at transit stop locations, particularly on roadways with more than one travel lane in any direction.</p> <p>T25: Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive the city, contribute positively to Seattle’s civic identity and reflect the cultural identity of the communities in which they are located.</p> <p>T27: Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.</p>	
<p><u>Increasing Transportation Choices: Managing the Parking Supply Goals</u></p> <p>TG17: Manage the parking supply to achieve vitality of urban centers and villages, auto trip reduction, and improved air quality.</p> <p>Policies</p> <p>T40: In commercial districts prioritize curb space in following order:</p> <ul style="list-style-type: none"> <li>▪ Transit stops and layover</li> <li>▪ Passenger and commercial vehicle loading</li> <li>▪ Short-term parking (time limit signs and paid parking)</li> <li>▪ Parking for shared vehicles</li> <li>▪ Vehicular capacity</li> </ul> <p>T42: During construction or implementation of new transportation projects, consider replacing short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss.</p>	<p>The Center City Connector would provide an alternative to single-occupant vehicles and would operate within the existing right-of-way within mixed-use traffic. The project would support the City’s policies and goals to reduce auto trips and improve air quality. Additionally, the convenience would allow people who arrive by automobile to park once and have increased access throughout the Center City.</p>
<p><u>Improving the Environment Goals</u></p> <p>TG21: Promote healthy neighborhoods with a transportation system that protects and Improves environmental quality.</p>	<p>The Center City Connector would offer an alternative to single-occupant vehicles and would run on electric tracks and/or on-board energy storage systems, both which would reduce air pollution and greenhouse gases.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p>TG22: Reduce or mitigate air, water, and noise pollution from motor vehicles.</p> <p>TG23: Promote energy-efficient transportation.</p> <p><u>Policies</u></p> <p>T53: Implement an environmental management system to develop, operate and maintain a safe and reliable transportation system in a manner that reduces the environmental impacts of City operations and services.</p> <p>T54: Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, vehicle trip reduction, protection of critical areas and endangered species, and water quality improvement objectives.</p>	
ENVIRONMENT	
<p><u>Climate Change Goals</u></p> <p>EG7: Reduce emissions of carbon dioxide and other climate- changing greenhouse gases in Seattle by 30 percent from 1990 levels by 2020, and become carbon neutral by 2050.</p> <p>EG7.3 Seattle will act as a regional and national leader by becoming carbon neutral.</p> <p><u>Policies:</u></p> <p>E15.1: Build infrastructure and provide services for pedestrians, bicycles, electric vehicles and transit to facilitate movement around the city by means other than fossil-fueled automobiles.</p> <p>E15.2: Consider innovative measures that would encourage and facilitate use of alternatives to single-occupant vehicles, such as parking maximums for new development, parking taxes or fees.</p> <p>E15.3: Continue to recognize the value of planning for transportation facilities at the same time as for the location, type and density of future</p>	See response above.

