

Seattle Comprehensive Plan Review

- Many mentions of terms that are adjacent to loneliness alleviation
 - Community
 - Community Building
 - Community Gathering Spaces
 - Community character and history
 - Human Development
 - Education
 - Education Resources
 - Youth Activities
 - Religious Communities
 - Community activities
 - Active Transportation
 - Walking
 - Transit
 - Biking
 - Mixed/Complete Streets
 - Housing
 - Diversity
 - Affordability
 - Density and Proximity
 - Connectivity by More than Roads
 - Safety
 - Police Partnerships
 - Community based policing
 - Most positive is the Jacobsian concept of “Eyes on the Street.”
 - (intersects with traffic calming, reduction in car traffic, and the creation of separated sidewalks and bike paths)
- Few direct mentions of mental health or loneliness
 - Identified opportunities to add language related to mental health and loneliness to goals and policies, and identified positive instances of the above terms.
 - Page 6: Environmental Quality: Can focus on the importance of environmental quality on mental health and encouraging outdoor socialization
 - Page 7: Community: Perhaps the core tenet of my thesis has only a small, topical paragraph.
 - Page 7: Economic Security: Change and loss of employment can cause a great deal of mental health struggle, including loneliness

- Page 8: Affordability concerns can also cause people to become displaced from their communities
- Page 10: An additional benefit of the Urban Village strategy is the potential for tighter knit communities to form in these closer, walkable environments.
- Page 10: A passing mention of non-car (active) transportation, and the acknowledgement of non-drivers. Active transportation has great health benefits and is less isolating when encouraged.
- Page 13: Recognition of consequences of developing urban villages in displacement of communities.
- Page 16: Elevated risk for minority, immigrant isolation and loneliness
- Page 17: Alleviating loneliness should begin as a goal.
- Page 17: In the future, if there is more research in the psychology of loneliness and how to alleviate it using the built environment, design policies may become appropriate to add.
- Page 17: Policies use the words “shall, should, ensure, encourage.” A potential policy may be “Should encourage the use of public spaces to foster community and provide gathering spaces.”
- Page 18: The “Discussions” framework is used for people to become informed about decisions, the reasons for them, and how goals and policies are related. It could be useful for informing citizens about the changes to language around loneliness.
- Page 20: The Move Seattle Action Plan, the Consolidated Plan for Housing and Community Development, and the Parks Legacy Plan seem like the most relevant plans on the list of Implementing Plans.
- Page 20: “Streets and Sidewalk Use” and “Parks and Recreation” seem to be the most relevant codes.
- Page 21: A suggested goal for Seattle’s Growth Strategy: “Walkability, cultural resources, growth enabling all to participate in civic life.”
- Page 24: Elevate the importance of designing for community and preventing isolation in the goal
- Page 24: GS 1.3: Preservation of local landmarks is also important to local identity
- Page 24: GS 1.8: Preservation of communities at risk for displacement is also important
- Page 24: GS 1.9: Inequities and marginalization also risk isolation and loneliness
- Page 26: Mentions farmer’s markets and community food gardens, which are important for community gathering as well as food security.

- Page 28: GS G2: These dense areas mentioned in the goal present the opportunity to challenge loneliness since it occurs at high rates in the city centers.
 - Page 32: The beginning of the Urban Design section mentions some great positives for urban design: “well-defined and diverse mixed-use neighborhoods; compact, walkable scale; proximity to nature; and attractive parks, streets, and public spaces.”
 - Page 33: GS G3: Mentions Seattle’s “Unique character and sense of place” which are important to a resident’s sense of belonging.
 - Page 33: GS 3.2: These viewing areas for natural sites are important therapeutic sites and gathering spaces.
 - Page 33: Also GS 3.5, natural beauty locations are greatly therapeutic and good for meeting places.
 - Page 34: GS 3.14: This goal emphasizes the qualities of the urban village that promotes social spaces and connections.
 - Page 34: GS 3.18: The word “Attractiveness” could be a new buzzword for psychological positives. In this example, it refers to building heights and forms being varied to enhance the neighborhood character.
 - Page 35: “Public Spaces” section: GS 3.24-3.27: This section encompasses attractiveness and quality of public spaces, as well as the importance of community activities and both perception of, and actual safety.
- General Development Standards Section
 - LU 5.3: The encouragement of natural light is also beneficial for the character of a public space
 - LU 5.6: This point draws attention to the complex relationship between loneliness and the desire for privacy.
 - Page 51: I skimmed the section on single family housing due to my research indicating that these areas are paradoxically low-risk for loneliness, in the same vein as rural areas.
 - Page 53: Multi-family and mixed housing form areas seem like more fertile ground for eyes-on-the-street, levels of density that can foster community, and closeness that can foster neighborhood bonds.
 - Page 53: “Neighborhood Character” should involve housing for various incomes, a mix of owning and renting, high quality of the neighborhood, and good livability.
- Page 61: Industrial Areas are mostly not considered in this plan, as it will focus more on urban residential areas and the downtown. However, there may be an opportunity to encourage socialization and a healthier environment in these industrial areas, where workers can spend their breaks.

- Page 63: Major Institutions: This section presents an opportunity to clarify that major institutions' campuses should have good public places and access to transit, biking and walking, as well as natural areas both for mental health and for avoiding large concrete spaces that can raise temperatures.
- Page 66: Historic Preservation and cultural Resources:
 - Local Culture and Identity are important to people's sense of belonging and their sense of local culture.
- Environmentally Sensitive Areas: I bypassed this section because I did not want to encourage the use of environmentally sensitive areas for socialization or other more intensive purposes that could endanger them.
- Transportation (Page 72)
 - The introduction to the Transportation section has several positive aspects: "generate economic and social activity," "adding to the city's overall health, prosperity and happiness," and "contribute to a more affordable city by providing high-quality and affordable transportation options that allow people to spend money on other things.
 - Page 78: T 2.11: Sidewalks are important to the walkability of streets, and their proper design ensures "vibrant pedestrian environments." Furthermore, tipping the balance in favor of walkability and transit over large volumes of automobile traffic will lead to better pedestrian environments for safety, cleanliness, and psychological positivity reasons, as shown by various studies.
- Page 78: Transportation Options: Equity Concerns: Some are dependent on transit, and others on vehicles, due to disability, financial status, or age. These concerns make serving all modes of transportation important even on inner-city streets.
 - Page 85: T 3.14: Walking and biking options are important for socialization, and as an environmentally sound replacement for carpooling on city-center journeys.
- Page 86: Transportation Effects on the Environment: TG 4: A more environmentally friendly transportation system is important for self-reinforcing reasons: Better air quality and less traffic congestion and noise encourage people to spend time outdoors and travel with friends, and more environmentally friendly transportation helps the environment and environmental quality. This will mainly take place along the "Last Mile" of walking, as a part of a longer journey by car or bus.
- Housing: Introduction: Page 96: "Our growing city does not force people from their homes; they are able to stay in their neighborhoods, with their established community resources and cultural institutions." This represents a lofty goal, but an important one to strive for.

