

**CITY OF SEATTLE**  
**ORDINANCE** \_\_\_\_\_  
COUNCIL BILL 118123

AN ORDINANCE relating to land use and zoning, amending Sections 23.41.012, 23.49.008, 23.49.009, 23.49.011, 23.49.014, 23.49.015, 23.49.019, 23.49.046, 23.49.056, 23.49.058, Downtown Maps 1A, 1F, 1G, 1H, and 1J, 23.54.035 and 23.66.170 of the Seattle Municipal Code, to promote development adjacent to the downtown waterfront that will support the City's vision for transforming the waterfront into a major public amenity, to update various development standards related to downtown development generally and to clarify provisions in these Sections of the code.

WHEREAS, the amendments related to downtown development generally and promoting development adjacent to the downtown waterfront are consistent with applicable Comprehensive Plan goals and policies; and

WHEREAS, with the pending removal of the Alaskan Way Viaduct and reconstruction of the Elliott Bay Seawall, the City of Seattle is currently engaged in a major planning initiative - for future improvements that will enhance the Seattle waterfront as a major public amenity; and

WHEREAS, public improvements to the waterfront are expected to generate new interest in private investment and redevelopment in abutting upland areas; and

WHEREAS, this new development has the potential to significantly enhance the public environment through quality design, compatible uses, and increased activity, which can be guided by revisions to the Land Use Code; NOW, THEREFORE,

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. Section 23.41.012 of the Seattle Municipal Code, last amended by Ordinance 124503, is amended as follows:

**23.41.012 Development standard departures**

\* \* \*

B. Departures may be granted from any Land Use Code standard or requirement, except for the following:

- 1                   1. Procedures;
- 2                   2. Permitted, prohibited or conditional use provisions, except that departures may
- 3 be granted from development standards for required street-level uses;
- 4                   3. Residential density limits;
- 5                   4. In Downtown zones, provisions for exceeding the base FAR or achieving
- 6 bonus development as provided in Chapter 23.49, Downtown zoning;
- 7                   5. In Downtown zones, the minimum size for Planned Community Developments
- 8 as provided in Section 23.49.036;
- 9                   6. In Downtown zones, the average floor area limit for stories in residential use in
- 10 Table B for 23.49.058(~~(D.1)~~);
- 11                   7. In Downtown zones, the provisions for combined lot developments as
- 12 provided in Section 23.49.041;
- 13                   8. In Downtown Mixed Commercial zones, tower spacing requirements as
- 14 provided in subsection 23.49.058(~~(E)~~)E;
- 15                   9. In the Downtown Mixed Commercial 160 zone, minimum floor-to-floor height
- 16 for street-level uses required as a condition of the additional height allowed by subsection
- 17 23.49.008.E;
- 18                   10. Downtown view corridor requirements, provided that departures may be
- 19 granted to allow open railings on upper level roof decks or rooftop open space to project into the
- 20 required view corridor, provided such railings are determined to have a minimal impact on views
- 21 and meet the requirements of the Building Code;
- 22                   (~~(10)~~)11. In Seattle Mixed zones in the South Lake Union Urban Center, floor
- 23 plate limits for all uses provided in Section 23.48.013, except that departures of up to a 5 percent
- 24 increase in floor plate area may be granted for structures with non-residential uses meeting the
- 25 conditions of subsections 23.48.013.B.1.d.1 and 23.48.013.B.1.d.2;

1            ~~((11))~~12. In Seattle Mixed zones in the South Lake Union Urban Center,  
2 provisions for gaining extra floor area provided for in Section 23.48.011 and Chapter 23.58A;

3            ~~((12))~~13. In Seattle Mixed zones in the South Lake Union Urban Center,  
4 provisions limiting the number of towers permitted per block provided for in Section 23.48.013;

5            ~~((13))~~14. In the Seattle Mixed zones in the South Lake Union Urban Center,  
6 provisions for upper level setbacks provided for in Section 23.48.013;

7            ~~((14))~~15. Floor Area Ratios; except that in the Pike/Pine Conservation Overlay  
8 District shown on Map A for 23.73.004, departures from the development standards for allowing  
9 floor area exemptions from FAR calculations in subsection 23.73.009.C and for retaining a  
10 character structure on a lot in Section 23.73.015 are not considered departures from FAR limits;

11            ~~((15))~~16. Maximum size of use;

12            ~~((16))~~17. Structure height, except that:

13            a. Within the Roosevelt Commercial Core building height departures up  
14 to an additional 3 feet may be granted for properties zoned NC3-65, (Map A for 23.41.012,  
15 Roosevelt Commercial Core);

16            b. Within the Ballard Municipal Center Master Plan area building height  
17 departures may be granted for properties zoned NC3-65, (Map B for 23.41.012, Ballard  
18 Municipal Center Master Plan Area). The additional height may not exceed 9 feet, and may be  
19 granted only for townhouses that front a mid-block pedestrian connection or a park identified in  
20 the Ballard Municipal Center Master Plan;

21            c. In Downtown zones building height departures may be granted for  
22 minor communication utilities as set forth in subsection 23.57.013.B;

23            d. Within the Uptown Urban Center building height departures up to 3  
24 feet of additional height may be granted if the top floor of the structure is set back at least 6 feet  
25 from all lot lines abutting streets;

1 e. Within the ~~((Upper))~~ Queen Anne Residential Urban Village and  
2 Neighborhood Commercial zones ~~((within the Upper Queen Anne neighborhood, ()))~~ as shown on  
3 Map C for 23.41.012, Upper Queen Anne Commercial Areas~~((+))~~, building height departures up  
4 to 3 feet of additional height may be granted if the top floor of the structure is set back at least 6  
5 feet from all lot lines abutting streets;

6 f. Within the PSM 85-120 zone in the area shown on Map A for  
7 23.49.180, departures may be granted from development standards that apply as conditions to  
8 additional height, except for floor area ratios and provisions for adding bonus floor area above  
9 the base FAR;

10 g. Within the Pike/Pine Conservation Overlay District shown on Map A  
11 for 23.73.004, departures may be granted from development standards that apply as conditions to  
12 additional height in subsections 23.73.014.A and 23.73.014.B, and the provision for receiving  
13 sites for transfer of development potential in subsection 23.73.024.B.5;

14 ~~((17))~~18. Quantity of parking required, minimum and maximum parking limits,  
15 and minimum and maximum number of drive-in lanes, except that within the Ballard Municipal  
16 Center Master Plan area required parking for ground level retail uses that abut established mid-  
17 block pedestrian connections through private property as identified in the "Ballard Municipal  
18 Center Master Plan Design Guidelines, 2013" may be reduced, but shall not be less than the  
19 required parking for pedestrian-designated areas shown in Table D for 23.54.015;

20 ~~((18))~~19. Provisions of the Shoreline District, Chapter 23.60;

21 ~~((19))~~20. Standards for storage of solid-waste containers;

22 ~~((20))~~21. The quantity of open space required for major office projects in  
23 Downtown zones as provided in subsection 23.49.016.B;

24 ~~((24))~~22. Noise and odor standards;

25 ~~((22))~~23. Standards for the location of access to parking in Downtown zones;

1                    ~~((23))~~24. Provisions of Chapter 23.52, ~~((Transportation Concurrence Project~~  
2 ~~Review System))~~Transportation Concurrence and Transportation Impact Mitigation;

3                    ~~((24))~~25. Provisions of Chapter 23.53, Requirements for Streets, Alleys and  
4 Easements, except that departures may be granted from the access easement standards in Section  
5 23.53.025 and the provisions for structural building overhangs in Section 23.53.035;

6                    ~~((25))~~26. Affordable housing production conditions within the MPC-YT zone,  
7 pursuant to Section 23.75.085;

8                    ~~((26))~~27. Limits on floor area for uses within the MPC-YT zone, as provided in  
9 Sections 23.75.085 and 23.75.090 or as applicable under Section 23.75.040;

10                   ~~((27))~~28. Limits on number, distribution, and gross floor area per story for  
11 highrise structures within the MPC-YT zone, as provided in Section 23.75.120 or as applicable  
12 under Section 23.75.040;

13                   ~~((28))~~29. Definitions;

14                   ~~((29))~~30. Measurements;

15                   ~~((30))~~31. Lot configuration standards in subsections 23.22.100.C.3,  
16 23.24.040.A.9, and 23.28.030.A.3, which may be modified as authorized in those provisions;

17                   ~~((31))~~32. Standards for structural building overhangs in Section 23.53.035.

18                   ~~((32))~~33. Within the Pike/Pine Conservation Overlay District shown on Map A  
19 for 23.73.004, the requirement that all character structures on a lot be retained in order to qualify  
20 as a TDP receiving site in subsection 23.73.024.B, the exception allowing additional FAR for  
21 non-residential uses in subsection 23.73.009.B, the FAR exemption for residential uses in  
22 subsection 23.73.009.C.3, the exception to floor area limits in subsections 23.73.010.B.1 and  
23 23.73.010.B.2, the exception for width and depth measurements in subsection 23.73.012.B, or  
24 the exception for an additional 10 feet in height as provided for in subsection 23.73.014.B.

1 a. Departures may, however, be granted under the following  
2 circumstances:

3 1) The character structure is neither a designated Seattle landmark  
4 nor listed in a rule promulgated by the Director according to Section 23.73.005; and

5 2) The departure is for demolishing a wood-frame character  
6 structure originally built as a single- family residence or single-family accessory structure; or

7 3) The departure is for demolishing a character structure that is  
8 determined to have insufficient value to warrant retention when the following applies:

9 a) The structure lacks a high degree of architectural  
10 integrity as evidenced by extensive irreversible exterior remodeling; or

11 b) The structure does not represent the Pike/Pine  
12 neighborhood's building typology that is characterized by the use of exterior materials and design  
13 elements such as masonry, brick, and timber; multi-use loft spaces; very high and fully-glazed-  
14 ground-floor storefront windows; and decorative details including cornices, emblems, and  
15 embossed building names; or

16 c) Demolishing the character structure would allow for  
17 more substantial retention of other, more significant character structures on the lot, such as a  
18 structure listed in a rule promulgated by the Director according to Section 23.73.005; or would  
19 allow for other key neighborhood development objectives to be achieved, such as improving  
20 pedestrian circulation by providing through-block connections, developing arts and cultural  
21 facilities, or siting publically- accessible open space at key neighborhood locations.

22 b. In addition to the provisions of subsection 23.41.012.B.32.a, the  
23 following provisions apply:

24 1) At least one character structure shall be retained on the lot if:  
25 subsection 23.73.009.C.3 regarding the FAR exemption for residential uses, subsection  
26

1 23.73.010.B.2 regarding increases in the floor area limits, subsection 23.73.012.B regarding the  
2 exception from width and depth measurements, or subsection 23.73.014.B regarding the  
3 exception allowing for an additional 10 feet in height are being used by the development  
4 proposal.

5 2) No character structures are required to be retained on the lot if:  
6 subsection 23.73.009.B regarding the exception to allow additional FAR for non-residential uses,  
7 subsection 23.73.010.B.1 regarding increases in the floor area limits, or Section 23.73.024 for the  
8 use of TDP on a lot that is an eligible TDP receiving site under the provisions of subsection  
9 23.73.024.B are the only provisions being used by the development proposal.

10  
11 \* \* \*

12 Section 2. Section 23.49.008 of the Seattle Municipal Code, last amended by the  
13 Ordinance 124172, is amended as follows:

14 **23.49.008 Structure height**

15 \* \* \*

16 A. Base and maximum height limits

17 1. Except as otherwise provided in this Section 23.49.008, maximum structure  
18 heights for Downtown zones are as designated on the Official Land Use Map.

19  
20 In certain zones, as specified in this Section 23.49.008, the maximum structure height may be  
21 allowed only for particular uses or only on specified conditions, or both. ~~If((Where))~~ height  
22 limits are specified for portions of a structure that contain specified types of uses, the applicable  
23 height limit for the structure is the highest applicable height limit for the types of uses in the  
24 structure, unless otherwise specified.

25 2. Except in the PMM zone, the base height limit for a structure is the lowest of  
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1 the maximum structure height or the lowest other height limit, if any, that applies pursuant to this  
2 Title 23 based upon the uses in the structure, before giving effect to any bonus for which the  
3 structure qualifies under this Chapter 23.49 and to any special exceptions or departures  
4 authorized under this Chapter 23.49. In the PMM zone the base height limit is the maximum  
5 height permitted pursuant to urban renewal covenants.

6           3. In zones listed below in this subsection 23.49.008.A.3, the applicable height  
7 limit for portions of a structure that contain non-residential and live-work uses is shown as the  
8 first figure after the zone designation (except that there is no such limit in DOC1), and the base  
9 height limit for portions of a structure in residential use is shown as the first figure following the  
10 "/". The third figure shown is the maximum residential height limit. Except as stated in  
11 subsection 23.49.008.D, the base residential height limit is the applicable height limit for  
12 portions of a structure in use if the structure does not use the bonus available under Section  
13 23.49.015, and the maximum residential height limit is the height limit for portions of a structure  
14 in residential use if the structure uses the bonus available under Section 23.49.015:

15           DOC1 Unlimited/450 unlimited

16           DOC2 500/300-500

17           DMC 340/290-400

18           DMC 240/290-400.

19           4. A structure in a DMC 340/290-400 zone on a lot comprising a full block that  
20 abuts a DOC1 zone along at least one street frontage may gain additional structure height of 30  
21 percent above the maximum residential height limit if the structure uses the bonus available  
22 under Section 23.49.015, or 35 percent above 340 feet if that bonus is not used, in either case  
23 ~~((on))~~ under the following conditions:

24           a. Only one tower is permitted on the lot;

25           b. Any additional floor area above the maximum height limit for non-  
26

1 residential or live-work use, as increased under this subsection 23.49.008.A.4, is occupied by  
2 residential use;

3 c. The average residential gross floor area and maximum residential floor  
4 area of any story in the portion of the tower permitted above the base residential height limit do  
5 not exceed the limits prescribed in subsection 23.49.058.~~(D)~~E.1;

6 \* \* \*

7 D. Rooftop ~~(F)~~features~~(-)~~

8 1. The following rooftop features are permitted with unlimited rooftop coverage  
9 and may not exceed the height limits as indicated:

10 a. Open railings, planters, clerestories, skylights, play equipment, parapets  
11 and firewalls up to 4 feet above the applicable height limit;

12 b. Solar collectors up to 7 feet above the applicable height limit; and

13 c. The rooftop features listed below shall be located a minimum of 10 feet  
14 from all lot lines and may extend up to 50 feet above the roof of the structure on which they are  
15 located or 50 feet above the applicable height limit, whichever is less, except as regulated by  
16 Chapter 23.64, Airport Height Overlay District:

17 1) Religious symbols for religious institutions,

18 2) Smokestacks, and

19 3) Flagpoles.

20 2. The following rooftop features are permitted up to the heights indicated below,  
21 as long as the combined coverage of all rooftop features, whether or not listed in this subsection  
22 23.49.008.D.2, does not exceed 55 percent of the roof area for structures that are subject to  
23 maximum floor area limits per story pursuant to Section 23.49.058, or 35 percent of the roof area  
24 for other structures.

25 a. The following rooftop features are permitted to extend up to 15 feet

1 above the applicable height limit:

- 2 1) Solar collectors;
- 3 2) Stair penthouses;
- 4 3) Play equipment and open-mesh fencing, as long as the fencing
- 5 is at least 15 feet from the roof edge;
- 6 4) Covered or enclosed common recreation area;
- 7 5) Mechanical equipment; and
- 8 6) Wind turbines.

9 b. Elevator penthouses as follows:

- 10 1) In the PMM zone, up to 15 feet above the applicable height
- 11 limit;
- 12 2) Except in the PMM zone, up to 23 feet above the applicable
- 13 height limit for a penthouse designed for an elevator cab up to 8 feet high;
- 14 3) Except in the PMM zone, up to 25 feet above the applicable
- 15 height limit for a penthouse designed for an elevator cab more than 8 feet high;
- 16 4) Except in the PMM zone, if the elevator provides access to a
- 17 rooftop designed to provide usable open space, an additional 10 feet above the amount permitted
- 18 in subsections 23.49.008.D.2.b.2 and 23.49.008.D.2.b.3 shall be permitted.

19 c. Minor communication utilities and accessory communication devices,

20 regulated according to Section 23.57.013, shall be included within the maximum permitted

21 rooftop coverage.

22 d. Greenhouses that are dedicated to food production are permitted to

23 extend 15 feet above the applicable height limit, as long as the combined total coverage of all

24 features gaining additional height listed does not exceed 50 percent of the roof area.

25 e. Mechanical equipment, whether new or replacement, may be allowed

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1 up to 15 feet above the roof elevation of a structure existing prior to June 1, 1989.

2 3. Screening of ~~((R))~~rooftop ~~((F))~~features~~((:))~~

3 a. Measures may be taken to screen rooftop features from public view  
4 through the design review process or, if located within the Pike Place Market Historical District,  
5 by the Pike Place Market Historical Commission.

6 b. Except in the PMM zone, the amount of roof area enclosed by rooftop  
7 screening may exceed the maximum percentage of the combined coverage of all rooftop features  
8 as provided in subsection 23.49.008.D.2.

9 c. Except in the PMM zone, in no circumstances shall the height of  
10 rooftop screening exceed ten percent of the applicable height limit, or 15 feet, whichever is  
11 greater. In the PMM zone, the height of the screening shall not exceed the height of the rooftop  
12 feature being screened, or such greater height necessary for effective screening as determined by  
13 the Pike Place Market Historical Commission.

14 4. Administrative ~~((C))~~conditional ~~((U))~~use for ~~((R))~~rooftop ~~((F))~~features. Except  
15 in the PMM zone, the rooftop features listed in subsection 23.49.008.D.1.c may exceed a height  
16 of 50 feet above the roof of the structure on which they are located if authorized by the Director  
17 through an administrative conditional use, Chapter 23.76. The request for additional height shall  
18 be evaluated on the basis of public benefits provided, the possible impacts of the additional  
19 height, consistency with the City's Comprehensive Plan~~((land use policies))~~, and the following  
20 ~~((specific))~~criteria:

21 a. The feature shall be compatible with and not adversely affect the  
22 downtown skyline.

23 b. The feature shall not have a substantial adverse effect upon the light,  
24 air, solar and visual access of properties within a 300 foot radius.

25 c. The feature, supporting structure and structure below shall be  
26  
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1 compatible in design elements such as bulk, profile, color and materials.

2 d. The increased size is necessary for the successful physical function of  
3 the feature, except for religious symbols.

4 5. Residential ((P))penthouses ((A))above ((H))height ((L))limit in a DRC  
5 ((Z))zone((:))

6 a. A residential penthouse exceeding the applicable height limit shall be  
7 permitted in a DRC zone only on a mixed-use, City-designated Landmark structure for which a  
8 certificate of approval by the Landmarks Preservation Board is required. A residential penthouse  
9 allowed under this ((s))Section 23.49.008 may cover a maximum of 50 percent of the total roof  
10 surface. Except as the Director may allow under subsection 23.49.008.D.5.b:

11 1) A residential penthouse allowed under this subsection  
12 23.49.008.D.5 shall be set back a minimum of 15 feet from the street lot line.

13 2) A residential penthouse may extend up to 8 feet above the roof,  
14 or 12 feet above the roof if set back a minimum of 30 feet from the street lot line.

15 b. If the Director determines, after a sight line review based upon  
16 adequate information submitted by the applicant, that a penthouse will be invisible or minimally  
17 visible from public streets and parks within 300 feet from the structure, the Director may allow  
18 one or both of the following in a Type I decision:

19 1) An increase of the penthouse height limit under subsection  
20 23.49.008.D.5.a by an amount up to the average height of the structure's street-facing parapet; or

21 2) A reduction in the required setback for a residential penthouse.

22 c. The Director's decision to modify development standards pursuant to  
23 subsection 23.49.008.D.5.b shall be consistent with the certificate of approval from the  
24 Landmarks Preservation Board.

25 d. A residential penthouse allowed under this subsection 23.49.008.D.5

1 shall not exceed the maximum structure height in the DRC zone under Section 23.49.008.

2 e. No rooftop features shall be permitted on a residential penthouse  
3 allowed under this subsection 23.49.008.D.5.

4 6. For height limits and exceptions for communication utilities and accessory  
5 communication devices, see Section 23.57.013.

6 E. In the DMC 160 zone, an additional 5 feet in height is permitted above the otherwise  
7 applicable height limit, subject to the following:

8 1. The street-level portion of the structure is occupied by street-level uses  
9 specified in subsection 23.49.009.A, has a minimum floor-to-floor height of 18 feet, and meets  
10 the provisions of subsection 23.49.009.B, regardless of whether the street-level uses are required  
11 pursuant to Map 1G;

12 2. The applicable height limit, including any additional height allowed in this  
13 subsection 23.49.008.E, shall be used as the height limit above which rooftop features are  
14 permitted according to subsection 23.49.008.D; and

15 3. No increase in height shall be granted to any proposed development that would  
16 result in significant alteration to any designated feature of a landmark structure, unless a  
17 certificate of approval for the alteration is granted by the Landmarks Preservation Board.

18 Section 3. Section 23.49.009 of the Seattle Municipal Code, last amended by Ordinance  
19 122311, is amended as follows:

20 **23.49.009 Street-level use requirements((=))**

21 One ~~((+))~~ or more of the uses listed in subsection 23.49.009.A are required at ~~((street-~~  
22 ~~level))~~ street level on all lots abutting streets designated on Map 1G. Required street-level uses  
23 shall meet the standards of this ~~((s))~~ Section 23.49.009.

24 A. Types of ~~((U))~~ uses. The following uses qualify as required street-level uses:

25 1. General sales and services;

- 1                   2. Human service uses and ~~((childcare))~~ child care ~~((facilities))~~ centers;
- 2                   3. Retail sales, major durables;
- 3                   4. Entertainment uses;
- 4                   5. Museums, and administrative offices within a museum expansion space
- 5 meeting the requirement of subsection 23.49.011.B.1.h;
- 6                   6. Libraries;
- 7                   7. Elementary and secondary schools, and colleges, except on lots zoned DRC;
- 8                   8. Public atriums;
- 9                   9. Eating and drinking establishments;
- 10                  10. Arts facilities; and ~~((Sales and services, automotive;~~
- 11                  ~~11. Sales and services, marine; and~~
- 12                  ~~12. Animal shelters and kennels.))~~
- 13                  11. Religious facilities; and
- 14                  12. Bicycle parking, provided that the use does not exceed 30 percent of the
- 15 frontage 23.49.009.B or 50 feet, whichever is less.

16           B. General ~~((S))~~ standards ~~((r))~~

- 17           1. The amount of street frontage required to be occupied by street-level uses is as
- 18 follows:
- 19           a. Except as provided in subsection 23.49.009.B.1.b, ((A)) a minimum of
- 20 ~~((seventy-five (75))~~ percent of each street frontage at street ~~((-))~~ level where street-level uses
- 21 are required must be occupied by uses listed in subsection 23.49.009.A. The remaining ~~((twenty~~
- 22 ~~five (25))~~ percent of the street frontage at street level may contain other permitted uses
- 23 and/or pedestrian or vehicular entrances.
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1                    b. The frontage required to be occupied by street-level uses is reduced to  
2 50 percent, while the remaining 50 percent may contain other permitted uses and/or pedestrian or  
3 vehicular entrances, for each street frontage that is 120 feet in length or less if either:

4                    1) the lot does not abut an alley, or

5                    2) the lot abuts more than one street requiring street-level uses.

6                    c. The frontage of ((any exterior public open space that qualifies for a  
7 floor area bonus, whether it receives a bonus or not; any eligible lot area of an open space TDR  
8 site, any outdoor common recreation area required for residential uses, or any open space  
9 required for office uses, is not counted in street frontage.))the following is not counted in street  
10 frontage:

11                    1) any exterior public open space that qualifies for a floor area  
12 bonus, whether it receives a bonus or not;

13                    2) any eligible lot area of an open space TDR site;

14                    3) any outdoor common recreation area required for residential  
15 uses; or

16                    4) any open space required for office uses.

17                    2. In the DRC zone, a combined total of no more than ~~((twenty-))~~20((~~))~~ percent  
18 of the total street frontage of the lot may be occupied by human service uses, ~~((childcare))~~child  
19 care ~~((facilities))~~centers, customer service offices, entertainment uses or museums.

20                    3. Required street-level uses shall be located within ~~((ten-))~~10((~~))~~ feet of the  
21 street ~~((property))~~lot line, except as follows:

22                    a. If ~~((or shall abut))~~a public open space that meets the eligibility  
23 conditions of the Downtown Amenity Standards abuts the street, the required street-level uses  
24 shall abut the open space:~~((When))~~

1                    b. If sidewalk widening is required by Section 23.49.022, the ~~(ten~~  
2 ~~)10(0))~~ feet shall be measured from the line established by the new sidewalk width~~((-)); or~~

3                    c. In the DMC 160 zone, if a continuous setback greater than 10 feet is  
4 provided from the Alaskan Way street lot line, as allowed in subsection 23.49.056.B.1.d, the  
5 required street-level uses shall abut the setback. The setback may be provided at grade or above  
6 a partially above-grade story.

7                    4. Except for child care ~~((facilities))~~centers, pedestrian access to required street-  
8 level uses shall be provided as follows:

9                    a. Pedestrian entrances shall be provided directly from the street and shall  
10 be located no more than 3 feet above or below sidewalk grade~~((-)); or~~

11                    b. Pedestrian entrances shall be provided from a bonused public open  
12 space, or other publicly accessible open space, and~~((- Pedestrian entrances shall be located no~~  
13 more than three (3) feet above or below sidewalk grade or)) shall be at the same elevation as the  
14 abutting public open space; or

15                    c. In the DMC 160 zone, if a partially above-grade story is provided that  
16 meets the conditions of subsection 23.49.011.B.1.u, pedestrian entrances to the required street-  
17 level uses shall be provided at the same elevation as the roof of the partially above-grade story.

18                    Section 4. Section 23.49.011 of the Seattle Municipal Code, last amended by Ordinance  
19 124591, is amended as follows:

20 **23.49.011 Floor area ratio**

21                    A. General standards

22                    1. The base and maximum floor area ratio (FAR) for each zone is provided in  
23 Table A for 23.49.011.

24  
25 

Table A for 23.49.011 Base and Maximum Area Ratios (FARs)
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Zone Designation	Base FAR	Maximum FAR
Downtown Office Core 1 (DOC1)	6	20
Downtown Office Core 2 (DOC2)	5	14
Downtown Retail Core (DRC)	3	5
Downtown Mixed Commercial (DMC)	4 in DMC 65 4.5 in DMC 85 5 in DMC 125, DMC 160, DMC 240/290-400, and DMC 340/290-400 3 in DMC 85/65-150	4 in DMC 65 4.5 in DMC 85 5 in DMC 160, except 8 for hotels 7 in DMC 125((, DMC 160,)) and DMC 240/290-400 10 in DMC 340/290-400 5 in DMC 85/65-150
Downtown Mixed Residential/Residential (DMR/R)	1 in DMR/R 85/65 1 in DMR/R 125/65 1 in DMR/R 240/65	1 in DMR/R 85/65 2 in DMR/R 125/65 2 in DMR/R 240/65
Downtown Mixed Residential/Commercial (DMR/C)	1 in DMR/C 85/65 1 in DMR/C 125/65 2 in DMR/C 240/125 2.5 in DMR/C 65/65-85 2.5 in DMR/C 65/65-150	4 in DMR/C 85/65 4 in DMR/C 125/65 5 in DMR/C 240/125 4 in DMR/C 65/65-85 4 in DMR/C 65/65-150
Pioneer Square Mixed (PSM)	N.A.	N.A.
International District Mixed (IDM)	3, except as stated below* 6 for hotels** in IDM 75-85 and IDM 75/85-150	3, except as stated below* 6 for hotels** in IDM 75-85 and IDM 75/85-150 6 in IDM 150/85-150
International District Residential (IDR)	1	2 if 50 percent or more of the total gross floor area on the lot is in residential use
International District Residential/Commercial (IDR/C)	3, except hotels 6 for hotels**	3, except hotels 6 for hotels**
Downtown Harborfront 1 (DH1)	N.A.	N.A.
Downtown Harborfront 2 (DH2)	2.5	Development standards regulate maximum FAR
Pike Market Mixed (PMM)	7	7
Footnotes to Table A for 23.49.011: N.A. = Not Applicable.		

