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DPD-Comp Plan Amend 2013-14 RPT
November 22, 2013
Version #3

Director's Report

2013 Amendments to the Seattle Comprehensive Plan

Department of Planning and Development
November 2013



Director's Report on the Mayor's Recommended Comprehensive Plan 2013 Annual Amendments

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Director's Report on the Mayor's Recommended Comprehensive Plan 2013 Annual Amendments

Introduction

This document describes the Mayor's recommendations for amending the City's Comprehensive Plan. The Comprehensive Plan "Comp Plan" or "Plan" is a collection of goals and policies that guides City actions for managing future population, housing and employment growth. The Plan is a requirement of the state Growth Management Act (GMA), which calls for most counties and cities in the state to prepare plans showing how they will accommodate the state's projected population growth. Each Comp Plan needs to show how a city will accommodate the population growth forecast to occur in the coming 20 years.

With a few limited exceptions, the GMA limits the City to amending the Plan only once a year. Because of this limitation, Seattle groups all amendments into a single package for the City Council to consider one time each year.

Seattle's Comprehensive Plan

The City first adopted the Comprehensive Plan in 1994 and conducted a review and update of the Plan in 2004, extending the Plan's horizon to 2024 and planning for revised growth estimates. GMA calls the chapters of the Comp Plan "elements" and requires that all Comp Plans include six elements – land use, transportation, housing, capital facilities, utilities and economic development. GMA also requires that certain cities, including Seattle, have elements in their plans that address marine container ports. In addition to the required elements, GMA also allows cities to add other elements, and Seattle has chosen to include elements related to urban villages, neighborhood planning, human development, cultural resources, the environment and urban design in the City's Plan.

The City has amended the Plan most years since it was first adopted. The City follows a process each year for individuals, groups, elected officials, City Councilmembers and City departments to propose updates to address changing conditions so the Plan will reflect ongoing work, new policy direction or new information. The Council then follows a two-step process. In the first step, the Council decides which of the suggested amendments should be examined further and adopts a resolution directing DPD to analyze those. After DPD completes its analysis, it works with the Mayor to prepare recommendations regarding amendments for the Council to consider. The Council reviews the Mayor's recommendations, holds a public hearing and adopts an ordinance amending the Plan.

On July 29, 2013 City Council adopted Resolution 31458 to identify the amendments they wanted DPD to analyze for the 2013 annual amendment cycle. This resolution identified potential policy topics for further consideration. DPD and other City departments have analyzed the potential amendments in that resolution. Based on that analysis, the Mayor is making the recommendations as outlined in this report.

There is currently a separate effort underway to conduct a major review and update of Seattle's Plan. That review, required by the GMA, will include extending the planning horizon to the year 2035 and addressing new growth estimates for housing and jobs. GMA requires that City Council adopt the update by June 2015.

Summary of Recommended Amendments

Based on DPD's evaluation and on DPD's ongoing planning in these geographical areas, the Mayor recommends that City Council adopt the following amendments to the City's Comprehensive Plan:

1. Central Area Neighborhood Plan

Update and edit goals and policies **(1-A)** and modify the Future Land Use Map (FLUM) to change the category of seven parcels from Multi-Family to Commercial/Mixed Use. **(1-B)**

2. Ballard/Interbay Northend Manufacturing/Industrial Center (BINMIC)

Modify the FLUM to remove less than one acre of land from the BINMIC on 16th Avenue W. in the Interbay area. The FLUM category would change from Industrial to Commercial /Mixed Use and the BINMIC boundaries would be adjusted accordingly.

3-A. Manufacturing/Industrial Center Policies

A new policy would be added to the Urban Village Element identifying criteria that restrict removal of any land from Manufacturing/Industrial Centers (M/ICs) in the future. A new policy would be added to the Land Use Element prohibiting new Industrial Commercial zoning within the M/I Centers.

3-B, 3-C. Stadium District Goals and Policies; FLUM

Amendment 3-B creates a new designation in the Land Use Element of the Comprehensive Plan with new associated goals and policies pertaining to the Stadium District. The amendment would permit two specific land uses in the District – lodging throughout the District and residential in two limited locations. Amendment 3-C creates a new category on the FLUM titled "Stadium District".

4. University Community Urban Center Plan

Amendment 4 revises goals and policies for the University Community Urban Center. Largely, these re-articulate the vision for this area based on recent community planning, or update existing policies that duplicated other existing plans or policies.

The Mayor is recommending that three amendments identified in Resolution 31458 not go forward. The analysis for these amendments (Interbay Armory, University Community boundary contraction, University Community boundary expansion) is provided below.

Proposed Amendments

1) Central Area Plan

Element: Neighborhood Planning, FLUM

Submitted by: DPD

Proposed Amendment: The proposal adds multiple new goals and policies to the Central Area Neighborhood Plan. In addition, a change to the FLUM is proposed for a small area.

Background: In January 2013 DPD began working with the community to identify ways to implement the vision described in the Central Area Neighborhood Plan. Building upon multiple community stakeholder meetings, visioning surveys and other forms of engagement, the work identified new and modified goals and policies recommended in this amendment to update the intent behind the neighborhood plan and thus better reflect current community priorities.

These recommended new and modified goals and policies are drawn directly from the September 21, 2013 workshop and were endorsed by community members at that workshop. As DPD continues to work with the community, strategies to implement these goals and policies will be part of the larger work program for City departments and other agencies, community groups and individual businesses and residents.

Analysis: Based on DPD's community engagement process, the new goals and policies reorganize and update how the community's priorities are articulated. Important new areas of emphasis include identifying key nodes along 23rd Avenue (where it intersects with Cherry, Jackson and Union Streets) and describing the significant characteristics of those nodes, with related implementation strategies. Another area of emphasis is community services for the elderly, youth (especially in jobs for youth) and attracting new businesses with economic development strategies and practical attention to infrastructure and safety needs. The proposed policy changes reflect some shifts in the focus of the existing neighborhood plan, based on the current conditions and opportunities identified in the area. However, the new articulation of the vision places an even stronger focus on preserving the multi-cultural and diverse character of this community.

A change to the FLUM would redesignate a half-block (seven parcels, less than 1 acre, in an area roughly bounded by 22nd Avenue E., 23rd Avenue E., Jefferson Street and the parcel lines of the parcel south of Cherry Street) across 23rd Avenue from Garfield High School and the community center. The current FLUM designation is Multi-Family and the proposed new FLUM designation is Commercial/Mixed Use. The implication of this FLUM amendment is that a future rezone to a commercial category is appropriate, allowing for a somewhat greater intensity of commercial uses than currently exist there, reflecting the long-standing commercial uses on that block.

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DPD Comp Plan Amend 2014 RPT
November 15, 2013
Version #1

Recommendation:

Amend the Plan to revise the goals and policies as shown in Attachment 1-A. Modify the FLUM as shown in Attachment 1-B.

2) Ballard/Interbay Manufacturing/Center (BINMIC)

Element: FLUM

Submitted by: DPD

Proposed Amendment: The FLUM would be modified to remove approximately one acre (three parcels) of land from BINMIC and to change the designation of that land from Industrial to Commercial / Mixed Use.

Background: Beginning in April 2012, DPD has been conducting a community-based planning study titled "Envision Ballard to Interbay." This study focused on a three-mile corridor along 15th Avenue NW and Elliott Avenue connecting Ballard to Interbay. DPD engaged a working group of business, property owner and neighborhood representatives and solicited comments at various stages. As part of that process, DPD's analyzed current conditions and potential future conditions for land use.

Analysis: The City's general industrial policy strongly encourages retaining industrial land for industrial purposes. DPD has analyzed the likely future character of sub-areas within the larger Ballard – Interbay area, including the BINMIC area. As requested in Resolution 31458, DPD considered keeping the land (proposed for re-designation) within the BINMIC. However, DPD's analysis suggests this area is not likely to redevelop with more traditional industrial uses. Current uses in this small area - 3 parcels totaling less than two-thirds of 1 acre - include a grocery store and a recently (2006) renovated office building.

While the longer-term character of development in the greater Ballard-Interbay area continues to be discussed within DPD's community process, some finer adjustments are appropriate at this stage. These adjustments are consistent with DPD's duty to maintain the usability and accuracy of the FLUM. In this instance, a refinement to the M/IC boundary is appropriate, given that the current FLUM boundary line of the BINMIC is drawn down the middle of an existing commercial structure, essentially dividing an existing building into two FLUM designations.

Recommendation: Amend the FLUM as shown in Attachment B to modify the category of this area to Commercial / Mixed Use and adjust the BINMIC boundary accordingly.

3-A) Manufacturing/Industrial Center (M/ICs) Policies

Element: Urban Village and Land Use

Submitted by: DPD

Proposed Amendment: The proposal is to adopt two new policies relating to the M/ICs.

The following new Policy is proposed for the Urban Village Element:

Do not remove land from a Manufacturing/Industrial Center unless:

- *The proposed use for that land is identified;*
- *There is insufficient appropriately-zoned land elsewhere in the city for the proposed use;*
- *The proposed use would not displace an existing industrial use; and*
- *The proposed use would not adversely affect nearby industrial operations.*

The following new Policy is proposed for the Land Use Element:

As a hybrid zone that permits a variety of commercial uses at moderate to high densities, the Industrial Commercial (IC) zone is not appropriate in the Manufacturing/Industrial Centers, where the City encourages retention of land for primarily industrial purposes. Do not rezone any additional land to IC in the Manufacturing/Industrial Centers.

