



# Land Use Element

## Table of Contents

	Introduction	2.3
A	Citywide Land Use Policies	2.3
A-1	The Future Land Use Map & the Location of Zones	2.3
A-2	Uses	2.5
A-3	Public Facilities & Small Institutions	2.6
A-4	Telecommunications Facilities	2.7
A-5	General Development Standards	2.9
A-6	Parking	2.11
A-7	Design Review	2.13
A-8	Planned Development	2.13
B	Land Use Categories	2.13
B-1	Single Family Areas	2.13
B-2	Multifamily Residential Areas	2.16
B-3	Mixed-Use Commercial Areas	2.20
B-4	Industrial Areas	2.25
B-5	Downtown Areas	2.29
C	Location-Specific Land Use Policies	2.30
C-1	Major Institutions	2.31
C-2	Historic Districts & Landmarks	2.34
C-3	Environmentally Critical Areas	2.34
C-5	Cultural Overlay Districts	2.37
C-6	Transit Communities	2.37





# Land Use Element

## Introduction

### discussion

The Land Use Element carries this Plan’s urban village strategy forward to guide the development of Seattle’s Land Use Code (Seattle Municipal Code Title 23). The Land Use Code regulates the development and continuing use of existing buildings and land. Seattle’s land use regulations provide detailed rules that implement the general goals and policies contained in this element. The Land Use Element is not intended to guide City actions, such as the siting of public facilities or provision of City services, not related to the Seattle’s Land Use Code.

This element contains three sections. The first section lays out citywide land use policies for those issues where the City’s policy is the same or similar across more than one type of land use category. The second section discusses each general land use category, identifying the policies that differentiate the City’s land use categories from each other. The third section discusses location-specific land use policies, including policies that react to the special characteristics of an area, such as a historic district or a shoreline.

## A Citywide Land Use Policies

### discussion

Citywide land use policies guide the development and interpretation of the City’s land use regulations. Policies in this section generally apply across all of the City’s zones, unless a difference is identified. Policies specific to a particular land use category, including differences from the citywide policies, are discussed in section B below.

### goals

- LUG1** Provide for a development pattern consistent with the urban village strategy by designating areas within the city where various types of land use activities, building forms and intensities of development are appropriate.
- LUG2** Foster neighborhoods in which current and future residents and business owners will want to live, shop, work, and locate their businesses. Provide for a range of housing types and commercial and industrial spaces in order to accommodate a broad range of families and individuals, income groups, and businesses.
- LUG3** Encourage, through the City’s land use regulations, development that protects the public’s health and maintains environmental quality.

## A-1 The Future Land Use Map & the Location of Zones

### discussion

Seattle is divided into a number of zones that regulate the uses and development in each area. These zones implement the urban village strategy, and the current zoning is generally appropriate.

This plan organizes these zones into broad land use categories (single-family, multifamily, commercial/mixed-use, downtown, industrial, major institution, master planned community), and describes how those categories of land use are intended to function. The Future Land Use Map shows how those categories are distributed throughout the city.



The Future Land Use Map is a graphic representation of the future of Seattle. It displays where different types of development are planned to occur. The specific locations of zones are identified on the City's Official Land Use Map, which is part of the regulatory structure that implements this Plan. Most changes to the location of specific zones will not require amendments to the Future Land Use Map. Future Land Use Map amendments will generally only be considered for significant changes to the intended function of a large area.

As time goes on, it can be appropriate to reconsider the zoning in a particular area or on a particular site. Decisions about the appropriate zoning for an area are guided by criteria that the City uses to judge whether a zone is appropriate in a particular location. Procedures and criteria for rezones are contained within the City's Land Use Code. Some policies in this Plan refer to adopted neighborhood plans. Those plans are found in the Neighborhood Planning Element of this Plan.

*(The Future Land Use Map can be found at the end of the Plan, after the appendices)*

policies

**LU1** Use the goals and policies included in this Plan to identify on the Future Land Use Map the general locations where broad categories of land uses are preferred. Use rezone criteria which implement the goals and policies of this Plan to identify on the City's Official Land Use Map where the specific zones are located.

**LU2** Generally, Future Land Use Map amendments will be required only when significant changes to the intended function of a large area are proposed. Changes in the Land Use Code zone designation of land that does not significantly change the intended function of a large area generally will not require an amendment to the Future Land Use Map.

**LU3** Establish rezone evaluation criteria and procedures to guide decisions about which

zone will provide the best match for the characteristics of an area and will most clearly further City goals.

**LU4** Ensure that there will continue to be room for the growth targeted for an area when considering changes that could reduce the capacity for jobs or housing.

**LU5** 1. Consider, through neighborhood planning processes, recommendations for the revision of zoning to better reflect community preferences for the development of an area, provided that consistency between the zoning and this Plan is maintained. Consider relevant goals and policies in adopted neighborhood plans when evaluating a rezone proposal.

2. Seek opportunities in rezones or changes in development regulations to incorporate incentive programs for development of housing that is affordable for the longest term practical.

3. Consider development regulations that condition higher-density development on the provision of public benefits when such public benefits will help mitigate impacts of development attributable to increased development potential.

**LU5.5** Seek opportunities to preserve active farms by employing mechanisms such as the transfer of development rights from regional farmland into the city.

**LU6** In order to focus future growth, consistent with the urban village strategy, limit higher intensity zoning designations to urban centers, urban villages, and manufacturing/industrial centers. Limit zoning with height limits that are significantly higher than those found in single-family areas to urban centers, urban villages, and manufacturing/industrial centers and to those areas outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's



adopted master plan, or with the existing built character of the area. However, the City Council may permit greater heights on commercially-zoned sites in the Interbay area along and near W. Dravus Street between 15th Avenue W. and 20th Avenue W, through overlay zoning, zoning map amendment, or other implementing measures.

**LU7** Establish building height limits consistent with the goals of the urban village strategy and the type and scale of development intended for each zone classification.

**A-2** Uses

discussion

Seattle regulates the uses permitted in a land use category or zone so that adjacent uses and zones are appropriate neighbors. By defining the different uses that are permitted in an area, and the conditions under which they are permitted, Seattle’s zoning creates different types of districts.

policies

**LU8** Allow or prohibit uses in each zone based on the intended function of the zone and the impacts the uses can be expected to have on the zone and the surrounding area.

**LU9** Treat as conditional uses those activities having potentially severe impacts either because of the character of the surrounding area, or because the cumulative impacts of more than one such activity would be incompatible with the other permitted uses in the area.

**LU10** In order to ensure that a wide range of housing opportunities are available to Seattle’s current and future residents, generally permit residential uses in all zones, except in industrial zones and some shoreline areas, where residential uses may conflict with the intended industrial or water-dependent use of the area.

**LU11** In order to maintain the character of Seattle’s neighborhoods and retain existing affordable housing, discourage the demolition of residences and displacement of residents, while supporting redevelopment that enhances its community and furthers the goals of this Plan.

**LU12** Limit non-residential uses in residential zones to those that are necessary to the function of residential neighborhoods, are permitted under special circumstances, such as in historic structures, or are highly compatible with residential activity

**LU13** Seek the redevelopment of legally established structures and uses that do not conform to current regulations so that they are more conforming to current standards over the long term. Encourage nonconformities to become more conforming to current standards. Allow nonconformities to continue and support the maintenance and enhancement of nonconforming uses and developments so they may exist as an asset to their neighborhoods and so the City’s land use regulations do not impose excessive burdens on legally established private property, as long as they do not expand their nonconformity.