Table A for 23.49.011  
Base and Maximum Area Ratios (FARs)

Zone Designation	Base FAR	Maximum FAR
* In the IDM 150/85-150 zone, hotel uses are subject to the base FAR of 3 FAR. ** Hotel use may be combined with up to 3 FAR of other chargeable floor area, up to a total of 6 FAR.		

\* \* \*

B. Exemptions and deductions from FAR calculations

1. The following are not included in chargeable floor area, except as specified below in this Section 23.49.011:

a. ~~((Retail sales and service uses and entertainment uses in a DRC zone,))~~

Uses listed in subsection 23.49.009.A in a DRC zone and in the FAR Exemption Area identified on Map 1J up to a maximum FAR of ~~((two))~~2 for all such uses combined, provided that for uses in the FAR Exemption Area that are not in the DRC zone the uses are located no higher than the story above street level;

b. Street-level uses meeting the requirements of Section 23.49.009, Street-level use requirements, whether or not street-level use is required pursuant to Map 1G, if the uses and structure also satisfy the following standards:

1) The street level of the structure containing the exempt space ~~((must have))~~has a minimum floor-to-floor height of 13 feet, except that in the DMC 160 zone the street level of the structure containing the exempt space has a minimum floor-to-floor height of 18 feet;

2) The ~~((street level of the structure containing the))~~exempt space ~~((must have))~~extends a minimum depth of 15 feet from the street-level, street-facing facade; and

3) Overhead weather protection is provided satisfying Section 23.49.018.

c. Shopping atria in the DRC zone and adjacent areas shown on Map 1J, provided that:



1                                    1) short-term parking or parking accessory to residential uses, or  
2 both, subject to a limit on floor area used wholly or in part as parking accessory to residential  
3 uses of one parking space for each dwelling unit on the lot with the residential use served by the  
4 parking; or

5                                    2) parking accessory to hotel use in the DMC 160 zone, subject to  
6 a limit of one parking space for every four hotel rooms on the lot, and provided that the exempt  
7 parking floor area is on the same lot as the hotel use served by the parking;

8                                    m. Floor area of a public benefit feature that would be eligible for a bonus  
9 on the lot where the feature is located, other than a Landmark structure eligible pursuant to  
10 subsection 23.49.011.A.2.k or a small structure eligible pursuant to subsection 23.49.011.A.2.l.  
11 The exemption applies regardless of whether a floor area bonus is obtained, and regardless of  
12 limits on the maximum area eligible for a bonus;

13                                    n. Public restrooms;

14                                    o. Major retail stores in the DRC zone and adjacent areas shown on Map  
15 1J, provided that:

16                                    1) The minimum lot area for a major retail store development is  
17 20,000 square feet;

18                                    2) The minimum area of the major retail store is 80,000 square  
19 feet;

20                                    3) The eligibility conditions of the Downtown Amenity Standards  
21 are met;

22                                    4) The maximum area eligible for a floor area exemption is  
23 200,000 square feet; and

24                                    5) The floor area exemption applies to storage areas, store offices,  
25 and other support spaces necessary for the store's operation;

1 p. Shower facilities for bicycle commuters;

2 q. Floor area, excluding floor area otherwise exempt, up to a maximum of  
3 25,000 square feet on any lot, within one or more Landmark structures for which a floor area  
4 bonus has been granted pursuant to subsection 23.49.011.A.2.k, or within one or more small  
5 structures for which a floor area bonus has been granted pursuant to subsection 23.49.011.A.2.l,  
6 or within any combination of such Landmark structures and such small structures, in each case  
7 only to the extent that the floor area satisfies the following criteria as determined by the Director:

8 1) The floor area is interior space of historic or architectural  
9 interest designed to accommodate the original function of the structure, and maintaining the  
10 integrity of this space prevents it from being fully utilized as commercial floor area;

11 2) The floor area is occupied by such uses as public assembly or  
12 performance space, human services, or indoor public amenities, including atrium or lobby area  
13 available for passive indoor recreation use or for the display of art or other objects of scientific,  
14 social, historic, cultural, educational or aesthetic interest; and

15 3) The floor area is open and accessible to the public without  
16 charge, on reasonable terms and conditions consistent with the nature of the space, during normal  
17 operating hours of the building;

18 r. Up to 40,000 square feet of a streetcar maintenance base;((and))

19 s. Up to 25,000 square feet of a community center in a DMR/C zone  
20 within South Downtown that is open to the general public for a minimum of six hours per day,  
21 five days per week, 42 weeks per year((-));

22 t. In the DMC 160 zone, hotel use that separates parking from the street  
23 lot line on stories above the first story of a structure, up to a maximum total floor area equivalent  
24 to 1 FAR, provided that the depth of the separation between the parking and the street-facing  
25 facade is a minimum of 15 feet; and

1                   u. In the DMC 160 zone, on lots abutting Alaskan Way, the floor area in a  
2 partially above-grade story, provided that:

3                               1) the height of the above-grade portion of the partially above-  
4 grade story does not exceed 4 feet, measured from existing grade at the midpoint of the Alaskan  
5 Way street lot line;

6                               2) all portions of the structure above the partially above-grade  
7 story are set back a minimum of 16 feet from the Alaskan Way lot line, except that horizontal  
8 projections, including balconies with open railings, eaves, cornices, and gutters, may extend a  
9 maximum of 4 feet into the setback area;

10                              3) the roof of the portion of the partially above-grade story in the  
11 setback area is accessible to abutting required street-level uses in the structure and provides open  
12 space or space for activities related to abutting required street-level uses, such as outdoor dining;

13                              4) pedestrian access is provided from an abutting street to the roof  
14 of the portion of the partially above-grade story in the setback area; and

15                              5) up to 50 percent of the roof of the portion of the partially  
16 above-grade story in the setback area may be enclosed to provide weather protection, provided  
17 that the height of any feature or structure enclosing the space shall not exceed 20 feet, measured  
18 from the roof of the partially above-grade story; and

19                   v. Up to a maximum of 50,000 square feet of the floor area occupied by a  
20 City facility, including but not limited to fire stations and police precincts, but not a City facility  
21 predominantly occupied by office use;

22                   w. Parking uses if:

23                              1) the parking use sought to be exempted was legally established  
24 as of the effective date of this ordinance;

25                              2) the parking is in a structure that existed on January 1, 1980;



1 ~~((F))~~the allowance excludes ~~((shall be calculated on the))~~ gross floor area ~~((after all exempt~~  
2 ~~space permitted under))~~ exempt pursuant to subsection 23.49.011.B.1 ~~((has been deducted))~~.

3           b. ~~((C. Rooftop mechanical equipment.))~~ Mechanical equipment located on the  
4 roof of a structure~~((, whether enclosed or not,))~~ shall not be calculated as part of the total gross  
5 floor area of the structure~~((, except that for structures existing prior to June 1, 1989, new or~~  
6 ~~replacement mechanical equipment may be placed on the roof and will not be counted in gross~~  
7 ~~floor area calculations))~~.

8           Section 5. Section 23.49.014 of the Seattle Municipal Code, last amended by Ordinance  
9 124591, is amended as follows:

10 **23.49.014 Transfer of development rights**

11           A. General standards

12           1. The following types of TDR may be transferred to the extent permitted in  
13 Table A for 23.49.014, subject to the limits and conditions in this Chapter 23.49:

- 14           a. Housing TDR;
- 15           b. DMC housing TDR;
- 16           c. Landmark housing TDR;
- 17           d. Landmark TDR;
- 18           e. Open space TDR; and
- 19           f. South Downtown Historic TDR.

20           2. In addition to transfers permitted under subsection 23.49.014.A.1, TDR may  
21 be transferred from any lot to another lot on the same block, as within-block TDR, to the extent  
22 permitted in Table A for 23.49.014, subject to the limits and conditions in this Chapter 23.49.

1                   3. A lot's eligibility to be either a sending or receiving lot is regulated by Table A  
2 for 23.49.014.

3                   4. Except as expressly permitted pursuant to this Chapter 23.49, development  
4 rights or potential floor area may not be transferred from one lot to another.

5                   5. No permit after the first building permit, and in any event, no permit for any  
6 construction activity other than excavation and shoring or for occupancy of existing floor area by  
7 any use based upon TDR, will be issued for development that includes TDR until the applicant's  
8 possession of TDR is demonstrated according to rules promulgated by the Director to implement  
9 this Section 23.49.014.

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**Table A for 23.49.014  
 Permitted Use of TDR**

Zones <sup>1</sup>	TDR Transferable Within-block Transfer from any lot within the same Downtown block	Types of TDR Transferable Within or Between Blocks				
		Housing TDR	DMC Housing TDR	Landmark TDR and Landmark Housing TDR	Open Space TDR	South Downtown Historic TDR
DOC1 and DOC2	S, R	S, R	X	S, R	S, R	R
DRC	S, R <sup>2</sup>	S, R <sup>2</sup>	X	S, R <sup>2</sup>	S, R <sup>2</sup>	R
DMC 340/290-400((zones with maximum 10 FAR))	S, R	S, R	S	S, R	S, R	R
DMC 125 and DMC 240/290-400((zones with maximum 7 FAR))	S <sup>3</sup>	S, R	S, R	S, R	S, R	R
DMC 160	<u>X</u>	<u>S,R</u>	<u>S,R</u>	<u>S,R</u>	<u>S,R</u>	<u>R</u>
DMC 85(!) and DH2	X	S, R	X	S, R	S, R	R
DMC 65(!) and DMC 85/65-150	X	S	X	S	S	R
DMR	X	S, R <sup>4</sup>	X	S, R <sup>4</sup>	S, R <sup>4</sup>	R <sup>4</sup>
IDR	X	S	X	X	S	S
IDR/C	X	S	X	X	S, R <sup>5</sup>	S
IDM	X	S, R	X	X	S, R <sup>5</sup>	S, R
PSM	X	S	X	X	S <sup>5</sup>	S, R

S = Eligible sending lot. R = Eligible receiving lot. X = Not permitted.

((NOTES))Footnotes to Table A for 23.49.014:

<sup>1</sup> Development rights may not be transferred to or from lots in the PMM or DH1 zones.

<sup>2</sup> Transfers to lots in a DRC zone are permitted only from lots that also are zoned DRC.

<sup>3</sup> Transfers are permitted only from lots zoned DMC to lots zoned DOC1.

<sup>4</sup> Transfers to lots in a DMR zone are permitted only from lots that also are zoned DMR except that transfer of TDR to a lot in a DMR zone located in South Downtown is permitted from any eligible sending lot in South Downtown.

<sup>5</sup> Transfers of open space TDR to lots in South Downtown are permitted only from lots that are also located in South Downtown.

\* \* \*

1 Section 6. Section 23.49.015 of the Seattle Municipal Code, last amended by Ordinance  
2 124378, is amended as follows:

3 **23.49.015 Bonus residential floor area in DOC1, DOC2 and DMC zones outside South**  
4 **Downtown for voluntary agreements for low-income housing and moderate-income**  
5 **housing**

6 \* \* \*

7 B. Voluntary agreements for housing

8 1. The voluntary agreement shall commit the applicant to provide or contribute to  
9 low-income housing or moderate-income housing, or both, in an amount as set forth in this  
10 subsection 23.49.015.B. The quantities in this subsection 23.49.015.B are based on findings of an  
11 analysis that quantifies the linkages between new market-rate units in high-rise residential  
12 structures in DOC1, DOC2, and DMC zones and the demand that residents of such units  
13 generate for low-income housing and moderate-income housing. The amount of such housing  
14 and income levels served, and the amount of any cash payment, shall be determined as follows:

15 a. For the performance option, the applicant shall provide, as low-income  
16 housing or moderate-income housing, net rentable floor area equal to 11 percent of the net  
17 residential floor area sought as bonus development, computed by multiplying the following sum  
18 by an efficiency factor of 80 percent: (i) the total square footage of gross residential floor area to  
19 be developed on the lot above the base height limit for residential use under Section 23.49.008,  
20 plus (ii) the excess, if any, in each tower to be developed on the lot, of (X) the total number of  
21 square feet of gross residential floor area between the height of 85 feet and the base height limit,  
22 over (Y) the product of the "average residential gross floor area limit of stories above 85 feet if  
23 height does not exceed the base height limit for residential use" as provided in Table B for  
24 23.49.058(~~(D.1)~~), column 2, multiplied by the number of stories with residential use in each  
25 tower above 85 feet and below the base height limit. All low-income housing or moderate-

1 income housing provided under the performance option shall be on the lot where the bonus  
2 development is used or an adjacent lot. The adjacent lot must be within the block where the  
3 bonus development is used and either abut the lot where bonus development is used, or be  
4 separated only by public right-of-way. All rental housing provided under the performance option  
5 shall be low-income housing.

6 \* \* \*

7 Section 7. Section 23.49.019 of the Seattle Municipal Code, last amended by Ordinance  
8 123589, is amended as follows:

9 **23.49.019 Parking quantity, location, and access requirements, and screening and**  
10 **landscaping of ((surfaee))parking areas((=))**

11 The regulations in this ((s))Section 23.49.019 do not apply to the Pike Market Mixed  
12 zones.

13 A. Parking ((Q))quantity ((R))requirements((=))

14 1. No parking, either long-term or short-term, is required for uses on lots in  
15 Downtown zones, except as follows:

16 a. In the International District Mixed and International District  
17 Residential zones, parking requirements for restaurants, motion picture theaters, and other  
18 entertainment uses are as prescribed by Section 23.66.342.

19 b. In the International District Mixed and International District  
20 Residential zones, the Director of the Department of Neighborhoods, upon the recommendation  
21 of the International District Special Review District Board may waive or reduce required parking  
22 according to the provisions of Section 23.66.342, Parking and access.

23 c. Bicycle parking is required as specified in subsection 23.49.019.E.1((ef  
24 this section)).

1           2. Reduction or ~~(E)~~elimination of ~~(P)~~parking ~~(R)~~required by ~~(P)~~permits. A  
2 property owner may apply to the Director for the reduction or elimination of parking required by  
3 any permit issued under this ~~(t)~~Title 23 or Title 24, except for a condition contained in or  
4 required pursuant to any Council conditional use, contract rezone, planned community  
5 development or other Type IV decision. The Director may grant a reduction or elimination of  
6 required parking as a Type I decision, either as part of a Master Use Permit for the establishment  
7 of any new use or structure, or as an independent application for reduction or elimination of  
8 parking required by permit. Parking for bicycles may not be reduced or eliminated under this  
9 subsection 23.49.019.A.2. Any Transportation Management Plan (TMP) required by permit for  
10 the development for which a parking reduction or elimination is proposed shall remain in effect,  
11 except that the Director may change the conditions of the TMP to reflect current conditions and  
12 to mitigate any parking and traffic impacts of the proposed changes. If any bonus floor area was  
13 granted for the parking, then reduction or elimination shall not be permitted except in  
14 compliance with applicable provisions regarding the elimination or reduction of bonus features.  
15 If any required parking that is allowed to be reduced or eliminated under this subsection  
16 23.49.019.A.2 is the subject of a recorded parking covenant, the Director may authorize  
17 modification or release of the covenant.

18           B. Parking ~~(E)~~location within ~~(S)~~structures~~(-)~~

19           1. Parking at street level~~(-)~~

20           a. On Class I pedestrian streets and designated green streets, parking is  
21 not permitted at street level unless separated from the street by other uses, provided that garage  
22 doors need not be separated.

23           b. On Class II pedestrian streets, parking may be permitted at street level  
24 if:





1 infeasible due to physical site conditions such as a high water table or proximity to a tunnel. In  
2 such cases, the applicant shall place the maximum feasible amount of parking below grade  
3 before more than four stories of parking above the street-level story shall be permitted. The  
4 rationale that a site is too small to accommodate parking below grade is not a basis for granting  
5 an exception under this subsection 23.49.019.B.2.b.2.

6 3. Separation of parking located above the street-level story

7 a. All parking provided above the street-level story of a structure shall be  
8 separated along all street lot lines by another use, except for lots that meet the conditions of  
9 subsection 23.49.019.B.2.b, which are subject to the provisions of subsections 23.49.019.B.3.b  
10 and 23.49.019.B.3.c.

11 b. Except as provided in subsection 23.49.019.B.3.c, for parking that is  
12 allowed above the street-level story under the provisions of subsection 23.49.019.B.2.b, parking  
13 above the third story of a structure shall be separated from the street by another use for a  
14 minimum of 30 percent measured along each street frontage of the structure. For structures  
15 located at street intersections, the separation by another use shall be provided at the corner  
16 portion(s) of the structure.

17 c. Separation of parking on blocks abutting Alaskan Way in the DMC 160  
18 zone

19 1) Any parking located above the street-level story of a structure  
20 shall be separated along 100 percent of the street frontage facing Alaskan Way by one or more of  
21 the following uses:

22 a) residential use that is predominantly floor area occupied  
23 by dwelling units or common recreation area;

24 b) lodging rooms or public areas accessory to hotel use;

25 c) office use; or  
26  
27  
28

1 d) uses that qualify as required street-level uses in  
2 subsection 23.49.009.A.

3 2) Any parking located above the street-level story of a structure  
4 facing other streets besides Alaskan Way shall be separated from those streets by another use for  
5 a minimum of 30 percent measured along each street frontage. For structures located at street  
6 intersections, the separation by another use shall be provided at the corner portion(s) of the  
7 structure.

8 4. Screening of parking located above the street-level story. For parking that is  
9 allowed above the street-level story under the provisions of subsection 23.49.019.B.2.b, if  
10 parking is not separated from the street by another use, then screening of the parking is required  
11 as follows:

12 a. Except as provided in subsection 23.49.019.B.4.b, the perimeter of each  
13 story of parking above the street-level story of the structure shall have an opaque screen at least  
14 3.5 feet high where the parking is not separated from the street by another use.

15 b. In the DMC 160 zone, on street frontages where parking is not  
16 separated from the street by another use, parking shall be enclosed by facades. The facades shall  
17 be designed to minimize the visual impacts and impacts of glare from vehicle headlights and  
18 interior garage lighting.

19 C. Maximum ((P))parking ((L))limit for ((N))non-residential ((U))uses((-))

20 1. Except as provided in subsections 23.49.019.C.2, 23.49.019.C.3, and  
21 23.66.342.B, parking for non-residential uses is limited to a maximum of one parking space per  
22 1,000 square feet.

23 2. Parking for non-residential uses in excess of the maximum quantities identified  
24 in subsections 23.49.019.C.1 and 23.49.019.C.3 may be permitted as a special exception  
25 pursuant to Chapter 23.76. When deciding whether to grant a special exception, the Director  
26  
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28

1 shall consider evidence of parking demand and alternative means of transportation, including but  
2 not limited to the following:

3 a. Whether the additional parking will substantially encourage the use of  
4 single occupancy vehicles;

5 b. Characteristics of the work force and employee hours, such as multiple  
6 shifts that end when transit service is not readily available;

7 c. Proximity of transit lines to the lot and headway times of those lines;

8 d. The need for a motor pool or large number of fleet vehicles at the site;

9 e. Proximity to existing long-term parking opportunities downtown which  
10 might eliminate the need for additional parking on the lot;

11 f. Whether the additional parking will adversely affect vehicular and  
12 pedestrian circulation in the area;

13 g. Potential for shared use of additional parking as residential or short-  
14 term parking;

15 h. The need for additional short-term parking to support shopping in the  
16 retail core or retail activity in other areas where short-term parking is limited;

17 i. Whether the area is located at the edge of the Downtown Urban Center  
18 where available short-term parking and transit service is limited.

19 3. In the area east of Interstate 5, parking for general sales and service uses and  
20 for eating and drinking establishments is limited to a maximum of ~~((2))~~two parking spaces per  
21 1,000 square feet.

22 D. Ridesharing and transit incentive program requirements. The following requirements  
23 apply to all new structures containing more than ~~((ten thousand ()))~~10,000~~(( ))~~ square feet of new  
24 non-residential use, and to structures where more than ~~((ten thousand ()))~~10,000~~(( ))~~ square feet  
25 of non-residential use is proposed to be added.

1           1. The building owner shall establish and maintain a transportation coordinator  
2 position for the proposed structure and designate a person to fill this position, or the building  
3 owner may contract with an area-wide transportation coordinator acceptable to the Department.  
4 The transportation coordinator shall devise and implement alternative means for employee  
5 commuting. The transportation coordinator shall be trained by the Seattle Department of  
6 Transportation or by an alternative organization with ridesharing experience, and shall work with  
7 the Seattle Department of Transportation and building tenants. The coordinator shall disseminate  
8 ridesharing information to building occupants to encourage use of public transit, carpools,  
9 vanpools and flextime; administer the in-house ridesharing program; and aid in evaluation and  
10 monitoring of the ridesharing program by the Seattle Department of Transportation. The  
11 transportation coordinator in addition shall survey all employees of building tenants once a year  
12 to determine commute mode percentages.

13           2. The Seattle Department of Transportation, in conjunction with the  
14 transportation coordinator, shall monitor the effectiveness of the ridesharing/transit incentive  
15 program on an annual basis. The building owner shall allow a designated Seattle Department of  
16 Transportation or rideshare representative to inspect the parking facility and review operation of  
17 the ridesharing program.

18           3. The building owner shall provide and maintain a transportation information  
19 center, which has transit information displays including transit route maps and schedules and  
20 Seattle ridesharing program information. The transportation display shall be located in the lobby  
21 or other location highly visible to employees within the structure, and shall be established prior  
22 to issuance of a certificate of occupancy.

23           E. Bicycle ((P))parking((-))

24           1. The minimum number of off-street spaces for bicycle parking required for  
25 specific use categories is set forth in Table A for 23.49.019((A)) below. In the case of a use not  
26

1 shown on Table A for 23.49.019((A)), there is no minimum bicycle parking requirement. After  
2 the first ~~((fifty-))~~50~~(( ))~~ spaces for bicycles are provided for a use, additional spaces are required  
3 at ~~((one-half-(1/2)))~~0.5 times the ratio shown in Table A for 23.49.019((A)). Spaces within  
4 dwelling units or on balconies do not count toward the bicycle parking requirement.

5  
6 **Table A for 23.49.019 ((A))**  
**Minimum Bicycle Parking Requirement**

7 Use	8 Bicycle <del>((P))</del> parking <del>((R))</del> required
9 Office	1 space per 5,000 square feet of gross 10 floor area of office use
11 Hotel	.05 spaces per hotel room
12 Retail use over 10,000 square feet	1 space per 5,000 square feet of gross 13 floor area of retail use
14 Residential	1 space for every 2 dwelling units

15 2. Required bicycle parking shall be provided in a safe, accessible and convenient  
16 location. Bicycle parking hardware shall be installed according to its manufacturer's instructions,  
17 and the Seattle Department of Transportation design criteria, allowing adequate clearance for  
18 bicycles and their riders. Directional signage shall be installed ~~if~~ ~~((when bike))~~ bicycle parking  
19 facilities are not clearly visible from the street or sidewalk. ~~If~~ ~~((When))~~ any covered automobile  
20 parking is provided, all required long-term bicycle parking shall be covered. ~~If~~ ~~((When))~~ located  
21 off-street, bicycle and automobile parking areas shall be separated by a barrier or painted lines.

22 3. Bicycle parking facilities for non-residential uses shall be located on the lot or  
23 in a shared bicycle parking facility within ~~((one hundred-))~~100~~(( ))~~ feet of the lot, except as  
24 provided in subsection 23.49.019.E.6~~((below))~~.

25 4. Bicycle parking for residential uses shall be located on-site.

26 5. Co-location of bicycle parking facilities by more than one ~~((1))~~ use is  
27 encouraged.  
28

1           6. For non-residential uses, the applicant may make a payment to the City to fund  
2 public bicycle parking in the public right-of-way in lieu of providing required bicycle parking  
3 on- or off-site, if the Director determines that:

4           a. Safe, accessible and convenient bicycle parking accessory to a non-  
5 residential use cannot be provided on-site or in a shared bicycle parking facility within ~~((one~~  
6 ~~hundred-))100(( ))~~ feet of the lot, without extraordinary physical or financial difficulty;

7           b. The payment is comparable to the cost of providing the equivalent  
8 bicycle parking on-site, and takes in consideration the cost of materials, equipment and labor for  
9 installation; and

10           c. The bicycle parking funded by the payment is located within sufficient  
11 proximity to serve the bicycle parking demand generated by the project.

12           d. Any such payment shall be placed in a dedicated fund or account and  
13 used within five ~~((5))~~ years of receipt to provide the bicycle parking.

14           F. Bicycle ~~((C))~~commuter ~~((S))~~shower ~~((F))~~facilities. Structures containing ~~((two~~  
15 ~~hundred fifty thousand-))250,000(( ))~~ square feet or more of office gross floor area shall include  
16 shower facilities and clothing storage areas for bicycle commuters. One ~~((1))~~ shower per gender  
17 shall be required for every ~~((two hundred fifty thousand-))250,000(( ))~~ square feet of office use.  
18 Such facilities shall be for the use of the employees and occupants of the building, and shall be  
19 located where they are easily accessible to parking facilities for bicycles.

20           G. Off-street ~~((F))~~loading~~(( ))~~

21           1. Off-street loading spaces shall be provided according to the standards of  
22 Section ~~((23.54.030, Parking space standards))23.54.035, Loading berth requirements and space~~  
23 ~~standards.~~

24           2. In Pioneer Square Mixed zones, the Department of Neighborhoods Director,  
25 after review and recommendation by the Pioneer Square Preservation Board, may waive or  
26

1 reduce required loading spaces according to the provisions of Section 23.66.170, Parking and  
2 access.

3           3. In International District Mixed and International District Residential zones, the  
4 Department of Neighborhoods Director, after review and recommendation by the International  
5 District Special Review District Board, may waive or reduce required loading spaces according  
6 to the provisions of Section 23.66.342, Parking and access.

7           H. Standards for location of access to parking. This subsection 23.49.019.H does not  
8 apply to Pike Market Mixed, Pioneer Square Mixed, International District Mixed, and  
9 International District Residential zones, except that subsection 23.49.019.H.1 applies to  
10 International District Mixed and International District Residential zones to the extent stated in  
11 subsection 23.66.342.D.

12           1. Curb cut ~~((E))~~location~~((-))~~

13           a. If a lot abuts an alley, alley access is required, ~~((unless the Director~~  
14 ~~otherwise determines under))~~except as provided in subsection 23.49.019.H.1.c.

