



DT-LUP6 Use overlay and district regulations to further specific goals and objectives for areas of downtown where guidance is needed to protect and promote special qualities. Recognize sensitive environmental, physical, historical or cultural qualities of these areas by coordinating land use district classifications with overlays as appropriate.

DT-LUP7 Allow flexibility in the application of regulations and standards for major development on large sites or areas of downtown through the planned community development procedure. Limit the application of this procedure to proposals for major development that would substantially change the character of an area or for which design flexibility provides for significant public benefit, with special attention to public benefits identified in adopted neighborhood plans. Provide for consideration of the public benefit and the imposition of conditions that would mitigate negative impacts prior to approval of any planned community development.

DT-LUP8 Generally limit the density of uses that generate employment through a floor area ratio (FAR), and the density of residential uses generally through the combination of height and bulk regulations.

Apply a base and maximum limit on permitted density, as expressed by a floor area ratio (FAR), in areas able to accommodate more intensive development provided that impacts associated with the added density are addressed. Reflect in the base FAR limit the density of employment that the City will accommodate without additional mitigation measures.

Reflect in the maximum FAR limit the additional density above the base that may be allowed through bonuses or TDR, or both, as appropriate for the zone or district, if appropriate measures are taken to mitigate specified impacts.

Consider density incentives to encourage development on smaller lots to add diversity to the scale of development in high density office core areas.

Floor Area Limit Exemptions. Allow exemptions from floor area ratio limits to recognize the lower impacts of certain uses and encourage certain uses that generate minimal peak period commute trips, support pedestrian activity and transit use, and contribute to the overall diversity of activity downtown, increasing its attractiveness as a place to live, work, and recreate.

DT-LUP9 Allow additional floor area above the base densities, and consider adding greater height where appropriate, up to maximum limits, in specified downtown areas where it is desirable to accommodate growth, through bonuses and transfer of development rights. In determining conditions for bonus floor area, consider measures to mitigate impacts of higher density development on the downtown environment, including such resources as affordable housing, public open space, child care, human services, and pedestrian circulation.

Allow transfer of development potential from one site to another in certain circumstances, consistent with policy LU 11. When transferable, development potential is referred to for convenience as "transferable development rights," or "TDRs," but such terms do not mean that there is any legal right vested in the owner of TDRs to use or transfer them. The conditions and limitations on the transfer or use of TDRs may be modified from time to time as the City may find appropriate to implement the policies of the Comprehensive Plan in light of experience and changing conditions.

Allow transfer of development rights from eligible sending sites to project sites in combination with the use of bonuses. Consider allowing TDRs to be used for all floor area above the base FAR under some conditions.



Recognize different impacts associated with density increases achieved through different options for increasing floor area.

Priorities for granting floor area increases

Consider allowing greater use of incentives for open space and other neighborhood amenities in mixed use residential areas where floor area incentive programs apply to respond to the greater impact of growth on these public resources in high density residential environments.

DT-LUP10 Allow voluntary agreements to earn floor area increases above the base density in certain downtown zones. Consider allowing such options as:

1. providing low-income housing,
 2. providing child care facilities
 3. making payments to the City to fund such facilities,
 4. providing certain amenity features, combined with the use of options 1 and 2 or with the use of TDRs, or both.
- Consider allowing bonus floor area for certain amenity features, such as open space, on or near the development site that directly benefit both the public and the project by serving the increased employment population and improving conditions in the immediate environment to support the increased density allowed.

Some facilities and amenity features that may be eligible for bonuses are identified under the following Policies:

1. Policy HO 3: Housing Bonus Program
2. Policy OS 5: Open Space Bonus Amenity Features
3. Policy HS 1: Child Care Bonus

- If bonus cash contributions are provided, they should be used to address impacts associated with increased density downtown, such as impacts on housing resources and child care.

Amount of Benefits for Floor Area Increases. The nature and quantity of housing and child care facilities or contributions for such facilities under voluntary agreements, in relation to the additional floor area allowed, should generally reflect a portion of what is necessary to mitigate the impacts of increased development and the cost to provide these facilities. Facilities provided for bonuses are not expected to fully mitigate such impacts.

Additional types of facilities or amenity features may be added to address future needs, and existing types of facilities or features may no longer be eligible for bonuses, based on changing assessments of impacts, needs, capacity, and public priorities.

Special Criteria. Because of their complexity and the need to adapt them to special circumstances, subject certain bonus features to special criteria and review by the Director of DPD. Include among bonus features subject to special criteria urban plazas, transit station access, and public atriums.

