



LU196 Allow short-term or long-term parking space provisions to be modified as part of a Transportation Management Program (TMP).

LU197 Allow an increase to the number of permitted spaces only when an increase is necessary to reduce parking demand on streets in surrounding areas and is compatible with goals to minimize traffic congestion in the area.

LU198 Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives seek to reduce the number of SOVs used by employees and students to reach the campus at peak times.

residential structures policy

LU199 Encourage the preservation of housing within major institution overlay districts and the surrounding areas. Discourage conversion or demolition of housing within a major institution campus, and allow such action only when necessary for expansion of the institution. Prohibit demolition of structures with non-institutional residential uses for the development of any parking lot or parking structure which could provide non-required parking or be used to reduce a deficit of required parking spaces. Prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition of structures with residential uses or change of these structures to non-residential uses.

master plan policies

LU200 Require a master plan for each Major Institution proposing development which could affect the livability of adjacent neighborhoods or has the potential for significant adverse impacts on the surrounding areas.

Use the master plan to facilitate a comprehensive review of benefits and impacts of the Major Institution development.

LU201 Use the master plan to:

1. Give clear guidelines and development standards on which the major institutions can rely for long-term planning and development;
2. Provide the neighborhood advance notice of the development plans of the major institution;
3. Allow the City to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and
4. Provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth.

LU202 The master plan should establish or modify boundaries; provide physical development standards for the overlay district; define the development program for the specified time-period; and describe a transportation management program.

LU203 Require City Council review and adoption of the master plan following a cooperative planning process to develop the master plan by the Major Institution, the surrounding community and the City.

LU204 In considering rezones, the objective shall be to achieve a better relationship between residential, commercial or industrial uses



and the Major Institution uses, and to reduce or eliminate major land use conflicts in the area.

not included in the district guidelines, the standards of the existing designation shall continue to apply.

C-2 Historic Districts & Landmarks

C-3 Environmentally Critical Areas

land use element

policies

goals

- LU205** Encourage the preservation, restoration and reuse of designated historic districts and landmarks.
- LU206** Allow for the designation of areas as landmark and special review districts, and of structures, sites, and objects as City of Seattle landmarks, to protect, enhance, and perpetuate the individual historical or architectural identity of the area, structure, site, or object. Recognize that landmark designations help protect significant historic resources and qualities that distinguish these resources, and encourage stability, rehabilitation, restoration and planned development.
- LU207** Allow development standards and design review processes to be adopted specifically for a designated landmark or special review district, including guidelines that may specify design-related features allowed, encouraged, limited, or excluded from the district. Allow adopted guidelines to modify, exempt, or supersede the standards of the underlying zone, although for elements

- LUG36** Protect the ecological functions and values of wetlands, and fish and wildlife habitat conservation areas; prevent erosion on steep slopes; protect the public health, safety and welfare in landslide-prone, liquefaction-prone, peat settlement-prone areas, and flood-prone areas; and protect the public by identifying seismic hazard areas and volcanic hazard areas.
- LUG37** Permit landowners to develop land in a manner that is reasonable in light of the environmental constraints and the ecological functions and values present.
- LUG38** Avoid development that causes physical harm to persons, property, public resources or the environment.
- LUG38.1** Promote both public and private opportunities to improve water quality and enhance aquatic, wetland, and terrestrial habitat in the City's environmentally critical areas so that these habitats are healthy for native wildlife and people.

policies

- LU208** Include best available science to identify and protect environmentally critical areas.
- LU208.1** Strictly regulate development in environmentally critical areas and buffers to protect the ecological functions and values of the critical areas and protect the public health, safety, and welfare on development sites and neighboring properties by directing activities away from these areas through restrictions on the design and sit-

C-2



ing of structures, and restrictions on grading and other land-disturbing activity.

LU209 Permit modification of development standards in environmentally critical areas and buffers to help protect the ecological functions and values of the critical areas and to allow reasonable development.