**A-3**

**Public Facilities & Small Institutions**

land use element

**LU14** In recognition of the positive contribution many institutions and public facilities have made to the areas in which they are located, respecting community needs and providing necessary services, allow small institutions and public facilities that are determined to be compatible with the function, character and scale of the area in which they are located.

**LU15** Development standards for small institutions and public facilities affecting building height, bulk, setbacks, open space, landscaping, and screening shall be similar to those required of other development, but should be allowed to vary somewhat because of the special structural requirements of some institutional and public facility uses. Establish criteria limiting variation, in order to achieve design compatibility with the scale and character of the surrounding area. Except for public schools and spires on religious institutions, do not permit small institutions or public facilities to vary from zoned height limits.

**LU16** Permit or prohibit public facilities similar to those provided by the private sector in all zones according to the use regulations and development standard for the particular type of use. Public facility uses not similar to those permitted for the private sector shall be permitted or prohibited depending on the intended function of the area. Evaluate parking and transportation impacts and consider the relationship with surrounding uses in the design, siting, landscaping and screening of such facilities. Allow changes by the Council to development standards that cannot be met for reasons of public necessity.

**LU17** Establish additional development standards for small institutions and public facilities in residential zones regarding light, glare, noise, odors, and parking and transportation.

**parking for institutions & public facilities policies**

**LU18** Consider mitigating the negative impacts of traffic and parking by locating parking facilities to avoid traffic through residential streets, or establishing joint use of existing parking with adjacent uses.

**LU19** Allow modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on the surrounding community, information contained in the transportation plan, access to public transportation and carpools, and other considerations of need and impact.

**LU20** Allow small institutions and public facilities to not satisfy all parking demands they generate, if they demonstrate how they will reduce traffic impacts. Do not permit the creation of a serious safety problem or blighting influence on the surrounding neighborhood.

**concentration of institutions & public facilities policies**

**LU21** In residential areas, avoid the concentration of institutions and public facilities if that concentration creates or further aggravates parking shortages, traffic congestion, and noise in or near residential areas.

**LU22** Allow the continued use of non-conforming institutional facilities by allowing for expansion or structural changes, as long as such expansion does not increase the structure's non-conformity and is within the development standards of the zone.

**A-3**

January | 2005



joint use or re-use of public schools policies

- LU23** In order to encourage future school use of public school buildings that are no longer used as schools allow non-residential uses not otherwise permitted in the area to locate in school buildings as long as specific criteria for each such re-use are met.
- LU24** Determine criteria for judging the acceptability of proposed uses of school buildings for each school, which may differ from school to school. Address through the criteria the effects of the uses on students, teachers and residents of the surrounding area, and traffic, parking and other land use impacts. Determine the specific criteria for each school through a process that ensures the participation of the Seattle School District, the City, and the neighborhood involved.

**A-4** Telecommunications Facilities

policy

- LU25** Recognize the public benefits provided by radio and television broadcast utilities (major communications utilities), and provide opportunities for the location of these uses in Seattle in order to allow for continued and improved service to the public. However, due to their size and appearance, these utilities are incompatible with the character of residential areas, and they create adverse impacts beyond the immediate site. Therefore, allow these utilities only in locations where impacts can be mitigated, and in a manner that does not lead to an overall increase in new or expanded TV and radio towers.

radio frequency radiation policies

- LU26** In order to protect public health and safety, the City should adopt standards to limit exposure to radio frequency radiation. In the event that standards or guidelines more stringent than those in City codes are established by the federal government, the City should take steps to adopt those standards.
- LU27** Encourage the replacement of existing antennas with new antennas that result in lower levels of radio frequency radiation at ground level.
- LU28** Review the following activities for compliance with radio frequency radiation standards: the establishment of a new radio or television station transmitting from an existing utility, or any modification or replacement of existing radio or television antennas resulting in a significant increase in off-site radio frequency radiation.

land use element

**A-4**

January | 2005



major communication utilities policies

- LU29** In order to protect the character and ensure the public safety of residential areas, do not permit new major communication utilities, such as radio and television transmission towers, in single-family, multifamily, or pedestrian-oriented commercial zones. Encourage the relocation of major communication utilities to nonresidential areas. Encourage co-location of major communication utilities in non-residential areas and the removal of existing single purpose major communications utilities in residential or pedestrian-oriented commercial areas. In these zones, expansion of existing towers or on-site replacement may be allowed only after review by the City Council.
  
- LU30** Require major communication utilities to be developed in such a manner as to minimize impacts on nearby areas. Setbacks, screening and landscaping shall be required in order to minimize visual impacts on adjacent properties, and to provide an appearance as compatible as possible with the uses permitted in the zone. Establish continuity with key elements of typical uses within the surrounding area; for example, in or adjacent to single-family areas, design elements such as peaked roofs, painted metal surfaces, and wooden fences, should be provided.

minor communication utilities policies

- LU31** Provide for the location of minor communication utilities and accessory communication devices that provide telephone and other communication functions, generally consistent with the following order of preference:
  1. industrial,
  2. downtown,
  3. general commercial,
  4. pedestrian-oriented commercial, and
  5. residential.
  
- LU32** Impacts on nearby areas caused by minor communication utilities and accessory communication devices regulated by the City shall be limited. Allow minor communication utilities when they are developed in such a manner as to minimize impacts on nearby areas. Consider the following criteria: visual impacts, including antenna type, size and color, proximity to schools, neighborhood compatibility, land use and other impacts.





**A-5** General Development Standards

discussion

Development standards govern the density, bulk, height, open space, setbacks and lot coverage of development projects, and they shape Seattle's buildings and neighborhoods. Through the application of development standards, the intent of each zone classification is advanced. The City uses development standards to ensure that new development is consistent with the existing and planned character of a neighborhood and that physical and environmental constraints are accounted for.

policy

**LU33** In order to enhance current investments in the city, provide flexibility to maintain and improve existing structures.

lot coverage policy

**LU34** Limit the maximum amount of lot area covered by a structure to maintain compatibility with the scale and character of an area, to provide an adequate proportion of open area on a site relative to the area occupied by structures, and to provide occupants with sufficient access to light and air, as appropriate to the intended character and use of an area.

setbacks policy

**LU35** Use setbacks in residential areas to provide for adequate light, air, and open space, to help ensure privacy, and to maintain compatibility with the existing development pattern. Setbacks should also be used to separate residential uses from more intensive residential, commercial and industrial uses.

open space & required yards policies

**LU36** Outside of Urban Centers, use requirements for onsite open space or required yards to help ensure that new development maintains existing patterns of landscaped front yards, to encourage permeable surfaces and vegetation, and to mitigate the cumulative effects of development.