- Page 98: Their reference to homelessness also brings up an important question: If the shelter system could bring everyone into housing, this could sever ties to their communities. (there may be an aside in the literature review about homeless shelters and their flaws, as well as the homeless population's community and fear of losing it, and their isolation when moved into shelters)
- Housing Affordability: Page 102: "Research shows that investing in affordable housing for lower-income households yields positive social and economic outcomes, especially for families with children." This area shows that affordable housing responsibly integrated into neighborhoods is important.
 - Page 104: H G5: Affordable housing should be spread throughout the neighborhoods to ensure its quality and to prevent neighborhood wealth inequality.
- Capital Facilities (Page 107)
 - "Libraries, neighborhood service centers, City office space, and Seattle Center," Most of these will be important community centers.
 - Encourage the healthy physical, educational, and cultural development of children and adults; provide space for the city's growing population to gather, connect, and build community;" These goals are important, but they can be expanded, and language can be added to encourage people who are specifically experiencing loneliness to use these services.
 - Page 112: GF G4: A positive goal, especially "assets to their communities," but verbiage can still be added to clarify their use for loneliness and social anxiety
- Economic Development (Page 123-124) The plan identifies urban centers and urban villages as some of the best areas in the city for job creation. This may be a good opportunity to remind the audience that workers moving to new neighborhoods and new cities experience loneliness and isolation, and could benefit from good public places and outreach services.
 - Commercial Districts: (Page 125) ED G1: This section hits on the same topics as previous sections, both with its positives and its opportunities to add language surrounding loneliness.
 - ED 1.2: "Promote a comprehensive approach to strengthening neighborhood business districts through organization; marketing; business and retail development; and clean, safe, walkable, and attractive environments." Very positive for the factors listed in the literature review that are obstacles to using public spaces.
- Environment (Page 131)
 - Page 133: EN G1: "Give residents across the city access to nature." Nature access is very therapeutic and is a great opportunity for people to both enjoy solitude and time with friends.

- Policies Section (EN): In general, for this section, planners should follow psychological recommendations on creating public spaces that are inviting and welcoming for both groups and individuals.
- Water (Page 134): The Duwamish River has been important to the Indigenous community for centuries. Other water features are important to many other communities.
- Climate (Page 136): Seattle’s targets for greenhouse gas emissions and carbon neutrality will be positive for air quality.
 - EN 3.1: Expanding transit, walking, cycling and transportation infrastructure will be a positive for cleaner air and socialization among people.
- Parks and Open Space (Page 138)
 - The introduction of the section acknowledges that parks and open spaces are beneficial to physical and mental health.
 - (Page 139) The City claims to be looking for ways to improve the system, which is a positive signal for this type of research to be conducted.
 - Page 142: P G2: Providing recreational opportunities is great, and even more can be done to provide special needs meetups and mental health awareness.
 - Page 144: P 4.2: Positive for welcoming and safe environment. This will encourage people to explore these parks on their own.
- Arts and Culture:
 - Page 146: Public art is an important facet of community and place identity.
 - Page 148: Art is not only important for the community, but the community of artists themselves is important as well.
- Cultural Space and Placemaking
 - Page 150: AC G4: This section has great potential, as cultural spaces are important to the identities and belonging of many people.
- Community Wellbeing (Page 152)
 - Claims the importance of the “human and social infrastructure” of the city. It acknowledges “common values, arts and culture, ethnicity, education, family, and age groups” as structures that social relationships are formed around.
 - Page 153: CW G1 is very aligned with the goals of this research.
 - The accompanying policy section (Page 154) includes great goals, although loneliness prevention is ripe to be added as another explicit goal.
 - (Access to Food and Shelter, Page 155) CW 2.8: We should improve the community aspect of housing for the homeless so that they will not become isolated when sheltered.

- (Healthy Growth, Aging and Lifestyles, Page 156) CW 3.1: Socialization is important for physical and mental health, as well as essential for healthy aging.
 - Page 158: School socialization should also be a priority, along with social skills education.
 - (Public Safety, Page 159) “Eyes on the Street” and other policies that promote density and therefore blot out isolated and shady areas of a city street can be very beneficial for perceived and actual safety.
 - (A Multicultural City, Page 161) CW 6.1: The City should promote both in-community ties and inter-community ties among different groups.
 - Community Development
 - (Page 163) The city’s commitment to community involvement in decision-making will also aid people’s sense of connection to place.
 - (Page 167) This section outlines the considerations taken for the development of community plans for the various neighborhoods in the city. Mental wellbeing and loneliness should be added to this list of considerations for a community plan or community plan update.
 - Container Port: Little opportunity for inclusion in this plan.
 - Shoreline Access (Page 174): My interest in this part of the plan is limited to the section on public access, which is a very minor part of shoreline use.
 - Shoreline Recreation: The most relevant goal is SA G22: “Allow increased opportunities for the public to enjoy water-dependent recreation, including boating, fishing, swimming, diving, and enjoyment of views.” Although this incorporates elements of physical activity and mental wellbeing, it is also a small portion of the section.
 - Shoreline Conservancy: I do not want this plan to encourage the use or overuse of sensitive areas of the shoreline, or destroy important habitat in service of said plan.
 - Conservancy Recreation (CR) Environment: (Page 185) SA G29: This section also promotes recreation along the shoreline, presumably in environmentally-benign ways.
 - Glossary: The Glossary is an important opportunity to add terms such as:
 - Loneliness
 - Subjective Social Isolation
 - (Some type of term to qualify the positive “Loneliness Alleviation Efforts”)
- Next are the individual Adopted Neighborhood Plans (33)
 - Admiral: Admiral has a commendable goal for a “pedestrian-oriented small-town atmosphere.” However, its next goal states that it is to be a predominantly single-family housing community. The goals seem contradictory, but we must also remember that single-family areas such as suburbs and rural areas do not struggle