Background: Resolution 31458 directed DPD to conduct and coordinate two studies called for by a memorandum of understanding among Seattle, King County, and ArenaCo. The recommendations presented here for item 3-A reflect the results of one of those studies – the Duwamish M/IC Policy and Land Use Study (M/IC Study). The second study (Stadium Study) examined the area around the existing and proposed spectator sports facilities, and its recommendations are found in item 3-B of this report.

Although the recommendations are presented separately, the two studies were considered together and conducted collaboratively. They share the policy direction of how to best balance preservation of industry's important regional economic contribution, maintenance of transportation infrastructure and the character of adjacent neighborhoods with the unique characteristics and value of the major entertainment facilities located in the Stadium District.

The M/IC Study focused on whether greater restrictions on non-industrial uses in the Duwamish Manufacturing/Industrial Center (M/IC) and stronger restrictions on removal of land from a M/IC were appropriate. DPD staff evaluated policies, land uses and zoning mechanisms, including a Port Overlay District, that could provide greater protection to maritime and industrial uses in Seattle.

Key findings from the M/I C Study include the following:

- 87 percent of Seattle's industrial areas are zoned Industrial General 1 (IG1) or Industrial General 2 (IG2). 93 percent of the land in the Duwamish is zoned IG1 or IG2.
- The largest proportion of land in the Duwamish M/IC is in transportation including air and freight movement, utilities and communication uses. Much of these uses serve vital public needs such as the Port of Seattle's cargo operations and the King County airport. Downtown offices, retail and restaurants also depend on the freight logistical system for the supply chain that ensures timely delivery of goods.
- M/ICs are the locus of 16 percent of Seattle's jobs, \$6 billion a year in taxable retail sales, and \$37 million per year in Seattle-dedicated B&O taxes.
- Vacancy rates for industrial space in the Duwamish area have remained below 5% for most of the past 20 years, indicating a high industrial demand.
- There are many Port-related industrial business activities located throughout the Duwamish M/IC without a particular geographical concentration.
- Industrial Commercial (IC) zoning, which allows for more generous retail and office uses, has mainly resulted in large single-use office buildings in recent years. IC zoning is intended primarily for areas that can attract new businesses, near major institutions, and places where there is an existing concentration of research and development uses. Most of the IC zoned parcels in the Duwamish are in the Stadium Transition Overlay District.
- Large office and retail uses, such as those allowed in the IC zone, tend to generate high volumes of vehicle traffic that pose conflicts with the freight movement that is critical to industrial businesses. In addition, office and retail uses can often afford higher prices for land than can industrial uses. When they locate near industrial activity they can drive up the market price for land which makes it more difficult for industrial uses to remain.

Analysis: Based on these and other findings, the recommended amendments respond to the Resolution and the Memorandum of Understanding by: 1) requiring that proposals to remove land from a M/IC meet specific conditions that would demonstrate a need to remove the land and that the action would not have negative impacts on industrial operations in the M/ICs; and 2) no longer allowing land to be zoned IC within the M/ICs.

The first amendment is to the Urban Village Element. That Element designates the M/IC boundary and articulates the City's policy direction of retaining industrial land for industrial uses. The Element also identifies other areas within the city, such as urban villages, where commercial and residential uses (i.e., not industrial uses) are favored. Compared to the M/ICs, those urban village locations are more appropriate for new non-industrial uses because they help to create the active mixed-use areas the Comp Plan calls for in its Urban Village Strategy. Similar uses can gain the benefits of close proximity. The City's existing zoning capacity accommodates large amounts of commercial growth outside of the M/ICs. To avoid the disruption that large non-industrial uses can cause in the industrial area, this first amendment

requires a non-industrial use to be sited outside the M/ICs, unless it can be demonstrated that, among other things, there is not appropriately zoned land elsewhere in the city for non-industrial uses. The BINMIC boundary Amendment (Amendment #2) represents a removal of land from that M/IC, but it was not evaluated under the policy change proposed here because it was submitted prior to this policy being developed.

A key direction for the M/IC Study was how to best use the tools of land use and zoning mechanisms, such as a Port overlay district, Comprehensive Plan policies and/or other City regulations to provide greater protection to maritime and industrial uses. DPD and the Advisory Committee considered and discussed the merits of a Port Overlay District, for example. A Port Overlay District was identified in the state legislation that required inclusion of the Port Element in the City of Seattle's Comprehensive Plan as a possible tool for preventing land use conflicts with port operations. In reviewing the locations of businesses that provide support services to the Port of Seattle, DPD determined that those businesses were located throughout the Duwamish M/IC and that there was no concentration of them in a smaller location, where more intense protections might be applied. It was therefore determined that whatever protective land use measures were proposed should apply in the entire M/IC, and not just within a smaller Port Overlay.

The second Duwamish/BINMIC amendment adds a new policy to the Land Use Element stating that the character of the IC zone is inconsistent with the City's policy of protecting industrial lands. The study's findings included a recognition that the IC zone has in recent years been used primarily for the development of large office buildings. When the zone was originally adopted in the 1980s, it was envisioned as a zone that could accommodate high-tech uses, and it was mapped in only very limited locations in the city. It was initially applied in South Lake Union, where it has since been replaced by the Seattle Mixed zone. However, because the IC has a more generous size limit for office and retail uses than the IG or Industrial Buffer zones, it has become the location for relatively large buildings, such as those on 1st Ave. South, southwest of the baseball stadium.

The study's findings also noted that large office and retail uses generate negative effects on nearby industrial areas because of the traffic they generate. That traffic pattern, along with the effects of other uses typically accompanying new office development, can directly interfere with the critical freight mobility infrastructure that is necessary for the economic value added by the M/I Centers and the services they provide to downtown and other parts of the city and region. Moderate-to-high-density office and large retail spaces can also affect the property value, or expectations of value, for nearby land, making it more difficult for industrial business to compete to purchase or rent in the vicinity. The proposed amendment to the Land Use Element therefore would prohibit new IC zoning in the M/I Centers and would thus further protect industrial activity.

Recommendation:

Amend the Plan to include the new policies shown in Attachment 3-A.

3-B) Stadium District

Element: Land Use; FLUM

Submitted by: DPD

Proposed Amendment:

The proposal is to add new goals and policies to the Land Use Element establishing a new category titled "Stadium District." A modification is proposed to the FLUM to establish the new District.

Background: As described in the background discussion for Amendment 3-A, Resolution 31458 directed DPD to conduct and coordinate two studies called for by a memorandum of understanding among Seattle, King County, and ArenaCo. The scope of this separate Stadium Study was to consider policy and regulatory changes that would better orient the District to the needs of stadium patrons; improve pedestrian connections to and from the stadia; produce a pedestrian-friendly streetscape compatible with the historic and diverse character of adjacent neighborhoods; and preserve industrial uses in the Duwamish Manufacturing/Industrial Center (M/IC). This study was conducted in collaboration with the Industrial Lands Study referenced in Amendment 3-A.

During 2012, and independent from the proposed basketball arena, the public boards that own the existing professional sports stadiums and the sports teams that operate them conducted planning for a Stadium District that produced a vision for increasing uses complementary to sports and entertainment, adding open space and improving the public realm, and better integrating the area with adjacent neighborhoods. At the conclusion of their study, the boards requested that the City take action to formally recognize their plan.

During the Spring of 2013, DPD began a Stadium District Planning effort in response to the two actions described above. A 23 member Stakeholder Advisory Group was assembled to encompass a broad range of stakeholders with direct knowledge of the area and the surrounding neighborhoods. The group composition was intended to include representatives of the public boards that own the professional sports stadia; representatives of the sports teams the stadiums host; representatives of each of the three adjacent neighborhoods (Duwamish Manufacturing Industrial Center (MIC)), Pioneer Square, and Chinatown/International District); other area property owners and/or business owners within or adjacent to the proposed Stadium District; and representatives of the City's Planning and Design Commissions. The Advisory Group met seven times between March and October of 2013. The public was invited to attend. DPD invited comments from Advisory Group members and the public on all draft materials. The Advisory Group functioned as a sounding board that DPD could engage with to receive a range of opinions and ideas from a knowledgeable set of stakeholders. The Stadium District Study recommendations are solely the recommendations of DPD, but DPD staff carefully considered the range of opinions expressed when formulating the recommendations.

In addition to the Stakeholder Advisory Group, DPD in partnership with Feet First, conducted two public walking tours of the area. DPD also exhibited Stadium District Study materials during the Seattle Design Festival at a storefront location in Pioneer Square in September 2013.

