



## Resource List: Citywide Policies + Studies

Category	Document Title	Sponsor	Study Date	Objective	Link
Vision/Framework	Seattle 2035 Comprehensive Plan	OPCD	2016	Seattle's Comprehensive Plan contains goals and policies to guide future growth and decisions in a manner that reflects the City's core values and enhances the quality of life for all.	<a href="http://2035.seattle.gov/">http://2035.seattle.gov/</a>
	MOVE Seattle 10-Year Strategic Vision	SDOT	2015	Move Seattle sets out a 10-year plan for a transportation system that meets present demands while looking ahead to future needs for a safe, affordable, connected system that works for people, regardless of mode choice.	<a href="http://www.seattle.gov/transportation/moveSeattle.htm">http://www.seattle.gov/transportation/moveSeattle.htm</a>
	Vision Zero	City of Seattle	2015	Vision Zero is our plan to end traffic deaths and serious injuries by 2030.	<a href="http://www.seattle.gov/visionzero">http://www.seattle.gov/visionzero</a>
	Urban Forest Stewardship Plan	City of Seattle	2013	This 30-year plan set a goal to increase Seattle's canopy cover to 30 percent by 2037 and created a framework for City departments, non-profit organizations, residents, and the community to support efforts to maintain the urban forest.	<a href="http://www.seattle.gov/trees/docs/2013%20Urban%20Fores%20Stewardship%20Plan%20091113.pdf">http://www.seattle.gov/trees/docs/2013%20Urban%20Fores%20Stewardship%20Plan%20091113.pdf</a>
	Seattle Transit Communities	Seattle Planning Commission	2010	Seattle Transit Communities outlines how City policies, practices, and infrastructure investments can create vital, sustainable communities.	<a href="http://www.seattle.gov/Documents/Departments/SeattlePlanningCommission/SeattleTransitCommunities/STCFinalLayout.pdf">http://www.seattle.gov/Documents/Departments/SeattlePlanningCommission/SeattleTransitCommunities/STCFinalLayout.pdf</a>
City and Regional Transportation Plans	Pedestrian Master Plan	SDOT	Currently being updated	The Seattle Pedestrian Master Plan is a long-term action plan to make Seattle the most walkable city in the nation. Through the Pedestrian Master Plan, Seattle will make its transportation system more environmentally, economically, and socially sustainable.	<a href="http://www.seattle.gov/transportation/pedestrian_masterplan/docs/Implementation%20Actions.pdf">http://www.seattle.gov/transportation/pedestrian_masterplan/docs/Implementation%20Actions.pdf</a>
	Seattle Freight Master Plan	SDOT	Currently being updated	The City of Seattle is developing a Freight Master Plan (FMP) to address the unique characteristics, needs, and impacts of freight mobility.	<a href="http://www.seattle.gov/transportation/freight_fmp.htm">http://www.seattle.gov/transportation/freight_fmp.htm</a>
	Seattle Transit Master Plan	SDOT	2016	The TMP is a comprehensive and 20-year look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030.	<a href="http://www.seattle.gov/transportation/transitmasterplan.htm">http://www.seattle.gov/transportation/transitmasterplan.htm</a>
	Bicycle Master Plan / Implementation Plan	SDOT	2013 / 2014-2015	2013 Seattle Bicycle Master Plan (BMP) aspires to encourage and accommodate even more people to ride a bike. It's vision is to make riding a bicycle a comfortable and integral part of daily life in Seattle for people of all ages and abilities. The implementation plan describes an ambitious set of projects and programs that will make significant progress towards the Bicycle Master Plan.	<a href="http://www.seattle.gov/transportation/bikemaster.htm">http://www.seattle.gov/transportation/bikemaster.htm</a>
	ITS Strategic Plan/2016-2018 Implementation Plan	SDOT	2010/2016-2018	A 10 year approach for implementing ITS to enhance mobility for all modes by increasing the efficiency and safety of the transportation infrastructure. The plan implements a variety of traffic technologies to improve multi-modal reliability and mobility across the City. The systems to be implemented will also serve as a core tool for using data to drive decisions, and to monitor operations performance.	<a href="http://www.seattle.gov/transportation/its.htm">http://www.seattle.gov/transportation/its.htm</a>