with loneliness as much as inner city neighborhoods do. It also has a transportation policy calling for “clean and attractive, calmed, ... sufficient capacity and ... high level of service” streets, which is good for the attractiveness of streets from a pedestrian perspective. It also has a housing policy (A-P18) that calls for the integration of “public-assisted” housing that is dispersed and aesthetically integrated, to keep up the Admiral small-town image. In order to grow into a true urban village, Admiral will have to embrace a little additional density. Insofar as this plan will create a medium-density area that is attractive to walk and spend time outdoors in, it has a lot of apparent strengths regarding prevention of loneliness, although it doesn’t mention loneliness itself.

- Aurora-Licton: The Aurora-Licton plan embraces middle-density housing more completely, suggesting “cottages, townhouses, and low-rise apartments.” It also suggests a small degree of retail and commercial uses at its core, although less than that of a Hub Urban Village. It also vows to develop better transit connections with the new Northgate Link Station and the village core. It also has a solid goal for a community center using existing facilities within the village core that will be a valuable asset in the fight against loneliness and isolation. These policies encourage multiple uses of the facilities, continued use of the facilities by schoolchildren, collaboration with Seattle Public Schools, and public accessibility of “community planning documents, information about the area’s history, and community resource information” in a permanent location such as a visitor’s center, which will be good both for residents’ information and their socialization. Aurora-Licton’s commercial center policies emphasize pedestrian-friendly pathways and maximization of pedestrian access to public facilities, while deemphasizing parking as an underground or behind-building land use. It also covers walking, biking and transit accessibility for the village core, both commercial and residential areas, North Seattle Community College, and Northgate Station. The neighborhood is also committed to improving its park system and adding new public places.
- Ballard/Interbay Northend Manufacturing and Industrial Center: The area’s plan acknowledges the expected growth of the region. Growing urban areas are at increased risk of loneliness and isolation as people move to the city without connections, making loneliness an especially important concern in this region. The plan emphasizes the importance of transportation for both industrial goods and multimodal commuting for the workers. The plan does not mention anything related to mental health, loneliness, or broader urban quality, however.
- Broadview, Bitter Lake, Haller Lake: The section opens with the goal of involving “residents, businesses, community organizations and property owners” in the completion of the neighborhood plan, which is a very good start. Its first transportation goal, BL-G3, emphasizes the creation of a system of bicycle paths

and walkways, as well as bike infrastructure, to encourage active transportation. The plan continues by advocating for the creation of a “vibrant mixed-use town center” along Linden Avenue, with “neighborhood serving” shops and services, and denser housing areas for a range of price points. They highlight the importance of housing diversity for individuals, families and couples of differing ages. Policy BL-P17 reiterates the importance of walkability and improving the pedestrian environment, while going further into block-sized patterns of development and the creation and emphasis of public streets, hearkening back to Jane Jacobs’ observations. Aurora Avenue, (in personal experience is a street that feels unsafe) is a target for improvement and “enhancing its fit with surrounding communities.” Later in the policy section, it prioritizes creative site redesigns to avoid the removal of mature trees. Tree cover is a positive for providing shade and preventing urban heat bubbles. The area’s recreation goal includes the creation and maintenance of pocket parks and larger parks, as well as playgrounds, public plazas, gardens, and areas for waterfront access on the shores of Puget Sound. Recreation Policy BL-P29 calls for “Enhancing the Neighborhood Feel” of Linden Avenue North through creating more gathering spaces, which is a very positive goal. The Community Development Policies section suggests creating a shorter, unified name to replace “Broadview/Bitter Lake/Haller Lake” in order to “reflect its history, nurture neighborhood pride, and motivate various groups to come together as one community,” as well as to create more opportunities for people within the same block to get to know each other. These both play on neighborhood identity and the forming of close connections with neighbors, both of which can increase the feelings of belonging and therefore alleviate loneliness. Urban Agriculture is also an opportunity for communities to form, both around farmers’ markets and neighborhood “P-patches.”

- Capitol Hill: The Capitol Hill neighborhood plan begins with a strong Community Character section that emphasizes the importance of dense population, business districts, transportation services, and “strong institutions.” The Land Use section of the plan is commendable for its transit-oriented development and historic preservation of architectural quality and historic character, as well as the importance of keeping its pedestrian oriented commercial corridors, but it misses the chance to expound on the use of these pedestrian-oriented streets and their ability to alleviate loneliness. The housing policy section advocates for a “full range of housing types” that can create walkable, densely populated neighborhoods. It also addresses the spectrum of affordability, which is a good sign in preventing the gentrification that has displaced and isolated residents who have become priced out of the neighborhood. The Human Development sections of these plans are often the closest that they come to discussing loneliness. Capitol Hill’s plan emphasizes meeting the varying human service needs of a diverse

population, as well as improving connections and communication between people. It also seeks “A Comprehensive Approach” to social issues and human needs, which is fertile ground to introduce loneliness awareness and social anxiety countermeasures. With density, quality public places are needed to ensure that residents are able to spend time together, enjoy the outdoors, and engage in culture together without feeling too cramped, and Capitol Hill’s park section is strong in striving for their quality, maintenance, and the creation of new parks.

