<table>
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<tr>
<th>DRAFT BIG IDEA</th>
<th>BIG IDEA &quot;INGREDIENTS&quot;</th>
<th>AG INPUTS (BY MEETING)</th>
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</table>
| 1 Overcome the Barriers Caused by Multi-lane Streets and Freeways | * Stitch gaps across major streets and highways (e.g. Mercer, Boren, Denny Way, Jackson, Yesler, I-5, BNSF)  
* Use elevated and below grade facilities that offer seamless connections  
* Create intuitive, unobstructed pathways that match desire lines  
* Improve I-5 crossings and edges improved with actions such as: a Melrose Promenade, improved pedestrian crossings at all bridges, capped freeway park segments, and/or a Chinatown-International District under-freeway park  
* Lid BNSF tracks  
* Repurpose the south portal of the Battery Street Tunnel as green park or school site | OCC AG #4  
OCC AG #8 |
| 2 Lid I-5 | * Heal Seattle’s freeway scar with places for people  
* Create new public land for parks, affordable housing, complete streets, and other uses within the city’s most populous neighborhoods | OCC AG #4  
OCC AG #8 |
| 3 Land the Big One: Greater Downtown Needs a Large Green Park | * Locate and build Seattle’s Central Park  
* Use a large green space to knit disconnected neighborhoods | OCC AG #8  
OCC AG #10  
IGD AG #1 (July) |
| 4 Create a Network of Pedestrian First Streets and Pathways | * Greater Downtown is all about walking, with wide sidewalks that are made for strolling  
* Hub area and street design focuses on the experiences of pedestrians arriving by transit (light rail or bus)  
* Walking is the new mobility (policies for emerging mobility consider pedestrian experience first)  
* Pedestrians, people movement, and their safety have primacy in our transportation network  
* Pedestrians feel valued through design and management | OCC AG #3  
OCC AG #4  
IGD AG #2 |
| 5 Make It for Kids | * Increase the number, quality and diversity of playgrounds, fountains and active kid-spaces  
* Parents feel confident sending their children out to play on their own  
* Youth have independence and places to freely engage in sport, nature, socialize  
* Make you traveling independently a measure of successful streets  
* Every kid can walk to a park or place to play  
* Kids programming attracts attendance from all generations  
* Develop public schools  
* Adopt Guiding Principles from UNICEF Child Friendly Cities Initiative | OCC AG #10  
IGD AG #1 |
| 6 Design by Culture: Diversity, Inclusion, and Participatory Democracy Guide Public Space Planning, Design, and Programming | * Respect human rights through creativity, access to cultural heritage, and diversity  
* Embrace and reflect cultural heritage in new development and design as streetscapes, parks, buildings, and civic facilities are built or restored  
* Use public spaces to allow people of different races and cultures to “own” it and propel their identity and local knowledge into the future  
* Use public facilities as opportunities for people to learn about their neighbors and their cultural backgrounds  
* Reflect culture in planning and design so citizens feel they belong to the city/their neighborhood | OCC AG #3  
OCC AG #4  
IGD AG #2 |
| 7 Retain & Celebrate Authentic Seattle | * Maintain and expand neighborhood identity and character (streetscapes, parks, buildings)  
* Create many local cultural focus and facility  
* Re-energize downtown’s soul and spirit  
* "True authenticity comes from people living in the city, not above it" | OCC AG #3  
IGD AG #1 |
| 8 Enhance the Entire Transit Experience | * Transit arrival is the primary way to get to Greater Downtown  
* Transit streets are high quality pedestrians streets  
* Streetcar routes and 3rd Avenue closed to private motor vehicles  
* Provide safe, convenient, accessible connections | IGD AG #1 |
| 9 Make all Water Edges for Everyone | * Create navigable, direct connections to the water from each neighborhood  
* New recreation opportunities on the water (playgrounds, piers, beaches)  
* Prohibit parking on piers or near the waterfront  
* Develop a pier 48 public space – potential for one or more of the following: beach, park, finger pier, passenger ferry dock, tribal interpretive center or other activating use | IGD AG #1 |
| 10 Get People on the Water: Use Lake and Bay as Open Space | * Create a recreation barge on water  
* Provide more access to Lake and Bay for swimming, kayaking, pedal boats, etc.  
* Use water transport as a way to experience the city (think False Creek Ferries, Vancouver)  
* Be creative about over-water uses: parks, urban farms, swimming pools, civic buildings...  