DT-LUP11 Provide incentives to maintain variations in building scale, create public open space, and preserve buildings and uses that are scarce public benefit resources through allowing transfer of development rights. Consistent with priorities for use of development incentives, limit the sites that may transfer development rights. Among sites eligible to transfer development rights, consider including:



1. housing with a minimum amount of residential floor area occupied by units affordable to households with incomes at or below 50 percent of median income;
2. Seattle landmarks in downtown areas not subject to special review district or historical district provisions;
3. Seattle landmarks and other historic properties within the Pioneer Square Preservation District and the International Special Review District;
4. publicly available open space meeting minimum size and other standards; and
5. sites on the same block as the receiving site in high density areas where it is desirable to retain varied building scale.

Limitations on Sending and Receiving Site Locations. Limit sending and receiving sites so as to promote development that is consistent with the development objectives of different land use districts and to promote other goals and policies of this Plan. The proportion of floor area that may be gained through TDRs from particular sources may be limited. Limit sites eligible to transfer TDRs to those that provide limited downtown resources of public benefit, such as low-income housing, designated landmark structures or historic structures in historic districts, and open space, except where TDRs are allowed to be sent to nearby lots in areas where a variable scale of development is desired.

DT-LUP12 Engage in a joint pilot program with King County to further regional growth management goals by providing incentives to protect and maintain rural character and direct residential growth to urban centers through the transfer of development credits from certified rural properties to sites in specified downtown areas. After an initial

period, evaluate the performance of the program and the availability of continued funding from King County, and determine whether to continue, modify, or terminate the program.

urban design policies

DT-UDP1 Encourage the preservation, restoration and re-use of individual historic buildings and groupings of buildings threatened by development pressure through development regulations and incentives.

DT-UDP2 Consider designating as Seattle Landmarks additional downtown buildings and groups of buildings that impart a strong sense of character and place through a combination of historic importance and significance in terms of architectural, cultural and/or social interest.

DT-UDP3 Provide the following development incentives to increase the attractiveness of preserving landmark structures and encourage adaptive reuse of historic resources:

Seattle Landmarks Transfer of Development Rights. Allow the transfer of development rights from designated Seattle Landmarks located in downtown areas where these resources are most threatened by development pressure. Subject transfers from designated Seattle Landmarks to limits, including limits on sending and receiving sites implementing Policy LU 11: Transfer of Development Rights, and to other appropriate conditions to promote the rehabilitation and public enjoyment of designated landmark features.

Incentives. Provisions for allowing floor area above the base should not create incentives for the demolition of designated landmark structures.



Long Range System and Incentives Agreement. Seek a long range program of transit circulation improvements, together with an incentives agreement defining the appropriate mechanisms for increasing service to be developed among the King County Department of Transportation Transit Division, Sound Transit and the City.

DT-TP3 Strive to retain a ride-free zone and consider possible future expansion based on transit demand, finances, and operational conditions.

DT-TP4 Promote the efficiency of the regional highway system and major arterials within downtown for vehicular access and circulation. Discourage through traffic within downtown's residential and shopping areas as well as those surrounding downtown. Facilitate the smooth flow of peak-hour traffic on downtown streets providing access to the regional highway network.

Support projects intended to improve access to and local circulation within downtown, taking into account other downtown goals and policies.

DT-TP5 Promote pedestrian circulation as the principal method of movement for trips within downtown. Improve the street level environment as the primary component of the pedestrian network. Strive to make the pedestrian network accessible to the elderly and disabled.

Continue to support a comprehensive program of public improvements to streets and sidewalks in coordination with the transportation, open space, land use and urban design policies. Consider the following pedestrian circulation improvement projects:

1. **Downtown Transit Corridor** (Streets above the Transit Tunnel). Surface pedestrian improvements to improve

access to transit stations as part of planning for transit station area development.

2. **Spot Improvements.** A program of location-specific pedestrian improvements at major bus stops and high volume pedestrian locations.
3. **Green Streets.** Design and development of designated green streets in downtown neighborhoods for added passive and active pedestrian space in accordance with the adopted policies of neighborhood plans, the Green Street policies, and these policies.
4. **Belltown Boulevard.** Development of a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through Belltown as an extension of the Downtown Transit Corridor.
5. **Westlake Boulevard.** Development of a landscaped boulevard with widened sidewalks along Westlake Avenue between Olive Way and Denny Way, consistent with the Belltown, Denny Triangle and Commercial Core neighborhood plans. Coordinate potential extension to South Lake Union with neighborhood planning for that area.
6. **Waterfront Linkages.** Improvements to east-west pedestrian connections and access through downtown and between downtown and the waterfront, including additional hill-climb opportunities as part of both public and private projects.
7. **Linkages across I-5.** Look for opportunities to re-establish connections between Downtown and adjacent areas by enlarging existing crossings, creating crossings under, or constructing lids over I-5 that can also provide



opportunities for development or open space.