Key findings from the Stadium Area Study include the following:

- The proposed Stadium District's unique characteristics include: the concentrated presence of spectator sports and other entertainment facilities, which strongly influence activity in the area, and pulses of activity associated with events at these facilities create a set of conditions not found in any other neighborhoods.
- Within the proposed Stadium District boundaries existing use of land and recent new land uses are not strongly reflective of the existing Manufacturing/Industrial Center, or Downtown Urban Center designations.
 - Within the proposed Stadium District boundaries, 62% of the lands are presently occupied by stadium and event facilities and there are roughly 6 million annual visitors. If the proposed basketball arena were built, annual visitors would increase to more than 7 million supporting 320 to 380 annual events.
 - In addition to stadiums and event center uses, the area contains approximately 120 small businesses, with more than seventy-five percent of those having fewer than 10 employees. The most common types of businesses aside from the sports stadiums and events centers are wholesalers, motion picture/photography, architecture/engineering, and construction/contractors.
 - Using survey data from 2011, only 12 businesses in the area reported involvement in manufacturing or industrial activity, and at least one of those businesses appears to have left the area.
- The proposed Stadium District has very close relationships with adjacent neighborhoods. Policies for the Pioneer Square and Chinatown/International District neighborhoods can inform potential uses in the stadium area.
 - *Chinatown/ID Neighborhood Strategic Plan*: The first Housing Objective (pg.15) is "diversification of the housing stock to include more moderate income and family housing stock". The Plan notes that "Lack of family housing and moderate income units stifles community's ability to sustain neighborhood businesses." (pg. 15). The concentration of historic masonry structures in need of sizeable renovation to satisfy current codes for housing, and the presence of relatively small infill sites are challenges to achieving such housing goals in the heart of the Chinatown/ID neighborhood.
 - *Pioneer Square Neighborhood Plan*: The plan lists the top seven projects for neighborhood action. Project 1 is to: "Catalyze Housing Development – develop

an incentive package to stimulate private development of middle income housing.” The concentration of historic masonry structures in need of sizeable renovation to satisfy current codes for housing, and the presence of relatively small infill sites are challenges to achieving such housing in the heart of the Pioneer Square neighborhood.

- When compared with successful examples of areas in other major American cities nearby stadiums, Seattle does not feature as strong a sense of place, level of activity, or improved public realm quality. The area does not capture as much “staying activity” before and after major events as more successful examples. The study identified specific opportunities for a network of street improvements, potential new open spaces, and public realm improvements that could better support patrons and crowds during event days and neighborhood uses and other activities during non-event times.
- The proposed Stadium District is a mobility “crossroads” for multiple transportation modes, with freight, commuter traffic, and events, including large numbers of pedestrians. All these modes place competing demands on the area’s street network. There are light rail, commuter rail and bus transit connections, and some of the most significant new infrastructure investments in the region, including the ongoing replacement of the SR 99 Viaduct. The study identified a very limited number of catalyst sites that present opportunities for change and to create benefits for the District.

Analysis: The proposed designation of the Stadium District as a separate area constitutes three major actions:

- Identifying a new Stadium District, to be designated on the FLUM generally bounded by S. Holgate St. on the south, Utah Ave. on the west, Railroad Ave on the north and 4th Ave and rail tracks on the east, and as shown on the attached map.
- Defining new allowed uses in that District
- Adopting policies to guide possible future City activities, including zoning, in the District

The area around the professional baseball and football stadiums in Seattle is unique for the activities it supports – three major professional sports and an exhibition arena that host large numbers of visitors from the city, the region and beyond many times each year. Observations made in other cities’ stadium districts suggest that the area immediately around Seattle’s stadiums could benefit more directly from that the economic activity associated with the stadiums. The recommended policies for the new District intend will help the Stadium District and nearby communities get the maximum value from the entertainment venues.

Most of the land that would constitute the new Stadium District is currently in the Stadium Transition Overlay District (Overlay) that was established in 2000. The City’s Land Use Code describes the Overlay:

The Stadium Transition Area centers on large sports facilities and allows uses complementary to them. It is intended to contribute to a safer pedestrian environment for those attending events and permits a mix of uses, supporting the pedestrian-oriented character of the area as well as the surrounding industrial zone, while minimizing conflicts with industrial uses. Within the overlay district, use provisions and development standards are designed to create a pedestrian connection with downtown; discourage encroachment on nearby industrial uses to the south; and create a pedestrian-friendly streetscape. Allowing a mix of uses, including office development, is intended to encourage redevelopment and to maintain the health and vibrancy of the area during times when the sports facilities are not in operation.

The current Overlay is a zoning tool that covers land in both the Downtown Urban Center and the Duwamish M/IC. The proposed Stadium District would include the entire Overlay plus a small geographic area north and east of the Overlay in the Downtown Urban Center. This includes land over the railroad tracks between Weller Street and Dearborn Street, as well as straightening the curved line that now forms the northern boundary of the Overlay.

The Stadium District includes 39 acres of land from the Downtown Urban Center and 56 acres of land from the Duwamish M/IC. The Downtown Urban Center contains 952 acres of land and the Duwamish M/IC contains 4961 acres of land. The acreage removed from each of these larger areas represents four percent and one percent, respectively. Removing this land from the Downtown Urban Center and the Duwamish M/IC alters the boundaries of those centers on the Future Land Use Map and on other maps in the Plan that show those boundaries.

Establishing the new Stadium District would mean that this land would no longer be governed by the policies the Plan articulates for the Downtown Urban Center and the Duwamish M/IC. The recommended Comp Plan amendments builds on the original policy direction for the Stadium Transition Area as described above to give specific direction for the new Stadium District. Work on developing new regulations to accompany and implement this new policy direction has begun in late 2013 and is anticipated to be substantially complete by the time Council makes its final determination on these Comp Plan amendments.

The recommendation would allow two new land uses in the Stadium District that are not now permitted in the Overlay. One of the new allowed uses is lodging, as a way to accommodate out-of-town visitors to the entertainment venues located in the District. Lodging is currently prohibited in the Duwamish M/IC, including in the Overlay. The other recommended allowed use is residential, which would be allowed in only two specific locations – on the west side of 1st Ave, immediately south of Railroad Ave and east of the football stadium over the railroad tracks.

Allowing lodging and residential uses on two specific sites in the Stadium District would expand the number of people using the area and over longer periods of the day. That increased population could provide stability to local businesses and contribute to the success of the District as a place that serves more than the patrons of events at the entertainment venues. These uses could also contribute to the vitality of Pioneer Square and the Chinatown/International District and provide eyes on the street for existing and proposed public spaces in the District. Housing would help meet some of the community's goals for Pioneer Square and the Chinatown/ID. Of the sites in the Stadium District that appear suitable for redevelopment to lodging, only those along 1st Avenue would abut the boundary with the M/IC.

Office uses are allowed in the area currently and would continue to be permitted in the recommended District. Office-related activities would help bring population throughout the work week, helping to support retail and public spaces.

DPD's study that describes the area and proposed the Comp Plan amendments notes that 500 to 700 new housing units could be built on the two potential residential sites and recommends siting and development standards for these uses to ensure success of the District while minimizing potential conflicts with adjacent industrial uses. The WOSCA site on the west side of 1st Avenue is the site with the most critical adjacencies with regard to mobility. Analysis of potential development on this site found that the maximum potential build-out which could include housing at the north end and office and retail space at the south of the site, would result in no increase to the number of vehicle trips compared to development under existing zoning. An analysis of P.M peak hour trip generation in the existing zoning scenario showed approximately 320 to 640 p.m. peak hour trips, while the proposed scenario is expected to generate 320 to 550 p.m. peak hour trips. The reason a scenario including additional residential does not significantly increase trip generation over one with strictly office uses is that residents in high-density housing located nearby downtown job centers tend to use transit and non-motorized modes of transportation.

The policy recommendations in this amendment address transportation, land use, urban form, and the public realm. In transportation, the recommendations consider factors such as the swell of attendees on a limited number of dates per year and on certain streets, and the need to maintain freight access through and adjacent to the District. Recommended policies encourage the sports and event facilities to develop coordinated transportation management strategies to minimize traffic impacts and the demand for event parking and to encourage patrons of the events to use transit and non-motorized travel modes. Transportation management plans could also help reduce the potential impacts that further commercial uses, lodging and residential uses would have in the area. The City would continue allowing the entertainment venues to meet their special needs, such as event staging, nighttime operations, and the accommodation of event-related buses and trucks.

As noted above, most of the land that would constitute the Stadium District is currently part of the Duwamish M/IC. That land is currently zoned Industrial Commercial, and as described

above, the land uses in that area are governed by the Overlay, which encourages office and pedestrian-oriented retail uses. The IC zone has no size limit for office and retail, so City land use regulations in the IC-zoned Overlay area do not provide as much protection to industrial activity as the General Industrial zones, which significantly restrict the size of use for office and retail, in the rest of the Duwamish M/IC. Current uses in this overlay area are primarily spectator sports facilities and entertainment venues, along with a variety of small commercial and small industrial businesses.

Allowing additional land from the Duwamish M/I C, beyond that identified in this recommendation, to be transferred to the Stadium District in the future would impair the critical economic roles that Port of Seattle and industrial operations play. The policies in Amendment 3-A will provide a firmer safeguard against such conversion.

Recommendation: Amend the Land Use Element and the FLUM as proposed and as shown in Amendment 3-B and 3-C.

4) University Community Urban Center Plan

Element: Neighborhood Planning: University Community Urban Center

Submitted by: DPD

Proposed Amendment: Revised policies for the University Community Urban Center (UCUC) Plan

Background: Starting in 2012, DPD has engaged residents, businesses and the University of Washington in planning the future of the area, particularly in light of the planned opening of a light rail station at 45th and Brooklyn. DPD has completed an Urban Design Framework and is now preparing an EIS that considers a range of potential actions by the City and other actors. These include additional Comprehensive Plan policies, FLUM changes and zoning modifications. Some of these actions could be presented in the next annual amendment cycle, based on further work with the community.

Analysis: The Amendment proposes minor edits and updates to the UCUC policies. These have been vetted through DPD's community engagement process. These recommendations do not result in significant changes to current policy direction, but will provide a more current starting point for future community planning.

Recommendation: Amend the neighborhood plan as proposed and as shown in Attachment 4.

Remaining Proposals

The City Council Resolution 31458 identified three other proposals for potential amendments, described below. The Mayor is not recommending these proposals for adoption.