	Metro CONNECTS - Long Range Transportation Plan	King County Metro	2016	Develops a long-range vision for expansion of Metro's service and capital program through 2040. Describes Metro's plans to create an integrated transportation system that connects people to opportunity, protects our environment, and knits together King County's growing cities. Draft report available; adoption by King County Council expected in early-2017.	<a href="http://www.kcmetrovision.org/">http://www.kcmetrovision.org/</a>
	Sound Transit III	Sound Transit	N/A	ST3 will build upon the existing mass transit system of light rail, commuter rail and bus services to take people further and faster to destinations throughout King, Snohomish and Pierce counties.	<a href="http://www.soundtransit.org/Projects-and-Plans/Sound-Transit-3">http://www.soundtransit.org/Projects-and-Plans/Sound-Transit-3</a>
	Sound Transit II	Sound Transit	N/A	Sound Transit II adds regional express bus and commuter rail service while building 36 additional miles of light rail to form a 55-mile regional system.	<a href="http://www.soundtransit.org/st2">http://www.soundtransit.org/st2</a>

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Studies	Shared Mobility Study	SDOT	In process	This study will develop a policy framework that identifies the role of shared mobility in Seattle's transportation future. The City, County, and State have recently adopted new regulations related to Taxis and Transportation Network Companies (TNCs) that set a basic framework for the shared mobility industry to operate in the region. As new services such as "micro transit" enter the market and with the major changes in the core taxi industry, the City needs to develop a broader, long-term strategy for the future of shared mobility in Seattle.	Forthcoming.
	Center City Layover Study	Metro/SDOT	In process	The Center City Layover Project seeks to identify and secure off-street parking locations for transit layover in downtown Seattle. Development and transportation projects in the north and south downtown continue to eliminate on-street layover locations. Layover spaces are critical to providing efficient and reliable transit service.	Forthcoming.
	Non-Motorized Connectivity Study	King County Metro	2014	Analysis approach and set of tools to evaluate the benefits of non-motorized access improvements to transit.	<a href="http://metro.kingcounty.gov/programs-projects/nmcs/pdf/exec-summary-update.pdf">http://metro.kingcounty.gov/programs-projects/nmcs/pdf/exec-summary-update.pdf</a>
Right-of-Way Elements	Streets Illustrated: Right of Way Improvement Manual	SDOT	Currently being updated	Streets Illustrated provides a comprehensive resource for all procedures, standards and guidelines affecting physical changes in the street right-of-way. This street design manual is referenced by property owners, developers, and their designers (architects, landscape architects, and engineers) as well as City's designers working on capital projects. Adopted by Joint Director's Rule.	<a href="http://www.seattle.gov/transportation/rowmanual/manual/">http://www.seattle.gov/transportation/rowmanual/manual/</a>
	ADA Transition Plan	SDOT	Currently being updated	Lists and describes SDOT policies and standards for the installation and replacement of curb ramps, including the definition of when alterations within the street right-of-way would trigger new construction of curb ramps. It is currently being updated with a draft coming out in early 2017.	<a href="http://www.seattle.gov/transportation/pedestrian_masterplan/docs/IssuePaperADATransitionPlanrev.pdf">http://www.seattle.gov/transportation/pedestrian_masterplan/docs/IssuePaperADATransitionPlanrev.pdf</a> <a href="http://www.seattle.gov/transportation/ada_request.htm">http://www.seattle.gov/transportation/ada_request.htm</a> <a href="http://www.seattle.gov/transportation/ada_ComplianceEfforts.htm">http://www.seattle.gov/transportation/ada_ComplianceEfforts.htm</a>