**LU37** Explore setting limits on impervious surfaces or encouraging the use of other tools to increase storm water infiltration in appropriate areas.

screening & landscaping policy

**LU38** Establish standards for screening and landscaping appropriate to each zone to minimize the impact of new development on the surrounding neighborhood, on the streetscape, on the natural environment and on areas with less intensive zoning.

trees policies

**LU39** Preserve and enhance the City's physical and aesthetic character and environment by:

- Preventing untimely and indiscriminate removal or destruction of trees
- Providing incentives to property owners for tree retention
- Providing protection to large trees
- Providing special protection to exceptional trees that, because of their unique historical, ecological, or aesthetic value, constitute an important community resource

land use element

A-5

January | 2005



- LU40** Use the following tools to protect trees, appropriate to the size, importance and location of a tree:
- Providing flexibility in development standards
  - Promoting tree retention through the design review process
  - Promoting site planning and horticultural practices that are consistent with the reasonable use of property
  - Educating the public and development community concerning the value of retaining trees
  - Restricting the removal of trees on undeveloped land prior to review of a specific development proposal

**LU41** Because of the many benefits that street trees provide to both property owners and the general public, encourage the preservation or planting of street trees as development occurs, except in locations where it is not possible to meet City standards intended to preserve public safety and utility networks.

signs policies

**LU42** Regulate signs to facilitate adequate identification of businesses, reduce visual clutter, protect the public interest, provide opportunities for communicating information of community interest, and enhance the city's appearance and safety. Adapt provisions to correspond with the character and scale intended for each area.

**LU43** Allow flexibility in the height or overall area of signs on existing or new buildings that use a comprehensive design plan to create visual harmony between the sign, the building and the site where it is located.

noise policies

**LU44** Establish maximum permitted noise levels to reduce health hazards and nuisance factors associated with noise generated by some uses. Set maximum permitted noise levels that take into account both the function of the area from which the noise emanates and the function of areas where the noise may be heard.

**LU45** Require uses identified as major noise generators, due to the type of equipment used or the nature of the activity, to take additional measures to reduce noise so that they can meet permitted noise levels.

airborne emissions & odors policy

**LU46** Regulate uses and activities that have operations that generate air emissions such as dust, smoke, solvent fumes or odors, in order to maintain and encourage successful commercial and industrial activities while protecting employees, clients, nearby residents, the general public and the natural environment from the impacts that odors and airborne pollutants may cause.

light & glare policy

**LU47** Establish controls on the direction and maximum height of lighting, and the glare from reflective materials used on the exterior of structures. The intent of this policy is to provide for the illumination of structures, parking areas, recreation areas and outdoor storage areas, while limiting light and glare on surrounding uses, enhancing the urban character of the city, and encouraging energy conservation.



views policy

- LU48** Seek to preserve views through:
- land use regulations that address view impacts with height, bulk, scale, view corridor and design review provisions;
  - zoning policy that considers the effect of zone designations on views, with special emphasis on protection of views related to shoreline areas; and
  - application of adopted environmental policy to protect public views, including views of mountains, major bodies of water, designated landmarks and the Downtown skyline, in review of development projects.

**A-6** Parking

discussion

At its most basic, a parking space provides storage for a car. Parking is either provided by the City on-street, or off-street in private or public property. Off-street parking, which in Seattle is generally provided by the private sector, is regulated through the City's Land Use Code. The quantity, design and location of parking closely relates to the general use of land and has a strong influence on the scale, shape and cost of development. As part of the public right-of-way, on-street parking competes with transportation modes for use of the street and is addressed in the Transportation element.

goals

- LUG4** Establish off-street parking requirements for new development to provide parking for the occupants of the structure. Set off-street parking requirements to reduce reliance on automobiles, promote economic development, and reduce housing costs.
- LUG5** Regulate the location of off-street parking and the size and location of curbcuts to reduce parking and vehicle traffic impacts on pedestrians and residential and commercial streetscapes, and to prevent obstacles to commerce and traffic flow.
- LUG6** Encourage the use of alternatives to single-occupant vehicles and the use of smaller, more energy efficient automobiles through the City's regulation of parking, including the amount of parking required, design of parking, location of parking, and access to parking.

land use element

**A-6**

January | 2005



**LUG7** Recognize the different ways that parking is used by residents, businesses, customers, and employees when determining parking regulations. Generally support short-term parking for customers of businesses and longer-term parking for residents, while discouraging longer-term parking for employees who could use modes other than single-occupant vehicles to get to work.

parking quantity policies

**LU49** Seek to further this Plan's goal of encouraging the use of public transit, carpools, walking, and bicycles as alternatives to the use of single-occupancy vehicles when setting parking requirements for both single-occupant vehicles and their alternatives. When setting new requirements for off-street parking, balance the goals of accommodating the parking demand generated by new development and avoiding on-street congestion of parked cars with the goals of lowering construction costs and discouraging single-occupant vehicles. Recognize differences in the likely auto use and ownership of the intended occupants of new development, such as low-income elderly or disabled residents, when setting parking requirements.

**LU50** In urban centers and urban villages, consider removing minimum parking requirements and setting parking maximums in recognition of the increased pedestrian, bicycle and transit accessibility these areas already provide or have planned. Parking requirements for urban centers and villages should account for local conditions and planning objectives.

**LU51** Establish requirements for bicycle parking in larger developments to encourage bicycle ownership and use in order to promote energy conservation, public health and reductions in traffic congestion.

parking development standards policies

**LU52** In order to maintain an attractive street level environment, to facilitate pedestrian and vehicular traffic circulation, to minimize adverse impacts of parking on adjacent areas and structures, to sustain on-street parking, and, where appropriate, to maintain or create a continuity of street fronts, generally prohibit street level parking between buildings and the street, restrict the number and size of curbcuts, and require alley access to parking when a surfaced alley is accessible to the rear of a building, and not prevented by topography.

**LU53** Permit shared and off-site parking facilities in order to encourage the efficient use of parking and to provide the flexibility to develop parking on a separate site. Ensure that such parking is compatible with the existing or desired character of the area and ensure that such parking is available for the duration of the use requiring the parking.

**LU53.1** When designing parking facilities in City parks, strive to preserve parks open space, green space, trees and other mature vegetation; limit parking to discourage auto use and discourage the conversion of surface area to parking for private automobiles.

**LU54** Prohibit single-use parking in areas where it would be incompatible with the intended function of the area.



**A-7** Design Review

policy

- LU55** Employ a design review process to promote development that:
- Enhances the character of the city
  - Respects the surrounding neighborhood context, including historic resources
  - Enhances and protects the natural environment
  - Allows for diversity and creativity in building design and site planning
  - Furthers community design and development objectives
  - Allows desired intensities of development to be achieved

**A-8** Planned Development

policy

**LU56** Permit, through Council or administrative conditional use approval, planned developments on large sites that allow variations from established standards to promote quality design compatible with the character of the area, enhance and preserve natural features and functions, encourage the construction of affordable housing, allow for development and design flexibility, and protect and prevent harm in environmentally critical areas. Do not consider such developments as sole evidence of changed circumstances to justify future re-zones of the site or adjacent single-family zoned properties.

**B** Land Use Categories

discussion

The goals and policies in this section describe the different types of areas that the City seeks to create and enhance, in the context of existing environments and the urban village strategy. Each of the city's land use categories is intended to lead to a different collection of building types and uses. There are five broad categories of land use in Seattle: Single-Family, Multifamily, Commercial, Industrial and Downtown. Each of these land use categories plays a unique role in the city's residential and economic life, and provides for a different type of area.

**B-1** Single Family Areas

goals

- LUG8** Preserve and protect low-density, single-family neighborhoods that provide opportunities for home-ownership, that are attractive to households with children and other residents, that provide residents with privacy and open spaces immediately accessible to residents, and where the amount of impervious surface can be limited.
- LUG9** Preserve the character of single-family residential areas and discourage the demolition of single-family residences and displacement of residents, in a way that encourages rehabilitation and provides housing opportunities throughout the city. The character of single-family areas includes use, development, and density characteristics.

land use element

A-B

January | 2005



**LUG10** Provide for different intensities of single-family areas to reflect differences in the existing and desired character of single-family areas across the city. Allow development that is generally consistent with the levels of infrastructure development and environmental conditions in each area. Include opportunities for low-cost subsidized housing in single-family areas.

policies

**LU57** Designate as single-family residential areas, those areas that are predominantly developed with single-family structures and are large enough to maintain a low-density development pattern.