Interbay Armory

Element: Future Land Use Map

Submitted by: Hummel Architects, P.C.

Proposed Amendment: The proposal is to modify the FLUM to remove the properties known as the Armory area from the BINMIC. Their designation would change from Industrial to Mixed Use / Commercial with an appropriate modification to BINMIC boundaries.

Analysis: A state agency (Washington Air National Guard) is the major property owner of parcels within the Armory area. The agency is still considering its options for these parcels, including proposing the removal of their land from the BINMIC. Current City policy is to maintain industrial land for industrial uses. While there are some commercial uses on other industrially zoned parcels in this 15th Ave. corridor, some of those uses were permitted prior to the adoption of the City's current Code restrictions on the amount of retail and office space in Industrial zones. Those Code restrictions further defined the City's intention to preserve industrial land. The guiding principle of the Comp Plan is the Urban Village Strategy, which directs the City to concentrate housing and commercial development in designated urban centers and villages, in part to provide for the efficient use of public services. This area is not part of any designated center or village, and allowing higher concentrations of commercial and residential uses could dilute the effectiveness of the Comp Plan's fundamental strategy. In addition, DPD's analysis so far indicates that there would be considerable and potentially negative impacts on industrial uses should this large site be re-designated. This site also lacks basic infrastructure that would be necessary to support the types of commercial or retail that would be allowed if the designation changed. Some uses permitted by mixed-use zoning, such as office, big-box retail and housing could produce significant traffic impacts on Elliott Avenue, which is the critical north-south freight corridor in this area. DPD's community process in the Ballard /Interbay area will continue to review appropriate future uses for this area.

Recommendation: Do not adopt this amendment.

University Community Urban Center boundary modification, University Community Urban Center boundary contraction

Element: FLUM **Submitted by:** Roosevelt Neighborhood Association (RNA); Neighbors of RNA

Proposed Amendment: One proposal was to modify the FLUM to expand the boundary of the University Community Urban Center; the other was to modify the FLUM to reduce the boundary in the same general location.

Analysis: The proponents decided not to pursue these amendments in this amendment cycle but will likely continue to discuss these ideas in the larger University planning process.

Recommendation: Do not adopt these amendments.

Attachment 1-A – Central Area Goals and Policies

Recommended Amendments

Element: Neighborhood Plan: 23rd Avenue South @ S. Jackson-Union Residential Urban Village

Central Area

overall central area community
identity & character and land use goals

- CA-G1** The Central Area is a ((A))community ((that celebrates the Central Area's))proud of its culture, heritage, and diversity of people and places. This richness derives from the fact that this neighborhood has always been a place of welcome and it has been, and continues to be the center of the African American community.
- CA-G2** The three community nodes along 23rd Ave at Jackson, Union and Cherry are each distinct with a different niche, but together they exhibit or demonstrate the shared identity of the Central Area. These community nodes together serve the diversity of cultures in the Central Area and continue to be home to those businesses and institutions that are central to the African American community:
- 23rd and Jackson - The largest of the three community nodes with larger scaled mixed use developments. It is the community's center for general goods and services including education, arts, places of worship and gathering, parks, a library, housing, social services and places to shop for daily household needs. It is a local and regional destination that draws a broad mix of people.
 - 23rd and Union - A medium sized community-serving node with mixed use developments. This node has locally owned businesses and institutions and continues to serve as the center of the African American community. It is a neighborhood scale destination that builds on existing assets and draws customers from the larger neighborhood.
 - 23rd and Cherry - This is a smaller scaled community-serving node with finer grained mixed use developments. This node has an abundance of community assets including parks/open space, Garfield High School and Community Center, teen center, arts programs, and small businesses, in particular ethnic restaurants, that create a unique identity for this node. It draws a broad mix of people, especially youth.

CA-G3 A community that provides inclusive opportunities for everyone to participate in community projects.

**overall central area community
identity & character and land use policies**

- CA-P1** Strengthen a unique identity for the Central Area that celebrates its culture, heritage and diversity; ~~((Enhance))~~ enhance the sense of community; and increase the feeling of pride among Central Area residents, business owners, employees, and visitors through excellent physical and social environments ~~((on main thoroughfares))~~.
- CA-P2** Recognize the historical importance and significance of the Central Area's ~~((single-family residential))~~ existing housing stock, institutional buildings (old schools, etc.), and commercial structures as community resources. Incorporate their elements into building design ~~((guidelines, housing maintenance programs;))~~ and possible designation of historic and cultural resources.
- CA-P3** Seek opportunities for community-based public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of the Central Area.
- CA-P4** Create opportunities for public spaces, public art, and ~~((community))~~ gateways that engage and express the Central Area's unique heritage and identity ~~((e.g., Lavizzo Amphitheater, I-90 Lid))~~.
- CA-P5** ~~((Support the development of CAAP*IT CAN (Central Area Action Plan * Implementation Team Community Action Network) for coordination of volunteerism and economically viable community building programs, projects and collaboration.))~~ Create activities and spaces for people with diverse cultures, ages and background to meet, share, learn and strengthen community ties.
- CA-P6** Create an appealing environment that enhances the historic character while providing opportunities for existing and new development to grow, and serve the emerging needs of the diverse community.
- CA-P7** Use zoning and design guidelines to encourage dense urban development in the commercial areas that creates a vibrant commercial district with businesses and housing supportive of the community.
- CA-P8** Support existing and new Central Area community programs and expand on existing partnerships so these programs prioritize services to those who consider the Central Area to be central to their identity such as the African American community.

- CA-P9** Encourage new pedestrian-friendly mixed-use development and increased housing density in and around the 23rd Avenue and Jackson Street commercial area that includes small and large businesses, opportunities for startup businesses, and affordable housing while preserving existing gathering spaces. Implement this vision through rezone and design guidelines.
- CA-P10** Support additional retail, restaurants, services, and office space at 23rd and Yesler to create active sidewalks.
- CA-P11** Encourage new pedestrian-friendly mixed-use development at 23rd and Union that includes neighborhood serving shops and services, opportunities for startup businesses, affordable housing and live/work housing while respecting the small scale and historic character of this node. Implement this vision through rezone and design guidelines.
- CA-P12** Preserve small-scale neighborhood character, immigrant and refugee owned businesses while providing a greater variety of shops and services at 23rd and Cherry and an activated street frontage. Implement this vision through rezone and design guidelines.
- CA-P13** Improve access and connectivity to community assets at 23rd and Cherry and activate space around Garfield High School, Garfield Community Center, and Medgar Evers Pool.
- CA-P14** Support a network of community based organizations that can coordinate diverse volunteers to implement community building programs and projects that serve to anchor the cultural diversity of the Central Area.

transportation & infrastructure goals

- CA-G((2))4** A community where residents, workers, students and visitors ((~~all~~)) can choose from a variety of comfortable and ((~~competitively~~)) convenient modes of transportation including walking, bicycling, and transit and where our reliance on cars for basic transportation needs is minimized or eliminated.
- CA-G5:** The neighborhood has an efficient and effective network of transit including linkages to the proposed East Link light rail station that supports land use goals and adequately serves the community.
- CA-G((3))6** A community that is served by ((~~a~~)) well-maintained infrastructure ((~~and~~)) including the most up to date communication technology such as fiber optic telecommunication infrastructure.

transportation & infrastructure policies

CA-P((6))15 Facilitate movement of residents, workers, visitors, and goods within the Central Area with a particular focus on increasing safety~~((supporting economic centers, encouraging a full range of transportation choices, and creating social gathering places that improve the quality of life and serve as the heart of the community))~~.

CA-P16 Support a multimodal transportation network that connects community destinations such as economic centers, schools, recreational facilities, shopping nodes, and social gathering places and that links the Central Area to other neighborhoods.

~~((CA-P7 Encourage use of travel modes such as transit, bicycles, walking and shared vehicles by students and employees, and discourage commuting by single occupant vehicle. Minimize impacts of commuters on Central Area neighborhoods and neighborhood cut through traffic to and from the regional highway network. Work with institutions/businesses to develop creative solutions for minimizing single occupant auto usage by employees and students.))~~

CA-P17 Consider traffic calming measures on Central Area arterial streets.

CA-P18 Work with institutions/businesses to develop creative solutions for minimizing single occupant auto usage by employees and students.

CA-P((8))19 Promote capital improvements and maintenance of facilities that enhance pedestrian safety, mobility and access~~((encourage "pedestrianism" among residents, employees, and shoppers. Use all area streets and sidewalks as avenues to walk to work, school, recreational facilities, shopping districts, and visit neighbors. Provide for pedestrian convenience and priority at signalized intersections using Transportation Strategic Plan strategies. Preserve residential area street ends and stairways for public access))~~.

CA-P20 Maintain and improve pedestrian infrastructure including sidewalks, stairways, pedestrian underpasses, and planting strips and medians on arterial streets.

CA-P21 Consider improvements to unimproved right of ways such as street ends or alleys to foster pedestrian access and mobility.

~~((CA-P9 Identify key pedestrian streets and areas where neighborhoods can be linked together.))~~

~~((CA-P10 Central Gateway project: Strive to provide excellent pedestrian and bicycle links between the Central Area and adjacent neighborhoods. Facilitate bicycle and pedestrian safety, and transit and traffic flow and access. Minimize neighborhood cut through traffic.))~~

CA-P((11))22 Coordinate transportation and infrastructure project planning with ((affected neighborhood planning areas including the Central Area, the International District, and First Hill))adjacent neighborhoods if they are affected by these projects.