	Public Art Plan	SDOT	In process	Artist Susan Robb has been commissioned by Office of Arts and Culture and SDOT to guide and influence the development of a public art plan that creates a robust, cohesive, and long-range vision for SDOT's 1% for Art programming and art enhancements in Seattle's downtown core.	<a href="http://artbeat.seattle.gov/2016/05/04/an-artistic-vision-for-downtown-seattle-brought-to-you-by-susan-robb/">http://artbeat.seattle.gov/2016/05/04/an-artistic-vision-for-downtown-seattle-brought-to-you-by-susan-robb/</a>
	Central Business District Curbspace Study	SDOT	2016	Planned transportation and development projects require trade-offs for curb space use. Downtown will benefit from comprehensive policy guidance and clearer procedures for allocating curbspace.	<a href="http://www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm">http://www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm</a>
	Healthy Trees & Safe Sidewalks	SDOT	2015	The plan provides a framework for the actions and responsibilities that will help preserve, maintain, and enhance the condition of Seattle's urban forest.	<a href="http://www.seattle.gov/transportation/treesandsidewalks.htm">http://www.seattle.gov/transportation/treesandsidewalks.htm</a>
	Pedestrian Mobility in and around Work Zones	SDOT	2015	This revised Director's Rule for Pedestrian Mobility in and Around Work Zones emphasizes sidewalk closures as a last resort during construction, when there is no other reasonable solution to keep a public walkway open.	<a href="http://1p40p3gwj70rhpc423s8rzjaz.wpengine.netdna-cdn.com/wp-content/uploads/2015/10/DR10-2015PedestrianMobility.pdf">http://1p40p3gwj70rhpc423s8rzjaz.wpengine.netdna-cdn.com/wp-content/uploads/2015/10/DR10-2015PedestrianMobility.pdf</a>
	Street Tree Manual	SDOT	2013	This manual includes information about tree planting, maintenance of trees and other vegetation, and tree protection and preservation that is both required and recommended.	<a href="http://www.seattle.gov/transportation/docs/Street%20Tree%20Manual%20WEB.pdf">http://www.seattle.gov/transportation/docs/Street%20Tree%20Manual%20WEB.pdf</a>
	Pedestrian Lighting Citywide Plan	SDOT	2012	Placing pedestrian lighting in the right-of-way for safety, security, economic development, active transportation, and access	<a href="http://www.seattle.gov/transportation/pedestrian_masterplan/docs/PedLightingFINAL.pdf">http://www.seattle.gov/transportation/pedestrian_masterplan/docs/PedLightingFINAL.pdf</a>
	Information Portals	SDOT Capital Projects Dashboard	SDOT	N/A	This dashboard offers insight into cost, spending, and timeline information on city transportation projects. We are highlighting projects that have reached the design phase and are estimated to cost more than \$500,000.
Access Seattle		SDOT	2014-2015	The SDOT Access Seattle initiative and its Construction Hub Coordination Program were developed to address and mitigate construction impacts. Access Seattle has three primary purposes: Business and Community Support, Traveler Engagement, and Construction Coordination.	<a href="http://www.seattle.gov/transportation/access.htm">http://www.seattle.gov/transportation/access.htm</a>
Metro Accountability Center		King County Metro	2016	Portal for various King County Metro reports describing annual and monthly performance, strategic plan progress reports, customer research, peer comparison, and planning documents.	<a href="http://metro.kingcounty.gov/am/accountability/">http://metro.kingcounty.gov/am/accountability/</a>
Metro Transit Planning Report Center		King County Metro	2016	Portal for various King County Metro planning reports including: 2015 Strategic Plan Progress Report (June 2016); Strategic Plan for Public Transportation 2011-2021 (2015 Update); Service Guidelines (2015 Update); Service Guidelines Task Force Report and Recommendations (October 2015);	<a href="http://metro.kingcounty.gov/planning/">http://metro.kingcounty.gov/planning/</a>