- Central Area: The Central Area clearly has a strong, established community character for the African American community, which will benefit their efforts to alleviate loneliness. Policy CA-P8 especially hits on the importance of community programs, in both their maintenance and expansion. CA-P9 continues with its support of a network of community based organizations that can affirm its cultural diversity and character. The neighborhood also hopes to eliminate car dependency through encouraging walking, biking and transit, and hopes to increase the safety of all forms of freight and passenger transportation. Transportation safety and options are positives for pedestrian and active transport, which allows people to enjoy their time outside and in community. CA-P28 affirms anti-gentrification efforts through affordable housing programs, including preservation of existing multi-family housing. CA-P47 covers the importance of attractiveness of the streets in business districts. The other goals in the section emphasize the importance of safety and the maintenance of community businesses, and the growing of new businesses by members of the community. The Human Services section has many positive goals for youth development, job growth, recreation and cultural opportunities, and youth services. It is very important for young people to engage in their communities and gain skills that will help them all throughout their lives. Parks are very important multicultural meeting places, and the Central Area’s Parks and Open Space section adds the especially interesting goal for creating new open spaces on “unused or unimproved properties.” The 23rd and Jackson section also makes note of the importance of diverse restaurants, social services, housing, education, and many other public goods at its “Community Node.” the Madison-Miller area also calls for community-based projects relating to transportation improvements and cultural events. 12th Avenue hopes to build on the neighborhood’s proximity to Seattle University, which will benefit both the university community and the local community.
- Columbia City: Columbia City begins with transportation goals to ensure “public safety, efficient access to services, and general quality of life.” The emphasis on increasing active transportation is very positive. The plan also includes “mixed use and pedestrian scale” development in the business district, which will encourage more walking and biking, as well as creating a “business incubator”

that encourages residents in their pursuit of opening businesses in the neighborhood. Together with a mix of housing affordability options, this is a solid plan for a highly interconnected community. The plan also encourages incentives for new transit-oriented housing construction, as well as more open space, library resources, and social services, although no references are made to mental health or the mental benefits of community resources.

- Crown Hill/Ballard: The structure which includes Ballard previously is confusing; this section looks much more like the main, formerly-independent and fiercely-individual Ballard. Its ambitious economic development section hopes to capitalize on Ballard's unique blend of cultures and traditions, as well as its tourist attractions, such as the Ballard (Hiram M. Chittenden) Locks. It also strives for a balance of national and local retailers. Residentially, it hopes to diversify its housing into a range from single-family to moderate-density multi-family, as well as creating a "civic complex" in the heart of the Ballard Hub Urban Village to simplify and streamline the access of public services, as well as consolidating the density increase around the core of the urban village. The creation of a series of "green links" between its varied parks, open spaces and other recreational sites will encourage "a full range of active and passive" recreational activities. Both centralizing public services and institutions in a vibrant city center, and creating a connected park system, will encourage active transportation and central gathering spaces among Ballard's different residential areas. They also hope to build more sports fields and community gardens, which are also great for drawing people together around a common interest or hobby. The human services goal (CH/B-G7) is well-written, but brief: "A caring community that nurtures and supports all its members, particularly the most vulnerable, including children, youth, and the elderly." There is only one policy, which emphasizes the importance of a strong, multifaceted network of social services and neighborhood organizations, but is vague on the nature of these services. This is a great opportunity to clarify and expand mental health, social anxiety, and loneliness outreach.
- Delridge: The Delridge plan begins with Parks and Open Space, with an interesting language choice for its Parks and Open Space Goal (D-G2): "Provide opportunities to address health inequities." While they do not expand on what inequities they are specifically trying to address, there is great opportunity to use parks to support the most at-risk populations for loneliness: Immigrants, the youth, and the elderly. The Parks and Open Space Policies section is very positive, especially the ones supporting its community centers, multicultural programming, seeking of financial and community support in the creation of new public spaces, and another goal urging the neighborhood to target improvements towards those suffering health inequities. There is another opportunity to promote

loneliness as an issue that is worth exploring and countering. The Land Use goals are excellent, promoting a “series of mixed-use activity nodes” along Delridge Way, and especially making these services more accessible to walking, cycling, and transit guests. Delridge also seeks to improve three “neighborhood anchors” at the intersections of Delridge and Genesee, Delridge and Brandon, and Delridge and Sylvan/Orchard Way, as well as being receptive to future plans for a Sound Transit 3-supported station. Its transportation policies are excellent at emphasizing the importance of active transportation and its trail network. Goal D-P39, which covers partnerships among and between “communities of color, immigrants, refugees, native peoples, people with low incomes, youth and limited English proficiency” will aid groups that have an increased risk of loneliness.

- Downtown: Downtown’s Urban Form goal can do much more to encourage green spaces and therapeutic “urban escapes” for Seattle’s densely populated core. Spaces like these will be especially important for those living in this high-density area of the city. Its transportation goal can be more supportive of traffic-calming and multimodal transportation, both as a way to ensure safety and as a way to encourage connections along pedestrian routes. The Human Services section, consisting of a single goal, seems deeply underdeveloped for the area most likely to suffer from loneliness, isolation and sense of disconnect. The public safety goal makes good use of “Eyes on the Street” and multi-use, 24-hour active urban areas. Downtown Office Core 2 (DOC 2) land use districts also reiterate the importance of keeping an area active at multiple times per day. Policy DT-UDP10 also advocates for buildings to have a strong relationship with the streets, make streets enjoyable places to be, and limiting the presence of street walls and blank walls to avoid a boxed-in or shady feel. The Open Space section compensates for what seemed to be missing from the Urban Form section, clarifying the area’s goals for creation of new and varied public spaces, including green streets and plazas on office and residential tower properties. The Human Services section robustly covers the need for childcare across all income levels, and commendably addresses the needs of low-income residents of Downtown, although more can be done to acknowledge and support the homeless population. It also supports pedestrian circulation, spot improvements for high-volume pedestrian locations such as transit stations, and waterfront linkages, as well as linkages over the I-5 corridor to restore severed neighborhood connections. Sidewalk widening is another lofty goal, but an important one for emphasizing pedestrian connectivity. Universal bike access on downtown streets is another lofty goal, but one that will be very important for active transportation and the ability for people to commute healthily and enjoy the outdoors with friends. Belltown, which is part of the Downtown plan, hopes to “promote pedestrian activity through such methods as eliminating ‘dead spots’ of street level activity.” These spots may be the perfect