CA-P((12))23 Strive to provide safety for pedestrians ((needing to))along and across Central Area arterials to reach schools, parks, businesses, services, and transit. ((Operate pedestrian signals to facilitate pedestrian movement and safety.))

~~((CA-P13Facilitate residents' access to Central Area businesses, services, and institutions by using public transportation, thereby encouraging patronage of area businesses and reducing the need for cars. Encourage community-based transit service with transit hubs at primary business nodes and community anchors.))~~

CA-P((14))24 Facilitate convenient transit access to local and regional employment centers for Central Area residents((who use public transit. Maintain efficiency of direct transit service to downtown, improve north-south transit service to regional job centers, and improve access to eastside transit service)).

CA-P((15))25 Encourage shared parking at business nodes in order to meet parking ((requirements))demand while minimizing the size of surface parking lots and maximizing space for other uses((with a goal to reduce the need for surface parking lots especially along Key Pedestrian Streets)).

CA-P((16))26 Encourage coordination of construction work within the street right of way in order to maximize the public benefit and minimize the disruption of the street surface.

CA-P27 Improve road safety through public education, targeted enforcement, and engineering measures.

CA-P28 Develop a multi-modal access plan for proposed and future high capacity transit stations (Bus Rapid Transit, Light Rail) that serve or are near to the Central Area

CA-P29 Create safe pedestrian and bicycle access to bus and light rail service and to the business districts.

CA-P30 Encourage King County Metro to provide effective bus service through the neighborhood to the light rail station and surrounding community facilities.

CA-P((17))31 Improve the visual quality of the neighborhoods by encouraging undergrounding of utilities including service lines for all new construction and remodel projects and minimizing the impact of new telecommunication facilities such as towers.

housing goal

CA-G((4))7 The Central Area is a ((A))stable community that provides a range of housing types and affordable options to support the socio-demographic diversity of this neighborhood((with a mix of housing types meeting the needs of a wide variety of households, where home ownership is an affordable option for many households)).

housing policies

CA-P((18))32 Advocate for more flexible options for mortgage financing, and strive to remove barriers to home-ownership and renovation loans for local residents.

CA-P((19))33 Support sweat-equity housing programs.

CA-P((20))34 Support housing services that encourage age integration.

CA-P((21))35 Ameliorate the potential impacts of gentrification and displacement of existing residents through a variety of affordable housing programs ((and techniques))including preserving existing multi-family affordable housing and producing new affordable housing.

CA-P36 Maintain and create affordable housing to keep a range of housing prices and unit sizes including affordable family-sized units with amenities for families, and a balance of rental and owner-occupied housing.

CA-P37 Assist low-income, senior and disabled renters and homeowners by encouraging supportive services that will allow them to continue to live in the neighborhood.

CA-P38 Encourage affordable housing in close proximity or with easy access to community assets and amenities.

CA-P39 Target affordable housing investments near investments in high-frequency transit to reduce the transportation costs of low-income households.

CA-P40 Leverage publicly owned properties to produce affordable housing.

CA-P41 Provide development incentives to multi-family housing developers for provision of affordable housing units within market rate housing projects.

economic development goals

CA-G((5))8 ((Central Area as one business district offering a series of successful economic niche neighborhoods within the overall community.))The Central Area is a culturally and

ethnically diverse and economically strong community. Its business districts provide the goods and services needed for the multicultural community who live, work, worship and shop there.

CA-G9 The Central Area has vibrant commercial districts with diverse economic opportunities for area residents, including career-path family-wage jobs for its residents.

CA-G10 The Central Area has strong entrepreneurship that creates jobs and grows the local economy for the benefit of its residents.

CA-G11 This neighborhood is, and feels, safe and inviting for people and businesses.

economic development policies

CA-P((22))42 Support efforts to encourage ((Encourage))existing and new minority and locally owned businesses in the Central Area to grow and expand.

CA-P43 Support implementation of coordinated long-term strategies to improve commercial districts including support for existing or expanding small businesses and ethnically based businesses in order to maintain the multi-cultural character.

CA-P((23))44 ((Facilitate and-s))Support strong, culturally inclusive business associations that support the vitality of business districts serving the entire community((for primary business districts)).

CA-P((24))45 ((Create a viable business base that will attract investment, focusing on neighborhood retail, professional and personal services, restaurants, and entertainment. Support the urban design element of the Central Area Neighborhood Plan that strengthens development and enhances the pedestrian nature of each area.))Support vibrant, diverse and distinct commercial districts that provide a range of goods and services for the entire community.

CA-P46 Support projects that increase affordable, culturally appropriate and healthy food.

CA-P((25))47 ((Support))Create strong linkages ((between))to tie job and vocational training, apprenticeship programs and ((services and))jobs ((available))to members of the community in need of such services, especially youth.

((CA-P26Develop organizational capacity within the community to stimulate economic development:))

- CA-P48** Build strong partnerships and support projects that provide opportunities for local jobs for Central Area residents and pathways to living wage jobs in the region's employment centers.
- CA-P49** Strive to develop healthy workplaces where employees are treated with respect, and have a voice in decisions that impact their jobs, lives and community.
- CA-P50** Provide opportunities and support to facilitate start-up small businesses.
- CA-P51** Encourage partnerships among businesses to create a safe and active commercial district.
- CA-P52** Seek opportunities for the community and the Seattle Police Department to strengthen partnerships.
- CA-P((27))53** Support crime prevention programs that ((involve))create partnerships between the broad diversity of the community, the businesses and the City to decrease crime and to address underlying conditions that may encourage crime((the community such as Community Police Teams, Block Watch, Youth Advisory Council)).
- CA-P54** Support efforts to improve the appearance and cleanliness of business districts.

Human Service and Community Building Goals

- CA-G12** A connected and caring community that nurtures and supports all its members especially the children, youth and the elderly, and support programs and services needed by its diverse community.
- CA-G13** The Central Area has strong schools with excellent programs and strong enrollment with no achievement gap, providing opportunities for all students to succeed and have bright futures.
- CA-G14** The Central Area is a neighborhood in which the community, community-based organizations, service organizations, education/training institutions and the City work together to create pathways to meaningful employment for all its youth.
- CA-G15** To support cultural diversity, there is improved access to education and employment training opportunities for all, especially for its diverse youth.
- CA-G16** Develop and promote the empowerment of all Central Area youth.
- CA-G17** The Central Area has strong organizations and local leaders who work to anchor the cultural diversity of this neighborhood.

Human Service and Community Building Policies

- CA-P55 Encourage local institutions, community-based organizations, and other agencies to provide life-long learning opportunities needed by the Central Area's diverse community.
- CA-P56 Provide all Central Area youth with required skills and experience needed for future careers and employment opportunities near where they live.
- CA-P57 Support the growth of jobs for teenagers in the neighborhood, especially those most in need of a path to a successful future.
- CA-P58 Provide the Central Area youth with cultural education and recreational opportunities that embrace its diversity.
- CA-P59 Enhance community pride through multicultural activities such as community festivals, youth mentoring and other youth programs.
- CA-P60 Support innovative and effective youth services.
- CA-P61 Encourage Central Area youth to actively engage in community activities and develop leadership skills, especially those most in need of such support.
- CA-P62 Provide seniors with needed resources and assistance and opportunities to engage with the community.
- CA-P63 Provide supportive service for the immigrant/refugee and African American communities.
- CA-P64 Support programs and organizations that nurture local leadership within the Central Area.

Parks and Open Space Goal

- CA-G18 A community with functional, well maintained and connected parks, open space, and recreational facilities to serve the Central Area's diverse population.

Parks and Open Space Policies

CA-P65 Facilitate community involvement such that park facilities, improvements and programming better reflect the needs of the neighborhood.

CA-P66 Seek opportunities within the commercial districts to create open spaces for community gathering.

CA-P67 Seek opportunities for public open space on unused or unimproved properties.

CA-P68 Promote greening and beautification of the neighborhood through local citizen participation.

CA-P69 Work with community members, organizations, schools and institutions to provide park stewardship.

23rd avenue corridor goals

CA-G6—Distinct but mutually supportive primary business districts along the 23rd-Avenue Corridor:

- 23rd and Madison Node—Destination/Entertainment Center: the Central Area's northern commercial anchor.
- 23rd and Jackson Node—Shopping Center: the Central Area's shopping focal point, and a true "urban village."
- 23rd and Union Node—Business/Restaurant Center: A small-scale commercial hub serving the neighborhood, providing a range of residential housing types

23rd avenue corridor policies

CA-P28—Encourage the preservation and conversion of homes south of Union on 23rd to live workstructures to increase the viability of the existing housing stock and enhance the pedestrian feel of 23rd Avenue.

CA-P29—Support Central Area programs that have been concentrated at the 23rd and Jackson node. Build on existing partnerships.

CA-P30—Encourage increased housing density in and around the 23rd Avenue and Jackson Street commercial area.

~~CA-P31~~ Explore the potential for an incentive-based East Madison "economic opportunity area"

~~CA-P32~~ Support additional retail, restaurants, services, and office space at 23rd and Yesler.))

Madison-Miller goals

~~CA-G((7))19~~ A vibrant, revitalized pedestrian-oriented commercial district on East Madison from 16th to 24th Avenues that serves both local and destination shoppers with a variety of shops and services.

~~CA-G((8))20~~ A vibrant, revitalized pedestrian-oriented commercial node at Madison St. between 19th Avenue and 23rd Avenue that principally serves local residents.

~~CA-G21~~ A Destination/Entertainment Center at 23rd and Madison serving as the Central Area's northern commercial anchor.