**LU58** Use a range of single-family zones to:

- Maintain the current density and character of existing single-family areas;
- Protect areas of the lowest intensity of development that are currently in predominantly single-family residential use, or that have environmental or infrastructure constraints, such as environmentally critical areas; or
- Respond to neighborhood plan policies calling for opportunities for redevelopment or infill development that maintains the single-family character of an area, but allows for a greater range of residential housing types, such as carriage houses, tandem houses, or cottages.

**LU59** Permit upzones of land designated single-family and meeting single-family rezone criteria, only when all of the following conditions are met:

- The land is within an urban center or urban village boundary.
- The rezone is provided for in an adopted neighborhood plan.
- The rezone is to a low-scale single-family, multifamily or mixed-use zone, compatible with single-family areas.
- The rezone procedures are followed.

**LU60** Apply small lot single-family zones to single-family property meeting single-family rezone criteria only when all of the following conditions are met:

- The land is within an urban center or urban village boundary.
- The rezone is provided for in an adopted neighborhood plan.
- The rezone procedures are followed.

single-family residential use policies

**LU61** Affirm and encourage residential use by one household as the principal use in single-family residential areas and the primary use permitted outright.

**LU62** Limit the number and types of non-residential uses permitted in single-family residential areas to protect those areas from the negative impacts of incompatible uses.

**LU63** In order to maintain single-family areas in residential use, prohibit parking lots or other uses accessory to permitted uses in abutting higher intensity zones from expanding into single-family residential areas.

**LU64** In order to create attractive and affordable rental opportunities and provide greater flexibility for homeowners, permit accessory dwelling units in single-family zones, subject to regulations designed to limit impacts and protect neighborhood character.



**LU65** Control the location, scale, access and development standards of institutions and facilities in single-family areas in order to reduce negative impacts such as noise, traffic and parking problems and protect Seattle's single-family housing stock through a conditional use or master planning process that considers:

1. Concentration of institutions of facilities
2. Bulk and siting
3. Traffic and parking
4. Demolition of residential structures
5. Height and scale

**minimum lot size (density) policies**

**LU66** Use minimum lot size requirements to maintain a low-density residential environment while reflecting differences in development conditions and the densities and scale of housing in various single-family residential areas.

**LU67** Permit exceptions to minimum lot size requirements to recognize building sites created in the public records under previous codes, to allow the consolidation of very small lots into larger lots, to adjust lot lines to permit more orderly development patterns, and to provide housing opportunity through the creation of additional buildable sites which are compatible with surrounding lots and do not result in the demolition of existing housing.

**bulk & siting policies**

**LU68** Allow the development of detached single-family dwellings that are compatible with the existing pattern of development and the character of each single-family neighborhood.

**LU69** Reflect the character of existing low-density development through the regulation of scale, siting, structure orientation, and setbacks.

**height policy**

**LU70** Establish height limitations in single-family residential areas that establish predictable maximum heights, maintain a consistent height limit throughout the building envelope, maintain the scale relationship between a structure and its site, address varying topographic conditions, control view blockage and encourage pitched roofs.





## B-2 Multifamily Residential Areas

land use element

### goals

- LUG11** Encourage the development and retention of a diversity of multifamily housing types to meet the diverse needs of Seattle's present and future populations.
- LUG12** Promote a residential development pattern consistent with the urban village strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

### policies

- LU71** Designate as multifamily residential areas, existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the urban village strategy.
- LU72** Maintain a variety of multifamily zoning classifications to permit development at low, moderate and high densities with a variety of scales and configurations appropriate to the specific conditions and development objectives of different areas within the city.

B-2

- LU73** Balance the objective to increase opportunities for new housing development to ensure adequate housing for Seattle's residents with the equally important objective of ensuring that new development is compatible with neighborhood character.
- LU74** Establish rezone evaluation criteria that consider: maintaining compatible scale, preserving views, enhancing the streetscape and pedestrian environment, and achieving an efficient use of the land without major disruption of the natural environment.

- LU75** Limit the multifamily zones to areas that do not meet the single-family zone criteria, except in circumstances where an adopted neighborhood plan indicates that a different zone is more appropriate.
- LU76** Provide flexibility in rezone criteria for rezoning multifamily residential areas to compatible neighborhood commercial zones, if approved in an adopted neighborhood plan.

### multifamily residential use policies

- LU77** Establish multifamily residential use as the predominant use in multifamily areas, to preserve the character of multifamily residential areas and preserve development opportunities for multifamily use.
- LU78** Limit the number and type of non-residential uses permitted in multifamily residential areas to protect these areas from negative impacts of incompatible uses.
- LU79** Provide zoning classifications that permit limited amounts of commercial use in what are otherwise residential zones in order to either provide retail and service uses in close proximity to residents in the densest multifamily environment or to create transitions between commercial and multifamily areas.

### density limits policy

- LU80** Provide for predictability about the allowed intensity of development with appropriate development standards and density limits for each zone to accommodate a range of housing types and achieve development that meets the policy intent for each zone.





**development standards policies**

- LU81** Limit building heights to establish predictable maximum heights, maintain scale relationships with adjacent buildings, and limit view blockage. Allow for a variety of roof forms, and allow additional height to encourage pitched roofs, where appropriate.
- LU82** Determine the appropriate height for an area according to the policy intent for each multifamily classification.
- LU83** Limit bulk to ensure that buildings contribute to the desired pattern of development for the applicable multifamily zone, to maintain compatibility with the surrounding areas, and to encourage infill and single lot development where appropriate.
- LU84** Deleted (Ordinance 122610)
- LU85** Establish building setback requirements from property lines, as appropriate for the type and scale of multifamily development allowed in the zone. This is to help ensure access to light and air, to provide a sense of privacy, and to provide adequate transition between zones of different intensities.
- LU86** Provide for the recreational needs of residents with standards for amenity areas that may include private or shared open space, whether in the form of rooftop decks, balconies or ground-level spaces.
- LU87** Deleted (Ordinance 122610)

- LU88** Allow limited projections of specific architectural features, such as open balconies, decks and bay windows, over the required setbacks to add visual interest to buildings, provided such projections are at a specified distance from property lines and do not adversely affect neighboring lots.
- LU89** Allow exceptions to parking development standards to encourage and facilitate development of ground-related housing, avoid creating additional construction costs, and to buffer areas of low intensity development.

**low density multifamily areas goals**

- LUG13** Provide opportunities for infill development in areas already characterized by low-density multifamily development.
- LUG14** Create transitions in development intensity between single-family zones and more intensive multifamily or commercial areas.

**low density multifamily areas policies**

- LU90** Deleted (Ordinance 122610)
- LU91** Maintain compatibility with single-family development through limits on the permitted height and bulk of new development.

land use element

**B-2**

January | 2005 (2008)



land use element

**LU92** Establish a range of low-density multifamily zones to accommodate a range of housing choices that

- Provide opportunities for multifamily infill development compatible with surrounding zones;
- Allow for densities and building types that encourage both new construction and the conversion of existing structures; and
- Provide for multifamily development where units have direct access to residential amenities, which may include ground-level open space, to increase opportunities for families with children.