15           b. If a lot does not abut an alley and abuts more than one right-of-way, the  
16 location of access is determined by the Director as a Type I decision after consulting with the  
17 Director of Transportation. Unless the Director otherwise determines under subsection  
18 23.49.019.H.1.c, access is allowed only from a right-of-way in the category, determined by the  
19 classifications shown on Map 1B and Map 1F or another map identified in a note to Map 1F,  
20 that is most preferred among the categories of rights-of-way abutting the lot, according to the  
21 ranking set forth below, from most to least preferred (a portion of a street that is included in  
22 more than one category is considered as belonging only to the least preferred of the categories in  
23 which it is included):

24                           1) Access street;

25                           2) Class II pedestrian street~~((-))~~Minor arterial;

- 1 3) Class II pedestrian street((-))/Principal arterial;
- 2 4) Class I pedestrian street((-))/Minor arterial;
- 3 5) Class I pedestrian street((-))/Principal arterial;
- 4 6) Principal transit street;
- 5 7) Designated green street.

6 c. The Director may allow or require access from a right-of-way other  
7 than one indicated by subsection 23.49.019.H.1.a or 23.49.019.H.1.b if, after consulting with the  
8 Director of Transportation on whether and to what extent alternative locations of access would  
9 enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of  
10 vehicles, minimize the on-street queuing of vehicles, enhance vehicular safety, or minimize  
11 hazards, and, for hotel use, improve passenger loading safety or increase visibility of vehicular  
12 access for guests arriving by car, the Director finds that an exception to the general policy is  
13 warranted. The Director may approve an exception for hotel use and impose conditions to  
14 minimize any adverse impacts to the pedestrian environment or street operations, including but  
15 not limited to allowing one-way driveways that are less than the minimum width otherwise  
16 required. Curb cut controls on designated green streets shall be evaluated on a case-by-case  
17 basis, but generally access from green streets is not allowed if access from any other right-of-  
18 way is possible.

19 2. Curb cut ((W))width and ((N))number. The width and number of curbcuts  
20 shall comply with Section 23.54.030, Parking space standards.

21 I. Screening and landscaping of surface parking areas((-))

22 1. Screening. Surface parking areas for more than five (((S)))vehicles shall be  
23 screened in accordance with the following requirements:

- 24 a. Screening is required along each street lot line.

1 b. Screening shall consist of a landscaped berm, or a view-obscuring  
2 fence or wall at least ~~((three-))3(( ))~~ feet in height.

3 c. A landscaped strip on the street side of the fence or wall shall be  
4 provided ~~if((when))~~ a fence or wall is used for screening. The strip shall be an average of ~~((three~~  
5 ~~))3(( ))~~ feet from the property line, but at no point less than ~~((one and one half (1 1/2)))1.5~~ feet  
6 wide. Each landscaped strip shall be planted with sufficient shrubs, grass and/or evergreen  
7 groundcover so that the entire strip, excluding driveways, will be covered in three ~~((3))~~ years.

8 d. Sight triangles shall be provided in accordance with Section 23.54.030,  
9 Parking space standards.

10 2. Landscaping. Surface parking areas for ~~((twenty-))20(( ))~~ or more vehicles,  
11 except temporary surface parking areas, shall be landscaped ~~((in accordance with))~~ according to  
12 the following requirements:

13 a. The ((A)) amount of landscaped area required is shown on Table B for  
14 23.49.019:

15 ~~((Total Number of Parking Spaces — Required Landscaped Area~~  
16 ~~—20 to 50 spaces ————— 18 square feet per parking space~~  
17 ~~—51 to 99 spaces ————— 25 square feet per parking space~~  
18 ~~—100 or more spaces ————— 35 square feet per parking space))~~

19 Table B for 23.49.019  
20 Required Landscaping for Surface Parking Areas with 20 or More Parking Spaces

<u>Total number of parking spaces</u>	<u>Minimum required landscaped area</u>
<u>20 to 50</u>	<u>18 square feet per parking space</u>
<u>51 to 99</u>	<u>25 square feet per parking space</u>
<u>100 or more spaces</u>	<u>35 square feet per parking space</u>

21 b. The minimum size of a required landscaped area is ~~((one hundred~~  
22 ~~))100(( ))~~ square feet. Berms provided to meet the screening standards in subsection  
23  
24

1 23.49.019.I.1~~((12 of this section))~~ may be counted as part of a landscaped area. No part of a  
2 landscaped area shall be less than ~~((four-))~~4~~((0))~~ feet in any dimension except those dimensions  
3 reduced by turning radii or angles of parking spaces.

4 c. No parking stall shall be more than ~~((sixty-))~~60~~((0))~~ feet from a  
5 required landscaped area.

6 d. One ~~((1))~~tree per every five ~~((5))~~parking spaces is required.

7 e. Each tree shall be at least ~~((three-))~~3~~((0))~~ feet from any curb of a  
8 landscaped area or edge of the parking area.

9 f. Permanent curbs or structural barriers shall enclose landscaped areas.

10 g. Sufficient hardy evergreen groundcover shall be planted to cover each  
11 landscaped area completely within three ~~((3))~~years. Trees shall be selected from Seattle  
12 Department of Transportation's list for parking area planting.

13 Section 8. Section 23.49.046 of the Seattle Municipal Code, last amended by Ordinance  
14 123589, is amended as follows:

15 **23.49.046 ~~(( ))~~ Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and  
16 Downtown Mixed Commercial (DMC) conditional uses and Council decisions**

17 ~~((The provisions of this Section 23.49.046 apply in DOC1, DOC2 and DMC zones.))~~

18 A. All conditional uses shall meet the following criteria:

19 1. The use shall be determined not to be materially detrimental to the public  
20 welfare or injurious to property in the zone or vicinity in which the property is located.

21 2. In authorizing a conditional use, adverse negative impacts may be mitigated by  
22 imposing requirements ~~((of))~~or conditions deemed necessary for the protection of other  
23 properties in the zone or vicinity and the public interest. The Director or Council shall deny the  
24 conditional use if it is determined that the negative impacts cannot be mitigated satisfactorily.

25 B. Principal use parking garages for short-term parking may be permitted as  
26  
27  
28

1 administrative conditional uses, if the Director finds that:

2 1. Traffic from the garage will not have substantial adverse effects on peak hour  
3 traffic flow to and from Interstate 5 or on traffic circulation in the area around the garage; and

4 2. The vehicular entrances to the garage are located so that they will not disrupt  
5 traffic or transit routes; and

6 3. The traffic generated by the garage will not have substantial adverse effects on  
7 pedestrian circulation((-)); and

8 4. In the DMC 160 zone, the following standards are met:

9 a. the total gross floor area of all parking uses on the lot is less than the  
10 total gross floor area of all non-parking uses on the lot, and

11 b. any short-term principal use parking is provided for the life of the  
12 structure and a covenant to that effect is recorded against the title with the King County  
13 Recorder.

14 \* \* \*

15 Section 9. Section 23.49.056 of the Seattle Municipal Code, last amended by Ordinance  
16 123649, is amended as follows:

17 **23.49.056 ((-))Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and**  
18 **Downtown Mixed Commercial (DMC) street facade, landscaping, and street setback**  
19 **requirements**

20 Standards are established in this ((s))Section 23.49.056 for DOC1, DOC2, and DMC  
21 zones, for the following elements:

22 ((M))minimum facade heights((;)),

23 ((S))setback limits((;)),

24 ((F))facade transparency((;)),

25 ((B))blank facade limits((;)),

1           ~~(S)~~ street trees~~(;)~~, and  
2           ~~(S)~~ setback and ~~(L)~~ landscaping ~~(R)~~ requirements in the Denny Triangle Urban Center  
3 Village.

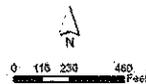
4           These standards apply to each lot line that abuts a street designated on Map 1F or another  
5 map identified in a note to Map 1F as having a pedestrian classification, except lot lines of open  
6 space TDR sites, and apply along other lot lines and to circumstances as expressly stated in this  
7 Section 23.49.056. The standards for each street frontage shall vary according to the pedestrian  
8 classification of the street on Map 1F or another map identified in a note to Map 1F~~(;)~~ and to  
9 whether property line facades are required by Map 1H. Standards for street landscaping and  
10 setback requirements in subsection 23.49.056.F also apply along lot lines abutting streets in the  
11 Denny Triangle Urban Center Village, as shown on ~~(Exhibit F)~~ Map A for 23.49.056.

**Map A for 23.49.056: Denny Triangle Urban Center Village**

**Map A for 23.49.056:  
Denny Triangle Urban Center Village**



 Denny Triangle Urban Center Village Boundary



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1 A. Minimum ((F))facade ((H))height((=))

2 1. Minimum facade height(s) are prescribed in Table A for 23.49.056 and Exhibit  
 3 A for 23.49.056, but minimum facade heights do not apply if all portions of the structure are  
 4 lower than the elevation of the required minimum facade height.

5 ~~((Table A for 23.49.056: Minimum Façade Height))~~

6 Table A for 23.49.056

7 Minimum Façade Height

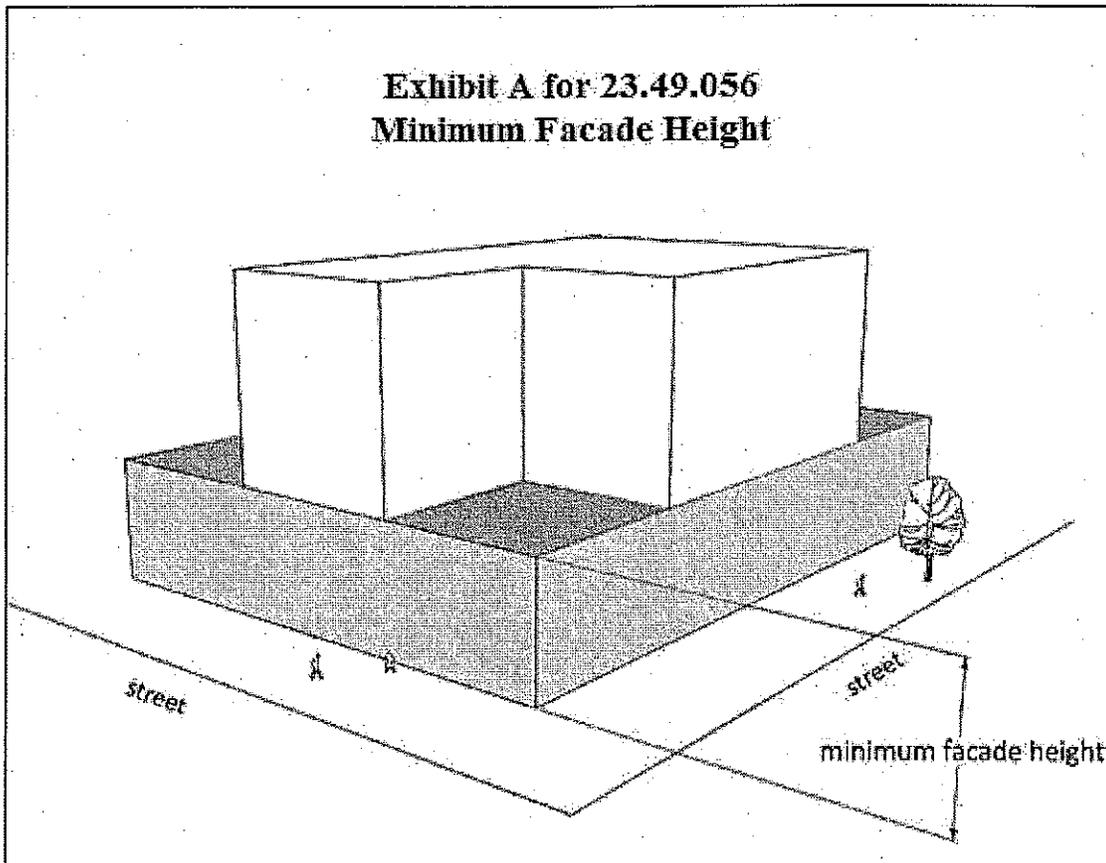
8 <u>Street ((C))classification</u>	<u>Minimum ((F))facade ((H))height*</u>
	<u>within ((D))designated ((Z))zone</u>
10 Streets ((R))requiring ((P))property ((L))line	DOC1, DOC2, DMC: 35 feet
11 ((F)) <u>facades</u>	
12 Class I ((P))pedestrian ((S)) <u>streets</u>	DOC 1, DOC 2: 35 feet
	DMC: 25 feet
14 Class II ((P))pedestrian ((S)) <u>streets</u>	DOC 1, DOC 2: 25 feet
	DMC: 15 feet
16 Designated ((G))green ((S)) <u>streets</u>	DOC1, DOC2, DMC: 25 feet

17 \*Except as provided in subsection 23.49.056.A.2 regarding view corridor requirements.

18  
 19 2. On designated view corridors specified in Section 23.49.024, the minimum  
 20 facade height is the maximum height permitted in the required setback, if it is less than the  
 21 minimum facade height required in subsection 23.49.056.A.1.

**Exhibit A for 23.49.056**

**Minimum Facade Height**



B. Facade ((S))setback ((L))limits((:))

1. Setback ((L))limits for ((P))property ((L))line ((F))facades. The following setback limits apply to all streets designated on Map 1H as requiring property line facades, except as specified in subsection 23.49.056.B.1.d.

a. The facades of structures 15 feet or less in height shall be located within 2 feet of the street lot line.

b. Structures greater than 15 feet in height are governed by the following criteria:

1 1) No setback limits apply up to an elevation of 15 feet above  
2 sidewalk grade.

3 2) Between the elevations of 15 and 35 feet above sidewalk grade,  
4 the facade shall be located within 2 feet of the street lot line, except that:

5 a) Any exterior public open space that satisfies the  
6 Downtown Amenity Standards, whether it receives a bonus or not, and any outdoor common  
7 recreation area required for residential uses, is not considered part of the setback.

8 b) Setbacks between the elevations of 15 and 35 feet above  
9 sidewalk grade at the street lot line are permitted according to the following standards, as  
10 depicted in Exhibit B for 23.49.056:

11 i. The maximum setback is 10 feet.

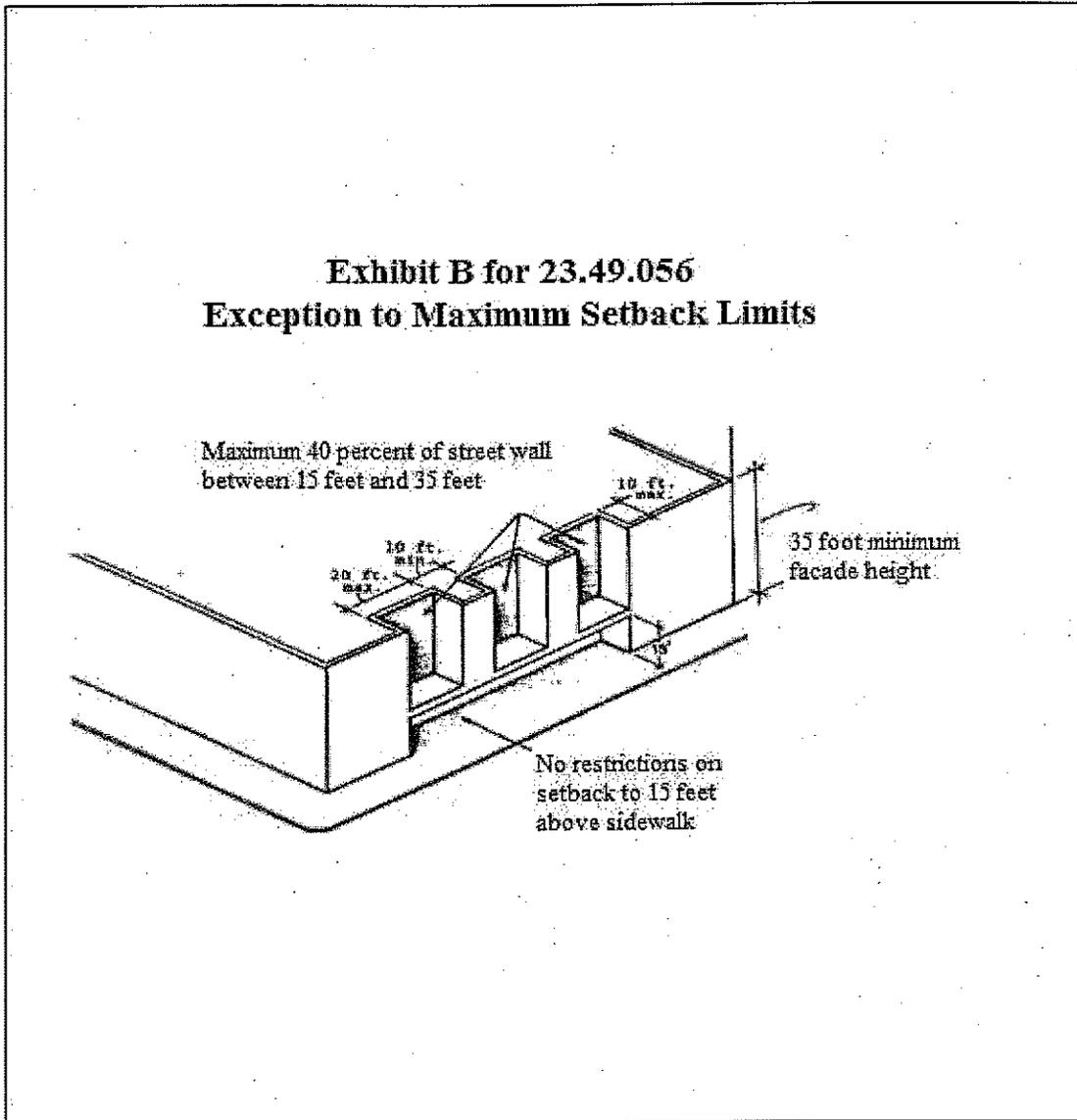
12 ii. The total area of a facade that is ~~((setback))~~set  
13 back more than 2 feet from the street lot line shall not exceed 40 percent of the total facade area  
14 between the elevations of 15 and 35 feet.

15 iii. No setback deeper than 2 feet shall be wider  
16 than 20 feet, measured parallel to the street lot line.

17 iv. The facade of the structure shall return to within  
18 2 feet of the street lot line between each setback area for a minimum of 10 feet. Balcony railings  
19 and other nonstructural features or walls are not considered the facade of the structure.

**Exhibit B for 23.49.056**

**Exception to Maximum Setback Limits**



**Exhibit B for 23.49.056**  
**Exception to Maximum Setback Limits**

Maximum 40 percent of street wall  
between 15 feet and 35 feet

15 ft.  
min.

30 ft.  
max.

10 ft.  
max.

35 foot minimum  
facade height

No restrictions on  
setback to 15 feet  
above sidewalk

c. If sidewalk widening is required by Section 23.49.022, setback standards shall be measured to the line established by the new sidewalk width rather than the street lot line.

d. In the DMC 160 zone, on lots that abut Alaskan Way, as an alternative

1 to the standards for required property line facades in subsections 23.49.056.B.1.a,  
2 23.49.056.B.1.b, and 23.49.056.B.1.c, a continuous setback of up to 16 feet from the lot line  
3 abutting Alaskan Way is allowed for the street-facing facade. If the alternative setback allowed  
4 by this subsection 23.49.056.B.1.d is provided, the setback area shall be used for outdoor uses  
5 related to abutting street-level uses, for landscaped open space, for a partially above-grade story  
6 that meets the conditions of subsection 23.49.011.B.1.u, or to widen the abutting sidewalk for  
7 pedestrian use.

8 \* \* \*

9 F. Setback and ~~(L)~~landscaping ~~(R)~~requirements for ~~(L)~~lots ~~(L)~~located ~~(W)~~within  
10 the Denny Triangle Urban Center Village~~(-)~~

11 1. Landscaping in the ~~(S)~~street ~~(R)~~right-of-~~(W)~~way for ~~(A)~~all ~~(S)~~streets  
12 ~~(O)~~other ~~(F)~~than ~~(F)~~those ~~(W)~~with ~~(G)~~green ~~(S)~~street ~~(P)~~plans ~~(A)~~approved by  
13 Director's Rule. All new development in DMC zones in the Denny Triangle Urban Center  
14 Village, as shown on ~~(Exhibit F)~~Map A for 23.49.056, shall provide landscaping in the  
15 sidewalk area of the street right-of-way, except on streets with a green street plan approved by  
16 Director's Rule. The square footage of landscaped area provided shall be at least 1.5 times the  
17 length of the street lot line (in linear feet). The following standards apply to the required  
18 landscaped area:

19 a. The landscaped area shall be at least 18 inches wide and shall be  
20 located in the public right-of-way along the entire length of the street lot line, except for building  
21 entrances, vehicular access or other connections between the sidewalk and the lot, provided that  
22 the exceptions may not exceed 50 percent of the total length of the street lot line(s).

23 b. As an alternative to locating the landscaping at the street lot line, all or  
24 a portion of the required landscaped area may be provided in the sidewalk area within 5 feet of  
25 the curb line.

1 c. Landscaping provided within 5 feet of the curb line shall be located and  
2 designed in relation to the required street tree planting and be compatible with use of the curb  
3 lane for parking and loading.

4 d. All plant material shall be planted directly in the ground or in  
5 permanently installed planters if ~~((where))~~ planting in the ground is not feasible. A minimum of  
6 50 percent of the plant material shall be perennial.

7 2. Landscaping on a ~~((D))~~designated ~~((G))~~green ~~((S))~~street. If required  
8 landscaping is on a designated green street with a green street plan approved by Director's Rule,  
9 the planting shall be consistent with designs identified in that green street plan.

10 3. Landscaping in ~~((S))~~setbacks~~((-))~~

11 a. In the Denny Triangle Urban Center Village, as shown on ~~((Exhibit~~  
12 ~~F))~~Map A for 23.49.056~~((-))~~, at least 20 percent of the total square footage of all areas abutting  
13 the street lot line that are not covered by a structure, have a depth of 10 feet or more from the  
14 street lot line and are larger than 300 square feet, shall be landscaped. Any area under canopies  
15 or marquees is considered uncovered. Any setback provided to meet the minimum sidewalk  
16 widths established by Section 23.49.022 is exempt from the calculation of the area to be  
17 landscaped.

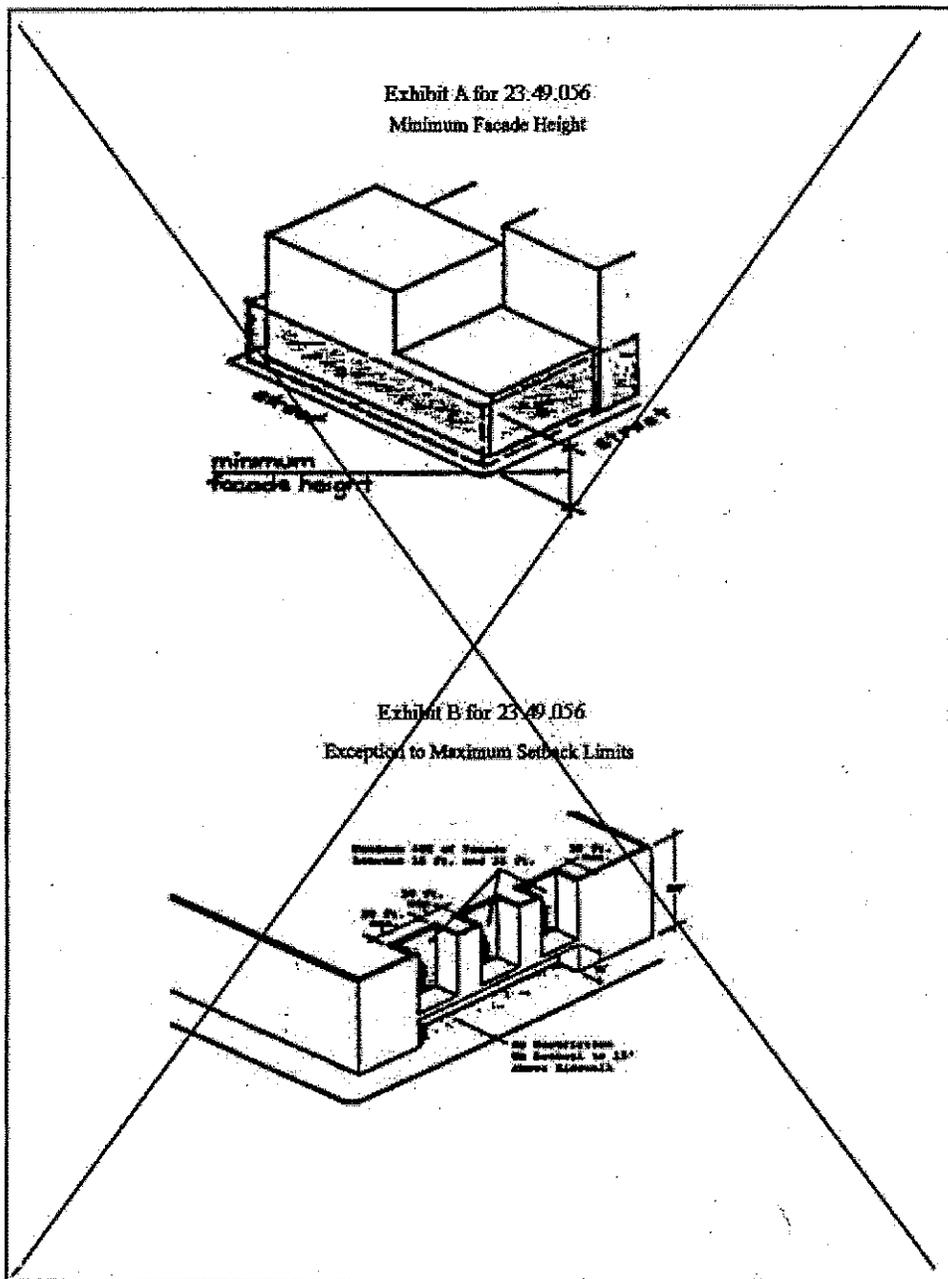
18 b. All plant material shall be planted directly in the ground or in  
19 permanently installed planters if ~~((where))~~ planting in the ground is not feasible. A minimum of  
20 50 percent of the plant material shall be perennial and shall include trees if a contiguous area, all  
21 or a portion of which is landscaped pursuant to subsection 23.49.056.F.1.a, exceeds 600 square  
22 feet.