Madison-Miller policies

~~CA-P((33))70~~ Encourage increased housing density at 23rd and Madison. As one tool for implementing this policy, consider the Residential Small Lot zone to be appropriate for single family areas south of E. Madison St. within the Madison-Miller Residential Urban Village.

((a))A. The portion of East Madison Street within the Madison-Miller Residential Urban Village is designated a principal commercial street.

~~CA-P((34))71~~ Seek entertainment facilities (e.g. entertainment complex), destination retail, convention and conference facilities and other like businesses at 23rd and Madison.

~~CA-P((35))72~~ Adopt themes and identity elements for Madison/Miller and incorporate into streetscape concepts, transportation improvements, community-based projects, and new development proposals, including concepts such as:

- The area's African-American Heritage;
- Madison After Dark;
- Community Diversity;
- The Physical and Natural Environment, and
- The area's Transportation History.

~~CA-P73~~ Explore the potential for an incentive-based East Madison "economic opportunity area."

12th avenue goal

CA-G((9))22 A thriving mixed-use residential and commercial area with a "main street" including services and retail that is attractive and useful to neighborhood residents and students, and public spaces that foster a sense of community, near the intersection of several diverse neighborhoods and major economic and institutional centers.

12th avenue policies

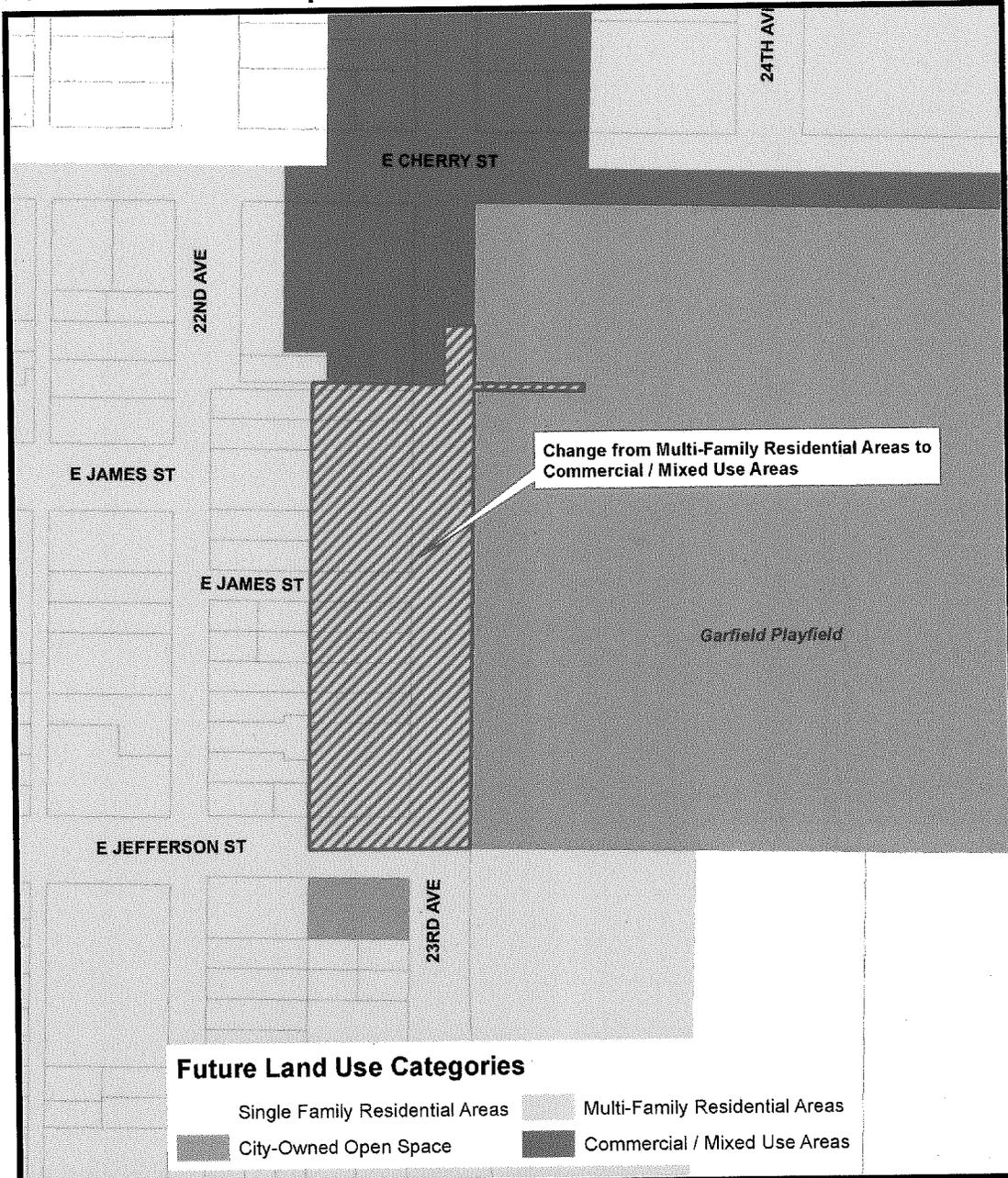
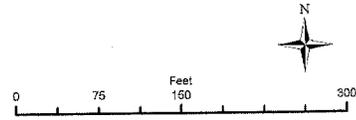
CA-P((36))74 Encourage increased housing density where appropriate, such as on 12th Avenue and on Yesler Way, and in mid-rise zoned areas.

CA-P((37))75 Facilitate the redevelopment of City-owned land, emphasizing mixed use where that type of development will contribute to the desired community character.

CA-P((38))76 Seek services and retail that builds on the neighborhood's proximity to Seattle University.

Attachment 1-B

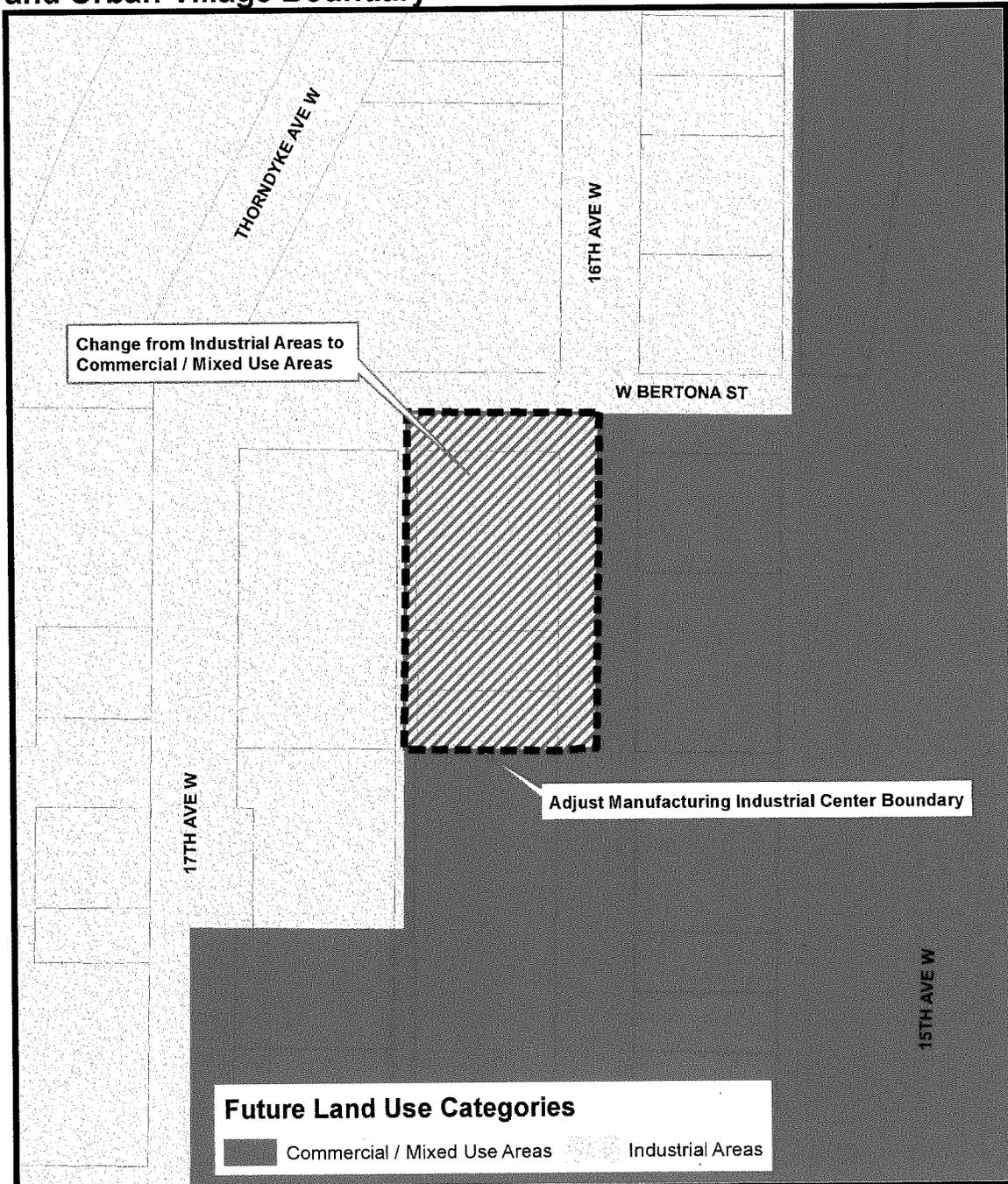
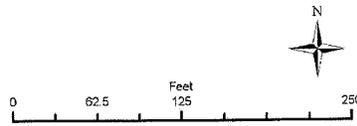
Central Area Plan Proposed Changes to Future Land Use Map



Date: 11/18/2013

Attachment 2

BINMIC Proposed Changes to Future Land Use Map and Urban Village Boundary



Date: 11/18/2013

Attachment 3-A – Manufacturing/Industrial Center Policies

Urban Village Element

UV24.2

New Policy

Do not remove land from a Manufacturing/Industrial Center unless:

- The proposed use for that land is identified;
- There is insufficient appropriately-zoned land elsewhere in the city for the proposed use;
- The proposed use would not displace an existing industrial use; and
- The proposed use would not adversely affect nearby industrial operations.