**LU93** Use low-density multifamily areas to provide for transitional densities between single-family neighborhoods and more intense commercial and residential uses.

**LU94** In order to maintain a consistent and appealing character in low-density multifamily areas, adopt development standards that help ensure new development and converted structures contribute positively to the character of multifamily neighborhoods and are compatible with abutting single-family zoned areas in terms of scale, open space and setbacks, siting, and unit orientation.

B-2

moderate density multifamily areas goal

**LUG15** Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible on foot.

moderate density multifamily areas policies

**LU95** Use moderate-density multifamily zones in multifamily areas to provide additional housing opportunities, by:

- Encouraging infill projects and conversions of existing buildings which are compatible with existing mixes of houses and small-to-moderate scale apartment buildings; or
- Providing for new residential development at moderate densities which can fill in vacant or underdeveloped sites in neighborhoods with existing moderate density residential structures.

**LU96** Emphasize residential character in the development standards for moderate density multifamily zones and provide for a scale of development and building types that differs from those of single-family and low-density multifamily areas in order to accommodate increased residential densities.

**LU97** Promote denser but still human-scaled multifamily neighborhoods by permitting building types that allow for multifamily walk-up apartments, with height limits and development standards that promote a strong relationship between individual dwellings and the ground level.

**LU98** Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services.



**LU99** Because low-income elderly and low-income disabled persons create lesser impacts than the general population, allow higher maximum density limits in moderate density multifamily zones for housing these populations to reduce costs and provide sufficient density to make the development of such housing feasible.

**high density multifamily areas goal**

**LG16** Accommodate the greatest concentration of housing in desirable, pedestrian-oriented urban neighborhoods having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.

**high density multifamily areas policies**

**LU100** Use a range of high-density multifamily zones in desirable pedestrian-oriented urban neighborhoods with access to regional transit, a broad range of services and amenities and access to employment to:

- Encourage housing development of a medium to large scale with heights greater than those in lowrise zones;
- Accommodate larger scale structures while maintaining the livability of these communities, including measures which minimize the appearance of bulk; or
- Allow high-density residential development in urban centers and hub urban villages.

**LU101** Permit street level commercial uses serving the needs of the residential population in order to promote an active street environment and allow for greater access to services in high-density neighborhoods.

**LU102** Use zoning incentives and other development-related tools to provide for, or preserve, public benefits. Public benefits or other features may include housing affordable to low- and moderate-income households, preservation of historic resources or provision of new public open space.



### B-3 Mixed-Use Commercial Areas

land use element

#### goals

- LUG17** Create strong and successful commercial and mixed-use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.
- LUG18** Support the development and maintenance of areas with a wide range of characters and functions that provide for the employment, service, retail and housing needs of Seattle's existing and future population.
- LUG19** Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.

#### policies

- LU103** Prioritize the preservation, improvement and expansion of existing commercial areas over the creation of new business districts.
- LU104** Consistent with the urban village strategy, prefer the development of compact concentrated commercial areas, or nodes, in which many businesses can be easily accessed by pedestrians, to the designation of diffuse, sprawling commercial areas along arterials, which often require driving from one business to another.
- LU105** Designate as mixed-use commercial areas, existing areas that provide locations for accommodating the employment, service, retail and housing needs of Seattle's existing and future population. Allow for a wide range in the character and function of individual areas consistent with the urban village strategy.

- LU106** Provide a range of commercial zone classifications, which provide different mixes and intensities of activity, varying scales of development, varying degrees of residential or commercial orientation, and varying degrees of pedestrian or auto orientation and relationship to surrounding areas depending on their role in the urban village strategy and community goals as voiced in adopted neighborhood plans.
- LU107** Distinguish between pedestrian-oriented commercial zones which are compatible with and easily accessible to their surrounding neighborhoods, and general commercial zones which are intended to accommodate commercial uses dependent on automobile or truck access.

#### uses goal

- LUG20** Encourage diverse uses that contribute to the city's total employment base and provide the goods and services needed by the city's residents and businesses to locate and remain in the city's commercial areas.

#### uses policies

- LU108** Provide for a wide range of uses in commercial areas. Allow, prohibit or allow under specified conditions uses according to the intended pedestrian, automobile or residential orientation of the area, the area's role in the urban village strategy and the impacts the uses can be expected to have on the commercial area and surrounding areas.
- LU109** Consider limits on the size of specific uses in commercial areas when those limits would:
  - Help ensure that the scale of uses is compatible with the character and function of the commercial area;

B-3

January | 2005



- Encourage uses likely to draw significant traffic to an area to locate where traffic impacts can best be handled;
- Promote compatible land use and transportation patterns; and
- Foster healthy commercial development.

**LU110** Discourage establishment or expansion of uses identified as heavy traffic generators. Review proposals for such uses in order to control traffic impacts associated with such uses and ensure that the use is compatible with the character of the commercial area and its surroundings.

**LU111** Regulate drive-in businesses and accessory drive-in facilities through development standards that vary according to the function of the commercial area in order to minimize traffic impacts and pedestrian-vehicle conflicts, avoid disruption of an area's business frontage, and improve the appearance of the commercial area.

**outdoor activities policy**

**LU112** Prohibit or limit the location and size of outdoor uses and activities in specified commercial areas according to the function of the area and proximity to residentially zoned lots, in order to maintain and improve the continuity of the commercial street front, reduce the visual and noise impacts associated with such outdoor activities, and maintain compatibility with adjacent residential areas.

**housing policies**

**LU113** Allow residential use in commercial areas to encourage housing in close proximity to shopping, services, and employment opportunities. Encourage residential uses in and near pedestrian-oriented commercial areas to provide housing close to employment and services.

**LU114** Encourage residential development in mixed-use buildings to ensure healthy business districts that provide essential goods, services, and employment to the residents of Seattle.

**LU115** Conserve commercially zoned land for commercial uses by limiting street-level residential uses in areas intended to function as concentrated commercial areas or nodes. Consider allowing street-level residential uses outside of those areas in order to reinforce the commercial nodes and accommodate fluctuating market conditions. When street-level residential uses are permitted, seek to provide privacy for ground floor tenants and visual interest along the street-front. Provide open space as part of residential development in commercial areas to ensure open space amenities are available to residents. Street level residential requirements should account for local conditions and planning objectives.

**density limits policies**

**LU116** Seek to focus development in transit and pedestrian-friendly urban villages while maintaining compatibility between new development and the surrounding area through standards regulating the size and density of development.

**LU117** Generally permit a greater intensity of development in pedestrian and transit supportive environments found in pedestrian-oriented commercial areas within urban villages than is permitted in general commercial areas or outside of urban villages.



**LU118** Ensure a compatible scale and intensity of development and control such impacts as shadows, bulk, and traffic associated with high-rise development through density limits for development in commercial zones.

development standards policy

**LU119** Manage the bulk of structures in commercial areas to maintain compatibility with the scale and character of commercial areas and their surroundings, to limit the impact on views, and to provide light, air, and open space amenities for occupants.

heights policies

**LU120** Assign height limits to commercial areas independently of the commercial zone designations. Allow different areas within a zone to be assigned different height limits based on the appropriate height needed to:

- Further the urban village strategy's goals of focusing growth in urban villages;
- Accommodate the desired functions and intensity of development;
- Provide a compatible scale relationship with existing development; and
- Address potential view blockage.
- Establish predictable maximum heights that respond to varying topographical conditions.