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Policy Type and Goals	Consistency
<p>housing and jobs as a way to reduce the need for future residents and workers to travel by automobile.</p>	
<p><b>LAND USE ELEMENT</b></p>	
<p><u>Transit Communities Goals</u>  <u>LUG64</u>: Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.  <u>LUG65</u>: Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.  <u>LUG67</u>: Provide opportunities for residents of transit communities to lower their cost of living by providing safe and convenient walking or transit access to employment, education, and goods and services to meet their daily needs.  <u>LUG68</u>: Seek to provide equitable access to frequent and reliable transit service, and to preserve opportunities for a broad cross-section of socio-economic groups, ethnicities, and household types to live and work in transit communities. Encourage targeted use of incentive zoning and other tools and resources to curb potential displacement from transit communities of low-income, special needs, immigrant, and refugee populations, as well as culturally significant institutions or businesses, due to price increases and development associated with new transit facilities and increased investment.</p>	<p>The Center City Connector would reduce dependence on auto transportation by providing a connection between existing and planned transit systems and promoting a more walkable, healthier environment for the people who live, work, and visit the Center City and surrounding neighborhoods. The project would provide safe, reliable, and affordable transportation services accessible to populations within downtown, including those with special needs.</p>
<p><b>NEIGHBORHOODS ELEMENT</b></p>	
<p><b>Downtown Neighborhood</b></p>	
<p><u>Transportation Goals</u>  DT-G9: Support transportation improvements that complement and reinforce desired land use patterns. Strive to accommodate growth in peak hour travel primarily by transit, and encourage transit and pedestrian travel as the primary means of internal circulation. Discourage vehicular traffic passing through downtown on surface streets with a destination</p>	<p>The Center City Connector would link Seattle’s streetcar system, which would improve access to neighborhoods, jobs, and amenities within the Center City and other Seattle neighborhoods. The Center City Connector could promote growth within areas in the Center City that are zoned appropriately for higher-density, mixed-use development. The project would improve access and connectivity between transit corridors, including the transit tunnel,</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p>elsewhere. Recognize the importance of the automobile as a means of access to downtown for non-work trips.</p> <p><u>Transportation Policies:</u></p> <p>DT-TP1: Recognize the critical role that high capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through downtown. Seek to improve the system, through actions by the City, with Sound Transit and King County Metro Transit, and other transit agencies that:</p> <ol style="list-style-type: none"> <li>1. Provide capacity to meet forecast transit growth;</li> <li>2. Reduce travel time by transit;</li> <li>3. Reduce transit rider crowding on sidewalks;</li> <li>4. Reduce diesel bus noise and odor; and</li> <li>5. Provide an attractive and pleasant street environment for the pedestrian and transit rider.</li> </ol> <p>DT-TP2: Improve and expand the street level elements of the regional transit system to provide the primary mode of vehicular travel among downtown activities. Integrate the system with the transit tunnel, the pedestrian circulation network, peripheral parking facilities and other modes of travel to downtown including the ferry system, intercity bus and intercity rail.</p> <p>Base Circulation System. Promote a base circulation system including modifications to existing service and additional downtown routes to improve access within downtown and between downtown and adjacent neighborhoods. In considering improvements to the base circulation system, examine the potential for using the monorail, waterfront streetcar, shuttles, and regional bus service to enhance the base circulation system and improve local service.</p> <p>DT-TP4: ...Support projects intended to improve access to and local circulation within downtown, taking into account other downtown goals and policies.</p>	<p>while improving the street-level transit service within the Center City neighborhoods. The project would support the City’s goals for improved transit circulation and connectivity within downtown and surrounding neighborhoods.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<b>Commercial Core Neighborhood</b>	
<p><u>Goals</u> COM-G1: Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.</p> <p><u>Policies</u> COM-P11: Work with transit providers to promote convenient transit and public access to and through the Commercial Core. COMPP12: Seek opportunities to improve mobility throughout the Commercial Core.</p>	<p>The Center City Connector would traverse the downtown commercial core area and provide connections between places of employment, tourist activities, and surrounding residential neighborhoods. The project would provide safe, reliable, efficient, and affordable transportation access through the commercial core and connections to other transit modes.</p>
<b>Denny Triangle Neighborhood Plan</b>	
<p><u>Transportation Goals</u> DEN-G4: Reduce external transportation impacts while improving internal access and circulation.</p>	<p>The Center City Connector would link Seattle’s Streetcar System by connecting the South Lake Union Streetcar with the First Hill Streetcar lines and would improve access to other transit modes to reduce transportation impacts.</p>
<b>Pioneer Square Neighborhood</b>	
<p><u>Transportation and Utilities Goals</u> PS-G5: A community with an efficient transportation system that provides efficient access to sites inside and outside neighborhood boundaries.</p> <p><u>Transportation and Utilities Policies</u> PS-P18: Strive to improve infrastructure to accommodate increased pedestrian and traffic uses.</p>	<p>The Center City Connector would travel through the Pioneer Square Neighborhood; providing access and improving transit circulation within this area and surrounding neighborhoods by connecting with the other Seattle Streetcar lines and other travel modes.</p>
<b>Pike/Pine Neighborhood</b>	
<p><u>Transportation Goals</u> P/P-G6: A neighborhood transportation network which facilitates movement of residents, workers, students, visitors, and goods with a particular emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.</p>	<p>The Center City Connector would allow for the movement of residents, workers, and visitors to and through the neighborhood. The Center City Connector would improve the frequency and reliability of transit in the neighborhood and would improve connections to other transit modes including light rail.</p>

**Table D4.4-1 Consistency with Regional and Local Plans, Goals, and Policies**

Policy Type and Goals	Consistency
<p><u>Transit Goals</u>                      P/P-P30: Seek to improve the speed, frequency and reliability of transit serving the Pike/Pine neighborhood.</p> <p><u>Transit Policies</u>                      P/P-P31: Strive to make transit convenient, understandable, and easy to use.                      P/P-P32: Encourage the development of additional transit options which serve the neighborhood.                      P/P-P33: Encourage good access to light rail systems from the Pike/Pine neighborhood.</p>	
<b>Greater Duwamish Manufacturing / Industrial Neighborhood</b>	
<p><u>Transportation Goals</u>                      GD-G6: A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.                      GD-G14: Well-maintained streets and facilities serve all the properties in the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.                      GD-G15: Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish Manufacturing/Industrial Center, minimizes the transportation impacts of special events on industrial users.</p> <p><u>Transportation Policies</u>                      GD-P40: Encourage the efficient use of transit opportunities, including the E-3 busway, to expedite the movement of event patrons in and out of the Duwamish Manufacturing/Industrial Center.</p>	<p>The Center City Connector would allow for the movement of workers and visitors to and from destinations. The Center City Connector would improve the frequency and reliability of transit in the neighborhood, minimize transportation impacts during special events, and improve connections to other transit modes, including light rail.</p>