## Resource List: Neighborhood Plans + Studies

Neighborhood	Document Title	Sponsor	Study Date	Objective	Link
Center City	Center City Bicycle Network	SDOT	In process	SDOT is studying and prioritizing locations for a protected bicycle lane network in downtown Seattle. SDOT plans to implement the Center City Bike Network of protected bike lanes by 2020, pending funding availability.	<a href="http://www.seattle.gov/transportation/ccbike.htm">http://www.seattle.gov/transportation/ccbike.htm</a>
	Urban Mobility Plan	SDOT	2008	Urban Mobility Plan as a solution for replacing the Alaskan Way Viaduct. SDOT was requested to use a systems approach in the Urban Mobility Plan, including enhanced transit service, surface street and highway improvements and other transportation programs and policies. The plan was intended to focus on the movement of people and goods to and through Downtown, rather than maintaining vehicle capacity of the existing SR99 corridor.	<a href="http://www.seattle.gov/transportation/ump.htm">http://www.seattle.gov/transportation/ump.htm</a>
	CC Circulation Study	SDOT	2003	The goal of the study is to present a clear and coherent conceptual approach for maximizing access to downtown by improving and integrating downtown's public transit, bicycle and pedestrian networks. This was at a time when several major transportation projects were converging downtown: the Alaska Way Viaduct and Seawall; the Monorail, Sound Transit light rail (including surface changes during the tunnel retrofit) and improved commuter rail service to/from Seattle; Metro bus improvements; and streetcar in South Lake Union.	<a href="http://www.seattle.gov/transportation/ppmpcentercity.htm">http://www.seattle.gov/transportation/ppmpcentercity.htm</a>
Uptown/South Lake Union/Belltown/Denny Triangle	Lake2Bay Connection	Lake2Bay Coalition	In process	Lake2Bay is a 2-mile long corridor that links the Central Waterfront, Belltown, Uptown, the Denny Triangle and South Lake Union. The goal of the Lake2Bay Street Concept plan is to transform an important route in the city that has been dominated by vehicular movement into a corridor that makes generous accommodation for people who are walking, using bicycles, and taking transit.	<a href="https://www.seattleparksfoundation.org/project/lake2bay/">https://www.seattleparksfoundation.org/project/lake2bay/</a>
	Denny Way Street Concept Plan	SDOT/DPD (now OPCD/SDCI)	2013	This street concept plan of Denny Way from Melrose Avenue to Elliott Avenue will identify a set of preferred urban design improvements and treatments that can be implemented either in conjunction with new development, or through direct public or private capital investment.	<a href="http://www.seattle.gov/transportation/docs/dr/DennyWay_SSCP_Sept2013.pdf">http://www.seattle.gov/transportation/docs/dr/DennyWay_SSCP_Sept2013.pdf</a>
Uptown/South Lake Union	Thomas Green Street Concept Plan	SDOT/DPD (now OPCD/SDCI)	2013	Thomas Street and West Thomas Street between Eastlake Avenue and the West Thomas Street overpass.	<a href="http://www.seattle.gov/dpd/Blog/Thomas%20Green%20Street%20Concept%20Plan.pdf">http://www.seattle.gov/dpd/Blog/Thomas%20Green%20Street%20Concept%20Plan.pdf</a>
Uptown	Uptown Urban Design Framework + Parking Study	OPCD, SDOT	In process	Public realm improvement recommendations and environmental review of three potential rezone scenarios in the Uptown Urban Center.	<a href="http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/whatwhy/default.htm">http://www.seattle.gov/dpd/cityplanning/completenesslist/uptown/whatwhy/default.htm</a>
South Lake Union/Denny Triangle/Commercial Core	Market2MOHAI	John Pehrson	In process	To strengthen the pedestrian connection between Pike Place Market and MOHAI unifying street elements on Western Ave, Bell Street, and Westlake Ave through wayfinding, furnishings, etc.	Forthcoming.