23 4. Terry and 9th Avenues ~~((G))~~green ~~((S))~~street ~~((S))~~setbacks~~((-))~~

24 a. In addition to the requirements of subsections 23.49.056.F.2 and  
25 23.49.056.F.3, a 2 foot wide setback from the street lot line is required along the Terry and 9th  
26

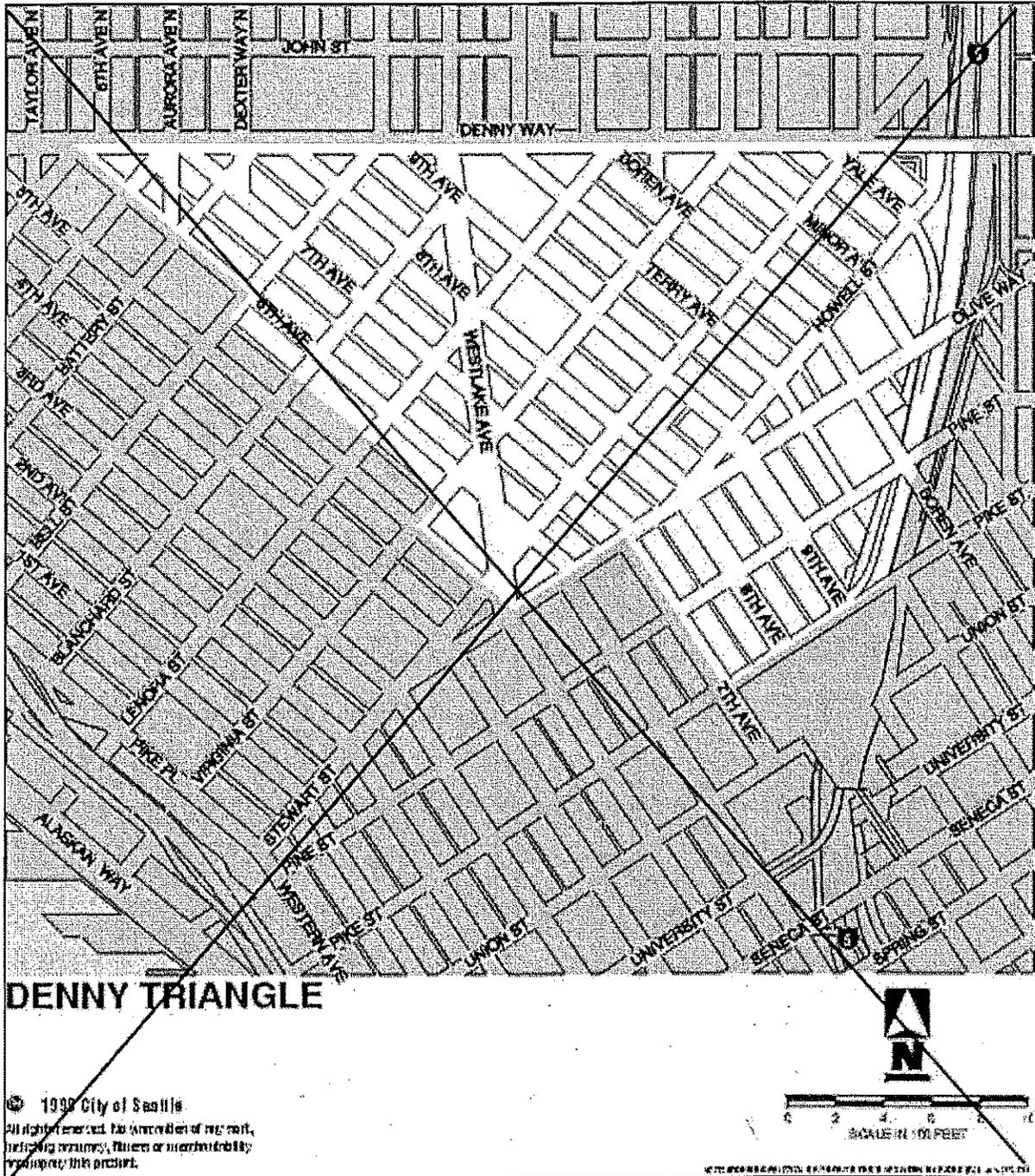
1 Avenue Green Streets within the Denny Triangle Urban Center Village as shown on ((Exhibit  
2 F))Map A for 23.49.056. The Director may allow averaging of the setback requirement of this  
3 subsection 23.49.056.F.4.a to provide greater conformity with an approved green street plan.

4 b. Fifty percent of the setback area ((~~must~~))shall be landscaped.



\*\*\*

((Exhibit F for 23.49.056))



1 Section 10. Section 23.49.058 of the Seattle Municipal Code, last amended by Ordinance  
2 123589, is amended as follows:

3 **23.49.058 Downtown Office Core 1 (DOC1), Downtown Office Core 2 (DOC2), and**  
4 **Downtown Mixed Commercial (DMC) upper-level development standards**

5 A. ~~((The provisions of this section apply in DOC 1, DOC 2, and DMC zones.))~~ For  
6 purposes of this ~~((s))~~Section 23.49.058, except in zones with a mapped height limit of 160 feet or  
7 less, a "tower" is a portion of a structure, not including rooftop features that would be permitted  
8 above the applicable height limit pursuant to Section 23.49.008, in which portion all gross floor  
9 area in each story is horizontally contiguous, and which portion is above (i) a height of ~~((eighty-~~  
10 ~~five-))~~85~~(( ))~~ feet in a structure that has any non-residential use above a height of ~~((sixty-five~~  
11 ~~))~~65~~(( ))~~ feet or does not have residential use above a height of ~~((one hundred sixty-))~~160~~(( ))~~  
12 feet; or (ii) in any structure not described in clause (i) a height determined as follows:

13 ~~(( ))~~1.~~(( ))~~ For a structure on a lot that includes an entire block front or that is on  
14 a block front with no other structures, ~~((sixty-five-))~~65~~(( ))~~ feet; or

15 ~~(( ))~~2.~~(( ))~~ For a structure on any other lot, the height of the facade closest to the  
16 street property line of the existing structure on the same block front nearest to that lot, but if the  
17 nearest existing structures are equidistant from that lot, then the height of the higher such facade;  
18 but in no instance shall the height exceed ~~((eighty-five-))~~85~~(( ))~~ feet or be required to be less  
19 than ~~((sixty-five-))~~65~~(( ))~~ feet.

20 ~~((A))~~B. The requirements of subsections 23.49.058.~~((B))~~C and 23.49.058.~~((E))~~D apply  
21 to:

22 1. All structures ~~((one hundred sixty-))~~160~~(( ))~~ feet in height or less, and all  
23 structures in the DMC 160 zone, in which any story above an elevation of ~~((eighty-five-))~~85~~(( ))~~  
24 feet above the adjacent sidewalk exceeds ~~((fifteen thousand-))~~15,000~~(( ))~~ square feet. For  
25 structures with separate towers, the ~~((fifteen thousand-))~~15,000~~(( ))~~ square foot threshold applies  
26

1 to each tower individually; and

2 2. Portions of structures in non-residential use above a height of ~~((one hundred~~  
3 ~~sixty ()))160((+))~~ feet in which any story above an elevation of ~~((eighty-five ()))85((+))~~ feet exceeds  
4 ~~((fifteen thousand ()))15,000((+))~~ square feet. For structures with separate towers, the ~~((fifteen~~  
5 ~~thousand ()))15,000((+))~~ square foot threshold applies to each tower individually.

6 ~~((B))C.~~ Facade ~~((M))~~modulation~~((:))~~

7 1. In DOC 1, DOC 2, and DMC zones, except the DMC 160 zone, ~~((F))~~facade  
8 modulation is required above a height of ~~((eighty-five ()))85((+))~~ feet above the sidewalk for any  
9 portion of a structure located within ~~((fifteen ()))15((+))~~ feet of a street ~~((property))~~lot line. No  
10 modulation is required for portions of a facade set back ~~((fifteen ()))15((+))~~ feet or more from a  
11 street ~~lot((property))~~ line.

12 2. In the DMC 160 zone, facade modulation is required above a height of 60 feet  
13 above the sidewalk for any portion of a structure located within 15 feet of a street lot line. No  
14 modulation is required for portions of a facade set back 15 feet or more from a street lot line.

15 ~~((2))~~3. The maximum length of a facade without modulation is prescribed in  
16 Table A for 23.49.058~~((A))~~. This maximum length shall be measured parallel to each street  
17 ~~lot((property))~~ line, and shall apply to any portion of a facade, including projections such as  
18 balconies, that is located within ~~((fifteen ()))15((+))~~ feet of street ~~lot((property))~~ lines.

~~((Table 23.49.058A))~~

**Table A for 23.49.058**

**Modulation Requirements for DOC 1, DOC 2, and DMC Zones, Except DMC 160**

Elevation	Zone	Maximum length of un <del>((-))</del> modulated facade within 15 <del>((2))</del> feet of street lot <del>((property))</del> line
0 to 85 feet	No limit	
86 to 160 feet	155 feet	
161 to 240 feet	125 feet	
241 to 500 feet	100 feet	
Above 500 feet	80 feet	

**Modulation Requirements for DMC 160 Zone**

<u>0 to 60 feet</u>	No limit
<u>Above 60 feet</u>	<u>125 feet</u>

~~((3))~~4. Any portion of a facade exceeding the maximum length of facade prescribed on Table A for 23.49.058~~((A))~~ shall be set back a minimum of ~~((fifteen-))~~15~~(())~~ feet from the street lot~~((property))~~ line for a minimum distance of ~~((sixty-))~~60~~(())~~ feet before any other portion may be within ~~((fifteen-))~~15~~(())~~ feet of the street lot~~((property))~~ line.

~~((C))~~D. Upper-level width limit~~((-))~~

1. On lots where the width and depth of the lot each exceed ~~((two-hundred))~~200~~(())~~ feet, the maximum facade width for any portion of a ~~((building))~~structure above ~~((two-hundred-forty-))~~240~~(())~~ feet shall be ~~((one-hundred-forty-five-))~~145~~(())~~ feet along the general north/south axis of a site (parallel to the Avenues), and this portion of the structure shall be separated horizontally from any other portion of a structure on the lot above ~~((two-hundred-forty-))~~240~~(())~~ feet by at least ~~((eighty-))~~80~~(())~~ feet at all points.

2. In the DMC 160 zone, the maximum facade width of any portion of a structure above 60 feet in height shall be 180 feet along lots fronting on Alaskan Way or Western Avenue

1 between University and Union Streets. This portion of the structure shall be separated  
 2 horizontally from any other portion of a structure on the lot above 60 feet in height by at least 30  
 3 feet at all points. If the separation between portions of a structure above 60 feet in height is less  
 4 than 30 feet, the widths of the separated portions of the structure shall be combined to determine  
 5 the structure's width.

6 ((D))E. Tower floor area limits and tower width limits for portions of structures in  
 7 residential use. The requirements of this subsection 23.49.058.E((D)) apply only to structures  
 8 that include portions in residential use above a height of ((one hundred sixty ()))160((+)) feet, and  
 9 do not apply in the DMC 160 zone.

10 1. Maximum limits on average residential gross floor area per story and  
 11 maximum residential floor area per story of towers are prescribed in Table B for  
 12 23.49.058((23.49.058D1)).

13 ((Table 23.49.058D1  
 14 **Average residential gross floor area per story and maximum residential gross floor area  
 15 per story of a tower\***))

16 **Table B for 23.49.058**  
 17 **Average Residential Gross Floor Area Per Story and Maximum Residential Gross Floor Area Per Story**  
 18 **of a Tower\***

19 (1) Zone	20 (2) Average residential gross floor area limit per story of a tower if height does not exceed the base height limit for residential use	21 (3) Average residential gross floor area limit per story of a tower if ((when))height exceeds the base height limit for residential use	22 (4) Maximum residential floor area of any story in a tower
23 DMC 240/290-400 and DMC 340/290-400	10,000 square((-)) feet((-))	10,700 square((-)) feet((-))	11,500 square((-)) feet((-))
24 DOC2	15,000 square((-)) feet((-))	12,700 square((-)) feet((-))	16,500 square((-)) feet((-))
25 DOC1	15,000 square((-)) feet((-))	13,800 square((-)) feet((-))	16,500 square((-)) feet((-))

26 \*For the height at which a "tower" begins, see the definition at the beginning of this Section 23.49.058.

27 a. For structures that do not exceed the base height limit for residential

1 use, each tower is subject to the average floor area per story limits specified in column (2) on  
2 Table B for 23.49.058(~~D1~~).

3 b. For structures that exceed the base height limit for residential use  
4 (which requires that the applicant obtain bonus residential floor area pursuant to Section  
5 23.49.015), the average residential gross floor area per story of each tower is subject to the  
6 applicable maximum limit specified in column (3) on Table B for 23.49.058(~~D1~~).

7 c. In no instance shall the residential gross floor area of any story in a  
8 tower exceed the applicable maximum limit specified in column (4) on Table B for  
9 23.49.058(~~D1~~).

10 d. Unoccupied space provided for architectural interest pursuant to  
11 ~~(S)~~ subsection 23.49.008.B shall not be included in the calculation of gross floor area.

12 2. Maximum ~~(T)~~ tower ~~(W)~~ width ~~(Z)~~

13 a. In DMC zones, the maximum facade width for portions of a building  
14 above ~~(eighty-five (85))~~ 85 feet along the general north/south axis of a site (parallel to the  
15 Avenues) shall be ~~(one hundred twenty (120))~~ 120 feet or ~~(eighty (80))~~ 80 percent of the width  
16 of the lot measured on the Avenue, ~~(which ever)~~ whichever is less, except that:

17 ~~((f))1~~ On a lot where the limiting factor is the ~~(eighty (80))~~ 80  
18 percent width limit, the maximum facade width is ~~(one hundred twenty (120))~~ 120 feet, if  
19 ~~((when))~~ at all elevations above a height of ~~(eighty-five (85))~~ 85 feet, no more than ~~(fifty~~  
20 ~~(50))~~ 50 percent of the area of the lot located within ~~(fifteen (15))~~ 15 feet of the street lot  
21 line(s) is occupied by the structure; and

22 ~~((f))2~~ On lots smaller than ~~(ten thousand seven hundred (10,700))~~  
23 10,700 square feet that are bounded on all sides by street right-of-way, the maximum facade  
24 width shall be ~~(one hundred twenty (120))~~ 120 feet.

25 b. In DOC1 and DOC2 zones, the maximum facade width for portions of  
26  
27  
28

1 a building above (~~(eighty-five ('))~~85(~~('))~~) feet along the general north/south axis of a site (parallel  
2 to the Avenues) shall be (~~(one hundred forty-five ('))~~145(~~('))~~) feet.

3 c. The projection of unenclosed decks and balconies, and architectural  
4 features such as cornices, shall be disregarded in calculating the maximum width of a facade.

5 (~~(E))~~F. Tower spacing for all structures over (~~(one hundred sixty ('))~~160(~~('))~~) feet in  
6 height in those DMC zoned areas specified below:

7 1. For the purposes of this (~~(s))~~Section 23.49.058, no separation is required:

8 a. between structures on different blocks, except as may be required by  
9 view corridor or designated green street setbacks, or

10 b. from a structure on the same block that is not located in a DMC zone;

11 or

12 c. from a structure allowed pursuant to the Land Use Code in effect prior  
13 to (~~(the effective date of Ordinance 122054,))~~May 12, 2006; or

14 d. from a structure on the same block that is 160 feet in height or less,  
15 excluding rooftop features permitted above the applicable height limit for the zone pursuant to  
16 Section 23.49.008; or

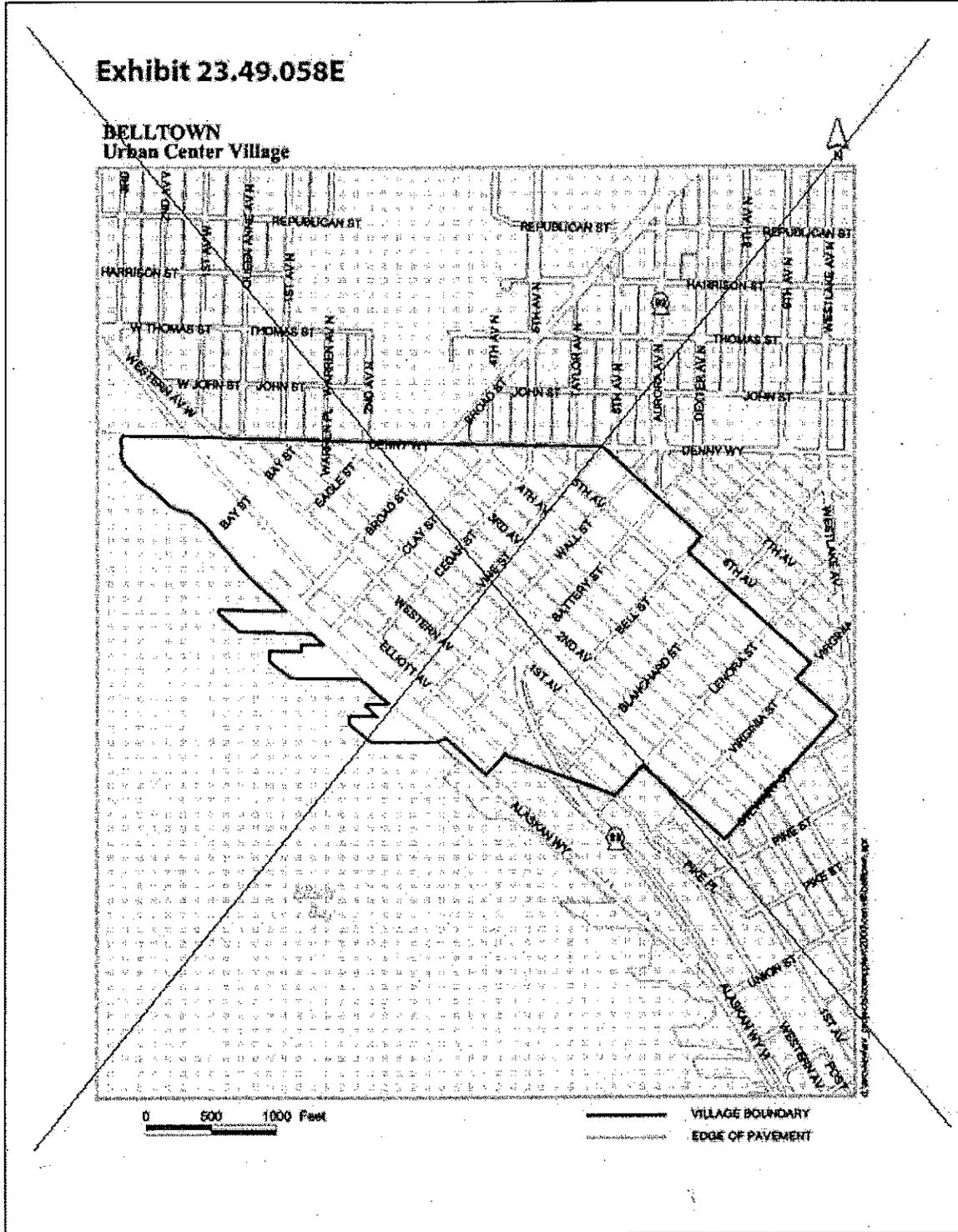
17 e. from a structure in a DMC 160 zone that gains additional height  
18 through subsection 23.49.008.E.

19 2. Except as otherwise provided in this subsection 23.49.058.F(~~(E))~~, in the DMC  
20 240(~~('))~~/290-400(~~('))~~ zone located between Stewart Street, Union Street, Third Avenue and First  
21 Avenue, if any part of a tower exceeds (~~(one hundred sixty ('))~~160(~~('))~~) feet in height, then all  
22 portions of the tower that are above (~~(one hundred twenty-five ('))~~125(~~('))~~) feet in height shall be  
23 separated from any other existing tower that is above 160 feet in height, and the minimum  
24 separation required between towers from all points above the height of 125 feet in each tower is

1 200 feet ~~((by a minimum of two hundred (200) feet from any portion of any other existing tower~~  
2 ~~above one hundred twenty five (125) feet in height)).~~

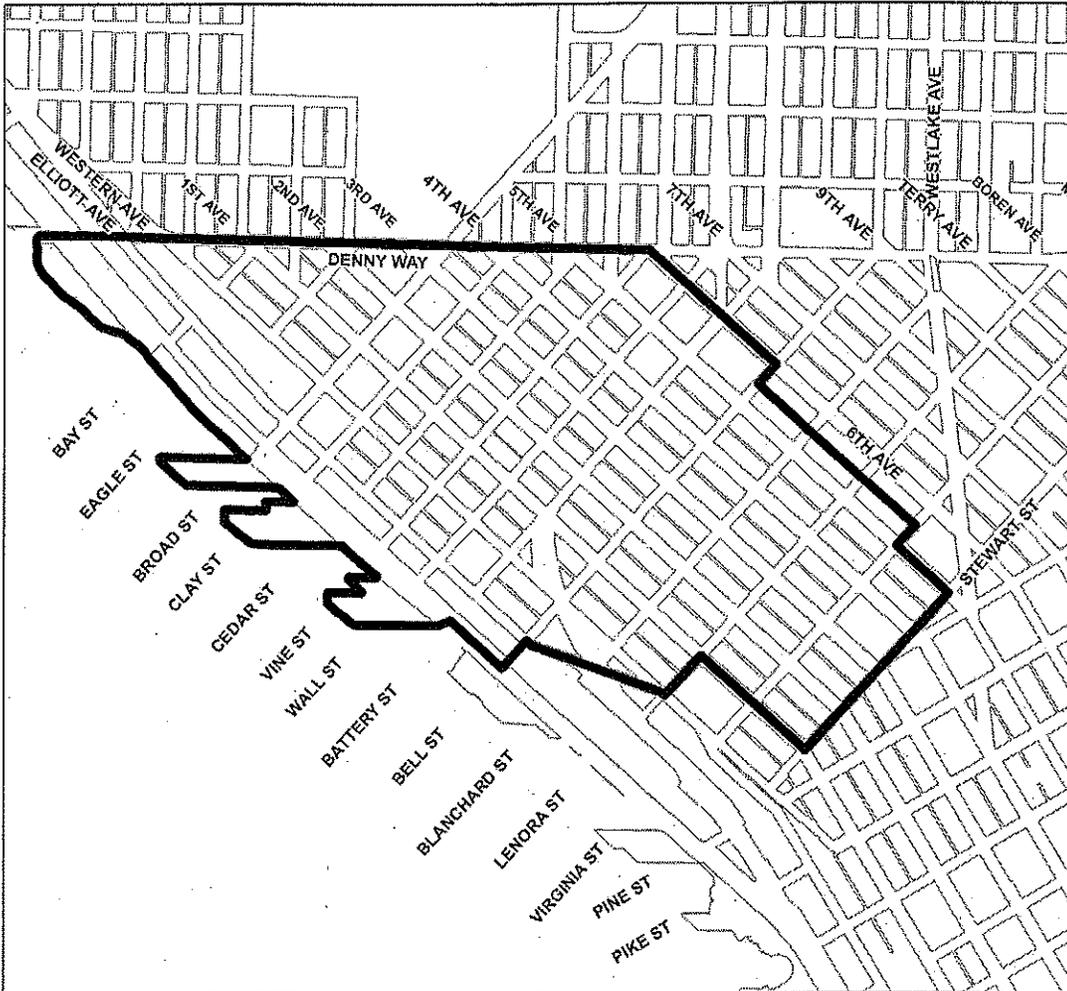
3 3. Except as otherwise provided in this subsection 23.49.058.F((E, on)) in the  
4 DMC zone~~((d sites))~~ with ~~((maximum))~~ a mapped height limit~~((s))~~ of more than ~~((one hundred~~  
5 ~~sixty (160)))~~ 160 feet located either in the Belltown Urban Center Village, as shown on ~~((Exhibit~~  
6 ~~23.49.058E))~~ Map A for 23.49.058, or south of Union Street, if any part of a tower exceeds ~~((one~~  
7 ~~hundred sixty (160))~~ 160 feet in height, then all portions of the tower that are above ~~((one~~  
8 ~~hundred twenty five (125))~~ 125 feet in height must be separated from any other existing tower  
9 that is above 160 feet in height, and the minimum separation required between towers from all  
10 points above the height of 125 feet in each tower is 80 feet ~~((by a minimum of eighty (80) feet~~  
11 ~~from any portion of any other existing tower above one hundred twenty five (125) feet in~~  
12 ~~height)).~~

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**Map A for 23.49.058: Belltown Urban Center Village**

**Map A for 23.49.058:  
Belltown Urban Center Village**



**—** Belltown Urban Center Village Boundary



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1           4. Except as otherwise provided in this subsection 23.49.058.F((E)), ~~((en))~~ in the  
2 DMC zone ~~((d-sites))~~ with ~~((maximum))~~ a mapped height limit ~~((s))~~ of more than ~~((one hundred~~  
3 ~~sixty-))~~ 160 ~~((t))~~ feet located in the Denny Triangle Urban Center Village, as shown on ~~((Exhibit~~  
4 ~~23.49.056F))~~ Map A for 23.49.056, if any part of a tower exceeds ~~((one hundred sixty-))~~ 160 ~~((t))~~  
5 feet in height, then all portions of the tower that are above ~~((one hundred twenty five-))~~ 125 ~~((t))~~  
6 feet in height must be separated from any other existing tower that is above 160 feet in height,  
7 and the minimum separation required between towers from all points above the height of 125  
8 feet in each tower is 60 feet ~~((by a minimum of sixty (60) feet from any portion of any other~~  
9 ~~existing tower above one hundred twenty five (125) feet in height)).~~

10           5. The projection of unenclosed decks and balconies, and architectural features  
11 such as cornices, shall be disregarded in calculating tower separation.

12           6. If the presence of an existing tower would preclude the addition of another  
13 tower proposed on the same block, as a special exception, the Director may waive or modify the  
14 tower spacing requirements of this ~~((s))~~ Section 23.49.058 to allow a maximum of two  
15 ~~((2))~~ towers to be located on the same block that are not separated by at least the minimum  
16 spacing required in subsections ~~((E2, E3))~~ 23.49.058.F.2, 23.49.058.F.3 and 23.49.058.F.4 ~~((E4))~~,  
17 other than towers described in subsection 23.49.058.F.1 ~~((E1))~~. The Director shall determine that  
18 issues raised in the design review process related to the presence of the additional tower have  
19 been adequately addressed before granting any exceptions to tower spacing standards. The  
20 Director shall consider the following factors in determining whether such an exception shall be  
21 granted:

22           a. potential impact of the additional tower on adjacent residential  
23 structures, located within the same block and on adjacent blocks, in terms of views, privacy, and  
24 shadows;

1                   b. potential public benefits that offset the impact of the reduction in  
2 required separation between towers, including the provision of public open space, designated  
3 green street or other streetscape improvements, preservation of landmark structures, and  
4 provision of neighborhood commercial services, such as a grocery store, or community services,  
5 such as a community center or school;

6                   c. potential impact on the public environment, including shadow and view  
7 impacts on nearby streets and public open spaces;

8                   d. design characteristics of the additional tower in terms of overall bulk  
9 and massing, facade treatments and transparency, visual interest, and other features that may  
10 offset impacts related to the reduction in required separation between towers;

11                   e. the City's goal of encouraging residential development downtown; and

12                   f. the feasibility of developing the site without an exception from the  
13 tower spacing requirement.

14                   7. For purposes of this ((s))Section 23.49.058, an "existing" tower is either:

15                   ((f))a.((g)) a tower that is physically present, except as provided below in  
16 this subsection 23.49.058.F.7((E6)), or

17                   ((f))b.((g)) a proposed tower for which a Master Use Permit decision that  
18 includes approval of the Design Review element has been issued, unless and until either (i) the  
19 Master Use Permit issued pursuant to such decision expires or is cancelled, or the related  
20 application is withdrawn by the applicant, without the tower having been constructed; or (ii) a  
21 ruling by a hearing examiner or court of competent jurisdiction reversing or vacating such  
22 decision, or determining such decision or the Master Use Permit issued thereunder to be invalid,  
23 becomes final and no longer subject to judicial review.

24                   A tower that is physically present shall not be considered "existing" if the owner of the lot  
25 where such tower is located shall have applied to the Director for a permit to demolish such  
26

1 tower and such application shall be pending or a permit issued for such demolition shall be in  
2 effect, but any permit decision or permit for any structure that would not be permitted under this  
3 subsection 23.49.058.F.7 if such tower were considered "existing" may be conditioned upon the  
4 actual demolition of such tower.