LU210 When reviewing a rezone, subdivision, or lot boundary adjustment proposed for an area located in or adjacent to an environmentally critical area, consider the effect of the rezone, subdivision, or lot boundary adjustment on the ecological functions and values of the critical area, and recognize that lower intensity zones are generally more appropriate in critical areas than higher intensity zones.

LU211 Maintain in their natural state environmentally critical areas that contain vegetative cover and physical space for habitat.

LU212 Adopt regulations that encourage voluntarily enhancing the ecological functions and values of environmentally critical areas.

LU212.1 Provide opportunities for environmental education.

landslide-prone areas policies

LU213 Seek to protect landslide-prone hillsides, including steep slopes, from future damage due to instability created or exacerbated by development, including protecting against damage to public facilities. Take into account the relative risk to life or property when reviewing development proposals for landslide-prone areas.

LU214 Before permitting development within a landslide-prone area, require engineering solutions designed to provide complete stabilization of the developed area.

steep slopes policies

LU215 Limit disturbance of steep slopes and maintain existing vegetative cover in order to control erosion and water runoff to reduce the risk of siltation and other negative environmental impacts to streams, lakes, Puget Sound, and the City's stormwater facilities.

liquefaction-prone areas policy

LU216 Require new development in liquefaction-prone areas to be designed and built to limit property damage and minimize risks of injury and loss of life during earthquakes.

abandoned solid waste landfills policies

LU217 Regulate development on sites of abandoned solid waste landfills to minimize the risks of ground subsidence, earthquake induced ground shaking, and methane gas accumulation.

LU218 Regulate development on sites within 1,000 feet of abandoned solid waste landfills to prevent accumulation of methane gas within enclosed spaces.

peat settlement-prone areas policies

LU219 Regulate development in peat settlement-prone areas to minimize ground settlement caused by the:

- removal of groundwater; and
- structural and earth/fill loads on those areas and on off-site parcels.

wetlands policies

LU220 Seek a net gain in wetland function by enhancing and restoring wetland function across the city in City projects.

LU221 Support efforts to restore wetlands to their original state and natural function.



LU222 Strictly regulate development to minimize construction and post-construction impacts in wetlands and their buffers in order to protect the remaining unique and valuable wetland resources left in Seattle.

LU223 Seek no net loss of wetland acreage and require no net loss of wetland functions and values when development is allowed; functions and values include but are not limited to flood control, water quantity and quality, and fish and wildlife habitat.

LU224 In wetlands and their buffers, protect vegetation in its existing condition unless augmenting or replanting can be shown to better protect the wetland's functions and values.

fish & wildlife habitat conservation areas policies

LU225 Regulate development in and near designated fish and wildlife habitat conservation areas in order to protect the remaining native wildlife species and significant fish populations, especially salmonids.

LU226 Whenever possible:

- protect contiguous wildlife habitat areas;
- maintain wildlife corridors that connect functions;
- conserve soil and ground conditions that support native vegetation;
- prevent siltation and high water temperatures in downstream habitat;

- dampen fluctuations in surface water flows which are typically problematic in urbanized areas; and
- maintain groundwater recharge flow to support stream flows, during drier seasons.

LU227 Regulate development within riparian corridors to protect the natural functions and values of streams, creeks, and lakes from the potential negative effects of urban development.

LU228 Establish development standards to:

- protect existing water quality;
- prevent erosion and siltation; and
- protect fish and wildlife habitat.

LU229 Establish riparian corridors that include the water course or water body, and riparian management area. Strictly limit development within the riparian corridor, and leave vegetation in its natural condition. If the vegetation within the riparian corridor is degraded, allow new native plantings that will enhance the functions and values of the riparian corridor

flood-prone areas policy

LU230 Regulate development in flood-prone areas in order to protect the public health and safety, and aquatic habitat; and to prevent damage to private property caused by hazardous flooding conditions.



C-5 Cultural Overlay Districts

- LU271** Encourage the creation of cultural districts to support arts and cultural uses and the economic benefits they provide. Use the creation of cultural districts as a tool to carry out neighborhood plan recommendations and other city plans that promote arts and cultural uses.