* Develop a Pier 48 public space – potential for one or more of the following: beach, park, finger pier, passenger ferry dock, tribal interpretive center or other activating use | OCC AG #3  
IGD AG #1 |
| 11 Welcome Everyone: Bring the Excluded into Greater Downtown | * Diversity of space types, uses, and amenities (barbeques, picnic areas, games, sports courts)  
* Include water features, play areas, and places for kids  
* Activate with cultural events and festivals  
* Design public spaces to reflect cultural features of those who don’t feel welcome today | OCC AG #3  
IGD AG #1 |
| 12 Create an Integrated, People-First Hub: Place of Welcome, Neighborhood Knitting (Chinatown/International District, Stadium District, Pioneer Square) | * Create an outstanding place of arrival and transfers at a major transit hub  
* Develop King Street Festival Street with a signature tie across 4th Ave  
* True intermodal convenience/transfers at CID/King Street Station to leverage investment in light rail  
* Link neighborhoods separated by tracks and streets - i.e., lid BNSF tracks  
* Pedestrian connection from C/ID to King Street/Stadiums without crossing a street at grade  
* Activate Union Station as a community hub/market | OCC AG #8 |
| 13 Make Westlake/McGraw Square The Heart | * Development embraces a grand public square  
* The civic and cultural heart of downtown, a place every visitor goes  
* Make McGraw the model shared mobility hub  
* Air rights and redevelopment used to acquire needed land  
* Car-free or car-lite  
* Tied to neighborhoods via pedestrian/streetcar connections on Westlake, 5th, and Stewart |
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| **14** | Get the Streets Right: Focus on People and Goods | * Establish metrics for mobility based upon the movement of people and goods  
* Establish a hierarchy for modal priority by street  
* Ensure efficient goods movement on arterials prioritized for larger vehicles (bus/trucks/emergency vehicles)  
* Use data and technology to increase efficiency of movement (in support of our values)  |
| **15** | Give People a Break From Cars | * Identify opportunities for, design, and open car-free zones and/or streets  
* Close streets and activate for pedestrians on evenings and weekends  
* Pedestrian Superblocks where vehicles are permitted to flow around the edges of mini-neighborhoods  
* Slow vehicle traffic in/around local businesses, schools, or parks at a speed of 10MPH or less  
* No personal vehicles in the Seattle core  |
| **16** | Go from Grey to Green: Bring Nature Back to the City | * Build/plant vertical forests and gardens  
* Use green roofs and green storm water infrastructure  
* Introduce new partnership models to create and manage green spaces and open spaces  
* Create open spaces of all sizes, form, function, and activities  
* Integrate greenery, water, or other natural elements into public spaces  |
| **17** | Power Greater Downtown with Clean Electric | * Make EV charging locations highly visible and accessible  
* Get to zero tailpipe emissions  
* Go car-light  
* Merge benefits of battery technology for transport, wayfinding, and public space |
| **18** | Create Great Public Views | * Topography makes Seattle, use it for everyone  
* Provide the public access to water and mountain views in every neighborhood  
* Encourage developers to provide public view spaces in buildings, plazas, and perches |
| **19** | Public Spaces for All | * Provide public places for civic life in each unique neighborhood  
* Develop strategies to acquire and build new public spaces in neighborhood where none exists (i.e., new First Hill Park)  
* Enhance existing public spaces to truly reflect and contribute to the neighborhood’s identity  
* Make Pavement to Parks projects permanent  
* Make Greater Downtown “ubiquitously walkable”  |
| **20** | Link It: Network of “Place-Based” Streets | * Develop a continuous network of open spaces & high-quality pedestrian priority place-based streets  
* Make logical, legible, linear parks throughout downtown  
* Develop a “green loop”  |
| **21** | Invite Participation and Create Places that Honor Indigenous Histories, Knowledge and Relationships with Land and Water | * Invite and express indigenous culture and presence  
* Create a visible indigenous cultural focus/facility (or more), not in just one place  
* Integrate indigenous history into public realm design  
* Use density and zoning tools to provide reparation for land theft and to redistribute wealth  
* Consider indigenous methods of land governance when setting policy  |
| **22** | Become a True ‘Emerald City’ | * Use streets and the public realm to address climate, emissions, and air quality  
* Use restorative nature and opportunities to grow Seattle’s green canopy and be green year-round  
* Introduce Fossil Fuel Free (FFF) zones and carbon-free streets |
| **23** | Make Private Space Work for the Public | * Create a cohesive collection of privately managed open space plans  
* Encourage through-block open spaces  
* Encourage private property courtyards that are welcoming and magnetic |
| **24** | Make Walking or Rolling the Convenient First Choice | * Create 10-minute neighborhoods  
* Bring daily needs, open space and nature all within a half-mile walk for downtown residents  
* Double down on ADA accessibility, so everyone has access  
* Re-time signals to pedestrian speeds |
| **25** | Optimize the “Edges”: The Places We Load and Unload Goods and People | * Plan for technology to revolutionize goods delivery and movement  
* Create flex space that can adapt as technology changes, but maintain access to buildings (where commerce happens)  
* Curb use and lane management to optimize goods delivery, drop-offs  
* Use pricing to manage lane and curb space, promote sustainable, high-occupancy travel, and generate revenue for maintaining our transportation system  
* Make transportation technology work for the City, not vice versa |
| **26** | Reclaim the Pavement for People | * Take back the unused or underutilized pavement for people places (e.g., slip lanes, redundant streets, dead zones at grid intersections, etc.)  