places to create new activity centers. Its transportation goal, focused on eliminating car dependency, could do more to expand its wording for active transportation. It also mentions in “Pedestrian Environment Goals” that residents should feel a sense of ownership of local public places. Belltown also includes an “Alleys” section, which can add the use of alleys as smaller, more intimate social spaces as well as pedestrian and bike routes. Its Community Enrichment and Social Services section, much like the others, could use expansion into mental health and loneliness efforts. The Chinatown section also acknowledges and supports its strong preexisting culture, recognized not only as Chinese, but also Japanese, Vietnamese, and Filipino, with Native and African American presences as well. It espouses many of the same goals to ensure that housing is diverse and affordable, as well as the use of parks for cultural celebrations, as well as advocating for “safe and dynamic public spaces.” It is important to remember that in order to be dynamic, something must have difference and variation, implying that the parks will also have to support tranquility in certain areas. Both bustle and tranquility are useful for different individuals in the fight against loneliness, in the same way that both togetherness and solitude are positives. The neighborhood section also has accessibility goals involving a decrease of car dependency, traffic calming, and the expansion of bicycle facilities. The Denny Triangle’s Urban Form Policies are some of the most exacting and precise in the entire Comprehensive Plan. Alongside general calls for green streets and “neighborhood gateways,” it also lays out precise, quantitative goals such as:

- One acre of Village Open Space per 1,000 households;
- All locations in the village must be within approximately one-eighth mile of Village Open Space;
- Dedicated open space must be at least 10,000 square feet in size, publicly accessible, and usable for recreation and social activities;
- There should be at least one usable open space of at least one acre in size where the existing and target households total 2,500 or more;
- One indoor, multiple-use recreation facility;
- One dedicated community garden for each 2,500 households in the village, with at least one dedicated garden site.

These goals, if combined with the recommendations of environmental psychologists to optimize their use, will create an immense amount of community capital.

- The Pioneer Square section also includes Open Space policies, although more vague than Denny Triangle’s. They vouch for the inclusion of artists in public-funded project designs, improving the maintenance of its existing facilities, and recognizing Occidental Corridor as a “neighborhood center.” It also includes a rare Alleys goal, recognizing their potential as gathering spaces. Its Public Safety

goal hopes to counteract safety concerns by improving the cleanliness of the area and calling for a “high level of civil behavior.”

- Eastlake: Eastlake begins with a strong commitment to pedestrian-scaling, as well as to aesthetically pleasing views and maintaining its character as a low to mid density mixed-use neighborhood. Its Community Design policies reference strengthening the identity of each area of the community, maintaining its aesthetic beauty, and creating “Live-Work” areas with both housing and employment. It also touches on the historic restoration of its cobblestone streets and the importance of its waterfront properties. Eastlake also has a “Main Street Goal” that perfectly encapsulates a multi-use, central street for commuting, working, living and shopping. The policy of attracting new businesses and customers alike will further shore up the vitality of the area. Its diversity goal also calls for “a neighborhood in which neighbors know and help one another,” which is positive for the goals of community cohesion and networking that can counteract loneliness.
- First Hill: First Hill’s section begins with “Community Character” goals for strong employment, institutional presence, and population diversity, as well as pedestrian-friendly development and a focus on mixed-use development on Madison Street. It also calls for new community facilities and public safety measures, as well as housing development on “underutilized sites.” In its public safety section, it endorses the “Eyes on the Street” approach to public safety. Its Parks goal, although brief, hits on the high points of safety, accessibility, good maintenance, and welcoming the growth of the community as an opportunity to serve.
- Fremont: Fremont’s Neighborhood Plan begins with the lofty goal of being “The Center of the Universe.” The neighborhood does more realistically boast of its desire for “rich and varied” urban streetscapes, and the development of “unique recreational and aesthetic amenities” within its urban village. It also encourages public art and cultural amenities that will, if not the center of the universe, make central Fremont a sufficient neighborhood center. Its housing policies incentivize families to move in, as well as senior citizens and renters of varying income levels. Its transportation system goal calls for “Community-Compatible” transit. Its Transportation section is strangely split over many different subheadings such as “Specific Identified Transportation Systems Issues Policies” and “Transit Service and Transportation Models Goals.” It still espouses the standard goals of reducing car dependency through strong transit, walking and biking options, with the unique addition of car sharing programs to reduce the need for car ownership itself. It also goes more in depth into ensuring that the area’s bicycle trails are connected to each other, and have a higher level of safety. Connections between bicycle trails are important for expanding bicycle commuting and pleasure-riding.

It also calls for traffic-calming measures which will improve bicycle and pedestrian environments on its vehicle streets. Fremont also supports its local identity and its artistic community, which are important to the sense of community and belonging.

- Georgetown: Georgetown's "Residential Neighborhood Anchor Policies" emphasizes affordable homeownership. It also calls for community centers and the reuse and preservation of historic buildings in order to create "linkages between historic preservation and economic revitalization." The protection of these historic buildings will enable the neighborhood to develop in a way that does not alienate the current residents, or make them feel that their place has changed so extensively. They also stress the importance of both real and perceived safety of the neighborhood. Georgetown still comprises industrial land, and maintaining it, as the plan calls for, is a benefit for economic stability, which will reduce the risk of displacement. The plan also calls for a reduction in traffic congestion and an increase in active or "non-motorized" transportation. Overall, Georgetown has some positives and unique upsides such as built-in employment in the industrial areas and a focus on affordable homeownership, but it doesn't have as many community oriented goals covering open spaces, social services, and community events as it could have.
- The Duwamish Manufacturing and Industrial Area does not include an urban village, making it less important for this study. However, it is still important to acknowledge the importance of the Duwamish River to Native communities.
- Green Lake: Green Lake has a robust community character section, although it doesn't feature any psychological wellbeing goals or ways to generate community. It does promote both traffic-calming and cycling adoption for short and mid-length commutes. It also hopes to improve the bicycle and walking corridor connecting Green Lake to the Burke-Gilman trail. It also solidly supports increasing the accessibility of its pedestrian areas through measures such as curb cuts for wheelchair uses. Although it endorses housing for a range of incomes, it comes short of endorsing mixed-use development outright, instead hoping that housing will continue to fit in with the single-family character of the neighborhood. Housing policy, however, supports development that is "supportive of housing goals and mixed-use development." This tempered approach may actually benefit the ability for people to choose their desired level of social contact and housing density. Their Human Development section has two very positive goals, emphasizing the needs of youth and seniors, and encouraging better community use of school property through partnerships with the school district. These efforts are already primed to assist lonely individuals in the neighborhood. Its Parks and Open Space section calls for increased public space in the neighborhood, the improvement of its quality through more trees and