South Lake Union	Pontius Ave N Street Design Concept Plan	SDOT/DPD (now OPCD/SDCI)	2015	This concept plan focuses on Pontius Ave N between Republican St and John St. Recommendations in the plan include pedestrian oriented street lighting and street trees along the Cascade Playground and increasing the visibility of the intersection of John Street and Pontius Avenue through changes in roadway paving material and color.	<a href="http://www.seattle.gov/transportation/docs/dr/DDR0-2015.Pontius%20Ave%20Streetscape%20Plan.pdf">http://www.seattle.gov/transportation/docs/dr/DDR0-2015.Pontius%20Ave%20Streetscape%20Plan.pdf</a>
	South Lake Union Street Concept Plans	SDOT/DPD (now OPCD/SDCI)	2013	8th Avenue North between Denny Park and Republican Street; Republican Street, Harrison Street, Thomas Street, and John Street between Dexter Avenue and 8th Avenue North.	<a href="http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpdp025729.pdf">http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpdp025729.pdf</a>
	South Lake Union Mobility Plan	SLU Community Council/ Uptown Alliance	2011	The plan consolidates, updates and resolves a myriad of independent community and regional connection initiatives into a single coordinated vision for Uptown and South Lake Union Urban Centers.	<a href="http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DCPresentation1South-Lake-Union-Mobility-PlanAgendaID3399.pdf">http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DCPresentation1South-Lake-Union-Mobility-PlanAgendaID3399.pdf</a> <a href="https://seattletransitblog.com/2011/06/10/slu-mobility-plan-released/">https://seattletransitblog.com/2011/06/10/slu-mobility-plan-released/</a>
	South Lake Union Urban Design Framework	OPCD	2010	This Urban Design Framework (UDF) for South Lake Union charts the course for a range of specific actions, both public and private, needed to create a thriving, sustainable, and diverse urban center.	<a href="http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpds021898.pdf">http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/dpds021898.pdf</a>

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	<b>Terry Avenue North Street Design Guidelines</b>	SDOT/DPD (now OPCD/SDCI)	2005	The Terry Avenue North Street Design Guidelines (between Denny Way and Mercer Street) define a master-plan concept of the street so that expected incremental development will be coordinated and the permit process clear.	<a href="http://www.seattle.gov/transportation/docs/TerryAveFinal4-5-05.pdf">http://www.seattle.gov/transportation/docs/TerryAveFinal4-5-05.pdf</a>
	<b>South Lake Union Transportation Study</b>	SDOT	2004	The South Lake Union Transportation Study presents a package of transportation improvements for the South Lake Union area, with broad support from a diverse group of neighborhood, business and community representatives.	<a href="http://www.seattle.gov/transportation/southlakeunion.htm">http://www.seattle.gov/transportation/southlakeunion.htm</a>
<b>Belltown / Commercial Core / Pioneer Square</b>	<b>Gehl Seattle Public Spaces Public Life</b>	UW Green Futures Lab	2010	Gehl Architects worked with local partners to collect data on environmental quality and existing pedestrian use of public open space to develop design recommendations for a more vibrant, pedestrian-friendly urban environment.	<a href="http://greenfutures.washington.edu/index.php/projects/detail/public-spaces-public-life-for-downtown-seattle-2009">http://greenfutures.washington.edu/index.php/projects/detail/public-spaces-public-life-for-downtown-seattle-2009</a>
<b>Belltown</b>	<b>Bell Street Concept Plan</b>	SDOT	In process	This street concept plan provides a framework for future development along the Bell Street corridor between 5th Avenue and Denny Way that can be used to inform planning/design decisions as parcels continue to redevelop. The plan concepts relate to both the public right-of-way (sidewalk and street paving, parking, lighting, furnishings) and on-site elements (building setbacks, canopies, furnishings, etc).	Forthcoming.