- LU272** Allow regulations and incentives to be adopted specifically for designated cultural districts. Allow adopted guidelines or regulations to modify, exempt, or supersede the standards of the underlying zone to encourage arts and cultural uses.

C-6 Transit Communities

Discussion

Reliable, frequent transit service provides a meaningful opportunity to cultivate livable, equitable, and connected “transit communities” across Seattle. The City can leverage local and regional transit investments by aligning and coordinating land use policies and public investment to foster the development of strong residential and business communities oriented around transit.

Transit communities are complete, compact, connected places that offer a sustainable lifestyle, generally within a ten-minute walk of reliable, frequent transit. Not all transit communities will be the same, and the policies anticipate different categories of transit communities that vary in scale and intensity of use. However, all transit communities will include the following characteristics:

- **Complete:** A variety of people will live, work in, and/or visit each transit community, depending on its category. The transportation infrastructure makes it easy and safe for pedestrians and bicy-

clists to travel to and within the area. Residents, workers, and visitors are able to obtain a variety of goods and services within transit communities, again varying by category.

- **Compact:** Transit communities are designed so that a large number of people and activities are located close to transit service, creating a critical mass of people and activity that encourages safe streets and public spaces, and provides services for the surrounding neighborhood.
- **Connected:** Transit communities are internally accessible and are connected to other transit communities by reliable, frequent transit service. People have increased mobility choices without need for a car.

While transit communities range in scale and intensity of use, on the whole they tend to be more compact and connected than the surrounding area. The goal is that people who live, work, or attend school in a transit community enjoy enhanced livability in the form of diverse housing types; car-free access to goods, services, and jobs; a comfortable, safe, and connected system for walking and bicycling; high quality open space; and distinctive neighborhood culture and diversity. These components of livability create vibrant, walkable, sustainable communities.

Transit communities provide environmental, economic, and social benefits to individuals and to the greater community, including healthy lifestyle choices, lower transportation costs, reduced greenhouse gas emissions, and easy access to housing options, services, and jobs. In addition to informing priorities for City spending and land use planning, the transit communities policies can also support citywide goals for social equity and carbon neutrality.

Transit communities follow the core values and principles that guide this Plan. Since the adoption of this Plan and its urban village strategy in 1994, the region’s investment in transit has grown to include commuter rail, light rail, streetcar, and bus rapid transit in addition to the bus and ferry systems that pre-dated the Plan.

By using “walkshed” methodology, the transit community policies provide a planning framework that focuses precisely on areas located near frequent



transit service. This helps implement the urban village strategy, as well as other state and regional growth management goals. A walkshed is the distance that the average person is able to walk in ten minutes, which is about one-half mile. It is not mapped "as the crow flies", but using the existing street network. It also takes walking effort into account, since people will walk farther on level ground than on a steep slope, as well as the existence of barriers such as ravines or freeways. The boundary of a walkshed may be extended based on community input to include generators of pedestrian activity, such as a large employer or institution, business district, or light rail stations, which is nearby but does not meet the ten- minute walk criterion.

The urban village strategy will continue to be the central organizing principle for planning and distributing growth, and for setting priorities for infrastructure investments and land use planning efforts. Transit communities will not replace urban villages, and transit communities will be located within urban villages and centers. However, they will not be located within Manufacturing and Industrial Centers, which are intended to be industrial job centers, and which by the nature of industrial land uses are neither complete nor compact.

Once designated, a transit community would be considered as an area where growth is expected. Transit communities must be located inside an urban center or village or, in some cases, may straddle the boundary of an urban center or village. Location of a transit community partly within an urban center or village may serve as the basis for expanding or refining the boundaries of the urban center or village.

Through a planning process for establishing transit communities, the City would involve neighborhood stakeholders and seek their recommendations for refinements of transit community boundaries, designation of the transit community category, potential zoning and design guidelines changes, and investment needs and priorities.

Another part of the planning process for establishing transit communities is to identify the improvements that are needed to support the creation or enhancement of complete, compact, and connected

communities. These needs would be given priority when City investment decisions are made. For example, a transit community would be considered a high priority for sidewalk improvements that make it easier to access frequent transit service. In addition, social equity factors in transit communities, including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates, could be considered in setting public investment priorities. For example, in considering applications for Housing Levy funding for low-income housing projects, locations within transit communities could be given higher priority.