vegetation, and even “increased awareness of and accessibility to recreational sources,” which is very similar to the informational approach and purpose-built events that may aid lonely individuals in the neighborhood. The Habitat Issues policies also proves to be fertile ground for public involvement in the preservation of the neighborhood’s natural areas. Another beneficial goal, from Economic Development, encourages businesses to establish and maintain gathering spaces, such as “green space, sculptures, and fountains.”

- Greenwood/Phinney Ridge: Greenwood also has a robust Land Use and Community Character section, emphasizing active transportation and better green space, identity and history, compatible growth, historic preservation and desirable public space. The Housing Policies section calls for better availability of ADUs and affordable housing, as well as programs that allow current residents, both owners and renters, to stay in their homes, which is an especially important policy to prevent displacement. The Human Needs and Development section is small, as is the trend, and can be expanded to include mental wellbeing and community building. The goals for Parks, Open Space and Community Facilities are brief but descriptive of meeting places, active and passive recreation opportunities, a “full-service recreational facility,” and importantly, a full-service library. The Transportation Goals section still calls for developing off-street parking. Surface level parking should be limited where possible, as it creates car traffic and dead zones that can’t be utilized for other community activities. However, it also suggests that parking facilities should be linked strongly with transit, and that pedestrian sidewalks should be expanded and maintained, emphasizing the main streets of Greenwood Avenue North, Phinney Avenue North and North 85th Street. It also calls for more street trees and extended trails to join the Burke-Gilman Trail.
- Morgan Junction: Morgan Junction’s plan begins with advocating for a comfortable human-scaled community, active transportation, and a more pedestrian-oriented Fauntleroy Way. It positively encourages additional public spaces, especially within the business district, and better connections throughout the neighborhood for biking and walking. For Housing and Land Use, it suggests compatible multi-family buildings integrated into the preexisting character of the neighborhood, encourages affordable homeownership for the purpose of wealth creation, and hopes to empower low-income seniors to stay in their homes. These policies are very positive for avoiding displacement, which can lead to isolation. They also encourage the development of public places, tighter coordination between human services providers and neighborhood organizations, the continued importance of the library, and support of community activities for children and families.

- North Beacon Hill: This section begins with goals of a mixed-use residential neighborhood with increasing housing density near the Light Rail Station, which is positive for active transportation and for appropriate density for socialization. Alternative housing goals, such as allowing cottages to be built on single-family lots, will support housing affordability while not sacrificing neighborhood character. The Town Center section is very important to this plan. It calls for a gathering space that can be utilized by the many different cultural groups living in the area, including businesses that cater to them, and the option of either living within the dense city center or in a single-family or mixed-use area further away. Its library is touted as a community center and gathering space for people of many cultures, both for themselves and for meetings with multiple groups, going as far as to call it “a symbol of pride and identity” hearkening back to the need for community pride and neighborhood sense of identity. The neighborhood encourages “Eyes on the Street” through the day and evening through community programs and festivals, and through incorporating multiple-time-of-day uses into new designs. The next goal, Pedestrian Improvements, will also help streets appear lived-in and more usable by forms of transportation other than cars. The neighborhood has an exceptional section on traffic improvements, especially multimodal transportation and creating a better pedestrian environment. The urban village portion of the neighborhood has great goals for expanding gathering space on private development lots, as well as improving pedestrian environment on “key pedestrian streets.” They also hope to develop more trails through publicly owned greenbelts, and develop more small pedestrian amenities through the commercial core, such as “small civic open spaces, gateways, landscaped features, and pedestrian streetscape amenities. It also has an extensive park section, focused on increasing the amount of usable land in large parks, creating pocket parks, and preserving scenic views.
- North Neighborhoods (Lake City): The Lake City plan has a section called “Getting Around” which incorporates most of the pedestrian and active transportation goals. Much like the goal for Aurora Avenue, Lake City hopes to make Lake City Way into a safer, “boulevard” feeling street for transit and pedestrians. Although it has been brief thus far, it does have a section on Community Networks for civic participation in the planning process and building on programs to fill service gaps in neighborhood services. The Open Spaces goal states that parks should be multi-use and “responsive to local needs” as well as safe and clean. Although the plan calls for several positive developments, it falls short of specifying its steps for mental health, mental and physical wellbeing, community cohesion, and mentioning how it will bring citizens together.
- North Rainier: North Rainier has a solid Town Center Goal, which reads “A town center that concentrates housing, commercial uses, services and living-wage

employment opportunities; that is well served by transit and nonmotorized travel options; and that is well-designed and attractive to pedestrians.” This is an excellent encapsulation of a town center that is primed to create connections between people and avoid displacement. Its housing goals are positive for encouraging housing diversity and a range of densities. The neighborhood plan has a large Community Life section with great goals for bringing the community together to solve problems such as litter, historic buildings in disrepair, lack of disability access, and crime. It also has a Parks and Open Space section that hopes to create safe and accessible trails to better utilize the greenbelt, and to design park programming, as well as parks themselves, to appeal to numerous demographics. Rainier Avenue South and Martin Luther King, Jr. Way will serve as the neighborhood’s traffic-calmed “Complete Streets” with improved pedestrian feel and more facilities for transit and biking. Its goal to “Enhance access throughout the town center for people of all ages and abilities,” is an excellent one.