Land Use Element

LU169.1

New Policy

As a hybrid zone that permits a variety of commercial uses at moderate to high densities, the Industrial Commercial zone is not appropriate in the Manufacturing/Industrial Centers, where the City encourages retention of land for primarily industrial purposes. Do not rezone any additional land to Industrial/Commercial (IC) in the Manufacturing/Industrial Centers.

Attachment 3-B (Stadium District Goals and Policies)

Element: Land Use

New subcategory: B-6 Stadium District

Goal

LUSD-G1 Recognize the Stadium District as a unique sports and entertainment district that includes a range of complementary uses; has businesses that are active throughout the week, both day and night; and capitalizes on the public investment in stadium infrastructure to create a successful district.

Policies under Goal 1:

LUSD-P1 Designate the Stadium District as a land use category on the future land use map to recognize the unique characteristics and functions of the Stadium District, including spectator sports and entertainment, retail, office and lodging. Do not expand the Stadium District into industrial areas or the Downtown Urban Center.

LUSD-P2 Within the Stadium District, limit residential uses to specifically identified sites only, to help support a district that is active at times throughout the day and night, and seven days a week. Allow residential uses no farther south than 200 feet south of the S. Charles St. right-of-way as extended in an east/west direction, and only in combination with public benefits on other portions of the identified sites.

LUSD-P3 Site and design residential uses to minimize negative impacts on nearby activities including industry, and transportation.

LUSD-P4 Allow lodging uses within the Stadium District in close proximity to events for the high volume of visitors to stadiums and event centers.

LUSD-P5 Allow building heights that are compatible with the historic development pattern in the area, generally 65 to 85 feet, except for stadiums, and except for a limited quantity of tower structures on specifically identified sites only. These sites correspond to the areas where residential uses would be allowed as described in LUSD-P2. Reflect the character of historic development in the design and massing of infill structures and encourage preservation of character buildings.

LUSD-P6 In the limited locations where towers are permitted, design structures in ways that contribute to the downtown skyline.

LUSD-P7 As new development occurs, support creation of a network of public spaces and streetscapes that accommodates patrons before and after events, supports social interaction, promotes activity seven days a week and contributes to a safe and vibrant District, without adversely affecting neighboring industrial activity, stadium and event center operations, and traffic flow.

LUSD-P8 Encourage major uses in the District to use coordinated and shared parking strategies to address unique event-related parking needs. Consider allowing new principal use parking to meet short term event-related parking needs, where it is identified as part of a Transportation Management Program.

LUSD-P9 If adding new parking, prioritize siting it adjacent to, or co-located with existing parking, and design all new parking to meet goals for urban design and pedestrian-friendly character.

LUSD-P10 Encourage transportation management strategies by major sports and entertainment uses and other large uses in the district to minimize the need for parking facilities and limit the traffic impacts associated with events, by encouraging patrons to ride transit and choose non-motorized modes of travel.

LUSD-P11 Continue to support the operation of stadiums and event centers, such as event staging, altering normal traffic patterns, nighttime operations, and accommodating buses and trucks.

Goal

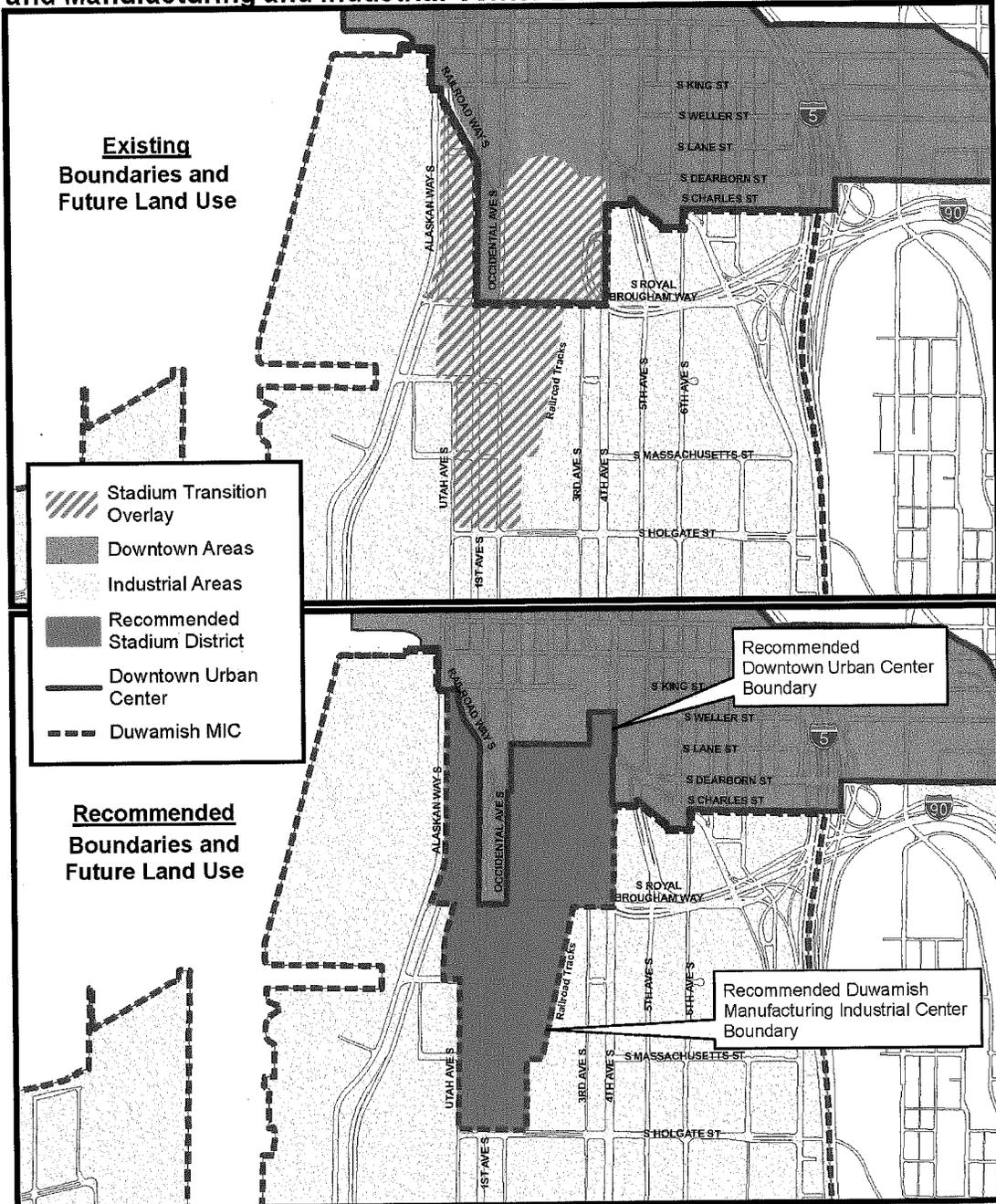
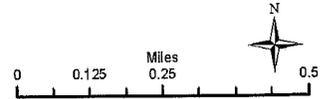
LUSD-G2 Support the continued viability of industrial and cargo container operations in the Duwamish Manufacturing/Industrial Center, which borders the Stadium District on three sides..

Policy under Goal #2

LUSD-P12 Site and develop new land uses in the Stadium District in ways that minimize incompatibilities at the edges of the district, with regard to light, glare, noise, access and mobility.

Attachment 3-C

Stadium District Recommended Changes to the Future Land Use Map and Urban Center and Manufacturing and Industrial Center Boundaries



Date: 11/21/2013

Attachment 4

UNIVERSITY COMMUNITY URBAN CENTER PLAN GOALS AND POLICIES

GOALS

- UC-G1** Stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.
- UC-G2** Vibrant commercial districts serving local needs and offering regional specialties. ~~((See Map on Figure 1 for locations of principal commercial districts.))~~
- UC-G3** An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle and automobile, and minimizes negative impacts to the community.
- UC-G4** A community in which the housing needs and affordability levels of major demographic groups, including students, young adults, families with children, empty nesters, and seniors, are met and which balances home ownership opportunities with rental unit supply.
- UC-G5** A community with a wide range of neighborhood recreation facilities and open space and which meets the Comprehensive Plan's open space goals.
- UC-G6** A community that builds a unique physical identity on its historical and architectural resources, attractive streets, university campus, and special features.
- UC-G7** An urban center that is home to the University of Washington; the region's foremost educational institution which is expanding to meet new challenges while enhancing the surrounding community.
- UC-G8** A community in which public education resources are readily available.
- UC-G9** A community that is regionally recognized for its arts and cultural activities and that uses cultural activities as a community building asset.
- UC-G10** An integrated social service delivery network that serves the entire community.
- UC-G11** A community where people are and feel safe.
- UC-G12** A community where the historic resources, natural elements, and other elements that add to the community's sense of history and unique character are conserved.