DT-TP6 Seek to accommodate increased pedestrian volumes resulting from more intensive development, improve pedestrian circulation, and enhance the downtown pedestrian environment, by considering conditioning certain development on, or requiring new development to provide, the following features:

1. **Sidewalk Widening.** Minimum sidewalk width requirements in high volume pedestrian areas. Consider requiring the street level of buildings to be set back from the street property line, in order to provide pedestrian space to accommodate additional pedestrian trips and transit activity associated with higher density development, and to enable properties in such areas to benefit reciprocally from the pedestrian traffic and transit activity. Vary the sidewalk width requirements according to the transportation function and anticipated volume of pedestrian traffic of the street, as indicated by the street classification system established in Policy T10.

2. **Overhead Weather Protection.** Overhead weather protection covering portions of the sidewalk along active, high volume pedestrian streets in order to enhance pedestrian comfort and to enable properties to gain reciprocal benefits from encouraging pedestrian activity. Overhead weather protection may include nonstructural features like canopies, awnings and marquees or structural features like building overhangs and arcades.

DT-TP7 To encourage improvements that enhance pedestrian circulation and increase pedestrian comfort, consider floor area bonuses

for the following features provided in specified locations:

1. **Hillclimb Assist.** To assist pedestrian movement up and down steeply sloping sites between parallel avenues by providing pedestrian corridors that incorporate mechanical features such as elevators or escalators.
2. **Shopping Corridor.** To enhance pedestrian circulation and promote the concentration of shopping activity in the retail core and adjacent areas where pedestrian volumes are highest by providing through-block passages lined with shops connecting parallel avenues.
3. **Transit Station Access.** To integrate the pedestrian network with the transit tunnel system and to minimize sidewalk conflicts in office and retail areas on sites near transit stations by improving access to the system.

Base approval of the bonus on special evaluation criteria to ensure that the location and design of the transit station access is well integrated with the transit system and street level pedestrian network. Bonus eligibility of particular features may be discontinued if the City finds that the need for additional such features has declined in relation to other downtown priorities.

DT-TP8 Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level.

DT-TP9 Encourage and enhance bicycle access to and within downtown. Allow bicycles to use all downtown streets. Establish routes or corridors to connect downtown with the citywide network of bicycle routes. Provide bicycle storage facilities in major new public and private development. Within bicycle



corridors, study specific improvements, including signing or actions to increase bicycle safety.

Explore opportunities to create dedicated bicycle facilities on streets within downtown.

DT-TP10 Classify downtown's streets according to the desired functional relationships of the various uses of the right-of-way. Through this classification system, integrate multiple vehicular and pedestrian needs, minimize modal conflicts, reflect and seek to do the following: reinforce adjacent land use, and provide a basis for physical changes and improvements. Use this system as a guide to identify and prioritize capital improvements and operating changes.

Classify downtown streets under categories addressing three primary functions:

1. traffic function,
2. transit function, and
3. pedestrian function.

Traffic Classification. Classify downtown streets according to the arterial street classifications of the Seattle Comprehensive Transportation Program (SCTP). The primary intent of this system is to promote vehicular use of streets that is consistent with Policy T4: Vehicular Access and Circulation Improvements.

Transit Classification. Classify downtown streets according to the transit street classifications of the SCTP. Use these classifications to coordinate improvements to the street right-of-way and abutting development so that high volumes of buses occur on streets with adequate sidewalk space for waiting riders.

Pedestrian Classification. Establish pedestrian classifications for all downtown streets. The primary intent of this classification system is to coordinate improve-

ments to the street right-of-way and abutting development to comfortably and safely accommodate anticipated pedestrian volumes and reinforce desired conditions for pedestrian circulation consistent with the Urban Design policies. Designate each downtown street according to the following categories and functions:

- **Class I:** High volume pedestrian activity street providing a major link in downtown pedestrian circulation.
- **Class II:** Moderate pedestrian activity street providing a secondary link in the pedestrian circulation system.
- **Green Street:** Link in pedestrian circulation system and element of open space bonus system.

DT-TP11 Limit the size and location of curb cuts providing vehicular access to abutting property in order to minimize conflicts with other uses of the street right-of-way, particularly pedestrian and transit activity. Use the Street Classification System to guide the number, size and location of curb cuts. Place the greatest emphasis for minimizing curb cuts on Class I Pedestrian Streets and Principal Transit Streets because of their importance to downtown pedestrian circulation, with access from alleys and Class II Pedestrian Streets generally preferred. Generally, discourage access from Green Streets, with curb cut controls evaluated on a case by case basis during the planning of individual Green Streets. Standards for the location and size of curb cuts may be modified to accommodate steep slopes or other special conditions, taking into consideration pedestrian safety and the smooth flow of traffic.