5 ~~((F))~~G. Upper ~~((L))~~level ~~((S))~~setbacks~~((:))~~

6 1. ~~((When))~~If a lot in a DMC zone is across a street from the Pike Place Market  
7 Historical District, as shown on Map 1K, a continuous upper-level setback of ~~((fifteen-))~~15~~((:))~~  
8 feet, measured from the street lot line across the street from the Pike Place Market Historical  
9 District, is required ~~((shall be provided))~~for all portions of a structure above a height of 65  
10 feet~~((on all street frontages across from the Historical District above a height of sixty five (65)~~  
11 ~~feet)).~~

12 2. ~~((When))~~If a lot in a DMC or DOC2 zone is located on a designated green  
13 street that is not a designated view corridor requiring view corridor setbacks according to Section  
14 23.49.024, as shown on Map 1D, View Corridors, a continuous upper-level setback of ~~((fifteen~~  
15 ~~))~~15~~((:))~~ feet, measured from the abutting green street lot line, is required for portions of the  
16 structure above ~~((shall be provided on the street frontage abutting the green street at))~~a height of  
17 ~~((forty five-))~~45~~((:))~~ feet.

18 ~~((G))~~H. Structure ~~((S))~~separation ~~((R))~~requirements for ~~((M))~~mid-~~((B))~~block  
19 ~~((C))~~corridors in a DMC ~~((Z))~~zone in South Downtown. On a lot in a DMC zone in South  
20 Downtown, as depicted on Map 1A, the following standards apply:

21 1. At all levels above 45 feet and up to 85 feet in height, structures separated by a  
22 mid-block corridor must be separated at all points by a minimum horizontal distance of 45 feet,  
23 unless subsection 23.49.058.~~((G))~~H.3 applies.

24 2. At all levels above 85 feet in height, structures separated by a mid-block  
25 corridor must be separated at all points by a minimum horizontal distance of 55 feet, unless  
26

1 subsection 23.49.058.~~(G)~~H.3 applies.

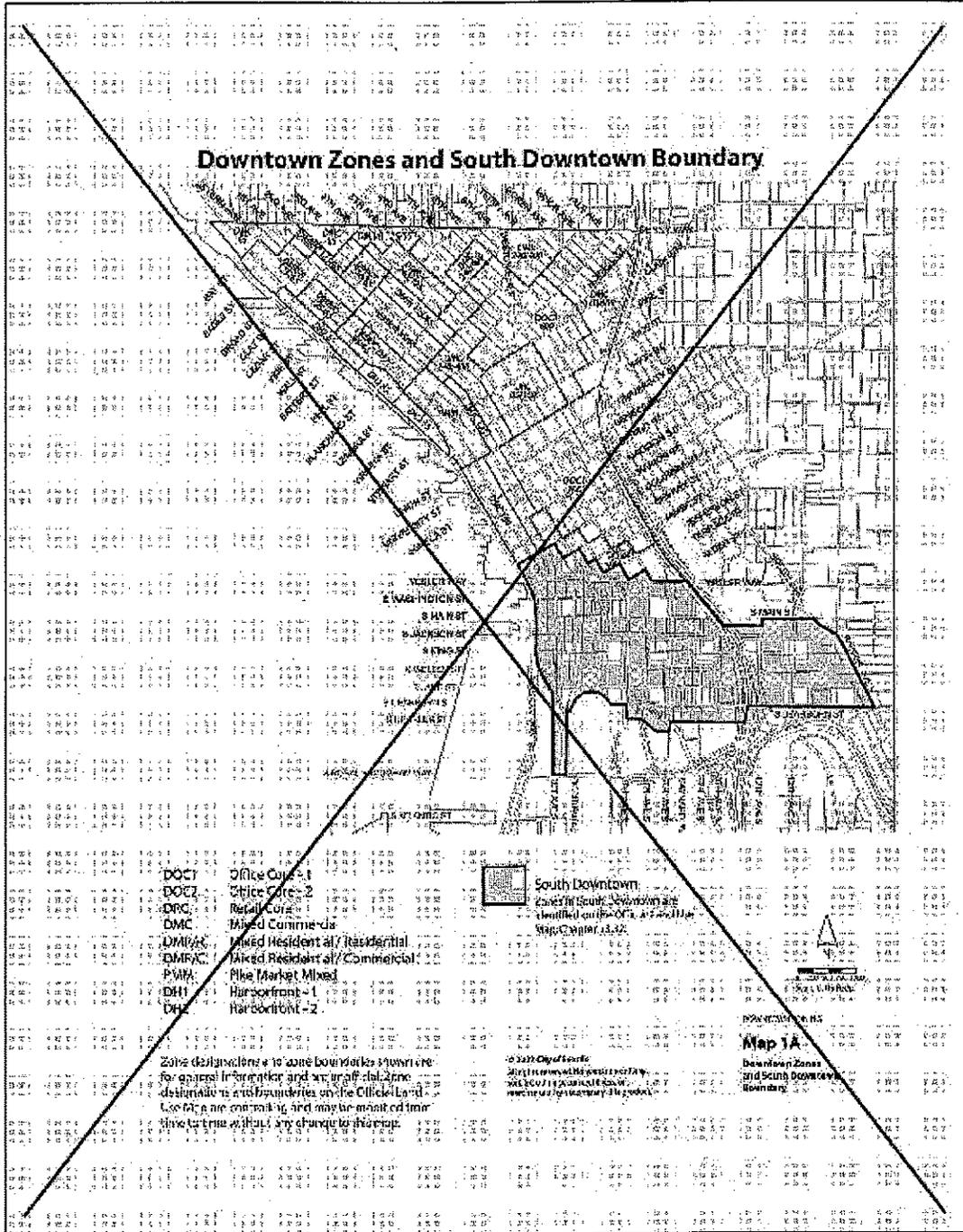
2           3. If a mid-block corridor abuts a side lot line that is not a street lot line, at all  
3 levels above 45 feet structures on that lot must set back from that side lot line at all points by a  
4 minimum horizontal distance of 45 feet.

5           Section 11. Maps 1A, 1F, 1G, 1H, and 1J in Chapter 23.49 of the Seattle Municipal  
6 Code; last amended by Ordinance 123589, are amended as follows:

7 **23.49 Downtown Overlay Maps**

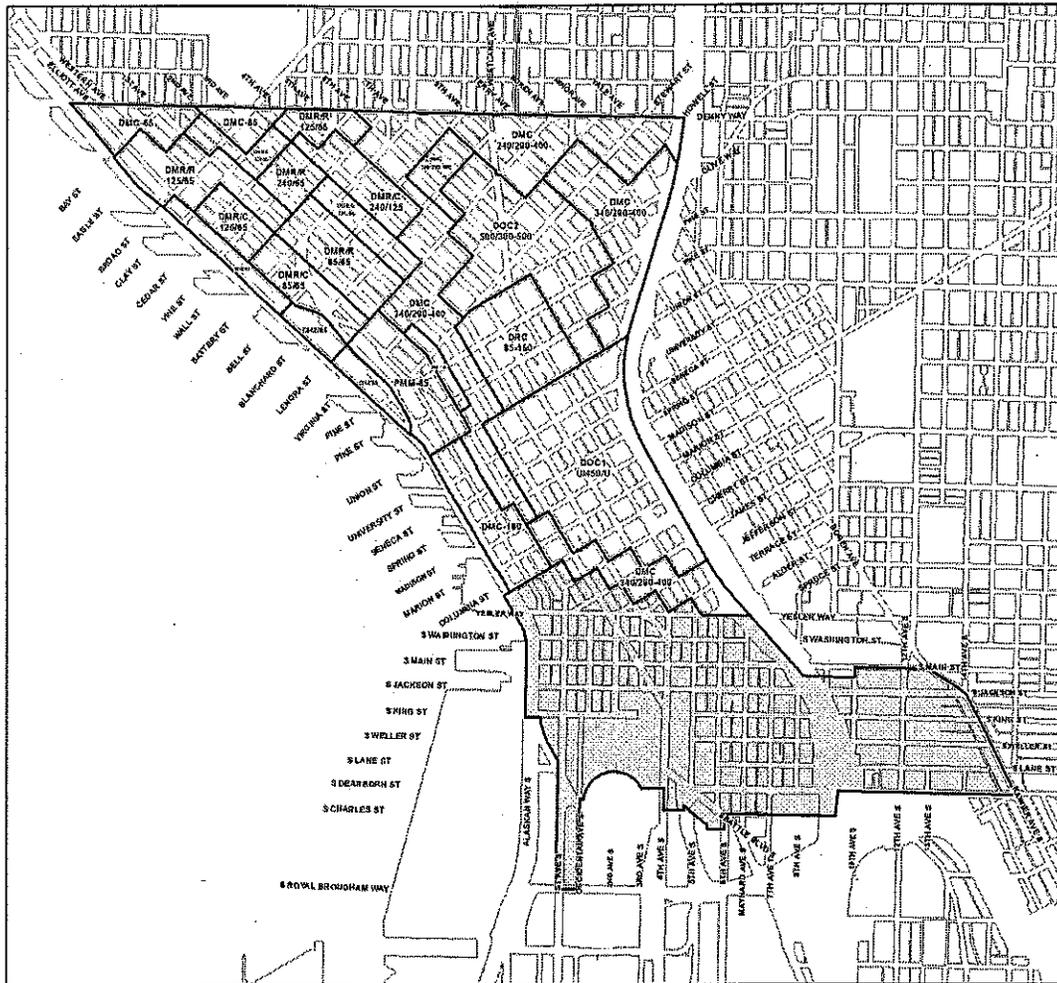
**Map 1A: Downtown Zones and South Downtown Boundary**

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## Downtown Zones and South Downtown Boundary

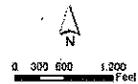


- DOC1 Office Core - 1
- DOC2 Office Core - 2
- DRC Retail Core
- DMC Mixed Commercial
- DMR/R Mixed Residential / Residential
- DMR/C Mixed Residential / Commercial
- PMM Pike Market Mixed
- DH2 Harborfront - 2

Zone designations and zone boundaries shown are for general information and are unofficial. Zone designations and boundaries on the Official Land use Map are controlling and may be modified from time to time without any change to this map.

 South Downtown Zones in South Downtown are identified on the Official Land Use Map, Chapter 23.32

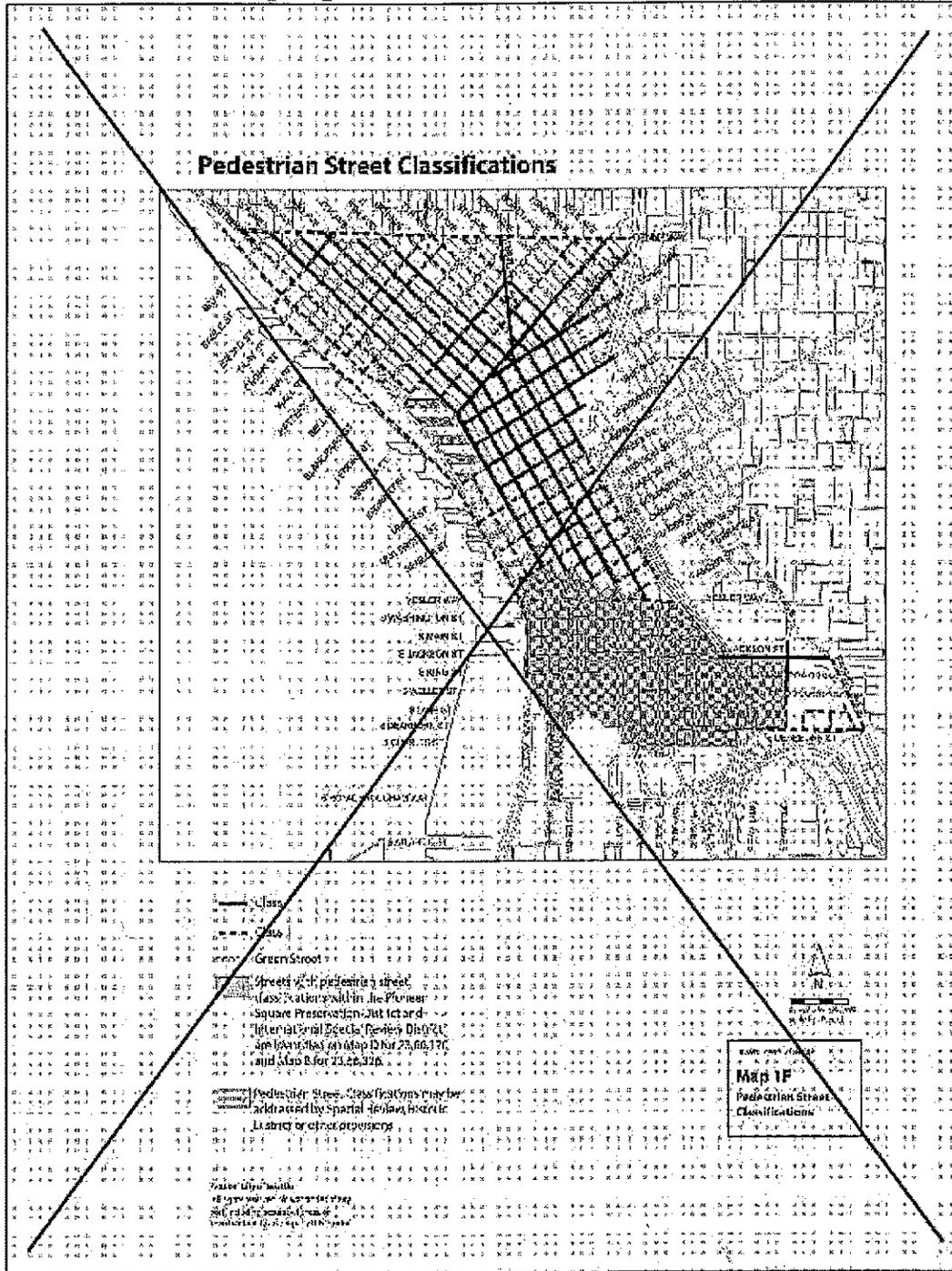
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Downtown zoning  
**Map 1A**  
 Downtown Zones and South Downtown Boundary

\*\*\*

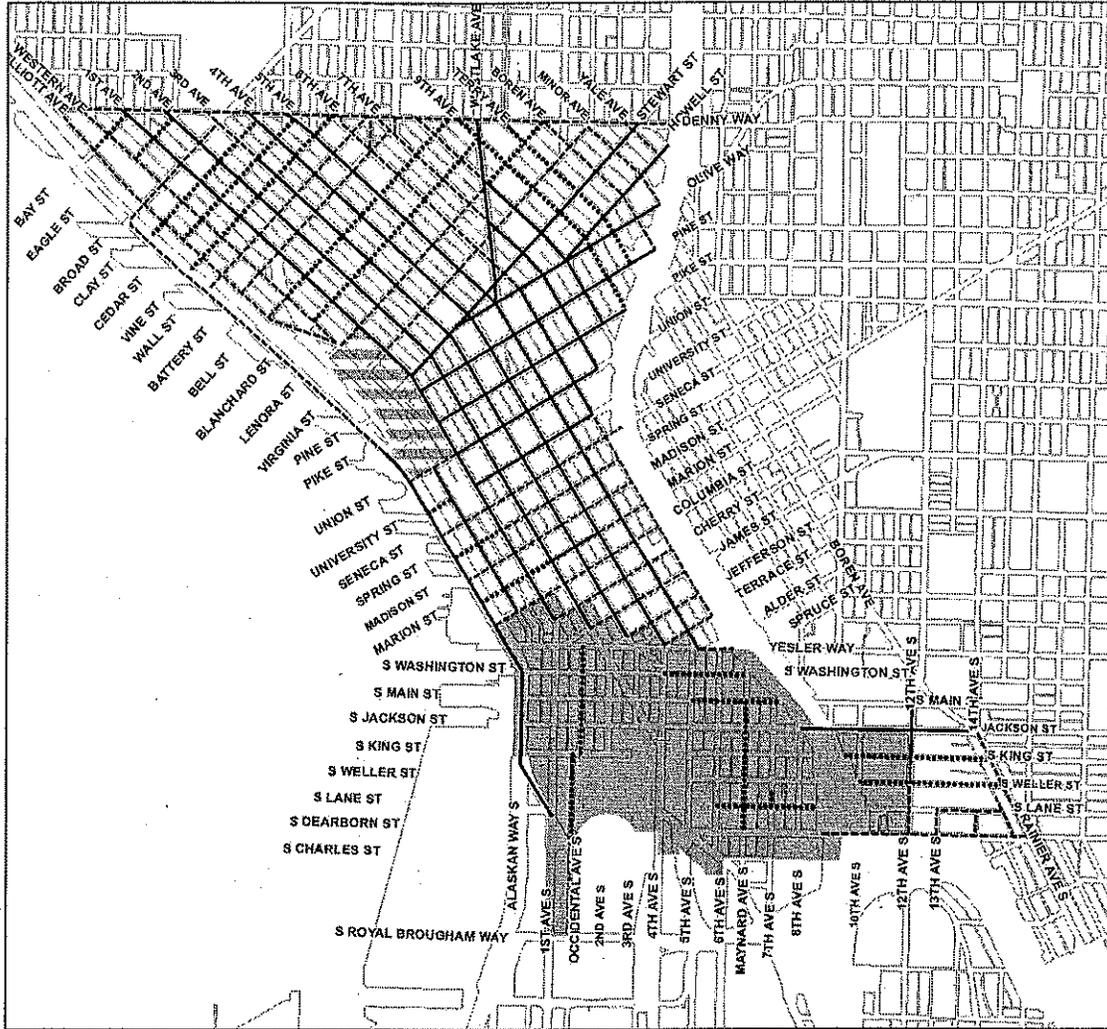
### Map 1F: Pedestrian Street Classifications



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## Pedestrian Street Classifications

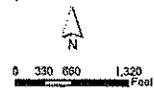


- Class I
- - - Class II
- Green Street

Streets with pedestrian street classifications within Pioneer Square Preservation District and International Special Review District are identified on Map D for 23.66.170 and Map B for 23.66.326

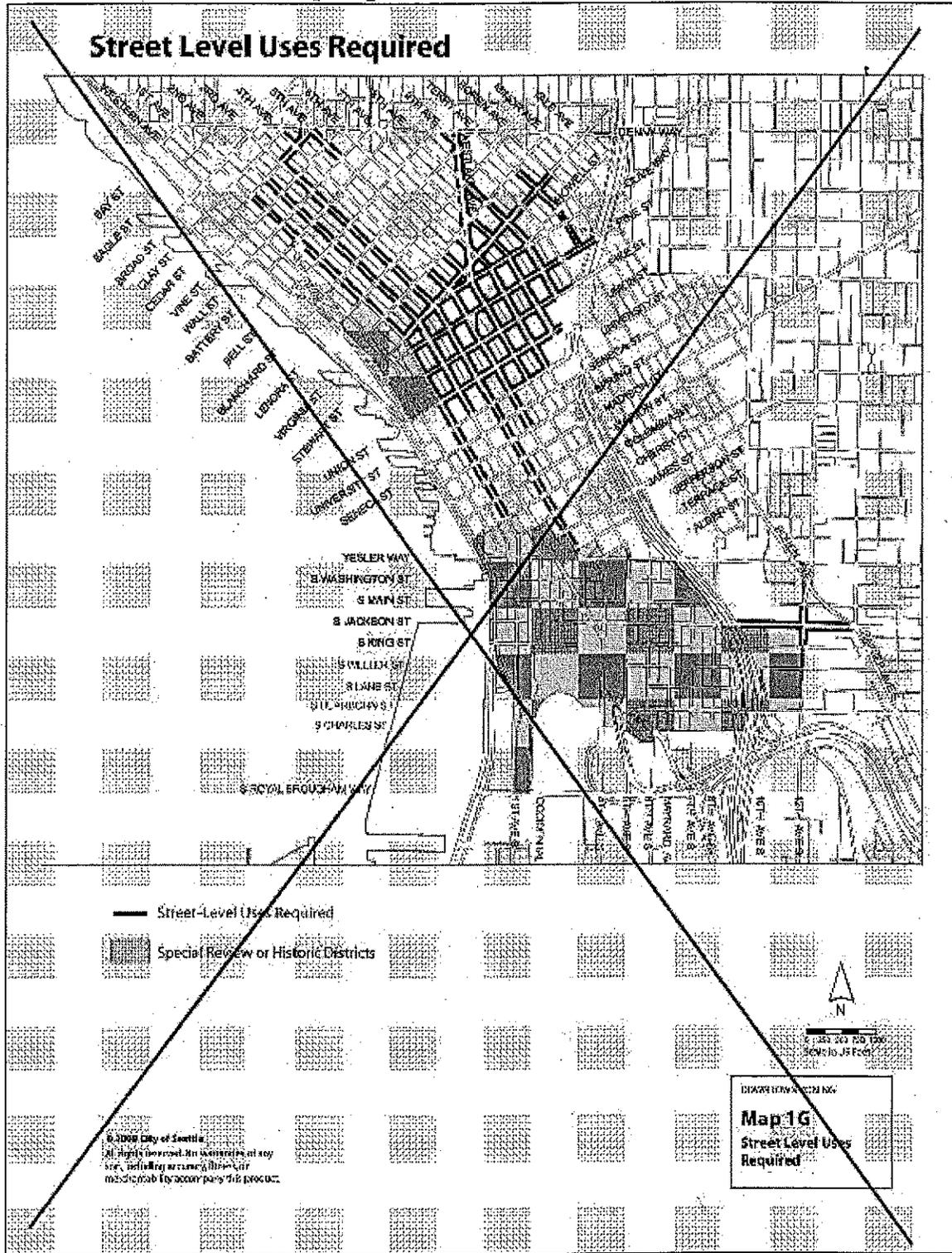
Pedestrian Street Classifications may be addressed by Special Review District or other provisions.

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Downtown zoning  
**Map 1F**  
 Pedestrian Street Classifications

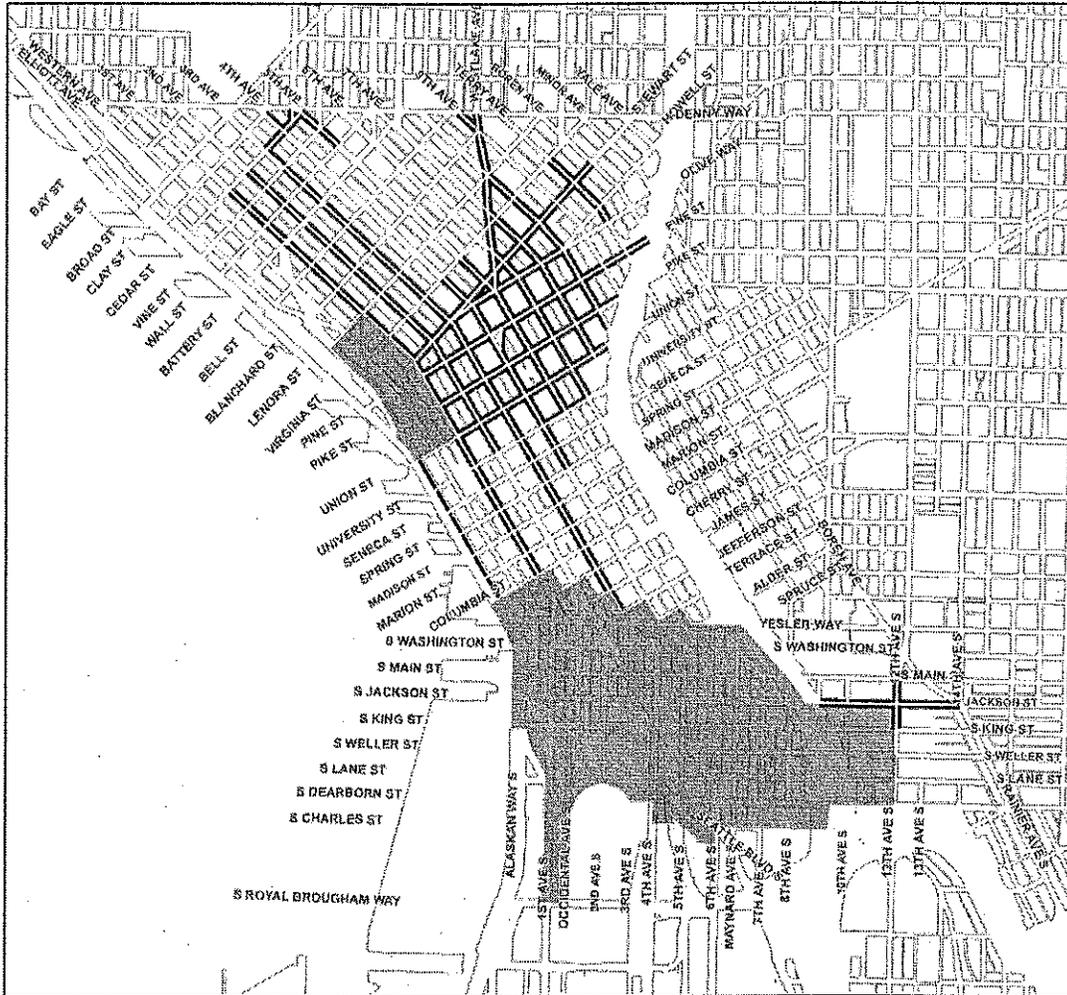
**Map 1G: Street Level Uses Required**



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### Street Level Uses Required



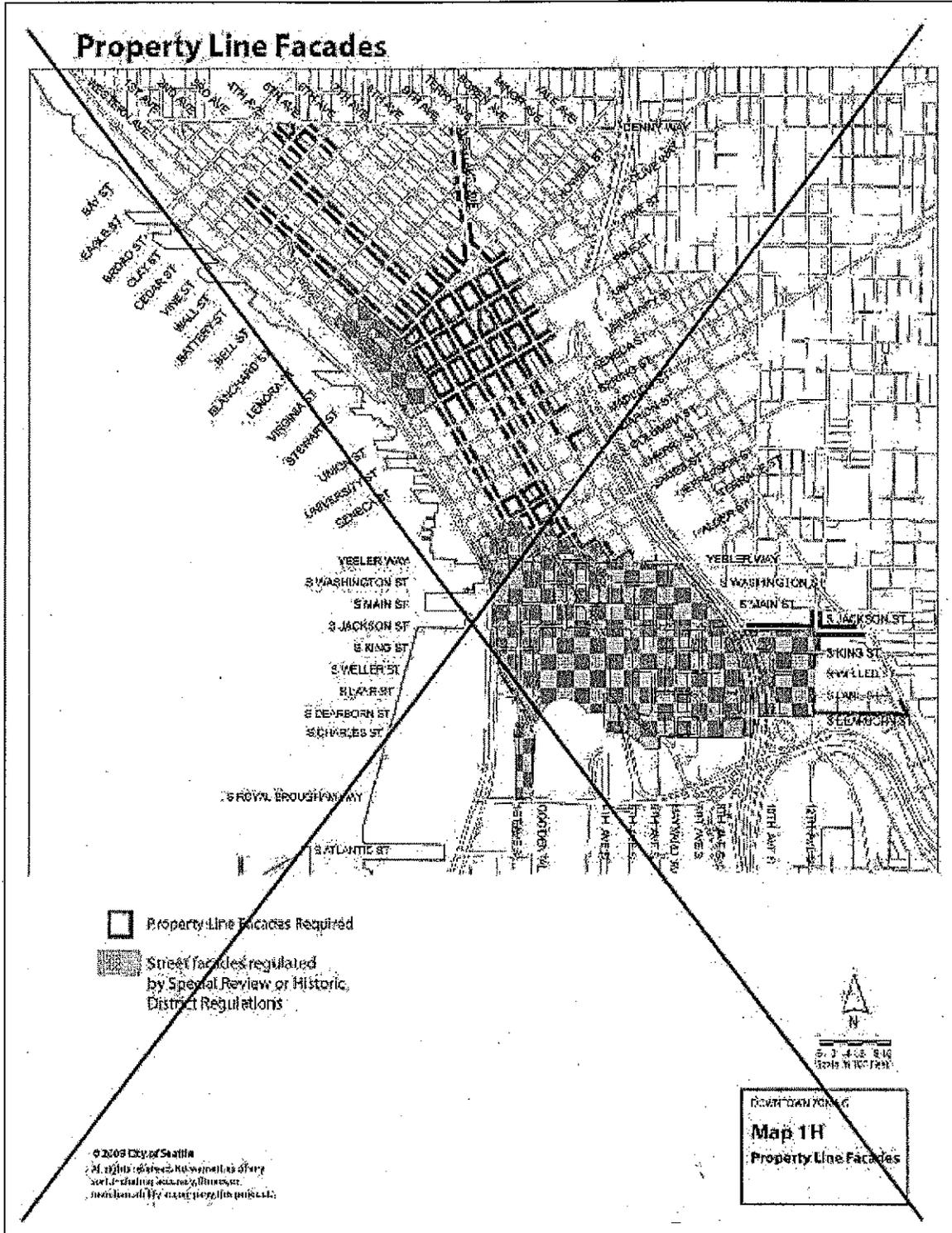
 Street Level Uses Required  
 Special Review or Historic Districts