* Repurpose off-street parking (structures that could become public spaces, or developed at street level activity)  
* Convert surface parking lots or top floors of parking decks for public space |
| **27** | Create Joy and a Spirit of Playfulness though Biophilic Design | * People are naturally happier in nature, so bring nature to our urban neighborhoods  
* Integrate playful design in the public realm and streetscapes for every age and ability  
* Use natural features in design; replicate the beauty and bounty of the PNW in our urban spaces |
| **28** | Make It Active: Places to Go, People to See | * Partner to program, manage and expand public plazas and open spaces  
* Require private developers to include public space in all developments  
* Use high quality landscaping to grow downtown’s green canopy  
* Make Pavement to Parks projects permanent  |
| **29** | Organize Street Space by Speed | * De-arterialize certain streets to have slower speeds  
* Allocate ROW according to different speed ranges and cluster different mode types into lanes  
* Slow lane (0 - 5 mph) – pedestrian, ADA device; Medium lane (5-15 mph) – bikes, electric little vehicles, joggers; Fast lane (15 - 20 mph) - transit, vehicles |
| **30** | Make the Travel Experience Great | * Transit excellence, speed and reliability  
* All mobility needs are met at mobility hubs  
* Unique, enjoyable, and really great transfer experiences  
* Consistent, quality wayfinding |
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<th><strong>Make Transit and Cycling the Way (to Get to Greater Downtown) and a Great Way (to Get Around)</strong></th>
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<td>* Embrace our most spatially efficient modes as the primary ways to get to Greater Downtown</td>
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<tr>
<td>31</td>
<td>* Manage street capacity to support growth, while limiting negative impacts of commuting on neighborhood life and our environment</td>
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<td>* Celebrate arrivals at rail stations, mobility hubs, and on transit streets</td>
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<td>* Create a reliable intra-downtown transit circulation system</td>
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<td>* Celebrate and reward the bus customer with lively, safe, and beautiful streets</td>
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<td>* Make the transit trip productive (WiFi, ports for charging, stable/comfortable ride, etc.)</td>
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<td>* Provide fare free downtown circulation (reward those that arrive by transit)</td>
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<td>* Develop a complete network of protected bicycle facilities</td>
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<td>OCC AG #8</td>
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<tr>
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<th><strong>Level the Unlevel: Make it Easier for People of All Abilities to Get Around</strong></th>
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<td>32</td>
<td>* Use new and improved parks and public spaces to overcome access challenges posed by grades and physical barriers</td>
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<td>* Lead the nation in accessibility for people with disabilities (work twice as hard to overcome natural challenges)</td>
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<td>* Use data and technology to improve accessibility (moving sidewalks, dynamic wayfinding, trip planning, accessible for hire vehicles, etc.)</td>
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<td>* Ensure wayfinding and public information is universally accessible</td>
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<td>* Provide “Common Cabs” that move all kinds of people, including those with limited abilities</td>
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<th><strong>Get the Goods There: Make it Viable for Goods Delivery</strong></th>
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<td>33</td>
<td>* Create close proximity, easily accessible load/unload zones for businesses</td>
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<td>* Flex space to create load/unload zones in the morning &amp; public adopted space in the p.m.</td>
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<td>* Make flexible use of alleys</td>
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<td>* Ensure new buildings are planned to accommodate deliveries</td>
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<td>* Prioritize delivery during non-peak transit hours</td>
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<td>* Use data and technology to improve efficiency of delivery and reduce conflicts with other users</td>
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<th><strong>Price it “Right” (Consistent with Our Values)</strong></th>
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<tr>
<td>33</td>
<td>* Rationalize mobility options and choices by how they support share values</td>
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<td>* Daylight true transportation user subsidies and organize capital and operating invest equitably</td>
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<td>* Ensure income is not a barrier to access or use of any public mobility service</td>
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<td>* Incentivize socially beneficial choices</td>
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<td>* Parking fee gives you access to all downtown transit</td>
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<td>* Provide fare free downtown circulation (reward those that arrive by transit)</td>
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<td></td>
<td>* Use mobility pricing to make access to Greater Downtown more reliable and equitable</td>
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<td></td>
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