POLICIES

- UC-P1** ~~((In pursuit of Comprehensive Plan Policy H12,))~~ In order to provide diverse housing types, encourage ~~((ground-related))~~ single family and low-rise multifamily housing types in portions of the northern tier~~((,))~~ and Ravenna areas of the community, with options at a variety of affordability levels.
- UC-P2** ~~((Encourage high quality development, up to 65 feet, or about five stories, south of NE 43rd Street, and from just east of Brooklyn to the west))~~ South of 50th and west of 15th, encourage high quality development with a variety of buildings, ~~((to enhance this residential))~~ enhancing a vibrant mixed-use area with excellent proximity to the University and to the Sound Transit light rail ~~((LRT))~~ stations.
- ~~((UC-P3 Encourage a vibrant mixed-use residential neighborhood in the University Gardens Core area (between NE 50th Street, Brooklyn Avenue NE, NE 43rd Street, and 9th Avenue NE.))~~
- ~~((UC-P4 These goals and policies of the UCUC Neighborhood Plan are not intended to change the policy basis for consideration of rezones proposed after adoption of these goals and policies.))~~
- UC-P3**~~((5))~~ Strengthen pedestrian-oriented retail on University Way through physical improvements to the street and sidewalk and encouraging private property owners to improve their properties. Reinforce improvements to University Way south of NE 50th St., and encourage new improvements north of NE 50th St.
- UC-P4**~~((6))~~ Strengthen a diverse mix of retail and commercial activities on NE 45th Street and Roosevelt Avenue NE.
- UC-P5**~~((7))~~ Support the University Village Shopping Center's activities in a way that furthers economic and housing goals while requiring mitigation of significant and cumulative impacts according to SEPA.
- UC-P6**~~((8))~~ Encourage the development of retail businesses that serve local needs on 25th Avenue NE, and encourage the redevelopment of a diverse mix of housing and compatible retail, where appropriate, in adjacent areas.
- UC-P7**~~((9))~~ Involve the community and contiguous neighborhoods in the monitoring of traffic, and the identification of actions needed to preserve the multi-modal capacity of the principal arterial streets, to accommodate projected growth and protect residential streets from the effects of through-traffic. ~~((Give priority to transit, bicycle and pedestrian modes for those networks identified in the Comprehensive Plan and where specific mode improvements are noted on the map in Figure 2.))~~
- UC-P8**~~((10))~~ ~~((In pursuit of Comprehensive Plan Policies T42, T43, and T44, e))~~ Emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified ~~((in Figure 2))~~ in citywide modal plans.
- UC-P9**~~((11))~~ Take advantage of Sound Transit improvements ~~((to address))~~ and coordinate local transportation needs and impacts and facilitate intermodal connections, such as bus, streetcar, bicycle, pedestrian travel, ~~((and monorail,))~~ and surface vehicle traffic.

UC-P10~~((12))~~ Work with King County Metro and Community Transit to create efficient bus circulation. Address bus layover impacts, bus routing, and transfer issues as well as street improvements to facilitate transit.

~~((UC-P13 Explore local shuttle transportation options.))~~

UC-P11~~((14))~~ Carefully manage parking to provide needed accessibility while minimizing traffic and on-street parking impacts when considering on-street parking actions, off-street parking requirements for new development, and public parking development. Strongly discourage "park-and-ride" parking for commuters.

UC-P12~~((15))~~ Employ a variety of ~~((housing types and development))~~ strategies to effectively provide for identified needs, including ~~((existing housing))~~ preservation of existing housing resources and~~((;))~~ code enforcement~~((, accessory units, new ground-related housing, and mixed-use mid-rise residential development))~~.

UC-P13~~((16))~~ Employ a variety of strategies to bring housing development to ~~((desired))~~ the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, incentive zoning, and subsidies.

UC-P14~~((17))~~ In order to serve existing residents to the north and emerging residential neighborhoods, support the ~~((organize a))~~ services spine roughly along NE 50th Street, which includes a ~~((; Include a wide))~~ variety of public, recreational, educational, community, and human services, plus churches, playfields, and other facilities. ~~((See Figure 3.))~~

UC-P15~~((18))~~ Employ a variety of strategies to increase open space, such as park acquisition through a major open space funding program, improvement of and better access to existing assets, and creation of small spaces with new development.

UC-P16~~((19))~~ Encourage the establishment of a local open space fund that can be used to purchase and improve small parcels when the opportunity arises.

UC-P17~~((20))~~ Place highest emphasis on open space and recreation facilities projects that will benefit the greatest number of people in areas that are least well served.

~~((UC-P21 In the Southwest Quadrant (the area generally south of NE 45th Street and west of Roosevelt Avenue NE), make convenient pedestrian connections to nearby parks and the waterfront and seek to develop a small shoreline park on the Lake Union shoreline at the south end of 7th Avenue NE.))~~

UC-P18~~((22))~~ Provide better physical connections from the University District to campus and to the waterfront. ~~((In Lower Brooklyn (the area generally south of NE 43rd Street between Roosevelt Avenue NE and the UW campus), provide open space for the large population including residents, workers, and students and strengthen physical connections to the waterfront and campus. Encourage better physical integration between the campus and the community.))~~

UC-P19~~((23))~~ ~~((In the University Gardens Core (the area generally between NE 50th Street, Brooklyn Avenue NE, NE 43rd Street, and 9th Avenue NE.))~~ South of NE 50th St and west of 15th Ave NE, create a ~~((connected))~~ network of publicly-accessible ~~((open))~~ spaces integrated with development, including improved sidewalks and pedestrian pathways that increase

accessibility through and along long blocks. Provide open space and recreation facilities for seniors.

UC-P20((24)) Within one quarter mile of the Sound Transit station, pursue the creation of a centrally-located open space. Surround this open space with active uses, and manage it to ensure that it is a positive addition to the neighborhood. ~~((In the Northern Tier (the low rise multi-family residential areas above NE 45th Street between 22nd Avenue NE and 15th Avenue NE and north of NE 50th Street and west of Brooklyn Avenue NE), seek to establish and enhance a central open space and community facility as part of the NE 50th Street Community Services Spine. (See policy UCUC 17 above).))~~

UC-P21((25)) In the University Way-15th Avenue NE corridor between NE 55th Street and NE 41st Street, encourage the provision of more sidewalk cafes, alley activation, and street-oriented public space through both public and private investment.

UC-P22((26)) In the Ravenna Urban Village, seek to protect and enhance natural areas and features.

~~((UC-P27 Focus visual improvements on key streets, corridors, and gateways as identified in Figure 4))~~

UC-P23((28)) Seek to preserve and enhance the following design characteristics within the community: Pedestrian orientation and visual interest to the pedestrian, high quality, human-scaled design details in larger buildings, streetscape continuity on commercial corridors, integration between the UW campus and the surrounding community, buildings with attractive open space and low rise multi-family development that fits with the design character of adjacent single family houses.

UC-P24((29)) Enhance gateways into the University Community, especially at NE 45th St and 7th Ave NE, NE 50th Street at Roosevelt Avenue NE, NE 50th Street and NE 45th St at 15th Ave ~~((University Way))~~ NE, the Sound Transit light rail station, the "landing" of the University Bridge at NE 40th St, ~~((11th Avenue NE at NE 41st Street,))~~ 25th Avenue NE at NE 55th Street, NE 45th Street at 25th Avenue NE, and Roosevelt Avenue at NE 42nd Street. "Gateways" means visual enhancements, such as improved landscaping, signage, artwork, or other features, that signify the entries into the community.

UC-P25((30)) Accommodate new university growth in a way that benefits the surrounding community.

UC-P26((31)) Work to connect and integrate the campus and the community visually and physically.

UC-P27((32)) In pursuit of Comprehensive Plan Policy L130, ensure that the University Community plays an active role in the UW's Campus Master Plan on subjects of mutual interest.

UC-P28((33)) Pursue opportunities to work with Seattle Public School District #1 in locating a public school in the community, capitalizing on the area's excellent accessibility and proximity to the University of Washington.

UC-P29((34)) Work with Seattle Public School District #1 to ensure appropriate, equitable school resources are available in the community, including after-school activities and facilities.

UC-P30((35)) Encourage the local coordination of arts and cultural activities, including museums, theaters, commercial activities, galleries, classes, performance halls, arts groups and informal performance groups, for the mutual enhancement of those efforts.

UC-P31((36)) Provide the opportunity for local public involvement in City-sponsored art projects and the design of major public facilities.

UC-P32((37)) Ensure that the full range of cultural activities and backgrounds is represented in publicly-funded arts.

UC-P33((38)) Foster the coordinated efforts of local social service providers to identify and meet the specific service delivery needs in the urban center.

UC-P34((39)) As called for in Comprehensive Plan Policies HD 44-53, encourage effective partnerships between service providers and integrate these efforts into other community improvement activities.

UC-P35((40)) Place a high priority on controlling illegal activities on streets and in public spaces.

UC-P36((41)) Encourage legitimate uses and a sense of ownership in parks and public spaces.

UC-P37((42)) Support public safety through urban design.

UC-P38((43)) Seek to conserve the special historic and cultural resources in the University Community including significant structures on commercial corridors, registered landmarks, and significant public structures

UC-P39((44)) Identify and conserve areas of special design character, such as Greek Row and 17th Avenue NE boulevard.

capital facilities & utilities

The goals and policies of the capital facilities and utilities elements of the Comprehensive Plan express the vision of the University Community Urban Center.