	<b>Belltown &amp; Denny Triangle Connected Public Realm Plan</b>	SDOT	2015	Foster a high quality public realm in Belltown/Denny Triangle by connecting leaders in the two neighborhoods, by initiating discussions and identifying key opportunities for neighborhoods, and by creating a framework for a set of actions based on community needs and interests.	<a href="https://belltowndennytriangle.wordpress.com/">https://belltowndennytriangle.wordpress.com/</a>
	<b>Bell Street Art and Activation Plan</b>	Friends of Bell Street Park, DON	2015	This project transforms four blocks of Bell Street into a 56,000 square foot new street park. The continuous level pavement will encourage pedestrians, cyclists, and automobiles to share the space.	<a href="https://static1.squarespace.com/static/528fd58de4b07735ce1807b2/t/552d689ce4b0a0d7241ba42a/1429039260453/BSP+Art+%2B+Activation+Plan_sm.pdf">https://static1.squarespace.com/static/528fd58de4b07735ce1807b2/t/552d689ce4b0a0d7241ba42a/1429039260453/BSP+Art+%2B+Activation+Plan_sm.pdf</a>
<b>Commercial Core / Pike/Pine</b>	<b>Pike &amp; Pine Streetscape Conceptual Design</b>	SDOT	2014	A vision to make the Pike-Pine area the best urban experience in the country, connecting the Waterfront to the Pike Place Market, Retail Core, Convention Center and our cultural attractions.	<a href="http://www.pike-pine.org/">http://www.pike-pine.org/</a>
	<b>Pike Pine Renaissance</b>	DSA	2014	1st, 2nd, 4th, 5th, 6th, 7th, 8th, 9th "Grand Avenues between Virginia and Seneca; Olive, Seneca, Stewart, Union, University, Virginia "Hill Streets"; Pike/Pine intersectinos between waterfront and Melrose "Flagship Intersections"	<a href="http://www.pike-pine.org/">http://www.pike-pine.org/</a>
<b>Commercial Core / Pioneer Square</b>	<b>Downtown Park + Public Space Activation Plans</b>	DSA	2015	In an effort to make parks in the urban core more welcoming and vibrant, DSA identified several physical, programmatic and operational enhancements to two of Seattle's most visible urban parks: Westlake Park and Occidental Park.	<a href="http://www.downtownseattle.com/2015/05/new-partnership-giving-dsa-leadership-in-westlake-park-starts-june-1-occidental-park-starts-july-1/">http://www.downtownseattle.com/2015/05/new-partnership-giving-dsa-leadership-in-westlake-park-starts-june-1-occidental-park-starts-july-1/</a>
<b>Commercial Core</b>	<b>Central Business District Curbspace Study</b>	SDOT	In process	The Seattle Department of Transportation (SDOT) is studying how to assign downtown curbspace efficiently and consistently in a Central Business District (CBD) Curbspace Study.	<a href="http://www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm">http://www.seattle.gov/transportation/parking/cbdCurbspaceStudy.htm</a>
	<b>Downtown Design Standards</b>	SDOT	In process	These standards will achieve three goals: - Define Seattle's Downtown streetscape character through the establishment of clear, consistent, cohesive set of standards for downtown's public realm. - Standardize a palette of behind-the-curb downtown details to guide public and private ROW improvements - Increase the quality of the pedestrian experience in downtown through appropriate, higher-quality materials, finishes and/or vegetation treatments.	Forthcoming.
	<b>Convention Center Urban Design Opportunities - Project List</b>	SDOT	In process	A list of urban design opportunities to inform the public benefit package for the Convention Center project.	Forthcoming.
	<b>Pike &amp; Pine Streetscape Conceptual Design</b>	SDOT/DPD (now OPCD/SDCI)	2008	This street concept design for Pike and Pine Streets between First and Fourth Avenues will provide greater predictability for stakeholders when making investments in city rights-of-way.	<a href="http://www.seattle.gov/transportation/rowmanual/manual/pdf/12-12-08_Pike_Pine_StreetscapeSM.pdf">http://www.seattle.gov/transportation/rowmanual/manual/pdf/12-12-08_Pike_Pine_StreetscapeSM.pdf</a>
<b>Denny Triangle</b>	<b>Westlake &amp; Lenora Park</b>	Parks	In process	New park land that will serve the downtown businesses and residences.	<a href="http://www.seattle.gov/parks/projects/westlake_lenora/">http://www.seattle.gov/parks/projects/westlake_lenora/</a>
	<b>Westlake &amp; 7th Concept Plan</b>	SDOT/DPD (now OPCD/SDCI)	2012	Provides direction for Westlake and 7th Avenues to facilitate implementation and improve all modes of travel through the Denny.	<a href="http://www.seattle.gov/transportation/rowmanual/manual/pdf/Westlake%207th%20Design%20Concept%20Plan%20-%20UPDATED%203-5-2013.pdf">http://www.seattle.gov/transportation/rowmanual/manual/pdf/Westlake%207th%20Design%20Concept%20Plan%20-%20UPDATED%203-5-2013.pdf</a>
