

A large, dark red circular graphic containing the text "Seattle 2035" in a white, stylized font. The word "Seattle" is in a script-like font, and "2035" is in a clean, sans-serif font, separated by a thin horizontal line.

# Seattle 2035

A detailed, colorful illustration of a city street scene. In the foreground, a brick-paved sidewalk is lined with trees and a few people sitting at outdoor cafe tables. A man in a blue jacket stands near a table, while others are seated. A bicycle is parked on the left. In the background, a multi-story brick building with arched windows and a modern glass-walled structure are visible. The scene is bathed in warm, golden light, suggesting late afternoon or early morning.

## Comprehensive Plan 2018 Amendments

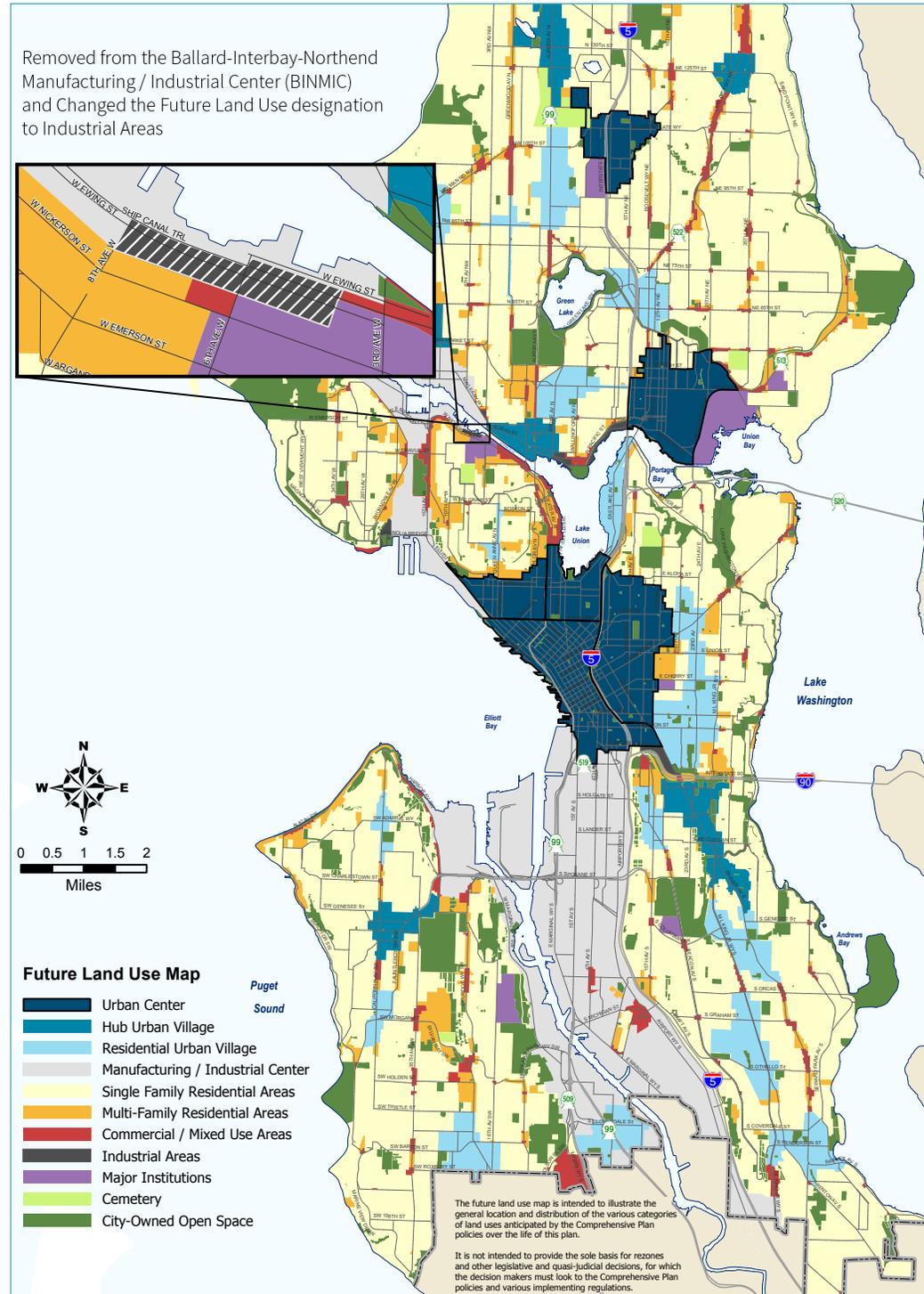
Managing Growth to Become an  
Equitable and Sustainable City  
2015-2035

December 2018





# Future Land Use Map



City may set a limit on private parking to lessen traffic and encourage people to walk, bus, or bike to the area. Where parking is required, we know that the number of spaces, their design, and their location on the property make a big difference. Parking facilities change the size of new developments, what they look like, and what they cost to build. The policies in this section are meant to encourage communities where people can walk to what they need, especially in the urban centers and villages. They also support moving away from car-focused transportation.

---

## GOAL

**LU G6** Regulate off-street parking to address parking demand in ways that reduce reliance on automobiles, improve public health and safety, reduce greenhouse gas emissions, lower construction costs to reduce the cost of housing and increase affordable housing, create attractive and walkable environments, and promote economic development throughout the city.

---

## POLICIES

- LU 6.1** Establish parking requirements where appropriate for both **single-occupant vehicles** and their alternatives at levels that further this Plan’s goal to increase the use of public transit, car pools, walking, and bicycles as alternatives to the use of single-occupant vehicles.
- LU 6.2** Modify residential parking regulations, where parking is required, to recognize differences in the likely auto use and ownership of intended occupants of new developments, such as projects provided for low-income, elderly, or residents with disabilities.
- LU 6.3** Rely on market forces to determine the amount of parking provided in areas of the city that are well-served by transit, such as urban centers and urban villages.
- LU 6.4** Consider setting parking maximums in urban centers and urban villages, where high levels of pedestrian, bicycle, and transit accessibility make many trips possible without a car.
- LU 6.5** Establish bicycle parking requirements to encourage bicycle ownership and use.
- LU 6.6** Limit the off-street impacts on pedestrians and surrounding areas by restricting the number and size of automobile curb cuts, and by generally requiring alley access to parking when there is an accessible, surfaced alley.
- LU 6.7** Prohibit most street-level parking between buildings and the street in multifamily zones and pedestrian-oriented commercial zones in order to maintain an attractive and safe street-level environment, facilitate the movement of pedestrian and vehicular traffic, minimize adverse impacts on nearby areas and structures, and, where appropriate, maintain or create continuous street fronts.
- LU 6.8** Allow shared off-site parking facilities for more efficient use of parking and to provide the flexibility to develop parking on a site separate from the development site. Ensure that such parking is compatible with the existing or desired character of the area.