Transit community designations will ultimately be adopted as part of the Future Land Use Map in the Comprehensive Plan.

transit communities goals

- LUG63** Create transit communities that are complete, compact, connected places within easy walking distance of reliable, frequent transit that provides service to multiple destinations.
- LUG64** Reduce dependence on automobile transportation and reduce greenhouse gas emissions by supporting transit communities.
- LUG65** Increase the efficiency of frequent and reliable transit service by locating concentrations of jobs and residents nearby in transit communities, in order to implement the urban village strategy.
- LUG66** To take advantage of high concentrations of jobs and residents, prioritize investments and infrastructure improvements in transit communities, as part of the urban village strategy.
- LUG67** Provide opportunities for residents of transit communities to lower their cost of living by providing safe and convenient walking or transit access to employment, education, and goods and services to meet their daily needs.



LUG68 Seek to provide equitable access to frequent and reliable transit service, and to preserve opportunities for a broad cross-section of socio-economic groups, ethnicities, and household types to live and work in transit communities. Encourage targeted use of incentive zoning and other tools and resources to curb potential displacement from transit communities of low-income, special needs, immigrant, and refugee populations, as well as culturally significant institutions or businesses, due to price increases and development associated with new transit facilities and increased investment.

transit communities policies

LU273 Identify potential transit communities by determining the following types of transit nodes that are located within Urban Villages and Urban Centers other than Manufacturing and Industrial Centers, where multiple destinations are easily and directly accessible via frequent and reliable transit service:

- 1) Light rail stations;
- 2) Places where two corridors that currently provide frequent transit service intersect, as shown in either red, orange, or yellow on the Frequent Transit Network map (Figure 4-1 in the Seattle Transit Master Plan), as updated to show actual 2012 frequent transit service levels;
- 3) Existing multimodal hubs and transportation centers shown in Figure 5-5 in the Seattle Transit Master Plan.

LU274 Once potential transit communities are identified according to LU270, apply the following two factors to determine whether these areas should be designated as transit communities. These factors will be weighted to recognize differences in the scale of the facilities that generate pedestrian trips and the magnitude of expected population and employment growth.

- 1) Existing land uses that generate pedestrian demand, which could include major employers such as hospitals and large office buildings; colleges and universities; community facilities such as libraries, parks, and community centers; retail and service uses; multifamily housing; and tourist and entertainment attractions such as the Pike Place Market and sports stadiums.
- 2) Population and employment forecasts. Forecasts of the amount and location of future jobs and housing units provide estimates of future pedestrian demand.

LU275 For areas that meet the transit community criteria in Policies LU270 and LU271, create proposed transit community boundaries that are generally within a ten-minute walkshed of the nodes described in LU 270. A walkshed is the distance that the average person is able to walk in ten minutes (about one-half mile), using the existing street network, taking into account walking effort and the existence of barriers such as ravines or freeways. A walkshed may include community-identified generators of pedestrian activity that are nearby but do not meet the ten-minute walk criterion.

LU276 Designate categories of transit communities that describe the different levels of activity, scale and type of development, and other characteristics, as a tool to support current and future planning efforts.

LU277 Identify stakeholders in proposed transit communities, including neighborhood, business, community, and nonprofit organizations, and involve them in refining the boundaries of the transit community, designating the transit community category, planning potential zoning and design guideline changes, and identifying investment needs and priorities. Involve existing organizations, councils, and networks



where possible, especially in urban villages and urban centers.

LU278 If any area identified as a potential transit community in LU273 extends beyond an urban center or urban village boundary, consider revising the boundary to encompass the transit community area.

LU279 Appropriately prioritize and focus city investments in transit communities to provide affordable housing, transportation improvements, additional open space, and other needs that support complete, compact, and connected transit communities. Consider social equity factors including automobile ownership rates, low-income population, housing cost burden, physical activity rates, and diabetes and obesity rates in the prioritization process.