**LU121** Allow limited exceptions to the height limit in order to accommodate ground-floor commercial uses or special rooftop features, to facilitate development of mixed-use structures, to enable structures to function appropriately, or to support innovative design which furthers the goals of this element or adopted neighborhood plans.

**LU122** In order to allow flexibility to enable full use of a site for permitted development, and to maintain and encourage a contiguous commercial streetfront, generally do not require setbacks in commercial areas, except when development occurs on a lot adjacent to a residential zone.

parking policies

**LU123** Set parking requirements to discourage underused parking facilities, which means tolerating occasional spillover parking, and allow minimum parking requirements to be eliminated, waived or reduced to promote the maintenance and development of commercial uses that encourage transit and pedestrian activity and provide a variety of services in commercial areas. Allow parking requirements to be reduced where parking demand is less because of the provision of an alternative transportation program. Such programs include the provision of carpool parking, vanpools, transit passes, or extra bicycle parking for employees. Consider setting maximum parking ratios for areas where excess parking could worsen traffic congestion and alternatives to automobile access are available.

**LU124** Allow parking management provisions to be reviewed or established in selected commercial areas, which may include locally sensitive measures such as cooperative parking, shared parking, restricted access, or special measures to meet the parking requirements established in these policies such as carpools, vanpools, or transit pass subsidies.

**LU125** Allow parking reductions when several businesses share customer parking to enable customers to park once and walk to numerous businesses, achieving greater parking efficiency.





**LU126** Regulate the location of off-street parking facilities on a lot according to the function and characteristics of the commercial area, as indicated by its designation as either a pedestrian-oriented commercial area or a general commercial area.

**LU127** Seek to limit impacts on pedestrian and traffic circulation and on surrounding areas when locating access to off-street parking. Generally encourage alley access to off-street parking, except when an alley is used for loading.

pedestrian-oriented commercial zones policies

**LU128** Use pedestrian-oriented zones to promote commercial areas with a development pattern, mix of uses, and intensity of activity generally oriented to pedestrian and transit use by maintaining areas that already possess these characteristics and encouraging the transition necessary in other areas to achieve these conditions:

1. Strong, healthy business districts that are compatible with their neighborhoods, reinforce a sense of belonging while providing essential goods, services and livelihoods for the residents of the city;
2. Mixes of activity in commercial areas compatible with development in adjacent areas;
3. Appropriate transitions in the scale and intensity of development between areas;
4. Residential development that is both livable for residents and compatible with the desired commercial function of the area; and
5. An active, attractive, accessible pedestrian environment.

**LU129** Apply pedestrian-oriented commercial zones both inside and outside of urban villages where residential uses either exist or are in close proximity and where the intensity of development allowed under the particular zone designation conforms in size and scale to the community it serves.

**LU130** Generally allow pedestrian-oriented commercial zones in urban villages to accommodate densities of development and mixes of uses that support pedestrian activity and transit use.

**LU131** Provide use and development standards for pedestrian-oriented commercial zones, which promote environments conducive to walking and a mix of commercial and residential uses that further the goals for these zones.

**LU132** Locate parking facilities in pedestrian-oriented commercial zones where conflicts with pedestrian circulation and interruptions in the continuity of the street frontage will be minimized, such as to the side or rear of the building, below grade, or built into the building and screened from the street.

**LU133** Establish special pedestrian districts that may vary to reflect different characteristics and conditions of pedestrian-oriented commercial zones in order to preserve or encourage intensely retail and pedestrian-oriented shopping districts where non-auto modes of transportation to and within the district are strongly favored.

general commercial zones goal

**LUG21** General commercial zones accommodate activities highly dependent on automobile and truck access and more intensive commercial and light manufacturing uses that are generally incompatible with pedestrian-oriented residential and mixed-use development.



general commercial zones policy

**LU134** Use general commercial zones to support existing auto-oriented commercial areas serving a citywide or regional clientele located with ready access from principal arterials, or areas adjacent to industrial zones. Areas generally appropriate for general commercial zones should be characterized by a predominance of large lots, and limited pedestrian access, where adequate buffers or transitions can be provided between the area and residential areas or commercial areas of lesser intensity. In order to support more pedestrian-friendly environments within urban villages, encourage the conversion of general commercial areas within urban villages to pedestrian-oriented commercial zones.

uses policies

**LU135** Accommodate in general commercial zones the broadest range of commercial activities allowed in commercial areas.

**LU136** Recognize shopping centers, retail stores of all sizes, warehouses of moderate size, small office buildings of limited floor area, and, where appropriate, moderate scale residential and mixed-use structures as appropriate building types in general commercial zones.

**LU137** In general commercial areas, limit or prohibit, as appropriate, housing and/or substantial amounts of office development in areas where:

1. The auto-oriented nature of the area or development is likely to encourage residents or office workers to commute using single-occupancy vehicles;
2. These uses could potentially conflict with the preferred commercial function of the area or with the activities in adjacent areas; or

3. The available land for certain commercial activities is limited and may be displaced if uses are allowed above certain intensities.

development standards policies

**LU138** Allow residential and office densities that are similar to those permitted in comparable pedestrian-oriented commercial zones when projects in general commercial zones are built to the pedestrian-oriented commercial zones' standards.

**LU139** Generally assign height limits to general commercial zones that are compatible with the height of existing commercial development or are necessary to accommodate the requirements of the commercial activities intended for these zones and not to encourage high-density development of such uses as housing and offices more appropriately located in pedestrian-oriented zones in urban villages.





**B-4 Industrial Areas**

goals

- LUG22** Provide opportunities for industrial activity to thrive in Seattle.
- LUG23** Accommodate the expansion of existing businesses within Seattle, thereby stabilizing the city's existing industrial areas. Promote opportunities for new businesses that are supportive of the goals for industrial areas.
- LUG24** Preserve industrial land for industrial uses and protect viable marine and rail-related industries from competing with non-industrial uses for scarce industrial land. Give special attention to preserving industrial land adjacent to rail or water-dependent transportation facilities.
- LUG25** Promote high-value-added economic development by supporting growth in the industrial and manufacturing employment base.
- LUG26** Give adequate attention to the needs of industrial activity while reducing major land use conflicts between industrial development and abutting residential or pedestrian-oriented commercial areas, and avoid placing unnecessary restrictions on manufacturing uses.
- LUG27** Restrict or prohibit uses that may negatively affect the availability of land for industrial activity, or that conflict with the character and function of industrial areas.
- LUG28** Prevent incompatible activities from locating in close proximity to each other.
- LUG29** Accommodate a mix of diverse, yet compatible, employment activities in Seattle's industrial areas.

policy

- LU140** Designate industrial areas where:
  1. The primary functions are industrial activity and industrial-related commercial functions.
  2. The basic infrastructure needed to support industrial uses already exists.
  3. Areas are large enough to allow the full range of industrial activities to function successfully.
  4. There is either sufficient separation or special conditions that reduce the potential for conflicts with development in adjacent, less-intensive areas.

uses policies

- LU141** Consider manufacturing uses, advanced technology industries and a wide range of industrial-related commercial functions, such as warehouse and distribution activities, appropriate for industrial areas.
- LU142** Consider high value-added, living wage industrial activities to be a high priority.
- LU143** Permit commercial uses in industrial areas to the extent that they reinforce the industrial character, and limit specified non-industrial uses, including office and retail development, in order to preserve these areas for industrial development.
- LU144** Subject to regulations for nonconforming uses, allow existing businesses to expand, in order to stabilize existing industrial areas, and encourage the siting of new businesses which are supportive of the goals for industrial areas.
- LU145** Prohibit new residential uses in industrial zones, except for special types of dwellings that are related to the industrial area and that would not restrict or disrupt industrial activity.

land use element

**B-4**

January | 2005 (2008)



land use element

**LU146** Restrict to appropriate locations within industrial areas those industrial uses which, by the nature of materials involved or processes employed, have a potential of being dangerous or very noxious.