	<b>Westlake Transportation Hub Strategy</b>	SDOT	2008	This strategy is a package of recommendations for comprehensive transportation and public space improvements in and around Westlake Station over the next 20 years. These recommendations will be used to help develop a prioritized list of near-term action items and hub-specific design guidelines.	<a href="http://www.seattle.gov/transportation/westlakehub.htm">http://www.seattle.gov/transportation/westlakehub.htm</a>
<b>Capitol Hill</b>	<b>Capitol Hill Station Sites Planning</b>	OPCD	In process	The redevelopment of the Capitol Hill light rail station sites will be a model of transit-oriented development and create a new civic heart for the Capitol Hill community.	<a href="http://www.seattle.gov/dPd/cityplanning/completeprojectslist/capitolhill/whatwhy/">http://www.seattle.gov/dPd/cityplanning/completeprojectslist/capitolhill/whatwhy/</a>

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	<b>10th &amp; 11th Street Concept Plan</b>	SDOT/DPD (now OPCD/SDCI)	2013	To establish twin pedestrian corridors (10th and 11th Avenue) connecting Seattle University to Cal Anderson park.	<a href="http://www.seattle.gov/dpd/Blog/10th%20and%2011th%20Streetscape%20Plan.pdf">http://www.seattle.gov/dpd/Blog/10th%20and%2011th%20Streetscape%20Plan.pdf</a>
<b>Pike/Pine</b>	<b>Pike Street Pedestrian Pilot Report</b>	SDOT	2015-2016	On three Saturday nights in August, E Pike St was open to pedestrians-only between Broadway and 12th Avenue to pilot a nighttime pedestrian street concept. This report summarizes the planning behind the project, lessons learned from the summer pilot, and outlines potential next steps for the neighborhood and city staff.	<a href="http://sdotblog.seattle.gov/2016/04/13/pike-street-pedestrian-pilot-findings/">http://sdotblog.seattle.gov/2016/04/13/pike-street-pedestrian-pilot-findings/</a>
<b>First Hill</b>	<b>First Hill Public Realm Action Plan Street Designs</b>	SDOT/DPD (now OPCD/SDCI)	2015	The Public Realm Action Plan includes the development of near term implementation strategies to expand the public space network through right of way reallocation, private development partnership and strategic site selection for potential acquisition. This Plan has further identified key streets to be developed into street concept plans for adoption into the Right of Way Improvement Manual.	<a href="http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2179629.pdf">http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2179629.pdf</a>
<b>Pioneer Square</b>	<b>ISI Pioneer Square Walking Audit</b>	International Sustainability Institute, Alliance for Pioneer Square, FeetFirst	2014	Volunteers mapped impediments to walking, biking and a healthy retail atmosphere and compiled field observations; the report includes a list of recommendations and the current status of projects from 2012.	<a href="http://isiseattle.org/files/2015/01/141218-ISI-Active-Streets-Walking-Update-Final.pdf">http://isiseattle.org/files/2015/01/141218-ISI-Active-Streets-Walking-Update-Final.pdf</a>
	<b>Pioneer Square 2015 Strategy</b>	OED/DPD (now OPCD/SDCI)	2013	A set of actionable Community and City strategies to address key issues around business retention and growth, retail mix, and business capacity in Pioneer Square.	<a href="http://www.seattle.gov/Documents/Departments/economicDevelopment/OISI/2013-PioneerSquare-AStrategyForSeattlesFirstNeighborhoodReportFinal.pdf">http://www.seattle.gov/Documents/Departments/economicDevelopment/OISI/2013-PioneerSquare-AStrategyForSeattlesFirstNeighborhoodReportFinal.pdf</a>
	<b>King Street Station Hub Study</b>	SDOT	2011	The scope of the study was to evaluate existing and planned transportation uses including transit, freight, pedestrian, bicycle and general traffic and to evaluate existing urban design features and community visions for future needs, including previous design and transportation planning studies.	<a href="http://www.seattle.gov/transportation/kingstreethub.htm">http://www.seattle.gov/transportation/kingstreethub.htm</a>
	<b>Pioneer Square Alley Activation</b>	Alliance for Pioneer Square / International Sustainability Institute	2011	The project unites the community to expand Pioneer Square's pedestrian-friendly streetscape to its alleys.	<a href="http://allianceforpioneersquare.org/what-we-do/public-realm/alley-activation/">http://allianceforpioneersquare.org/what-we-do/public-realm/alley-activation/</a>
	<b>Pioneer Square Streetscape Concepts</b>	Alliance for Pioneer Square	In process	Initiated by the Alliance for Pioneer Square, the concept plan identifies placemaking opportunities, and identifies multi-modal improvements, and character design elements for this historic district. (1st Ave, 2nd Ave, Yesler, 2nd Ave Extension)	Forthcoming.