Downtown zoning  
**Map 1G**  
 Street Level Uses  
 Required

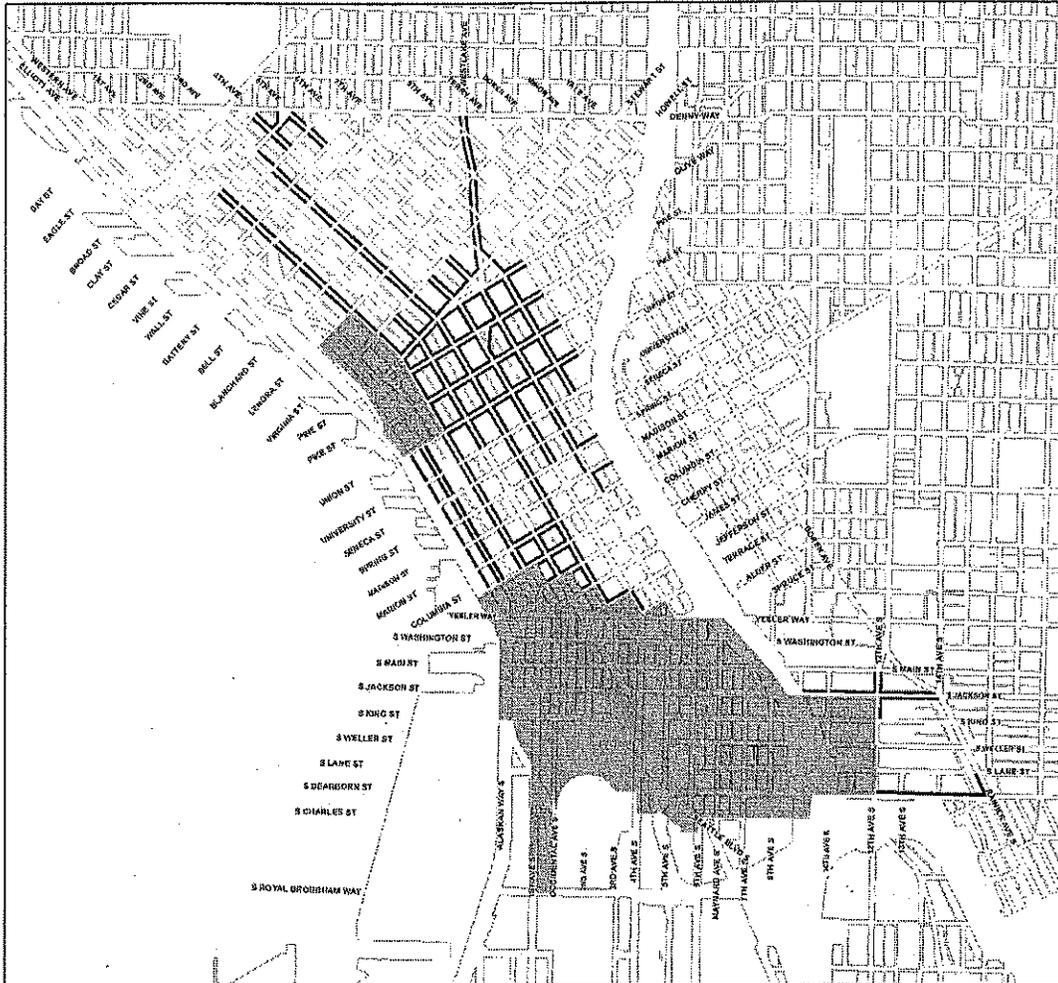
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Map 1H: Property Line Facades

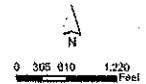


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### Property Line Facades



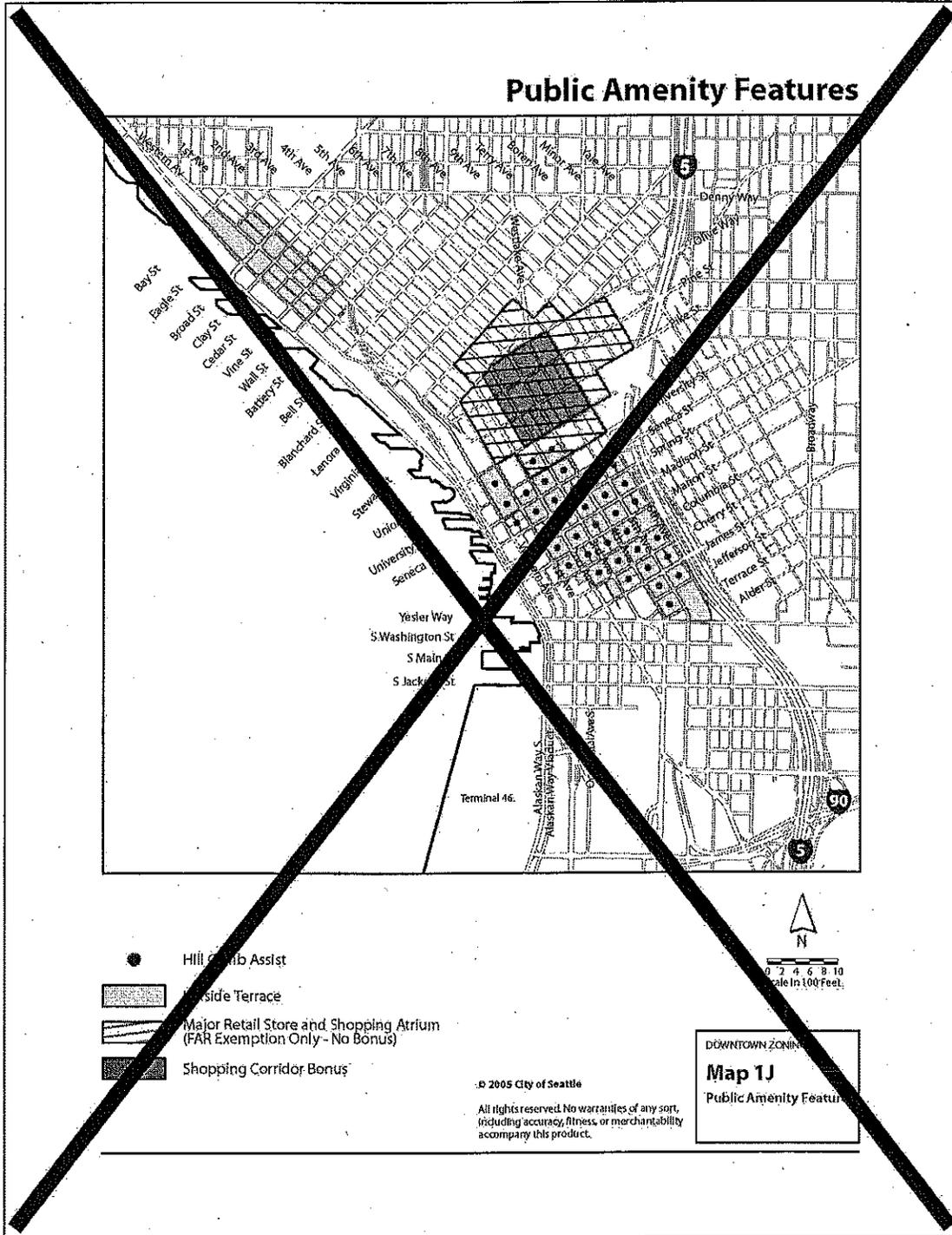
- Property Line Facades Required
- Street facades regulated by Special Review or Historic District Regulations



Downtown zoning  
**Map 1H**  
 Property Line Facades

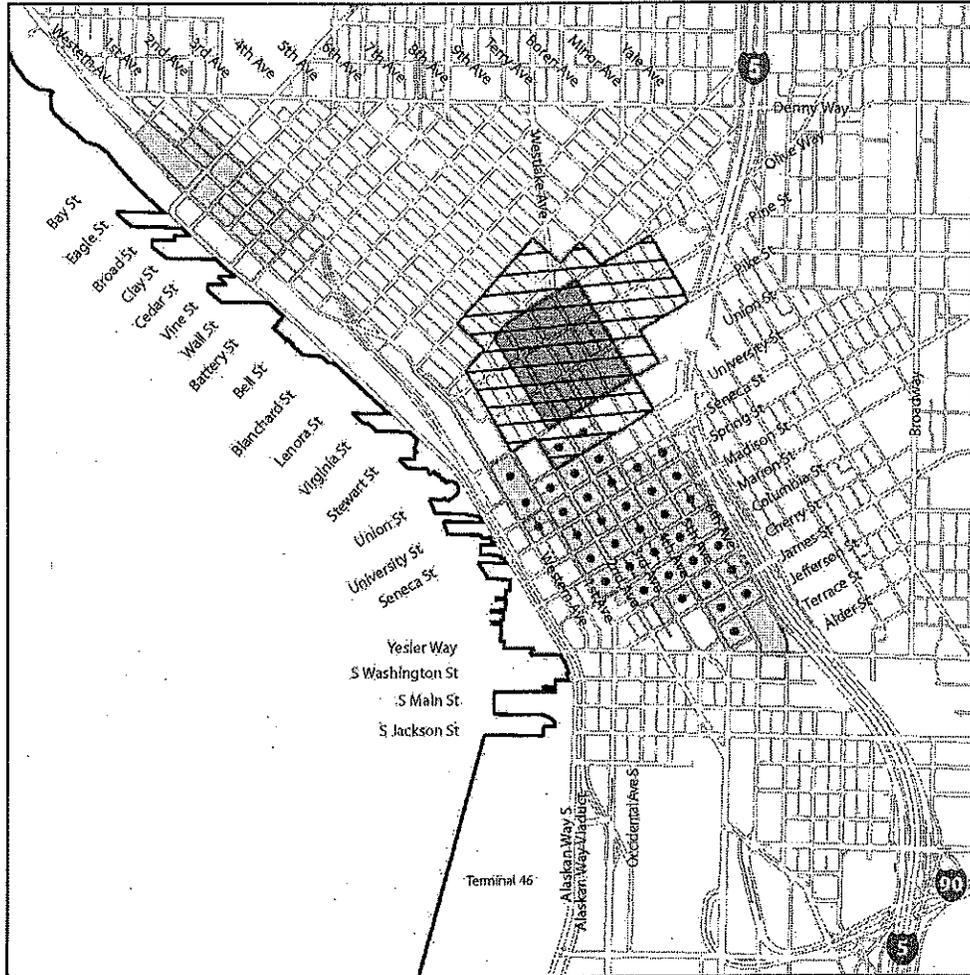
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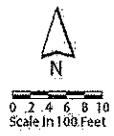


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## Public Amenity and Other Features



- Hill Climb Assst
- ▨ Hillside Terrace
- ▨ FAR Exemption Area: Uses Listed in 23.49.009.A, Major Retail Store and Shopping Atrium
- ▨ Shopping Corridor



DOWNTOWN ZONING  
**Map 1J**  
 Public Amenity  
 and Other Features

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 accompany this product.

1 \* \* \*

2 Section 12. Section 23.54.035 of the Seattle Municipal Code, last amended by Ordinance  
3 123963, is amended as follows:

4 **23.54.035 Loading berth requirements and space standards**

5 \* \* \*

6 B. Exception to ~~((L))~~loading ~~((R))~~requirements~~((:))~~

7 1. For uses with less than 16,000 square feet of gross floor area that provide a  
8 loading space on a street or alley, the loading berth requirements may be waived by the Director  
9 if, after review, the Director of Transportation finds that the street or alley berth is adequate.

10 2. Within the Downtown and South Lake Union Urban Centers and within the  
11 MPC-YT zone, ~~((if multiple buildings share a central loading facility,))~~loading berth  
12 requirements may be waived or modified if the Director finds, after ~~((in))~~consultation with and  
13 approval by the Director of Transportation, that the number of loading berths in Table A for  
14 23.54.035 is not required and that the modified number will be sufficient. The applicant shall  
15 submit specific information addressing the following criteria, upon which the Director's  
16 determination shall be based ~~((the following))~~:

- 17 a. All loading is proposed to occur on-site; or  
18 b. Loading that is proposed to occur in a public right-of-way can take  
19 place without disrupting pedestrian circulation or vehicular traffic; ~~((and))~~  
20 c. Additional evidence relating to the size, character and operation of the  
21 building and likely tenancy; and  
22 d. ~~((Once located))~~Where loading occurs at a central loading facility,  
23 goods can be distributed to other buildings on-site without disrupting pedestrian circulation or  
24 vehicular traffic.

25 \* \* \*

1 Section 13. Section 23.66.170 and Map D of the Seattle Municipal Code, last amended  
2 by Ordinance 123034, is amended, as follows:

3 **23.66.170 Parking and access**

4 A. Parking standards in the Pioneer Square Preservation District are set forth in Section  
5 23.49.019.

6 B. To mitigate the potential impacts of required loading on the District, the Director of  
7 Neighborhoods, after review and recommendation by the Preservation Board, may waive or  
8 reduce required loading if reasonable application of the loading standards will adversely affect  
9 the visual character of the District.

10 C. If parking is provided it shall be subject to the requirements of Section 23.54.030.

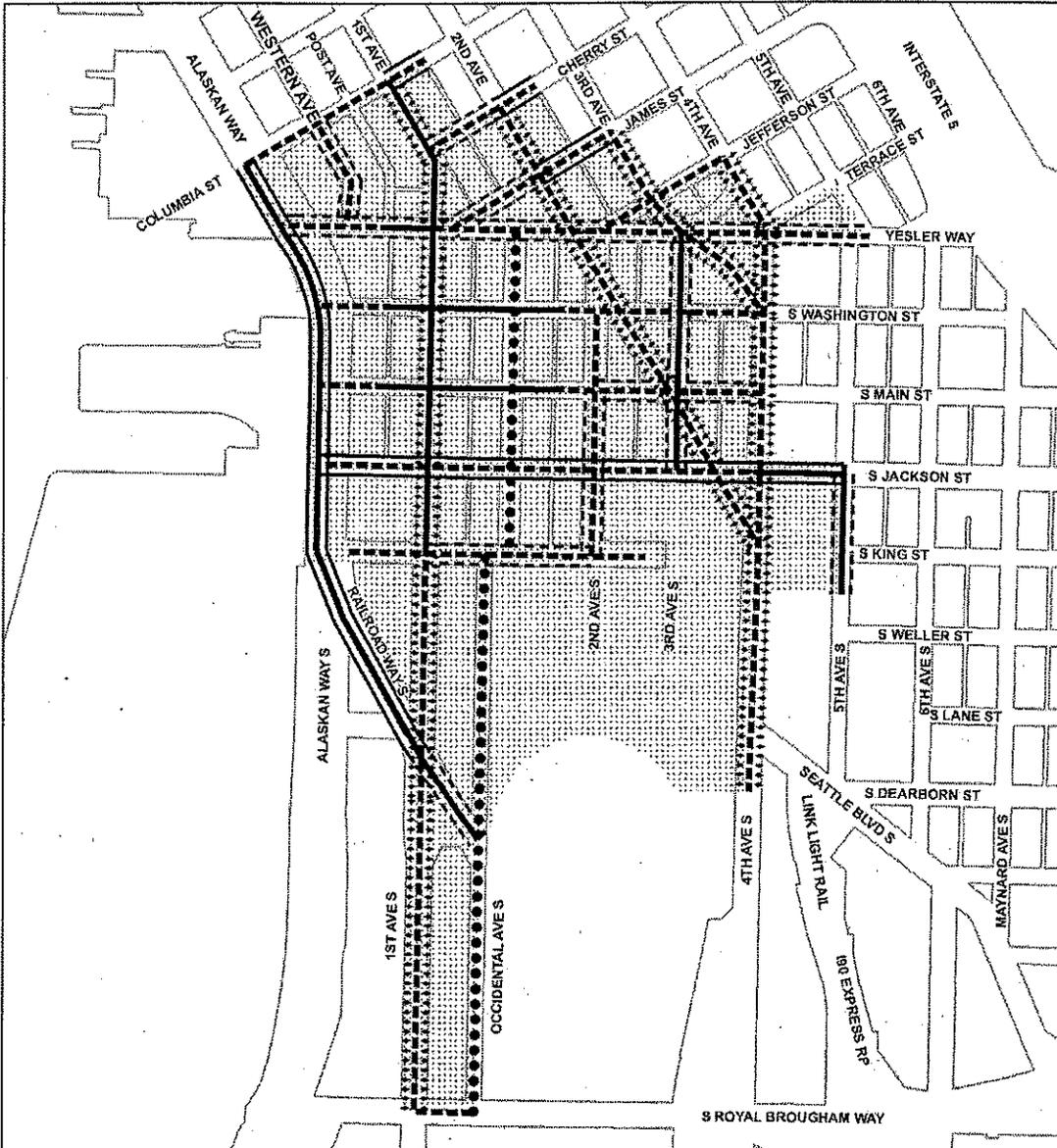
11 D. Standards for ~~((L))~~location of ~~((A))~~access to ~~((P))~~parking~~((:))~~

12 1. Access to parking and loading from alleys, and from streets that generally run  
13 east/west is preferred to access from ~~((avenues))~~Avenues. If a lot abuts more than one right-of-  
14 way, the location of access shall be determined by the Department of Neighborhoods Director in  
15 consultation with the Director of Transportation. This determination shall be made according to  
16 the traffic classification of the street, depicted on Map D for 23.66.170. Access shall be from  
17 rights-of-way classified as follows, from the most to least preferred (a portion of a street that is  
18 included in more than one category is considered as belonging only to the least preferred of the  
19 categories in which it is included), except when the Department of Neighborhoods Director,  
20 following review and recommendation by the Board, determines that access from the preferred  
21 right-of-way would create a hazardous condition: ~~((A))~~alleys; ((A))access streets, regardless of  
22 pedestrian classification; Class II pedestrian streets-minor arterial; Class II pedestrian streets-  
23 principal arterial; Class I pedestrian streets-minor arterial; Class I pedestrian streets-principal  
24 arterial; ((P))principal transit streets, regardless of pedestrian classification; ((G))green  
25 ((S))streets.

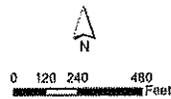


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**Map D for 23.66.170**



- Class I Pedestrian
- - - Class II Pedestrian
- Green Street
- Pioneer Square Historic Preservation District for the purpose of street classifications
- ▬▬▬ Principal Arterial
- ▬▬ Minor Arterial
- ▬▬▬▬ Principal Transit Street
- Access Street



Downtown Zoning  
**Map D**  
 for 23.66.170  
 Pioneer Square  
 Street  
 Classifications

Note: This map is only for purposes of Subsection 23.66.170.D.1. The Arterials Street Map, SMC Section 11.18.010, should be referred to for a complete identification of arterials for other purposes.  
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\* \* \*

1 Section 14. This ordinance shall take effect and be in force 30 days after its approval by  
2 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it  
3 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

4 Passed by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2015, and  
5 signed by me in open session in authentication of its passage this  
6 \_\_\_\_ day of \_\_\_\_\_, 2015.

7  
8  
9 \_\_\_\_\_  
10 President \_\_\_\_\_ of the City Council

11 Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2015.

12  
13 \_\_\_\_\_  
14 Edward B. Murray, Mayor

15  
16 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2015.

17  
18 \_\_\_\_\_  
19 Monica Martinez Simmons, City Clerk

20 (Seal)

**FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
Planning and Development	Kristian Kofoed / 233-7191	Melissa Lawrie / 684-5805

**Legislation Title:** An ordinance relating to land use and zoning, amending Sections 23.41.012, 23.49.008, 23.49.009, 23.49.011, 23.49.014, 23.49.015, 23.49.019, 23.49.046, 23.49.056, 23.49.058, Downtown Maps 1A, 1F, 1G, 1H, and 1J, 23.54.035 and 23.66.170 of the Seattle Municipal Code, to promote development adjacent to the downtown waterfront that will support the City’s vision for transforming the waterfront into a major public amenity, to update various development standards related to downtown development generally and to clarify provisions in these Sections of the code.

**Summary of the Legislation:** The proposal would amend development standards to promote a vital waterfront and the greater downtown area, encouraging new downtown buildings that can help transform the waterfront into a major public amenity as well as promote good infill development across downtown and to clarify and improve other general downtown zoning provisions.

**Background:**

The City’s Waterfront Plan was developed through broad and inclusive community engagement across the city, led by DPD and the Departments of Transportation and Parks over the past three years. The Plan anticipates a series of large-scale investments in new public infrastructure for the area and, through this legislation, incentives for new development along the eastern side of Alaskan Way. The result of the investment and incentives will be a vital, active, pedestrian-friendly waterfront that draws on the established historic character of the area. Additional changes fall within the scope and intent of adopted policy goals for the City and will assist in implementing goals relating to urban design and activation of the downtown retail core and downtown broadly, consistent with Comprehensive Plan/Downtown Urban Center plans.

Please check one of the following:

**This legislation does not have any financial implications.**

**This legislation has financial implications.**



**Other Implications:**

- a) **Does the legislation have indirect financial implications, or long-term implications?**  
No.
- b) **What is the financial cost of not implementing the legislation?**  
It will be more difficult to accomplish the goals of the Waterfront Plan as well as the goals of the Comprehensive Plan and adopted Downtown Neighborhood Plans.
- c) **Does this legislation affect any departments besides the originating department?**  
The Department of Transportation (SDOT) would have a minor role in provisions related to loading facilities. SDOT staff was consulted as part of preparing the proposal.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**  
Because the incentives are regulatory in nature, any other alternatives would likely be similar.
- e) **Is a public hearing required for this legislation?**  
Yes. A public hearing will be held by the City Council.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**  
Publication of SEPA for this legislation was included in the Daily Journal of Commerce and will also be required for the public hearing.
- g) **Does this legislation affect a piece of property?**  
The legislation affects multiple parcels in downtown Seattle.
- h) **Other Issues:** None.

**List attachments to the fiscal note below:**

None



**City of Seattle**  
Edward B. Murray  
Mayor

May 20, 2014

Honorable Tim Burgess  
President  
Seattle City Council  
City Hall, 2<sup>nd</sup> Floor

Dear Council President Burgess:

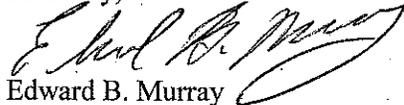
I am pleased to transmit the attached proposed Council Bill that would amend standards to promote a vital waterfront, encourage new downtown buildings that can help transform the waterfront into a major public amenity and promote well-designed infill development in the greater downtown area.

These amendments help implement the City's Waterfront Plan, developed through broad and inclusive community engagement across the city. With this legislation we can help create a vital, active, pedestrian-friendly waterfront that draws on the established historic character of the area.

Other amendments would improve the look and function of downtown development to promote a more attractive skyline, more active uses such as retail, restaurants and arts facilities at street level as well as second floors, provide more flexibility to right-size loading berths and encourage their enclosure from view, and provide for efficient location of public facilities within new development.

Seattle is taking important steps to implement the long-held dream of a great waterfront. This legislation is a critical measure to realize a high-quality built environment along Alaskan Way and throughout downtown. Please join me in supporting these amendments. Thank you for your consideration of this legislation. Should you have questions, please contact Kristian Kofoed at (206) 233-7191 of the Department of Planning and Development.

Sincerely,



Edward B. Murray  
Mayor of Seattle

cc: Honorable Members of the Seattle City Council



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## **Downtown & Central Waterfront Amendments**

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### **INTRODUCTION**

The Department of Planning and Development (DPD) is proposing amendments to the Land Use Code relating to development adjacent to the central waterfront and to development more generally throughout downtown. This report is organized into two sections. Section I presents the amendments most related to the central waterfront. Section II presents the more generally applicable amendments. In some instances the amendments discussed in Section I have broader application (and are identified as such), but are discussed in relation to the importance of the role of the amendment in helping to achieve the goals and objectives of central waterfront planning.

### **I. CENTRAL WATERFRONT**

DPD is proposing to amend the Land Use Code to encourage development that will help achieve the vision for the creation of 20 acres of new public spaces along Seattle's central waterfront. This vision is part of the Waterfront Seattle Concept Design and Framework Plan (hereinafter Waterfront Plan), endorsed by the City Council through Resolutions 31399, 31264, 30724 and 30664.

This vision was developed through broad and inclusive community engagement across the city, led by DPD and the Departments of Transportation and Parks over the past three years. The plan anticipates a series of large-scale investments in new public infrastructure for the area, which include a reconstructed Elliott Bay Seawall, a newly designed Alaskan Way surface street with a waterfront promenade and other complementary improvements in the area. The proposed code amendments will help encourage and ensure that new development along the eastern side of Alaskan Way creates an active, pedestrian-friendly frontage and enhances the established historic industrial character of the area.