**LU147** Prohibit park and pool lots within 3,000 feet of a downtown zone in order to prevent the use of industrial land for commuter parking for downtown workers.

**LU147.1** IG zones are most appropriately located in the designated manufacturing/industrial centers, where impacts from the types of industrial uses these zones permit are less likely to affect residential or commercial uses. Outside of manufacturing/industrial centers, IG zones may be appropriate along waterways in order to provide land for maritime uses.

**LU147.2** Industrial zones are generally not appropriate within urban centers or urban villages, since these are places where the City encourages concentrations of residential uses. However, in locations where a center or village abuts a manufacturing/industrial center, the IC zone within the center or village may provide an appropriate transition to help separate residential uses from heavier industrial activities.

development standards policies

B-4

**Density**

**LU148** Limit the density of development through a floor area ratio (FAR) to ensure a level of activity compatible with industrial activity. The FAR is also intended to ensure that new development can be accommodated without major redevelopment of transportation and utility systems, and without creating other substantial negative impacts.

**LU149** Restrict the density or floor area of commercial uses not directly related to industrial activity to preserve industrial shorelines

for industrial marine activity and to preserve access to major rail corridors. Vary the restrictions by industrial zone.

**Landscaping & Street Standards**

**LU150** Recognize the special working character of industrial areas by keeping landscaping and street standards to a minimum to allow as much flexibility as possible for industrial development except along selected arterials and where there is a specific need to mitigate impacts of new development.

**LU151** On sites that are highly visible to the public because of their location on selected major arterials, require new development to provide street trees and landscape screening in order to promote a positive impression of the city's industrial areas. Streets appropriate for this special treatment are:

1. Streets that provide major routes through the city and/or serve as principal entrances to downtown;
2. Streets that provide the principal circulation route within an industrial area; and
3. Streets where right-of-way conditions will permit required landscaping without conflicting with industrial activity.

**Shoreline View Corridor**

**LU152** Allow certain additional view corridor standards to be applied outside of the shoreline district to preserve views of the water obtained through view corridors required in the shoreline district. Apply these standards to developments located on a waterfront lot (between the water and the nearest public road) adjacent to, but outside, the shoreline district. Do not apply these standards to areas along the Duwamish Waterway because they would not achieve the intended increase in visual access due to the generally flat terrain of the area and



the substantially greater distances between arterials and the boundaries of the shoreline district.

**Parking and Loading**

**LU153** Set parking and loading requirements for various uses to provide adequate parking and loading facilities to: support business activity, promote air quality, encourage efficient use of the land in industrial areas, accommodate loading needs, discourage under-used parking facilities, and maintain adequate traffic safety and circulation, while furthering the intent of industrial business attraction and expansion. Allow some on-street loading and occasional spillover parking. Provide for waivers and reductions from the established requirements to encourage the use of small sites and landmarks, and the reuse of existing structures.

**LU154** Maintain minimum and maximum standards for curbcuts and street driveways in order to balance the need to provide adequate maneuvering and loading areas with the goal of maintaining some on-street parking and safe pedestrian access.

**Noise**

**LU155** Permit noise levels that would not be allowed in other parts of the city in industrial areas, except for buffer areas, in recognition of the special nature of industrial activities and the restrictions on residential uses that are in place in industrial areas.

**general industrial zones policies**

**LU156** Use the General Industrial zones to promote the full range of industrial activities and related support uses. Distinguish among general industrial zones based on the density permitted for commercial uses not related to industrial activity. Include among the General Industrial zones:

- Zones that protect marine and rail-related industrial areas from an inappropriate level of unrelated commercial uses and

limit those unrelated uses through density or size limits lower than that allowed for industrial uses; and

- Zones that allow a broader range of uses, where the industrial function of the area is less established, and where additional commercial activity could improve employment opportunities and the physical condition of the area.

**LU157** Include under the General Industrial designation those areas most suited to industrial activity, where the separation from residential and pedestrian-oriented commercial areas is sufficient to mitigate the impacts associated with industrial uses.

**LU158** Seek to protect industrial activity by differentiating among General Industrial zones according to permitted densities for commercial uses not directly related to industrial activity and by limiting the size of certain permitted uses.

**Uses**

**LU159** Require conditional use review for certain uses to ensure compatibility with the primary industrial function of the zone. Require mitigation of any impacts on industrial activity, the immediate surroundings, and the environment in general. Because of the nature of industrial uses, classify certain non-industrial uses as conditional uses in order to protect public safety and welfare on non-industrial sites.

**LU160** Prohibit certain uses to preserve land for industrial activity or to minimize conflicts that may occur between the use and industrial activity because the use attracts large numbers of people to the area for non-industrial purposes, or because the use would be incompatible with typical industrial area impacts (noise, truck movement, etc.).



industrial buffers policies

- LU161** Provide an appropriate transition between industrial areas and adjacent residential or pedestrian-oriented commercial zones.
- LU162** Permit within Industrial Buffers the widest possible range of manufacturing uses and related industrial and commercial activities, while ensuring compatibility with the activity and physical character of abutting, less intensive zones. Include development standards or performance standards to protect the livability of adjacent areas. Apply these standards only where existing conditions do not adequately separate industrial activity from less intensive zones.
- LU163** Apply special height provisions on the edge of Industrial Buffers to ensure visual compatibility and a transition in scale between industrial areas and less intensive abutting zones. Do not apply the height limit where streets provide an adequate separation based upon street width, traffic, noise and topography. Apply a lower height limit for a greater depth of the zone where the zone is located across from a single-family or lowrise multifamily residential zone.
- LU164** Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones, to ensure consistency with adopted neighborhood plans, or to evaluate certain uses that could have significant impacts on other nearby uses.

**Screening, Landscaping & Setback Requirements**

- LU165** Apply standards for screening, landscaped areas, curbs and sidewalks, setbacks, and street trees to improve the appearance of, or obscure, outdoor activity, to maintain continuity along a street front, to enhance the environment and safety of the buffer area and to maintain compatibility with adjacent areas.

- LU166** Employ setback requirements for lots across the street from a residentially zoned lot to maintain a compatible scale of development along opposing industrial and residential streets. Do not apply increased setback requirements where an industrial lot is adequately separated from a residentially zoned lot by an unusually wide public right-of-way.
- LU167** Require special measures to address the visual impacts of outdoor and auto-related activities to ensure compatibility between these uses and less intensive zones.

industrial commercial zones policies

- LU168** Use the Industrial Commercial zones to promote a wide mix of employment activities, including industrial and commercial activities, such as light manufacturing and research and development.
- LU169** Limit development density in Industrial Commercial zones to reflect transportation and other infrastructure constraints, while taking into account other features of an area. Employ development standards designed to create an environment attractive to business, while recognizing the economic constraints facing new development.

**Uses**

- LU170** Maintain use provisions in the Industrial Commercial zones to ensure that land is available for a wide range of employment activities and that areas will exist to accommodate the needs of developing new businesses.
- LU171** Require conditional use review for certain uses to ensure compatibility with uses located in abutting, less intensive zones; and to ensure safety and compatibility with other uses within the zone.