<b>Pioneer Square / Chintatown/ID</b>	<b>Livable South Downtown Planning Study</b>	City of Seattle	2009	Proposed land use actions to create a more livable community by encouraging appropriate residential and jobs-related development in the area. Recommendations for a cohesive community made of distinct neighborhoods, where people can comfortably and safely live, work and play.	<a href="http://unri.org/ECO%20697U%20S14/livable_seattle_planning_study.pdf">http://unri.org/ECO%20697U%20S14/livable_seattle_planning_study.pdf</a>
<b>Chintatown/ID</b>	<b>Little Saigon Street Concept Plan</b>	SDOT	In process	Little Saigon street concept plans develops guidance for private development, community initiatives, and capital projects to create safer, more pleasant, highly landscaped, and senior - friendly streets and spaces in Little Saigon and support CID residents, businesses, and character	Forthcoming.
	<b>Little Saigon Business District</b>	OPCD	2014	A partnership between OPCD, Seattle Chinatown International District Public Development Authority (SCIDPDA) and the Little Saigon community to solve short-term and long-term problems and to improve and reinvent Little Saigon's business district and public spaces.	<a href="http://www.seattle.gov/dpd/cityplanning/completeprojectslist/littlesaigon/whatwhy/">http://www.seattle.gov/dpd/cityplanning/completeprojectslist/littlesaigon/whatwhy/</a>
	<b>Canton Alley and Maynard Alley - Historic Alleys in Seattle's Chinatown</b>	SCIDpda, WSDOT	2012	SCIDpda had been working with community stakeholders to reinvigorate alleys in Chinatown. The community's goal is to revitalize and reactivate alleys. SCIDpda obtained funding from WSDOT for schematic design and hired the design team develop recommendations for alley specific improvements for Canton and Maynard Alleys in Chinatown.	<a href="https://docs.google.com/file/d/0B0dA0pptu5ga2FBR1Rqd1pzCHM/edit">https://docs.google.com/file/d/0B0dA0pptu5ga2FBR1Rqd1pzCHM/edit</a>
	<b>Maynard and Lane Green Streets</b>	SDOT/DPD (now OPCD/SDCI)	2010	Maynard Ave. S. and S. Lane St. are two specific green streets identified in the Livable South Downtown Plan in order to augment open space as a way to enhance neighborhood character and livability, while encouraging investment and economic vitality.	<a href="http://www.seattle.gov/transportation/rowmanual/manual/pdf/DDR2010-12%2009-01-2010.pdf">http://www.seattle.gov/transportation/rowmanual/manual/pdf/DDR2010-12%2009-01-2010.pdf</a>
<b>Outside of Center City</b>	<b>Stadium District Study</b>	OPCD	2013	The Stadium District Study recommends setting up a new Stadium District neighborhood and recommends improvements to open spaces and sidewalks such as an Occidental Avenue Promenade near the stadiums.	<a href="http://www.seattle.gov/dPd/cityplanning/completeprojectslist/stadiumstudy/WhatWhy/default.htm">http://www.seattle.gov/dPd/cityplanning/completeprojectslist/stadiumstudy/WhatWhy/default.htm</a>
	<b>Stadium District Street Concept Plans</b>	Public Stadium Authority and Public Facilities District	2012	To create a unique and lively destination stadium district for all with retail, residential, entertainment, and other complimentary uses.	<a href="http://www.stadiumdistrict.org/">http://www.stadiumdistrict.org/</a>