The proposed amendments support goals for downtown and the central waterfront as expressed in Comprehensive Plan goals and policies for downtown (see analysis in Attachment A) and in Ordinance 123142. Key goals expressed in that Ordinance include:

*B. The waterfront should consist of a series of flexible, diverse public spaces that connect to and give their adjacent neighborhoods a presence on the water. These spaces should be linked by continuous design elements that create an integrated experience such as a north-south pedestrian promenade.*

*C. Waterfront public spaces should be active and inviting. Their design, programming and management should foster a mix of social, recreational, and commercial activities of a character appropriate for public space on both water and land.*

*D. Seattle's rich history is embodied in the waterfront. Historic features, water-dependent uses, and indigenous people's use of the site should be incorporated into the project and interpreted for future generations.*

Similarly, "Guiding Principles" established by Resolution 31264 include:

*Create a waterfront for all.*

*The Central Waterfront should engage the entire city. It is a public asset and should remain focused on public use and activities that attract people from all walks of life. It should be a place for locals and visitors alike – a place where everything comes together and co-mingles effortlessly. The process for developing a waterfront design should, in fact must, draw on the talents and dreams of the entire city. The resulting public spaces and surrounding development will engage us through a range of activities throughout the day and year.*

*Reconnect the city to its waterfront.*

*The waterfront should provide a front door to the downtown neighborhoods and the City. It will build a network of green connections and public spaces that connect visually and physically to the water, to vital civic and commercial destinations, nearby neighborhoods and the larger fabric of downtown, city and regional open spaces. This will require a phased approach that is implemented over a longer horizon, but the full picture needs to be in view from the beginning.*

*Embrace and celebrate Seattle's past, present and future.*

*The waterfront is a lens through which to understand Seattle's past, present and future—from its rich geologic and natural history and early Native American settlements, to the founding of the region's maritime and resource economy, to maritime, industrial, commercial and recreational activities today. The waterfront is and should continue to support these activities, to provide essential connections and access to the waterfront and to surrounding neighborhoods. New waterfront public spaces should tell these stories in ways that are authentic and bring them to life for people today and preserve these connections into the future.*

## **Proposal Summary – Central Waterfront**

The amendments are being proposed now so that the Land Use Code can be modified in time to shape new development to further the central waterfront goals and principles. The table below summarizes the proposed amendments. Most apply primarily to the area zoned Downtown Mixed Commercial with a height limit of 160 feet (DMC 160) adjacent to the central waterfront between Union and Columbia Streets. This is the only area in the city zoned DMC 160. Other proposed amendments apply more broadly throughout downtown and are supportive of both the central waterfront goals and principles, and policies guiding the future development of downtown in general. Affected areas and maps are noted in the table and later in the report. Finally, the proposal clarifies and corrects formatting and minor errors in the code.

<b>Central Waterfront Related Amendments</b>	
<b>Ordinance and Code Sections</b>	<b>Summary Description of the Key Proposals</b>
Ord. Sec 1 Code Sec. 23.41.012	Do not allow design review departures for the 18 foot floor-to-floor height required for street-level uses in DMC 160. (See amendment to 23.49.008.E)
Ord. Sec. 2 Code Sec. 23.49.008 Structure height	Allow an additional 5 feet of height in the DMC 160 zone to encourage a minimum floor-to-floor height of 18 feet for street-level uses. This would be mandatory if the applicant seeks a FAR exemption for the square footage for these uses.
Ord. Sec. 3 Code Sec. 23.49.009 Street-level use requirements	<p>The following amendments would apply to all downtown zones along designated streets on Map 1G, Street-level Uses Required:</p> <ul style="list-style-type: none"> <li>• eliminate certain uses that currently qualify as street-level uses, including animal shelters, kennels, and sales and/service for automobiles or marinas;</li> <li>• add additional qualifying uses, including arts facilities, religious facilities and colleges (except in certain zones); and</li> <li>• for lots with 120 feet or less of frontage, generally reduce the portion of a lot frontage that must be occupied by street-level uses from 75 to 50 percent. The remaining 50 percent may contain other permitted uses and/or pedestrian or vehicular entrances.</li> </ul> <p>In DMC 160, a new option is proposed for greater setbacks of the street facade from the lot lines to match the pattern set by historic warehouses in the Alaskan Way corridor.</p>
Ord. Sec. 4 Code Sec 23.49.011, FAR (Floor Area Ratio – the ratio of the building square footage to the lot area)	The DMC 160 zone has an existing allowance of 5 FAR (as a base) for non-residential uses. The amendments would reduce the current maximum of 7 FAR for all non-residential uses to 5, except for hotels. Hotels could gain up to 3 FAR – to a new maximum of 8 (an increase of 1 FAR over the current 7 maximum) by providing public benefits through the City’s incentive zoning program.

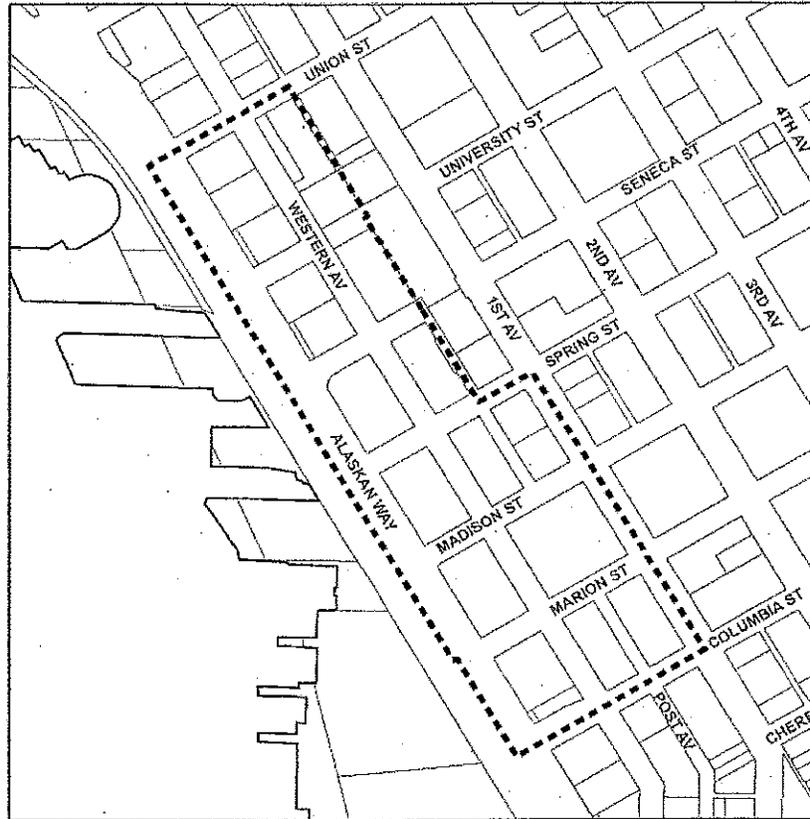
	<p>In the DMC 160 zone, new FAR exemptions include:</p> <ul style="list-style-type: none"> <li>• floor area within a partially above-grade story on lots abutting Alaskan Way;</li> <li>• parking accessory to hotel use meeting certain standards; and</li> <li>• floor area occupied by a hotel-related use that blocks above-grade parking from street view.</li> </ul>
<p>Ord. Sec 5          Code Sec. 23.49.014 TDR</p>	<p>In the DMC 160 zone, prohibit within-block transfer of development rights (TDR). The required conditions for this kind of transfer do not exist in DMC 160.</p>
<p>Ord. Sec 6          Code Sec. 23.49.015</p>	<p>Clarify Code references and make format revisions.</p>
<p>Ord. Sec. 7          Code Sec. 23.49.019          Parking quantity, curb cut location and access requirements, and screening and landscaping of parking areas</p>	<p>In the DMC 160 zone:</p> <ul style="list-style-type: none"> <li>• Allow Director discretion to allow parking above grade for lots that are 150 feet in depth or less. Current Code only allows that discretion for lots that are less than 150 feet deep (or 30,000 square feet or less in area); most DMC 160 lots are above 30,000 square feet and exactly 150 feet deep.</li> <li>• Alaskan Way, currently a Class II Pedestrian Street, would be designated as a Class I Pedestrian Street, with correspondingly strict standards promoting a quality pedestrian environment. Separation of parking from street frontages would be required along 100 percent of the Alaskan Way street frontage and for all stories above street level. For other street frontages besides Alaskan Way, separation by another use would be required for 30 percent of the street frontage, similar to the standards applicable to a Class II Pedestrian Street, but for all stories above the street-level, not just above the third story (as in the rest of downtown).</li> <li>• Where separation is not required, a stricter standard for the screening of parking would be required -- meaning enclosure within the building's facade.</li> <li>• For curb cut access to hotel lots, a new criteria allows the Director discretion to recognize that arriving and departing hotel guests are safer if vehicular access is more obvious.</li> </ul>

	<ul style="list-style-type: none"> <li>• Subsection B is reorganized for clarity.</li> </ul>
<p>Ord. Sec. 8          Code Sec. 23.49.046          DOC 1, DOC 2, and DMC administrative conditional uses (ACUs)</p>	<p>In the DMC 160 zone, on lots that abut Alaskan Way, add new conditional use criteria to the current list for permitting a short-term parking garage as an ACU.</p> <p>The first new criterion is that a parking structure must be part of a mixed-use development. As such, the principal use parking area must be less than or equal to the area allocated to non-parking uses. The second criterion is to require that the principal use parking be maintained for the public for the life of the structure and that a covenant be recorded against the title with the King County Recorder.</p>
<p>Ord. Sec. 9          Code Sec. 23.49.056          DOC 1, DOC 2, DMC street facade, landscaping and street setback requirements</p>	<p>In the DMC 160 zone:</p> <ul style="list-style-type: none"> <li>• add Alaskan Way and Western Avenue within the DMC 160 zone to Map 1H, Property Line Facades, which shows streets where the location of street-facing facades are regulated to achieve a consistent street wall*;</li> <li>• allow street-facing facades on Alaskan Way to be set back up to 16 feet to accommodate outdoor uses, open spaces or pedestrian uses that complement the new central waterfront.</li> </ul> <p>*For the downtown streets on Map 1H, street-facing facades of buildings are generally required to be at the property lines, with only very limited setbacks from the street.</p>
<p>Ord. Sec. 10          Code Sec. 23.49.058          DOC 1, DOC 2, and DMC upper-level development standards</p>	<p>In DMC 160 and downtown:</p> <ul style="list-style-type: none"> <li>• new standards are set for facade modulation and the maximum width of street-facing portions of a structure;</li> <li>• remove limits on the area of residential use within towers in DMC 160; and</li> <li>• remove the requirement for green street setbacks from lots also subject to view corridor setbacks.</li> </ul>
<p>Ord. Sec. 11          Code Sec. Downtown Maps</p>	<p>Map 1A, Downtown Zones and South Downtown Boundary: amend to show the correct eastern boundary of the DMC 160 zone.</p> <p>Maps 1F, Pedestrian Street Classifications; 1G, Street-Level Uses Required; and 1H, Property Line Facades: amend to apply development standards to some street frontages to enhance the pedestrian environment and support desired conditions for the</p>

	<p>waterfront. These standards include more intensive pedestrian street classifications, expanded street-level use requirements, and property-line facades.</p> <p><i>Changes to Map 1J are discussed in Section II of this report.</i></p>
<p>Ord. Sec. 13          Code Sec. 23.66.170          Parking and access</p>	<p>Text of 23.66.170.D:          Revised to clarify that access streets and principal transit streets occupy their respective tiers in the hierarchy irrespective of pedestrian designations on those streets.</p> <p>Map D for 23.66.170: revised to show Alaskan Way and Railroad Way as Class 1 Pedestrian Streets and principal arterials.</p>

### Background and Analysis

Current zoning generally dates back to the adoption of the 1985 Downtown Land Use and Transportation Plan. At the time the DMC 160 zone was adopted, the Viaduct was presumed to remain in place. With the Waterfront Plan, the quality of development adjacent to the streets in DMC 160, especially Alaskan Way and Western Avenue has taken on new importance. The DMC 160 zone is bounded by Alaskan Way to the west, Columbia Street to the south, Union Street to the north, and Post Alley/ 1<sup>st</sup> Avenue to the east.



**DMC 160 Zone**

Current development standards reflect the City's Comprehensive Plan goals for downtown, including the DMC 160 zone. Attachment A analyzes consistency of the proposed amendments with Comprehensive Plan Goals and Policies. Goals for the DMC 160 zone emphasize a vital mix of uses, encouraging housing and other uses that generate pedestrian activity. These goals call for new development and capital projects to be guided by an urban design vision, such as the Waterfront Plan, that integrates new public facilities, waterfront connections, the pedestrian environment, transit linkages and open space. The proposed amendments further these goals and will promote new development and an active, pedestrian-friendly environment along the eastern side of Alaskan Way and throughout downtown.

**Structure height**

In the DMC 160 zone, the proposed amendments to 23.49.008 would allow an additional five feet of height above the current 160 foot height limit if it is used for an 18 foot floor-to-floor height for street-level uses. This higher floor-to-floor height at the street level is characteristic of the area's existing historic buildings. It would provide more generous spaces conducive to a variety of retail and other commercial uses, all of which can enliven the street in front of these buildings. A more generous first floor height has been used in Commercial zones, attracting a variety of ground floor businesses. This 18 foot height is voluntary, but would be mandatory if the applicant wishes to exempt the square footage of those uses from FAR calculations.

### **Street-level use requirements**

The proposed amendments to 23.49.009 update the list of uses that qualify as required street-level uses throughout downtown zones, establish a minimum depth and floor-to-ceiling height for required street-level uses in the DMC 160 zone, and allow added flexibility in the development standards that apply to these uses along several block frontages abutting Alaskan Way in the DMC 160 zone. As with many of the proposed amendments, the purpose of these changes is to activate the street. Greater variety and interest in the uses at the street level will attract downtown residents, workers, shoppers and tourists year-round.

Ordinance #122311 (adopted December 2006) established a new commercial chapter of the Land Use Code (23.47A). This ordinance also amended other code provisions, including changes to the list of uses qualifying as required street-level uses in all downtown zones. New uses were added to that list, including automotive sales and services, marine sales and services, and animal shelters and kennels. At that time, the City's policy direction was to more specifically identify the particular uses included in the definition of "retail sales and service."

However, the larger purpose of street-level use requirements is to encourage uses that activate the pedestrian street environment. Uses such as animal shelters do not further this policy and are actually prohibited in most commercial zones for the same reason. Thus, the proposed amendments remove animal shelters, kennels, and sales and service for auto and marine businesses from those uses required on streets for which an active pedestrian environment is desired. Arts facilities and religious facilities are added to the list of uses because these institutions can help bring people downtown at various times and thus enliven the street.

The proposed amendment also adds colleges to the list of uses that qualify for the street-level requirement. The current code includes elementary and secondary schools designated as institutions in the Land Use Code. Colleges are also considered "institutions" so adding them to this list is generally consistent with existing policy. Like schools, colleges are a type of use that adds life and activity to the street by the presence of faculty, students and visitors with both day and night-time activities. However, colleges would not meet the street-level requirement in the Downtown Retail Core (DRC) zone and this exception is noted in the text amendment. The City's goal for the DRC zone is to promote the shopping-oriented character of the area with required uses focused on that particular goal. Colleges are not oriented towards shopping so will not be allowed as street-level uses in the DRC zone.

### **Development standards for required street-level uses**

Proposed amendments to the standards for street-level uses include the distance these required uses can be set back from the street lot line and the minimum percentage of street frontage required to be occupied by these uses.

Additional flexibility is provided for street-level setbacks along Alaskan Way in DMC 160. Because of historic platting conditions, some existing structures on blocks abutting Alaskan Way were originally set back from the Alaskan Way lot line by as much as 16 feet -- marking the

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width of an area that had originally been railroad right-of-way and provided rail access to abutting warehouses. Over time, the vacated rights-of-way were acquired and added to the abutting lots. Current Code allows street-level uses to be set back a maximum of 10 feet from the street lot line. The proposal is to allow a continuous 16 foot setback, measured from Alaskan Way, recognizing the historic pattern in this railroad-warehouse district.

**Minimum street frontage required to be occupied by street-level uses**

These proposed amendments apply in all downtown zones (including DMC 160) to provide more flexibility in the percentage of a street frontage that must be occupied by required street-level uses. The amendments provide needed flexibility, balancing the goal of an active street but also recognizing that applying this goal to smaller lots (with 120 feet or less of frontage) could create a practical problem in allowing vehicles to access the lot. This problem is especially acute when the lots do not have alleys that provide an alternative means of access. Thus, the amendments reduce the percentage of required street level uses from 75 to 50 percent of the frontage. The remaining 50 percent may contain other permitted uses and/or pedestrian or vehicular entrances. This allows property owners to contribute to an active street addressing access issues in a practical way.

**Maximum limits on Floor Area Ratio (FAR)**

FAR is the relationship between a building's floor area and the lot area. Current DMC 160 standards allow a base FAR of 5 and a maximum FAR of 7 for non-residential (commercial) uses. That maximum FAR of 7 has to be achieved through City incentive zoning programs such as affordable housing, open space or other public amenities.

The City encourages residential uses, in part through exempting these uses from FAR calculations, because they help accommodate anticipated demand close to jobs, goods and services. New residents add vitality, support local businesses, and increase safety and security.

Hotels are classified as a commercial use but hotel guests, like apartment and condominium dwellers, also add vitality to waterfront streets. Thus, the proposed amendments would allow hotels a maximum FAR of 8 (instead of the current 7). The extra 3 FAR above the base could only be achieved through the provision of public benefits under the City's incentive zoning program. The proposal also changes the maximum FAR for other commercial uses in this zone to be 5 (the current base FAR.)

Even with the proposed increase in maximum FAR for hotels, the City expects the recent trend of residential development near the waterfront to continue. Attachment B provides a more specific comparison of FAR between residential and non-residential development in the DMC 160 zone based on a recent development. This comparison suggests that even with the increased FAR for hotels, residential development will continue to be attractive.

DPD also analyzed whether the proposed increase in maximum FAR would result in too strong a relative emphasis within DMC 160 on hotels over office uses. The revitalized waterfront would likely be conducive to office development, as well as hotel development. However, other areas of downtown also strongly promote office development and provide attractive alternatives to

waterfront locations. In any case, the number of DMC 160 waterfront sites likely to re-develop soon is estimated to be less than six, not including sites that were recently redeveloped or because they are occupied by a designated landmark. For either such sites, redevelopment is not likely to occur soon. DPD's analysis suggests that the new maximum FAR will not cause lots with landmark structures to redevelop. The development entitlement on these lots is determined by the transferable floor area, which is calculated from the base FAR. Changing the maximum FAR will not affect the base FAR, and thus the likelihood of redevelopment is not affected.

#### **FAR exemptions for above-grade parking**

Current zoning provisions exempt some floor area from FAR calculations, including accessory parking for residential uses. As described above, hotels are encouraged because they can have similar positive benefits as residential uses. However, the high water table under waterfront streets makes above-grade parking for waterfront buildings, including hotels, a likely necessity. Since some above-grade floor area will be needed for parking, Subsection 23.49.011.B is amended to exempt a portion of the above-grade accessory parking for hotels from FAR calculations, at a ratio of one parking space exempted for every four hotel rooms. The amendments would also exempt activating uses (such as hotel rooms, conference rooms, and lobby areas) that are placed in front of the parking so they effectively separate the parking from street view, encouraging a visually attractive environment for pedestrians. These amendments recognize the likelihood of above-grade parking while encouraging good urban design.

#### **Other exemptions from FAR calculations**

Two other exemptions from FAR are proposed. One is the floor area in a story that is partially above grade for lots abutting Alaskan Way. To qualify for that exemption, the floor area could be no more than an average of 4 feet above street level. If an applicant provides an 18 foot high first floor story (of required street-level uses) the square footage of those uses would also be exempt.

#### **Transfer of development rights**

Amendments to 23.49.014 clarify code provisions allowing the transfer of development rights (TDR) among lots within the same block in DMC 160 zones. The amendments would modify the chart that identifies whether the lots within DMC zones are eligible for various types of TDR. To be a sending or receiving site requires the lot to be on a block with both DMC and DOC 1 zoning. Since no such lots exist in the DMC 160 zone, the chart is modified accordingly.

**Parking location, separation by other uses or screening and curb cut/access requirements**

Proposed amendments to 23.49.019 would modify how parking in above-grade structures is screened and separated by other uses. Stricter separation and screening requirements would be applied to DMC 160 blocks, especially structures on those blocks fronting on Alaskan Way. The amendments also provide more flexibility for smaller lots, balancing the reality of a high-water table (which makes above-grade parking likely) while still promoting a high-quality pedestrian environment on Alaskan Way lots.

The current downtown code (23.49.019) generally restricts the location of parking to below-grade, with some accommodation for parking above street level where necessary. Parking at street-level is generally prohibited unless separated from the street by other uses, with especially strict standards applying to lots fronting on Class I or Class II Pedestrian Streets.

Alaskan Way is currently classified as a Class II Pedestrian Street. The proposal would make Alaskan Way (and Western Avenue) Class I Pedestrian Streets. Class I streets prohibit parking at street level unless that parking is completely separated from the view of the street by other activating uses. In the rest of downtown, that 100 percent separation is required only for the street level. However, because Alaskan Way is such an important pedestrian street, for the part of a building that faces Alaskan Way, 100 percent separation will be required for both street-level parking and upper-level floors of parking.

On those same blocks abutting Alaskan Way, but for a building's other street frontages (not facing Alaskan Way), separation by another use would be required for 30 percent of the street frontage. This is similar to the standards applicable to a Class II Pedestrian Street. In DMC 160, this standard would be stricter than in the rest of downtown. Instead of only requiring 30 percent separation above the third story (as in the rest of downtown), the separation standard would apply to all stories above the street-level story.

A complementary proposal is to allow parking above street level on smaller lots. Typically, parking above street level is discouraged because it does not contribute to a positive pedestrian environment. However, it is necessary to allow for above street-level parking because it is difficult to build below-grade parking where there is a high water table.

The Code currently allows the Director the discretion to allow such a decision for blocks that are less than 150 feet in depth or are 30,000 square feet or less. The blocks abutting Alaskan Way are over a high water table, necessitating above-grade parking, but are exactly 150 feet in depth and over 30,000 square feet. These blocks fall above both size thresholds – and thus structures on those lots are not eligible for the more flexible standard that the Director's discretionary decision would allow. DPD is proposing to amend that size threshold to recognize the size of the blocks and the need to build above-grade parking, so that blocks that are 150 feet deep or less would now be eligible for the more flexible standard, allowing parking above street level where necessary.

### **Required screening of above-grade parking areas**

Generally, where downtown separation standards do not apply, screening is still required. The screening standard proposed for DMC 160 is more rigorous than that applicable in the rest of downtown. That general standard requires opaque screening of at least 3.5 feet in height where separation of parking by another use is not required. In DMC 160, DPD is proposing to require a stricter standard: full enclosure by the street-facing facades. This fuller enclosure can have a positive architectural benefit by better integrating parking floors into the overall building design.

Code Section 23.49.019 also limits where access to a lot can be taken. The current code generally requires vehicular access to a site to be provided from the alley. If there is no alley, the code allows alternatives according to a hierarchy based on the pedestrian and vehicular classifications of the abutting streets, strongly discouraging access from green streets and Class I and II pedestrian streets. The Director is not strictly limited to this hierarchy. An alternative curb cut location can be approved if it would create a better project. The proposed amendment adds an additional criterion for the Director to consider if the project is a hotel, in DMC 160. This new criterion would allow the Director to weigh whether the access location could improve passenger safety and make access to the hotel more visible, including a one-way driveway that is less than the width typically required. This new criterion is consistent with the overall City goal of ensuring pedestrian and vehicular safety.

### **Additional criteria for evaluating short-term parking garages**

Section 23.49.046 of the Code currently provides the Director discretion to permit a short-term parking garage in the DOC 1, DOC 2 and DMC 160 zones. The proposal would add new conditions for the administrative conditional use decision. The first new condition is to require that a parking structure must be part of a mixed-use development. As such, the principal use parking gross floor area (GFA) must be less than or equal to the GFA allocated to permitted non-parking uses. The second new condition is to require that short-term principal use term parking be maintained in public use for the life of the structure and that a covenant be recorded against the title with the King County Recorder.

### **Setback limits for property line facades**

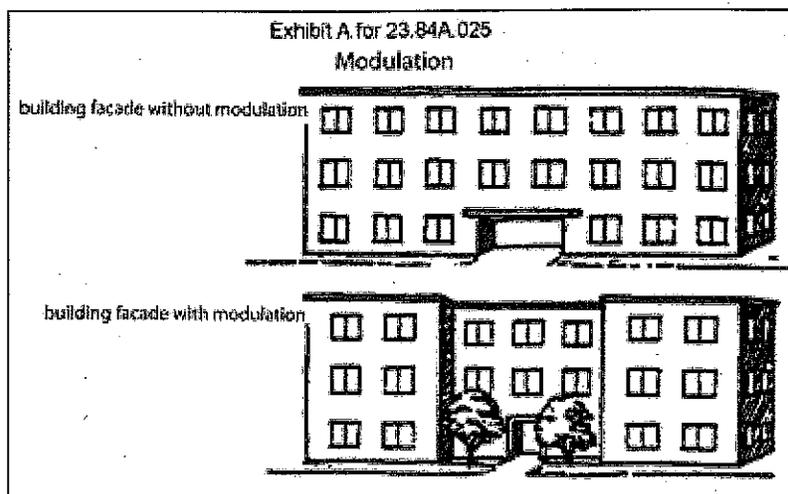
An amendment is proposed to the setback limits for property line facades (in subsection 23.49.056.B.1). An important development pattern along Alaskan Way is how buildings were historically separated from the street lot line by a railway right-of-way. That right-of-way is now included in the abutting lots. Relative to the Alaskan Way street lot line, current structures on these lots are set back as much as 16 feet. Similarly, the proposed amendment would allow new development on these lots to set back their property line facades by up to 16 feet to match the historic setback. (The amendments also clarify that this larger setback would not violate the 10 foot maximum in Section 23.49.009 that is intended to ensure that the pattern of street level uses is generally uniform along the street front.) This larger area could be used for outdoor activities associated with adjoining uses such as an outdoor café, or landscaped open space, a partially above-ground story, or simply a wider sidewalk that can encourage pedestrian use.

### Upper-level development standards

Section 23.49.058 addresses development standards in DOC 1, DOC 2 and DMC zones that apply to the upper-level portions of a structure, including facade modulation requirements and maximum widths for street-facing, upper-level portions of a structure. In addition, the amendments exempt DMC 160 structures from limits on residential use within towers.

### Facade modulation and maximum width

Facade modulation is characterized by a “stepping back or projecting forward of sections of the facade of a structure,” as shown in the accompanying illustration. Modulation prevents long, uninterrupted expanses of walls that increase the apparent bulk of a building with a resulting negative effect on the pedestrian environment.



The amendments propose stricter modulation standards for the DMC 160 zone, requiring facade modulation at a lower height -- 60 feet -- compared to other zones where modulation is required above 85 feet.

The amendments also propose a maximum 180 foot width of a street-facing portion of a structure, with a required horizontal separation of 30 feet from other portions of the structure facing the same street. These requirements would be triggered at points on the building above 60 feet in height. They would have the greatest effect on development on the long blocks in the DMC 160 zone between University and Union Streets, where they would prevent large, uninterrupted facades that currently could exceed 300 feet.

### Eliminating green street setbacks on streets with required view corridor setbacks

Section 9 of the Ordinance modifies SMC 23.49.058 to clarify the relation between downtown streets with “view protection corridor” requirements and “green street setback” requirements. Some downtown streets are designated “view protection corridors” because they provide important visual connections between downtown and Elliott Bay. On these corridors, buildings on abutting lots are required to provide 40 foot upper level setbacks above 60 feet in height. In

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2006, a code amendment inadvertently required new green street setbacks for some portions of these same streets.

On downtown green streets, a building must be set back 15 feet at 45 feet in height. These setbacks were intended to apply only to lots where the developer sought to take advantage of an increased height limit. However, they were also erroneously applied to lots that did not benefit from an increase in height and that were already subject to view corridor setbacks. The green street setback requirements duplicate some of the view corridor setbacks and could burden development with redundant or excessive requirements.