**LU172** Incorporate performance standards in the Industrial Commercial zones to create high quality environments that can attract new employers to the area and to protect abutting, less intensive areas from hazards, nuisances and objectionable impacts associated with permitted activities.

**Height**

**LU173** Apply a range of maximum building height limits for all uses in Industrial Commercial zones to protect the special amenities that attract new technology industrial development, such as views of water, shoreline access, and the scale and character of neighboring development, so that these amenities will continue to be enjoyed, both within the zone and from the surrounding area. Assign height limits independently of the zoning designation to provide flexibility in zoning specific areas. Allow different areas within a zone to be assigned different height limits according to the rezone criteria.

**Development Standards**

**LU174** Include development standards in the Industrial Commercial zones designed to create an attractive environment for new industry and ensure compatibility with surrounding development without inhibiting more traditional industrial activity or the expansion of smaller firms already located in the area. Generally require screening, landscaping and setback standards in the Industrial Commercial zone similar to those found in the pedestrian-oriented commercial areas to promote an attractive setting for new industries.

**B-5 Downtown Areas**

discussion

Goals and policies guiding development in the Downtown area can be found as part of the Downtown Urban Center Neighborhood Plan, located in the Neighborhood Planning Element.

goal

**LUG30** Promote Downtown Seattle as the home to the broadest mix of activities and greatest intensity of development in the region. Promote the continued economic vitality of Downtown Seattle, with particular attention to the retail core and the tourism industry.

policies

**LU175** Designate as Downtown, those areas that are intended to accommodate the densest mixed-use, residential, office and retail development.

**LU176** Recognize the division of downtown into areas with one of the following primary land use functions:

- Office,
- Retail,
- Mixed-use commercial,
- Mixed-use residential, and
- Harborfront.

**LU177** Use a range of downtown land use zones to support the existing character and desired environment of different areas downtown.

land use element

**B-5**

January | 2005



C

### Location-Specific Land Use Policies

#### discussion

The basic zoning categories described in Section B, are augmented here by policies that respond to specific characteristics of an area. For example, historic districts are governed by a basic zoning category as well as regulations that respond to the unique historic characteristics of an area. This section provides the policy foundation to guide how the City adjusts its regulations to respond to unique environments, particularly those created by major institutions, historic districts and landmarks, arts and cultural districts, environmentally critical areas and shorelines.

#### goal

**LUG31** Provide flexibility in, or supplement, standard zone provisions to achieve special public purposes where circumstances warrant. Such areas include shoreline areas, airport height districts, historic landmark and special review districts, major institutions, arts and cultural districts, subarea plan districts, areas around high-capacity transit stations, and other appropriate locations.

#### policies

**LU178** Promote the integration of high capacity transit stations into the neighborhoods surrounding them and foster development appropriate to significant increases in pedestrian activity and transit ridership. Use overlay districts or other adjustments to zoning to cultivate transit-oriented communities.

**LU179** Permit the establishment of zoning overlay districts, which may modify the regulations of the underlying land use zone categories to address special circumstances and issues of significant public interest in a sub-area of the city, subject to the limitations on establishing greater density in single-family areas. Overlays may be established through neighborhood planning.

**LU179.5** In order to address the unique opportunities that large site redevelopment presents in dense areas of the city and to provide predictability to the City, community and potential developer, establish a Master Planned Community designation on the Future Land Use Map. Locations appropriate for that designation must be:

- large, multi-block sites located in urban centers
- subject to unified ownership control

Establish a zone in the Land Use Code also to be named Master Planned Community. Locations appropriate to be rezoned on the Official Land Use Map as Master Planned Community are those that are designated on the Future Land Use Map as Master Planned Community.

Specific standards for development within a proposed Master Planned Community should be established by the City Council when a rezone to the Master Planned Community zone occurs, and are expected to vary based on the location of the Master Planned Community. However, all applications of a Master Planned Community zone should result in development that provides:

- a mixture of uses
- appropriate urban density
- cohesive urban design throughout the development
- a higher level of environmental sustainability, affordable housing, and publicly accessible open space than is typically provided through conventional lot-by-lot development.

land use element

C





## C-1 Major Institutions

### discussion

Hospitals and higher educational facilities play an important role in Seattle. Institutions containing these facilities provide needed health and educational services to the citizens of Seattle and the region. They also contribute to employment opportunities and to the overall diversification of the city's economy. However, when located in or adjacent to residential and pedestrian-oriented commercial areas, the activities and facilities of major institutions can have negative impacts such as traffic generation, loss of housing, displacement and incompatible physical development. These policies provide a foundation for the City's approach to balancing the growth of these institutions with the need to maintain the livability of the surrounding neighborhoods.

### goals

- LUG32** Maximize the public benefits of major institutions, including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.
- LUG33** Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.
- LUG34** Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.
- LUG35** Promote the integration of institutional development with the function and character

of surrounding communities in the overall planning for urban centers.

### policies

- LU180** Designate the campuses of large hospitals, colleges and universities as Major Institutions to recognize that a separate public process is used to define appropriate uses in these areas.
- LU181** Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones.
- LU182** Establish Major Institution Overlays (MIO) to permit appropriate institutional development within boundaries while minimizing the adverse impacts associated with development and geographic expansion. Balance the public benefits of growth and change for major institutions with the need to maintain the livability and vitality of adjacent neighborhoods. Where appropriate, establish MIO boundaries so that they contribute to the compatibility between major institution areas and less intensive zones.
- LU183** Allow modifications to the underlying zone provisions in order to allow major institutions to thrive while ensuring that impacts of development on the surrounding neighborhood are satisfactorily mitigated.
- LU184** Allow all functionally integrated major institution uses within each overlay district, provided the development standards of the underlying zone are met. Permit development standards specifically tailored for the major institution and its surrounding area



within the overlay district through a master plan process.

**LU185** Allow modification of use restrictions and parking requirements of the underlying zoning by the overlay to accommodate the changing needs of major institutions, provide flexibility for development and encourage a high-quality environment. Allow modification of the development standards and other requirements of the underlying zoning by an adopted master plan.

**LU186** Discourage the expansion of established major institution boundaries.

**LU187** Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives.

**LU188** Encourage Advisory Committee participation throughout the process of revision, amendment and refinement of the master plan proposal.

**LU189** Require preparation of either a master plan or a revision to the appropriate existing master plan when a major development is proposed that is part of a major institution, and does not conform with the of the underlying zoning and is not included in an existing master plan.

**LU190** Provide procedures for considering the establishment of new major institutions.

**LU191** Locate new institutions in areas where such activities are compatible with the surrounding land uses and where the impacts

associated with existing and future development can be appropriately mitigated.

uses policy

**LU192** Define all uses that are functionally integrated with, or substantively related to, the central mission of the major institution or that primarily and directly serve the users of the institution as major institution uses and permit these uses in the Major Institution Overlay district, subject to the provisions of this policy, and in accordance with the development standards of the underlying zoning classifications or adopted master plan.

development standards policies

**LU193** Apply the development standards of the underlying zoning classification for height, density, bulk, setbacks, coverage and landscaping for institutions to all major institution development, except for specific standards altered by a master plan.

**LU194** The need for appropriate transition shall be a primary consideration in determining setbacks.

parking standards policies

**LU195** Establish minimum parking requirements in MIO districts to meet the needs of the major institution and minimize parking demand in the adjacent areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single occupancy vehicles (SOV).





**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



land use element

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.

C-6