- Northgate: Northgate begins with a bold claim of making housing, work, commerce, recreation and education all exist within walking distance. The transformation from a massive shopping mall complex into a new mixed-use neighborhood is very commendable, and ensure that the neighborhood is no longer a car-supported shopping destination, but primarily a new neighborhood that is focused on its own residents. Although single-family areas are still in the plan, the plan emphasizes that the areas will have good access to services and car transportation alternatives. This combination of single-family and low density housing and good access to transportation and proximity to services will support people seeking connections without the neighborhood becoming dense enough to become suffocating. Density in the core is still important to support the services the neighborhood hopes to provide. The most-increased density is meant to lie within a ten minute walk of the transit center and Link station, which will make walking and biking more convenient and feasible. With this new density comes the importance of public space, which is sadly a very short section of the Northgate plan. It has a lot of opportunities to expand in both its commitment to ensuring an amount of public space for its new density of residents, and for its park programming. Northgate is under rapid development as of the writing of this report, making it all the more important to clarify this important goal.
- Othello: Othello begins with a strong, family-supportive and housing-diversity supportive section of Land Use and Housing Goals. It is commendable for encouraging both renting and owning housing, as well as varied types of housing, especially concentrated around the Light Rail station. It inserts a goal for parks straight into the Land Use section, calling for park programming, which will encourage more use of the area’s parks. Overall, the section is very positive for its

goals for a mixed-use, diverse neighborhood center, its creation of mortgage programs that should allow residents to stay in the neighborhood despite rising prices, and making the neighborhood's diverse eateries and other businesses a destination for people from other areas. It also mentions the use of lighting and landscaping to create open spaces that feel safe and inviting. The Economic Development section calls for a high level of street activity, which will lead to a safe and lived-in feeling through "Eyes on the Street." It also supports "family wage" jobs, that will allow people to stay in the neighborhood as they raise their families, providing a longer-lasting and generational connection to the area. In this manner, it repeatedly suggests policies that will help the area avoid gentrification. It has a good transportation section that also encourages active transportation and pedestrian improvements, especially around the Light Rail station. It has a very positive Community Building section, especially "A tightly-knit community where people know how, and want, to get involved in community activities." These close relationships will be very beneficial for the residents' perception of the neighborhood, public trust, and feeling of belonging and connection.

- Pike/Pine: Pike and Pine's section begins with a call for its own distinct identity to prevail. Already a multi-family housing area, it calls for more business diversity and more complete day-long use of streets, as well as becoming "a destination for retail, arts, and entertainment." It hopes to preserve its existing buildings and character while still growing its affordable housing stock and its diversity of housing. It has a great Human Needs and Development section that encourages both events and person-to-person connections, although the language is vague about specific problems: "Seek a comprehensive approach in addressing the human needs and problems of people within the urban center and citywide." (P/P-P17) This is an opportunity to expand on the area's previous goals and offer mental health, socialization, and loneliness resources. Its Urban Design section calls for the embracing of the area as a pedestrian route to and from Downtown, and acknowledges that it has a number of oddly-angled intersections that can be used uniquely to create public space, but also come with unique safety challenges. There are also opportunities for pocket park development, which will become very valuable to the people in a small radius of them as unique urban places. The plan elevates the West End as the neighborhood's "Main Entrance." As well as measures supporting walking and traffic calming, they call for the encouragement of more transit service and the discouragement of commuter parking and park-and-ride lots. They also have an Arts and Culture section, while small, that promotes a community arts organization and art events that will not only benefit the art community, but the rest of the community at large.

- Queen Anne (Uptown) Queen Anne’s plan has an impressive set of policies covering open space, vegetation and trees, and pedestrian-oriented streets. It also calls for a neighborhood facility and the maintenance and upgrading of parks facilities to ensure that the growing neighborhood has sufficient space and improvements to said space. Queen Anne’s parks are to be abundant and varied in usage, and serve as great connections both in the trail network and to Queen Anne Boulevard. The neighborhood also hopes to reduce its traffic congestion and promote a human-scale development and feel, together with transit improvements. It also hopes to link between the neighborhood and the Elliott Bay waterfront.
- Rainier Beach: Rainier beach begins with an excellent Land Use Goal: “For Rainier Beach, the town center is an interconnected and vibrant set of places where the community comes together. These places reflect the diverse cultures, histories, and traditions that collectively give Rainier Beach its identity.” It goes on to suggest revitalizing South Henderson Street and promoting transit-oriented development along Martin Luther King Jr. Way, as well as outlining areas for mixed use development, such as Beach Square. The Transportation and Transit Facilities section is strongly in favor of multimodal transportation, walking and biking, and the corresponding neighborhood conditions that encourage “a safe walking environment,” such as safety from crime and car traffic, cleanliness, and good landscaping and public art. The housing section is devoted to increasing the affordability of housing to fit the needs of the diverse population. It also calls for addressing the “perception of crime, the lack of personal safety... by cleaning up derelict residential properties.” Meanwhile, the encouragement of affordable housing is positive to prevent displacement. Rainier Beach has waterfront access that is a great natural asset, and the plan hopes to capitalize on this with trails and new public places. These parks will be connected to others, providing an extended network for both transportation and enjoyment. The parks will also be actively programmed, and enhanced with local art. It also has a long Human Development section covering PTAs, religious organizations, and neighborhood planning itself.
- Roosevelt: Roosevelt’s Urban Village is an important area for increased density due to the new Light Rail station. Although it supports buffering single family areas from the new development, it may be better to slowly transition these areas. The Transportation section, although it has to prepare for increasing traffic as the area develops, also supports safer and more inviting sidewalks. The Safety goal is entirely focused on increasing the safety of pedestrians. The Light Rail station itself is also a new hotspot for non-auto transportation. The housing section supports not only anti-displacement efforts and the expansion of housing for people with disabilities, elders, and extended families. The Capitol Facilities section emphasizes maintaining Roosevelt’s parks’ quality during the changes to the neighborhood, and increasing park programming so they are more well-used,

as well as the development of new public spaces with underutilized land. The Human Development section encourages “cross-generational participation” and youth’s attachment to the community.