This amended requirement is not anticipated to have any significant effect on development. The two setback requirements (if both were applied under current Code) would only apply to 14 lots in downtown zones. All of these are located west of 3<sup>rd</sup> Avenue along University Street, Spring Street and Marion Street. Of these 14 sites, less than half have the potential to be redeveloped. The remaining lots have either been recently developed, have substantial existing development on them likely to remain, or are occupied by designated landmark structures. Thus, this amendment is narrowly tailored to relieve these lots from a redundant and inadvertent regulation, and clarifies that only the view corridor setback is required.

#### **Parking and Access**

The text of 23.66.170.D is revised to clarify that access streets and principal transit streets occupy their respective tiers in the hierarchy irrespective of pedestrian designations on those streets and also that streets included in more than one category are considered according to the least preferred curb cut location of the categories. Corresponding changes are made in Map D for 23.66.170.

#### **Downtown Zoning Maps**

Many downtown zoning standards relate to streets and avenues, or portions thereof, that have been designated for special consideration related to pedestrian orientation, street-level uses, or building facades. Those standards are mapped by the Downtown Maps in Chapter 23.49 of the Land Use Code. The amendments propose changes to these Downtown maps:

**Map 1A, Downtown Zones and South Downtown Boundary:** amended to correct the eastern boundary for DMC 160 zoning along Post Alley and 1<sup>st</sup> Avenue.

**Map 1F, Pedestrian Street Classifications:** amended to reclassify three different streets from Class II to Class I Pedestrian Streets. The three streets are: 1) Alaskan Way from Pike Street to S. King Street/Railroad Way S., (2) Railroad Way S. from Alaskan Way to Occidental Avenue S. and (3) Western Avenue between Union and Columbia Streets. By re-classifying the streets to Class I, more rigorous street-level development standards would apply to blank facades, street-level facade transparency and setbacks, parking screening and separation requirements at street-level, and location of vehicle access.

**Map 1G, Street-level Uses Required:** amended to show street-level uses required on both sides of Western Avenue between Columbia Street and Union Street and on the east side of Alaskan Way between Columbia and Union Streets. Map 1G designates those downtown streets where certain “street-level” uses must be included in a building’s abutting street frontages. Typically, this street-level use requirement complements the designation of a street as a Class I Pedestrian Street, so the amendment to Map 1G parallels the amendment to Map 1F. The presence of these uses, and the related standards for size, location and access, generally contribute to an active pedestrian street environment.

**Map 1H, Property Line Facades:** amended to add Western Avenue and the east side of Alaskan Way between Columbia and Union Streets. This map designates those downtown streets where the abutting street-facing facades of new structures must be built to the street lot line. Although the depth of required setbacks is not indicated on Map 1H, the proposed amendment to 23.49.056.B.1 (and the complementary amendment to 23.49.009.B) would allow a greater setback along Alaskan Way between Union and Columbia Streets.

**Map D for 23.66.170 (Parking and access in the Pioneer Square Preservation District)**

This amendment changes Map D for 23.66.170. This map is used to determine the preferred location for vehicular access to a lot. Map D shows a combination of both the pedestrian street designations and SDOT’s street classifications for the streets within the Pioneer Square Preservation District. The proposed amendments would make this map consistent with the proposed changes to Downtown Map 1F, that will re-designate Alaskan Way and Railroad Way as Class 1 Pedestrian Streets. The Map is retitled Map D for 23.66.170.D.1 and a note is added to clarify that the map is used solely for the purposes of that subsection.

**Recommendation – Central Waterfront**

These proposed amendments to the Land Use Code will help achieve the overall vision of the Waterfront Plan by encouraging development that will complement the anticipated public improvements to the central waterfront including a reconstructed Elliott Bay Seawall and a newly designed Alaskan Way surface street with a waterfront promenade.

The proposed amendments are consistent with the goals and policies of Seattle’s Comprehensive Plan and reinforce neighborhood plan goals and objectives. DPD recommends approval of the proposed amendments.

## **II. DOWNTOWN - GENERALLY**

The proposed amendments addressed in this section of the report apply more generally to development in the broader downtown area and are intended to improve the appearance and function of downtown development. The proposals are consistent with applicable plans and policies and include these topics:

1. Floor Area Ratio – FAR Exemptions (23.49.011.B);
2. Tower Spacing Requirements (23.49.058.F.1, 2, 3 and 4); and
3. Parking and Loading (23.54.035).

### **Background and Analysis**

#### **1. Floor Area Ratio (FAR) – FAR Exemptions**

FAR is a development standard that limits the amount of floor area allowed in a building compared to the area of the lot. Exemptions are allowed from FAR limits as an incentive to provide desirable design features or uses. There are three changes proposed to exemptions from floor area limits to encourage: active uses (at street level and on second floors); rooftop features; and City facilities.

**Active Uses:** An amendment is proposed to Section 23.49.011.B to modify provisions for FAR exemptions to address the types of uses that would be considered active and where those uses may be located (both within downtown and within a building ).

Currently, retail sales and service and entertainment uses are exempt up to an amount of floor area equal to 2 FAR in the Downtown Retail Core (DRC) zone. The DRC zone is shown on a map on page 17. The DRC zone is in the heart of a larger area where the intent is to concentrate shopping activity. This area is called the “retail core” in the Comprehensive Plan shown on page 18.

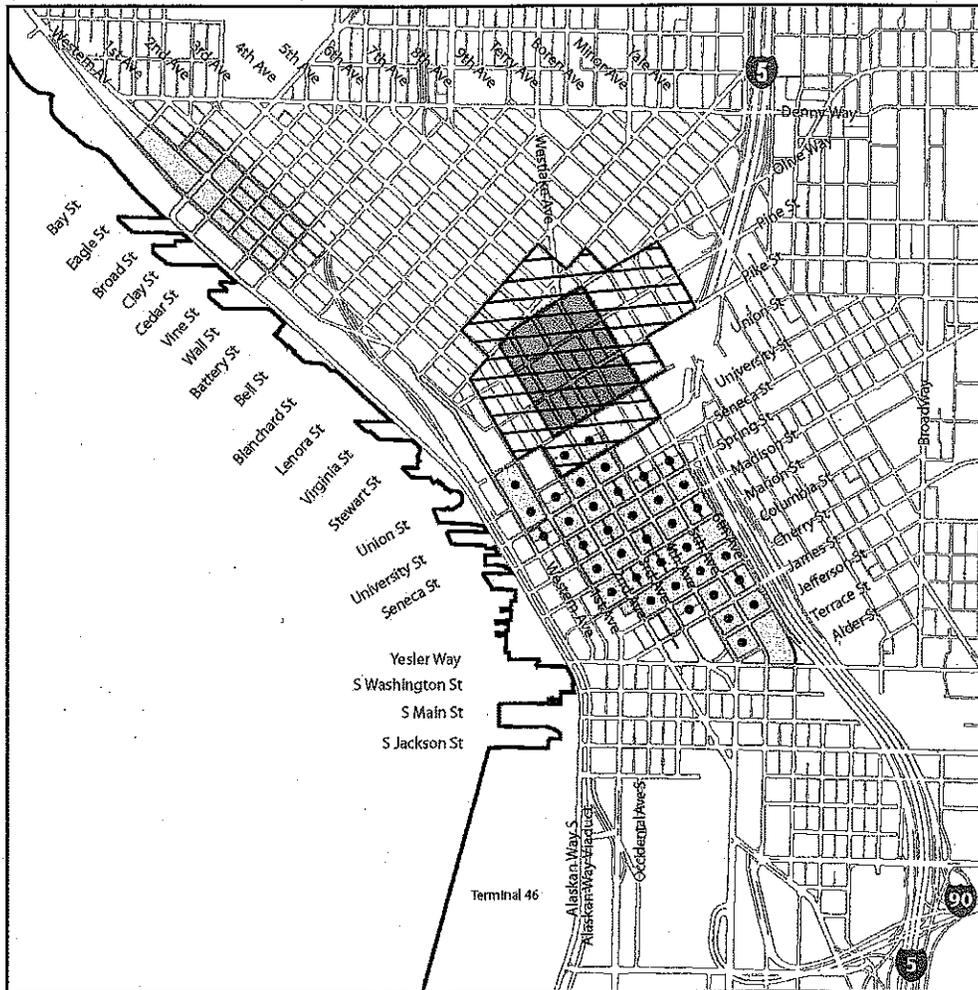
The area where the proposed exemption would apply is similar to the retail core identified in the Comprehensive Plan. The proposed FAR exemption area would include land zoned DRC and portions of abutting zones, as illustrated on the map on page 19. The intent is to further strengthen the intensity of shopping opportunities in the retail core and in surrounding areas, especially in the area between the Pike Place Market and the Convention Center.



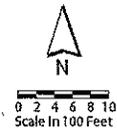


**Proposed FAR Exemption Area:**

**Public Amenity and Other Features**



- Hill Climb Assist
- ▨ Hillside Terrace
- ▨ FAR Exemption Area: Uses Listed in 23.49.009.A, Major Retail Store and Shopping Atrium.
- ▨ Shopping Corridor



DOWNTOWN ZONING  
**Map 1J**  
 Public Amenity  
 and Other Features

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 including accuracy, fitness, or merchantability  
 accompany this product.

The following table shows the existing exempt uses in the DRC zone; and the proposed expanded list, which would be exempt in the DRC zone and in the larger FAR Exemption area:

<b>Existing exempt uses in DRC (exempt up to 2 FAR)</b>	<b>Proposed additional uses that would be exempt if located in the DRC and/or FAR Exemption Area and meeting certain standards</b>
Retail sales and service uses* Entertainment uses	General sales and services** Retail sales, major durables*** Libraries Colleges, elementary and secondary schools Public atriums Eating and drinking establishments Arts facilities Religious facilities

\*This category excludes multipurpose grocery and drug stores.

\*\*This category is broad & includes individual shops as well as multipurpose grocery and drug stores.

\*\*\*This category includes furniture stores.

In the DRC zone the expanded list of active uses would be exempt on any level above grade. The current 2 FAR limit on the exemption for active uses would continue to apply in the DRC zone.

In addition, within the FAR Expansion Area, exempted uses could be located on the second floor of buildings. Exempting these uses from FAR calculations on second floors, in addition to the street-level, is intended to encourage the overall downtown retail market, assist in attracting tourism and provide desirable services and amenities for downtown residents and workers.

When located at street level, exempt uses must be established in storefronts that meet certain standards. These standards, together with the variety of uses proposed, are intended to encourage active street-life for extended periods of time throughout the day and week, and to ensure spaces are conducive to business operations.

- Overhead weather protection must be provided over the sidewalk, and must extend the entire street frontage of a lot and extend eight feet from the building or to within two feet of the curb. Weather protection helps maintain activity on the sidewalk during periods of rain.
- Ceiling heights are required to be at least 13 feet. The ceiling height is especially useful for restaurants, which need room for ventilation for cooking equipment, but also provides more comfortable retail spaces.
- Width and depth dimensions of street level spaces must be at least 15 feet. Larger spaces are allowed, leading to a range of spaces that suit businesses of various scales.

**Rooftop Features:** An amendment to Section 23.49.011 is proposed to exempt rooftop equipment from FAR limits whether or not the equipment is screened from view. The current code requires inclusion of rooftop mechanical equipment in FAR limits whether screened or not. Two reasons prompt DPD to recommend amendments:

1. Calculating FAR for equipment without screening is not practical because there are no walls within which to calculate floor area. Further, in such situations, there is little to no occupied floor area due to the presence of the equipment.
2. Applying FAR limits to equipment that is screened may act as a disincentive to provide decorative roof tops and rooftop screening.

This amendment could result in a slight increase in allowed floor area because the portion of the FAR limit previously consumed by mechanical equipment could now be used within a building. This is estimated to be a small amount of FAR, likely in the area of about .5, due to limits on the amount of rooftop area that may be covered by equipment.

As a point of comparison, the proposed amendment is consistent with the development standards recently adopted for the Seattle Mixed zone in South Lake Union (23.48.009.D.4, Ordinance 124172, 2013.). In South Lake Union, FAR limits do not apply to rooftop mechanical equipment whether screened or not.

Finally, the Downtown Design Guidelines will continue to encourage good design of rooftop mechanical equipment, including enclosure and integration in the building's overall design.

**City Facilities:** A new subsection is added to 23.49.011 that would exempt from FAR limits 50,000 square feet of City facilities such as libraries, community centers, recreation centers, and police and fire stations.

A City facility is defined as a facility owned and/or operated for public purposes by the City of Seattle (23.84.A.006.C). City facilities provide essential public services that are not be provided by the private sector. They must be located where those services can be provided to meet service needs, equitably and efficiently. This exemption is primarily intended to encourage co-location of new City facilities in new development.

In addition, the exemption will help preserve existing downtown facilities by increasing the floor area that could be transferred to another new structure. For example, a City facility such as the historic fire station at 4<sup>th</sup> Avenue and Battery Street is eligible as a within-block or landmark structure under the transfer of development rights (TDR) program. Since up to 50,000 square feet of the facility's floor area would be exempt, it would not be included in the amount of chargeable floor area that is deducted from the base FAR on the lot when calculating rights available for transfer.

## **2. Tower Spacing Requirements (23.49.058.F)**

Subsection 23.49.058.F is proposed to be amended to clarify tower spacing requirements in several ways. The original intent of that subsection was to only apply tower spacing requirements to towers:

- On the same downtown block;
- Located in a Downtown Mixed Commercial zone;
- Existing or permitted pursuant to the Code in effect before a major downtown zoning update (May 12, 2006); and
- Taller than 160 feet in height.

The minimum separation required (when applicable) is at all points between the towers above the height of 125 feet, except that spacing requirements do not apply between two towers where both are 160 feet in height or less.

This ordinance amends 23.49.058.F.1, F.2, F.3 and F.4 for clarity. This subsection has been difficult for applicants and DPD staff to apply and has been subject to formal Code interpretation.

Another amendment (23.49.058.F.1.d) would exclude from tower spacing requirements rooftop features above 160 feet in height. A similar amendment (to 23.49.058.F.1.e) provides that in DMC 160, if a structure gains 5 feet in height through the allowance in subsection 23.49.008.E, that additional 5 feet is not counted as additional height in terms of requirements for tower spacing. The allowance for an additional 5 feet of height is proposed in separate legislation related to implementation of the Central Waterfront Plan.

These amendments clarify how existing tower spacing requirements apply consistent with the original intent of the City Council, recent Code interpretation and with currently pending legislation related to the Central Waterfront.

## **3. Loading Berth Requirements**

Section 23.54.035 contains requirements for the number of loading berths associated with a development. The proposal is to allow the Director flexibility in setting that number in downtown, South Lake Union and the Yesler Terrace zone. Currently, the code only allows such flexibility in South Lake Union and the Yesler Terrace zone where a project occupies more than one site and has a central loading facility.

The loading standards applicable downtown have not been substantially updated since adoption in the late 1980s. In South Lake Union and the Yester Terrace zone, newer provisions allow some flexibility in limited circumstances. Current delivery functions and other services have evolved and needs have changed. The current requirements can lead to more berths than needed.

Under the proposal, an applicant may seek a modification of the number of loading berths required. Applicants would present information documenting that any reduction in loading berths would accommodate the needs of the development and would not significantly affect uses in the right-of-way, including curb space. This type of information is likely to be contained in a traffic study, and most new projects are large and complex enough to require such studies. The Director of DPD would consult with the Director of SDOT to modify the number of loading berths so that a reduction in the number would not significantly affect the availability of curb spaces in the right-of-way.

The number of spaces and examination of any impacts that might arise from reductions in the required number is a technical transportation issue best handled by DPD and SDOT staff. Whereas, the dimensions of loading berths would continue to be departable through Design Review. These dimensions are integral to the overall design process for new development. Thus, Design Review is the appropriate process to allow flexibility in the standards.

#### **Impacts on the Bulk of New Development**

Overall, the new FAR exemptions for active street-level and second floor uses, rooftop features and City facilities are relatively minor and would not, for any particular project, create a significant increase in the bulk of development. For new development that might include newly exempt floor area, other development standards and review processes would apply. These include standards for height and coverage limits. Design Review would continue to apply and would manage the bulk and scale of structures. The tower spacing amendments are consistent with Council's original intent in adopting the provisions. Allowing flexibility in how loading services are provided while providing screening standards also serve to improve the design and function of downtown development.

#### **Consistency with Comprehensive Plan**

The proposed amendments will assist in implementing Comprehensive Plan goals for downtown, including:

##### **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.* (emphasis added)

##### **DT-G6**

Reinforce the concentrated shopping function of the retail core; preserve the general form and scale of the area; and protect the area from high-density uses that conflict with the primary retail function. Other concentrations of retail activity should be encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

#### **DT-LUP4**

The desired function of the retail core, as provided in the Downtown Neighborhood Plan, is to “have... the greatest concentration of downtown’s retail activity...[to be]...the principal center of shopping for both the downtown and the region...[and to] ... maintain an active and pleasant street level environment through development standards specifically tailored to the unique function and character of this area.”

#### **Recommendation – Downtown Amendments**

The proposed changes fall within the scope and intent of adopted goals and policies. The general intent is to improve the ability of the Land Use Code to implement goals of the Comprehensive Plan/Downtown Urban Center plans relating to urban design, functional needs of new development and activation of downtown, especially in and around the Downtown Retail Core. DPD recommends approval of the proposed amendments.

#### **List of Attachments to the Directors Report:**

- Attachment A to the Director’s Report: Consistency of the Proposed Amendments with Comprehensive Plan Goals and Policies
- Attachment B to the Director’s Report: Comparison of floor area in non-residential and residential structures in the DMC 160 zone

## **Attachment A:**

### **Consistency of the Proposed Amendments with Comprehensive Plan Goals and Policies**

#### **Urban Village Element**

**UVG13** Promote physical environments of the highest quality, which emphasize the special identity of each of the city's neighborhoods, particularly within urban centers and villages.

*Comment:* Many of the proposed amendments are intended to promote a quality urban environment in the DMC 160 zone adjacent to the improved waterfront environment that will exist after the Viaduct is removed.

#### **Land Use Element**

**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.

*Comment:* Proposed amendments to 23.49.019 call for improved screening and separation of parking located at or above-grade in new structures. These new requirements will minimize the visibility of parking and help activate a pedestrian street environment.

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

*Comment:* Many of the proposed amendments tailor provisions of the DMC 160 zone to better guide new development to achieve desired conditions in the area along the redeveloping waterfront, where the zone currently applies.

#### **Neighborhood Plan Element: Downtown**

**DT-G4** Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the downtown physical environment by:

1. enhancing the relationship of downtown to its spectacular setting of water, hills and mountains;
2. preserving important public views;

3. ensuring light and air at street-level and in public parks;
4. establishing a high quality pedestrian oriented street environment;
5. reinforcing the vitality and special character of downtown's many parts;
6. creating new downtown parks and open spaces at strategic locations;
7. preserving downtown's important historic buildings to provide a tangible link to the past;
8. adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.

*Comment.* Proposed amendments to standards in Sections 23.49.056 and 23.49.058 will enhance the pedestrian environment by more rigorous street-level and upper level development standards. New development will reinforce the positive changes expected in the area as a result of public investment in the redevelopment of the waterfront as a major downtown amenity. Amendments to the Downtown Maps (Pedestrian Street Classifications (Map 1F), Street-Level Uses Required (Map 1G), and Property Line Facades (Map 1H)) will reflect the higher quality of pedestrian environment desired in the area.

**DT-G7** Encourage a mix of housing, employment and related support activities in a crescent bounding the office and retail cores. Within this crescent, foster areas that are predominantly residential in character, including the Chinatown/International District and Belltown. Encourage housing as the primary use in these area and limit the type and scale of non-residential uses allowed to ensure that such development is compatible with a residential neighborhood.

Use the adopted policies of neighborhood plans for the five downtown urban villages for further guidance in defining the appropriate mix of activities to accommodate downtown growth targets for employment and housing, and to meet neighborhood development objectives, including identifying areas which are to be predominantly residential in character.

*Comment.* Proposed adjustments to permitted FAR in Section 23.49.011 are intended to achieve a compatible mix of residential and non-residential development, with emphasis on housing and hotel use, to promote a mix of activity that will enliven the waterfront and reinforce a unique neighborhood identity, consistent with the goals COM G1 and COM G2 for the Commercial Core neighborhood (see below).

**DT-G8** Encourage revitalization of the Harborfront in order to strengthen maritime activities, maintain historic characteristics, and enhance opportunities for public access, consistent with the shorelines goals and policies established in the Comprehensive Plan Land Use Element.

*Comment.* Many of the proposed amendments are specifically directed at enhancing the pedestrian environment in the area and improving connections to the waterfront area west of the DMC 160 zone.

**DT-LUP4** Use downtown land use district classifications to specify the intended function of an area and guide future development and change. Recognize certain areas characterized by a specific activity and intensity of development, such as the office and retail cores, and consider the factors critical to the success of that activity, such as access to transportation, topographic conditions, or the presence of a particular amenity....

### **DOWNTOWN MIXED COMMERCIAL (DMC)**

Areas adjacent to the office core, office expansion areas and retail core that provide a transition in the level of activity and scale of development. Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:

- permit office and commercial use, but at lower densities than in the office areas;
- encourage housing and other uses generating activity without substantially contributing to peak hour traffic; and
- promote development diversity and compatibility with adjacent areas through a range of height limits.

*Comment.* The proposed changes to the DMC 160 zone are consistent with the intended function and conditions specified for DMC zones in general.

### **Urban Design Policies**

**DT-UDP6** Employ development standards that guide the form and arrangement of large buildings to reduce shadow and wind impacts at the street-level, promote a human scale, and maintain a strong physical relationship with the pedestrian environment. In areas where consistency of building form is important to maintaining an identifiable character and function, regulate building bulk to integrate new and existing development.

Limit the bulk of tall buildings in residential areas to provide for light, air and views at street-level and reduce the perceived scale of the buildings.

Vary development standards to reduce impacts of large-scale buildings by district consistent with the desired scale and development pattern in the area.

*Comment.* Changes to the upper level development standards in 23.49.058 are intended to enhance building form in the DMC 160 zone. Specifically, the adjustments to modulation requirements for the upper level facades of structures will

provide more consistency among the various development standards that affect the massing of the upper portions of structures in the area, and also promote conditions that are more compatible with existing development patterns and the desired scale of development.

**DT-UDP10** As appropriate for each land use district and type of street environment desired, maintain a strong relationship between buildings and the sidewalk environment through specific street-level development standards. The standards are intended to:

1. make streets enjoyable and pleasant places to be;
2. provide visual interest for pedestrians;
3. provide a comfortable sense of enclosure along the street;
4. integrate individual buildings within the streetscape;
5. bring the activity occurring within buildings into direct contact with the street environment;
6. provide strong edges to clearly define public open spaces; and
7. ensure adequate conditions to support higher density development occurring on abutting properties.

Address through street-level development standards the major components of the streetscape. Consider regulating or requiring features including:

1. street walls,
2. facade transparency,
3. blank wall limitations,
4. overhead weather protection,
5. street landscaping, and
6. screening of parking.

Coordinate street-level development standards with the Pedestrian Street Classification System, established by Policy T 10: Street Classification System. Vary standards according to the classification of the street to reflect the predominant character of the area and the street's relative importance to pedestrian circulation.

Where appropriate, allow flexibility necessary to accommodate desirable public amenities by exempting street frontages occupied by public open space meeting the criteria for bonused open space amenities from street-level development standards that might otherwise be in conflict.

*Comment.* The proposed amendments would better achieve the above policy by adjusting the street-level development standards in Section 23.49.056, the street-level uses standards in 23.49.009, and Maps 1F, 1G, 1H to promote the higher quality pedestrian environment desired to support investment in transforming the adjacent waterfront into a major public amenity.

**DT-UDP11** Regulate uses at street-level in certain areas in order to generate pedestrian interest and activity in conformance with policies for the pedestrian environment. Promote street-level uses to reinforce existing retail concentrations, enhance main pedestrian links between areas, and generate new pedestrian activity where appropriate to meet area objectives without diluting existing concentrations of retail activity.

Promote active and accessible uses at the street-level of new development where it is important to maintain the continuity of retail activity.

Consider measures to promote street-level space of adequate size and sufficient flexibility to accommodate a variety of retail and service activities. Encourage incorporation, as appropriate, of street-level uses as part of open space public amenity features provided for a floor area bonus to promote activity and increase public use of these spaces.

To encourage active and accessible street-level uses throughout downtown, consider appropriate exemptions of these uses from floor area limits.

*Comment.* The proposed amendments to Section 23.49.009 are intended to execute this policy consistent with the changed conditions anticipated in this area abutting the redeveloped waterfront and also promote more active street-level uses where these are required throughout downtown.

## **Transportation**

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

Classify downtown streets under categories addressing three primary functions:

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

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

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

**Pedestrian Classification.** Establish pedestrian classifications for all downtown streets. The primary intent of this classification system is to coordinate improvements to the street right-of-way and abutting development to comfortably and safely accommodate anticipated pedestrian volumes and reinforce desired conditions for pedestrian circulation consistent with the Urban Design policies. Designate each downtown street according to the following categories and functions:

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

**Comment.** Proposed amendments to Map 1F, Pedestrian Street Classifications would reclassify portions of Western Avenue and Alaskan Way from Class II to Class I Pedestrian Streets. These designations better reflect the anticipated increase in pedestrian volumes along these streets and the desired improvements to the character of the pedestrian environment.

### **Neighborhood Plan Element: Commercial Core**

**COM-G1** Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.

**COM-G2** Promote a unique neighborhood identity for the Commercial Core.

**Comment.** Proposed amendments to adjust the mix of uses encouraged in the DMC 160 zone in Section 23.49.009 will help to promote the mix and diversity of activity desired in this area and the Commercial Core overall. Amendments related to development standards in the zone are intended to reinforce the unique

identify of the neighborhood.

**COM-P5** Guide development and capital projects throughout the entire Downtown area through development of a unified urban design strategy that provides a vision for new public facilities, waterfront connections, pedestrian environments, transit linkages and open space.

**COM-P9** Seek to improve the pedestrian qualities of streets and public spaces.

**COM-P10** Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.

*Comment.* Proposed amendments specifically focus on enhancing the pedestrian environment and improving connections between the DMC 160 zone and the waterfront, as well as other adjacent neighborhoods.

## Attachment B

### Comparison of floor area in non-residential and residential structures in the DMC 160 zone

#### Commercial (Non-Residential) Development

Use and FAR calculations	FAR calculations (based on an assumed 23,996 SF lot size)
Chargeable non-residential floor area (7 FAR) – includes 2 floors of parking which reduces the amount of leasable tenant space	167,972 SF
Exempt floor area retail = 10,000 SF	+ 10,000 SF
Mechanical equipment exemption = 5,879 SF (3.5% of total GFA)	+ 5,879 SF
<b>TOTAL FLOOR AREA</b>	<b>= 183,851 SF (7.66 FAR)</b>

#### Residential development (information from built project at 888 Western)

Use	FAR calculations (based on an assumed 23,996 SF lot size)
Residential	184,236 SF (7.7 FAR)
Parking [above-ground]	73,392 SF (3 FAR)
Retail	10,000 SF (0.4 FAR)
Mechanical	13,738 SF (0.6 FAR)
<b>TOTAL FLOOR AREA</b>	<b>281,366 SF (equivalent to FAR of 11.72)</b>