- South Lake Union: South Lake Union has a strong preexisting identity as a maritime and industrial community, but is morphing into a city-center community with much more varied land use. This will serve it well in its goal of creating historical activities, as well as scientific and cultural activities, for “children, residents, employees, and visitors.” Its “Neighborhood Character” section advocates for preserving the area’s character and its diversity of uses, as well as creating a sustainable art scene, and more educational opportunities. Their transportation goal also calls for walkable, bikeable, and transit-accessible streets, balancing this need with freight mobility. The Parks and Open Space section names South Lake Union Park, Cascade Playground, and Denny Park by name, but also strives for creating new public spaces, and mentions the use of “visual and physical connections between open spaces, adjacent streets, and surrounding activities to stimulate positive social interactions” which is a very positive goal, in line with what should be done to combat loneliness. It also calls for new conceptions of public space, such as green streets, and the use of Lake Union itself as a public space. It also supports the ability of workers to live near their jobs, which will further encourage a tight knit community.
- South Park: South Park opens with a goal similar to Othello, encouraging neighbors to know each other and become involved in neighborhood planning. This area also hopes to attract family and cultivate the environment of “a people place at all times of day.” Although it hopes to promote good pedestrian environments, it also supports the addition of parking space and the rezoning of multifamily and split-zoned lots to provide increased parking space. Although it does include Capital Facilities goals that support citizen involvement, its goals on public space and human services are nonexistent, and not even parks are mentioned explicitly. The plan falls short in providing planning interventions to cultivate community.
- University Community: The University Community, informally known as the U-District, already has a great amount of densely populated development and public space in the form of the University of Washington dormitories and campus. It also hosts a built-in population that is active and eager to socialize. Nevertheless, the neighborhood around it has goals for increasing development in the area east of 15th Avenue and south of 50th street. University Way, also known as “The Ave” is the main retail and mixed-use street, and it is primed for expansion north of 50th, as well as encouraging its business owners to improve frontages. It also has goals for safety, collaboration between the University and businesses, utilization of its existing historic buildings to build its neighborhood identity, and public art

to expand its neighborhood identity. Although the neighborhood is focused on students, it also strives not to displace homeowners and other renters. It also advocates for the creation of an “Open Space Fund” for purchasing and improving small parcels of land for community use, as well as the use of alleys as public space, and creating a large public space near the Light Rail station.

- Wallingford: Although Wallingford has a sizable single-family zone, its goal discourages new single-family residential construction in favor of low-to-medium density townhomes and low-rise apartments, especially around the business district. This medium-density approach will hopefully ensure that the businesses are supported without causing the neighborhood to become densely populated and overcrowded. Wallingford has the opportunity to hit a “sweet spot” with enough people to support a bustling business district without becoming too crowded to counterintuitively create loneliness. Although the neighborhood hopes to encourage high rates of homeownership, it also seeks to create housing diversity. It affirms the importance of public spaces such as libraries and parks, and hopes to create more open spaces in “underserved areas.” Its goal to “Encourage retention of a wide range of age groups” is a positive for families hoping to live near each other, and the ability of all to continue living in the community, which will foster long-time connections to the place. It also encourages developing home businesses and ADUs, which are easy and manageable ways to create activity and connection in the single-family areas. Its transportation goal, alongside vouching for pedestrian improvements, explicitly mentions “Interactions between neighbors.” The Community Building Goal states that the neighborhood should feel like “A small town in the big city.” It also supports volunteering and resident involvement in future neighborhood planning, which are excellent avenues to building community.
- West Seattle Junction: Similarly to Wallingford, West Seattle Junction also desires a “small-town community” in the middle of the city. Although the plan calls for most of the area to be single-family housing, the business district is to be “vibrant [and] mixed use.” The commercial core also has a goal of being active during both the daytime and nighttime, which is an excellent aspiration for a growing multi-use urban center to have, in order to guarantee safety and a lived-in feel. It elevates Fauntleroy Way as a central part of the neighborhood and hopes to improve its pedestrian feel, as well as the pedestrian and cycling environment throughout the neighborhood and beyond. The plan also calls for public places in a range of locations, such as “unneeded portions of street right-of-way,” within the business district, and in the form of new parks, and even hopes to involve citizens in beautification efforts. Although the Human Development section is short, it does call for improving communications between community stakeholders.

- Westwood/Highland Park: This neighborhood makes a natural feature, Longfellow Creek, a central linkage, rather than a street. This is a unique approach, but they claim to plan to utilize it as “central linkage promoting recreational, environmental, and historical themes.” This approach of making a natural area central to a neighborhood instead of a road may make this the most promisingly beneficial “Boulevard Street” in the plan. The idea of a natural corridor for both travel and neighborhood history will make its users feel very deeply connected to the community and its history and environment. Elsewhere, the plan still advocates for a safe road network for car alternatives. Although it is historically low-density, the area also hopes to increase its mixed-use housing availability, hopefully hitting a sweet spot of density to surround its unique, stream-focused neighborhood core. It also hopes to acquire more land for small parks, and prevent crime through environmental design, referred to as CPTED, throughout the neighborhood's cycling and pedestrian areas. This shows the recognition of the importance of the built environment in shaping societal interactions, though it comes short of mentioning loneliness itself.
- Common Themes I Noticed during this Review:
 - Many neighborhood plans include positive elements such as mixed-use development, walkability, bikeability, and active commuting. They also mention the four determinants of a successful public place: Activity, Environmental Quality, Amenities and Safety.
 - Mentions of counteracting subjective social isolation were entirely absent, despite many plans including “Community Building” and “Human Services” sections that contained great ideas for social programs and public spaces.
 - Many neighborhoods are intent on creating a “Boulevard” or multiple boulevards from iconic and wide streets that already exist (Aurora Avenue, Queen Anne Boulevard, Martin Luther King Jr. Way). Uniquely, the Westwood and Highland Park plan gives special focus to a central waterway, Longfellow Creek, which has the potential to create the greenest, healthiest central thoroughfare in the Comprehensive Plan.